

# TRACY RESIDENTIAL AREAS SPECIFIC PLAN

---

*With amendments*



*Updated December 2019*

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# CITY OF TRACY

## RESIDENTIAL AREAS SPECIFIC PLAN AND AMENDMENTS

**NOTE: Click the amendment number in the left column to be taken to that amendment and related documentation. Any underlined sections are links.**

NO.	DATE	PROJECT NO.	RESO/ORD NO.	DESCRIPTION
N/A	06/02/87	N/A	<a href="#">Reso 87-114</a>	Adopting Residential Areas Specific Plan
N/A	June 1987			<a href="#">RESIDENTIAL AREAS SPECIFIC PLAN</a>
<a href="#">1</a>	09/01/87	5-87-R	Ord 699 C.S.	Rezoning far western portion of <b>Parcel 3</b> (north side of Grant Line Road, 100 feet east of Lincoln Boulevard, 8 lots, 1.4 acres, Arnaudo Village 5 Subdivision) from LDR to MDC.
<a href="#">2</a>	10/08/87	9-87-R	Ord 703 C.S.	Rezoning north and south areas of <b>Parcel 2</b> (north side of Grant Line Road, 1,300 feet east of Corral Hollow Road) from LDR to MDC.
<a href="#">3</a>	11/17/87	7-87-GPA	Reso 87-328	Relocating school site in <b>Parcel 23</b> to south of Mt. Diablo Avenue.
<a href="#">4</a>	12/01/87	7-87-R	Ord 707 C.S.	Rezoning <b>Parcel 24</b> (bound by Schulte on the south, Third Street on the north, Southern Pacific Railroad on the west, and Tracy Cemetery on the east) from LDR and HDR to MDC.
<a href="#">5</a>	12/01/87	8-87-R	708 C.S.	Rezoning <b>Parcel 7</b> (west side of Corral Hollow Road, 2,400 feet south of Grant Line Road) from LDR to PUD (Buena Vista Estates).
<a href="#">6</a>	12/01/87	12-87-R	Ord 709 C.S.	Rezoning <b>Parcel 25</b> (generally located on south side of Schulte Road at intersection of Central Avenue) from LDR to PUD (Victoria Park). NOTE: Later modified to new PUD district per 769 C.S., and then northeast portion of Parcel 25 subsequently rezoned to MDC per 950 C.S.
<a href="#">7</a>	12/01/87	17-87-R	Ord 710 C.S.	Rezoning the southern portion of <b>Parcel 3</b> (north side of Grant Line Road, east of Lincoln Boulevard) from LDR to PUD (Arnaudo Village 6).
<a href="#">8</a>	01/05/88	18-87-R	Ord 713 C.S.	Rezoning a portion of <b>Parcel 23</b> (SWC Third/MacArthur, previous undeveloped school site that was relocated via Reso 87-328) from LDR to MDC.
<a href="#">9</a>	01/05/88	16-87-R	Ord 714 C.S.	Rezoning <b>Parcel 21</b> (NWC MacArthur/Third) from MDR to MDC.
<a href="#">10</a>	12/20/88, 01/03/89	15-88-GPA, 16-88-R	Reso 88-452, Ord 758 C.S.	Amending boundaries of Residential Areas Specific Plan ( <b>Parcels 14b and 16</b> ) to include 1.37 acres of land at west side of Tracy Boulevard, 654.40 feet south of Schulte Road, APN 237-150-06 and rezoning the property from LMDR to NS.
<a href="#">11</a>	03/21/89	2-89-GPA	Reso 89-99	Redesigning Corral Hollow Road from 4 to 6 lanes between Schulte Road Extension and Eleventh Street. NOTE: This was later extended to include the area from south of Byron Road to Eleventh Street (see Reso 89-230, adopted 6/6/89).
<a href="#">12</a>	03/21/89	13-88-GPA	Reso 89-100	Minor collector standards (uniform standard of 40-foot street widths for consistency), standardized 5-foot sidewalk widths, standard street intersections for cul-de-sacs and short loop streets (instead of the narrower entrances currently in the Specific Plan), and use on other streets of same types of trees used for major arterials.

NO.	DATE	PROJECT NO.	RESO/ORD NO.	DESCRIPTION
<a href="#"><u>13</u></a>	04/04/89	6-88-R	Ord 763 C.S.	Rezoning the eastern portion of <b>Parcel 17</b> (east of Sycamore Parkway) from LDR to PUD (Regency Square).
<a href="#"><u>14</u></a>	06/06/89	7-89-GPA	Reso 89-221	Allowing business and professional office uses in NS zone that serve the surrounding neighborhood.
<a href="#"><u>15</u></a>	06/06/89	8-89-GPA	Reso 89-230	Redesigning Corral Hollow Road from 4 to 6 lanes between Schulte Road Extension and Eleventh Street, AND from south of Byron Road to Eleventh Street. NOTE: This reflects an extension of the area previously approved (see Resolution 89-99, adopted 3/21/89).
<a href="#"><u>16</u></a>	06/06/89	2-89-R	Ord 769 C.S.	Rezoning a portion of <b>Parcel 25</b> (east of the planned alignment of Central Avenue, south of Schulte Road) from an existing PUD district (237 lots) to a new PUD district (245 lots) and rezoning Westside Irrigation District lands from LDR to PUD. [Parcel 25 had already been re-zoned to PUD per Ord. 709 C.S.; this modified the PUD district (Victoria Park)]. NOTE: Northeast portion of Parcel 25 was later rezoned to MDC per 950 C.S.
<a href="#"><u>17</u></a>	06/06/89, 06/20/89	19-88-GPA 19-88-R	Reso 89-225, Ord 774 C.S.	Modifying arrangement of LDR and MDR in eastern portion of <b>Parcel 8</b> and rezoning the MDR portion to MDC.
<a href="#"><u>18</u></a>	09/12/89	12-89-GPA	Reso 89-369	Affecting the alignment of Byron Road.
<a href="#"><u>19</u></a>	09/12/89	9-89-GPA	Reso 89-379	Realigning drainage channel along Parcel 21 from the west side to the east side of MacArthur Drive and culverting the channel along MacArthur Drive south of the spur rail line intersecting MacArthur Drive south of the power lines, and align the bikeway along Third Street crossing MacArthur Drive at the intersection of MacArthur/ Mt. Diablo.
<a href="#"><u>20</u></a>	12/07/89	5-88-R	Ord 800 C.S.	Rezoning west side of <b>Parcel 16</b> (both sides of Schulte/Sycamore from west of NS zone within Parcel 16, moving west past Sycamore thru remainder of Parcel 16) from LDR to PUD. (The portion west of Sycamore was later rezoned to MDC per Ord. 958 C.S.).
<a href="#"><u>21</u></a>	12/19/89	21-89-GPA	Reso 89-527	Moving undeveloped school site on northern portion of <b>Parcel 26</b> (east of Corral Hollow Road, south of Grant Line Road) to terminus of Lowell Avenue in I-205 Study Area and rezoning northern portion of Parcel 26 to LMDR.
<a href="#"><u>22</u></a>	12/19/89, 01/02/90	20-89-GPA 10-89-R	Reso 89-529, 808 C.S.	Rezoning 12 acres of property (101 N. MacArthur Drive), containing 10.0 acres of MDR and 2.0 acres of NS, to 9.7 acres of MDR and 2.6 acres of NS; and adjust boundary line, <b>Parcels 21 and 22</b> . The rezone to NS also affects the northerly portion of <b>Parcel 23</b> .
<a href="#"><u>23</u></a>	04/17/90, 05/01/90	23-89-GPA, 15-89-R	Reso 90-138, Ord 819 C.S.	Rezoning a portion of <b>Parcel 10</b> (north side of Cypress Drive, west of Hunter Trail and Alden Glen) from HDR to LDR.
<a href="#"><u>24</u></a>	07/17/90	5-89-R	Ord 829 C.S.	Rezoning <b>Parcel 27</b> (generally located on east side of Tracy Boulevard, north of Southern Pacific Railroad) from MDR to PUD (Ryland Junction).
<a href="#"><u>25</u></a>	07/23/90, 08/07/90	5-90-GPA, 5-90-R	Reso 90-304, Ord 833 C.S.	Rezoning a portion of <b>Parcel 19</b> (SWC Tracy/Valpico) from HDR and MDR to MDC.
<a href="#"><u>26</u></a>	09/04/90, 09/18/90	13-89-GPA, 7-89-R	Reso 90-364, Ord 841 C.S.	Rezoning 15.1 acres from LDR to GHC and rezoning 12.0 acres from GHC to LDR on <b>Parcel 4</b> (SWC Grant Line/Corral Hollow).
<a href="#"><u>27</u></a>	09/04/90	9-90-GPA	Reso 90-366	Relocating fire station in <b>Parcel 18</b> (SWC Tracy/Central) to outside of RSP (NEC Tracy/Valpico) and rezoning that portion of Parcel 18 to MDR.

NO.	DATE	PROJECT NO.	RESO/ORD NO.	DESCRIPTION
<a href="#"><u>28</u></a>	05/21/96, 06/04/96	1-96-GPA, 1-96-R	Reso 96-150, Ord 938 C.S.	Rezoning a portion of <b>Parcel 5</b> (NWC Lowell/Orchard) from MDR to LDR.
<a href="#"><u>29</u></a>	02/18/97	4-96-GPA	Reso 97-061	(1) Amend Figure 3.2 by deleting the school located on the south side of Schulte Road, west of Sycamore Parkway, and redesignating the site Residential Medium and Residential Low. (2) Amend Figure 3.2 by decreasing Neighborhood Park 9, located on the east side of Tracy Boulevard next to the City Hall Annex, from six acres to approximately one acre and redesignate five acres Residential Medium. (3) Amend Figures 3.2 and 3.5 by deleting Mini Parks 26 and 19 and redesignate Residential Low and Residential High. (4) Amend Figures 3.2 and 3.3 by deleting the neighborhood park located between RSP Parcels 4 and 5 and redesignate Residential Low. Move the neighborhood park to NEC Lowell/Orchard.
<a href="#"><u>30</u></a>	02/18/97	3-96-R	Ord 950 C.S.	Rezoning 15.43 acres, at the northeast portion of <b>Parcel 25</b> (SEC Schulte/Central) from MDR to MDC.
<a href="#"><u>31</u></a>	06/03/97	1-97-R	Ord 958 C.S.	Rezoning west side of <b>Parcel 16</b> (south of Schulte, the portion of lying west of Sycamore) from PUD to MDC.
<a href="#"><u>32</u></a>	09/02/97, 09/16/97	1-97-SPA, * 2-97-R	Reso 97-292, Ord 962 C.S.	Rezoning 0.14 acres of <b>Parcel 4</b> (NWC Joseph Damon/Orchard) from LDR to GHC.
<a href="#"><u>33</u></a>	02/17/98	4-97-R	Ord 970 C.S.	Rezoning 8.59 acres of <b>Parcel 16</b> (SEC Schulte/Sycamore) from PUD to MDC.
<a href="#"><u>34</u></a>	04/20/99, 05/04/99	5-98-SPA, 9-98-R	Reso 99-127, Ord 994	Rezoning NE portion of <b>Parcel 18</b> (NWC Central /Tracy) from NS to MDC and LDR.
<a href="#"><u>35</u></a>	07/05/00	2-00-SPA	Reso 2000-268	Rezoning a 0.73 acre site in <b>Parcel 7</b> (NWC Corral Hollow/Lowell) from HDR to LDR in the RASP (Buena Vista Estates). NOTE: Property remains zoned as PUD.
<a href="#"><u>36</u></a>	10/04/05	1-05-R	Ord 1084	Rezoning a 6.95 acre portion of <b>Parcel 18</b> (NEC Central/Sycamore) from HDR to PUD (Muirfield 9).
<a href="#"><u>37</u></a>	06/01/10	SPA10-0001	Reso 2010-077	Adding Community Garden as a conditionally permitted land use on commercial properties (properties designated NS or GHC).
<a href="#"><u>38</u></a>	12/18/12	SPA12-0007	Reso 2012-256	Amendments relating to eating and/or drinking establishments with entertainment.
<a href="#"><u>39</u></a>	12/03/19	SPA19-0003, D19-0019	Reso 2019-236	Adding "Dependent living facility" as a permitted use in the GHC zone.

\* Project number is inadvertently shown on Resolution 97-292 as 1-97-GPA; however, should have been 1-97-SPA (1-97-GPA was for a different project).

MAKING FINDINGS RELATIVE TO AND APPROVING  
THE RESIDENTIAL AREAS SPECIFIC PLAN FOR THE CITY OF TRACY

WHEREAS, Sections 65450 through 65457 of the California Government Code authorizes the preparation of Specific Plans for the systematic implementation of the General Plan for all or part of the area covered by the General Plan, and

WHEREAS, The General Plan, adopted by the Tracy City Council on December 7, 1982, included implementing policies number 3-2, 18-5, and 19-1, refer to the use of the Specific Planning process to implement the goals of the General Plan, and

WHEREAS, The Residential Areas Specific Plan implements many of the policies of the General Plan and acts as an amendment to the policies text and map of the General Plan, and

WHEREAS, The City Council, in cooperation with the landowners of the area in the Specific Plan, contracted with EDAW, Inc., Planning Consultants, for the preparation of a Residential Areas Specific Plan to implement the General Plan in more detail in this area, and

WHEREAS, The City Council and Planning Commission of the City of Tracy jointly met to consider alternatives and issues for the residential areas specific plan at twelve joint Council/Commission meetings, and these joint Council/Commission meetings were duly noticed in the Tracy Press, and

WHEREAS, The Tracy Residential Areas Specific Plan and accompanying General Plan Amendment and Master Environmental Impact Report were considered by the Tracy Planning Commission at duly noticed public hearings on January 28, 1987, February 11, 1987, February 25, 1987, and April 22, 1987, and

WHEREAS, Testimony was taken at said public hearings and amendments were made to the Specific Plan, and

WHEREAS, On April 22, 1987, the Planning Commission recommended that the Master Environmental Impact Report be certified and approved by the City Council, and

WHEREAS, The City Council of the City of Tracy held a duly noticed public hearing on May 19, 1987, to consider said Tracy Residential Areas Specific Plan accompanying General Plan Amendment and Master EIR, and

WHEREAS, All parties wishing to be heard and/or submit comments and recommendations were given an opportunity to do so after which the public hearing was closed, and

WHEREAS, The City Council considered the report and recommendation of the Planning Commission regarding the Master Environmental Impact Report, the Tracy Residential Areas Specific Plan and the accompanying General Plan Amendment at their meeting of May 19, 1987, and

WHEREAS, The Master Environmental Impact Report has been reviewed, approved, and certified by the City Council;

NOW, THEREFORE, BE IT RESOLVED That the City Council of the City of Tracy approves and adopts the Residential Areas Specific Plan Text and Map and amends the Tracy General Plan to incorporate the Specific Plan as an addendum.

\* \* \* \* \*

The foregoing Resolution No. 87-114 was passed and adopted by the City Council of the City of Tracy on the 2nd day of June, 1987, by the following vote:

AYES:	COUNCIL MEMBERS:	MORELOS, SCHUBERT, ZANUSSI, BLAND, HASTIE
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	NONE

Richard C. Hastie  
MAYOR

ATTEST:

Debra J. Davis  
CITY CLERK

TRACY RESIDENTIAL AREAS  
SPECIFIC PLAN

Prepared for the  
City of Tracy

by  
EDAW, Inc.

In Association With  
Wilsey & Ham  
DKS Associates  
Bartle-Wells Associates

June 1987

# TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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## 1. INTRODUCTION

In 1982, during the process of updating the General Plan, the City of Tracy identified the land to the south and west of the City as areas to be targeted for future urban expansion. 2,140 acres were subsequently annexed to the City and Assessment District 84-1 was created to finance sewer improvements for the area. A specific plan was then proposed for a portion of the expansion areas as a mechanism to prepare a comprehensive land use program, coordinate the development plans of the individual property owners, and provide a strategy for constructing essential public improvements.

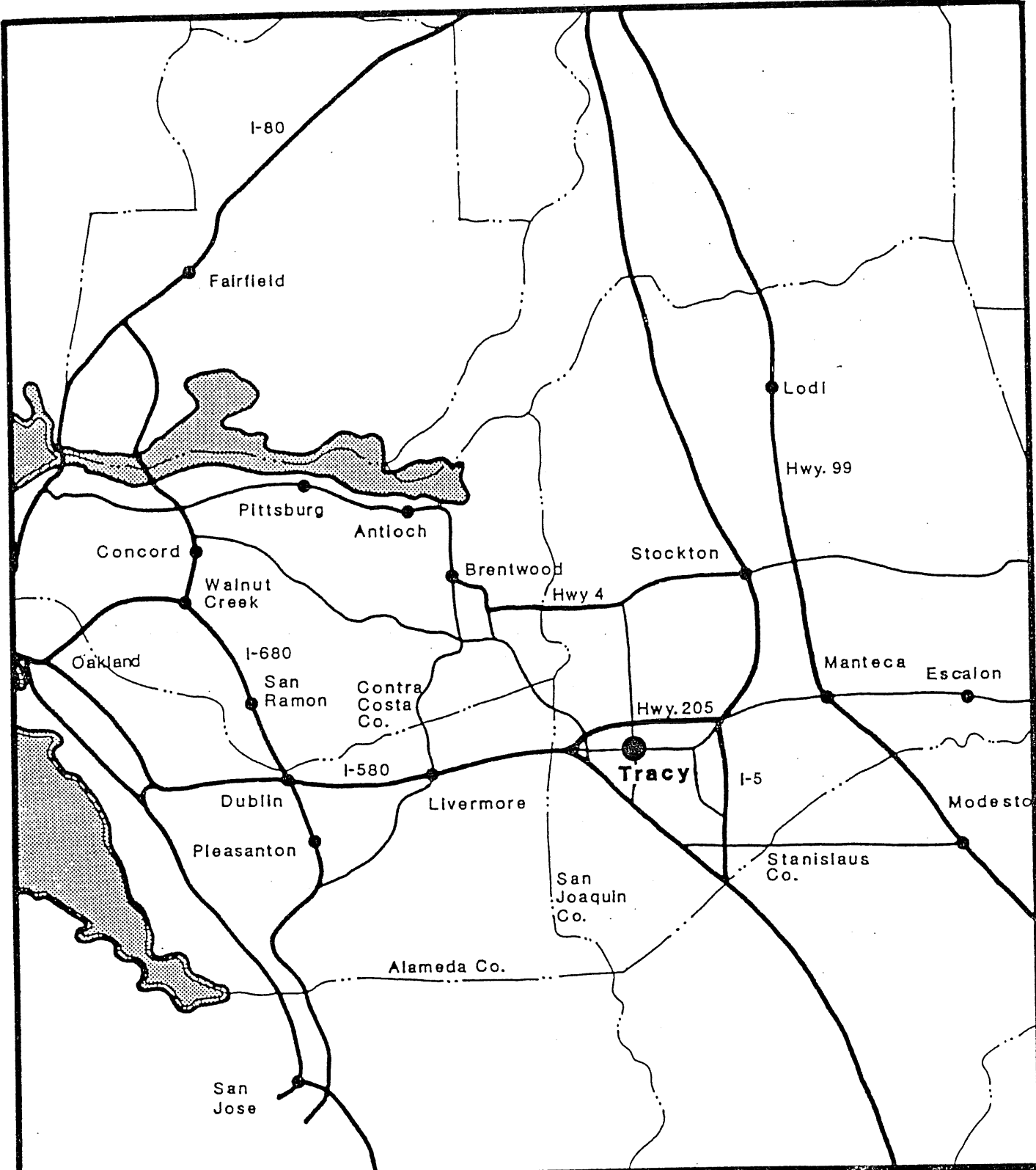
During more than a year of data collection, site analysis, design development, staff consultation and numerous public meetings, a Residential Specific Plan was prepared. This document explains the goals and objectives of the Residential Specific Plan and provides design guidelines and a financing plan as implementation mechanisms.

### 1.1 Planning Area Location and Description

The Tracy Residential Specific Plan areas consist of 1,480 acres of land within the City of Tracy, California (Figures 1.1 and 1.2). To better describe the functional relationships between individual parcels, the land of the 26 property owners has been grouped into three Planning Areas, each of which represents a future neighborhood (Figure 1.3).

Presently, the Specific Plan areas are primarily made up of active and dormant agricultural lands. While most parcels form the outer edge of the community, in several areas urban development has surrounded the undeveloped parcels, leaving them less desirable for active agricultural purposes.

Factors which have influenced land planning for the areas include: the Irrigation District channels which cross numerous parcels, a portion of which are no longer actively used for irrigation and are often not connected with the main irrigation system; railroad tracks and electric transmission lines that cut across many of the parcels, dividing the land and creating certain constraints to its development; and the existing transportation network which includes numerous rural roads and several partially constructed arterial streets.



Tracy Residential Areas  
Specific Plan

**REGIONAL LOCATION  
MAP**

Prepared by  
EDAW Inc.

In association with  
Wilsey & Ham  
DKS Associates  
Bartle-Weiss Associates  
June 1987

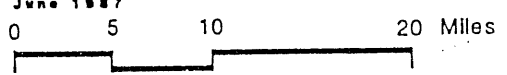
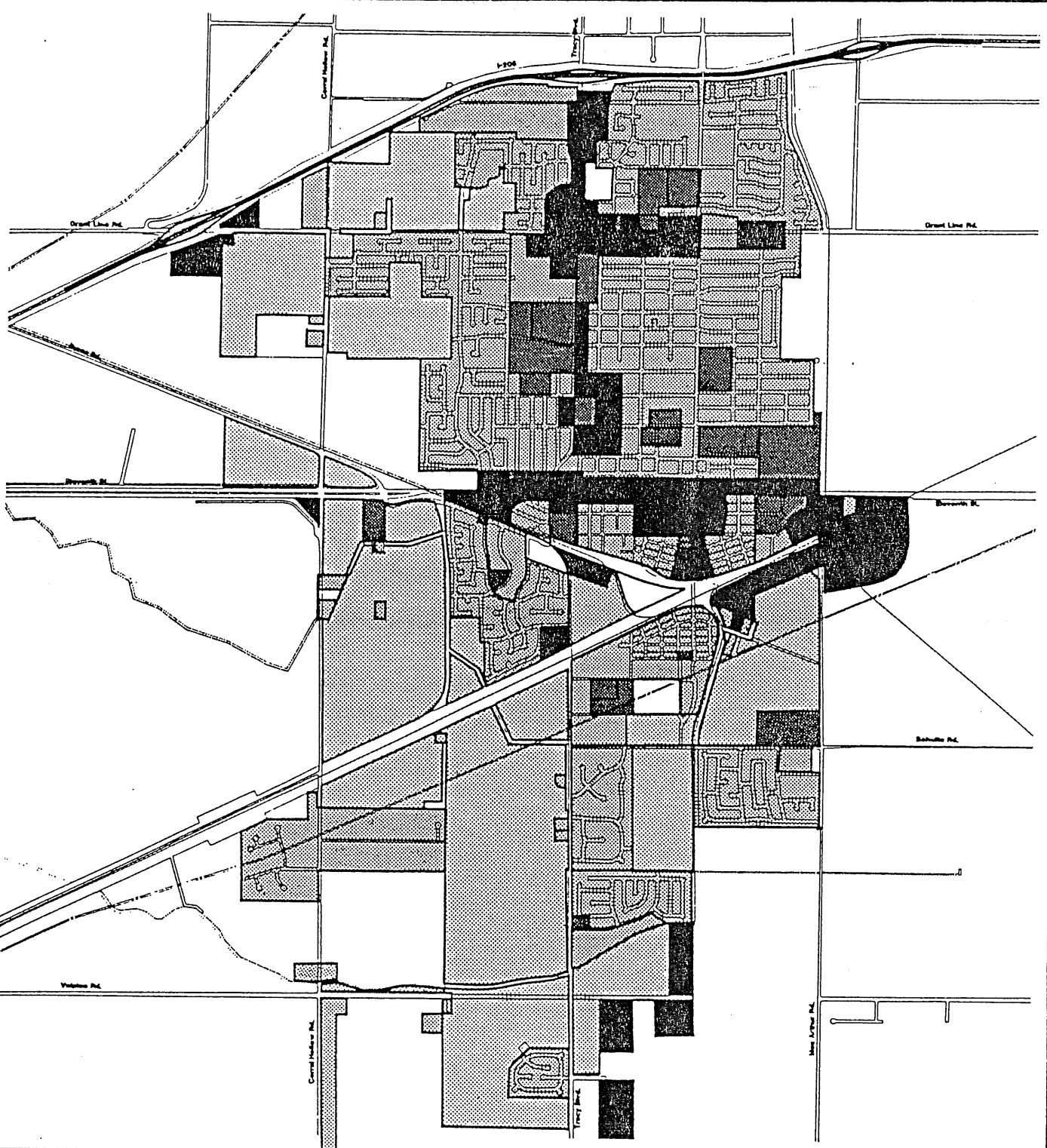


Figure 1.1



# Tracy Residential Areas Specific Plan

Prepared by  
EDAW Inc.  
in association with  
Wisey & Horn  
DKS Associates  
Barde-Wells Associates

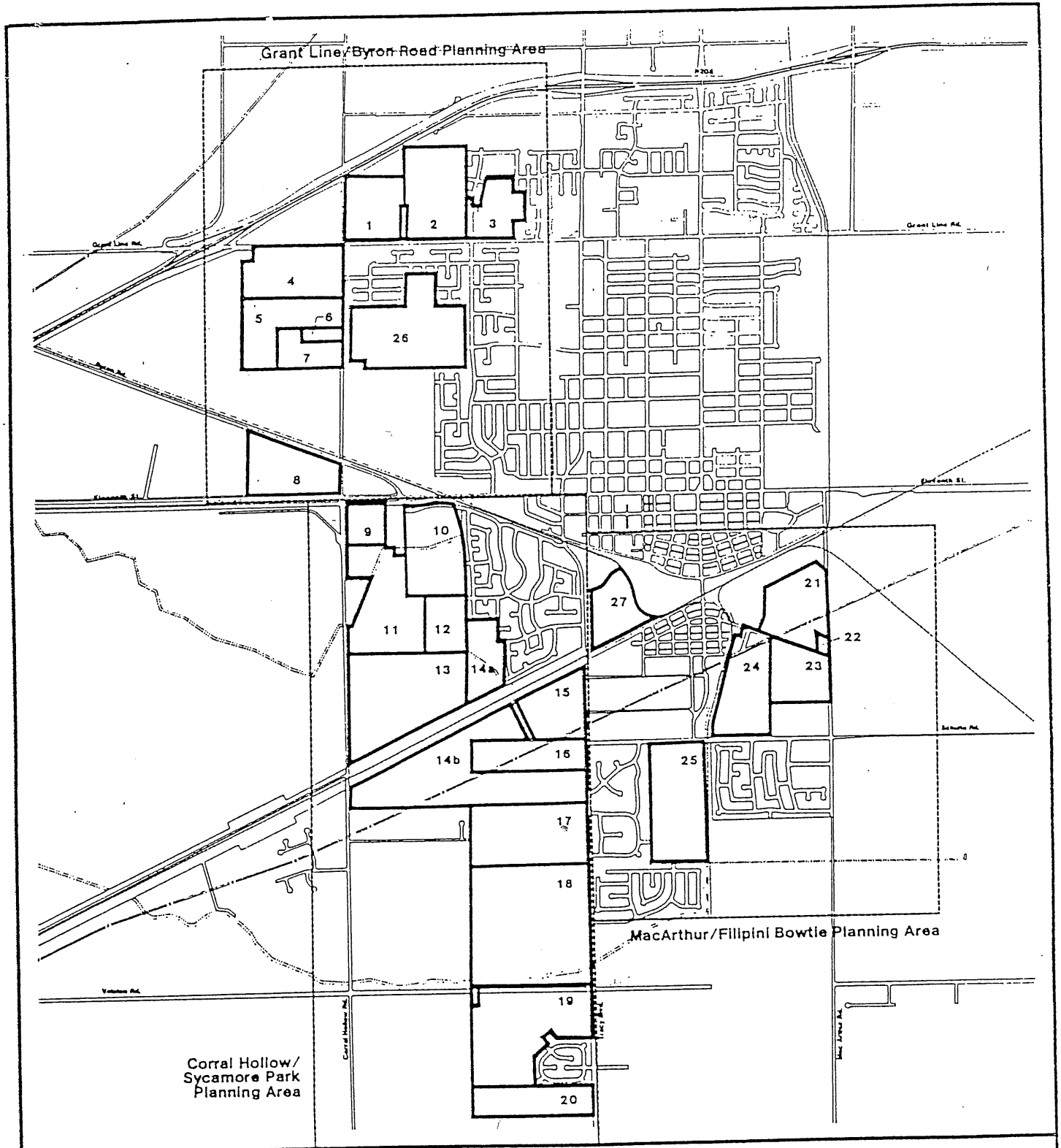
JUNE 1987  
0' 900' 1800' 3700' 6400'



## EXISTING LAND USE

- Agricultural
- Residential
- Public, Institutional
- Commercial
- Industrial

Figure 1.2



Tracy Residential Areas  
Specific Plan

**LAND OWNERSHIP**

Prepared by  
ED&W Inc.  
in association with  
Wesley & Ham  
DKS Associates  
Barde-Wells Associates

 Specific Plan Development Parcels  
Development Parcel Number

June 1987

0 800' 1600' 3200' 6400'





The character of the surrounding community also plays an important part in shaping the details of the Specific Plan. It is characterized by established residential neighborhoods which primarily include single-family homes, and to a lesser extent multi-family units and rural ranchettes. Downtown Tracy is less than two miles from most portions of the proposed project and contains a variety of local-serving retail businesses.

The majority of the land within the proposed Residential Areas Specific Plan is designated by the General Plan, and is consistently zoned, as Low Density Residential (LDR). A smaller portion is designated Medium Density Residential (MDR). Commercially designated acreage is limited to one neighborhood shopping center and one general highway commercial center. The following represents the allowed development within the Specific Plan areas, based on these designations.

<u>Zoning</u>	<u>Allowed Units per Acre</u>	<u>Acres Zoned</u>	<u>Total Units</u>
LDR	2 to 5.8	1,252	2,504 to 7,262
MDR	5.9 to 12	130	802 to 1,632
Total Units Allowed by the General Plan:			3,306 to 8,894

Additionally, a fire station, seven neighborhood parks, one community park, seven elementary schools, one middle school, and one high school, as well as arterial and collector streets, are designated within the Specific Plan areas on the General Plan Map.

In 1984, Sewer Assessment District 84-1 was established which financed the expansion of the City's existing wastewater treatment facility and construction of sewer lines to the Specific Plan areas as well as to other areas of the City. These improvements are expected to be completed in early-1987 and at that time the Specific Plan areas are expected to be available for development.

## 1.2 Purpose and Intent of the Specific Plan

Under California Law (Government Code Section 65459 et seq), Cities and Counties may use Specific Plans to develop policies, programs, and regulations to implement the jurisdiction's

adopted General Plan. Specific Plans often function to coordinate individual development proposals within a defined area.

The law requires that a Specific Plan include text and diagrams specifying:

- The distribution, location and intensity of land uses, including open space, within the plan area;
- The distribution, location and capacity of infrastructure, including transportation, sewage, water, storm drainage, solid waste and energy systems;
- Standards and criteria for development and utilization of natural resources; and
- An implementation program, including capital improvement plans, regulations and financing strategies.

Specific Plans are intended to be vehicles for implementing the goals and policies of a community's General Plan and can only be adopted or amended if they are consistent with the jurisdiction's General Plan.

### **1.3 How to Use the Specific Plan**

The Tracy Residential Areas Specific Plan is divided into five major sections or chapters. Chapter 1 serves as a general introduction to the Specific Plan, outlining its setting and historical origins, as well as its structure and intent. Chapter 2 discusses the goals, objectives and policies which form the framework for development within the Specific Plan areas. Chapter 3 sets forth the planning concepts of the development plan. It divides the Plan into five elements (land use, circulation, parks and open space, storm drainage, and utilities) and explains how each is addressed by the Specific Plan. Chapter 4, Design Guidelines, establishes specific standards for all development and indicates allowed land uses, development densities, siting and open space requirements, and street and storm drainage system improvements. Finally, Chapter 5 discusses how the Specific Plan will be implemented, including financing mechanisms, permit procedures and a growth management program.

## 2. SPECIFIC PLAN GOALS AND OBJECTIVES

Given the variety of planning factors affecting the land to be developed under the Tracy Residential Specific Plan and the desire by Tracy residents to maintain a high quality of life in their community, a set of goals and objectives were established to guide development within the Planning Areas. These overall guidelines, taken directly from the Tracy General Plan, address issues pertaining to Quality of Life, Quality of the Environment, and the Economic Balance within Tracy. Specific policies and programs, which are intended as implementing mechanisms for each of the objectives, are listed in Appendix A.

### GOAL L ENHANCE THE QUALITY OF LIFE THROUGH A BALANCED SYSTEM OF INFRASTRUCTURE, TRANSPORTATION, LAND USE AND OPEN SPACE.

Objective L1--LAND USE: Provide for a diverse community through a variety of land uses.

Objective L2--RECREATION AND SCHOOLS: Supply recreation opportunities and public schools to meet community needs.

Objective L3--CIRCULATION AND TRANSPORTATION: Plan for safe, well-maintained and integrated circulation and transportation systems.

Objective L4--HOUSING: Provide a variety of housing to meet the needs of a diverse community.

### GOAL E PRESERVE AND ENHANCE THE QUALITY OF THE ENVIRONMENT.

Objective E1--CONSERVATION AND PROTECTION: Conserve and protect the natural, cultural and agricultural environment within the city.

Objective E2--NOISE: Community development shall occur with minimal noise impact between adjacent activities and land uses.

Objective E3--PUBLIC SAFETY: Provide for public safety in the event of natural or man-made disasters.

### GOAL G ACHIEVE AN ECONOMIC BALANCE WITHIN TRACY.

Objective G1--GROWTH: Provide a balance of housing and employment opportunity.

The Residential Specific Plan follows the goals and objectives of the General Plan by providing greater definition to its policies and programs. Careful attention has been paid to the intent of the General Plan throughout the development of the land use program and the design guidelines, in order to better implement and thus attain the City's goals.

However, the Residential Specific Plan is not meant to fulfill all of the General Plan goals and objectives. In some instances, meeting certain goals was not possible. For example, the Residential Specific Plan provides detailed guidelines for developing infrastructure, schools, recreational facilities, and livable neighborhoods--all of which meet the quality of life and environment goals listed above. However, because the Residential Specific Plan only addresses residential areas in Tracy, and did not by its very nature include many employment generating uses, the objective to "provide a balance of housing and employment opportunity" was only partially completed. Future specific plans which set guidelines for industrial and commercial lands will help to fulfill the employment aspect of the City's goal.

### 3. THE DEVELOPMENT PLAN

This section describes the planning concepts of the Residential Specific Plan development program. These concepts are intended to clarify the goals and objectives of development in the Planning Areas and provide a clear and consistent foundation for implementation of the Specific Plan.

#### 3.1 Land Use Concept

The overall land use concept for the Tracy Specific Plan is intended to provide a planned community that expands and enhances the existing amenities of the city. In order to accomplish this, the plan allows a variety of residential product types, commercial complexes, school facilities, parks, recreation and open space amenities, and a comprehensive circulation system.

More intensive land uses, such as neighborhood- and highway-serving commercial and high-density residential uses, are concentrated near existing and planned arterial streets. Medium density residential uses are to be evenly distributed throughout the Specific Plan areas and are generally located adjacent to neighborhood park sites. As development extends away from arterial streets and into individual neighborhoods, the intensity of development diminishes.

The arterial circulation system will provide continuous access throughout the Specific Plan area, and to and from the existing community. It also provides the opportunity to connect with the regional circulation system, for a broader level of service. Collector and Residential streets are planned to avoid through traffic in residential areas and enhance neighborhood quality.

The parks, open space, and storm drainage systems, when viewed together offer opportunities for a wide range of active and passive recreational activities. These areas are also coupled with street landscaping to create a continuum of open space amenities extending throughout the Specific Plan areas and linking with the existing community.

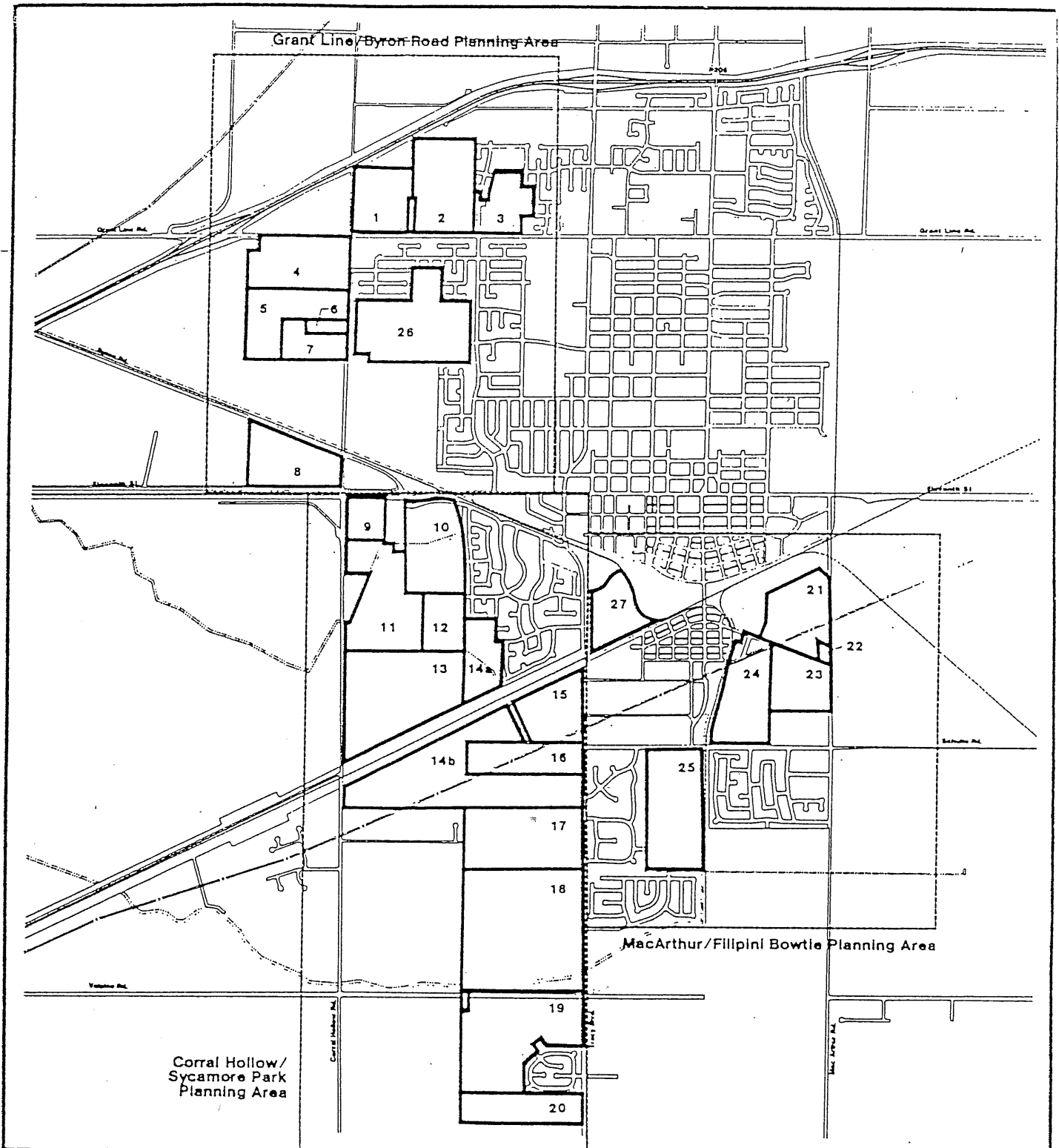
There are eight types of permitted land uses within the Specific Plan. They include: Low Density Residential (LDR), Medium Density Residential (MDR), High Density Residential (HDR), Neighborhood Shopping (NS), General Highway Commercial (GHC), Parks

(NP), Schools, and Public Facilities. Table 3.1 summarizes the number of units allowed on each development parcel and the gross acres designated for public facilities within the Specific Plan. Figure 3.1 shows the development parcels and Figure 3.2 illustrates the overall land use plan. Siting requirements are discussed in Chapter 4 which follows.

To emphasize the interrelationships between parcels, the Specific Plan acreage is divided into three Planning Areas which combine several development parcels into neighborhoods. As shown on Figure 3.1, the Grant Line/Byron Road Planning Area encompasses the northwestern parcels; the Sycamore Park/Corral Hollow Planning Area is the largest sub-area and includes the land south and west of Eleventh Street and Tracy Boulevard; and the MacArthur/Filipini/Bowtie Planning Area includes a centrally located parcel near downtown, in addition to the southeastern portions of the Specific Plan.

The most significant land use feature in the Grant Line/Byron Road Planning Area (Figure 3.3) is the proposed site for a new high school. Tracy Joint Union High School District (TJUHSD) and Tracy School District currently own two sites totalling 90 acres at Corral Hollow Road and Lowell Avenue. The two Districts plan to develop the sites in conjunction with development of the Specific Plan areas. Other land use features designated in this Planning Area include a General Highway Commercial Shopping Area, two neighborhood parks, two elementary schools, and three levels of residential density. A gateway symbol, signifying the entry to Tracy and welcoming visitors, is to be located along Grant Line Road where indicated on the Specific Plan Map (Figure 3.2).

The Sycamore Park/Corral Hollow Planning Area (Figure 3.4) is characterized by the combined storm drainage channel, pedestrian and bicycle path, and arterial street system named by this plan as the Sycamore Parkway. The parkway runs the length of the Planning Area and is flanked by a variety of residential, park, and school uses. Three commercial sites are planned for this area, including a General Highway Commercial Shopping Area at Corral Hollow Road and Eleventh Street and two Neighborhood Shopping Centers along Tracy Boulevard. A new permanent Fire Station will be located at the intersection of Tracy Boulevard and West Central Avenue. A second gateway landmark is to be constructed at Corral Hollow Road and Eleventh Street.



Tracy Residential Areas  
Specific Plan

**LAND OWNERSHIP**

Prepared by  
EDM Inc.  
in ASSOCIATION WITH  
Wisey & Ham  
DKS ASSOCIATES  
Barber-Weiss ASSOCIATES

 Specific Plan Development Parcels  
Development Parcel Number

June 1987  
0' 800' 1600' 3200' 6400'



Table 3.1  
Tracy Residential Areas Specific Plan  
Land Use Data

Development Parcel	Property Owner/ Option Holder	Sewer Allotment			Land Use					
		Total Acres	Equivalent Consumer Units	Total Gallons (275 gal./ECU)	Dwelling Types <sup>a</sup>			Community Facilities		
					LDR	MDR	HDR	Commercial (AC)	Schools (AC)	Neighborhood <sup>b</sup> Parks (AC)
1.	Standard Pacific	38.24	191	52,580	0	239	0	0	0	6
2.	Tracy Assoc./Atherton Kirk	59.24	296	81,456	95	251	0	0	7	2
3.	Arnaudo	23.60	118	32,395	53	102	0	0	0	0
4.	Pombo	52.18	260	71,747	174	0	0	15	0	3
5.	Glynn/Bright	44.04	220	60,555	65	40	170	0	0	3
6.	Barenchi	4.87	24	6,696	24	0	0	0	0	0
7.	Grewall	20.71	104	28,476	50	29	42	0	0	0
8.	Reeve	47.30	237	65,037	160	95	0	0	0	0
9.	Quierolo/Suburban Resources	14.90	74	20,488	0	0	0	15	0	0
10.	Sasaki/Alden Co.	57.39	287	78,911	287	0	0 <sup>f</sup>	0	0	0
11.	Homestead	73.70	368	101,338	368	0	0	0	0	2
12.	Tracy Schools	24.86 <sup>c</sup>	--	<sup>e</sup>	0	0	0	0	20	5
13.	Kagehiro/Beck Development	103.80	519	142,725	519	0	0	0	11	0
14a.	Gomes	27.27	136	37,496	136	0	0	0	0	0
14b.	Gomes/Signature	114.62	573	157,602	500	91	0	0	4	4
15.	Lourence	39.55	198	54,381	198	0	0	0	0	0
16.	Bogetti	38.79	194	53,336	0	170	0	10	3	4
17.	Renown Enterprises	79.62	398	109,477	398	0	0	0	0	0
18.	Jones/Petrig	150.62	753	207,103	502	234	0 <sup>f</sup>	11 <sup>d</sup>	7	8
19.	Margin Group/Interland	91.69	458	126,074	235	82	217 <sup>f</sup>	0	10	8
20.	Industrial Dynamics/Boswell	39.62	198	54,477	198	0	0	0	0	0
21.	Higgins/Falcon	43.54	348	95,788	0	435	0	0	0	0
22.	Van Bebber	2.00	16	4,400	0	0	0	2	0	0
23.	Hotchkiss/Stanford S and L	34.19	216	59,387	0	270	0	0	7	1
24.	A & P Properties/Valley	48.52	268	73,746	0	335	0	0	0	7
25.	Filipini/Lyon	76.00	380	104,500	380	0	0	0	7	8
26.	Tracy Schools	90.75	--	<sup>e</sup>	0	0	0	0	91	0
27.	Dynasty	30.49	244	67,078	0	305	0	0	0	6
<b>TOTALS</b>		<b>1,472.10</b>	<b>7,078</b>	<b>1,947,249</b>	<b>4,342</b>	<b>2,678</b>	<b>429</b>	<b>53</b>	<b>167</b>	<b>67</b>

a Sewer capacity requirement based on LDR = 275 GPD, MDR = 220 GPD; HDR = 200 GPD; commercial = 1,600 GPD/acre.

b Acreage does not include the Community Park site.

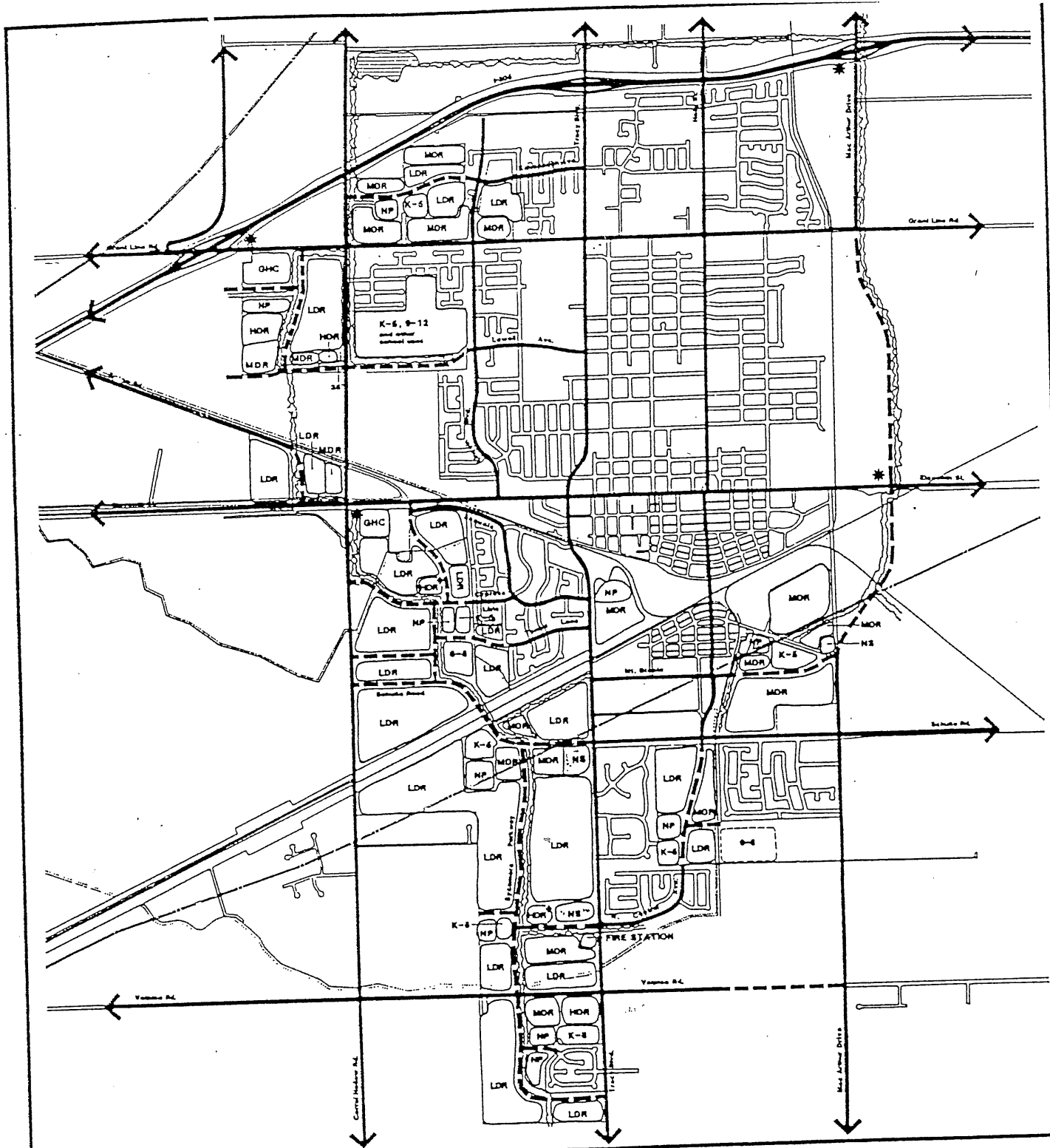
c Surplus land at this school site could be sold for residential development if sewer capacity is transferred to the site.

d Includes 1 acre land allocation for a fire station.

e 50,000 gallons have been allocated for the expansion of Tracy Schools.

f To encourage development of high density housing in each neighborhood, 3 to 7 acres of HDR has been mapped on these parcels pending acquisition of additional ECU's. These parcels are marked by a ♦ on the Specific Plan map.





# Tracy Residential Areas Specific Plan

Prepared by  
**EDAW Inc.**  
 in association with  
 Wisney & Heri  
 DKS Associates  
 Berde-Wells Associates

June 1987

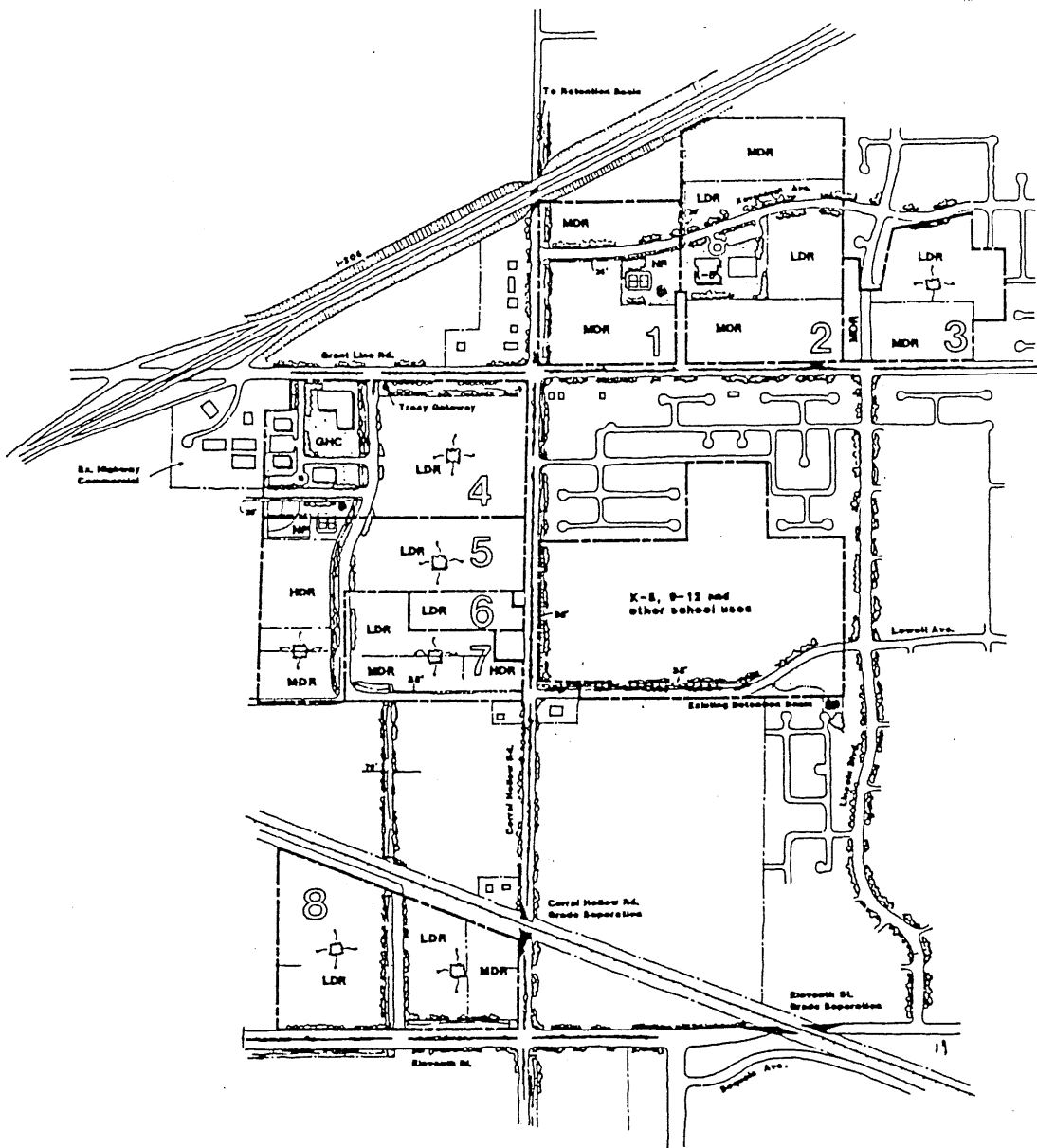


TO ACRES



## SPECIFIC PLAN

- Retention Basin
- Existing Arterials and Collectors
- Proposed Arterials and Collectors
- Low Density Residential
- Medium Density Residential
- High Density Residential
- High School
- Middle School
- Elementary School
- Neighborhood Park
- General Highway Commercial
- Neighborhood Shopping Center
- Gateway Treatment
- Storm Drain/Open Space Corridor



# Tracy Residential Areas Specific Plan

# GRANT LINE/BYRON ROAD PLANNING AREAS

Prepared by  
**EDAW Inc.**  
 in association with  
 Wisley & Hart  
 DKS Associates  
 Barde-Welt Associates

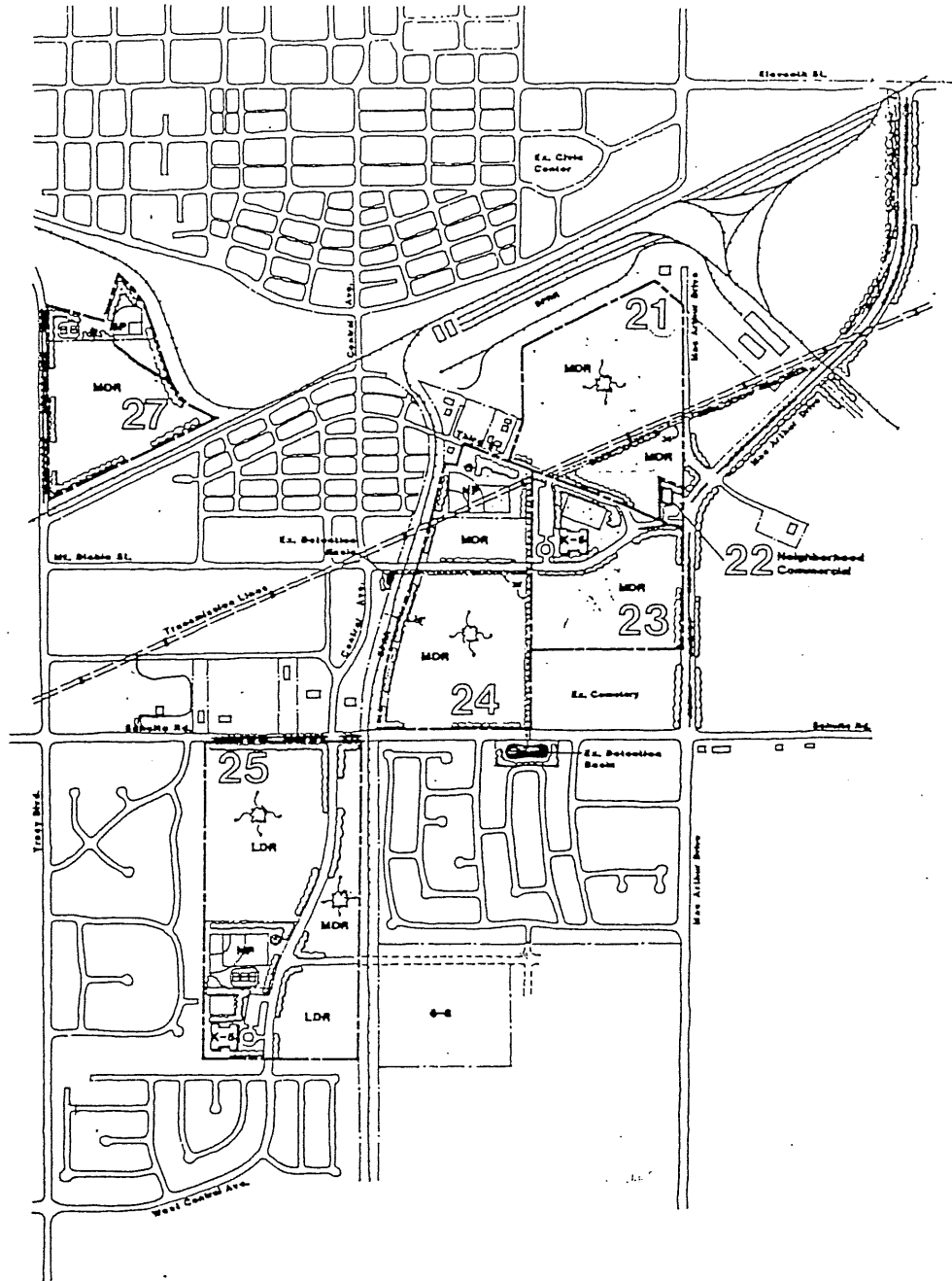
June 1987



- 7** Development Parcel Number
- LDR** Low Density Residential
- MDR** Medium Density Residential
- HDR** High Density Residential
- Storm Drain/Open Space Corridor
- Proposed Storm Drainage Corridor
- Mini-Parks



The MacArthur/Filipini/Bowtie Planning Area (Figure 3.5) is composed of three sub-areas. The lands north of Schulte Road are designated for Medium Density Residential use. A landscaped storm drainage/open space network weaves through the parcels before it links with the main channel along MacArthur Drive. The lands south of Schulte Road, known as the Filipini Property, will include low and medium density residences, an elementary school and a neighborhood park. A future middle school is designated outside the Planning Area east of the Filipini Property. Existing Central Avenue and West Central Avenue will be connected with a landscaped arterial street (Central Avenue). The Bowtie area is designated for medium density development west of the north-south railroad line. The area east of this track is outside the boundaries of the Specific Plan, but is shown on the General Plan as a site for a future shopping center.



# Tracy Residential Areas Specific Plan

# MAC ARTHUR / FILIPINI / BOWTIE PLANNING AREAS

Prepared by  
EDAW Inc.  
in association with  
Wesley & Horn  
DKS Associates  
Bard-Wells Associates

June 1987



- 7 Development Parcel Number
- LDR Low Density Residential
- MDR Medium Density Residential
- HDR High Density Residential
- Storm Drain/Open Space Corridor
- Proposed Storm Drainage Corridor
- Mini-Parks

### 3.2 Circulation Concept

As the Specific Plan is implemented, Tracy's roadway network will change from a system of rural roads to a network of improved arterial and collector streets capable of handling the traffic of a busy community. Since it is predicted that a large proportion of Specific Plan area residents will be commuting to work in surrounding cities, the local circulation system will be improved to provide better links with regional transportation routes.

Many of the parcels within the Specific Plan areas are not currently served by roads adequate for fully developed subdivisions, thus this plan specifies the existing roads which will be improved and new roads that are necessary to complete the circulation system. Table 3.2 lists the arterial and collector streets which will make up the basic roadway network within the Specific Plan areas.

Certain arterial streets will be developed as "parkways." These streets will include landscaped medians and will in some cases run along side the open space/storm drainage channels, providing shade and a pleasing environment for future residents.

### 3.3 Parks and Open Space

There are currently 80 acres of developed parkland within the Tracy city limits. These parks are neighborhood-serving and are generally located in the northern portion of the city. Most sites are approximately 8 to 10 acres in size and include a combination of active and passive recreational facilities. Parks are generally located next to schools, however, the facilities are often designed and maintained separately.

The Specific Plan proposes a three-tiered program of park development: mini-parks, neighborhood parks, and a community park. Mini-parks are planned to be one-half acre open spaces and play areas centrally located within subdivisions to supplement the Neighborhood Park System by serving a small radius of homes without the need for small children to cross major streets. Figures 3.3, 3.4 and 3.5 and Table 4.2 indicate the location of mini-parks to be developed and dedicated by developers. In developing this open space the plan seeks to achieve quality open space in each neighborhood. Toward that goal, linear parks (other than dedications

required in roadway rights-of-way) may be allowed based on Community Development Department review. Neighborhood parks will be six to ten acres in size and are designated throughout the Specific Plan areas where the adjacent population, according to a standard of 3.5 acres per 1,000 residents, requires a park. A total of 67 acres of Neighborhood Parks are included in the Specific Plan. Park sites adjacent to schools will be used jointly with schools through a special use agreement to be established between the City and the school districts. Implementing a Community Park is presently a high community priority. While not shown on the Specific Plan, several 40- to 100-acre sites are being considered. Its implementation is highly likely within five years.

Mini and Neighborhood parks will be linked with a comprehensive network of pedestrian and bicycle paths. These paths will provide safe routes for mothers and children to travel throughout the area while avoiding dangerous busy streets. In some locations the paths will be along neighborhood streets, but in others, they will be a part of a storm drainage system which includes usable open space and paved walkways. These paths will provide an amenity for all Specific Plan residents and allow a variety of outdoor recreation opportunities.

The City's park dedication ordinance requires new developments to dedicate 4.0 acres of parkland per 1,000 residents or to pay an "in-lieu" fee. Any remainder short of 4.0 acre/1,000 residents will be reserved for future parks.

Table 3.2

Specific Plan Arterial and  
Collector Streets

Arterial Streets:

	<u>Roadway</u>	<u>Segment</u>
Major:	Grant Line Road Corral Hollow Road Tracy Boulevard MacArthur Drive Schulte Road Valpico Road	Tracy Boulevard to I-205 Grant Line Road to Schulte Road Centre Court to South of Valpico Road Schulte Road to Eleventh Street Corral Hollow to Central Avenue Corral Hollow Road to Tracy Blvd.
Minor:	Lowell Avenue East Corral Hollow Road Sycamore Parkway Central Avenue Schulte Road	Corral Hollow to Lincoln Blvd. North of Grant Line Road Tracy Blvd. to Schulte Road 11th Street to Tracy Blvd. Central Ave. to MacArthur Drive

Collector Streets:

	<u>Roadway</u>	<u>Segment</u>
Major:	New North/South Road Mt. Diablo Ave. Central Ave. Cypress Drive Lowell Avenue West	Schulte Road to Cypress Drive East of Third Street intersection West of present terminus West of present terminus West of Corral Hollow Road
Minor:	Lincoln Blvd. Byron Road New North/South Road Tennis Lane Kavanaugh Ave. East/West Collector North/South Collector	Extension North of Grant Line Road N/W of Corral Hollow Road Cypress Drive to 11th St. West of present terminus West of present terminus Central Avenue to R.R. Lowell Avenue to Grant Line Road

Section 4 details design guidelines for all streets in the Specific Plan areas, including minor subdivision streets.



### 3.4 Storm Drainage Concept

In 1982, the Storm Drainage Master Plan was adopted which established a multiple criteria policy for all future drainage system design within the City. The criteria are as follows:

- a. The 100-year storm is to be contained within the right-of-way of the public street.
- b. The 10-year storm is to be contained within the top of the street curb.
- c. Storm drain facilities will be required where either of the above conditions cannot be satisfied.

These adopted criteria are intended primarily for new construction and make use of the surface capacity of the streets as a part of the detention/discharge system.

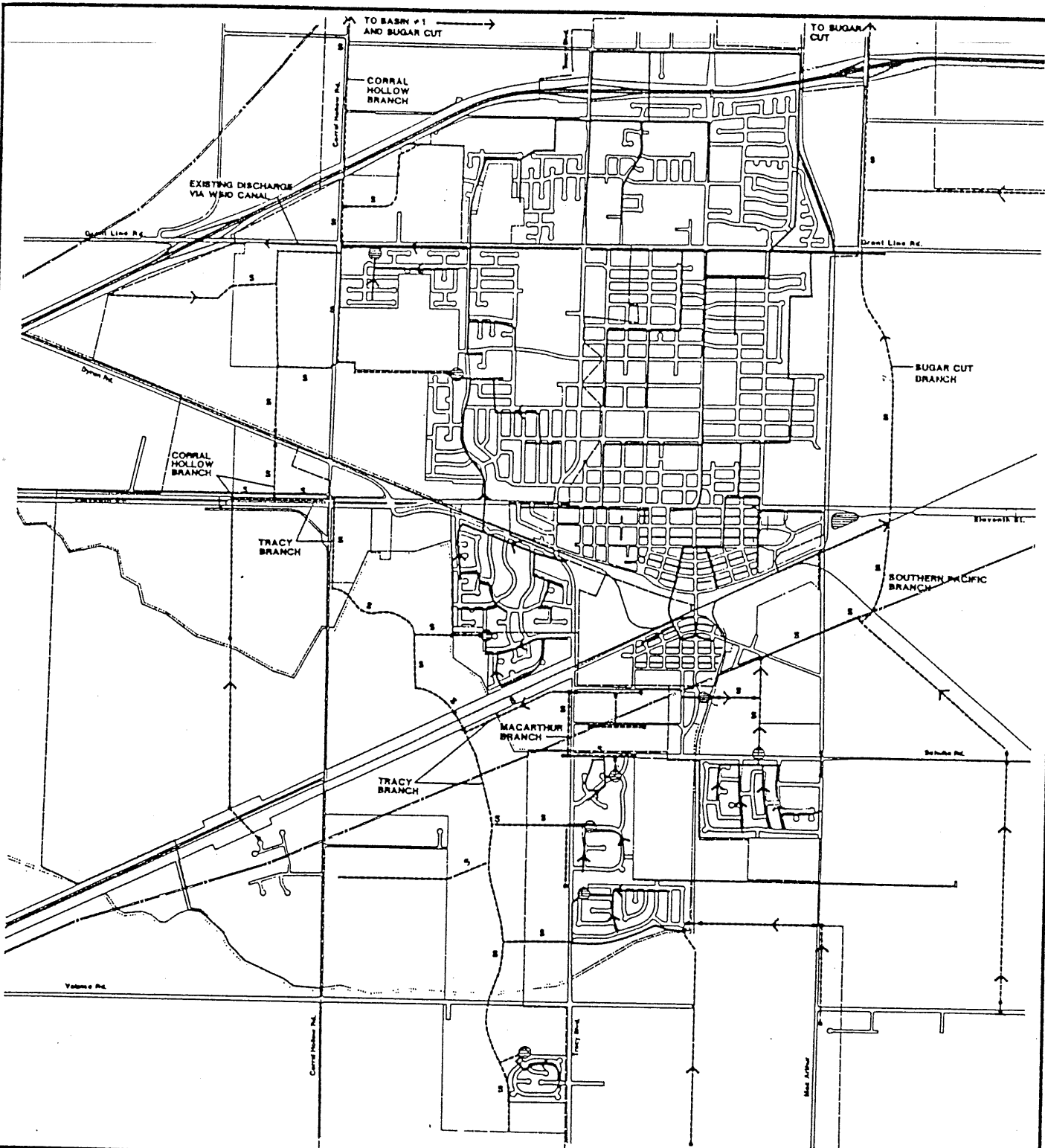
The system proposed in the Residential Specific Plan will implement the adopted Storm Drainage Master Plan. The proposed system divides presently unserved areas of the City into two drainage areas. The westside system will drain land north of Linne Road and all lands west of Central Avenue. All flows will drain to a basin, which will be located north of Interstate-205, and eventually flow easterly to Sugar Cut. The eastside system will drain the MacArthur Planning Area and flow northerly to Sugar Cut.

The main lines in the storm drainage system are proposed as open channels generally located next to roadways, with most secondary lines contained in underground pipes. With the exception of lines which only drain isolated areas, all drainageways will be incorporated into the open space network. The dedicated rights-of-way shall be landscaped and include pedestrian and bicycle paths.

Within the subdivisions most water will be carried above ground in gutters and valley gutters at street crossings so as to discharge to the open channel system.

### 3.5 Utilities Concept

The primary objective of the Specific Plan as it pertains to utility systems is to ensure that new residential development is provided with adequate service prior to development. The utilities concept refers to sewer, water, solid waste, electric, and natural gas systems.



Tracy Residential Areas  
Specific Plan

EXISTING/PROPOSED STORM  
DRAINAGE SYSTEM

Prepared by  
EDAW Inc.  
In association with  
Wiley & Horn  
DKS Associates  
Barbe-Watts Associates

- ← Existing Storm Drainage Facilities
- Proposed Storm Drainage Facilities
- Proposed Storm Drainage Facilities Required for Specific Plan
- Drainage Area Boundary
- Retention Basin

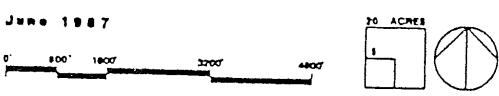


Figure 3.6

### 3.5.1 Wastewater System

The existing wastewater collection system consists of both gravity and pumped flow systems. The sewer plant is located in the northeast quadrant of Tracy, fronting Holly Drive and Arbor Avenue; existing capacity is 6.0 m.g.d. The City of Tracy is currently implementing capital improvements to the existing sewer plant and wastewater collection system to expand treatment capacity to 9.0 m.g.d. This expansion is being financed by the 84-1 Assessment District and will be completed prior to residential development in the Specific Plan areas.

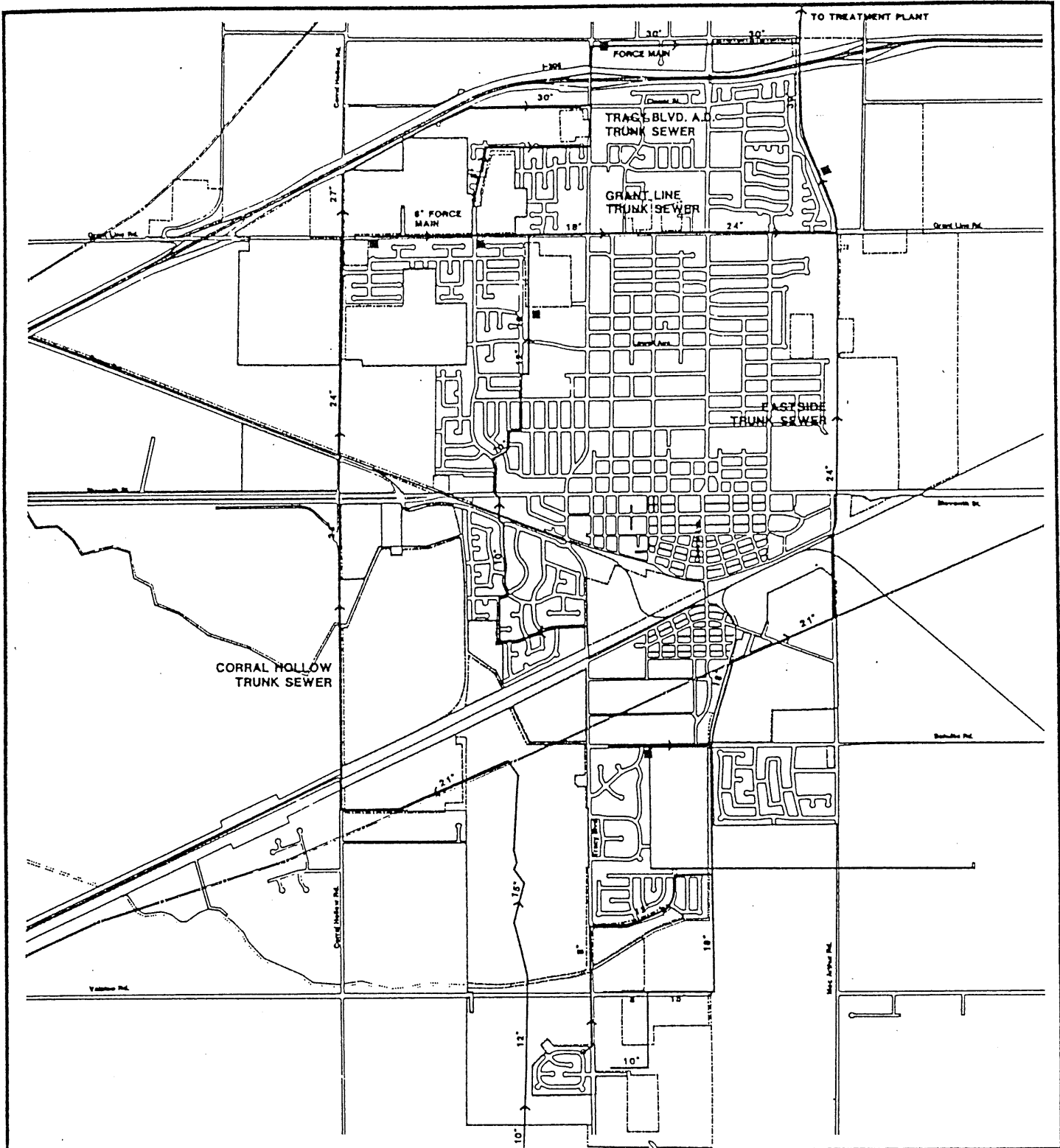
Under the current phase of treatment plant construction, the project will provide for an increased average domestic plant flow of 3.5 m.g.d. The major items include: a primary effluent pipeline, a secondary clarifier oversizing, anaerobic digester oversizing, domestic primary clarifiers, effluent pump modifications, and a chlorine contact basin. This phase of construction was approximately 50 percent complete as of March 1986. A capacity of 0.15 m.g.d. has been slated for urban infill, therefore, the net available capacity for continued residential, commercial and industrial growth is 3.35 m.g.d.

The Grant Line Trunk Sewer primarily services the inner-city. This area includes lands bounded by Grant Line Road on the north, the railroad on the south, MacArthur Drive on the east, and Lincoln Boulevard on the west. The maximum pipe capacity at the downstream end is 4.4 m.g.d.

The Eastside Trunk sewer serves for the most part, the industries on the east side of MacArthur Drive, north of the railroad. The trunk sewer also serves most of the lands south of the railroad, north of Linne Road, west of MacArthur Drive, and east of Tracy Boulevard. The maximum pipe capacity on the downstream end is 5.1 m.g.d.

The Corral Hollow Trunk Sewer serves most of the lands between Grant Line Road to the north, Southern Pacific Railroad to the south, Chester Drive to the east, and Lincoln Boulevard to the west. In addition, a portion of lands between the railroads to the north and south, and Hickory Avenue and Tracy Boulevard to the east and west. The maximum pipe capacity at the downstream is 2.3 m.g.d.

There are a total of six existing lift stations in the wastewater collection system located as indicated on Figure 3.7.



Tracy Residential Areas  
Specific Plan

EXISTING WASTEWATER SYSTEM

Prepared by  
EDAW Inc.  
In association with  
Wisey & Ham  
DKS Associates  
Barthe-Wells Associates

June 1987



- Existing Trunk Lines
- Existing Lift Stations
- Assessment District 84-1 Boundary

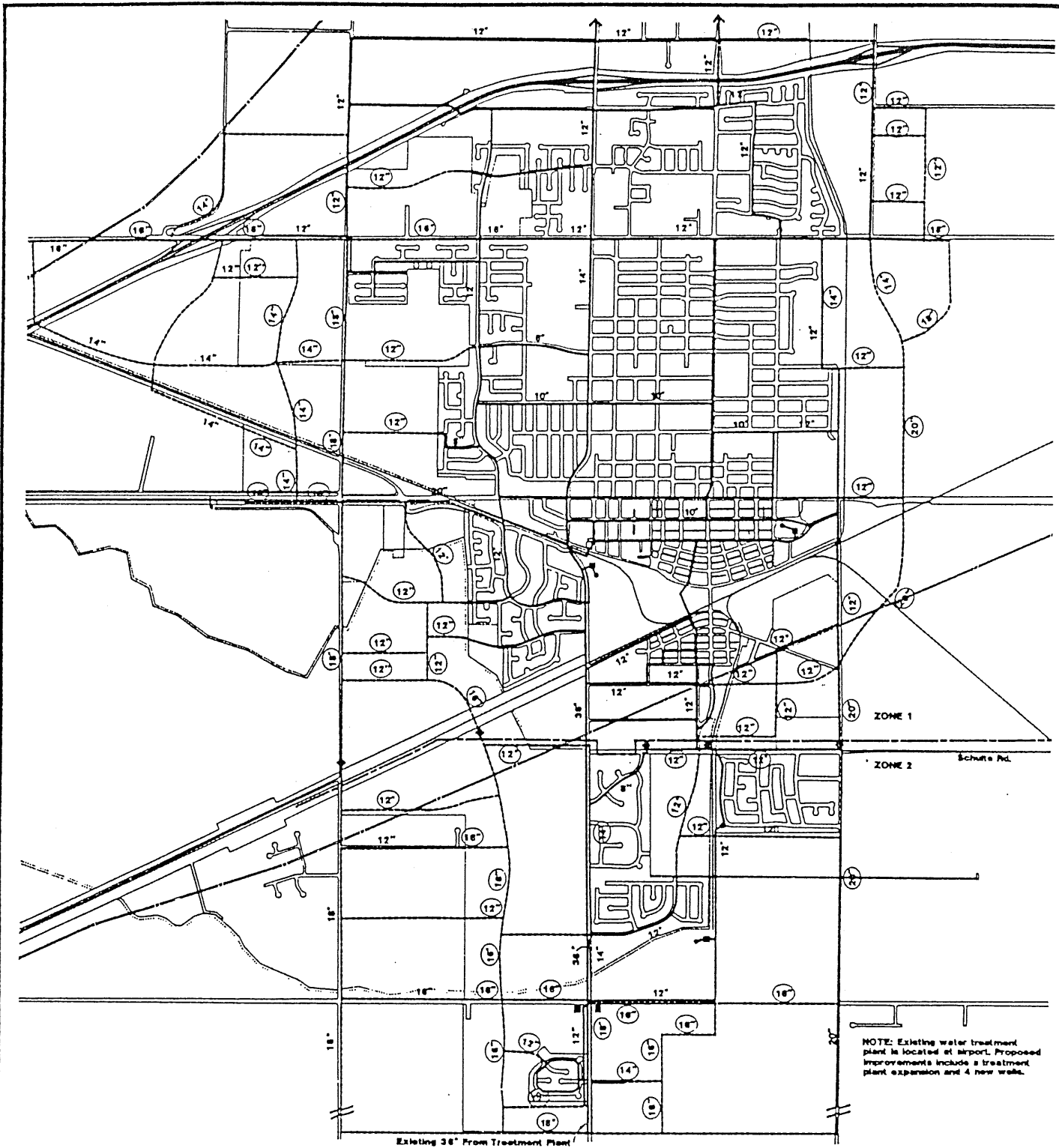
### 3.5.2 Municipal Water System

The City of Tracy maintains its own municipal water system and treatment works. The City's water supply comes from local wells and an entitlement from the Delta Mendota canal of 10,000 acre feet annually. The City's Water Treatment Plant is located east of Tracy Boulevard just south of the Tracy Municipal Airport. The present treatment plant capacity is 7.0 m.g.d. with a peak 10-hour capacity of 10.0 m.g.d. No pump stations are required in the existing system except those at each well site and the necessary internal pumping at the water treatment plant.

Because the City of Tracy's present entitlement for water from the Delta Mendota is 10,000 acre feet annually, and the existing treatment plant can only process 7,000 acre feet, additional capacity is needed in the treatment plant for immediate needs. It was concluded from the Kennedy/Jenks Report dated July 1985, that the most viable solution to expanding the water supply would be for the City to combine groundwater with the treated water from Delta-Mendota Canal. Thus, as the Specific Plan areas grow, the percentage of groundwater in the system increases to meet this demand. Being that the groundwater has high TDS and sulfate levels, the net result would be a slight lowering of the overall quality of potable water. It is anticipated, however, that the overall quality of water delivered to the City will be within the Department of Health Service's Secondary Drinking Water Standards for TDS and sulfates.

To mitigate future demand, the Kennedy/Jenks Report proposed upgrading the existing system by combining groundwater with the treated water supply. The plan calls for increasing the capacity of the treatment plant to 15 m.g.d., upgrading and abandoning certain existing wells, and drilling new wells in areas of lower TDS and sulfate levels. These measures, along with the addition of an elevated storage tank and new primary and secondary transmission mains would meet the needs of the future growth of the community (Figure 3.8).

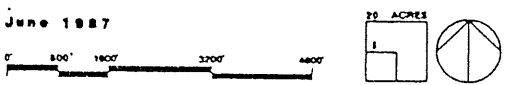
A study is currently being prepared which will develop a precise plan to expand the supply and treatment capacity of the water system.



Tracy Residential Areas  
Specific Plan

EXISTING/PROPOSED  
WATER DISTRIBUTION SYSTEM

Prepared by  
EDAW Inc.  
in association with  
Wisley & Ham  
DKS Associates  
Barbe-Wells Associates



- 24" Existing Water Main & Size
- 14" Proposed Water Main & Size
- 14" Proposed Water Main & Size Required for Specific Plan
- Pressure Zone Boundary
- Existing/Proposed Pump
- Existing/Proposed Water Tank
- Proposed Reservoir
- ◆ Pressure Reducing Valve

Figure 3.8

### 3.5.3 Solid Waste

The solid waste disposal site currently used by the City of Tracy is a joint operation between Tracy and San Joaquin County. The site is located at the southeasterly corner of Corral Hollow Road and Interstate-580.

The planned growth within the Specific Plan areas will increase the requirements for solid waste disposal. The present remaining capacity of the disposal site is estimated to be approximately 800,000 cubic yards. This is roughly equivalent to a remaining service life of four to five years at the present volume of wastes received.

The Specific Plan annual projected growth will reduce the service life of the disposal site to approximately three years. The City and County should adopt a policy committing to accelerate their efforts to find new alternative sites for continued waste disposal services.

### 3.5.4 Gas and Electric

Natural gas and electric power will be provided to units within the Specific Plan by Pacific Gas and Electric.

## 4. DESIGN GUIDELINES

### 4.1 Land Use

Development standards for each designated land use are discussed in the following sections.

#### 4.1.1 Residential Development

The Specific Plan land use program designates three residential categories, each with a range of allowable densities (calculated as specified in the Zoning Ordinance).

Low Density Residential (LDR):	2 to 5.8 du/acre
Medium Density Residential (MDR):	5.9 to 12 du/acre
High Density Residential (HDR):	12 to 22 du/acre

Sewer capacity has been allocated to each parcel in the Specific Plan through Assessment District 84-1. Sewage allocations were based on densities of 5 units per acre for LDR and 8 units per acre for MDR areas. Sewer utilization is defined by the 84-1 District as follows:

<u>Residential Density</u>	<u>Sewer Usage per Day</u>
Low Density Residential (LDR):	275 gallons
Medium Density Residential (MDR):	220 gallons
High Density Residential (HDR):	200 gallons

Within each land use designation, developers may use the sewer allocation on a sliding scale to create a planned development. Residential unit types may be built at densities higher than the sewer allocation density standards through a Planned Development process, but the gross density of the designated area cannot exceed the maximum density allowed by the Specific Plan land use designation.

Development parcels are not allowed to exceed the sewer allocation (measured in Equivalent Consumer Units), purchased through Assessment District 84-1, unless additional ECU's are purchased through the Sewer Allocation Board. Selling sewer allocations to adjacent properties



is permitted under certain circumstances in accordance with the provisions of the 84-1 District. However, the City has the right of first refusal when allocations are sought to be transferred to non-contiguous properties.

#### 4.1.1.1 Affordable and Equal Opportunity Housing

Encouraging the diversity of housing opportunities has been a long-standing policy in Tracy. The following list of programs are suggestions for ways developers and the City can work together to maintain this policy within the Specific Plan areas.

- (a) Encourage a portion of rental units in all densities.
- (b) Provide a range of unit sizes, especially within medium density and high density areas.
- (c) Permit manufactured housing in appropriate residential areas (per Section 65852.3 of the California Government Code), provided that the manufactured units are designed so as to have no substantial adverse impact on the residential character of new or existing neighborhoods.
- (d) Negotiate a reduction in development fees and/or exactions in exchange for the long-term provision of "very low" and "low" income units.
- (e) Under certain conditions, grant a bonus in the maximum dwelling unit density of a particular parcel in exchange for the long-term provision of "very low" and "low" income units.
- (f) Encourage an appropriate proportion of new ground-floor, multiple-family housing units to be usable by handicapped or elderly persons.
- (g) Assist city residents and potential developers by:
  - (i) Providing information concerning the availability of state or federal programs offering housing assistance to low income and "special needs" households.
  - (ii) Providing assistance in contacting appropriate agencies and in submitting applications for appropriate projects.
- (h) Provide for a reduction in the number of parking spaces required for housing reserved exclusively for occupancy by elderly persons.

#### 4.1.1.2 Residential Design Guidelines

Design features which are to be included in subdivision plans are as follows:

- (a) When designing the subdivision, create buffers between residential, commercial, industrial and public uses with landscaping.
- (b) Medium and high-density units should be located as a transitional uses between industrial or commercial centers and low-density areas.
- (c) Where a residential use abuts a non-residential use, a Conditional Use Permit and design review shall be required to ensure provision of adequate buffers. Where residences will abut industrial or commercial uses, soundwalls, screening, larger set backs, public roads, height limitations, and residential noise insulation should be required, as needed, as buffers or abutting use impact mitigation measures. Such residential development buffers or mitigation measures must at minimum be consistent with the requirements of the general plan, this plan, and zoning ordinances governing the abutment of residential and commercial or industrial uses. Improvements to reduce interference between uses shall be provided by the new use, rather than the existing use. Where a new residential use abuts an existing industrial use, a condition of the Conditional Use Permit for the residential development should be public recordation of a notice and/or easement of the existing industrial use.
- (d) Uses at the edge of new subdivisions should be compatible with adjacent existing development. The character and scale of the new neighborhood should complement the adjacent neighborhoods, although it is not necessary that they be identical.
- (e) The subdivision shall be designed so that the streets, sidewalks, pedestrian and bicycle ways connect with the appropriate neighborhood open space and park system.
- (f) Incorporate the street design guidelines from Section 4.2.
- (g) Residential subdivision designs should avoid long, straight streets. Where a street must be long, it should be curved such that there is an off-set equal to the width of the street over a viewing distance. This will help to reduce speeding and noise impacts on adjacent homes.
- (h) Provide internal accessways between multi-family (MDR and HDR), and single-family (LDR) areas.
- (i) Multi-family units (MDR and HDR) should have centralized parking facilities. Parking areas should be visible from the adjacent street to provide safety and allow easy police surveillance; however, landscaped berming should be provided in the setback to minimize visual impact. Parking areas which completely surround a building should be avoided. Parking standards for residential areas are discussed in Section 4.2.

- (j) The design of multi-family developments (MDR and HDR) should provide a sense of territoriality so that strangers loitering within the complex can be identified from residents.
- (k) Where significant visual features have been identified in the process of subdivision design, views of these features from roads and future development should be preserved where practical. Homes should be oriented to maximize view opportunities, but unrestricted views should not be expected and the privacy of others should not be unduly sacrificed.
- (l) While maintaining good circulation, subdivision street orientation should allow for a passive solar benefit. For example, residential streets running east-west allow the face and rear of houses to be oriented to the north and south, thus allowing the greatest access for solar heating and cooling.
- (m) Special care should be exercised to ensure that multi-story structures do not obstruct solar access of adjacent single-story structures.
- (n) Within each subdivision, provide a mix of housing types and unit designs.
- (o) Dwelling unit alternatives, such as the duplex and triplex, that can be utilized in a PUD concept to allow areas to be preserved for open space are encouraged. These unit types can also be offered at lesser unit costs.
- (p) Lotting standards for each type of residential development contemplated in the Specific Plan area shall be in accordance with the Tracy Zoning Code. Requests for modification to the minimum lot size or any other lotting standard must be reviewed under the Planned Unit Development guidelines specified by the Tracy Zoning Code.
- (q) It is recommended that the Tracy Zoning Code be amended to allow front yard setbacks to be 15 feet to either the dwelling unit or the garage except that within any continuous block face one-third of the units shall be setback at least 20 feet. Subdivisions shall be designed to distribute the units constructed at the greater setback along the block face.
- (r) A three foot side yard setback may not abut a three foot side yard on the adjoining lot.
- (s) It is recommended that the Tracy Zoning Code be amended to allow MDR zone side yard setbacks to be seven feet and three feet or zero feet and ten feet.
- (t) Residential subdivisions should avoid creating double and/or reversed frontage lots, except where necessary to provide separation from collector streets or to overcome specific disadvantages of topography and orientation.
- (u) Unit setbacks from streets should be varied to provide a more interesting streetscape.

- (v) To maximize open space throughout the Specific Plan, cluster housing is encouraged in all residential density categories. Cluster developments can create unique, marketable, and livable communities, as well as provide common open space. Plan review of a cluster housing layout shall occur during a Planned Unit Development Review.
- (w) Each subdivision is encouraged to provide public open space. One-half acre mini-parks to be developed and dedicated by the subdivision developers are shown on Figures 3.3, 3.4 and 3.5 and are listed in Table 4.2.
- (x) Mini-parks should be centrally located in a subdivision and be linked to the neighborhood open space network where feasible.
- (y) Large concentrations (30 lots or more) of medium density small lot single-family housing shall be discouraged. If such a concentration is submitted, it shall be approved only if it successfully addresses the following points:
  1. Reduced lot width, and coincident loss of on-street parking, shall be compensated for by the provision of visitor parking areas.
  2. The street scene shall have varied setbacks and more than one unit type in order to avoid the monotony of an "all garage" street.
  3. Streets with narrow lots shall be short and/or curved so as to further assist in providing variety in the street scene.
- (z) Where existing RE zoning abuts residential development, the abutting new lots shall be limited to single-family detached dwellings of one story in height, have a seven (7) foot durable fence such as a combination of masonry and wood along the RE zone lot line, and a yard setback of at least 35 feet from the RE zone. The design of the new lots shall be such that each RE lot has two or less neighboring lots and no street shall abut the RE zone lots. Durable fence to be extended along border with park and school.

#### 4.1.2 Commercial Development

Parcels with a commercial land use designation are distributed evenly throughout the Specific Plan areas in order to provide residents easy access to convenience shopping opportunities. These shopping areas are not meant to draw business away from the Central Business District, but will include businesses which are logically situated in residential areas.

There are two types of commercial developments allowed by the Specific Plan; Neighborhood Shopping (NS) and General Highway Commercial (GHC).

#### 4.1.2.1 Neighborhood Shopping

These centers are located as an integral part of neighborhoods for the purpose of providing those products purchased on a day-to-day basis by the residents of the immediate area.

Neighborhood shopping centers are also provided to allow those uses not ordinarily considered detrimental to a residential zone because of traffic, noise, or other nuisances (Tracy Municipal Code Section 10-2.1701).

Three NS sites are designated by the Specific Plan; one at the intersection of MacArthur Drive and the extension of Mount Diablo Road, one at Tracy Boulevard and West Central Avenue, and one at Tracy Boulevard and Schulte Road.

Permitted uses for NS sites include:

- Convenience food stores
- Supermarkets
- Drug stores
- Liquor stores
- Candy or ice cream stores
- Barber and beauty shops
- Dry cleaning and laundromats
- Shoe and jewelry repair shops

Conditionally permitted for NS sites include:

- Auto service stations
- Restaurants serving beverages with less than 14 percent alcohol.

It is recommended that the Tracy Zoning Code be amended to require NS sites to reflect the above-listed permitted and conditional uses. A Conditional Use Permit is required for all NS sites.

#### 4.1.2.2 General Highway Commercial

Uses are located along major arterial streets to provide areas for commercial activities which are automobile-oriented or for those uses which seek locations outside the Central Business District.

Two GHC sites are designated by the Specific Plan; a 15-acre parcel off Grant Line Road near the I-205 intersection and an 8-acre parcel at the intersection of Eleventh Street and Corral Hollow Road.

Permitted uses for GHC sites include:

- Restaurants
- Home Furnishings/Appliances/Furniture stores
- Auto accessory shops
- Auto rental services
- General consumer and business services
- Miscellaneous repair services
- Auto repair services
- Auto service stations
- Motels

Conditionally permitted uses for GHC sites include:

- Supermarkets
- General merchandising retail

It is recommended that the Tracy Zoning Code be amended to allow general merchandising and supermarket uses with a conditional use permit in a GHC zone.

Sewer allocation for both types of commercial uses is set at the rate of 1,600 gallons per day per acre. In a Planned Development with both residential and commercial uses, the sewer allocation for the commercial use is subtracted from the allocation currently assessed for the parcel. The remainder of the allocation can then be used to determine the number of allowable residential units.

#### 4.1.2.3 Commercial Design Guidelines

- (a) Each shopping center shall adhere to a minimum of 45% of the lot for parking, and 20% of the parking area shall be landscaped.
- (b) An architectural theme must be developed for the total site of a shopping center. Satellite sites should also follow this theme.
- (c) The architectural style of new buildings should have a contemporary appearance but utilize elements which complement the existing character of Tracy.
- (d) Large, continuous surface treatments of a single material should be minimized. In the event that this is done, textural changes or relief techniques should be introduced.

- (e) Large buildings should have facades that include variations in form and texture which relate to the human scale and experience.
- (f) Building massing should discourage a continuous facade, instead several pedestrian nodes should be created.
- (g) Continuous arcades along the frontage of the shopping center are encouraged as they provide pedestrians protection from rain and summer sun and allow them to move from one shop to another without having to leave the arcade.
- (h) All undeveloped building pads should be landscaped prior to construction of the next phase of a project.
- (i) Parking areas should be designed and landscaped to minimize glare, heat gain and the visual impact of large numbers of cars.
- (j) Special attention shall be paid to pedestrian movement through the parking lot. Accommodation for the pedestrian in the way of paths or sidewalks is to be included in the layout of the lot. These paths shall be paved or designated on the pavement, and shall be illuminated for night use. Adequate signage providing orientation to the pedestrian is requisite. Trees which shade these paths should be incorporated into the landscape plan.
- (k) Both perimeter and interior landscaping shall consist of canopy-type trees. The location and spacing of trees is dependent on the type of tree used, but the effect should be a consistent tree cover which will provide shade. Generally, a tree should be installed for every five to eight parking spaces. These trees can help provide an identifiable image to the shopping center. The use of turf in the narrow tree islands is discouraged.
- (l) Perimeter landscaping is required adjacent to street frontages. These perimeter areas should not be less than 10 feet in width and should include trees, shrubs, and ground cover. Landscaped berms are encouraged to soften the transition between street and parking lot.
- (m) Landscaped areas are suggested adjacent to buildings.
- (n) The plant palette should be relatively limited and applied in groupings of similar species rather than a few plants of many different species planted together. The use of water conserving plantings, such as California natives and drought tolerant trees, shrubs and turf is encouraged.
- (o) Live plant materials should be used in all landscaped areas. The use of gravel, colored rock, bark and other similar materials are not acceptable as a sole ground cover material.
- (p) Automatic irrigation is required for all landscape areas. Plants should be watered and maintained on a regular basis. Irrigation systems should be designed so as not to overspray walks, buildings, parking areas, etc. The use of water conserving systems such as drip irrigation for shrub and tree planting is encouraged.

- (q) Entryways to the lot should be well defined and recognizable to the motorists as parking lots and include elements such as lighting and signage.
- (r) Full street return entrances shall be limited to major entrances and shall be spaced at a minimum distance of one per 600 feet. Secondary entrances may be 35-foot curb cuts. Random curb cuts for individual or satellite users are not permitted.
- (s) Shopping center parking lots should provide resting and waiting areas with benches and landscaping.
- (t) All shopping centers must provide transit loading stations. Designs should be prepared under the direction of the Community Development Department with assistance from the Traffic Engineering Division.
- (u) All exterior trash and storage structures and service areas should be screened from view.
- (v) The design of fencing, trash enclosures and similar accessory site elements should be compatible with the architecture of the building and should use similar materials.
- (w) For exterior lighting, both the fixtures and the overall lighting scheme should be conceived as part of the architectural and landscape design statements for a project.
- (x) Area lighting should be directed predominantly downward and shall be placed to prevent glare or excessive spray of light on neighboring sites.
- (y) Accent illumination should be provided at key locations such as building entries, driveway entries, etc.
- (z) Pedestrian walkways, plazas or other activity points should be illuminated.
- (aa) Lighting or highlighting of building facades is permitted but should be sensitive, subtle and not excessive.
- (bb) Parking and roadways in commercial areas should use either mercury vapor or high pressure sodium lamps.
- (cc) All signage must be approved under the provisions of the adopted Sign Ordinance, but must follow the shopping center's adopted theme.



#### **4.13 Public Facilities**

Only one public facility site is designated on the land use map to be within the Specific Plan boundaries. This will be South Station, a permanent fire station in the southern portion of Tracy. The station will be located in the southwest quadrant of the intersection of Tracy Boulevard and West Central Avenue. It will replace the interim station which is presently located diagonally across the same intersection.

The facility itself will be designed and constructed to meet the requirements of the Tracy Fire Department. Building specifications will adhere to State standards and be similar to the North Station. The permanent South Station will be equipped with a 1,500 g.p.m. pumper fire truck and may have an aerial ladder truck in the future.

Other City government public service departments whose offices are outside the Specific Plan areas, will expand as the population increases. Both the Police Department headquarters and City Hall, located in the governmental complex on East Tenth Street, will be expanded to meet the additional demands of future Specific Plan residents for staff and programs. Design and construction of the City Hall and police facility expansion will be supervised by the City's Public Works Department who will also coordinate with the affected agencies. Additional maintenance facilities, park, street and utility maintenance will also be required and will be coordinated by the Public Works Department. A firefighter training tower is proposed at Boyd Service Center.

#### **4.14 Public Schools**

Most of the Specific Plan areas are within the Tracy School District (elementary and middle schools) and the Tracy Joint Union High School District, which function under common facility planning administration, but have separate district boundaries. There are five elementary schools, two middle schools, one high school, and one continuation high school within these two districts. Jefferson Elementary School District and the Tracy Joint Union High School District serve all areas south of Valpico Road. Currently, Jefferson Elementary School District does not have a school within the Tracy City limits.

School enrollment has increased substantially in the past several years throughout the three districts. All schools are using portable classrooms, and most presently exceed their optimum capacity, (School Facilities Planning and Development Guidelines, Draft October 1985).

The Specific Plan has designated seven elementary schools, two middle schools, one K-8 school, and one new high school for the areas within the scope of the Specific Plan. Tracy School District facility planning policy in accordance with State Guidelines requires the 1/2-mile and 1-mile attendance zone standards for elementary and middle schools to be adhered to for each new facility. The K-8 designated school is within the Jefferson School District boundary.

To allow joint use of playground and park facilities and to reduce the amount of land required for each use, elementary schools have been located on the plan adjacent to neighborhood parks.

The Tracy Joint Unified High School District owns a 76-acre parcel at Corral Hollow Road and Lowell Avenue. This site is planned for a new high school of 2,000 students with an expanded campus.

Design and construction of new school facilities will be supervised by the Facilities Planning Department which is jointly administered by the Tracy Joint Unified High School District and the Tracy School District. Facilities within the boundaries of the Jefferson School District will be coordinated by that agency.

## 4.2 Circulation

### 4.2.1 Roadway Standards

The Specific Plan circulation system has been designed to meet the transportation demands of the projected population, as well as to link with the city's existing roadway network.

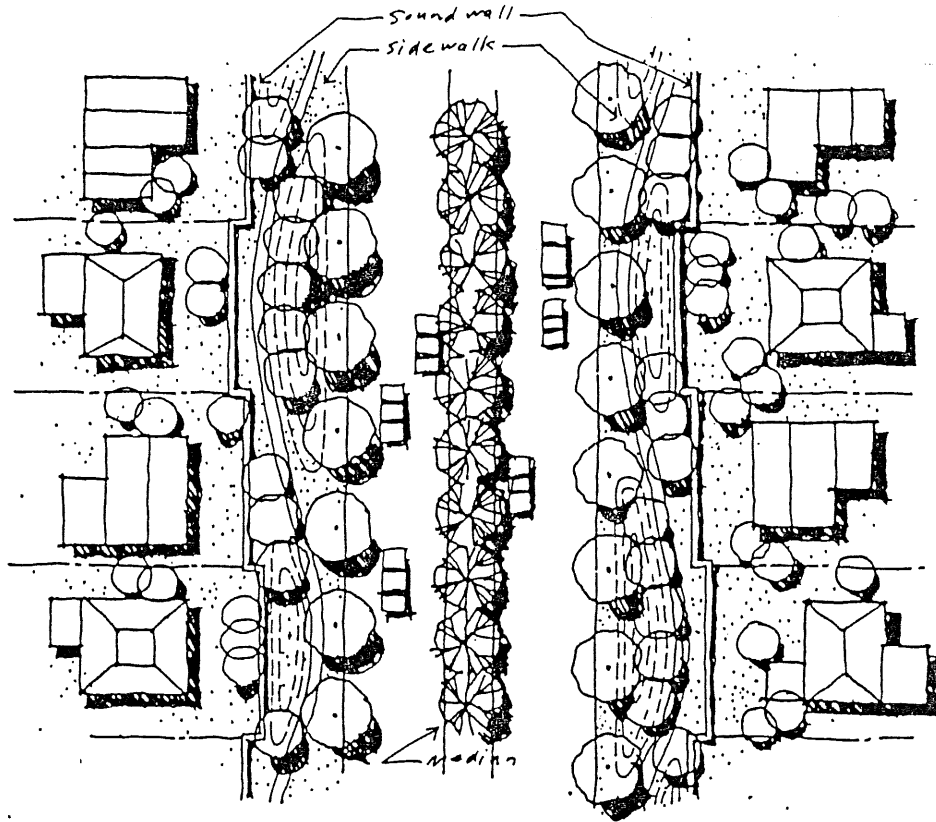
Streets within the Planning Areas are classified according to their expected level of use in the following categories:

**Table 4.1**  
**Roadway Standards**

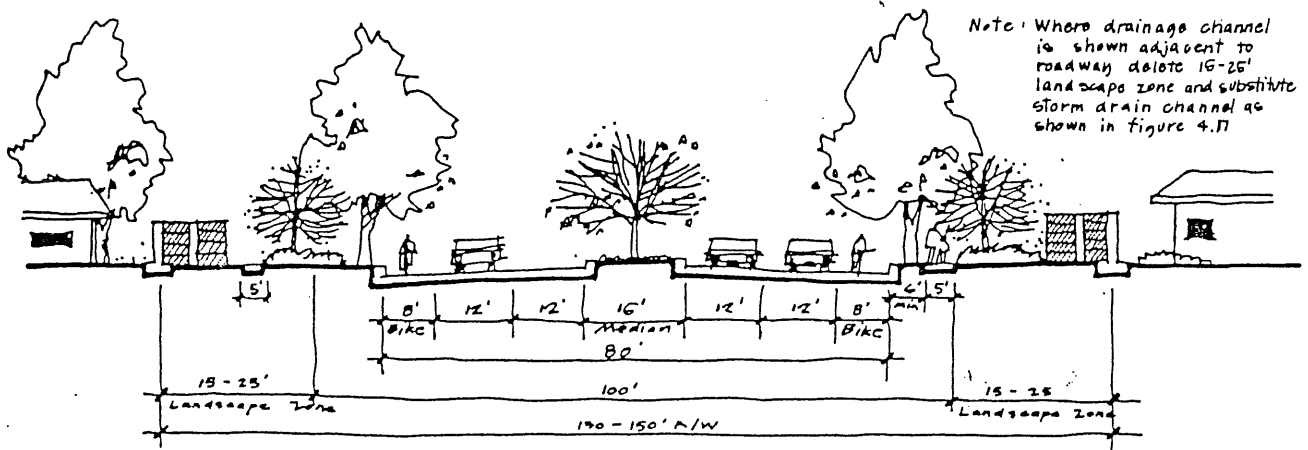
		<u>Average Daily Traffic</u>	
Major Arterial (Reference Figures 4.1, 4.2, 4.3)	4-lanes	80' Travelled Way (incl. 16' median/Left Turn lane)	10,000 - 25,000 +
Minor Arterial (Reference Figures 4.4, 4.5, 4.6)	4-lanes	64' Travelled Way (incl. 14' Left Turn lane 2-way)	5,000 - 12,000
Major Collector (Reference Figure 4.7)	2-lanes	56' Travelled Way (incl. 16' median/Left Turn lane)	2,000 - 5,000
Minor Collector (Reference Figure 4.8)	2-lanes	42' Travelled Way	500 - 2,000
Residential Street (Reference Figure 4.9)	2-lanes	36' Travelled Way	$\leq$ 500

- (a) The location and design of roadways should integrate with the natural slope of the land and its drainage where feasible.
- (b) Circulation patterns should not encourage through traffic in residential areas. Roadway layouts should discourage use of residential streets by industrial and commercial traffic.
- (c) Internal subdivision circulation should emphasize the use of cul-de-sacs (ideally less than 330 feet in length where feasible) and short loop streets (less than 1,000 feet in length).
- (d) A cul-de-sac should not exceed a maximum number of 20 houses in length.
- (e) Residential subdivision designs should avoid long, straight streets. Where a street must be long, it should be curved such that there is an off-set equal to the width of the street over a viewing distance. This will help to reduce speeding and noise impacts on adjacent homes.
- (f) Design guidelines and roadway alignment for improvement of MacArthur Drive from Mt. Diablo Street to Eleventh Street will be addressed in the Industrial Specific Plan.
- (g) Eleventh Street, west of Corral Hollow Road, shall transition to the typical Eleventh Street section east of Corral Hollow Road indicated in Figure 4.2. Details of right-of-way width and landscape requirements for properties west of Corral Hollow Road shall be addressed at time of Preliminary Plan and Tentative Map review.

Design guidelines are provided in greater detail in Figures 4.1 through 4.14.



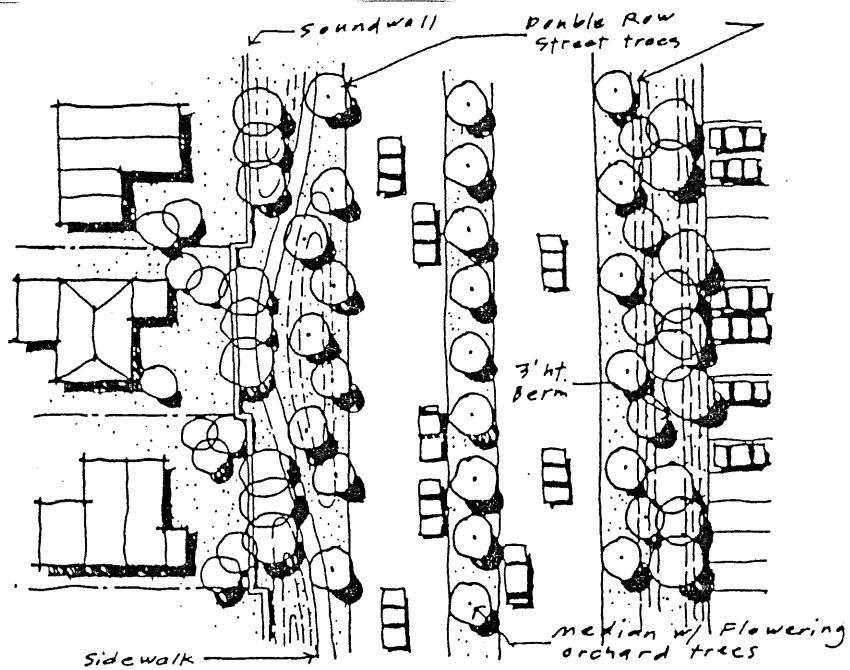
Major Arterial-Plan



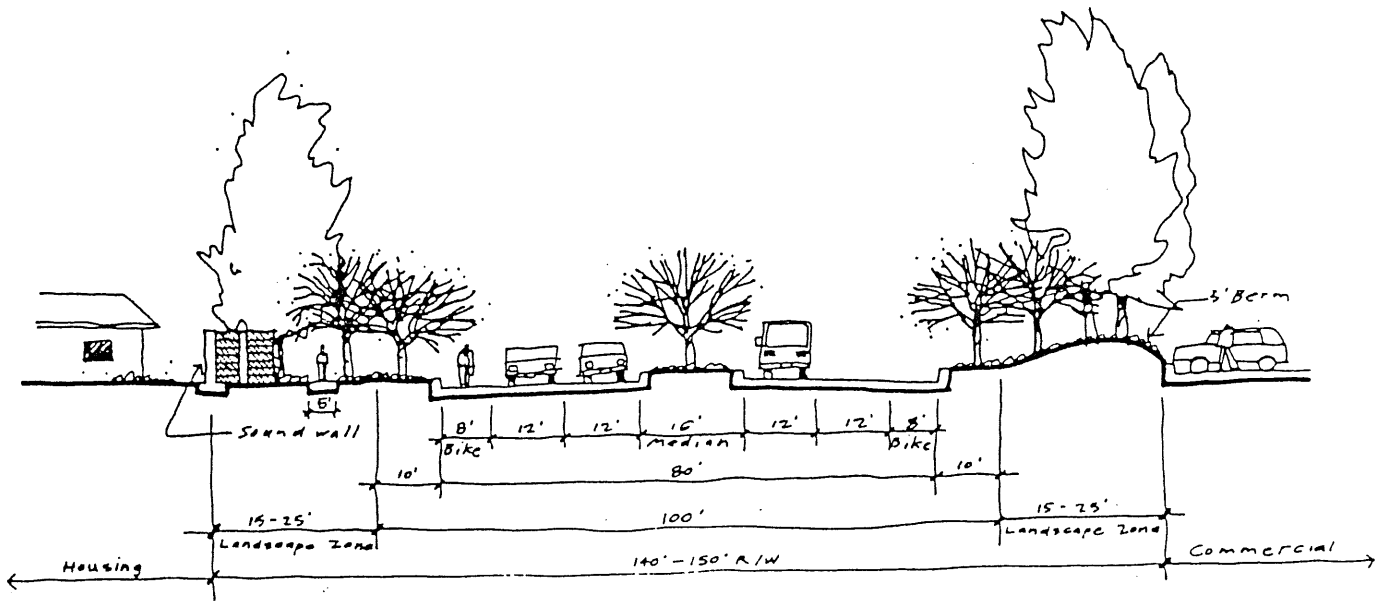
Major Arterial-Section

Corral Hollow Rd., Schulte Rd., Tracy Blvd.  
Valpico Rd. and Mac Arthur Dr.

Figure 4.1



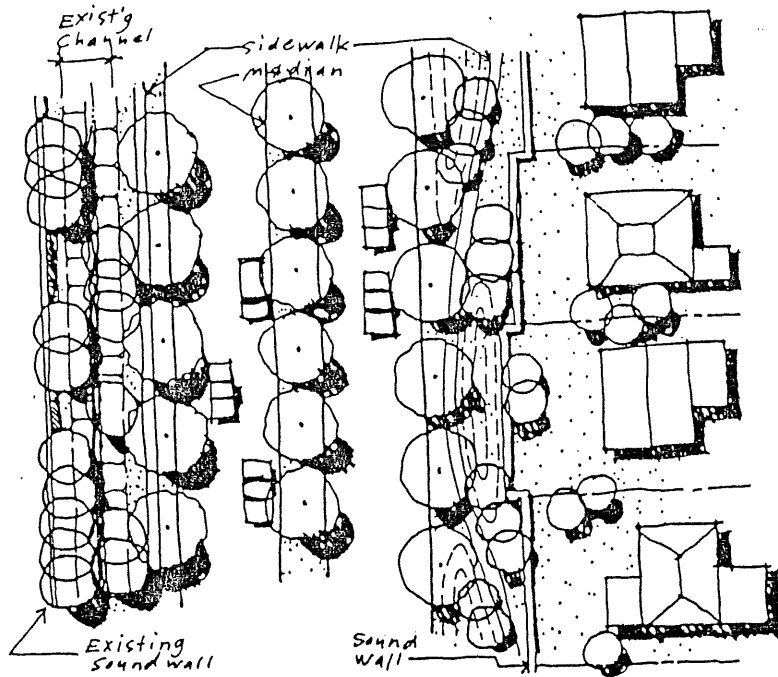
**Major Arterial-Plan**



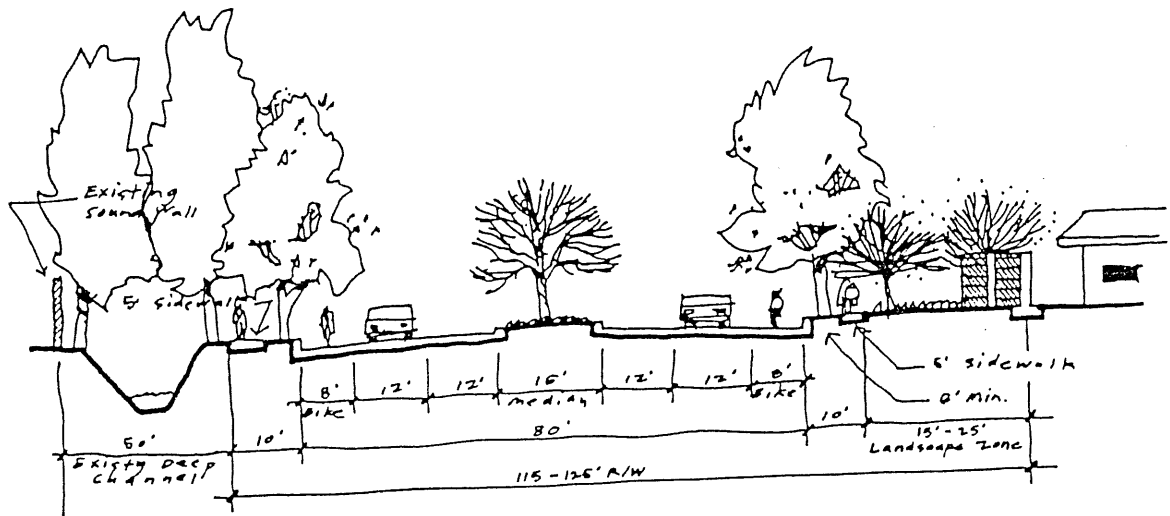
**Major Arterial-Section**

Grant Line Rd. west of Corral Hollow Rd.  
and Eleventh St. east of Corral Hollow Rd.

Figure 4.2

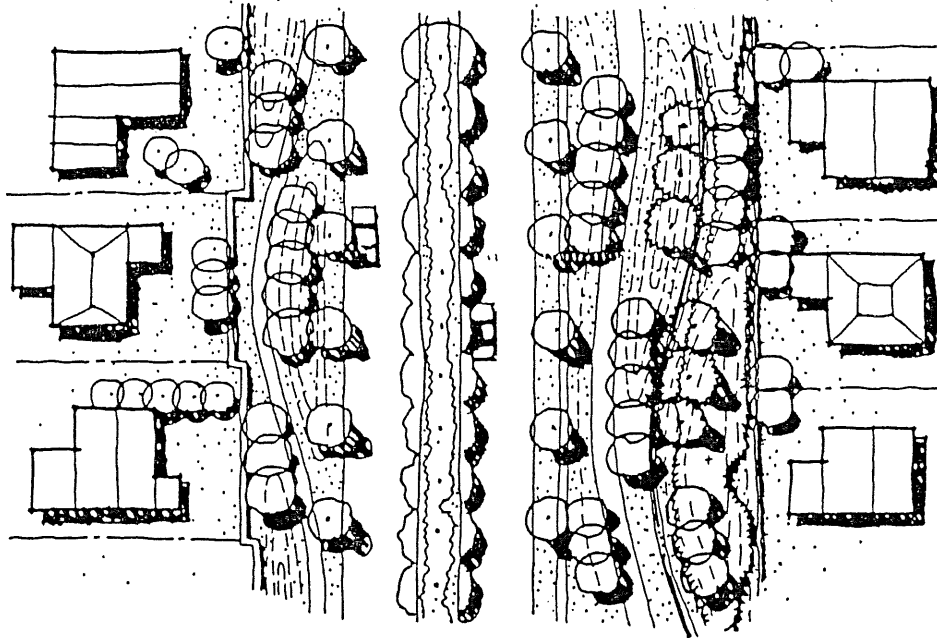


Major Arterial w/ Existing Deep Channel-Plan

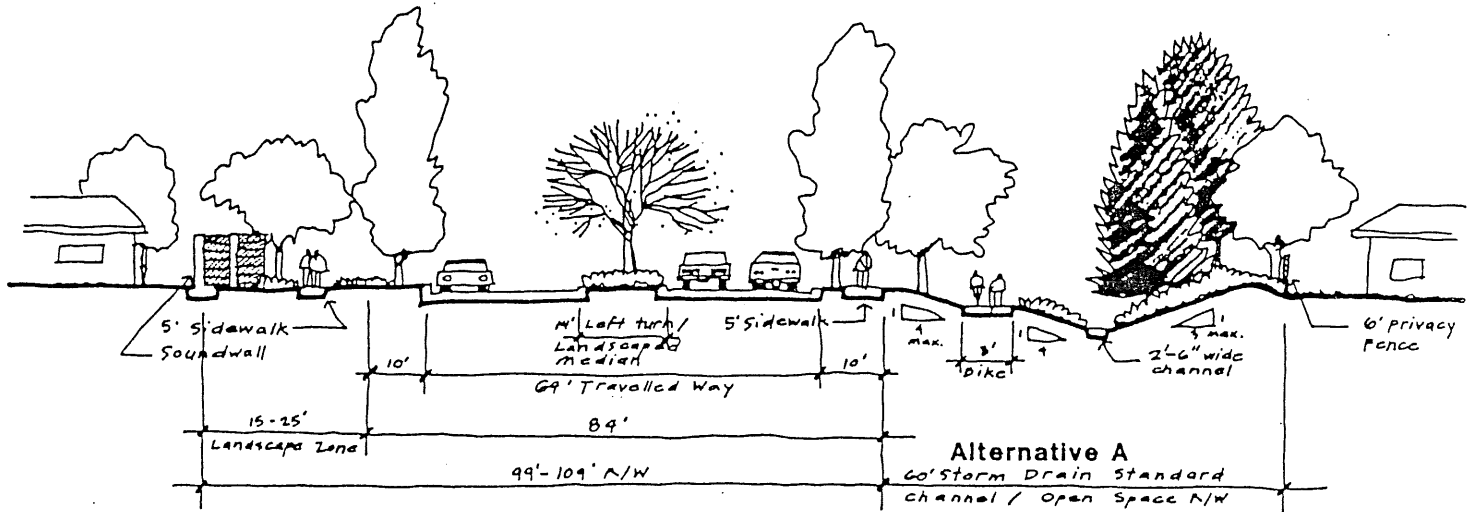


Major Arterial w/ Existing Deep Channel-Section  
Grant Line Rd. east of Corral Hollow Rd.

Figure 4.3



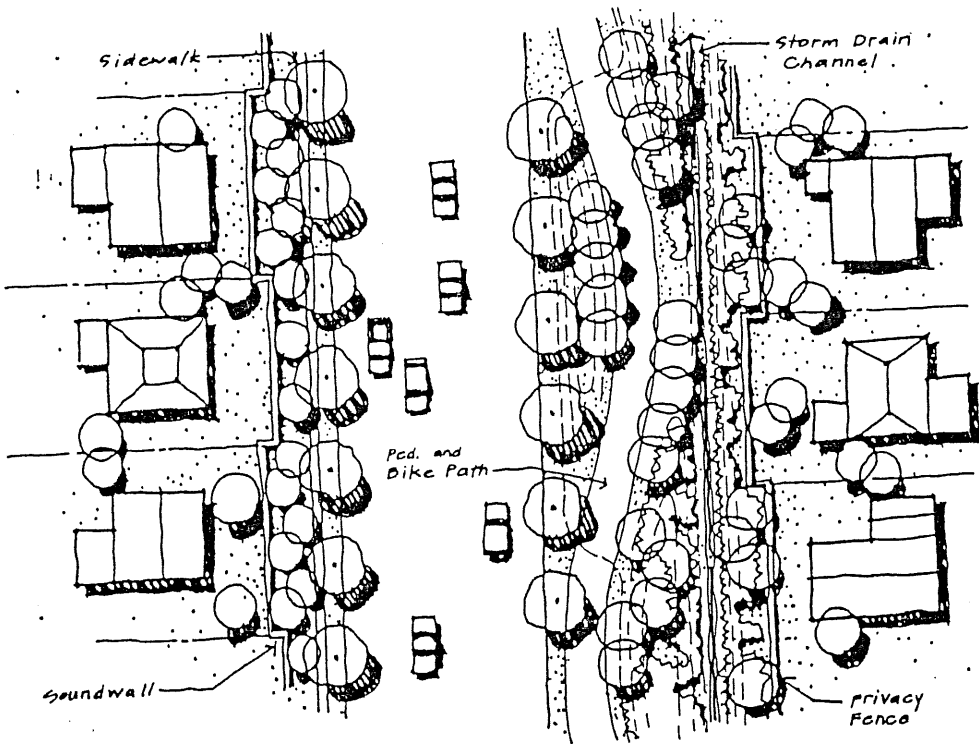
Minor Arterial w/ Storm Drain Channel-Plan



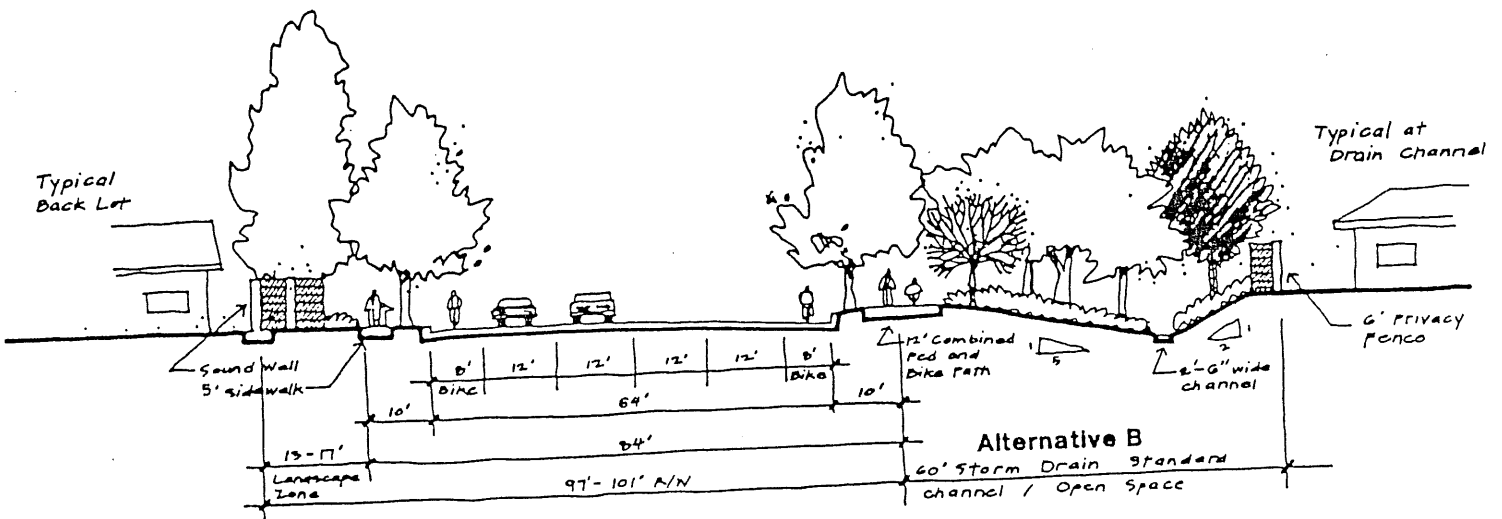
Minor Arterial w/ Storm Drain Channel-Section

Sycamore Pkwy. and Corral Hollow Rd.

Figure 4.4



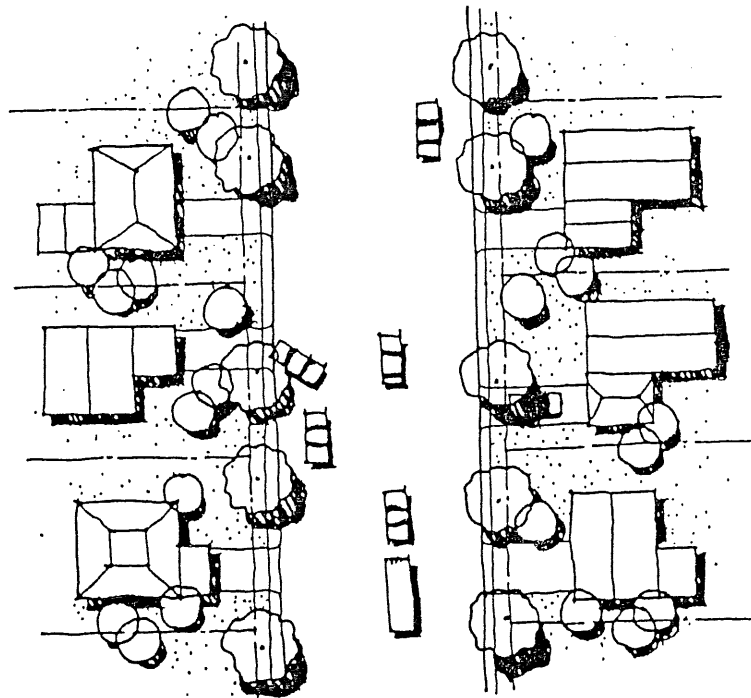
Minor Arterial-Plan



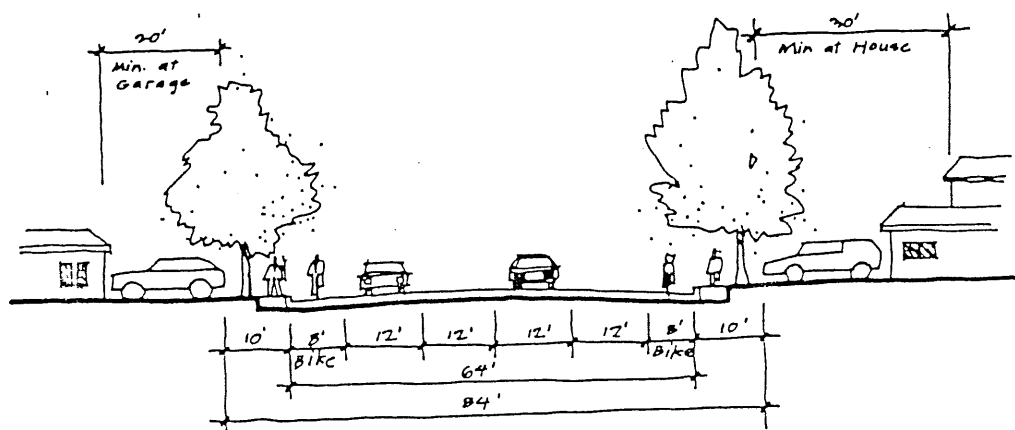
Minor Arterial-Section  
Corral Hollow Rd. north of Grant Line Rd.

Figure 4.5



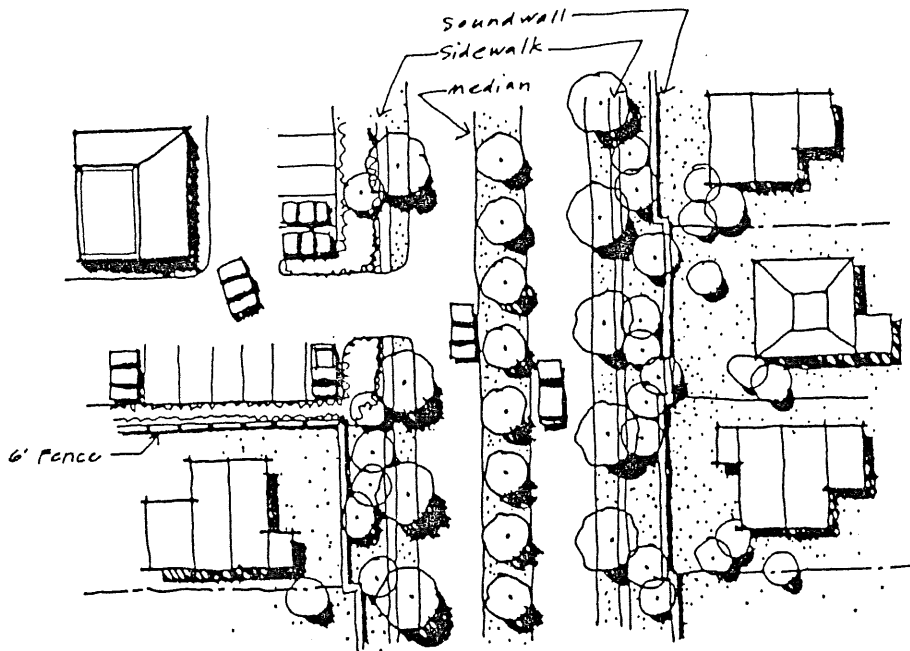


Minor Arterial-Plan

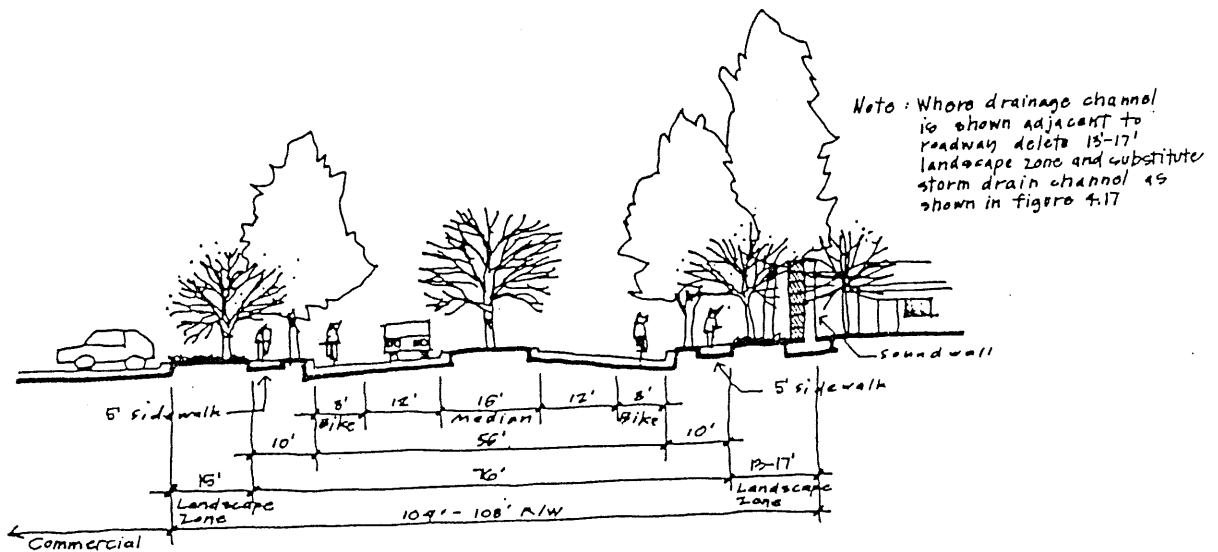


Minor Arterial Front Lots - Section  
Central Ave. from Eleventh St.  
to Tracy Blvd. only.

Figure 4.6



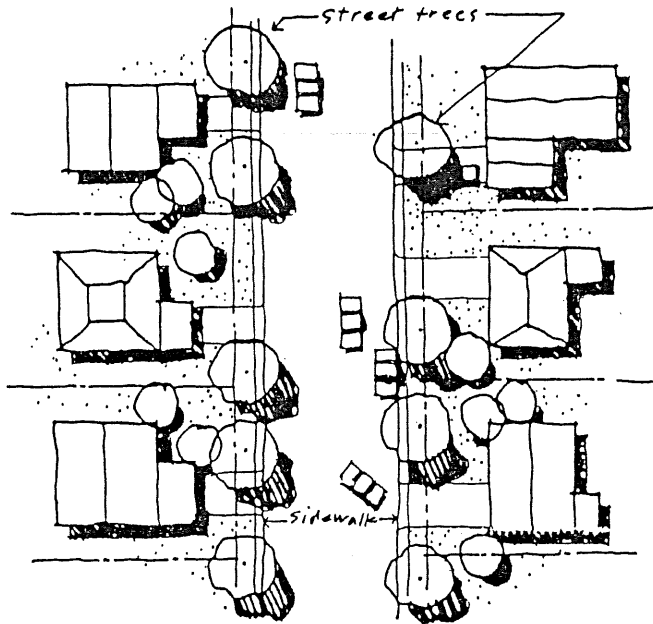
**Major Collector-Plan**



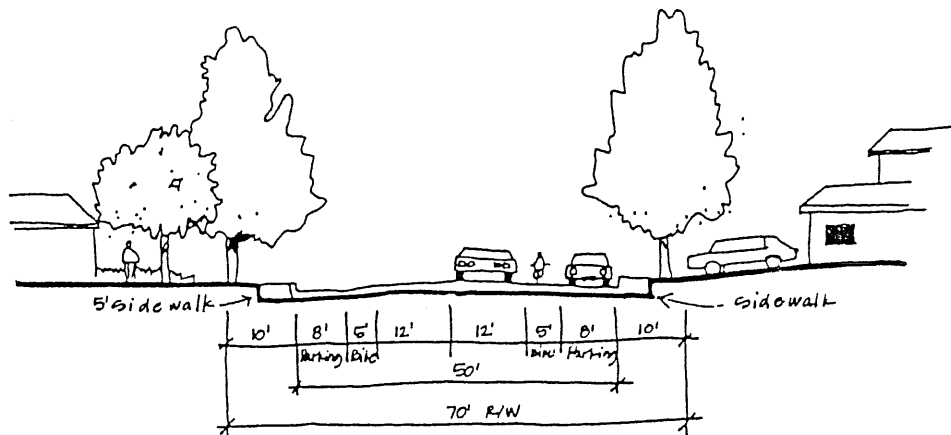
**Major Collector-Section**

Mt. Diablo Ave east of Third St., Central Ave west of Tracy Blvd., New N/S Road-Schulte Rd. to Cypress Dr., Cypress Dr., Lowell Ave west of Corral Hollow Rd.

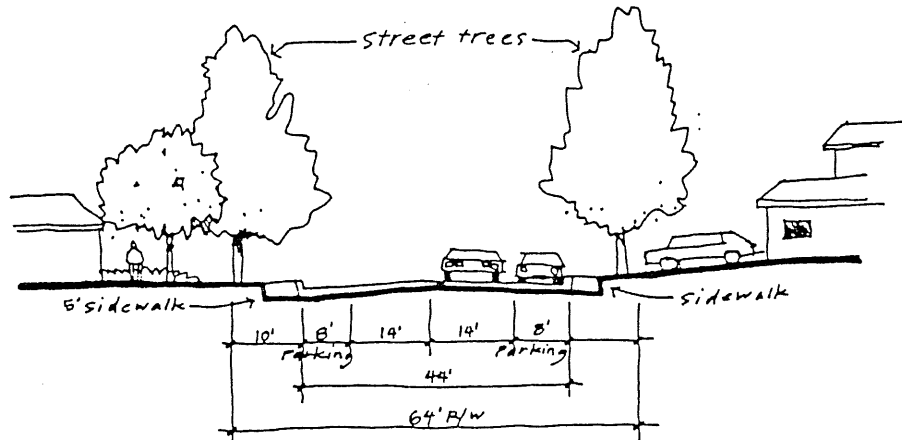
Figure 4.7



Minor Collector- Plan

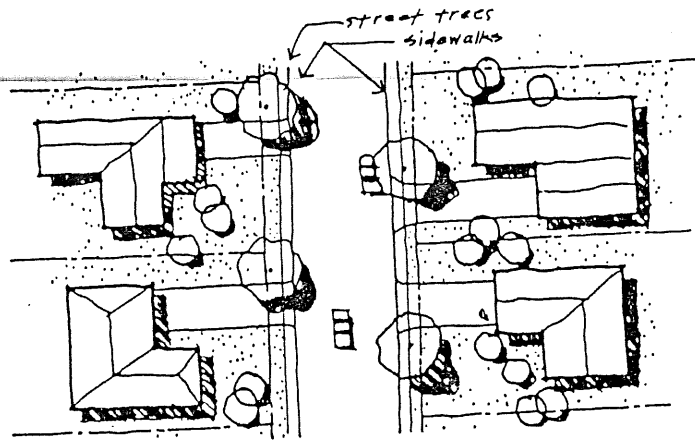


Minor Collector With Bikeway- Section

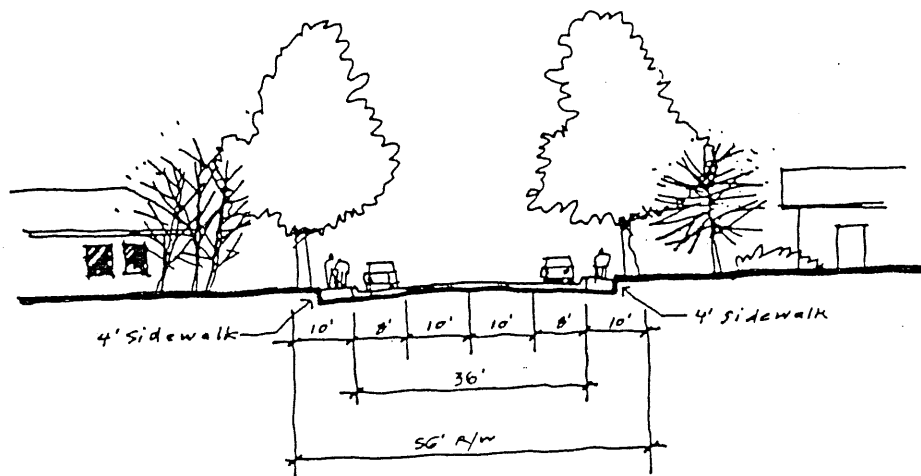


Minor Collector Without Bikeway- Section

Tennis Lane, Lincoln Blvd., Byron Rd. extension, Kavanaugh Rd., and other streets with 50- 200 units or 500- 2,000 ADT.



Typical Residential Street-Plan



Typical Residential Street-Section

50 units or less 500 ADT. or less

Figure 4.9

#### 4.2.2 Driveway and Intersection Standards

- (a) Residential and Minor Collector Streets should have driveways serving each single family home, spaced at a minimum distance of 9 feet. Driveways serving duplexes may be spaced at a minimum of 3 feet (Figure 4.11).
- (b) Major Collectors and Minor Arterials should have no driveways serving single-family homes. Each single-family subdivision shall have a main entrance. Each entry shall have a median and identity signage as indicated in Figure 4.12. Driveways serving multi-family buildings, commercial and institutional buildings are allowed. Central Avenue is an exception; driveway spacing should match existing street segments.
- (c) Major Arterial Streets may have commercial or institutional driveways, but these should be carefully located so as not to impede the primary function of these streets, which is to carry through traffic. In general, parcels with frontage on major arterials should have their access on side streets if possible. If a parcel's only frontage is on the major arterial, every effort should be made to consolidate access at a single driveway. In general, the rate of access points to arterial roads should not exceed an average of 1 for every 660 feet. Each entry shall have a median and identity signage as indicated in Figure 4.12.
- (d) Street intersections shall be off-set a minimum of 250 feet to ensure smooth and safe traffic flow. "T" intersections are encouraged over four-way intersections.
- (e) In order to reduce traffic speed and enhance the residential nature of subdivisions, the intersection of cul-de-sac or short loop streets to collector streets must be narrowed so that the residential street mouth is 12 feet narrower than the standard curb face-to-curb face width of the street. This narrowing of the entrance to a residential street can be done by extending the sidewalk into the area that is typically used for a parking lane as shown in Figure 4.13.

Guidelines for the dimensions and spacing of driveways are shown in Figure 4.11. It should be noted that these spacing guidelines are minimum values. The goal should be to exceed them where possible. In the vicinity of busy intersections, driveways will have to be located further from the intersection than indicated in Figure 4.11.

#### 4.2.3 Intersection Signalization

Analyses of projected average daily traffic (ADT) volumes given buildout of the Specific Plan (Figure 4.10) indicates that signals will be required at the following intersections:

# Tracy Residential Areas Specific Plan

Prepared by  
EDAW Inc.  
In association with  
Wisley & Ham  
DKS Associates  
Bertle-Wells Associates

June 1987



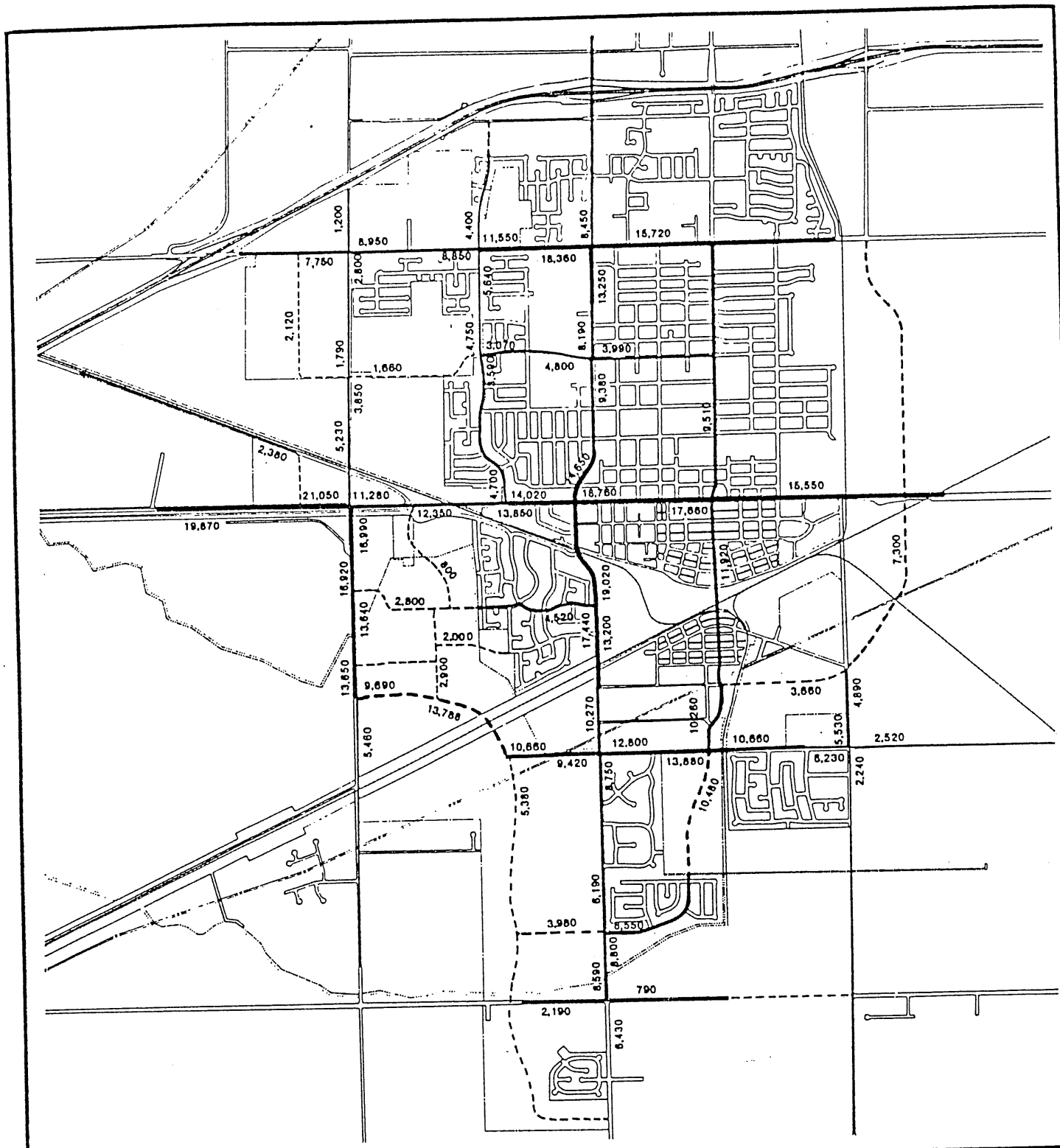
70 ACRES

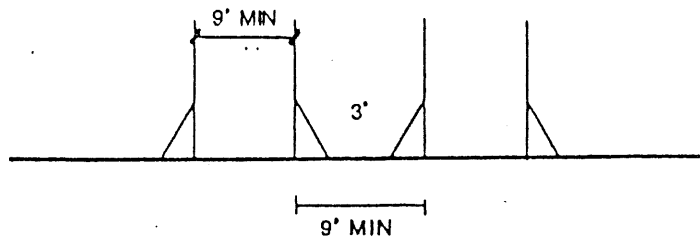


## PROJECTED TRAFFIC VOLUMES

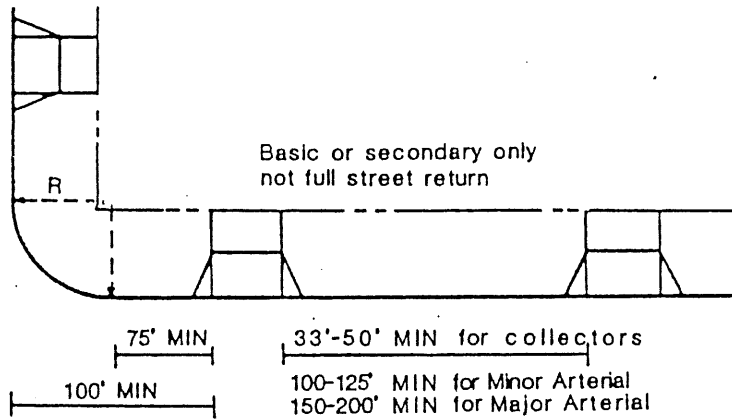
- 500-2,500 ADT on existing street
- 2,501-7,000 ADT on existing street
- 7,001-9,000 ADT on existing street
- 9,001-12,500 ADT on existing street
- 12,501+ ADT on existing street
- 500-2,500 ADT on proposed street
- 2,501-7,000 ADT on proposed street
- 7,001-9,000 ADT on proposed street

Figure 4.10

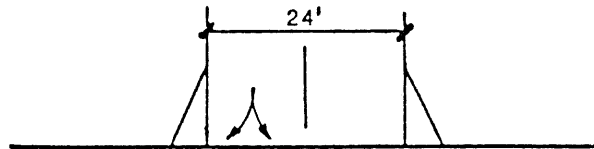




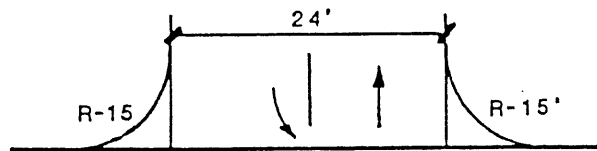
**SINGLE FAMILY RESIDENTIAL DRIVEWAY DIMENSIONS AND SPACING**



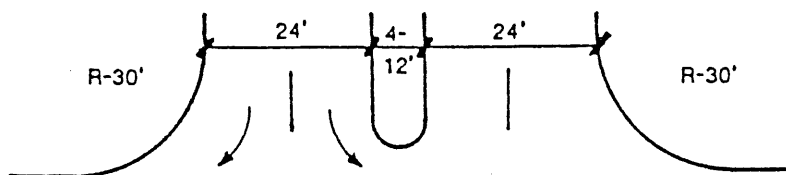
**MULTI-FAMILY AND COMMERCIAL DRIVEWAY SPACING**



**BASIC COMMERCIAL/MULTI-FAMILY**



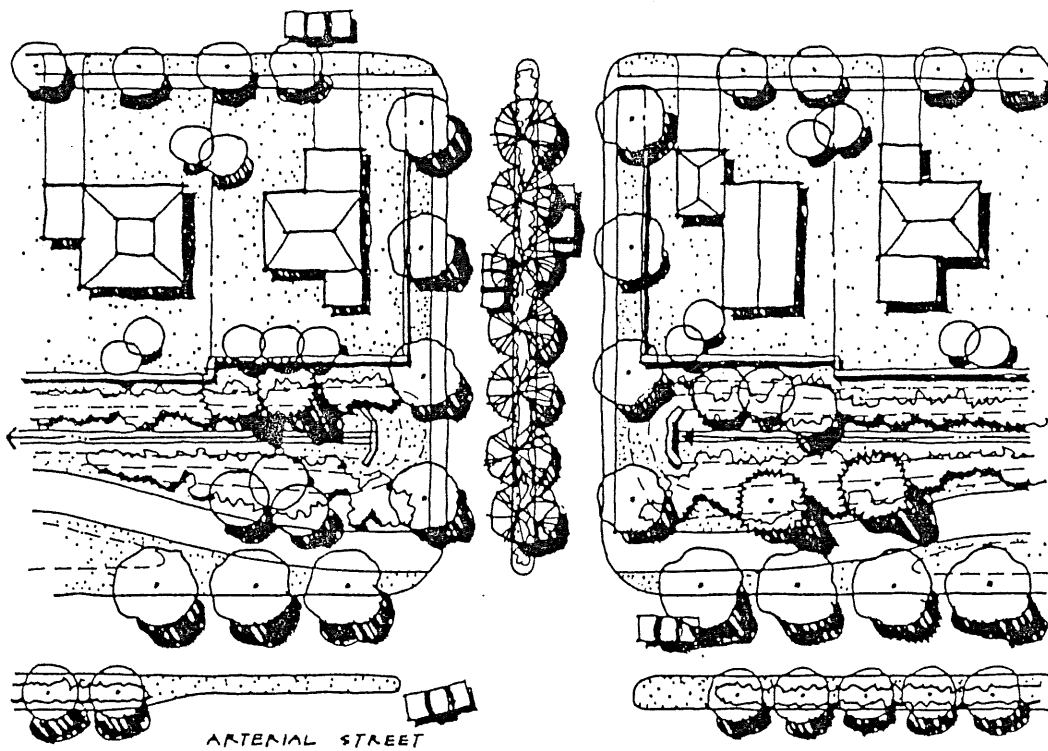
**MODERATE VOLUME COMMERCIAL**



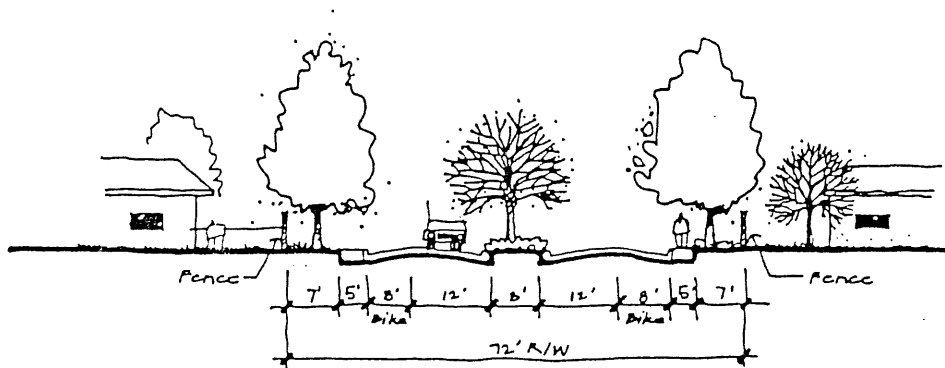
**HIGH VOLUME COMMERCIAL**

Figure 4.11

**DRIVEWAY GUIDELINES**



Typical Neighborhood Entry-Plan

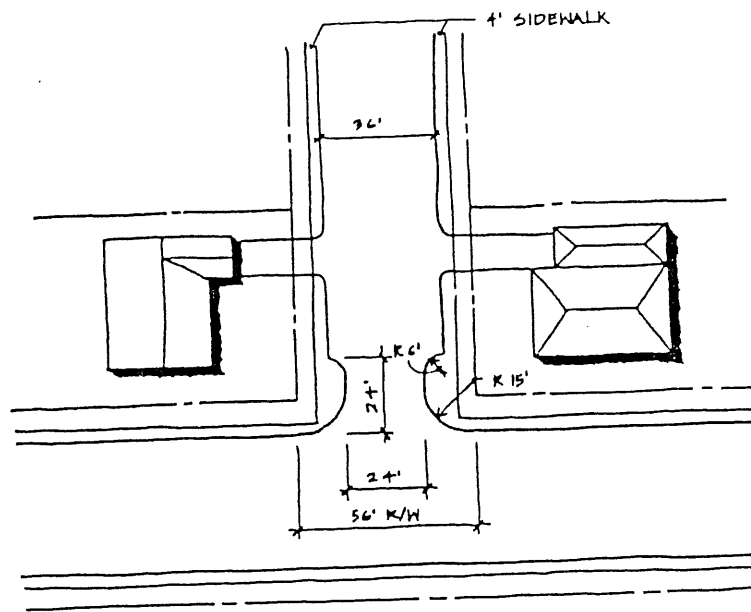


Typical Neighborhood Entry-Section

Note: Typical section extends to first collector st. or 150 feet from arterial back of curb

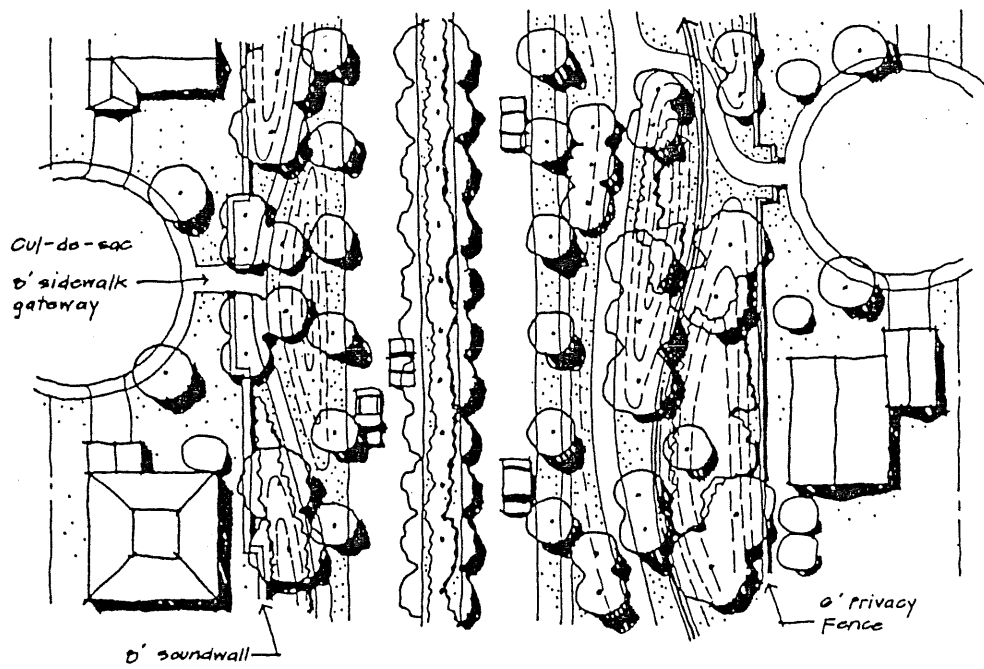
Figure 4.12





**Residential Street-  
Collector Intersection**

**Figure 4.13**



### Open Cul-de-sac -Plan

Figure 4.14

### Signalized Intersections

Corral Hollow/Lowell Avenue  
Lincoln/Lowell  
Corral Hollow/Eleventh  
Corral Hollow/Cypress Drive  
Corral Hollow/Schulte  
Sycamore/Schulte  
Tracy Boulevard/Centre Court  
Tracy Boulevard/Schulte  
Central/Schulte  
West Eleventh/New Byron Road

#### 4.2.4 Parking Standards

##### 4.2.4.1 Off-Street Parking - Residential

In keeping with the City of Tracy's current parking code, 1.5 off-street parking spaces should be provided for each dwelling unit in the Specific Plan Area. This ratio should be applied to both single family and multi-family dwellings (including apartments). In many instances, the peak parking demand of larger dwelling units will be two or more spaces, but on-street parking should be adequate to accommodate the additional demand. In some instances, provision of off-street parking beyond 1.5 per unit may be warranted. An example would be a large unit (3-4 bedroom) condominium complex located on streets with little or no available on-street parking. In such an instance, a site-specific study of parking demand and available on-street supply should be conducted to determine if the 1.5 space per unit will be adequate.

##### 4.2.4.2 Off-Street Parking - Commercial

The City of Tracy's code requirement of one parking space per 250 square feet for commercial development also applies for the retail uses proposed for the Specific Plan area (i.e., neighborhood and general highway commercial shopping centers).

##### 4.2.4.3 On-Street Parking

Parking is permitted on residential and minor collector streets, and prohibited on major collector and arterial streets.

#### 4.2.5 Off-Site Street Improvements

Several off-site street improvements will be necessitated by traffic from the Specific Plan area at buildout. They include:

<u>Intersection</u>	<u>Improvement</u>
• Tracy/Grant Line	Restripe Eastbound approach for two through lanes.
• Holly-Central/Eleventh	Facilitate east-to-south right turns.
• Tracy/Eleventh	Add eastbound and northbound right turn pockets (200 feet in length).

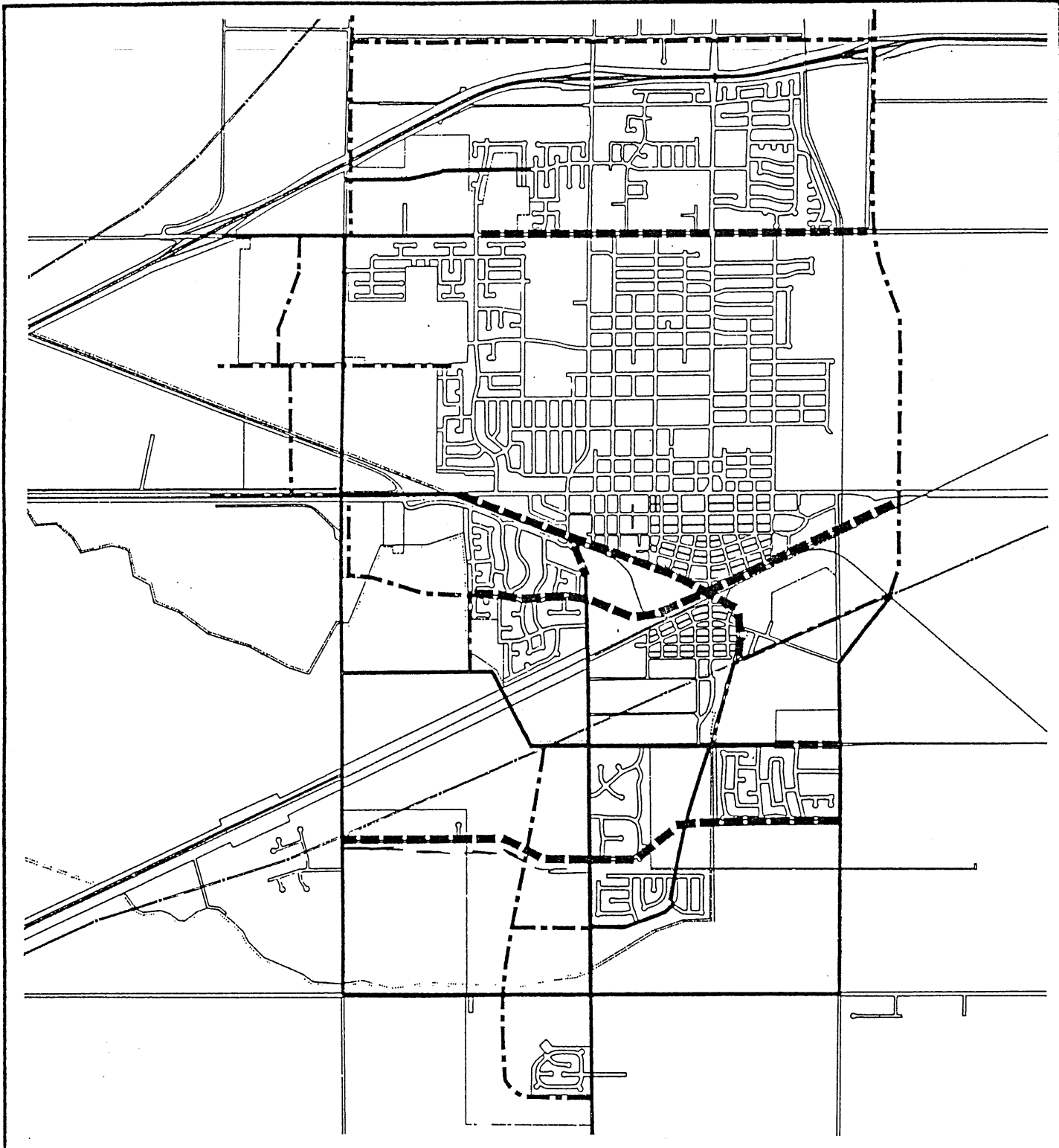
#### 4.2.6 Bicycle Network

An interim bikeway system guideline is included until a more thorough bikeway plan can be prepared and reviewed by the Planning Commission and recommended to the City Council. The interim bikeway system guideline (Figure 4.15) is based on two principles:

- (1) that schools, parks, major shopping centers, downtown, city hall, employment centers, and other important destinations should be connected by the bicycle system; and
- (2) that a grid network of bicycle lanes at approximately one-half mile intervals subject to special circumstances be planned. Refer to Section 4.3.2.5.

#### 4.2.7 I-205 Improvements

Traffic analysis has shown that buildout of the Specific Plan and other infill development in Tracy could lead to a 45 percent increase of mainline traffic on I-205. As the cities of Manteca and Ripon increase their housing stocks and share of I-205 commuters, it will become necessary in the future to widen I-205 to at least three lanes in each direction. Sufficient rights-of-way exists for such a widening, but Caltrans has no projects programmed for I-205 at this time. City of Tracy officials should adopt a policy to pursue funding for the widening of I-205. Local officials should also work to promote traffic mitigation measures throughout the I-205 corridor, such as paratransit programs, to delay the need for this widening.

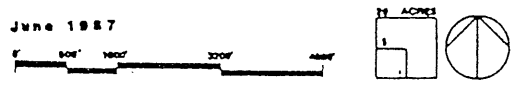


Tracy Residential Areas  
Specific Plan

**INTERIM BIKEWAY SYSTEM  
GUIDELINE**

Prepared by  
EDAW Inc.  
In association with  
Wiley & Horn  
DKS Associates  
Barle-Walt Associates

- Bikeway off street
- - - - - Bikeway on street
- Missing link in bike network



#### 4.2.8 Paratransit Programs

The Specific Plan will necessitate a doubling in the scale of operation of Tracy Transit, the City's dial-a-ride service. Expansion of this service will be essential to provide a measure of mobility to Tracy residents, current and future, who do not have access to an auto.

Because a large number of Specific Plan residents are projected to commute long distances to work in other communities, an excellent market for carpool, van pool and possibly subscription bus services will exist. With adoption of the Specific Plan, the City commits to a policy of promoting ridesharing and other transportation alternatives. Implementation of such a policy would be the development of a program to promote the use of transportation alternatives to the single-occupant automobile, including promotion of ridesharing, via the media, designation of park and ride areas where car and vanpools can assemble and working with major employers of Tracy residents in the Bay Area to provide incentives for ridesharing.

#### 4.2.9 Railroad Crossing Design Criteria

##### 4.2.9.1 At-Grade Railroad Crossings

Any roadways which cross railroads without grade separation should be designed to be as perpendicular as possible to the tracks. At-grade crossings should have appropriate signage and traffic control, per Caltran's Traffic Manual. Surface improvement standards at crossings should minimize jolts and vibrations to crossing automobiles.

##### 4.2.9.2 Railroad Grade Separations

The design of railroad grade separations on Corral Hollow Road, Eleventh Street and Tracy Boulevard should conform to regulations contained in the Public Utilities Commission's General Order No. 26-C (which governs railroad bridge design) and the current Caltran's Highway Design Manual (which contains design criteria for roadways passing under railroads, bridges and overhead structures).

The following list of key criteria for all three grade separations is based on these two references as well as the circulation requirements of the City of Tracy:

- (a) Grade separations should have four travel lanes and sidewalks.
- (b) Maximum slope of the roadway should not exceed 5%.
- (c) Minimum clearance between roadway and the bottom of the railroad bridge should be 15 feet.
- (d) Stopping sight distances should conform to Caltran's standards.

#### 4.2.10 Noise Standards

The following design guidelines shall apply to all uses within the Specific Plan areas to minimize noise impacts:

- (a) Limit use of unbroken solid walls along arterial streets to provide noise attenuation in order to avoid a monotonous, walled-city appearance. Provide variable 25' to 35' wide landscaped zone with wall offsets as indicated on typical roadway sections. Include berms, setbacks, noise insulation, and buffering of noise-sensitive areas from the noise source by buildings, parking areas or structures. (See Figures 4.1 through 4.9).
- (b) Avoid siting new residential land uses within present and future 65 dBA Ldn contours, unless effective shielding can be provided so that exterior noise level will not exceed 65 dBA Ldn.
- (c) Avoid locating other noise-sensitive uses on sites with greater than 60 dBA Ldn where possible.
- (d) Ensure that new commercial and industrial projects are designed to minimize noise impacts on neighboring noise-sensitive areas. Reduced noise levels can be achieved with landscaping and additional setbacks where necessary.

### 4.3 Parks and Open Space

The Specific Plan park system has been designed to provide recreational opportunities for the entire community. Development of the three-tiered park system will allow both play areas close to home, neighborhood parks for group activities, and a community park for active sports and large events.

#### 4.3.1 Park Development Standards

##### 4.3.1.1 Mini-Parks

- (a) Generally, subdivisions that include areas which are one-eighth mile or further from a school or a Neighborhood Park shall provide public open space in the form of one-half acre mini-parks. Mini-parks shall also be provided if access to a school or a Neighborhood Park is blocked by a major street. These play areas shall be dedicated and developed by the subdivision developers. Table 4.2 lists the acreage

requirements for mini-parks, by parcel and Figures 3.3, 3.4 and 3.5 show diagrammatic locations for the mini-parks.

- (b) Mini-parks should be centrally located within a subdivision and be linked to the neighborhood open space network where feasible.
- (c) Mini-parks can also be designed to provide a unique element in each neighborhood that acts as a landmark and gives the neighborhood its own identity. Fountains, statues or special landscaping could be used to achieve this. However, the primary function of the mini-parks as a play area must not be precluded.
- (d) Private open space may be substituted for public mini-parks in areas where shown on the Plan provided the service area of the mini-park is entirely within one form of land ownership such that all residents are guaranteed use of the mini-park. Additionally, the minimum park dedication requirements must be met and the dedication ensured for perpetuity.

Table 4.2

Mini-Park Standards

<u>Parcel #</u>	<u>Mini-park Acreage</u>	<u>Parcel #</u>	<u>Mini-park Acreage</u>
1	0	14b	0.5
2	0	15	0.5
3	0.5	16	0.5
4	0.5	17	1.0
5	1.0	18	2.0
6	0	19	1.0
7	0.5	20	0.5
8	1.0	21	0.5
9	0	22	0
10	0.5	23	0
11	1.0	24	0.5
12	0	25	1.0
13	1.0	26	0
14a	0	27	0

4.3.1.2 Neighborhood Parks

- (a) The Neighborhood Park sites which are identified on the Land Use Map (Figure 3.2) are placed such that they can be easily connected with the overall open space network and be shared with K-5 school sites. Development of Neighborhood Parks within the Specific Plan areas must fit this criteria at a minimum.
- (b) The size of Neighborhood Parks ranges from six to eight acres. Refer to Table 3.1 for site specific acreages.



- (c) Seven acres of the park land expected to be dedicated have been set aside and are not mapped. These acres are to be provided on parcels where ECU's are transferred in the future.
- (d) Clear accessways should be made whenever possible to pedestrian and bicycle paths.
- (e) Neighborhood Parks should be bordered on three sides with streets where feasible.
- (f) Access from a park to a railroad track should not be allowed.
- (g) Safety in the park should be enhanced by:
  - (i) Safety and security in design
  - (ii) Adequate lighting
  - (iii) High visibility (eliminate secluded and obscure areas)
  - (iv) Safe access to parks
- (h) Handicapped access should be provided by clear paths to each facility in the park.
- (i) Features of neighborhood parks should include:
  - (i) Contoured grading
  - (ii) A mix of shade trees
  - (iii) Utilize areas with mature trees where available.
- (j) Typical Neighborhood park development could include:
  - (i) Circulation (Pedestrian, Bike and Jogging Trails)
  - (ii) Landscape and Irrigation
  - (iii) Facilities (1 softball, soccer, 2 tennis, 2 multi-courts, 2 sport walls, children's playground, picnic, and barbecue areas)
- (k) Valle Vista, which is currently a stubbed, local street, be limited to pedestrian access only and not provide automobile access to the park or school.

#### 4.3.1.3 Community Park

- (a) It is recommended that land for a Community Park be acquired in the near future preceding further escalation of land values in the Tracy area. A minimum park site of between 40 and 100 acres is advised. Once a Community Park site is selected, as much land as is economically feasible should be purchased; no community has regretted purchasing "too much land."
- (b) Development of improvements within the park can be phased as funds become available. However, preliminary plans should be made once land is acquired to determine the overall design of the park.
- (c) Conceptual Programming for a 40+ acre park could include:

Softball/Hardball Fields (10 Acres)--Three softball fields and one hardball field situated in a clover-type arrangement with lighting for night use. The softball complex should be situated on the perimeter of the park so sounds and lighting will not interfere with other park activities. Sunken or bermed areas around the softball diamonds can improve the appearance of the area and relieve the need for fill in other areas of the park. Trees should line this softball complex to provide a natural wind break.

Soccer Fields (7 Acres)--There should be four full-sized soccer fields situated next to the softball complex and adjacent to the more passive uses.

Parking (4 Acres)--Landscaped parking areas should be distributed around the perimeter of the park.

Playgrounds (3 Acres)--Three types of playgrounds are recommended; a regular full-size playground for older children; a "tot-lot" for preschoolers; and a playground designed for handicapped children or children who use appliances. Additionally, some of the three acre allotment should be devoted to simple court-type sports such as basketball. All playgrounds should be easily maintained and designated with safety features.

Picnic Areas (7 Acres)--Attractively designed coverings should be utilized in the picnic areas. One large picnic area to accommodate one to two hundred people is suggested. Smaller picnic areas should be distributed throughout the park.

Amphitheatre (2 Acres)--An amphitheatre should incorporate a stage that is both professional and appealing. The seating area should be at a gentle slope accessible for either picnickers or more formal uses.

Pathways and Walkways (5 Acres)--Pathways and walkways should be designed to meet the needs of a variety of users. Unique surfaces on some pathways can be used to isolate certain activities such as rollerskating or jogging. Particular attention should be paid to handicapped access.

Garden Areas (2 Acres)--Gardens should be distributed in an aesthetically pleasing way, perhaps along the walkways.

- (d) All features in the Community Park should be designed to consider security.

#### 4.3.2 Streetscapes

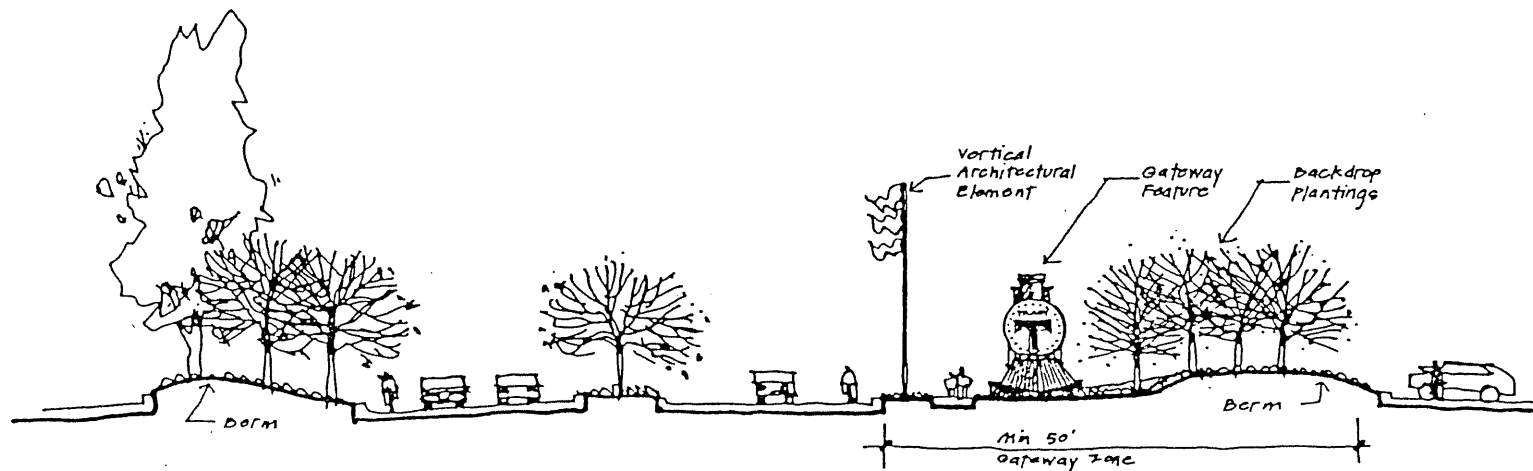
##### 4.3.2.1 General

- (a) The design of the streetscape should integrate, in a consistent and creative manner, plant materials, paths, landforms, soundwalls, lighting, furniture and signage to produce an attractive and functional environment.
- (b) All landscaping should be designed, installed and maintained in accordance with the principles of xeriscape. The goals of xeriscape are to provide a low maintenance, water-conserving, functional and attractive landscape.

- (c) All landscaping should employ a mix of trees, shrubs, groundcovers and turf where appropriate. The plant palette should be relatively limited and applied in groupings of similar species rather than a few plants of many different species planted together. The use of water conserving plantings, such as California natives and drought tolerant trees, shrubs and turf is encouraged.
- (d) Live plant materials should be used in all landscaped areas. The use of gravel, colored rock, bark and other similar materials are not acceptable as a sole ground cover material.
- (e) The use of lawn substitutes is encouraged in all medians, parkways and drainageways. The use of turf should be minimized and reserved for areas of high use or visibility.
- (f) Automatic irrigation is required for all landscape areas. Plants should be watered and maintained on a regular basis. Irrigation systems should be designed so as not to overspray walks, buildings, parking areas, etc. The use of water conserving systems such as drip irrigation for shrub and tree planting is encouraged.
- (g) The solar rights of property owners should be protected from encroachment by any structures or vegetation in the parks, medians, parkways and drainageways.

#### 4.3.2.2 Entryways and Gateways

- (a) The approaches to, and the intersections of, Eleventh Street and Grant Line Road with Corral Hollow Road should receive special treatment as gateways to the City of Tracy.
- (b) Setasides for at the gateways shall be no less than 50 feet measured from the back of curb.
- (c) Clear sight lines, unobstructed by trees, signs or other elements, shall be maintained to the gateway area.
- (d) Gateway landscape design shall establish an entryway theme and signage that is consistent with Tracy's agricultural and railroad heritage. See Figure 4.16.
- (e) Gateway landscape design shall be integrated and consistent with the streetscape design.
- (f) Signage design should provide opportunity for identification of nonprofit service organizations in the community.
- (g) Vertical elements such as flagpoles or tall trees should be incorporated into the design.
- (h) Berms should be used to elevate or frame gateway features.
- (i) Sign materials should be resistant to the weather and vandalism.



## Gateway Concept at Major Arterial

Grant Line Rd. and Eleventh St.  
at Corral Hollow Rd.

Figure 4.16

- (j) Provision should be made for night lighting of the gateway area.
- (k) Bicycle and pedestrian paths should be continuous through the gateway area.
- (l) Entrances to neighborhoods shall be highlighted by special design treatment as shown in Figure 4.12.
- (m) The following list of trees is recommended for use in the gateway areas, at other entryways to neighborhoods and in other locations where accent is appropriate. Plant palette should also include the tree species used on adjacent streets and medians.

<u>Botanical Name</u>	<u>Common Name</u>	<u>Feature</u>
Cedrus atlantica	Atlas Cedar	Form
Cedrus deodara	Deodar Cedar	Vertical
Eucalyptus globulus 'compacta'	Blue Gum	
Eucalyptus viminalis	Manna Gum	Vertical
Lagerstroemia indica cvs.	Crape Myrtle	Flowering
Magnolia soulangiana cvs.	Saucer Magnolia	Flowering
Malus cvs.	Flowering Crabapple	Flowering
Phoenix canariensis	Canary Island Date Palm	Vertical
Populus nigra 'italica'	Lombardy Poplar	Vertical
Prunus cerasifera 'Pissardii'	Purple Leaf Plum	Flowering
Prunus serrulata 'Kwansan'	Flowering Cherry	Flowering
Washingtonia robusta	California Fan Palm	Vertical

#### 4.3.2.3 Street Trees

##### General

- (a) Tree plantings should indicate street hierarchy with larger trees along arterial streets and smaller trees on collector and residential streets.
- (b) Tree plantings shall be symmetrical and of the same species in the parkways on both sides of the streets. Treatment of the drainageway when adjacent to parkways shall complement this formalized row of trees.
- (c) One tree specie or pattern of species shall be planted consistently at regular intervals along the entire length of a street. Spacing interval shall be no greater than 50 feet on center.
- (d) Where trees are planted in medians, the plantings shall be continuous and at regular intervals. Spacing interval shall be no greater than 50 feet on center. Adequate light lines shall be maintained at intersections.
- (e) Different tree species should be planted along intersecting arterials or collectors.

Special Streets

- (a) The following list identifies recommended trees for the major streets that form the framework of the community. Use of these trees on other streets should not be extensive.

<u>Street</u>	<u>Parkway</u>	<u>Median</u>
Grant Line Rd.	Pistacia chinensis Chinese Pistache	Prunus serrulata cvs. Flowering Cherry
Corral Hollow Rd	Fraxinus holotricha 'Moraine' Moraine Ash	Pyrus calleryana 'Bradford' Bradford Pear
Eleventh St.	Pistacia chinensis Chinese Pistache	Malus cvs. Flowering Crabapple
Sycamore Parkway	Platanus acerifolia 'Yarwood' London Plane Tree	Lagerstroemia indica cvs. Crape Myrtle
Tracy Blvd.	Fraxinus oxycarpa 'Raywoodii' Raywood Ash	Pyrus calleryana 'Aristocrat' Aristocrat Pear
Schulte Rd.	Liquidambar styraciflua American Sweet Gum	Prunus serrulata cvs. Flowering Cherry
MacArthur Drive	Eucalyptus gunnii Cider Gum	Pyrus calleryana 'Bradford' Bradford Pear
Valpico Rd.	Celtis Chinese Hackberry	Malus cvs. Flowering Crabapple

Collector and Residential Streets

- (a) Landscape design should seek to establish a unifying theme in each neighborhood with a single tree species planted along each street.
- (b) A minimum of one tree shall be provided within the road R.O.W. for each lot along collector and residential streets. The planting of additional and accent trees is encouraged.
- (c) The following is a list of trees recommended for use along collector and residential streets.

Botanical Name

Common Name

Albizia julibrissim	Silk Tree
Alnus cordata	Italian Alder
Alnus rhombifolia	White Alder
Celtis australis	European Hackberry
Celtis sinensis	Chinese Hackberry
Ceratonia siliqua	Carob Tree
Cinnamomum camphora	Camphor Tree
Eriobotrya japonica	Bronze Loquat
Eucalyptus ficifolia	Red Flowered Gum
Eucalyptus polyanthemus	Silver Dollar Gum
Fraxinus velutina 'Modesto'	Modesto Ash
Koelreuteria bipinnata	Goldenrain Tree
Quercus suber	Cork Oak
Rhus lancea	African Sumac
Robinea ambigua 'Idahoensis'	Idaho Locust
Schinus terebinthifolius	Brazilian Pepper Tree
Sophora japonica 'Regent'	Japanese Pagoda Tree
Zelkova serrulata	Sawleaf Zelkova

4.3.2.4 Storm Drainageways and Landscape Zone Design

- (a) Landscape design at the drainageway and in the landscape zone should use a mix of trees, shrubs, ground-covers, vines and turf as appropriate, mixing conifers with deciduous and evergreen broadleaf species. See Figures 4.4 and 4.5.
- (b) Trees species planted in the parkway and median of the adjacent street shall be used at the drainageway and in the landscape zone, however these species shall not account for more than 50% of all trees in these areas.
- (c) Landscape design should integrate the paths with the plantings and berms. Paths should be gently curvilinear, flowing together with the soundwall. Paths and trees should not be located on top of berms. See Figures 4.4 and 4.5.
- (d) Plantings should be designed to restrict access to the channel and adjacent properties.
- (e) No facilities requiring plumbing connections (i.e., restrooms, fountains) shall be installed at the drainageway or in the landscape zone.
- (f) The following is a list of trees recommended for use at the drainageway or in the landscape zone.

Botanical Name

Common Name

Aesculus californica	California Buckeye
Alnus rhombifolia	White Alder
Casuarina cunninghamiana	River She-Oak
Casuarina stricta	Coast Beefwood
Catalpa speciosa	Western Catalpa
Pinus canariensis	Canary Island Pine
Pinus eldarica	Mondell Pine
Pinus pinea	Italian Stone Pine
Platanus racemosa	California Sycamore
Populus fremontii 'Nevada'	Nevada Male Cottonwood
Populus nigra 'Italica'	Lombardy Poplar
Quercus agrifolia	Coast Live Oak
Quercus lobata	Valley Oak
Quercus rubra	Red Oak
Schimus molle	California Pepper
Salix babylonica	Weeping Willow
Salix tortuosa	Corkscrew Willow
Umbellularia californica	California Bay

4.3.2.5 Pedestrian and Bicycle Paths

- (a) Bollards shall be installed at all intersections with streets to alert the pedestrian or cyclist and discourage vehicular access. Bollards should be removable to permit emergency access.
- (b) Bicycle paths should be constructed of asphaltic concrete.
- (c) Plantings should be designed and maintained to insure good visibility at intersections and prevent obstruction of paths.

4.3.2.6 Soundwalls and Fences

- (a) Soundwalls should be designed for aesthetic as well as functional purposes. Materials should be selected and employed to create visually interesting patterns, or lines.
- (b) Soundwalls adjacent to streets shall be 8 feet in height and constructed of a durable and massive material such as concrete block or other masonry materials. See Figure 4.2.
- (c) Between the right-of-way of an open-end cul-de-sac head and an arterial street, a three-foot wrought iron fence or open masonry wall may be used instead of an 8-foot solid soundwall.
- (d) Soundwall materials should have an irregular surface to reduce glare and reflections.



- (e) The distance from the curb to the soundwall shall vary in a rhythmic pattern as shown in Figure 4.2.

#### 4.3.2.7 Lighting, Furniture and Signage

##### Lighting

- (a) Illumination standards for arterial collector and residential streets should reflect the different right-of-way widths and functions.
- (b) Light fixtures and standards shall meet all safety standards and be employed throughout the length of each street. It is recommended that one lighting fixture style be employed for use on all streets.

##### Furniture

- (a) Benches, bollards, trash receptacles and other furnishings should be provided at appropriate locations in the open space network.
- (b) All furnishings should be resistant to the weather and vandalism.
- (c) A consistent furnishing style shall be adopted and employed for use throughout the Specific Plan area.

##### Signage

- (a) All official street and directional signs shall meet all safety standards. One sign style shall be employed throughout the Specific Plan area.
- (b) Signs identifying neighborhoods, schools, parks and commercial areas should be integrated with the design of the streetscape.

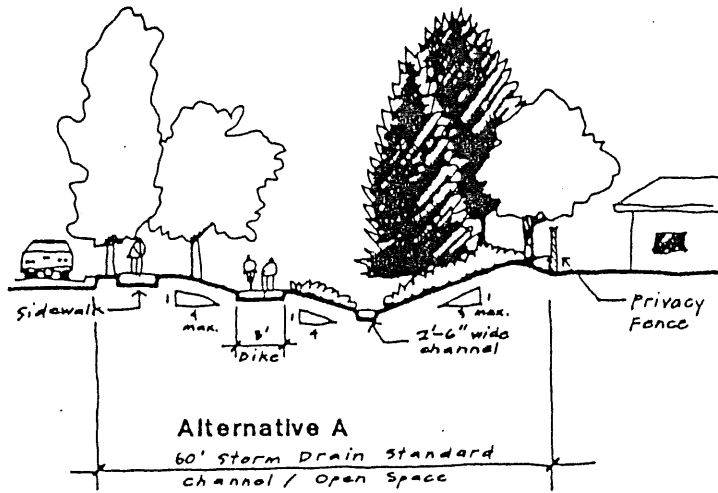
#### 4.4 Storm Drainage

The storm drainage system is one of the most important functional systems within The Specific Plan. Because it relies on a network of drainage channels to transport storm flows, it is essential that siting, design and construction of each segment of the system be coordinated. Therefore, design guidelines are provided in this section which specify standards for implementing the open channel system proposed in the Storm Drainage Master Plan.

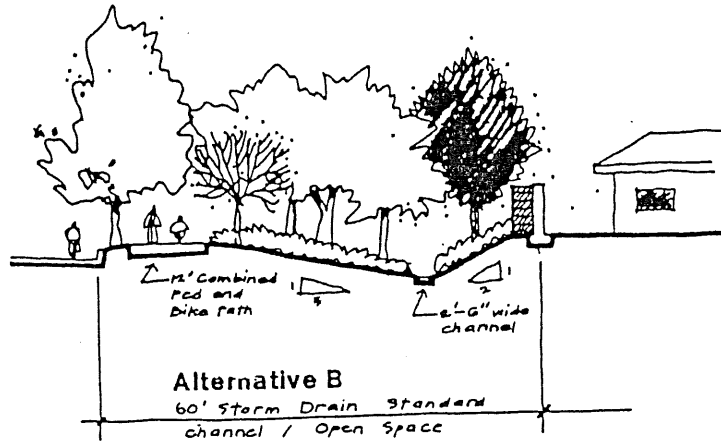
The plan also recognizes the ability of the Storm Drainage System to be an amenity to the surrounding community. An open space network is planned to be adjacent to storm channels and include bicycle and pedestrian pathways.

##### 4.4.1 Channel Design Standards and Dedication Requirements

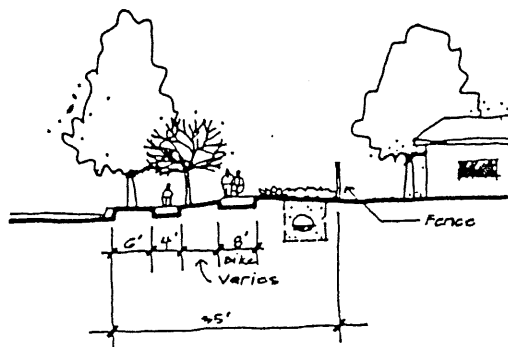
- (a) The main network of the Storm Drainage System is to be comprised of open channels. The top width of the open channel shall be approximately 70 feet with a bottom depth of six feet. The channel bottom will have a 2-1/2 foot wide concrete gutter section for low flows. Slope of the channel shall not be less than 0.25% and a velocity of not less than 2.0 feet per second, nor greater than 6.0 feet per second under storm flow conditions.
- (b) Two alternative channel designs have been prepared. The exact nature of the channel will be determined during the design phase. These alternatives are presented in Figure 4.17. Refer to Figures 4.1 through 4.9 for additional design details.
- (c) Where a storm drainage line is required to remove water from tributaries off a main drainage trunk line or from trapped drainage areas, a pipe line is permitted. When such a line is within an open space network, a 35-foot right-of-way is required (Figure 4.17). Outside the open space network, a 20-foot right-of-way is required, which can be located within subdivision street right-of-way when hydraulically possible.
- (d) The use of "valley gutters" within subdivisions is encouraged so as to reduce cost and allow drainage to flow to open drainage channels.
- (e) Where roadways pass over the storm drainage system, low profile culvert sections should be used. Each crossing should be designed to convey the peak storm discharge and conform to any existing underground facilities. Construction of these crossings will either be by the open cut method or by the jacking method depending upon the particular site conditions.
- (f) Channels that are adjacent to commercial properties will require pipe undercrossings at each driveway ingress-egress location. These locations will be in accordance with the commercial driveway standards set forth in Section 4.2.2.



Storm Drain Channel-Section



Storm Drain Channel-Section



Piped Storm Drain-Section

Note: 35 foot Dedication may overlap with other easements or rights of way

Figure 4.17

- (g) The present use of the WSID facilities may remain in effect until such time the existing storm drainage system can be connected to storm drainage channels. Uses of the WSID facilities may then be phased out as required.
- (h) In accordance with the Storm Drainage Master Plan, the channel is designed to carry the peak flow discharge of the 100-year storm recurrence with one foot of freeboard.
- (i) The hydrology and hydraulic design of the channel shall be in accordance with the City of Tracy's standards as described in the Storm Drainage Master Plan. The hydraulic design of the intact system should be designed to the hydraulic gradients established by the Master Storm Drainage System. In no case shall the elevations of the rights-of-way lines and the top of curb elevations be less than the hydraulic gradient of the conveyance system for the 100-year and 10-year storm recurrence, respectively. Special designs may be considered by the City only if the above design considerations are demonstrated to be unobtainable.
- (j) All construction and materials required for the storm drainage system and any related appurtenance shall be designed to any and all City of Tracy Standard Specifications and Plans.
- (k) Any pumping stations that would be required to conform to City adopted policies shall be designed to provide an equivalent level of service as that of a gravity flow system. All pumping facilities shall have the required detention storage and standby power generators to maintain the proper level of service as determined by the City Engineer.

#### 4.4.2 Interim Facilities

The basic phasing technique in linking together non-sequential development patterns is to begin constructing the storm drainage network from the outfall (Sugar Cut) and proceed upstream with the construction. As the storm drainage channel passes each parcel it can be developed.

The provision of interim storm drainage detention facilities while the network is under construction is discouraged. Interim facilities will only be allowed when the following provisions can be met:

- (a) The City Engineer finds a compelling reason to allow the construction of such facilities as they will be easily incorporated into the City's master storm drain system within 4 years.
- (b) The detention facility will be constructed as a segment of the adopted drain channel and it will lie entirely within the property to be served. Interim ponds other than segments of the adopted channel may only be constructed on parcels not mapped to be crossed by said channels.

- (c) The proponent can provide detention of the amount of runoff required by the City Engineer.
- (d) If a planned storm drainage channel lies on the parcel, the developer may build that segment and use it to the capacity of the detention facility, based on criteria and review by the Director of Public Works.
- (e) If the parcel does not contain a segment of the storm drainage system or it contains a segment not large enough to hold the required capacity, then the developer may build an interim detention facility for storm water drainage. Such an interim facility should be allowed only after full use is made of whatever segment of the drainway is accessible to the developer.

#### 4.5 Utilities

Within subdivisions sewer and water systems shall be designed in accordance with the City of Tracy's Master Plans and Standard Specifications and Plans.

Gas, electric and telephone utilities are considered to have no special design requirements other than those required by the individual agencies involved.

## 5. IMPLEMENTATION: FINANCING AND PERMITTING

### 5.1 Permit Processing

The permit process described below applies to all developments proposed within the Specific Plan areas. Figure 5.1 is a graphic illustration of this process from design concept to approval of the building permit. Each element of the permit process is described in greater detail in the Tracy Municipal Code; the appropriate Municipal Code section numbers are referenced with the discussion below. Additional requirements for obtaining development permits are discussed in Section 5.2, the Growth Management Program.

#### 5.1.1 Preliminary Sketches (Sec. 10-3.306)

Prior to preparation of a tentative map, an informal review of the proposed development concept with the Community Development Department is suggested. This should be submitted in the form of a preliminary subdivision map. It should include preliminary subdivision layouts and proposed design solutions to Specific Plan requirements.

#### 5.1.2 Tentative Maps (Sec. 10-3.310)

Once a development plan is complete, a tentative map must be submitted to the Community Development Department.

All tentative maps when filed shall furnish, either on the drawings or in an accompanying statement, the following information and data:

- (a) The tract name and number, date, north point, basis of bearing, scale, sufficient description to define the location and boundaries of the proposed tract, and sufficient elevations or contours to determine the general slope of the land;
- (b) The names and addresses of the record owner, subdivider, and engineer, surveyor, or other persons who prepared the map;
- (c) The location, names and existing widths of all adjoining and contiguous highways, streets, and ways and the location, names and tract numbers of all adjoining subdivisions;

- (d) The location, names, widths, and approximate grades of all roads, streets, highways, and ways in the proposed subdivision, including those proposed to be offered for dedication;
- (e) The approximate widths, location, purpose of all existing easements within or adjacent to the proposed subdivision and of easements proposed for subdivision;
- (f) The approximate lot layout, with the approximate dimensions of each lot, and each lot numbered consecutively through the subdivision or by blocks;
- (g) The approximate location of any buildings, structures or trees with respect to the existing or proposed street or lot lines and the approximate location of all areas subject to inundation or storm water overflow, with the direction and flow of all watercourses, together with the proposed drainage plans, if any;
- (h) The proposed use of the lots, with indications as to the intended residential, commercial, industrial, or other uses;
- (i) The types of streets, utilities, sewage disposal, and other improvements proposed to be installed, all in accordance with the specifications of the City;
- (j) Statements as to the public areas, tree planting, and street lighting proposed, if any, together with the restrictive covenants proposed to be recorded, if any.

If the Specific Plan requires certain improvements the proposed subdivision must provide them and must show them on the tentative map. Otherwise, the City must deny the map because it will not be consistent with the Specific Plan or condition the map to include Specific Plan improvements.

The Community Development Department shall distribute copies of the tentative map to the City Engineer and to any other City officials and department, or other public agencies, as they deem advisable. Recommendations by these officials or departments must be made within 15 days. Notice of the filing of the tentative map must be sent to the appropriate school districts within 10 days of the filing of the map.

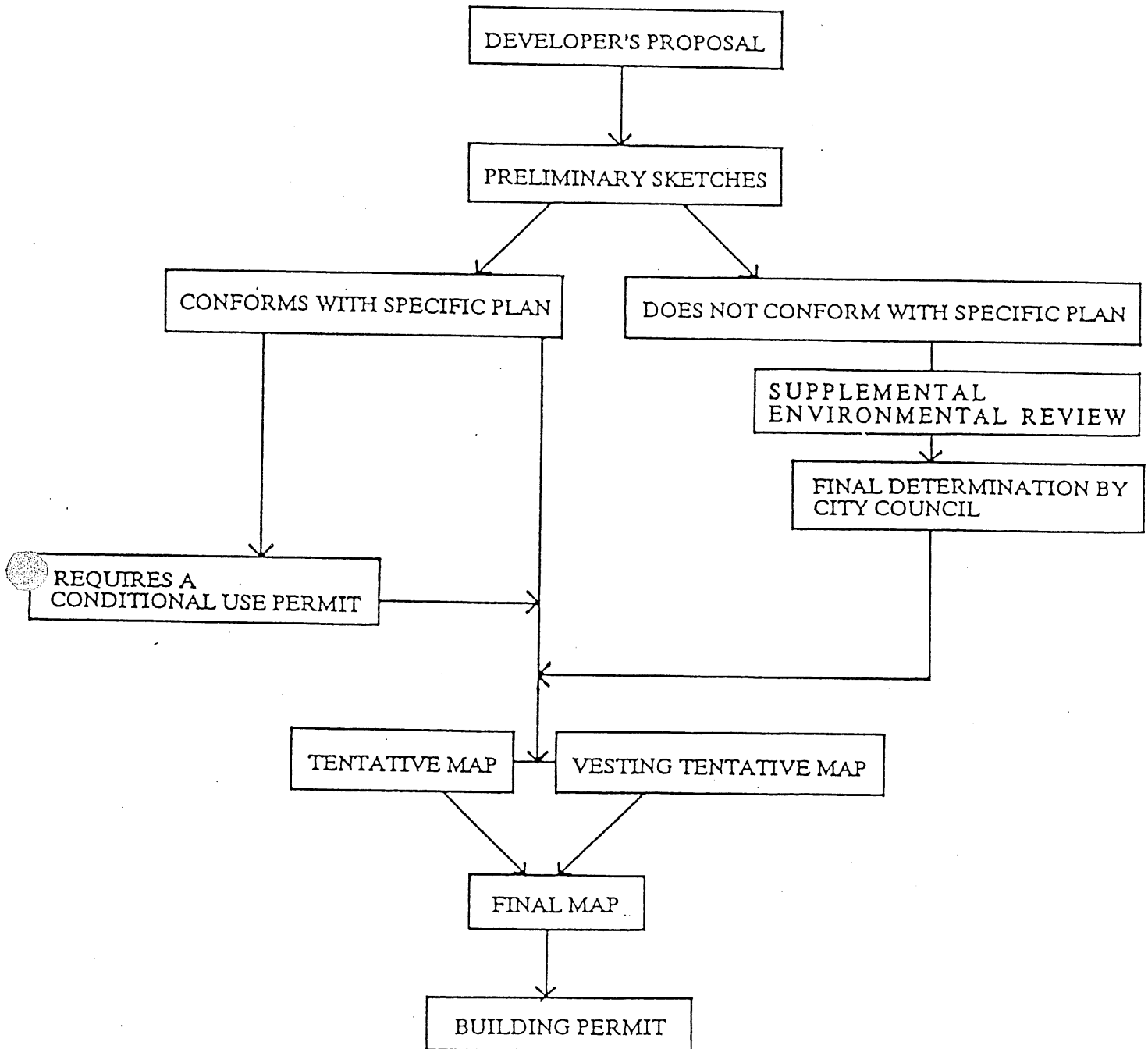
Within thirty (30) days after the filing of the tentative map the Community Development Department shall submit a written report of the tentative map to the Planning Commission. This report must make express findings of consistency with the Specific Plan as a prerequisite to approval of the tentative map. A copy of this report shall be served on the subdivider at least three days prior to any hearing or action on the map.

At the next regular meeting of the Planning Commission following the submittal of the written report, the Planning Commission shall fix the meeting date at which the tentative map will be considered. This date shall be within 30 days, but may not exceed 50 days from the filing of the written report. At that time the Planning Commission shall approve, conditionally approve, or disapprove the tentative map.

An approved or conditionally approved tentative map shall expire 24 months after its approval or conditional approval, or after time extensions not to exceed 12 months. Government Code Section 66452.6 provides additional information on time extensions for tentative maps.



Figure 5.1  
SPECIFIC PLAN PERMIT PROCESSING



### 5.13 Vesting Tentative Maps (new reference)

Recent revisions to the Subdivision Map Act have established a new form of tentative map for subdivisions in California--the "Vesting Tentative Map." The rights accruing to a subdivider upon approval of a vesting tentative map are expressly deemed to constitute "vested rights" to proceed with the development in substantial compliance with the local ordinances, policies and standards in effect at the time the application for approval of the vesting tentative map is deemed complete. (Curtin, 1985.) Because these vested rights can be in effect up to two years beyond the recording of the final map, the vesting tentative map statute offers developers a degree of assurance not previously available.

The vesting tentative map process starts when the subdivider files a tentative map with the words "Vesting Tentative map" presented conspicuously on the face of the map. The City must process it as a vesting tentative map and cannot deny it solely because it is one. The City may, in adopting its implementing procedures, require the subdivider to supply additional information at the outset, before the map is processed. However, vesting tentative maps are processed with same procedure as tentative maps.

Until January 1, 1988 only residential developments may file vesting tentative maps. Beyond that date nonresidential developments may also file vesting tentative maps.

### 5.14 Final Maps (Sec. 10-3.401 - Sec. 10-3.411)

Prior to the expiration of the Tentative Map, a Final Map should be submitted to the Department of Public Works. This map shall be prepared by either a registered civil engineer or licensed land surveyor and must conform with the Tentative Map as it was approved or conditionally approved.

The form and contents of the Final Map shall conform to the requirements of Municipal Code Sections 10-3.402 through 10-3.408.

Upon receipt and review of the Final Map the City Engineer, or any other designated engineer, will attach a certificate to the map which certifies that the map has been examined, that the

subdivision as shown is substantially the same as it appears on the tentative map, that all provisions of the Map Act and of any local ordinance applicable at the time of approval of the tentative map (including the Specific Plan), have been complied with, and that the map is technically correct.

The Final Map is then forwarded to the Planning Commission and subsequently the City Council for approval.

#### **5.1.5 Improvement Agreements (Sec. 10-3.601 - Sec. 10 - 3.607)**

In all cases, the subdivider will enter into an "improvement agreement" and post the necessary bond when the Final Map is submitted for approval to the City Council.

These agreements are security to assure the City that improvements will indeed be made and shall apply to:

- (a) grading and paving of streets
- (b) construction of curbs and sidewalks
- (c) subdivision drainage structures
- (d) sanitary sewer system connections
- (e) storm drainage channels and piped segments
- (f) water mains and hydrants
- (g) railroad crossings where included in subdivision
- (h) street trees, street lighting, and street landscaping

The agreement should be considered as a condition of approval of the Final Map. Plans for each of the improvements listed above shall be submitted prior to the approval of the Final Map and all construction details must conform with the Specific Plan and other city specified details.

The City may only impose those conditions which are in effect at the time the application for the tentative map has been completed. Furthermore, conditions which could have been placed on a tentative map cannot be placed on subsequent permits for residential construction.

#### **5.1.6 Building Permits**

Following approval of the final map, development proposals may apply for building permits through the Building Department. All structures must comply with the Uniform Building Code.

Before a building permit shall be issued for any building or structure, the Building official shall determine that the proposed building location, facilities, and improvements are in conformity with the approved final map and its specified conditions. Before a building may be occupied, the Building Official shall certify that the site has been developed in conformity with the final map.

#### 5.1.7 Conditional Use Permits (Sec. 10-2.3401 - Sec. 10-2.3419)

Land uses and densities permissible for each parcel within the Specified Plan areas are identified in Table 3.1 and discussed in Sections 4.1.1 and 4.1.2. Specified conditional uses shall be permitted subject to the approval of a Conditional Use Permit. Because these uses are potentially disruptive with the surrounding uses, conditional uses require special consideration and may necessitate imposition of certain conditions on the development.

The process for applications is discussed in the Municipal Code.

#### 5.1.8 Project Proposals and the California Environmental Quality Act

##### 5.1.8.1 Commercial Projects

An Environmental Impact Report (EIR) has been prepared which addresses the potential impacts of the nonresidential uses allowed by this Specific Plan. This EIR only identifies the impacts of the amount and mix of development described in the Specific Plan. If individually proposed projects are within this prescribed level of development, then a Negative Declaration may be granted and no additional environmental review process would be required. If additional impacts are identified and a subsequent EIR is required, general impacts which are addressed in the Specific Plan EIR should be included by reference.

##### 5.1.8.2 Residential Projects

Pursuant to Section 65457 of the California Government Code, residential projects which conform with the Specific Plan are exempt from subsequent environmental review, eliminating the need for Additional EIRs. This exemption applies to all forms of single-use residential projects.

### 5.1.9 Development Agreements

Development Agreements give assurances to applicants for a development project that upon approval of the project, an applicant may proceed with the project in accordance with existing policies, rules and regulations. They are intended to strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic costs of development.

- (a) The City of Tracy may enter into a development agreement with any person having a legal or equitable interest in real property. The City shall, upon request of an applicant, by resolution or ordinance, establish procedures and requirements for the consideration of development agreements upon application by, or on behalf of, the property owner or other person having a legal or equitable interest in the property.
- (b) The City may recover from applicants the direct costs associated with adopting a resolution or ordinance to establish procedures and requirements for the consideration of development agreements.
- (c) The City shall undertake periodic review at least every twelve months, at which time the applicant or successor shall be required to demonstrate good faith compliance with the terms of the agreement. If, as a result of such periodic review, the local agency finds and determines, on the basis of substantial evidence, that the applicant or successor has not complied in good faith with terms or conditions of the agreement, the City may terminate or modify the agreement.
- (d) According to the California Government Code (Sections 65864 through 65869.5), a development agreement shall specify the duration of the agreement, the permitted uses of the property, the density or intensity of use, the maximum height and size of proposed buildings, and provisions for reservation or dedication of land for public purpose. The development agreement may include conditions, terms, restrictions and requirements for subsequent discretionary actions, provided that such conditions, terms, restrictions and requirements for subsequent discretionary actions shall not prevent development of the land for the uses and to the density or intensity of development set forth in the agreement. The agreement may provide that construction shall be commenced within a specified time and that the project or any phase thereof be completed within a specified time.

The agreement may also include terms and conditions relating to applicant financing of necessary public facilities and subsequent reimbursement over time.

- (e) Unless amended or canceled, a development agreement shall be enforceable by any party notwithstanding any change in any applicable general or specific plan, zoning, subdivision or building regulation adopted by the City.

- (f) Unless otherwise provided by the development agreement, rules, regulations and official policies governing permitted uses of the land, governing density and governing design, improvement, and construction standards, and specifications applicable to development of the property subject to a development agreement, shall be those rules, regulations and official policies in force at the time of execution of the agreement. A development agreement shall not prevent the City, in subsequent actions applicable to the property, from applying new rules, regulations and policies which do not conflict with those rules, regulations and policies applicable to the property as set forth herein, nor shall a development agreement prevent the City from denying or conditionally approving any subsequent development project application on the basis of such existing or new rules, regulations or policies.
- (g) A public hearing on an application for a development agreement shall be held by the Planning Commission and by the City Council. Notice of intention to consider adoption of a development agreement shall be given in addition to any other notice required by law for other actions to be considered concurrently with the development agreement.
- (h) A development agreement is a legislative act which shall be approved by ordinance and is subject to referendum. A development agreement shall not be approved unless the City Council finds that the provisions of the agreement are consistent with the General Plan and the Tracy Residential Specific Plan.
- (i) A development agreement may be amended or canceled in whole or in part by mutual consent of the parties to the agreement or their successors. Notice of intention to amend or cancel any portion of the agreement shall be given. An amendment to an agreement shall be approved by ordinance and subject to referendum.
- (j) No later than ten (10) days after the City enters into a development agreement, the City Clerk shall record with the County Recorder a copy of the agreement. From and after the time of the recordation, the agreement shall state such notice. The burdens of the agreement shall be binding upon, and the benefits of the agreement shall inure to all successors in interest to the parties of the agreement.
- (k) In the event that state or federal laws or regulations, enacted after a development agreement has been entered into, prevent or preclude compliance with one or more provisions of the development agreement, such provisions of the agreement shall be modified or suspended as may be necessary to comply with such state or federal laws or regulations.

## 5.2 Growth Management Program

### 5.2.1 Application

The provisions of this Growth Management Program shall apply to all residential development, including mobile homes, in the Assessment District 84-1 Area (84-1 Area) and areas receiving sewage capacity created by the 84-1 Assessment District, except as otherwise provided in this Growth Management Program.

### 5.2.2 Establishment of Annual Residential Development Allotments

- (a) Any and all residential development in the 84-1 Area shall first secure development allotment before a building permit for such development can be issued. The number of Equivalent Consumer Units (ECUs) available to be used for residential development for each calendar year in the City shall be as follows:
  - (i) Calendar year 1987 and all years thereafter through December 31, 1993, a maximum of 1200 ECUs
  - (ii) An allotment for very low, low and moderate income dwelling unit development will be exempt from this Growth Management Program to provide an incentive to develop such housing opportunities. This allotment shall be based on the San Joaquin Council of Governments' Fair Share Allocation to the City of Tracy and modified to reflect the proportion of the 84-1 Area.
- (b) The annual allotment may be modified by the City Council to an amount not greater than ten percent (10%) more or less for any given year, provided that the annual allotment for the next succeeding year shall be set higher or lower, as the case may be, in order to redress any excess or deficiency.
- (c) In the event that less than the maximum amount of ECUs allowed for a calendar year are not allotted in that calendar year, the amount of ECUs not allotted may be carried over and added to any subsequent calendar year's allotment; however, in no case may any calendar year's maximum allotment exceed 1,500 ECUs.

### 5.2.3 Development Allotment Application Forms

- (a) Any application for a development allotment shall be made on the forms established by the Community Development Department, shall contain that information necessary to properly administer the Growth Management Program, and shall be filed with the Director or his/her representative.
- (b) The application shall be accompanied by a fee established by the resolution establishing fees and charges for various municipal services.

#### 5.2.4 Development Allotment Evaluation

- (a) The City shall consider once annually all properly submitted development allotment applications. Subject to other limitations contained herein, in order for a development allotment to be awarded, the applicant must properly file his application or amended application within the time limits set by this Growth Management Program and subsequent City Council resolution, and must meet a set of criteria regarding the availability of public facilities and services. This criteria will address water, sewer, drainage, and street system capacities, as well as the availability of police and fire services. The evaluation of the proposed development will also determine whether the appropriate school district has the present or projected financial ability to provide educational services and facilities to the children expected to inhabit the proposed development according to adopted district standards. The City's appropriations limit will also be reviewed to determine if it has been exceeded pursuant to Article XIII B of the California Constitution.
- (b) The City shall eliminate from consideration any development which is determined not to be qualified for development due to insufficient public services according to the criteria discussed above. After having studied each application for proposed development in accordance with part (a), having determined which proposed developments have met the criteria discussed above and have met the requirements of this Growth Management Program (hereinafter referred to as "qualifying developments"), the City shall allocate the annual number of development allotments to qualifying developments. A distribution procedure for allocating these development allotments shall be determined by resolution of the City Council.
- (c) The City shall publish in appropriate ways their determinations of qualifying developments. The City shall then schedule a public hearing to be held within fifteen (15) days of the designated end of the application review period. The application review period shall be set according to part (d).
  - (i) Any applicant may request the City at or before the public hearing, to reevaluate the determination(s) made on any or all of the criterion listed in part (a). The primary criteria for the City to alter its determination(s) regarding a particular development is the demonstration by the applicant that there exists pertinent information which the City was not aware of at the time of the original evaluation. The City shall reevaluate the requested determinations at said public hearing, or at a continued public hearing.
- (d) The schedule for the submission and review of development allotment applications shall be established by resolution of the City Council.

#### 5.2.5 Other Powers

- (a) Notwithstanding any other provision of this Growth Management Plan or prior City ordinance, should the City Council or its designated representative body determine at any time that:
  - (i) The City's appropriation limit, set pursuant to Article XIII B of the California Constitution, is close to being met or exceeded; and/or



- (ii) The appropriate school district has not received the funding needed to provide the educational services and facilities required to meet the demands of the proposed development, the City Council or its designated representative body may order that no further development allotments and/or building permits be issued to proposed development until such time as the City Council or its designated representative body determines that the appropriations limit and/or school funding problems have been properly addressed and remedied.

#### **5.2.6 Guidelines and Procedures**

- (a) All development allotments, when issued, shall run with the land and are not transferable except with the land, and are subject to the provisions of this chapter relating to lapsing of a development allotment.
- (b) The granting of a development allotment pursuant to the procedures and provisions of this Growth Management Program shall not exempt nor affect the developer's obligation to obtain all required zoning, environmental, subdivision and other approvals as are required by statute or ordinances as a prerequisite to the application for building permits.
- (c) The City shall establish by resolution the procedures and guidelines for further implementing the provisions of this Growth Management Program. Said guidelines may be changed from time to time as needed to meet the goals and objectives of the General Plan, proposed Specific Plan and this Growth Management Program.

#### **5.2.7 Modification of Growth Management Program**

The City Council may, after a public hearing, change any part of this Growth Management Program by amendment, providing the amendment is consistent with the then existing General and Specific Plans.

#### **5.2.8 Exemptions**

The provisions of this Growth Management Program shall not be applicable to the following projects:

- (a) Projects of not more than four residential dwelling units limited to only one (1) such project per developer per calendar year. This includes fourplexes or lesser-numbered multiple dwelling on a single existing lot and single-family residential units on a single existing lot.
- (b) Rehabilitation or remodeling of an existing dwelling, or conversion of apartments to condominiums, so long as no additional dwelling units are created and/or additional ECUs needed.

- (c) Model homes built exclusively for the purpose of displaying a residential product.

### 5.3 The Financing Plan

The Financing Plan which is presented in this section is a key element of the Specific Plan Implementation Program. It provides the funding strategy for building the capital improvements which are required by the Specific Plan. Because the Financing Plan will continue to evolve as design and construction details are prepared, the discussion in this report is generalized. Greater specificity is provided in a separate detailed finance plan.

#### 5.3.1 Capital Financing Methods

##### 5.3.1.1 Community Facilities Districts

The Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311-53365) provides an alternate method for financing a broad range of public facilities. Like an assessment district, a community facilities district is strictly a financing vehicle, not a separate political entity. Mello-Roos financing can be used to provide any kind of facilities with a useful life of five years or more, which the City is authorized to construct, own, or operate, and which are needed because of development. Mello-Roos bonds can also be issued by a joint powers authority created for that purpose. The City of Tracy and the school districts have formed a joint powers authority to use Mello-Roos financing as appropriate.

The Mello-Roos Act provides for voter approval of a special tax and issuance of bonds secured by that tax. It also authorizes voter approval of a special tax for certain specific services.

The measure to authorize a special tax or bonds must be approved by a favorable two-thirds vote of the qualified electors in the community facilities district. Qualified electors may be either registered voters or, if there are fewer than 12 registered voters in this district, landowners, with each landowner having one vote per owned acre or portion.

Mello-Roos financing can be used to finance a variety of facilities, including:

- Local park, recreation, or parkway facilities

- Elementary and secondary school sites and structures
- Libraries
- Natural gas, telephone, or electrical facilities for new areas, even if owned by a regulated public utility
- Any other governmental facilities which the City is authorized by law to construct, own, or operate

The measure approved by the voters must specify a maximum tax rate and the method in which the tax will be apportioned. This tax must be described in sufficient detail so that a voter can estimate his tax liability. Proposition 13 prohibits special taxes based on real property value and transaction and sales taxes on the sale of real property. The intent of the Community Facilities District Act is to allow flexibility in the establishment of the special tax. Different classes of property may be taxed at different rates, e.g., one rate for undeveloped land, one for residential, one for commercial, and so forth. In such a case, the tax paid by a given parcel can vary as its land use is converted from undeveloped to a more intensive use.

Mello-Roos taxes may be collected in the same manner as general property taxes, subject to the same penalties and procedures, or the City may adopt an alternate procedure. The City council may also covenant to pursue superior court foreclosure proceedings in the event of delinquencies. Provisions have been added to the Mello-Roos Act to advise the purchasers of property in such a district that their property is subject to a special tax.

The City has no contingent liability in a Mello-Roos financing. A bond reserve fund would be funded from the proceeds of the bond issue and would provide security for the payment of debt service in the event of delinquencies. The special tax levy may be used to replenish any amounts withdrawn from the reserve fund, up to the maximum tax rate approved by the voters. The use of the special tax to replenish the reserve reduces the tax proceeds available for project purposes, and makes those taxpayers who are current in their tax payments indirectly responsible for those who are delinquent.

Mello-Roos bonds are new and relatively few issues have been marketed. To date they have been used for property owned by one or a limited number of landowners. The credit considerations are parallel to those discussed earlier for assessment districts.

### 5.3.1.2 Development Fees

A development fee is a one-time fee on new construction levied at the time development takes place. It is designed to recapture in part the costs which have been incurred in advance of development in order to make it possible for the property to develop. The sizing of such fees can be based on a wide variety of approaches. Their intent is to prevent new development from draining the resources of the existing City for new development purposes at the expense of the maintenance and improvement of existing facilities. A subsequent section of this report recommends a development charge for Tracy to help with the financing for the Specific Plan projects.

Recent state legislation allows school districts to impose development fees up to a maximum rate of \$1.50 per square foot for residential property and \$0.25 per square foot for commercial and industrial property. The state will assume, in future state funding for school construction, that such fees have been levied at the maximum rates, and that the funds collected are available for school construction.

### 5.3.2 Financing Plan

The financing plan includes the following elements:

1. The new water system consisting of several storage facilities, as well as a new network of water mains, will be paid for by a traditional assessment district over the Specific Plan area.
2. The cost of developing a community park will be financed through a general obligation bond requiring approval of two-thirds of the voters in an election.
3. The cost of infrastructure adjacent to industrial development will be paid for by small assessment districts covering the industrial development and will be treated as an on-site improvement initially financed by the developer.
4. The cost of educational facilities is paid for through a Mello-Roos Assessment District. The district would charge a tax to be set annually on each individual single-family house over the 25-year life of the bonds. This tax would be set at \$750 per year, escalating at \$50 per year until it reached \$900 per year then, in the eighth year, would be reduced.
5. A Mello-Roos district of \$50 per single-family dwelling per year for 25 years would be established to the benefit of the City, to provide "seed" money to begin improvement design before builder fees have accumulated and to buffer the effects of fluctuations in the housing market on the revenue flow generated by builder fees.

6. The plan proposes no Mello-Roos tax on industry.
7. The financing plan proposes no tax from the Mello-Roos district on vacant land, except as a contingency.
8. A contingency Mello-Roos tax on vacant land will be authorized, but is not expected to be applied, except in the case of a large number of tax delinquencies on developing parcels.
9. The Mello-Roos tax will be levied at the time of allocation of permission to build through the Growth Management process and not depend on actual construction to be effective.
10. The financing plan proposes that growth control should not establish limits by individual property, but on the overall number of units built per year.
11. The finance plan addresses the affects of inflation by allowing for the annual adjustment of the builder fee according to a recognized index of inflation.
12. The finance plan delays the expense of acquiring land for parks, schools, and right-of-ways by deferring the payment for those acquisitions until the latter years of the plan. Developers would be paid for the value of the land plus interest earned during the years of deferment of payment.
13. A separate assessment would be established for off-site improvements benefiting industrial development, such as Valpico Road improvement.

A summary of the capital improvement plan for the Residential Areas Specific Plan follows (in \$ millions):

Project	Total	Year <u>1</u>	Year <u>2</u>	Year <u>3</u>	Year <u>4</u>	Year <u>5</u>	Year <u>6</u>	Year <u>7</u>	Year <u>8</u>
Streets	16.473	0.500	5.760	1.769	1.715	1.003	1.181	3.236	1.308
Drainage	16.293	0.100	0.062	2.972	2.587	2.781	5.660	0.0	2.131
Parks	14.540	0.0	0.0	3.340	0.950	1.050	1.050	1.625	6.525
Govt. Bldgs.	2.895	0.0	0.0	0.200	1.490	0.100	0.585	0.520	0.0
Water	21.180	21.180	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Community Park	6.500	6.500	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Schools	69.180	0.900	12.980	16.380	13.440	14.560	6.900	4.000	0.0
<b>TOTAL</b>	<b>147.061</b>	<b>29.180</b>	<b>18.802</b>	<b>24.661</b>	<b>20.182</b>	<b>19.494</b>	<b>15.376</b>	<b>9.381</b>	<b>9.965</b>

Industrial Areas Specific Plan capital improvement plan:

Streets	10.678	0.0	1.880	0.0	0.0	0.0	0.0	1.660	7.138
Drainage	3.887	0.0	0.0	0.0	0.0	0.0	3.887	0.0	0.0
<b>TOTAL</b>	<b>14.565</b>	<b>0.0</b>	<b>1.880</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.887</b>	<b>1.660</b>	<b>7.138</b>

### 5.3.2.1 School Construction

The City has a variety of financing methods available for its projects. The options available to the school districts are much more limited. Mello-Roos financing is one of the few financing methods available for schools. The Mello-Roos financing program for the school districts is based on the following assumptions:

Assumptions:

1. Growth Projections:
  - a. First Year: 1,200 units allocated by calendar year-end 1987.
  - b. Future Years: 1,200 units allocated per fiscal year.

- c. Special Tax per STU: \$750 in 1987/88, rising by \$50 per annum thereafter and peaking at \$900 by 1990/91, and subject to the assumed inflation factor (see paragraph d).
  - d. Special tax revenue inflation factor at 2%.
2. Cost/Fee Projections:
- a. Construction Cost Inflation Factor at 5%.
  - b. Development Fee Inflation Factor at 5%.
3. Financing Projections:
- a. Bond Interest Rate: 7.50% in 1987-88; 8.25% thereafter.
  - b. Bond Maturity: 25 years.
4. Other Parameters:
- a. Surplus funds from special tax revenues (and bond proceeds) in a given year applied as a credit to construction needs in the following year.
  - b. First issue of bonds by October 30, 1987 (or soon thereafter).
  - c. All subsequent bond issues occur at the BEGINNING of each fiscal year after allocations.
  - d. First series of bonds funds 1 year's interest, other series of bonds have no funded interest.
  - e. An appropriate 8% reserve fund maintained for all bond issues.
5. Miscellaneous:
- a. Bond security conditions will require a "back-up" vacant land tax of approximately 10-25% of maximum special tax. This tax is not expected to be levied unless there are substantial delinquencies on the allocated parcels.
  - b. A vacant land tax of up to 10% of the maximum special tax will be authorized in fiscal year 1989-90 and may be levied, if necessary, to meet fully the construction needs.
  - c. Development fees are received one year after each allocation (on average).

Primary schools are planned to be built at the rate of one per year from year two through year seven, except that two schools will be built in year four. The two middle schools and the high

school are planned to be built during years two through six and years two through five, respectively.

#### 5.3.2.2 Infrastructure Phasing

The phasing of infrastructure is an integral part of making implementation of the Specific Plan economically feasible. By keeping the Mello-Roos tax low and not applying it to vacant land, it is necessary to phase infrastructure gradually. The exception to this is the water system which will be paid for through an assessment district and the community park which will be paid for through the general obligation bond; both of which may proceed very rapidly.

Storm drainage costs are deferred by the use of interim ponds built and paid for by the individual developers on their sites. The sewer system for the area is already in place. The construction of park improvements will be deferred until latter years. A premise of the infrastructure phasing plan is that if a developer wishes to construct an infrastructure item, ahead of the schedule established by the City, then he may do so at his own cost to be reimbursed at that time at the City had schedule to construct that infrastructure item.

During the first year of the plan, no infrastructure improvements are actually constructed, because insufficient builder fees have been accumulated. The highest priority for infrastructure phasing is to build Schulte Road extension to Corral Hollow Road and the construction of MacArthur Drive from Eleventh Street to Mt. Diablo, in phase one, year two, providing an alternative to Tracy Boulevard.

The second phase of infrastructure in year three continues MacArthur Drive north of Eleventh Street to Grant Line Road connecting with existing MacArthur Drive onward to Interstate 205.

Phase three of infrastructure development completes the construction of the Sycamore Parkway drainage channel from Valpico Road to Eleventh Street, which was begun the previous year.

Phase four provides for the acquisition of the drainage outfall right-of-way north of Interstate 205.



Phase five development completes the construction of the drainageway north of I-205 and down MacArthur Drive to the Mount Diablo area serving the drainage needs of the east side.

Phase six of infrastructure construction includes the building of Sycamore Parkway and the completion of all but three neighborhood parks which have been built at the rate of one park per year up to this year.

Phase seven is the construction of the loop of Corral Hollow Road to Valpico Road and Valpico to MacArthur Drive, serving the industrial area as well as the completion of the Central Avenue link.

#### **5.4 Implementation Checklist**

The following is a recommended checklist of actions that the City should complete to ensure adequate implementation of the Specific Plan.

- Establish a citywide Design Review Board
- Prepare a recreation and park master plan
- Establish a Recreation and Park Department
- Establish a landscape maintenance district
- Prepare and adopt an agreement between the City and the School Districts for joint use park and school sites
- Amend Zoning Ordinance to comply with Specific Plan requirements
- Amend Municipal Code to revise permit processing procedures to comply with Specific Plan
- Adopt Growth Management Program ordinance
- Prepare detailed storm drainage plans
- Implement Financing Plan
- Adopt an ordinance to require notification of prospective residents if their homes are within the vicinity of the airport
- Adopt revised criteria for the disposing or trading of excess sewage capacity (ECU's) within the Specific Plan area

- Adopt updated Master Storm Drainage Plan and Water System Facilities Plan reflecting recent changes
- Establish an “integrated finance distribution” feature to require properties outside the Specific Plan area to contribute to project features from which they benefit.
- Develop design guidelines for small lot housing and multi-family housing by the new Design Review Committee for use in reviewing large concentrations of such housing.
- Prepare a bicycle system plan.
- Revise the subdivision ordinance to consider deleting the Planning Commission Review of final subdivision maps.

## APPENDIX A

GOAL L ENHANCE THE QUALITY OF LIFE THROUGH A BALANCED SYSTEM OF INFRASTRUCTURE, TRANSPORTATION, LAND USE AND OPEN SPACE.

Objective L1--LAND USE: Provide for a diverse community through a variety of land uses.

Policy L1a: Encourage a moderate overall increase in urban residential density, but provide for a variety of dwelling types and densities. (General Plan Policy Area 3)

### Programs

L1a1: Development on parcels of 20 acres or larger designated low medium density on the General Plan shall be encouraged to approach 5.5 units per gross acre (measured to centerline of bounding streets or right-of-way line of canals or railroads), but shall not exceed 5.8 units per gross acre.

L1a2: The Specific Plan process shall be used when feasible to best provide for a mix of dwelling types and densities.

Policy L1b: Maintain a balance between growth of the residential population and an increase in local jobs. (General Plan Policy Area 1)

### Programs

L1b1: Allow the rate of residential growth to be determined by the market, subject to the availability of public facilities and services and of jobs within Tracy approximately equal to the number of employed residents (approximately 0.8 new jobs per household).

L1b2: Use fees, assessment districts, or other financial mechanisms to ensure that new residential development is provided with adequate public facilities and services and does not result in lowering of service levels for the remainder of the community.

Policy L1c: Encourage downtown development while also providing for necessary, convenient shopping centers. (General Plan Policy Area 5)

### Programs

L1c1: Shopping centers constructed between now and the year 2000 shall be oriented to the needs of the community of Tracy.

L1c2: Enact rezoning for a shopping center only after commitments by anchor tenant(s) and approval of a schematic design by the City.

L1c3: A shopping center need not be the exact location of the designation on the plan, but may be at any one location in the same service area where good traffic access is available and it can be buffered from residential areas.

L1c4: Establish design standards to improve the appearance of new commercial development and transitions between commercial and residential areas.

Policy L1d: Provide separate locations for local, region-serving, and medical office development. (General Plan Policy Area 6)

Programs

L1d1: Locate local-serving business and professional offices downtown and along Eleventh Street.

L1d2: Locate large, region-serving offices, data processing centers, or research and development firms near I-205.

Policy L1e: Develop, preserve and manage open space for recreation, and public health and safety. (General Plan Policy Area 8)

Programs

L1e1: Acquire, develop, and maintain open space for outdoor recreation in accord with City recreation policies.

L1e2: Combine open space for public health and safety, and storm water retention with open space for outdoor recreation where feasible and where the limitations on recreational use will occur only during short periods after storms.

L1e3: Encourage developers to incorporate privately maintained greenways and ornamental open space in new subdivisions.

L1e4: Greenways, consisting of landscaped strips, shall be dedicated and improved as a condition of development approval. In addition to providing open space and pedestrian and bicycle circulation, these greenways may provide a buffer and transition between residential and other uses and along arterials where they may also be useful in noise attenuation. The width will be variable and of these areas their design will depend upon the nature of the development.

Objective L2--RECREATION AND SCHOOLS: Supply recreation opportunities and public schools to meet community needs.

Policy L2a: Expand Tracy's park system to meet the needs of present and future residents. (General Plan Policy Area 9)

Programs

L2a1: Acquire and develop a community park site approaching 40 acres on the South Side to include baseball, softball, tennis, swimming, play area apparatus, paved multi-purpose courts, picnic areas, and a quiet area. The site shown on the General Plan map is the most central and acceptable, but other nearby sites also would be acceptable. It may also be feasible to include some storm drainage retention facilities on this site.

L2a2: Acquire and develop neighborhood parks of 5 to 8 acres adjoining elementary and middle schools.

L2a3: Encourage developers to provide private recreation facilities for their buyers or tenants, but do not accept these facilities as a substitute for payment of park capital development fees.

L2a4: When feasible, provide street frontage adjoining parks on two or more sides to make them safer and to maximize their contribution to the visual quality of Tracy.

L2a5: When feasible, make appropriate park and recreational use of storm water retention facilities.

Policy L2b: Cooperate with the school districts in expanding the school system. (General Plan Policy Area 10)

#### Programs

L2b1: Maintain close liaison with the Tracy School District, the Jefferson School District, and the Tracy Joint Union High School District to ensure provision of additional classrooms and additional sites central to their service areas.

L2b2: Encourage high standards of school site development (including off-street parking, landscaping and playgrounds).

L2b3: When feasible, locate new schools on collector streets with street frontage on at least one side.

L2b4: Provision for school facilities shall be made concurrently with residential development approval and included in specific plans for residential development when appropriate.

L2b5: Assist in expanding library and cultural facilities as needed.

Objective L3--CIRCULATION AND TRANSPORTATION: Plan for safe, well-maintained and integrated circulation and transportation systems.

Policy L3a: Develop an efficient trafficways system. (General Plan Policy Area 12)

#### Programs

L3a1: Develop arterial and collector streets to meet the following standards:

	<u>Arterial</u>	Collector
Moving Lanes	Minimum of 4 with no on-street parking as streets are developed. Street cross section and requirement for left turn lanes to be developed as a function of projected traffic volumes.	2
Volume (ADT)	5,000 plus	2,000-5,000
Speed (mph)	45	25
Traffic Control	Signals	Other

L3a2: Street classification relating to residential specific plan areas.

<u>Arterial Streets:</u>	Grant Line Road	All
	Eleventh Street	All
	Corral Hollow Road	All
	Tracy Boulevard	All
	MacArthur Drive	Linne Road to 205 Freeway
	Lowell Avenue	Corral Hollow to Tracy Blvd.
	Byron Road	N/W of Corral Hollow Road
	Schulte Road	West of Corral Hollow to Chrisman Road
	Valpico Road	Corral Hollow Road to MacArthur Drive
	Lincoln Boulevard	South of Grant Line Road
	Central Avenue	11th Street to Tracy Blvd.

Collector Streets: It is recommended that the streets so shown on the General Plan Map be included in this street category; however, there may be minor adjustments and additional collector streets required due to neighborhood street design and/or projected traffic volumes.

L3a3: Provide systems of collector streets in new residential areas that lead directly to arterial streets and offer convenient access to schools, parks, and downtown.

L3a4: Develop Corral Hollow Road and MacArthur Drive as major arterials and truck routes with appropriate sound attenuation adjoining residential areas.

L3a5: Develop grade separations between the Southern Pacific Railroad and Tracy Boulevard, Eleventh Street and MacArthur Drive.

L3a6: Use curvilinear streets where feasible within the existing road grid.

Policy L3b: Provide and encourage transit service where it can be efficient. (General Plan Policy Area 14)

Programs

L3b1: Maintain demand-responsive transit or subsidized taxi service for senior citizens and disabled persons as feasible.

L3b2: Encourage van pooling and car pooling for commuters into and out of Tracy and for Tracy workers at areas of high employment concentration such as Defense Depot Tracy and the Western Pacific Industrial Park.

Policy L3c: Provide a safe and attractive environment to encourage bicycling and walking.  
(General Plan Policy Area 15)

Programs

L3c1: Provide bike paths in greenways bordering arterial streets as shown on the plan.

L3c2: Provide direct pedestrian routes to schools, parks, and shopping areas, preferably by design of the system of local streets, but also by separate walkways where walking distances can be shortened.

Policy L3d: Conserve and enhance the appearance of Tracy's major traffic ways. (General Plan Policy Area 16)

Programs

L3d1: Upgrade the view of Tracy from the I-205 freeway, employing landscaping and noise barriers as feasible within the right-of-way and design review of development within 800 feet of the freeway to ensure appropriate and aesthetic landscaping, building design, and noise attenuation measures.

L3d2 Retain the landscaped highway character of Eleventh Street west of Byron Road.

L3d3 The southerly portion of Tracy Boulevard should utilize greenways and other specialized landscaped and design treatments to separate the industrial and residential land uses and provide an attractive entryway.

L3d4 Prepare plans for streets that will have extensive improvements on adjoining private property or within the right-of-way. The plans should establish curb and sidewalk location, curb parking policies, landscape standards, setbacks, and driveway location standards.

Objective L4--HOUSING: Provide a variety of housing to meet the needs of a diverse community.

Policy L4a: Encourage construction of new housing units on vacant or underdeveloped parcels in areas zoned for residential use. (General Plan Policy Area 18)

Programs

L4a1: Identify and record the location of vacant parcels zoned for residential use and make this information available to potential developers.

L4a2: Consider amending the Zoning Ordinance to permit a second housing unit (i.e., "granny" unit) on a parcel zoned for single-family housing. Added floor areas shall not result in substantially more intensive development than on nearby single-family parcels, and off-street parking shall be provided.

Policy L4b: Do not approve new residential development that cannot be supplied with an adequate level of essential public services. (General Plan Policy Area 18)

#### Programs

L4b1: Use the annual budgeting process to address essential service needs associated with projected residential growth.

L4b2: Use development fees, assessment districts, and other financing mechanisms to ensure that new residential development is provided with adequate public services and does not cause reduced levels of service in the remainder of the community.

L4b3: Use specific plans and development agreements to ensure that the necessary services are provided.

Policy L4c: Provide a broad range of housing choice in terms of cost, location, density, tenure, design, and construction techniques. (General Plan Policy Area 19)

#### Programs

L4c1: Encourage diversity in the design of residential neighborhoods through preparation of specific plans or planned unit development processing.

L4c2: Encourage diversity of housing densities and structure types in residential development. Monitor densities and structure types occurring in new residential developments to determine whether residential development is meeting density goals.

L4c3: Encourage diversity of housing choice by maintaining a rental housing stock sufficient to meet the current and future needs of the community. Should the rental housing share of the total housing stock fall significantly below its April 1, 1980 level, either through lack of new rental construction or condominium conversion activity, take corrective action. Alternative actions may include, but are not limited to:

- a. Limiting condominium conversions
- b. Encouraging rental housing units in the community

Policy L4d: Support and, to the extent feasible, participate in county, state, and federal programs designed to maintain and expand the supply of affordable housing.

#### Programs

L4d1: Encourage continued support of Section 8 (Existing Housing), Section 221(d)(4), Section 202, Section 236, and public housing programs.



L4d2: Support continued funding of federal and state programs that address the affordable housing needs of low and moderate income households.

L4d3: Provide information to residents and potential developers concerning availability of county, state, or federal programs designed to provide affordable housing.

L4d4: Provide assistance to residents and potential developers in contacting appropriate county, state, or federal agencies and in submitting applications for affordable housing.

L4d5: Include consideration of the needs of affordable housing in specific plans and large scale residential development.

Policy L4e: Encourage construction by the private market of housing units affordable by "very low," "low," and "moderate" income households. (General Plan Policy Area 20)

#### Programs

L4e1: Grant a bonus in the maximum dwelling unit density permitted by the Tracy Municipal Code for providing affordable housing units in new residential developments.

L4e2: Permit manufactured housing in appropriate residential areas (per Section 65852.3 of the California Government Code), provided that the manufactured units are designed so as to have no substantial adverse impact on the residential character of new or existing neighborhoods.

Policy L4f: Encourage construction of housing units suitable for "special needs" households. (General Plan Policy Area 21)

#### Programs

L4f1: Provide for an appropriate proportion of new ground-floor, multiple-family housing units to be usable by handicapped or elderly persons.

L4f2: Assist City residents and potential developers by:

- a. Providing information concerning the availability of state or federal programs offering housing assistance to "special needs" households.
- b. Providing assistance in contacting appropriate agencies and in submitting applications for appropriate projects.

L4f3: Provide for a reduction in the number of parking spaces required for housing reserved exclusively for occupancy by elderly persons.

### **GOAL E PRESERVE AND ENHANCE THE QUALITY OF THE ENVIRONMENT.**

Objective E1-CONSERVATION AND PROTECTION: Conserve and protect the natural, cultural and agricultural environment within the City.

Policy E1a: Preserve and restore the City's biotic (wildlife, habitat and vegetative) resources. (General Plan Policy Area 23)

## Programs

E1a1: Support sound programs of wildlife and vegetation management and programs that encourage and teach respect for the environment.

E1a2: Public programs shall not significantly diminish the wildlife and vegetative resources of the planning area, and public projects shall consider the protection and development of wildlife habitat.

E1a3: Encourage and support studies to identify the location and extent of endangered plants and devise strategies for their preservation.

Policy E1b: Ensure that the City's archaeological and historic resources are preserved and protected. (General Plan Policy Area 26)

## Program

E1b1: If evidence of archaeological artifacts is uncovered during construction, the contractor shall halt construction until a qualified professional determines the significance of the evidence and recommends appropriate mitigation measure.

Policy E1c: Preserve agricultural resources in the General Plan area and minimize the conflicts between agricultural and urban land use. (General Plan Policy Area 25)

## Program

E1c1: Limit rural residential and other urban development to the areas designated by the Land Use Element of the General Plan.

Policy E1d: Plan for reduced consumption of non-renewable energy resources. (General Plan Policy Area 27)

## Programs

E1d1: Land development decisions shall consider the provision of access to sunlight and other energy conservation considerations, both for residential and non-residential land uses.

E1d2: New construction shall follow the energy conservation standards as contained in Title 24 of the California Administrative Code.

E1d3: The review and approval of development applications for commercial uses, including neighborhood, community, and regional shopping centers, shall explicitly address their energy consumption characteristics and shall incorporate measures designed to increase energy efficiency and the use of renewable resources.

Objective E2--NOISE: Community development shall occur with minimal noise impact between adjacent activities and land uses.

Policy E2a: Ensure and maintain a quieter noise environment in the Tracy General Plan area. (General Plan Policy Area 28)

## Programs

E2a1: Maintain data for calculating current and projected noise contours for major noise generators.

E2a2: Continue to require acoustical studies for new residential projects within 60 dBA Ldn or greater, using the contours provided in the Technical Supplement and updated contours where conditions have changed.

E2a3: Apply State Noise Insulation Standards to new noise-sensitive uses, including single-family, detached residential developments, hospitals, convalescent hospitals, and rest homes.

E2a4: Prohibit new residential land uses within present and future 65 dBA Ldn contours, unless effective shielding can be provided so that exterior noise level will not exceed 65 dBA Ldn.

E2a5: Avoid locating new noise-sensitive uses on sites with greater than 60 dBA Ldn where possible.

E2a6: Ensure that new commercial and industrial projects are designed to minimize noise impacts on neighboring noise-sensitive areas.

E2a7: Adopt performance standards for noise buffer areas between residential and industrial/commercial uses.

E2a8: Limit use of unbroken solid walls along arterial streets to provide noise attenuation in order to avoid a monotonous, walled-City appearance. Alternatives shall include berms, setbacks, offsets in walls (10 feet or more), noise insulation, and buffering of noise sensitive areas from the noise source by buildings, parking areas, or structures.

Objective E3--PUBLIC SAFETY: Provide for public safety in the event of natural or man-made disasters.

Policy E3a: Mitigate or prevent potential adverse consequences of geologic hazards. (General Plan Policy Area 29)

### Program

E3a1: In order to evaluate land stability under both static and seismic conditions, continue to require geologic and soils investigations prior to approval of major commercial development, mobile-home parks, and subdivisions.

Policy E3b: Reduce the potential for flood damage. (General Plan Policy Area 30)

### Program

E3b1: In areas where the Tracy City Engineer identifies a severe drainage problem, all new residential dwellings shall have the floor levels high enough to prevent water intrusion.

Policy E3c: Provide the highest level of crime prevention and fastest police response time possible within budgetary constraints. (General Plan Policy Area 32)

Program

E3c1: The City of Tracy Community Development Department and the Police Department shall develop guidelines for crime preventive design of buildings and subdivisions and shall report on compliance prior to project approval.

Policy E3d: Provide the highest level of fire fighting and fire prevention services possible within budgetary constraints. (General Plan Policy Area 33)

Programs

E3d1: Continue studies of means of improving fire protection south of the bow tie and add a third fire station in the vicinity of Tracy Boulevard/Central Avenue intersection or Tracy Boulevard/Schulte Road intersection.

E3d2: Proposed developments shall provide appropriate on-site suppression capability and shall be reviewed by the Fire Department for compatibility with adjacent land uses and for potential fire hazards.

Policy E3e: Guiding Policy: Maintain and monitor programs of emergency services for disaster relief and support. (General Plan Policy Area 34)

Programs

E3e1: Project location, design, and scope shall be modified, if necessary, to balance emergency relief considerations with the primary function of the project.

E3e2: Land use and design considerations, such as access, street widths and turnarounds, site and building design, and street naming and numbering systems, shall facilitate hazard prevention activities and emergency relief operations.

Policy E3f: Prevent significant deterioration of local and regional air quality.

Program

E3f1: Encourage private businesses and industries to implement all reasonable available control measures in conformance with the Air Quality Management Plan for San Joaquin County by publicizing the environmental and potential economic benefits of such programs.

**GOAL G ACHIEVE AN ECONOMIC BALANCE WITHIN TRACY.**

Objective G1--GROWTH: Provide a balance of housing and employment opportunity.

Policy G1a: Maintain a balance between growth of the residential population and an increase in local jobs. (General Plan Policy Area 1)

Programs

G1a1: Allow the rate of residential growth to be determined by the market, subject to the availability of public facilities and services and of Tracy jobs approximately equal to the number of employed residents (approximately 0.8 new jobs per household).

G1a2: Evaluate growth at five-year intervals or more frequently on the initiative of the City Planning Commission or City Council. If it is found that a balance between employed residents and local jobs is not being attained, alternative actions to move toward balance shall be considered. These may include regulations or incentives to slow or accelerate residential or industrial development.

Policy G1b: Preserve agricultural land to the extent that is feasible without restricting the amount of urban growth. (General Plan Policy Area 2)

Program

G1b1: Direct urban residential development, except for infill, to the south and west as shown on the General Plan Map. The purposes of the compact form and direction of growth designated area:

- a. To minimize the perimeter between agricultural and urban use, thus minimizing conflicts between the two uses and avoiding premature disinvestment in agriculture.
- b. To allow the most economical provision of public services to new development and to conserve energy by minimizing street and sewer miles and the distances residents must travel to schools, shopping, and employment.
- c. To direct urban expansion away from the highest quality and most versatile agricultural lands in the planning area.

# TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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*Amendment No. 1*

ORDINANCE NO. 699 C.S.

AMENDING THE ZONING MAP OF THE CITY OF TRACY BY  
RECLASSIFYING PROPERTY LOCATED ON THE NORTH SIDE OF WEST GRANT LINE ROAD  
EAST OF LINCOLN BOULEVARD (ASSESSOR PARCEL NO. 211-170-21)  
FROM LOW DENSITY RESIDENTIAL (LDR) TO MEDIUM DENSITY CLUSTER (MDC)  
ARNAUDO BROTHERS, INC. - #5-87-R

The City Council of the City of Tracy does hereby ordain as follows:

SECTION 1: The Zoning Map of the City of Tracy is hereby amended to reclassify the following parcels from Low Density Residential (LDR) Zone to Medium Density Cluster (MDC) Zone:

Assessor Parcel No. 211-170-21, more particularly located on the north side of West Grant Line Road east of Lincoln Boulevard.

SECTION 2: This Ordinance shall take effect thirty (30) days after it's final passage and adoption.

SECTION 3: This Ordinance shall be published once in the Tracy Press, a newspaper of general circulation, within fifteen (15) days from and after it's final passage and adoption.

\* \* \* \* \*

The foregoing Ordinance No. 699 C.S. was introduced at a regular meeting of the Tracy City Council held on the 18th day of August, 1987, and finally passed and adopted by said Council at it's regular meeting on the 1st day of September, 1987, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, MORELOS, SCHUBERT, ZANUSSI, HASTIE  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: NONE

Richard O. Korte  
MAYOR

ATTEST:

Steve J. Davis  
CITY CLERK

shopping center retail uses. Mr. Lindsey stated the Planning Commission, at its regular meeting of July 22, 1987, considered the rezoning and recommended approval of the application.

Mayor Hastie opened the public hearing. Lynn Sutton of Siegfried and Associates spoke in favor of the rezoning. As there was no one else wishing to address the Council the public hearing was closed. Following Council discussion it was moved by Council Member Zanussi and seconded by Member Morelos to adopt Resolution No. 87-210 determining that the rezoning will not result in a significant impact to the environment and certifying the filing of a Negative Declaration. Voice vote found all in favor; passed and so ordered. Following reading of the title of proposed rezoning Ordinance 698 C.S. it was moved by Council Member Zanussi and seconded by Member Morelos to waive reading of the text of proposed Ordinance 698 C.S. rezoning subject property from HS to CS. Voice vote found all in favor; passed and so ordered. Council Member Morelos moved for introduction of Ordinance 698 C.S.

5. PUBLIC HEARING TO CONSIDER REZONING FROM LOW DENSITY RESIDENTIAL ZONE TO MEDIUM DENSITY CLUSTER ZONE ON PROPERTY LOCATED ON THE (1.4 ACRES) NORTH SIDE OF WEST GRANT LINE ROAD, AND EAST OF LINCOLN BOULEVARD - ARNAUDO BROTHERS, INC., - #5-87-R - Community Development Director Belluomini reviewed the staff report explaining the purpose of the application is to bring 1.4 acres of Arnaudo Village V Subdivision into compliance with the Tracy Adopted Residential Specific Plan. The applicant proposes to create eight lots of over 6,500 square feet on the property located on the north side of west Grant Line and east of Lincoln Boulevard and build single-family houses as are found in the LDR zone. The MDC zone permits this as the goal of the Specific Plan is to provide medium density housing in this area. The applicant is fulfilling that goal through a PUD - MDR rezoning application currently in process for the land immediately east of the subject property. Mr. Belluomini stated that the Planning Commission on July 22, 1987 recommended approval of the rezoning.

Mayor Hastie opened the public hearing. Lynn Sutton of Siegfried and Associates, representing the applicant, spoke in favor of the rezoning. As there was no one else wishing to speak to this item the public hearing was closed. Following Council discussion it was moved by Mayor Pro Tem Bland and seconded by Council Member Schubert to determine the Master Environmental Impact Report prepared for the residential areas Specific Plan



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is sufficient environmental assessment for this rezoning. Voice vote found all in favor; passed and so ordered. It was then moved by Mayor Pro Tem Bland and seconded by Council Member Schubert to approve rezoning #5-87-R based on the finding that it will bring about consistency with the General Plan. Voice vote found all in favor; passed and so ordered. Following reading of the title of proposed rezoning Ordinance 699 C.S. it was moved by Council Member Schubert and seconded by Member Morelos to waive reading of the text of proposed Ordinance 699 C.S. Voice vote found all in favor; passed and so ordered. It was moved by Council Member Schubert to introduce Ordinance 699 C.S.

6. PUBLIC HEARING - TO AMEND THE CITY OF TRACY LAND USE AND CIRCULATION SECTION MAP OF THE GENERAL PLAN - DELTA DEVELOPMENT - #3-87-GPA - APPEAL OF PLANNING COMMISSION DENIAL - Principal Planner Lindsey reviewed the staff report explaining that an application had been submitted by Delta Development to amend the General Plan Land Use Circulation Section (Land Use Map) from a designation of Low Medium Density Residential to High Medium Density Residential, for property located north of Carlton Way east of Tracy School District property and west of Tracy Boulevard. The applicant owns a .9 acre parcel adjacent and to the east of the school property and to achieve consistency between zoning and the General Plan, as well as to avoid "spot planning" staff amended the application to include a .99 acre parcel adjacent to the applicant's with Tracy Boulevard frontage. The subject property is zoned High Density Residential but designated Low Medium Density Residential onto the General Plan. State law requires zoning to be consistent with the adopted General Plan. The Planning Commission on July 22, 1987 denied the application based on significant environmental impacts associated with the proposal. The Tracy Public Schools administration also submitted a letter in opposition indicating that traffic congestion at peak hours of school operations are already a problem and addition of 27 apartments was believed to compound traffic congestion. Mr. Lindsey concluded by stating it was recommendation of staff to determine the General Plan Amendment will not result in a significant impact to the environment as the amendment is consistent with the General Plan text and EIR and cause the filing of a negative declaration and approve the General Plan Amendment #3-87-GPA.

Mayor Hastie opened the public hearing. Mr. Bill Jordan, 365 East Eaton, representing the property owner, spoke in favor of the requested amendment to the General Plan land use map. As there was no one else wishing to address this item the public hearing was

ABH919

# TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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## *Amendment No. 2*

ORDINANCE NO. 703 C.S.

AMENDING THE ZONING MAP OF THE CITY OF TRACY BY RECLASSIFYING PROPERTY  
LOCATED ON THE NORTH SIDE OF GRANT LINE ROAD  
1300 FEET EAST OF CORRAL HOLLOW ROAD  
SPECIFIC PLAN PARCEL #2  
RLC ASSOCIATES  
#9-87-R

The City Council of the City of Tracy does hereby ordain as follows:

SECTION 1: The Zoning Map of the City of Tracy is hereby amended to reclassify the following parcel from Low Density Residential (LDR) Zone to Medium Density Cluster (MDC) Zone:

Assessor Parcel Nos. 211-170-11, 12, 13, and 211-520-03, 04,  
located on the north side of Grant Line Road,  
1300 Feet East of Corral Hollow Road,  
more particularly known as Assessor Parcel No. 2  
of the Residential Areas Specific Plan.

SECTION 2: This Ordinance shall take effect thirty (30) days after it's final passage and adoption.

SECTION 3: This Ordinance shall be published once in the Tracy Press, a newspaper of general circulation, within ~~fifteen (15)~~ days from and after it's final passage and adoption.

\* \* \* \* \*

The foregoing Ordinance No. 703 C.S. was introduced at a regular meeting of the Tracy City Council held on the 8th day of October, 1987, and finally passed and adopted by said Council at it's regular meeting on the 20th day of October, 1987, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, MORELOS, SCHUBERT, ZANUSSI, HASTIE  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: NONE

Richard O. Hastie  
MAYOR

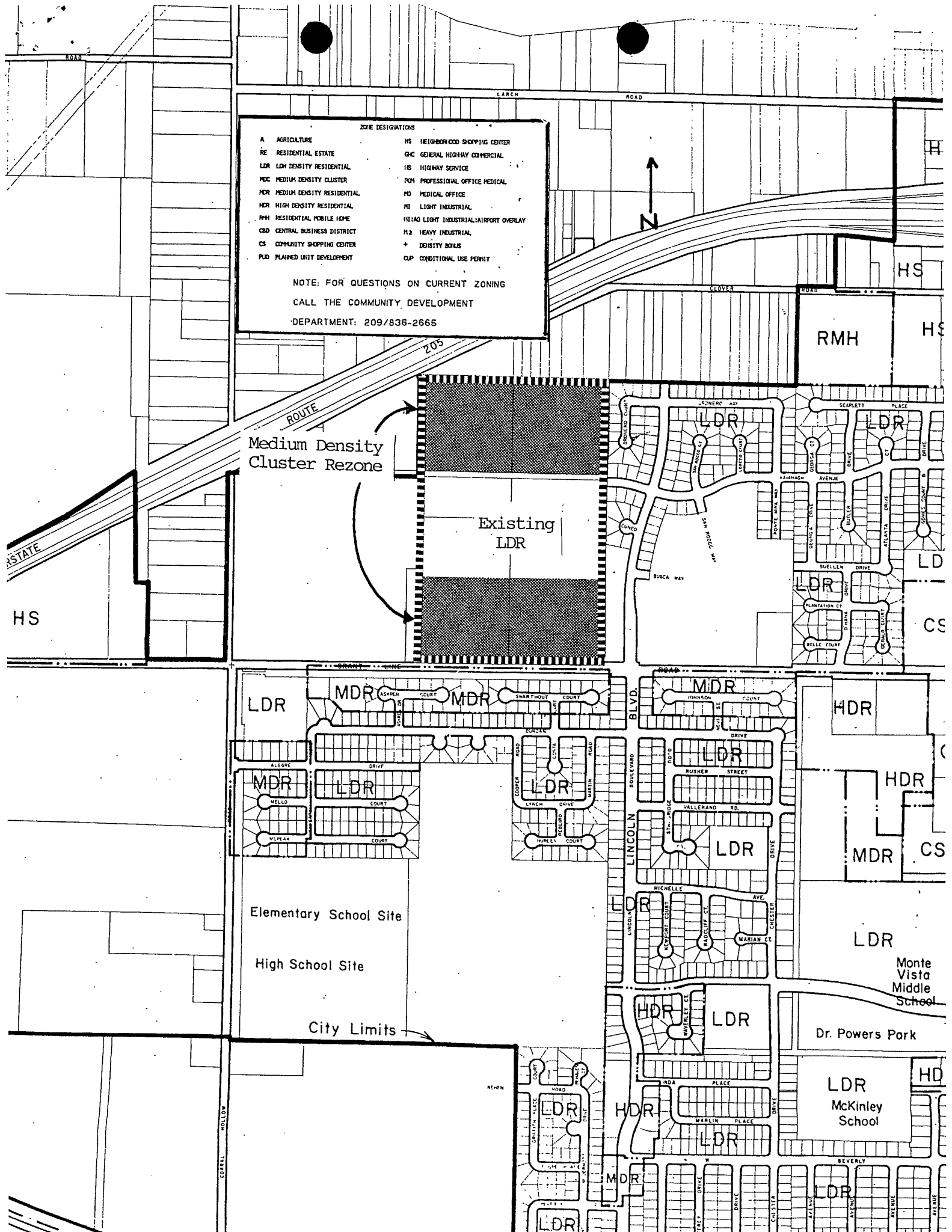
ATTEST:

Betty J. Romo  
CITY CLERK

**ZONE DESIGNATIONS**

A AGRICULTURE	NS NEIGHBORHOOD SHOPPING CENTER
RE RESIDENTIAL ESTATE	GHG GENERAL HIGHWAY COMMERCIAL
LDR LOW DENSITY RESIDENTIAL	IS HIGHWAY SERVICE
MDC MEDIUM DENSITY CLUSTER	POM PROFESSIONAL OFFICE MEDICAL
MDR MEDIUM DENSITY RESIDENTIAL	MO MEDICAL OFFICE
HDR HIGH DENSITY RESIDENTIAL	LI LIGHT INDUSTRIAL
RMH RESIDENTIAL MOBILE HOME	LI/AO LIGHT INDUSTRIAL/AIRPORT OVERLAY
CBD CENTRAL BUSINESS DISTRICT	H2 HEAVY INDUSTRIAL
CS COMMUNITY SHOPPING CENTER	+ DENSITY BONUS
PUD PLANNED UNIT DEVELOPMENT	CUP CONDITIONAL USE PERMIT

NOTE: FOR QUESTIONS ON CURRENT ZONING  
CALL THE COMMUNITY DEVELOPMENT  
DEPARTMENT: 209/836-2665



Medium Density Cluster Rezone

Existing LDR

Elementary School Site

High School Site

City Limits

Dr. Powers Park

LDR McKinley School

Monte Vista Middle School

HS

RMH

HS

HS

LD

CS

HDR

HDR

MDR

CS

LDR

BLVD.

LINCOLN BOULEVARD

CORRAL HOLLOW

REHM

LARCH ROAD

ROAD

CLOVER ROAD

ROAD

ROUTE 205

STATE



DRIVE

DRIVE

DRIVE

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amount of \$75,748 and Change Orders relative to completion of the Tracy Community Rose Garden and additional sidewalk in front of the Gazebo (total of \$31,431); City Clerk authorized to file Notice of Completion and upon 35 days after the filing of the Notice release contract bonds and retention if no claims have been received.

S. Consideration of Authorization of the 5-Year Option for the Arrow U-Cart Contract

Following brief Council discussion it was moved by Council Member Schubert and seconded by Mayor Pro Tem Bland to adopt Resolution 87-249 authorizing execution of 5-year extension of contract with Arrow U-Cart, rental rate to be set at \$420 per month with a 5% annual increase effective each July 1.

2. PUBLIC HEARING FOR THE PURPOSE OF HEARING OBJECTIONS FOR VEHICLE ABATEMENT

City Manager Locke reviewed the staff report explaining that the City is continuing with the vehicle abatement program as authorized by the Tracy Municipal Code. Certified letters for the abatement and the protest hearing were sent in accordance with State requirements to the affected owners. Of 76 vehicles tagged, 33 remained inoperative and the owners were identified as listed. Mayor Hastie opened the Public Hearing. As there was no one wishing to protest the hearing was closed. It was moved by Council Member Schubert and seconded by Member Morelos to adopt Resolution 87-250 ordering abatement of the vehicles as listed. Voice vote found all in favor; passed and so ordered.

3. PUBLIC HEARING - TO CONSIDER THE APPLICATION TO REZONE 32.73 ACRES NORTH OF GRANT LINE ROAD, SPECIFIC PLAN PARCEL #2, FROM LOW DENSITY RESIDENTIAL (LDR) TO MEDIUM DENSITY CLUSTER (MDC) - STOCKTON SERVICE CORPORATION - #9-87-R

Community Development Director Belluomini reviewed the staff report explaining the purpose of the application is to bring a portion of the subject property into compliance with the Tracy Residential Specific Plan. The subject property, consisting of 32.73 acres, is presently zoned Low Density Residential (LDR). The Specific Plan designation is Medium Density Residential (MDR). The Development Review Committee reviewed the rezoning and found it to be consistent with the

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Residential Specific Plan and Master Environmental Impact Report. Therefore, the project does not require any further environmental review. On September 26, 1987 the Planning Commission recommended approval.

Mayor Hastie then opened the Public Hearing. Ron Cheek of RLC, Manteca, representing the property owner, spoke in favor of the rezoning. As there was no one else wishing to address the Council the Public Hearing was closed.

It was moved by Council Member Zanussi and seconded by Member Morelos to certify that Rezoning #9-87-R requires no additional environmental impact based on its consistency with the Tracy Residential Specific Plan and Master Environmental Impact Report. Voice vote found all in favor; passed and so ordered. Following reading of the title of the proposed rezoning ordinance it was moved by Council Member Schubert and seconded by Member Morelos to waive reading of the text of proposed Ordinance 703 C.S. approving rezoning to Medium Density Cluster based on the finding it is consistent with the Tracy Residential Specific Plan. Voice vote found all in favor; passed and so ordered. Council Member Schubert then moved for introduction of Ordinance 703 C.S.

4. PUBLIC HEARING - TO CONSIDER AN AMENDMENT TO SECTION 10-2.3503 (i) (5) OF THE TRACY MUNICIPAL CODE TO PERMIT FREEWAY IDENTIFICATION SIGNS BY USE PERMIT IN THE HIGHWAY SERVICE ZONE - THE PHOENIX COMPANY - #2-87-ZA

Community Development Director Belluomini reviewed the staff report explaining the Phoenix Company, developers of Motel Orleans, requested the Highway Service (HS) zone be included in permitted zone to have freeway signs in order to allow a freeway sign for the Motel Orleans. Mr. Belluomini reviewed Section 10-2.2201 of the Municipal Code and indicated that the omission of the Highway Service zone in the sign ordinance provisions for the freeway signs appeared to have been an oversight in the original ordinance. The Planning Commission, on August 26, 1987, recommended approval of the amendment.

Mayor Hastie opened the Public Hearing. As there was no one wishing to address this item the Public Hearing was closed. Following reading of the title of the proposed ordinance it was moved by Council Member Morelos and seconded by Member Zanussi to waive reading of the text of proposed ordinance, "Amending Article 35 (Signs) of Chapter 2 (Zoning Regulations) of Title 10 (Planning and Zoning) of the Tracy Municipal Code."

ABH919

TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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*Amendment No. 3*

RESOLUTION NO. 87-328

TO AMEND THE RESIDENTIAL AREAS SPECIFIC PLAN MAP TO RELOCATE  
THE DESIGNATED K-5 SCHOOL SITE IN MAP PARCEL 23  
(AS DESCRIBED BY THE RESIDENTIAL AREAS SPECIFIC PLAN)  
TO SOUTH OF MT. DIABLO AVENUE -  
ASSESSOR PARCEL NO. 213-070-003 AND 237-170-18 -  
#7-87-GPA

WHEREAS, The City of Tracy Planning Commission held a public meeting on a certain amendment to the City of Tracy Residential Specific Plan Map per General Plan Amendment No. 7-87-GPA, and

WHEREAS, The City of Tracy Planning Commission did find and recommend to the City Council that said amendment would have no significant environmental impact, and

WHEREAS, Pursuant to State Guidelines of the California Environmental Quality Act, the Tracy City Council, in considering the proposed Residential Areas Specific Plan Map, must first Consider what, if any, significant environmental impact may result from the proposed General Plan Amendment;

NOW, THEREFORE, BE IT RESOLVED That the City Council of the City of Tracy does hereby find that said amendment to the Residential Specific Plan Map of said City would have no significant environmental impact based on the Master Environmental Impact Report, and

BE IT FURTHER RESOLVED That the City Council therefore approves General Plan Amendment #7-87-GPA, as described by Exhibit "A" attached.

\* \* \* \* \*

The foregoing Resolution No. 87-328 was passed and adopted by the City Council of the City of Tracy on the 17th day of November, 1987, by the following vote:

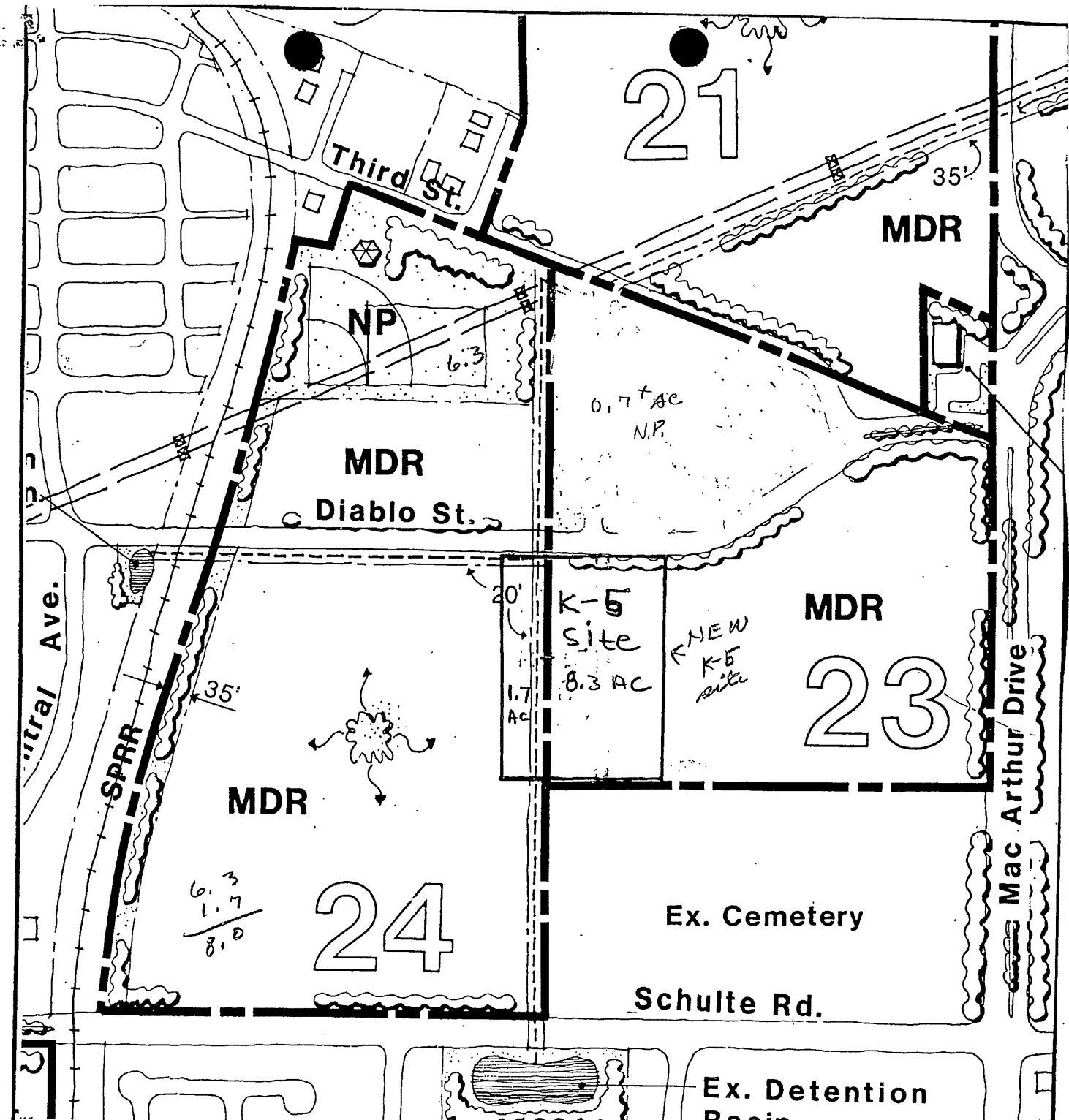
AYES: COUNCIL MEMBERS: BLAND, MORELOS, SCHUBERT, ZANUSSI, HASTIE  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: NONE

Richard O. Hastie  
MAYOR

ATTEST:

Steve J. Davis  
CITY CLERK





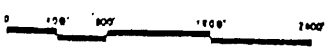
Tracy Residential Areas  
Specific Plan

MAC ARTHUR / FILIPINI / BOWTIE  
PLANNING AREAS

**PROPOSED 10/87**  
**#7-87-GPA**  
**EXHIBIT 'A'**

Prepared by  
EDAW Inc.  
in association with  
Wiley & Horn  
D&S Associates  
Barbe-Ware Associates

June 1987



- 7 Development Parcel Number
- LDR Low Density Residential
- MDR Medium Density Residential
- HDR High Density Residential
- Storm Drain/Open Space Corridor
- Proposed Storm Drainage Corridor
- Mini-Parks

Figure 3.5

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6. PUBLIC HEARING - TO CONSIDER THE APPLICATION OF THE CITY OF TRACY, COMMUNITY DEVELOPMENT DEPARTMENT - TO AMEND THE RESIDENTIAL AREAS SPECIFIC PLAN MAP TO RELOCATE THE DESIGNATED K-5 SCHOOL SITE IN MAP PARCEL 23 (AS DESCRIBED BY THE RESIDENTIAL AREAS SPECIFIC PLAN MAP) TO SOUTH OF MT. DIABLO AVENUE, AS DESCRIBED BY THE ATTACHED EXHIBIT, ASSESSOR PARCEL NUMBERS 213-070-003 AND 237-170-018 - #7-87-GPA

Community Development Director Belluomini reviewed the staff report explaining that it was found at the September 23, 1987 Planning Commission meeting that the designated site for the K-5 school in the Forest Glen subdivision would not be accepted by the State Board of Education due to power lines being within 400 feet of school land. The proposed solution is to relocate the school alternative location south of Mt. Diablo Avenue, separate from the proposed park. The larger 10-acre site will allow sufficient space for recreation programs, eliminating the need for it being located adjacent to the neighborhood park and will qualify for State reimbursement for school site acquisition. On October 28, 1987 the Planning Commission held a public hearing on the relocation and certified the General Plan Amendment complies with Residential Specific Plan and Master Environmental Impact Report and no further environmental review was necessary and recommended approval of the GPA. Mayor Hastie opened the public hearing. Gene Toste, Parcel #24, spoke in favor of the amendment. The public hearing was closed.

It was moved by Mayor Pro Tem Bland and seconded by Member Schubert that no further environmental review was necessary because of the amendments consistency with the Tracy Residential Specific Plan. Voice vote found all in favor; passed and so ordered. It was moved by Council Member Schubert and seconded by Member Morelos to adopt Resolution 87-328 approving General Plan Amendment #7-87-GPA. Voice vote found all in favor; passed and so ordered.

5. PUBLIC HEARING - TO CONSIDER APPLICATIONS TO REZONE PROPERTY FROM (LDR) LOW DENSITY RESIDENTIAL AND (HDR) HIGH DENSITY RESIDENTIAL TO (MDC) MEDIUM DENSITY CLUSTER AND A TENTATIVE SUBDIVISION MAP LOCATED BETWEEN SCHULTE ROAD AND THIRD STREET IMMEDIATELY ADJACENT TO THE EAST OF THE SOUTHERN PACIFIC RAILROAD RIGHT-OF-WAY - VALLEY CONSTRUCTION CO. - (7-87R AND 5-87-TSM)

Community Development Director Belluomini reviewed the staff report explaining the applicant seeks approval to rezone to Medium Density Cluster and to create 245 single family lots of less than 5,600 square feet each. At their meeting of November 16, 1987, the Planning

ABH919

# TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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## *Amendment No. 4*

ORDINANCE NO. 707 C.S.

AMENDING THE ZONING MAP OF THE CITY OF TRACY BY RECLASSIFYING PROPERTY LOCATED NORTH OF AND ADJACENT TO SCHULTE ROAD, SOUTH OF AND ADJACENT TO THIRD STREET, AND WEST OF AND ADJACENT TO TRACY CEMETERY SPECIFIC PLAN PARCEL #24 VALLEY CONSTRUCTION #7-87-R

The City Council of the City of Tracy does hereby ordain as follows:

SECTION 1: The Zoning Map of the City of Tracy is hereby amended to reclassify the following parcel from Low Density Residential (LDR) Zone and High Density Residential (HDR) Zone to Medium Density Cluster (MDC) Zone:

Assessor Parcel Numbers 235-110-01, 07, 08, and 235-120-11, 12 located north and adjacent to Schulte Road, south and adjacent to Third Street, and west and adjacent to Tracy Cemetery, more particularly known as Assessor Number 24 of the Residential Specific Plan.

SECTION 2: This Ordinance shall take effect thirty (30) days after it's final passage and adoption.

SECTION 3: This Ordinance shall be published once in the Tracy Press, a newspaper of general circulation, within fifteen (15) days from and after it's final passage and adoption.

\* \* \* \* \*

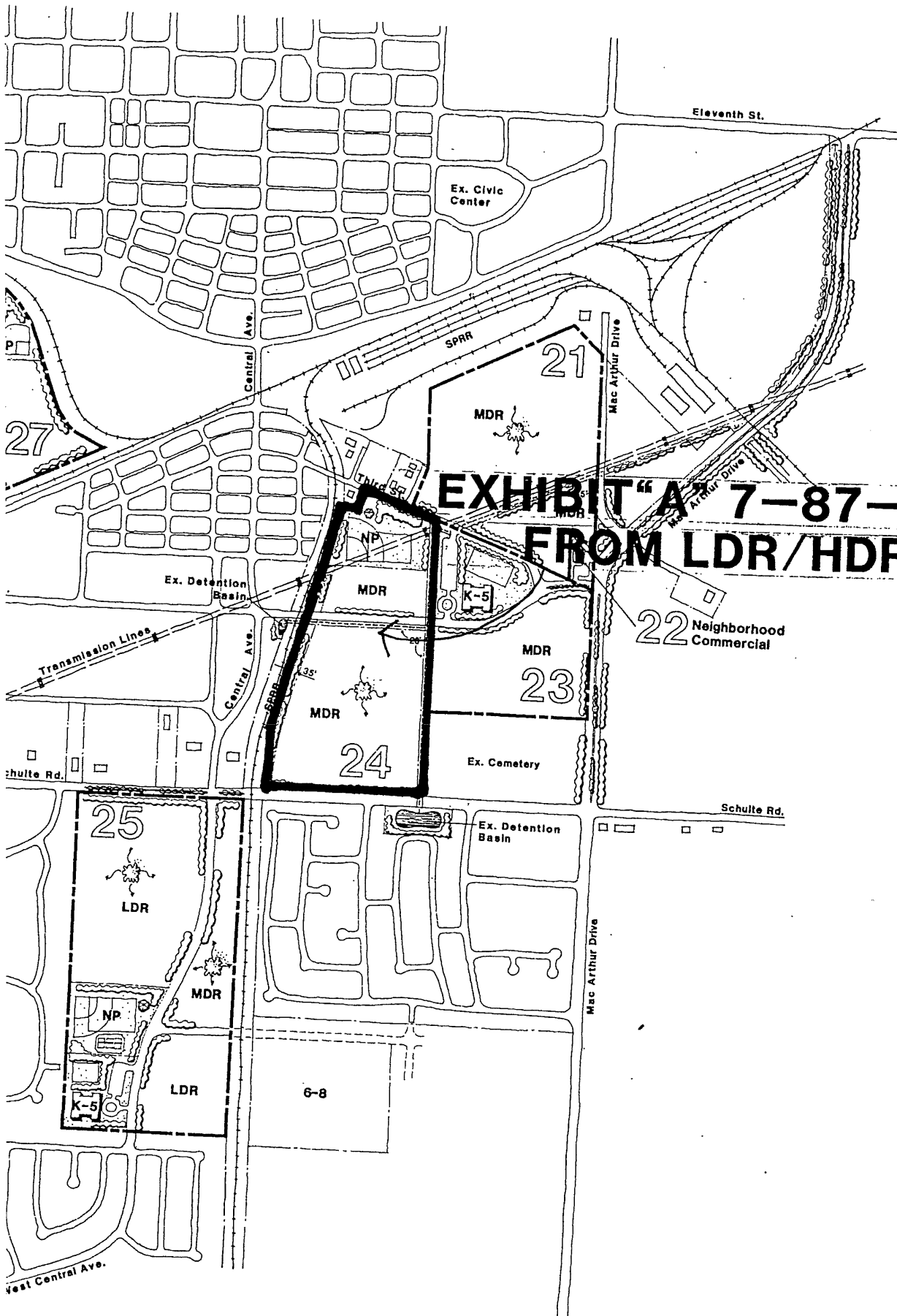
The foregoing Ordinance No. 707C.S. was introduced at a regular meeting of the Tracy City Council held on the 17th day of November, 1987, and finally passed and adopted by said Council at it's regular meeting on the 1st day of December, 1987, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, MORELOS, SCHUBERT, ZANUSSI, HASTIE
NOES: COUNCIL MEMBERS: NONE
ABSENT: COUNCIL MEMBERS: NONE

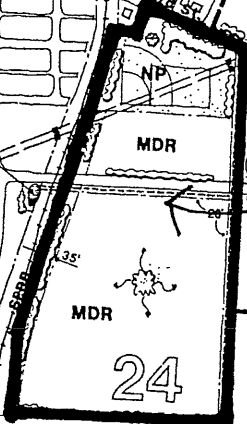
Richard O. Hastie
Mayor

ATTEST:

Betty J. Dani
City Clerk



**EXHIBIT "A" 7-87-R  
FROM LDR/HDR TO MDC**



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6. PUBLIC HEARING - TO CONSIDER THE APPLICATION OF THE CITY OF TRACY, COMMUNITY DEVELOPMENT DEPARTMENT - TO AMEND THE RESIDENTIAL AREAS SPECIFIC PLAN MAP TO RELOCATE THE DESIGNATED K-5 SCHOOL SITE IN MAP PARCEL 23 (AS DESCRIBED BY THE RESIDENTIAL AREAS SPECIFIC PLAN MAP) TO SOUTH OF MT. DIABLO AVENUE, AS DESCRIBED BY THE ATTACHED EXHIBIT, ASSESSOR PARCEL NUMBERS 213-070-003 AND 237-170-018 - #7-87-GPA

Community Development Director Belluomini reviewed the staff report explaining that it was found at the September 23, 1987 Planning Commission meeting that the designated site for the K-5 school in the Forest Glen subdivision would not be accepted by the State Board of Education due to power lines being within 400 feet of school land. The proposed solution is to relocate the school alternative location south of Mt. Diablo Avenue, separate from the proposed park. The larger 10-acre site will allow sufficient space for recreation programs, eliminating the need for it being located adjacent to the neighborhood park and will qualify for State reimbursement for school site acquisition. On October 28, 1987 the Planning Commission held a public hearing on the relocation and certified the General Plan Amendment complies with Residential Specific Plan and Master Environmental Impact Report and no further environmental review was necessary and recommended approval of the GPA. Mayor Hastie opened the public hearing. Gene Toste, Parcel #24, spoke in favor of the amendment. The public hearing was closed.

It was moved by Mayor Pro Tem Bland and seconded by Member Schubert that no further environmental review was necessary because of the amendments consistency with the Tracy Residential Specific Plan. Voice vote found all in favor; passed and so ordered. It was moved by Council Member Schubert and seconded by Member Morelos to adopt Resolution 87-328 approving General Plan Amendment #7-87-GPA. Voice vote found all in favor; passed and so ordered.

5. PUBLIC HEARING - TO CONSIDER APPLICATIONS TO REZONE PROPERTY FROM (LDR) LOW DENSITY RESIDENTIAL AND (HDR) HIGH DENSITY RESIDENTIAL TO (MDC) MEDIUM DENSITY CLUSTER AND A TENTATIVE SUBDIVISION MAP LOCATED BETWEEN SCHULTE ROAD AND THIRD STREET IMMEDIATELY ADJACENT TO THE EAST OF THE SOUTHERN PACIFIC RAILROAD RIGHT-OF-WAY - VALLEY CONSTRUCTION CO. - (7-87R AND 5-87-TSM)

Community Development Director Belluomini reviewed the staff report explaining the applicant seeks approval to rezone to Medium Density Cluster and to create 245 single family lots of less than 5,600 square feet each. At their meeting of November 16, 1987, the Planning

ABH919

Commission certified the Vesting Tentative Subdivision Map is consistent with the Residential Specific Plan and Master Environmental Impact Report and requires no additional environmental review and recommended City Council adopt an ordinance approving the rezoning from Low Density Residential (LDR) and High Density Residential (HDR) to Medium Density Cluster (MDC). Public hearing was opened by Mayor Hastie. Gene Toste spoke in favor of the rezoning. Public hearing was closed. Mayor Pro Tem Bland moved and it was seconded by Member Zanussi that rezoning requires no additional environmental impact based on its consistency with the Tracy Residential Specific Plan and Master Environmental Impact Report. Voice Vote found all in favor; passed and so ordered. Following reading of the title of the proposed ordinance it was moved by Council Member Zanussi and seconded by Member Morelos to waive reading of the text of proposed Ordinance 707 C.S. approving rezoning to Medium Density Cluster based on the finding it is consistent with the Tracy Residential Specific Plan. Voice Vote found all in favor; passed and so ordered. Council Member Morelos then moved for introduction of Ordinance 707 C.S.

7. PUBLIC HEARING - TO CONSIDER THE APPLICATIONS FOR A REZONING #8-87-R FROM LOW DENSITY RESIDENTIAL (LDR) TO PLANNED UNIT DEVELOPMENT (PUD) AND FOR A TENTATIVE SUBDIVISION MAP ON PROPERTY LOCATED ON THE WESTSIDE OF CORRAL HOLLOW ROAD APPROXIMATELY 2,400 FEET SOUTH OF GRANT LINE ROAD - TRACY DEVELOPMENT/GARY MASION #6-87-TSM

The Community Development Director, Michael Belluomini, reviewed the staff report explaining that the application is to seek rezoning of a 20.7 acre parcel for a 90-lot subdivision with a mini-park under Planned Unit Development on a 20.7 acre parcel. The parcel was previously zoned Low Density Residential. The Planning Commission, on October 14, 1987, found that the subdivision map was consistent with the Residential Specific Plan and Master Environmental Impact Report and found no further environmental review was necessary since the rezoning complied with the Residential Specific Plan. Mayor Hastie opened public hearing. Steven Smith spoke in favor of rezoning. The public hearing was closed. It was moved by Council Member Zanussi and seconded by Member Morelos to certify that no further environmental review was necessary since the rezoning is in compliance with the Residential Specific Plan. Voice Vote found all in favor; passed and so ordered. After reading of the title it was moved by Council Member Schubert and seconded by Member Morelos

# TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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## *Amendment No. 5*



ORDINANCE NO. 708 C.S.

AMENDING THE ZONING MAP OF THE CITY OF TRACY BY  
RECLASSIFYING PROPERTY LOCATED ON THE WEST SIDE OF  
CORRAL HOLLOW ROAD 2400 FEET SOUTH OF GRANT LINE ROAD;  
APN 237-170-30 - #8-87-R

The City Council of the City of Tracy does hereby  
ordain as follows:

SECTION 1: The Zoning Map of the City of Tracy is hereby  
amended to reclassify the following parcel from Low Density  
Residential (LDR) to Planned Unit Development (PUD); APN  
237-170-30 containing 20.7 acres.

SECTION 2: This Ordinance shall take effect thirty (30)  
days after its final passage and adoption.

SECTION 3: This Ordinance shall be published once in the  
Tracy Press, a newspaper of general circulation, within  
fifteen (15) days from and after its final passage and  
adoption.

\* \* \* \* \*

The foregoing Ordinance No. 708 C.S. was introduced at  
a regular meeting of the Tracy City Council held on the 17th  
day of November, 1987, and finally passed and adopted by  
said Council at its regular meeting on the 1st day of  
December, 1987, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, MORELOS, SCHUBERT, ZANUSSI, HASTIE  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: NONE

Richard O. Hastie  
Mayor of the City of Tracy

ATTEST:

Geoffrey J. Davis  
City Clerk

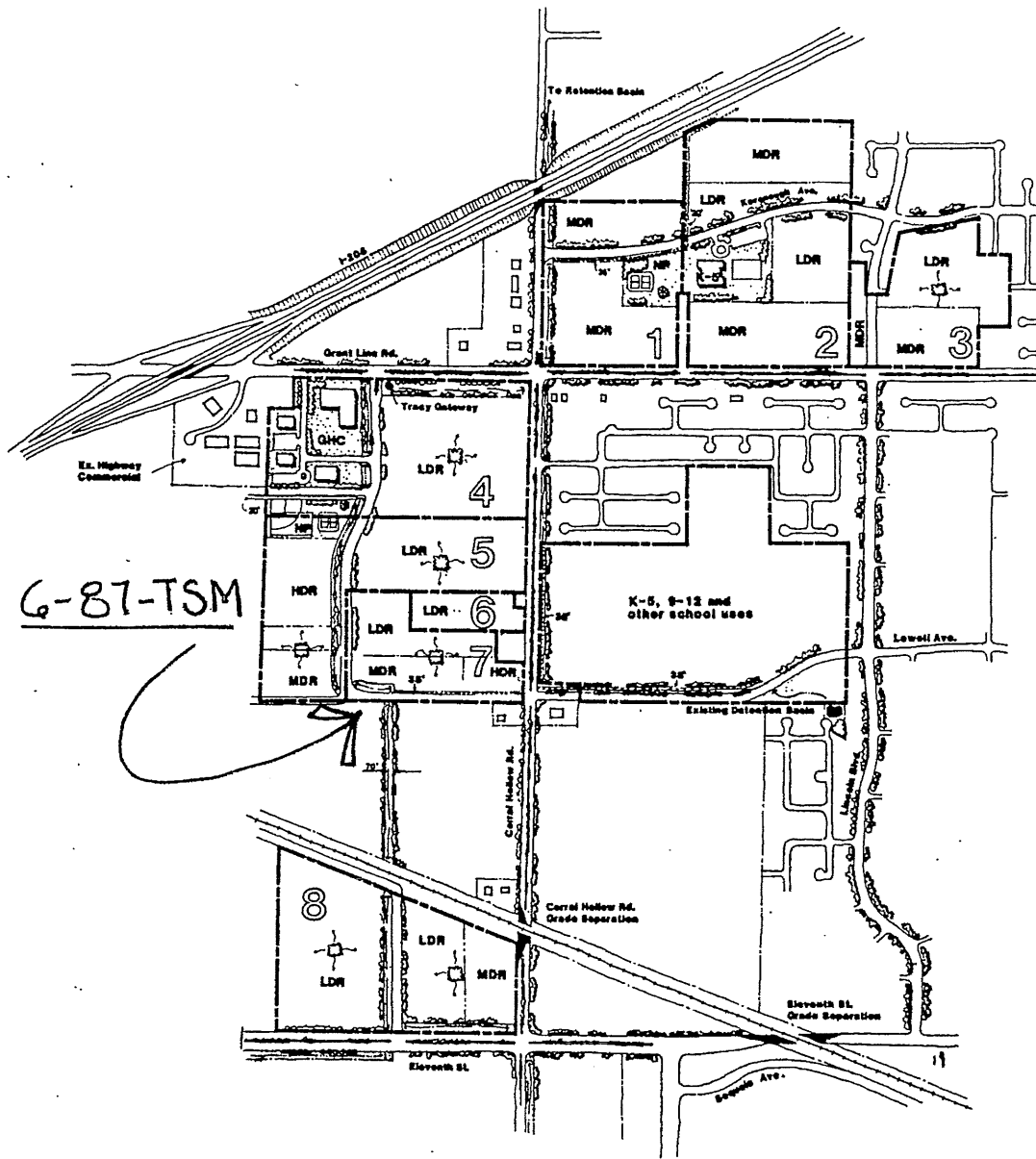
70806

# G-81-TSM

## TENTATIVE SUBDIVISION MAP PLANNED UNIT DEVELOPMENT CITY OF TRACY SAN JOAQUIN COUNTY, CALIFORNIA

**SITE DATA**  
AREA: 137.170 ACRES  
AREA: 130.7 ACRES  
SUBDIVISION WILL BE CON-  
TAINED IN ONE PLUME

LOT NO.	AREA SQ. FT.	LOT NO.	AREA SQ. FT.
1	2,510	33	2,510
2	2,510	34	2,510
3	2,510	35	2,510
4	2,510	36	2,510
5	2,510	37	2,510
6	2,510	38	2,510
7	2,510	39	2,510
8	2,510	40	2,510
9	2,510	41	2,510
10	2,510	42	2,510
11	2,510	43	2,510
12	2,510	44	2,510
13	2,510	45	2,510
14	2,510	46	2,510
15	2,510	47	2,510
16	2,510	48	2,510
17	2,510	49	2,510
18	2,510	50	2,510
19	2,510	51	2,510
20	2,510	52	2,510
21	2,510	53	2,510
22	2,510	54	2,510
23	2,510	55	2,510
24	2,510	56	2,510
25	2,510	57	2,510
26	2,510	58	2,510
27	2,510	59	2,510
28	2,510	60	2,510
29	2,510	61	2,510
30	2,510	62	2,510
31	2,510	63	2,510
32	2,510	64	2,510
33	2,510	65	2,510
34	2,510	66	2,510
35	2,510	67	2,510
36	2,510	68	2,510
37	2,510	69	2,510
38	2,510	70	2,510
39	2,510	71	2,510
40	2,510	72	2,510
41	2,510	73	2,510
42	2,510	74	2,510
43	2,510	75	2,510
44	2,510	76	2,510
45	2,510	77	2,510
46	2,510	78	2,510
47	2,510	79	2,510
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49	2,510	81	2,510
50	2,510	82	2,510
51	2,510	83	2,510
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58	2,510	90	2,510
59	2,510	91	2,510
60	2,510	92	2,510
61	2,510	93	2,510
62	2,510	94	2,510
63	2,510	95	2,510
64	2,510	96	2,510
65	2,510	97	2,510
66	2,510	98	2,510
67	2,510	99	2,510
68	2,510	100	2,510
69	2,510	101	2,510
70	2,510	102	2,510
71	2,510	103	2,510
72	2,510	104	2,510
73	2,510	105	2,510
74	2,510	106	2,510
75	2,510	107	2,510
76	2,510	108	2,510
77	2,510	109	2,510
78	2,510	110	2,510
79	2,510	111	2,510
80	2,510	112	2,510
81	2,510	113	2,510
82	2,510	114	2,510
83	2,510	115	2,510
84	2,510	116	2,510
85	2,510	117	2,510
86	2,510	118	2,510
87	2,510	119	2,510
88	2,510	120	2,510
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90	2,510	122	2,510
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93	2,510	125	2,510
94	2,510	126	2,510
95	2,510	127	2,510
96	2,510	128	2,510
97	2,510	129	2,510
98	2,510	130	2,510
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108	2,510	140	2,510
109	2,510	141	2,510
110	2,510	142	2,510
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119	2,510	151	2,510
120	2,510	152	2,510
121	2,510	153	2,510
122	2,510	154	2,510
123	2,510	155	2,510
124	2,510	156	2,510
125	2,510	157	2,510
126	2,510	158	2,510
127	2,510	159	2,510
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129	2,510	161	2,510
130	2,510	162	2,510
131	2,510	163	2,510
132	2,510	164	2,510
133	2,510	165	2,510
134	2,510	166	2,510
135	2,510	167	2,510
136	2,510	168	2,510
137	2,510	169	2,510
138	2,510	170	2,510
139	2,510	171	2,510
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145	2,510	177	2,510
146	2,510	178	2,510
147	2,510	179	2,510
148	2,510	180	2,510
149	2,510	181	2,510
150	2,510	182	2,510
151	2,510	183	2,510
152	2,510	184	2,510
153	2,510	185	2,510
154	2,510	186	2,510
155	2,510	187	2,510
156	2,510	188	2,510
157	2,510	189	2,510
158	2,510	190	2,510
159	2,510	191	2,510
160	2,510	192	2,510
161	2,510	193	2,510
162	2,510	194	2,510
163	2,510	195	2,510
164	2,510	196	2,510
165	2,510	197	2,510
166	2,510	198	2,510
167	2,510	199	2,510
168	2,510	200	2,510
169	2,510	201	2,510
170	2,510	202	2,510
171	2,510	203	2,510
172	2,510	204	2,510
173	2,510	205	2,510
174	2,510	206	2,510
175	2,510	207	2,510
176	2,510	208	2,510
177	2,510	209	2,510
178	2,510	210	2,510
179	2,510	211	2,510
180	2,510	212	2,510
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182	2,510	214	2,510
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184	2,510	216	2,510
185	2,510	217	2,510
186	2,510	218	2,510
187	2,510	219	2,510
188	2,510	220	2,510
189	2,510	221	2,510
190	2,510	222	2,510
191	2,510	223	2,510
192	2,510	224	2,510
193	2,510	225	2,510
194	2,510	226	2,510
195	2,510	227	2,510
196	2,510	228	2,510
197	2,510	229	2,510
198	2,510	230	2,510
199	2,510	231	2,510
200	2,510	232	2,510
201	2,510	233	2,510
202	2,510	234	2,510
203	2,510	235	2,510
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205	2,510	237	2,510
206	2,510	238	2,510
207	2,510	239	2,510
208	2,510	240	2,510
209	2,510	241	2,510
210	2,510	242	2,510
211	2,510	243	2,510
212	2,510	244	2,510
213	2,510	245	2,510
214	2,510	246	2,510
215	2,510	247	2,510
216	2,510	248	2,510
217	2,510	249	2,510
218	2,510	250	2,510
219	2,510	251	2,510
220	2,510	252	2,510
221	2,510	253	2,510
222	2,510	254	2,510
223	2,510	255	2,510
224	2,510	256	2,510
225	2,510	257	2,510
226	2,510	258	2,510
227	2,510	259	2,510
228	2,510	260	2,510
229	2,510	261	2,510
230	2,510	262	2,510
231	2,510	263	2,510
232	2,510	264	2,510
233	2,510	265	2,510
234	2,510	266	2,510
235	2,510	267	2,510
236	2,510	268	2,510
237	2,510	269	2,510
238	2,510	270	2,510
239	2,510	271	2,510
240	2,510	272	2,510
241	2,510	273	2,510
242	2,510	274	2,510
243	2,510	275	2,510
244	2,510	276	2,510
245	2,510	277	2,510
246	2,510	278	2,510
247	2,510	279	2,510
248	2,510	280	2,510
249	2,510	281	2,510
250	2,510	282	2,510
251	2,510	283	2,510
252	2,510	284	2,510
253	2,510	285	2,510
254	2,510	286	2,510
255	2,510	287	2,510
256	2,510	288	2,510
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279	2,510	311	2,510
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281	2,510	313	2,510
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283	2,510	315	2,510
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288	2,510	320	2,510
289	2,510	321	2,510
290	2,510	322	2,510
291	2,510	323	2,510
292	2,510	324	2,510
293	2,510	325	2,510
294	2,510	326	2,510
295	2,510	327	2,510
296	2,510	328	2,510
297	2,510	329	2,510
298	2,510	330	2,510
299	2,510		



Tracy Residential Areas  
Specific Plan

GRANT LINE/BYRON ROAD  
PLANNING AREAS

Prepared by  
EDAW inc.  
in association with  
Wisley & Ham  
DKS Associates  
Bartle-Wells Associates



- 7 Development Parcel Number
- LDR Low Density Residential
- MDR Medium Density Residential
- HDR High Density Residential
- Storm Drain/Open Space Corridor
- Proposed Storm Drainage Corridor
- Mini-Parks

Commission certified the Vesting Tentative Subdivision Map is consistent with the Residential Specific Plan and Master Environmental Impact Report and requires no additional environmental review and recommended City Council adopt an ordinance approving the rezoning from Low Density Residential (LDR) and High Density Residential (HDR) to Medium Density Cluster (MDC). Public hearing was opened by Mayor Hastie. Gene Toste spoke in favor of the rezoning. Public hearing was closed. Mayor Pro Tem Bland moved and it was seconded by Member Zanussi that rezoning requires no additional environmental impact based on its consistency with the Tracy Residential Specific Plan and Master Environmental Impact Report. Voice Vote found all in favor; passed and so ordered. Following reading of the title of the proposed ordinance it was moved by Council Member Zanussi and seconded by Member Morelos to waive reading of the text of proposed Ordinance 707 C.S. approving rezoning to Medium Density Cluster based on the finding it is consistent with the Tracy Residential Specific Plan. Voice Vote found all in favor; passed and so ordered. Council Member Morelos then moved for introduction of Ordinance 707 C.S.

7.

PUBLIC HEARING - TO CONSIDER THE APPLICATIONS FOR A REZONING #8-87-R FROM LOW DENSITY RESIDENTIAL (LDR) TO PLANNED UNIT DEVELOPMENT (PUD) AND FOR A TENTATIVE SUBDIVISION MAP ON PROPERTY LOCATED ON THE WESTSIDE OF CORRAL HOLLOW ROAD APPROXIMATELY 2,400 FEET SOUTH OF GRANT LINE ROAD - TRACY DEVELOPMENT/GARY MASION #6-87-TSM

The Community Development Director, Michael Belluomini, reviewed the staff report explaining that the application is to seek rezoning of a 20.7 acre parcel for a 90-lot subdivision with a mini-park under Planned Unit Development on a 20.7 acre parcel. The parcel was previously zoned Low Density Residential. The Planning Commission, on October 14, 1987, found that the subdivision map was consistent with the Residential Specific Plan and Master Environmental Impact Report and found no further environmental review was necessary since the rezoning complied with the Residential Specific Plan. Mayor Hastie opened public hearing. Steven Smith spoke in favor of rezoning. The public hearing was closed. It was moved by Council Member Zanussi and seconded by Member Morelos to certify that no further environmental review was necessary since the rezoning is in compliance with the Residential Specific Plan. Voice Vote found all in favor; passed and so ordered. After reading of the title it was moved by Council Member Schubert and seconded by Member Morelos

Minutes  
Page 12  
November 17, 1987

to waive reading of the text of proposed Ordinance 708 C.S. Voice Vote found all in favor; passed and so ordered. Council Member Zanussi moved for introduction of Ordinance 708 C.S.

8. PUBLIC HEARING - TO CONSIDER THE APPLICATION OF MACKAY AND SOMPS FOR THE WILLIAM LYON COMPANY TO REZONE FROM LOW DENSITY RESIDENTIAL (LDR) TO PLANNED UNIT DEVELOPMENT (PUD) AND A VESTING TENTATIVE MAP (VICTORIA PARK) TO CONSTRUCT A 238-LOT SUBDIVISION ON 47.3 ACRES ON PROPERTY GENERALLY LOCATED ON THE SOUTH SIDE OF SCHULTE ROAD AT THE INTERSECTION OF CENTRAL AVENUE - ASSESSOR PARCEL NO. 237-180-74 AND 237-180-22 - #11-87-TSM

The staff report was reviewed by Planning Director Belluomini, explaining the rezoning for this 238-lot subdivision was from Low Density Residential (LDR) to Planned Unit Development (PUD) and was in compliance with the Residential Specific Plan and Master Environmental Impact Report and required no further environmental review. He explained further that the subdivision's previous map showed "E" Street stubbing to the east with only a 25-strip of vacant land between the existing Almondwood Estates subdivision and "E" Street. Because this strip was too narrow to build on, the map was revised to widen the strip to 100 feet. Mayor Hastie opened the public hearing. After a report by David Coombs, representing William Lyon and McKay & Soms, the public hearing was closed.

It was then moved by Council Member Morelos and seconded by Member Mayor Pro Tem Bland to certify that no further environmental review was necessary because the rezoning was consistent with the Residential Specific Plan and Master Environmental Impact Report. Voice Vote found all in favor; passed and so ordered. After City Clerk read the title of proposed Ordinance 709 C.S. it was moved by Mayor Pro Tem Bland and seconded by Member Morelos to waive reading of the text of the ordinance. Voice vote found all in favor; passed and so ordered. It was moved by Council Member Zanussi to introduce Ordinance 709 C.S. authorizing requested rezoning subject to approval of final development plan. It was moved by Council Member Morelos and seconded by Mayor Pro Tem Bland to approve the vesting Tentative Map and conditions attached thereto as the preliminary development plan for the PUD. Voice vote found all in favor; passed and so ordered.

ABH919

TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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*Amendment No. 6*

ORDINANCE NO. 709 C.S.

AMENDING THE ZONING MAP OF THE CITY OF TRACY BY RECLASSIFYING PROPERTY LOCATED ON THE SOUTH SIDE OF SCHULTE ROAD AT THE INTERSECTION OF CENTRAL AVENUE - SPECIFIC PLAN PARCEL #25 - WILLIAM LYON COMPANY #12-87-R

The City Council of the City of Tracy does hereby ordain as follows:

SECTION 1: The Zoning Map of the City of Tracy is hereby amended to reclassify the following parcel from Low Density Residential (LDR) to Planned Unit Development (PUD):

Assessor Parcel No. 237-180-74, 22,  
located on the south side of Schulte Road,  
at the intersection of Central Avenue,  
described by Exhibit "A" attached,  
more particularly known as Parcel No. 25  
of the Residential Areas Specific Plan.

SECTION 2: This Ordinance shall take effect thirty (30) days after it's final passage and adoption.

SECTION 3: This Ordinance shall be published once in the Tracy Press, a newspaper of general circulation within fifteen (15) days from and after it's final passage and adoption.

\* \* \* \* \*

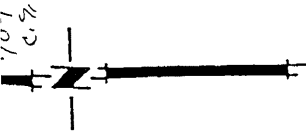
The foregoing Ordinance No. 709 C.S. was introduced at a regular meeting of the City Council held on the 17th day of November, 1987, and finally passed and adopted by the City Council of the City of Tracy on the 1st day of December, 1987, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, MORELOS, SCHUBERT, ZANUSSI, HASTIE  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: NONE

Richard O. Hastie  
MAYOR

ATTEST:

Lucy J. Davis  
CITY CLERK



School 6-8

S.P.R.R. CO.

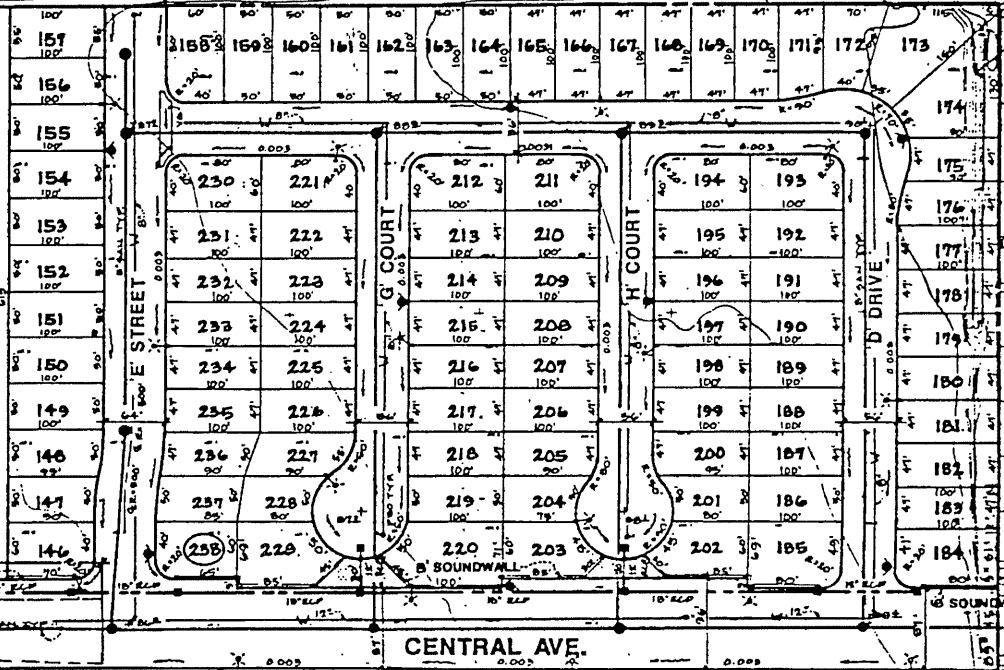
Street Extension

WEST SIDE IRRIGATION DISTRICT

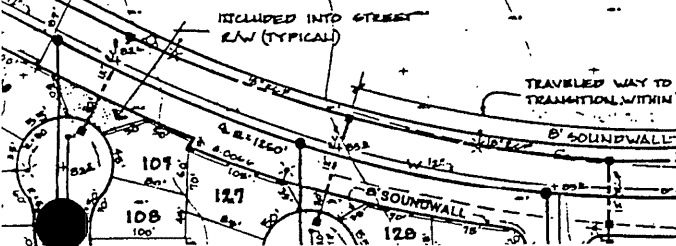
N 0° 05' 32" E 2596.06

PARCEL 'A'  
13.9 Ac.  
FUTURE DEVELOPMENT

EXIST. IRRIGATION FACILITIES TO BE ABANDONED



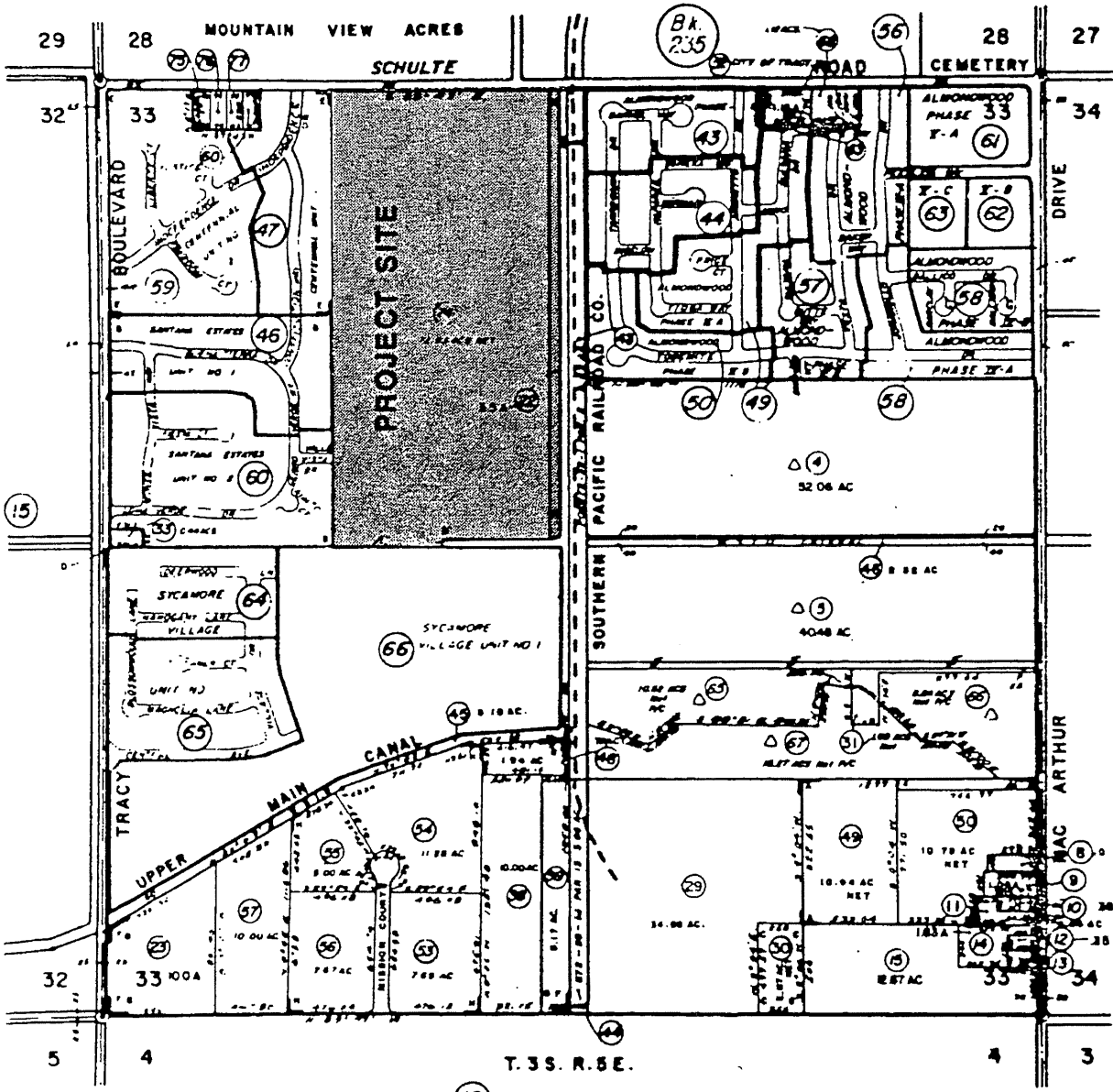
UNIT 3  
SYCAMORE VILLAGE  
TRACT 1915



CENTRAL AVE.

EX. CENTRAL AVE.  
CONNECT TO EXIST. 6411





THIS MAP FOR ASSESSMENT USE ONLY

237-18

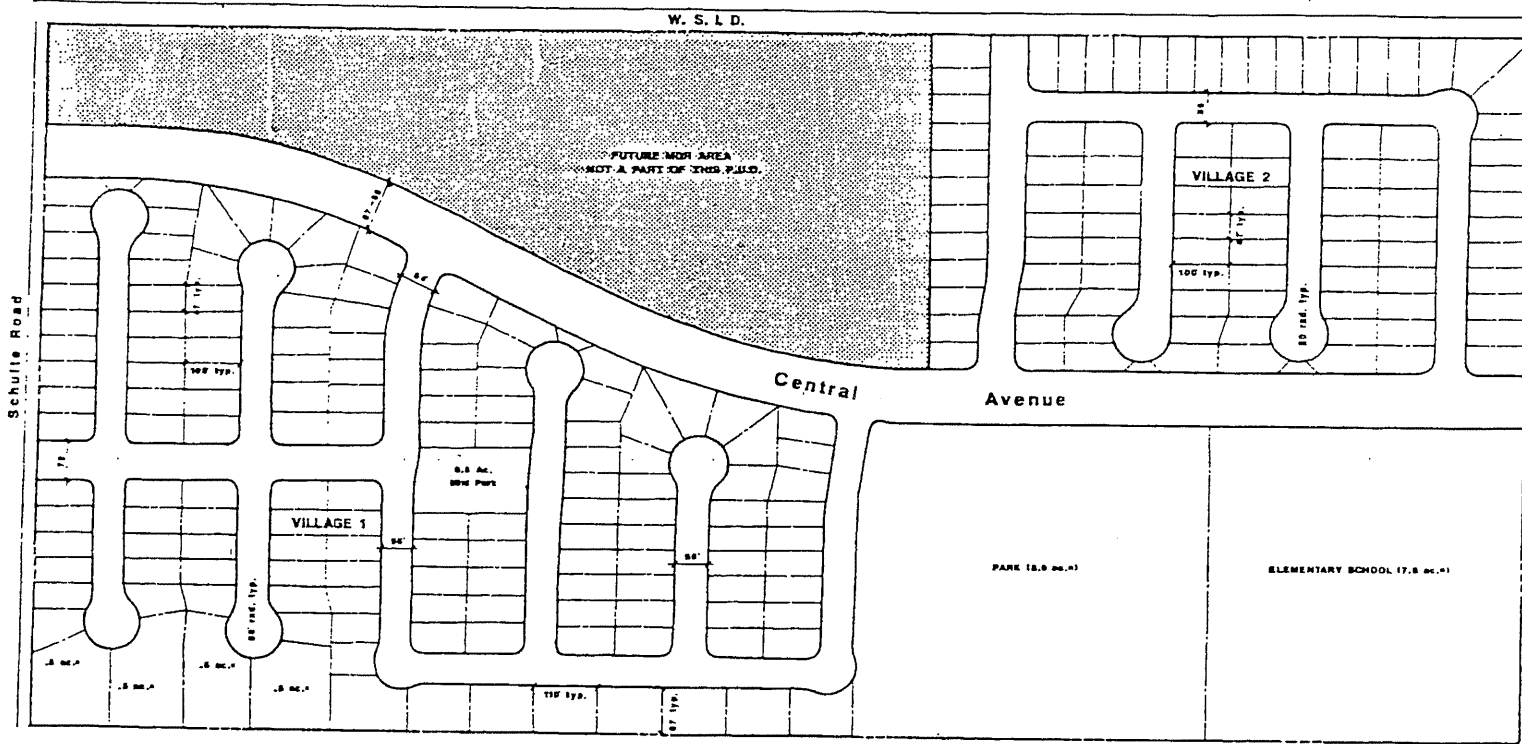
SEC. 33 T.2S.R.5E.

SCALE 1"=600'  
SAN JOAQUIN COUNTY  
ASSESSOR'S MAPS

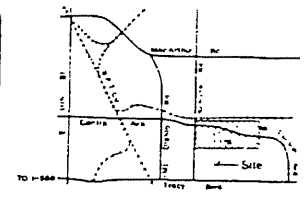
- A-R.S. BL. 26 Pg. 189
- B-R.S. BL. 21 Pg. 160
- C-P.M. BL. 2 Pg. 136
- D-P.M. BL. 4 Pg. 43
- E-P.M. BL. 3 Pg. 174 & 13-104, 188
- F-P.M. BL. 1 Pg. 71
- G-P.M. BL. 5 Pg. 66
- H-P.M. BL. 7 Pg. 6

△ Williamson Act Parcels

19



Vicinity Map



Site Summary

	Acres <sup>±</sup>	DUs
<b>Residential Uses</b>		
Single Family		
Village 1	24.4	140
Village 2	14.5	83
0.5 Ac. Lots	2.0	4
<b>Subtotal</b>	<b>40.9</b>	<b>227</b>
<b>Future MDR Area</b>	<b>13.9</b>	
<b>Total</b>	<b>54.8</b>	<b>227</b>
<b>PUBLIC USES</b>		
School	7.8	
Neigh. Park	8.0	
Central Ave	5.9	
M/N Park	0.5	
<b>Total</b>	<b>21.4</b>	
<b>Gross Site Area</b> 76.2		
<b>Public Dedications</b> 21.4		
<b>Future MDR-PUD</b> 13.9		
<b>Net Site Area</b> 40.9		
<b>Density</b>		
Village 1	5.01 DUs/Ac.	
Village 2	5.54 DUs/Ac.	
<b>Permitted Density</b> 5.8 DUs/Ac (LDR-PD)		

**VICTORIA PARK**  
Tracy, Ca.

**PRELIMINARY DEVELOPMENT PLAN**  
planned unit development zoning

THE WILLIAM LYON CO.

0 50 100  
Mackay & Somps  
LIVERMORE CALIFORNIA  
Aug. 12, 1987 JOB NO. 76873

FIGURE 1

Minutes  
Page 12  
November 17, 1987

to waive reading of the text of proposed Ordinance 708 C.S. Voice Vote found all in favor; passed and so ordered. Council Member Zanussi moved for introduction of Ordinance 708 C.S.

8. PUBLIC HEARING - TO CONSIDER THE APPLICATION OF MACKAY AND SOMPS FOR THE WILLIAM LYON COMPANY TO REZONE FROM LOW DENSITY RESIDENTIAL (LDR) TO PLANNED UNIT DEVELOPMENT (PUD) AND A VESTING TENTATIVE MAP (VICTORIA PARK) TO CONSTRUCT A 238-LOT SUBDIVISION ON 47.3 ACRES ON PROPERTY GENERALLY LOCATED ON THE SOUTH SIDE OF SCHULTE ROAD AT THE INTERSECTION OF CENTRAL AVENUE - ASSESSOR PARCEL NO. 237-180-74 AND 237-180-22 - #11-87-TSM

The staff report was reviewed by Planning Director Belluomini, explaining the rezoning for this 238-lot subdivision was from Low Density Residential (LDR) to Planned Unit Development (PUD) and was in compliance with the Residential Specific Plan and Master Environmental Impact Report and required no further environmental review. He explained further that the subdivision's previous map showed "E" Street stubbing to the east with only a 25-strip of vacant land between the existing Almondwood Estates subdivision and "E" Street. Because this strip was too narrow to build on, the map was revised to widen the strip to 100 feet. Mayor Hastie opened the public hearing. After a report by David Coombs, representing William Lyon and McKay & Soms, the public hearing was closed.

It was then moved by Council Member Morelos and seconded by Member Mayor Pro Tem Bland to certify that no further environmental review was necessary because the rezoning was consistent with the Residential Specific Plan and Master Environmental Impact Report. Voice Vote found all in favor; passed and so ordered. After City Clerk read the title of proposed Ordinance 709 C.S. it was moved by Mayor Pro Tem Bland and seconded by Member Morelos to waive reading of the text of the ordinance. Voice vote found all in favor; passed and so ordered. It was moved by Council Member Zanussi to introduce Ordinance 709 C.S. authorizing requested rezoning subject to approval of final development plan. It was moved by Council Member Morelos and seconded by Mayor Pro Tem Bland to approve the vesting Tentative Map and conditions attached thereto as the preliminary development plan for the PUD. Voice vote found all in favor; passed and so ordered.

ABH919

# TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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*Amendment No. 7*

ORDINANCE NO. 710 C.S.

AMENDING THE ZONING MAP OF THE CITY OF TRACY BY RECLASSIFYING  
PROPERTY LOCATED ADJACENT TO THE NORTH RIGHT-OF-WAY LINE  
OF GRANT LINE ROAD AND 100 FEET EAST OF  
LINCOLN BOULEVARD - #5-87-R

The City Council of the City of Tracy does hereby ordain as follows:

SECTION 1: The Zoning Map of the City of Tracy is hereby amended to reclassify the following parcel from Low Density Residential (LDR) to Planned Unit Development (PUD).

Being a portion of lot 3 and lot 4 of Tracy Garden Farms filed for record in the Book of Maps and Plats Volume 8, Page 1, San Joaquin County Records; APN #211-170-21. 32.75 acres.

SECTION 2: This Ordinance shall take effect thirty (30) days after it's final passage and adoption.

SECTION 3: This Ordinance shall be published once in the Tracy Press, a newspaper of general circulation, within fifteen (15) days from and after it's final passage and adoption.

\* \* \* \* \*

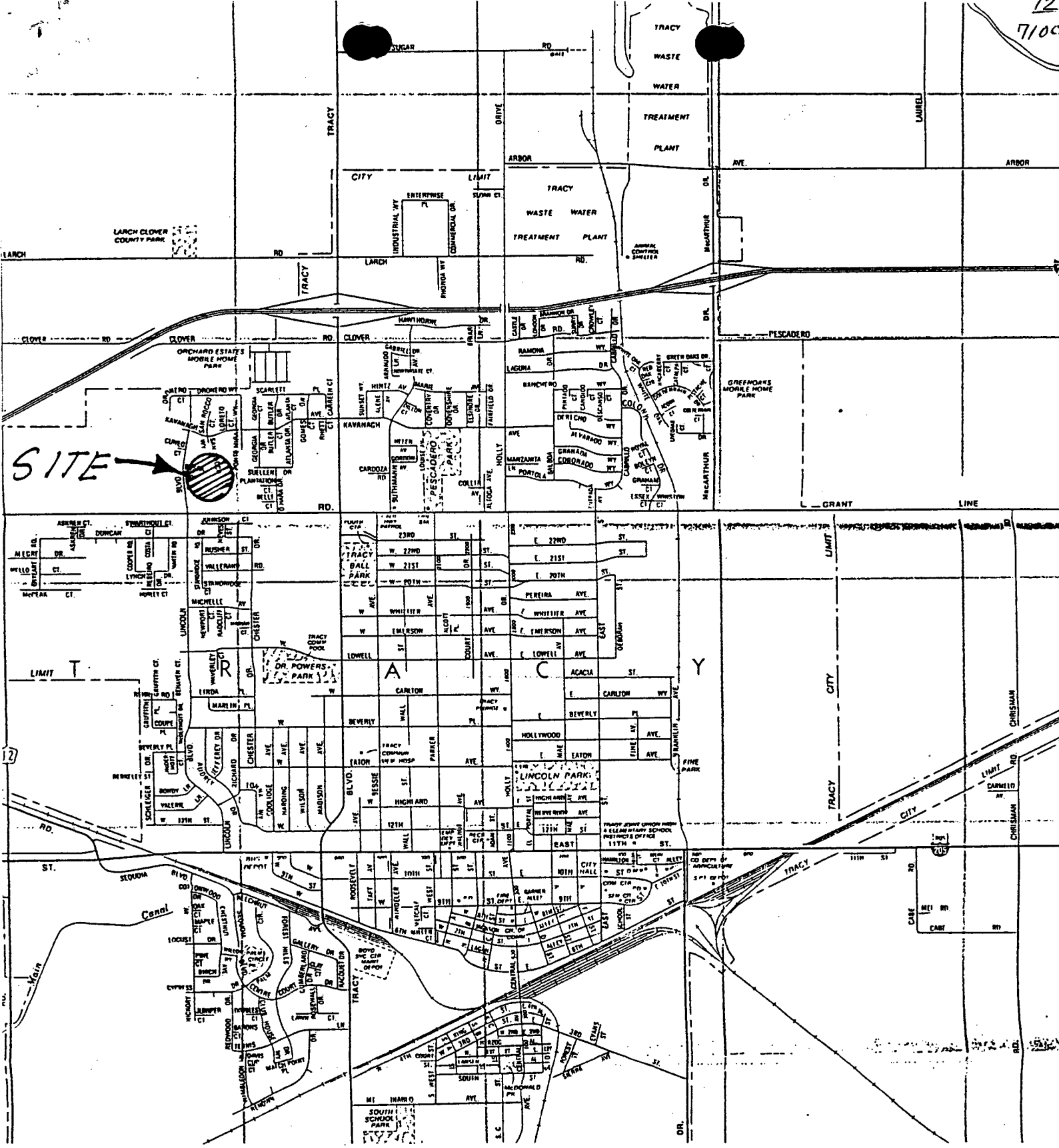
The foregoing Ordinance No. 710 C.S. was introduced at a regular meeting of the Tracy City Council held on the 17th day of November, 1987, and finally passed and adopted by said Council at it's regular meeting on the 1st day of December, 1987, by the following vote:

AYES:	COUNCIL MEMBERS: BLAND, MORELOS, SCHUBERT, ZANUSSI, HASTIE
NOES:	COUNCIL MEMBERS: NONE
ABSENT:	COUNCIL MEMBERS: NONE

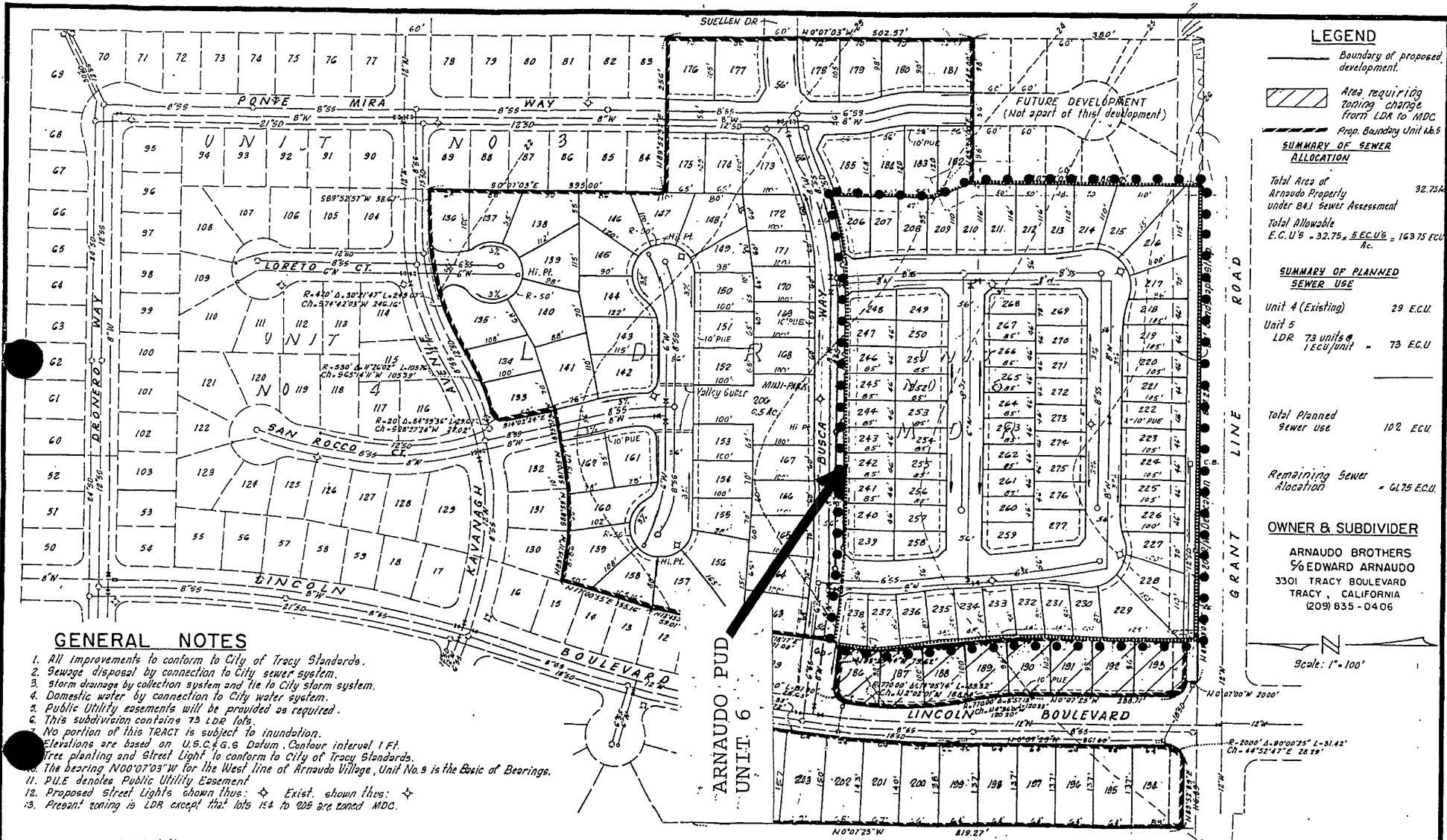
Richard O. Hastie  
Mayor, City of Tracy

ATTEST:

City J. Davis  
City Clerk



ARNAUDO VILLAGE UNIT 6  
LOCATION MAP



**LEGEND**

Boundary of proposed development.

Area requiring zoning change from LDR to MDC

Prop. Boundary Unit 4 & 5

**SUMMARY OF SEWER ALLOCATION**

Total Area of Arnaudo Property under B+I Sewer Assessment 32.754

Total Allowable E.C.U.'s =  $32.75 \times 5 \text{ E.C.U.'s} = 163.75 \text{ E.C.U.'s}$

**SUMMARY OF PLANNED SEWER USE**

Unit 4 (Existing) 29 E.C.U.

Unit 5 LDR 73 units @ 1 E.C.U./unit = 73 E.C.U.

Total Planned Sewer Use 102 E.C.U.

Remaining Sewer Allocation = 61.75 E.C.U.

**OWNER & SUBDIVIDER**

ARNAUDO BROTHERS  
 % EDWARD ARNAUDO  
 3301 TRACY BOULEVARD  
 TRACY, CALIFORNIA  
 (209) 835-0406

Scale: 1" = 100'

**GENERAL NOTES**

1. All improvements to conform to City of Tracy Standards.
2. Sewage disposal by connection to City sewer system.
3. storm drainage by collection system and tie to City storm system.
4. Domestic water by connection to City water system.
5. Public Utility easements will be provided as required.
6. This subdivision contains 73 LDR lots.
7. No portion of this TRACT is subject to inundation.
8. Elevations are based on U.S.C.G.S Datum. Contour interval 1 FT.
9. Tree planting and Street Light to conform to City of Tracy Standards.
10. The bearing N00°07'03"W for the West line of Arnaudo Village, Unit No. 5 is the Basic of Bearings.
11. P.U.E denotes Public Utility Easement
12. Proposed Street Lights shown thus:  $\diamond$  Exist. shown thus:  $\blacklozenge$
13. Present zoning is LDR except that lots 154 to 205 are zoned MDC.

I hereby certify that this map has been reviewed for compliance with the requirements of the TRACY MUNICIPAL CODE and the subdivision Map Act as to form and content.

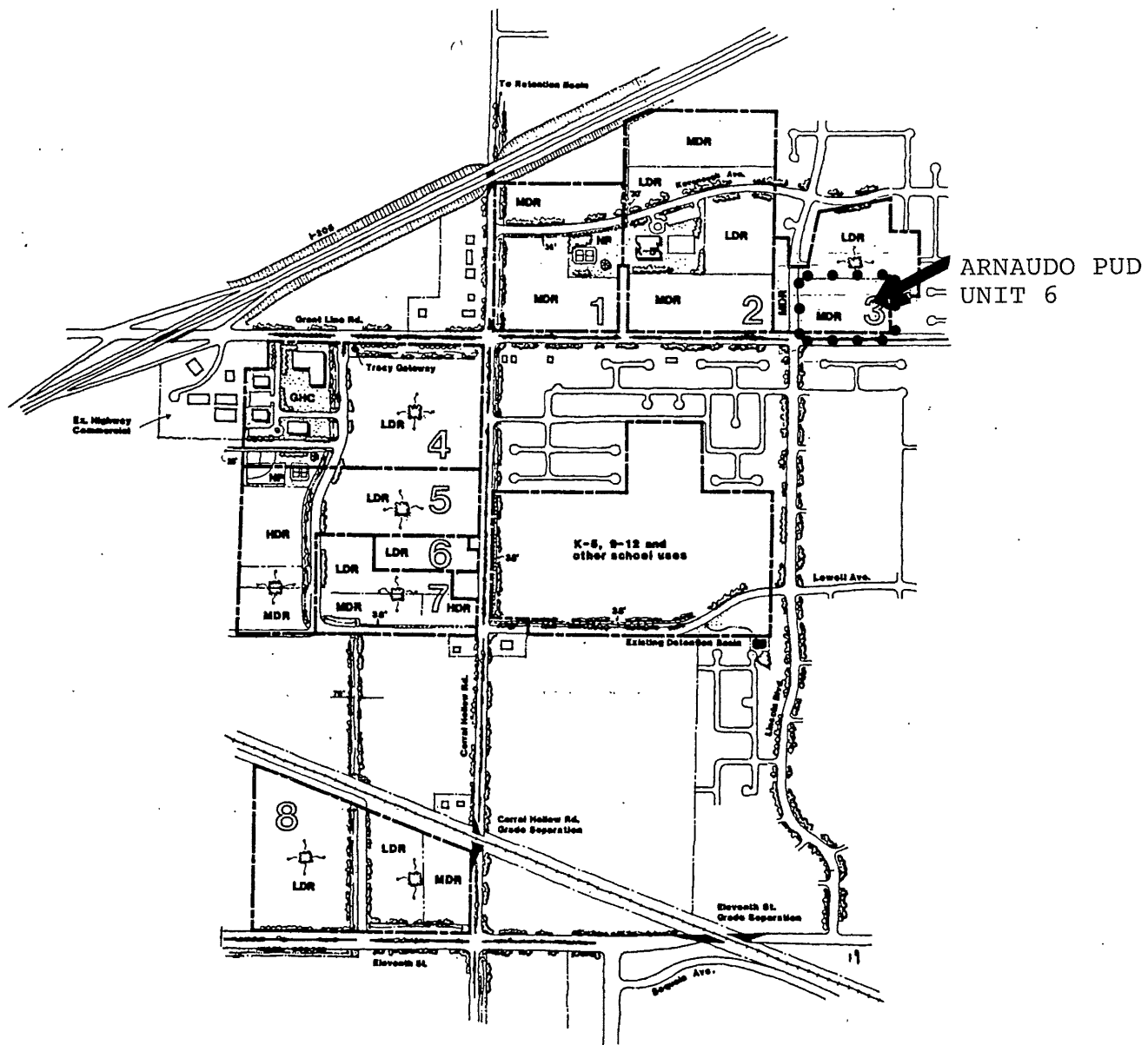
City Engineer \_\_\_\_\_ Date \_\_\_\_\_

I hereby certify that the Planning Commission of the City of Tracy has conditionally approved this Tentative Map as by Resolution No. \_\_\_\_\_

Secretary of the Planning Commission \_\_\_\_\_

**NON-VESTING TENTATIVE MAP**  
**TRACT 2095 ARNAUDO VILLAGE UNIT 5**  
 PORTION OF LOTS 3 AND 4 IN BLOCK 16 AND LOTS 13 AND 14 IN BLOCK 17 OF TRACY GARDEN FARMS, CITY OF TRACY, CALIFORNIA

R.W. SIEGFRIED & ASSOCIATES STOCKTON, CALIFORNIA  
 CIVIL ENGINEERS  
 JUNE 1987



ARNAUDO PUD  
UNIT 6

Tracy Residential Areas  
Specific Plan

GRANT LINE/BYRON ROAD  
PLANNING AREAS

Prepared by  
**EDAW inc.**  
in association with  
Wisey & Ham  
DKS Associates  
Barde-Wells Associates



- 7 Development Parcel Number
- LDR Low Density Residential
- MDR Medium Density Residential
- HDR High Density Residential
- Storm Drain/Open Space Corridor
- Proposed Storm Drainage Corridor
- Mini-Parks



9. PUBLIC HEARING - TO CONSIDER AN APPLICATION TO REZONE APPROXIMATELY 10 ACRES FROM LOW DENSITY RESIDENTIAL (LDR) TO PLANNED UNIT DEVELOPMENT (PUD) AND TO CONSIDER A TENTATIVE SUBDIVISION MAP LOCATED ADJACENT TO THE NORTH RIGHT-OF-WAY OF GRANT LINE ROAD AND 100' EAST OF LINCOLN BOULEVARD - ARNAUDO BROTHERS - #8-87-TSM AND #17-87-R -

Community Development Director Belluomini reviewed the staff report explaining the applicant's request is consistent with the Residential Areas Specific Plan and would create 72 lots. All lots are within the density requirements of 5.8 to 12 units/acres as stated in the General Plan for Medium Density Residential areas. The Development Review Committee reviewed the applications and found them to be consistent with the Residential Areas Specific Plan Master Environmental Impact Report; therefore no further environmental review is required. The Committee did raise several issues which needed to be resolved which Mr. Belluomini reviewed. On October 28, 1987 the Planning Commission held a public hearing on application #17-87-R, which proposes to rezone approximately 10 acres from LDR to PUD. The application was heard in association with an application for a tentative subdivision map.

Mayor Hastie opened the public hearing. Mr. Chris Miller, 4521 Quail Lake Drive, Stockton, representing the Arnaudo Brothers, spoke in favor of the rezoning. Following closing of the public hearing it was moved by Council Member Schubert and seconded by Mayor Pro Tem Bland, finding that the rezoning is consistent with the Master Environmental Impact Report prepared for the Residential Areas Specific Plan; therefore requiring no further environmental review. Voice vote found all in favor; passed and so ordered. Following reading of the title of the proposed ordinance it was moved by Mayor Pro Tem Bland and seconded by Council Member Zanussi to waive reading of the text of Ordinance 710 C.S. rezoning subject property from LDR to PUD subject to final approval of the development plan. Voice vote found all in favor; passed and so ordered. Council Member Zanussi moved for introduction of proposed Ordinance 710 C.S. It was moved by Council Member Morelos and seconded by Mayor Pro Tem Bland approving the tentative subdivision map and provisions thereof as adopted by the Planning Commission as a preliminary development plan for the PUD. Voice vote found all in favor; passed and so ordered.

TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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*Amendment No. 8*

ORDINANCE NO. 713 C.S.

AMENDING THE ZONING MAP OF THE CITY OF TRACY BY RECLASSIFYING PROPERTY LOCATED ON THE SOUTHWEST CORNER OF THIRD STREET AND MACARTHUR DRIVE STANFORD SAVINGS - #18-87-R

The City Council of the City of Tracy does hereby ordain as follows:

SECTION 1: The Zoning Map of the City of Tracy is hereby amended to reclassify the following parcel from Low Density Residential (LDR) Zone to Medium Density Residential (MDR) Zone:  
*↳ Typo - should be "Medium Density Cluster" (MDC) -- see attached CC Minutes and Staff Report*  
Assessor Parcel Number 235-110-03, 09, 10  
Located on the Southwest Corner of Third Street and MacArthur Drive, as Described by Exhibit "A", attached.

SECTION 2: This Ordinance shall take effect thirty (30) days after it's final passage and adoption.

SECTION 3: This Ordinance shall be published once in the Tracy Press, a newspaper of general circulation, within fifteen (15) days from and after it's final passage and adoption.

\* \* \* \* \*

The foregoing Ordinance No. 713 C.S was introduced at a regular meeting of the Tracy City Council held on the 22nd day of December, 1987, and finally passed and adopted by said Council at it's regular meeting on the 5th day of January, 1988, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, MORELOS, SCHUBERT, ZANUSSI, HASTIE  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: NONE

Richard O. Hastie  
MAYOR

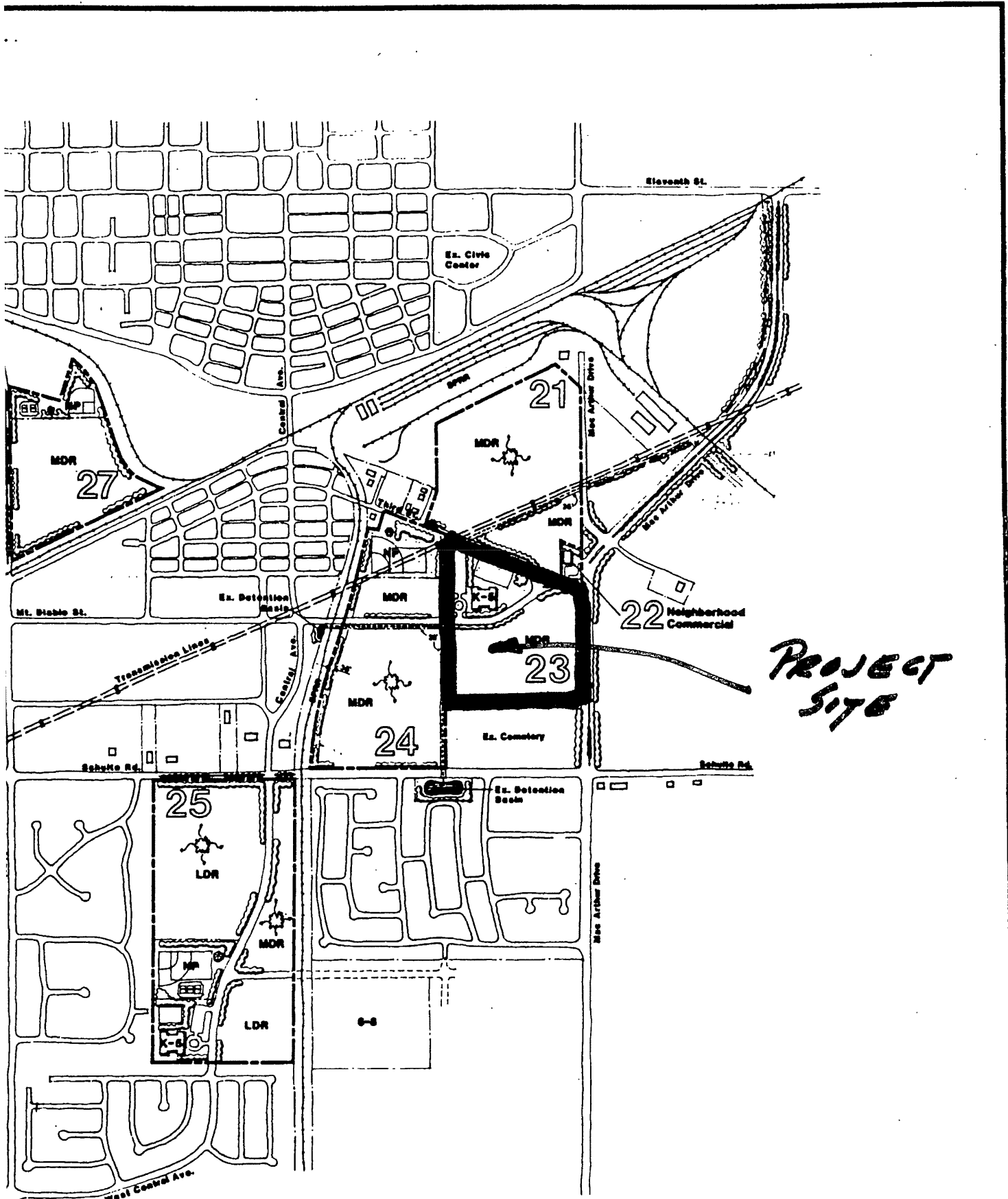
ATTEST:

Betty J. Davis  
CITY CLERK

DESCRIPTION

A portion of Blocks "A", 53, 54 and 55 as shown upon the Amended Map of the City of Tracy, filed for record July 18, 1912 in Volume 6 of Maps and Plats, Page 30, San Joaquin County Records, said portion also being in the Southeast one-quarter of Section 28, Township 2 South, Range 5 East, Mount Diablo Base and Meridian, said portion being more particularly described as follows:

Beginning at the Northeast corner of said Block 55, said corner also being the intersection of the South line of Third Street and the West line of Mac Arthur Drive as shown upon said Map; thence South along the West line of Mac Arthur Drive a distance of 937.95 feet to the North line of the land described in a Deed to the Tracy Public Cemetery District, recorded December 2, 1954 in Volume 1691 of Official Records, Page 585, San Joaquin County Records; thence North 89° 46' 10" West along said North line and the Westerly projection thereof a distance of 1267.00 feet to the West line of the land described in a Deed to Lydia Sattler, recorded May 6, 1947 in Volume 1064 of Official Records, Page 178, San Joaquin County Records; thence North 0° 19' 15" East along the West line of said Sattler land a distance of 1418.62 feet to the South line of Third Street; thence South 68° 54' 10" East along said South line a distance of 1349.48 feet to the point of beginning.



2. PUBLIC HEARING TO CONSIDER THE APPLICATION TO REZONE 34.19 ACRES FROM LOW DENSITY RESIDENTIAL (LDR) TO MEDIUM DENSITY CLUSTER (MDC) PROPERTY LOCATED ON THE SOUTHWEST CORNER OF THIRD STREET AND MACARTHUR DRIVE - STANFORD SAVINGS - #18-87-R

Community Development Director Belluomini reviewed the staff report explaining the applicant proposes to rezone the parcel to Medium Density Cluster and to create 134 lots. The Development Review Committee has reviewed the proposal and found it to be consistent with the Residential Specific Plan Environmental Impact Report and no further environmental review is necessary. The Planning Commission, at its regular meeting of November 30, 1987, held a public hearing and recommended approval by the City Council. During the public hearing portion Mr. Ron Cheek, Manteca, representing the applicant, spoke in favor of the rezoning.

Following closing of the public hearing and Council discussion it was moved by Council Member Schubert and seconded by Mayor Pro Tem Bland - determining that the requested rezoning is consistent with the Residential Specific Plan Master Environmental Impact Report and no further environmental review is required. Voice vote found all in favor; passed and so ordered. Following reading of the title of the proposed ordinance it was moved by Mayor Pro Tem Bland and seconded by Council Member Morelos to waive reading of the text of proposed Ordinance 713 C.S. authorizing the subject reclassification from LDR to MDC, property located on the southwest corner of Third Street and MacArthur Drive, approval based on the finding that it is consistent with Residential Areas Specific Plan. Voice vote found all in favor; passed and so ordered. Council Member Morelos moved for introduction of Ordinance 713 C.S.

3. PUBLIC HEARING - TO CONSIDER THE APPLICATION TO REZONE 53.54 ACRES OF PROPERTY GENERALLY LOCATED ON THE NORTHWEST CORNER OF MACARTHUR DRIVE AND THIRD STREET - FROM MEDIUM DENSITY RESIDENTIAL (MDR) TO MEDIUM DENSITY CLUSTER (MDC) - APN 235-14-01 - SPECIFIC PLAN PARCEL #21 - BRUCE HARRINGTON - #16-87-R

Community Development Director Belluomini reviewed the staff report explaining the request by the applicant for a reclassification from Medium Density Residential to Medium Density Cluster is to allow for smaller lot development. The Development Review Committee has reviewed the proposal and found it to be consistent with the Residential Specific Plan Master Environmental Impact Report and that all impacts were adequately

December 22, 1987

AGENDA ITEM NO. \_\_\_\_\_

REQUEST

PUBLIC HEARING TO CONSIDER THE APPLICATION TO REZONE 34.19 ACRES FROM LOW DENSITY RESIDENTIAL (LDR) TO MEDIUM DENSITY CLUSTER (MDC) PROPERTY LOCATED ON THE SOUTHWEST CORNER OF THIRD STREET AND MACARTHUR DRIVE - STANFORD SAVINGS - #18-87-R

DISCUSSION

The applicant proposes to rezone the parcel to Medium Density Cluster, and has submitted a Tentative Subdivision Map #16-87-TSM to create 124 lots. The map was scheduled to be heard at this meeting but, due to street alignment problems with Third Street, the subdivision could not be redrawn in time. The map will be ready for hearing at your December 9th meeting.

Since the zoning needs to be heard by the City Council, the applicant wishes to proceed with the zone application at this hearing.

Following is the Zoning, General Plan Designation and Land Use, surrounding the property:

	General Plan	Zoning	Land Use
Site:	MDR	LDR	Vacant
North:	MDR	Proposed MDC	Proposed Subdivision
South:	LDR	LDR	Cemetery
East:	AG	AG	AG
West:	MDR	MDC	Proposed Subdivision

The Development Review Committee has reviewed this proposal and found it to be consistent with the Residential Specific Plan Environmental Impact Report and no further environmental review is necessary. It was also found to be consistent with the General Plan.

The Planning Commission, at its regular meeting of November 30, 1987, held a public hearing to consider this item. The applicant spoke in favor of the application. No one spoke in favor.

RECOMMENDATION

Staff recommends that the City Council take the following actions:

1. Determine that the rezoning is consistent with the Residential Specific Plan Master Environmental Impact Report and no further environmental review is required.
2. Approve application #18-87-R with a recommendation of approval based on the finding that it is consistent with the Residential Areas Specific Plan.

04-1217.87



TRACY RESIDENTIAL AREAS SPECIFIC PLAN

---

*Amendment No. 9*

ORDINANCE NO. 714 C.S.

AMENDING THE ZONING MAP OF THE CITY OF TRACY BY RECLASSIFYING PROPERTY  
LOCATED ON THE NORTHWEST CORNER OF MACARTHUR DRIVE AND THIRD STREET  
SPECIFIC PLAN PARCEL #21  
BRUCE HARRINGTON  
#16-87-R

The City Council of the City of Tracy does hereby ordain as follows:

SECTION 1: The Zoning Map of the City of Tracy is hereby amended to reclassify the following parcel from Medium Density Residential (MDR) Zone to Medium Density Cluster (MDC) Zone:

Assessor Parcel No. 235-140-01 located on the north west corner of MacArthur Drive and Third Street, more particularly known as Parcel No. 21 of the Residential Specific Plan.

SECTION 2: This Ordinance shall take effect thirty (30) days after its final passage and adoption.

SECTION 3: This Ordinance shall be published once in the Tracy Press, a newspaper of general circulation, within fifteen (15) days from and after its final passage and adoption.

\* \* \* \* \*

The foregoing Ordinance No. 714C.S. was introduced at a regular meeting of the Tracy City Council held on the 22nd day of December, 1987, and finally passed and adopted by said Council at its regular meeting on the 5th day of January, 1988, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, MORELOS, SCHUBERT, ZANUSSI, HASTIE  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: NONE

Richard O. Hastie  
Mayor

ATTEST:

Scott J. Davis  
City Clerk

2. PUBLIC HEARING TO CONSIDER THE APPLICATION TO REZONE 34.19 ACRES FROM LOW DENSITY RESIDENTIAL (LDR) TO MEDIUM DENSITY CLUSTER (MDC) PROPERTY LOCATED ON THE SOUTHWEST CORNER OF THIRD STREET AND MACARTHUR DRIVE - STANFORD SAVINGS - #18-87-R

Community Development Director Belluomini reviewed the staff report explaining the applicant proposes to rezone the parcel to Medium Density Cluster and to create 134 lots. The Development Review Committee has reviewed the proposal and found it to be consistent with the Residential Specific Plan Environmental Impact Report and no further environmental review is necessary. The Planning Commission, at its regular meeting of November 30, 1987, held a public hearing and recommended approval by the City Council. During the public hearing portion Mr. Ron Cheek, Manteca, representing the applicant, spoke in favor of the rezoning.

Following closing of the public hearing and Council discussion it was moved by Council Member Schubert and seconded by Mayor Pro Tem Bland - determining that the requested rezoning is consistent with the Residential Specific Plan Master Environmental Impact Report and no further environmental review is required. Voice vote found all in favor; passed and so ordered. Following reading of the title of the proposed ordinance it was moved by Mayor Pro Tem Bland and seconded by Council Member Morelos to waive reading of the text of proposed Ordinance 713 C.S. authorizing the subject reclassification from LDR to MDC, property located on the southwest corner of Third Street and MacArthur Drive, approval based on the finding that it is consistent with Residential Areas Specific Plan. Voice vote found all in favor; passed and so ordered. Council Member Morelos moved for introduction of Ordinance 713 C.S.

3. PUBLIC HEARING - TO CONSIDER THE APPLICATION TO REZONE 53.54 ACRES OF PROPERTY GENERALLY LOCATED ON THE NORTHWEST CORNER OF MACARTHUR DRIVE AND THIRD STREET - FROM MEDIUM DENSITY RESIDENTIAL (MDR) TO MEDIUM DENSITY CLUSTER (MDC) - APN 235-14-01 - SPECIFIC PLAN PARCEL #21 - BRUCE HARRINGTON - #16-87-R

Community Development Director Belluomini reviewed the staff report explaining the request by the applicant for a reclassification from Medium Density Residential to Medium Density Cluster is to allow for smaller lot development. The Development Review Committee has reviewed the proposal and found it to be consistent with the Residential Specific Plan Master Environmental Impact Report and that all impacts were adequately

addressed. Therefore, no further environmental review is required. The Planning Commission on November 16, 1987 held a public hearing following which it was recommended the Council approve the requested rezoning. The public hearing was opened and closed with no public response.

It was moved by Council Member Zanussi and seconded by Member Morelos to certify that the application by Bruce Harrington to rezone subject property at the northwest corner of MacArthur Drive and Third Street from MDR to MDC requires no additional environmental review based on its consistency with the Residential Specific Plan Report. Voice vote found all in favor; passed and so ordered. Following reading of the title of the proposed ordinance it was moved by Council Member Zanussi and seconded by Member Schubert to waive reading of the text of proposed Ordinance 714 C.S. approving rezoning #16-87-R as requested based on the finding that it is consistent with the Residential Areas Specific Plan. Voice vote found all in favor; passed and so ordered. Council Member Schubert moved for introduction of Ordinance 714 C.S.

4. PUBLIC HEARING - TO AMEND THE ZONING ORDINANCE TO CREATE A NEW USE GROUP 54 FOR REVERSE VENDING MACHINES AND MOBILE RECYCLING UNITS UNDER 500 SQUARE FEET REQUIRING SITE PLAN REVIEW AND MAINTENANCE STANDARDS AND TO ALLOW USE GROUP 54 IN THE GENERAL HIGHWAY COMMERCIAL (GHC), COMMUNITY SHOPPING (CS), CENTRAL BUSINESS DISTRICT (CBD), LIGHT INDUSTRIAL M-1 AND HEAVY INDUSTRIAL M-2 ZONES IN CONJUNCTION WITH CONVENIENCE ZONES (PUBLIC RESOURCES CODE 14509)

Community Development Director Belluomini reviewed the staff report explaining that adoption of Assembly Bill 2020 (Margolin Beverage Containers: Redemption and Recycling Values Bill) prohibits counties and cities from denying a permit for the operation of mobile recycling units or reverse vending machine on private property zoned for commercial and industrial uses. In order for the City to comply with AB 2020, it will be necessary to create a new use group specifically for reverse vending machines and mobile recycling units. The new use group will require site plan review and maintenance criteria for the operation thereof. Use Group 54 would therefore be added to the following zones - Community Shopping (CS), Central Business District (CBD), General Highway Commercial (CHC), Light Industrial (M-1), and Heavy Industrial (M-2). On November 30, 1987 the Planning Commission forwarded a Negative Declaration and Text Amendment #3-87-ZA to the City Council with the recommendation of approval.

ABH919

TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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*Amendment No. 10*

RESOLUTION NO. 88-452

RESOLUTION OF APPROVAL - A RESIDENTIAL SPECIFIC PLAN AMENDMENT  
AMENDING THE BOUNDARIES OF THE RESIDENTIAL SPECIFIC PLAN  
TO INCLUDE 1.37 ACRES OF LAND LOCATED ON  
THE WEST SIDE OF TRACY BOULEVARD APPROXIMATELY  
654.40 FEET SOUTH OF SCHULTE ROAD  
(ASSESSOR PARCEL NUMBER 237-150-06)  
THE APPLICANTS ARE GILBERT AND LILA GOMES  
APPLICATION NO. 15-88-GPA

WHEREAS, The City of Tracy Planning Commission held a public hearing on November 22, 1988, to consider Application No. 15-88-GPA, and

WHEREAS, The City of Tracy Planning Commission, after considering all available public testimony, did recommend approval by the City Council of Application No. 15-88-GPA, and

WHEREAS, The City of Tracy City Council held a public hearing on December 20, 1988, to consider Application No. 15-88-GPA, and

WHEREAS, The City of Tracy City Council did consider all available public testimony, and

WHEREAS, The City of Tracy City Council approved a Negative Declaration for Application No. 15-88-GPA, and

WHEREAS, The City of Tracy City Council does find approval of Application No. 15-88-GPA consistent with the General Plan and Residential Specific Plan, and


WHEREAS, Inclusion of the 1.37 acres described by Assessor Parcel Number 237-150-06 in the Residential Specific Plan will provide for more consistent design of the site, complimenting the Neighborhood Shopping site directly north;

NOW, THEREFORE BE IT RESOLVED, That the City Council of the City of Tracy does hereby amend the Residential Specific Plan boundary to include the 1.37 acre parcel as described by the staff report dated December 20, 1988, (Assessor Parcel No. 237-150-06) within the Residential Specific Plan's boundary.

\* \* \* \* \*

The foregoing Resolution No. 88-452 was passed and adopted by the City Council of the City of Tracy by the following vote:

AYES: COUNCIL MEMBERS: BLAND, MORELOS, SCHUBERT, ZNAUSSI, SCOTT  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: NONE

  
MAYOR

ATTEST:

  
CITY CLERK

ORDINANCE NO. 758 C.S.

AMENDING THE ZONING MAP OF THE CITY OF TRACY  
BY RECLASSIFYING PROPERTY  
LOCATED ON THE WEST SIDE OF TRACY BOULEVARD  
AND APPROXIMATELY 654.40 FEET SOUTH OF SCHULTE ROAD  
(ASSESSOR PARCEL NO. 237-150-06)  
FROM LOW-MEDIUM DENSITY RESIDENTIAL TO NEIGHBORHOOD SHOPPING  
APPLICANTS ARE GILBERT AND LILA GOMES  
APPLICATION NO. 16-88-R

The City Council of the City of Tracy does hereby ordain as follows:

SECTION 1: The Zoning Map of the City of Tracy is hereby amended to reclassify the following parcel from Low Density Residential (LDR) Zone to Neighborhood Shopping (NS) Zone:

Assessor Parcel No. 237-150-06, located on the west side of Tracy Boulevard and approximately 654.40 feet south of Schulte Road.

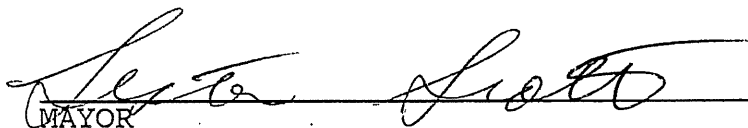
SECTION 2: This Ordinance shall take effect thirty (3) days after it's final passage and adoption.

SECTION 3: This Ordinance shall be published once in the Tracy Press, a newspaper of general circulation, within fifteen (15) days from and after it's final passage and adoption.


\* \* \* \* \*

The foregoing Ordinance No. 758 C.S., was introduced at a regular meeting of the Tracy City Council held on the 20th day of December, 1988, and finally passed and adopted by said Council at it's regular meeting on the 3rd day of January, 1989, by the following vote:

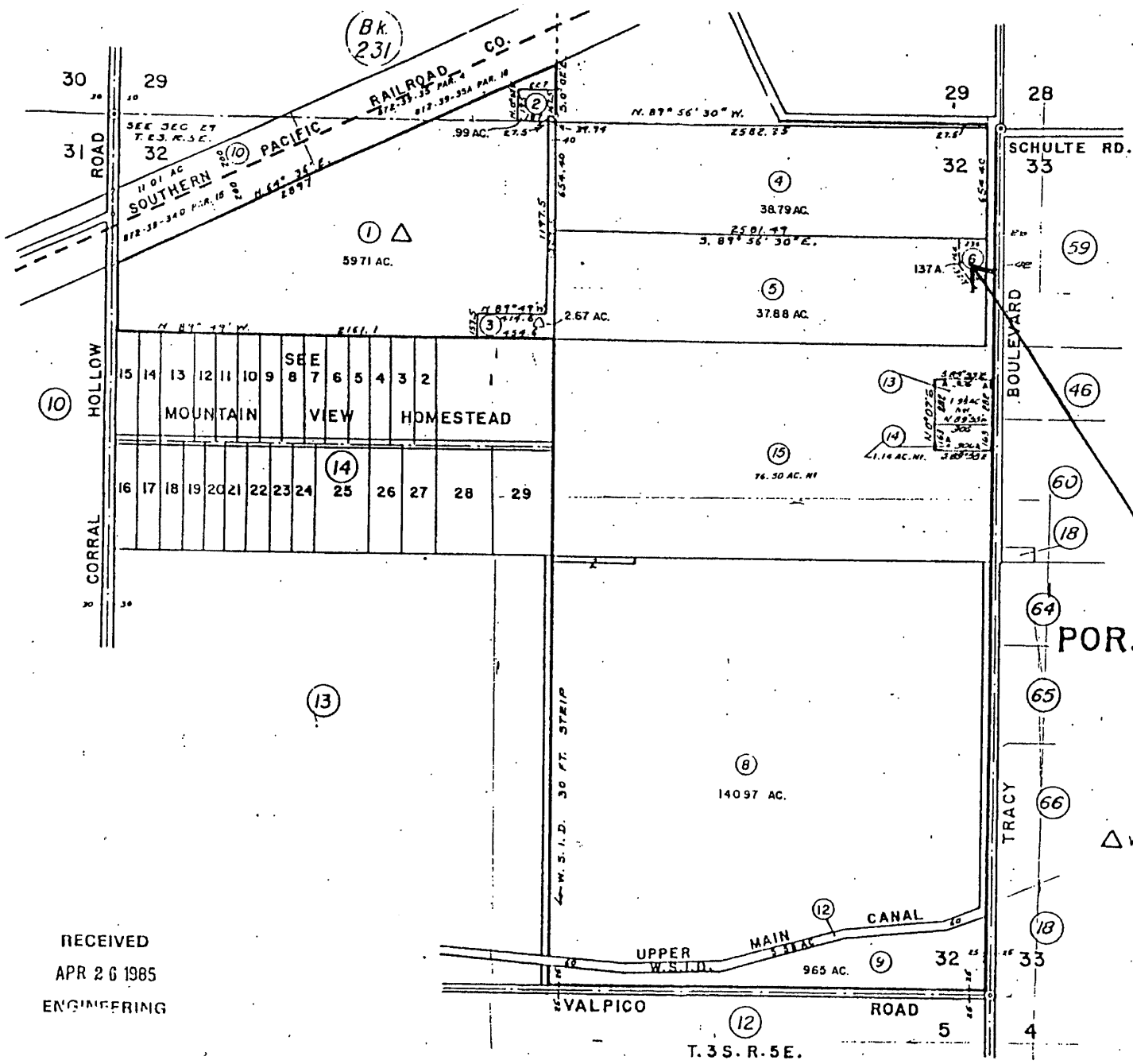
AYES: COUNCIL MEMBERS: MORELOS, SCHUBERT, ZANUSSI, SCOTT  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: BLAND

  
MAYOR

ATTEST:

  
CITY CLERK

THIS MAP FOR ASSESSMENT USE ONLY



POR. SEC. 32 T.2S.R.5E  
 SCALE 1"=600'  
 SAN JOAQUIN COUNTY  
 ASSESSOR'S MAPS

△ WILLIAMSON ACT PARCELS

A-P.M. BL. 6 Pg. 57

RECEIVED  
 APR 26 1985  
 ENGINEERING

EXHIBIT "A"  
 LOCATION MAP

T.3S.R.5E.



Minutes  
Page 7  
December 20, 1988

Tracy Transit bus system (\$160,864); subsidized taxi service (\$24,250); and road and street projects (\$308,500). He then opened the meeting up for public input.

Betty Scott spoke on the need for a wheel chair van for transporting elderly and handicapped citizens and the need for later bus service on weekends. Lois Robinson spoke regarding Tracy Trans and taxi service. She had attended a transit meeting in the Larch/Clover area where complaints were heard that the taxis were dirty and the drivers disrespectful. She inquired whether the City monitored the services. City Manager Locke stated the Public Works Administrative Supervisor is the liaison for Tracy Trans and Redtop Taxi and would follow up on any complaints received. Mr. Locke explained Tracy Trans was heavily subsidized and the cost averaged \$3.20 per trip, with only a 50 cent fee being charged to riders.

4. A PUBLIC HEARING TO CONSIDER A GENERAL PLAN AMENDMENT FROM LOW MEDIUM DENSITY RESIDENTIAL (LMDR) TO NEIGHBORHOOD SHOPPING (NS) AND A REZONING FROM LOW DENSITY RESIDENTIAL (LDR) TO NEIGHBORHOOD SHOPPING (NS) AND A RESIDENTIAL SPECIFIC PLAN AMENDMENT TO INCLUDE PROPERTY LOCATED ON THE WEST SIDE OF TRACY BOULEVARD, 654.40 FEET SOUTH OF SCHULTE ROAD WITHIN BOUNDARIES OF THE RESIDENTIAL SPECIFIC PLAN. APPLICATION NUMBERS 15-88-GPA/16-88-R. APPLICANTS ARE GILBERT AND LILA GOMES; ASSESSOR PARCEL NUMBER 237-150-06

Associate Planner Strauss reviewed the staff report explaining that the site abuts a vacant 10-acre neighborhood shopping site to the north and residential subdivisions to the south and west. He explained that the Planning Commission had looked at the rezoning in terms of traffic, noise, and visual impacts to the surrounding residential developments. In relation to the larger 10-acre shopping site, the two sites would be architecturally coordinated and would employ sound walls and landscaping to mitigate the transition to residential uses. The sites would also share access off Tracy Boulevard.

Mayor Scott opened the public hearing. Lila Gomes, 1045 South Tracy Boulevard, reviewed the history of the site and spoke in favor of the rezoning because she felt the site was not suitable for residential uses. She also commended City staff for their helpful and courteous attitude during the rezoning process. The public hearing was then closed.

Minutes  
Page 8  
December 20, 1988

ABH961

Following Council discussion of the parcel's characteristics, it was moved by Council Member Zanussi and seconded by Member Schubert to adopt Resolution 88-450 approving the Negative Declaration. Voice vote was unanimous; passed and so ordered. Council Member Schubert then moved and Mayor Pro Tem Morelos seconded adoption of Resolution 88-451 amending the General Plan. Voice vote found all in favor; passed and so ordered. Council Member Zanussi moved and Member Bland seconded adoption of Resolution 88-452 amending the Council Residential Specific Plan. Voice vote was unanimous; passed and so ordered. Following reading of the title of the proposed ordinance, it was moved by Council Member Zanussi and seconded by Mayor Pro Tem Morelos to waive reading of the text. Voice vote was unanimous; passed and so ordered. Council Member Bland then moved for introduction of Ordinance 758 C.S.

5. PUBLIC HEARING FOR THE PURPOSE OF HEARING OBJECTIONS FOR ONGOING WEED ABATEMENT PROGRAM

Acting Fire Chief Mason explained that six property owners had been sent notices to abate their property within 20 days of the notice. The property owners had failed to do so and the purpose of the public hearing was to allow protest by affected property owners.

The public hearing was opened and no one wished to address Council. The public hearing was closed.

Upon questioning, Mr. Mason explained that Municipal Code included refuse, as well as weeds. It was then moved by Council Member Schubert and seconded by Member Bland to adopt Resolution 88-453 ordering abatement of properties as delineated in the staff report. Voice vote was unanimous; passed and so ordered.

6. PUBLIC HEARING - TO CONSIDER THE ZONING ORDINANCE TEXT AMENDMENT INITIATED BY THE CITY OF TRACY TO AMEND ARTICLE 26, CHAPTER 2, TITLE 10, OF THE TRACY MUNICIPAL CODE RELATIVE TO OFF-STREET PARKING REQUIREMENTS - APPLICATION NO. 9-88-ZA

Principal Planner Foucht reviewed the staff report. In May of 1988 significant revisions to the parking ordinance had been made. During the ensuing period staff and the public have experienced several minor problems with the ordinance. The proposed amendment is intended to correct the deficiencies. Revised Section 10-2.2601 will clarify definition of "parking area" and allow parking within required rear yards of sites. Section 10-2.2603 clarifies requirements for vehicle sales and stipulates design standards for newly paved versus existing paved areas. Section 10-2.2606

# TRACY RESIDENTIAL AREAS SPECIFIC PLAN

---

*Amendment No. 11*

RESOLUTION NO. 89-99

RESOLUTION OF APPROVAL, RESIDENTIAL SPECIFIC PLAN AMENDMENT  
REDESIGNING CORRAL HOLLOW ROAD FROM FOUR TO SIX LANES BETWEEN SCHULTE  
ROAD EXTENSION AND ELEVENTH STREET; ASSESSOR PARCEL NUMBERS 231-520-  
58, 10, 231-510-13, 12, 10, 09, 08, 07, 04, 01, 240-070-02, 240-050-  
03, 02, 04, 240-030-03, 04, 05, 06, 07. THE APPLICANT IS THE CITY OF  
TRACY; APPLICATION NUMBERS 2-89-GPA

WHEREAS, The City of Tracy Planning Commission held a Public  
Hearing to consider Application Number 2-89-GPA, and

WHEREAS, The City of Tracy Planning Commission recommended  
approval of Application Number 2-89-GPA, to the City Council, and

WHEREAS, The City Council held a Public Hearing to consider  
Application Number 2-89-GPA, and

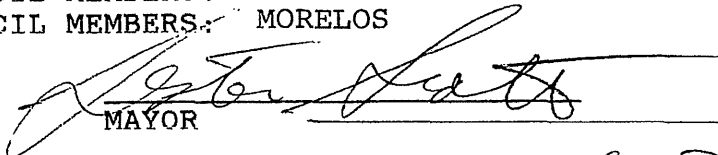
WHEREAS, The City Council approved a Negative Declaration for  
Application Number 2-89-GPA;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City  
of Tracy does hereby approve Application Number 2-89-GPA redesigning  
Corral Hollow Road form four to six lanes between Schulte Road  
Extension and Eleventh Street.

\* \* \* \* \*

The foregoing Resolution Number 89-99 was passed and adopted by  
the City Council of the City of Tracy on the 21st day of  
March, 1989, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, SCHUBERT, ZANUSSI, SCOTT  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: MORELOS

  
MAYOR

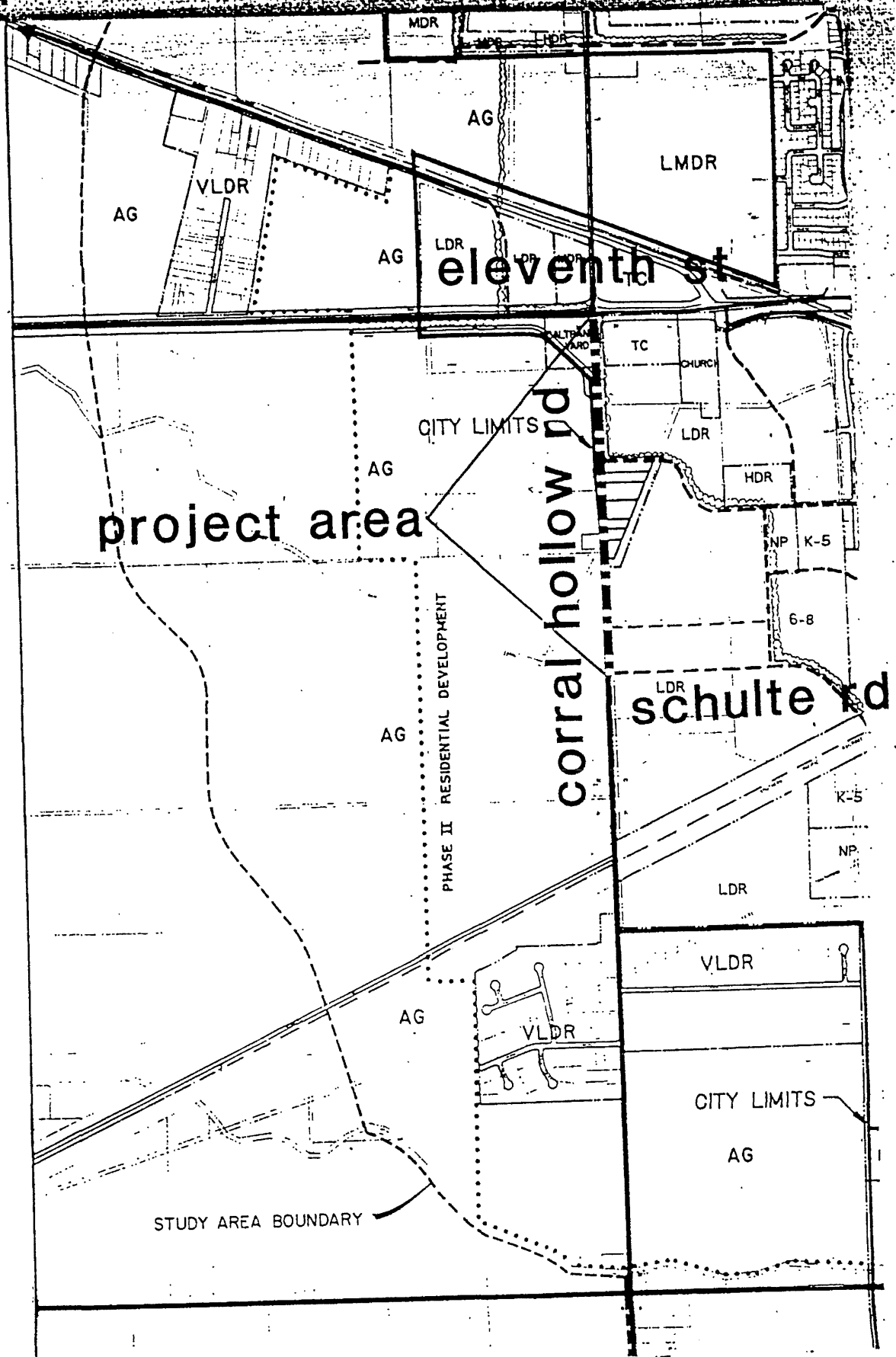
ATTEST:

  
CITY CLERK

A: S06-0125.89

89-063  
Number  
not  
used

# specific plan amendment



Project Area  
Schulte Road Extension  
to Eleventh Street

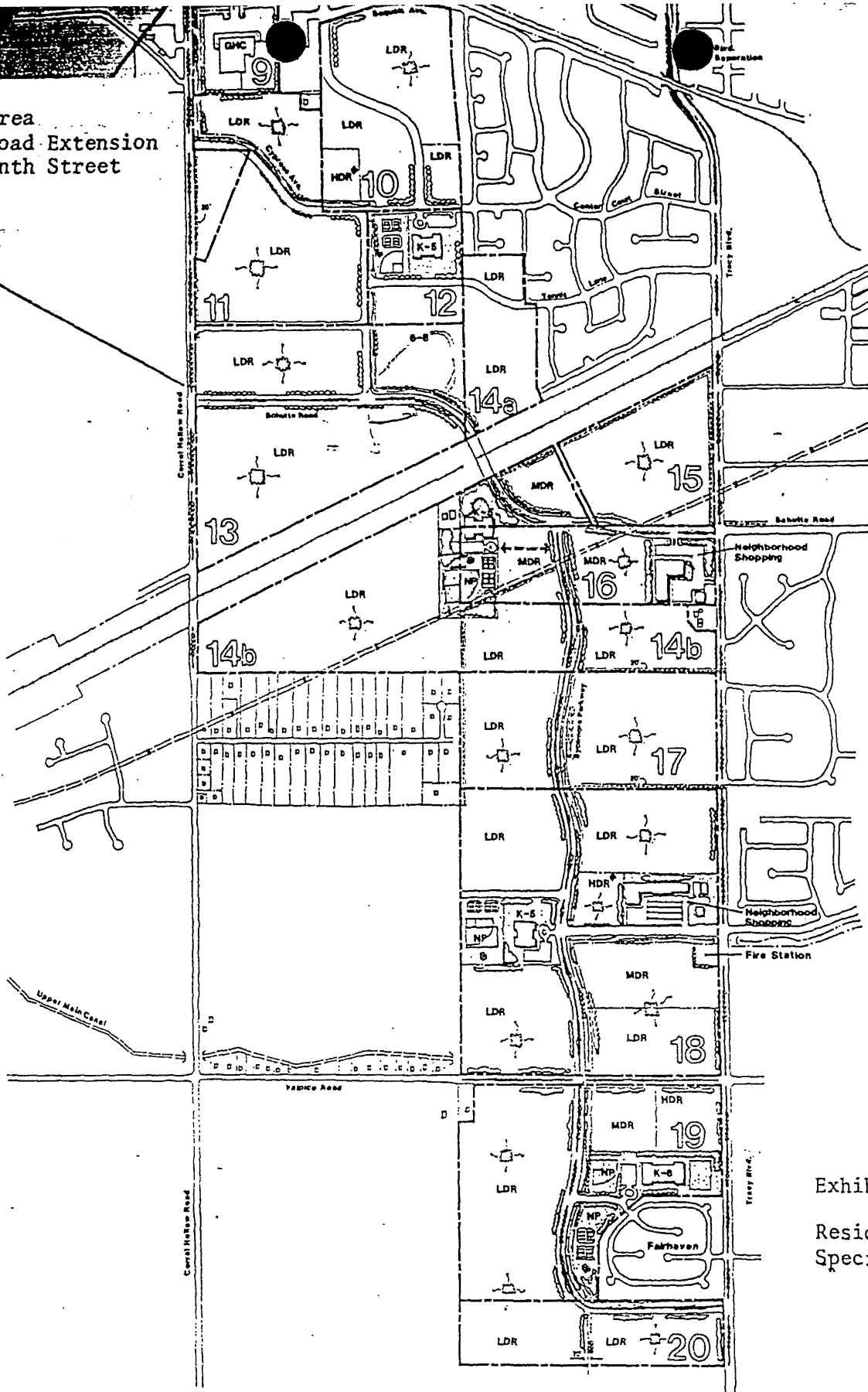


Exhibit 2  
Residential Areas  
Specific Plan

Tracy Residential Areas  
Specific Plan

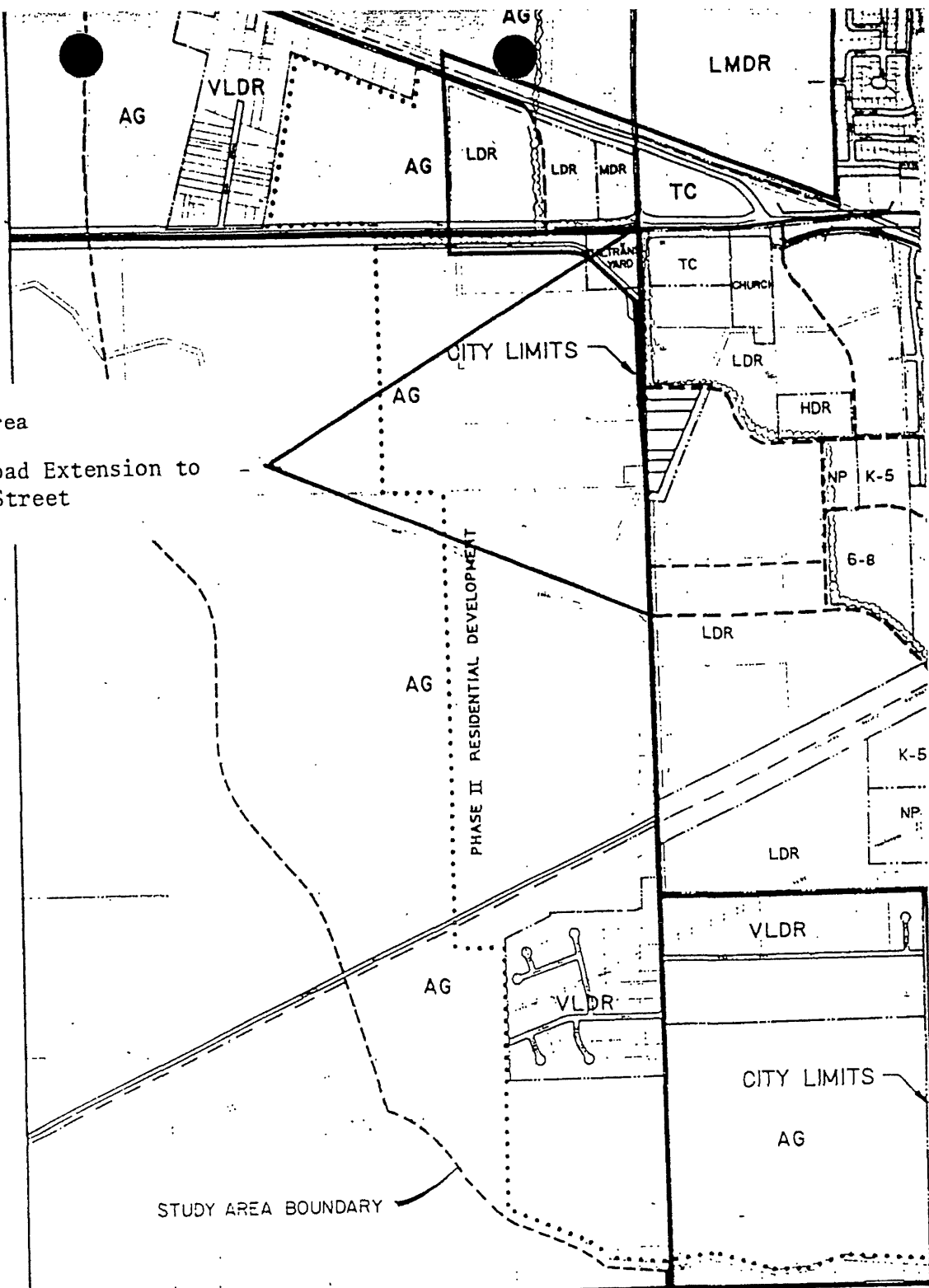
CORRAL HOLLOW/ SYCAMORE PARK  
PLANNING AREAS

Prepared by  
EDAW Inc.

7 Development Parcel Number  
LDR Low Density Residential

Project Area

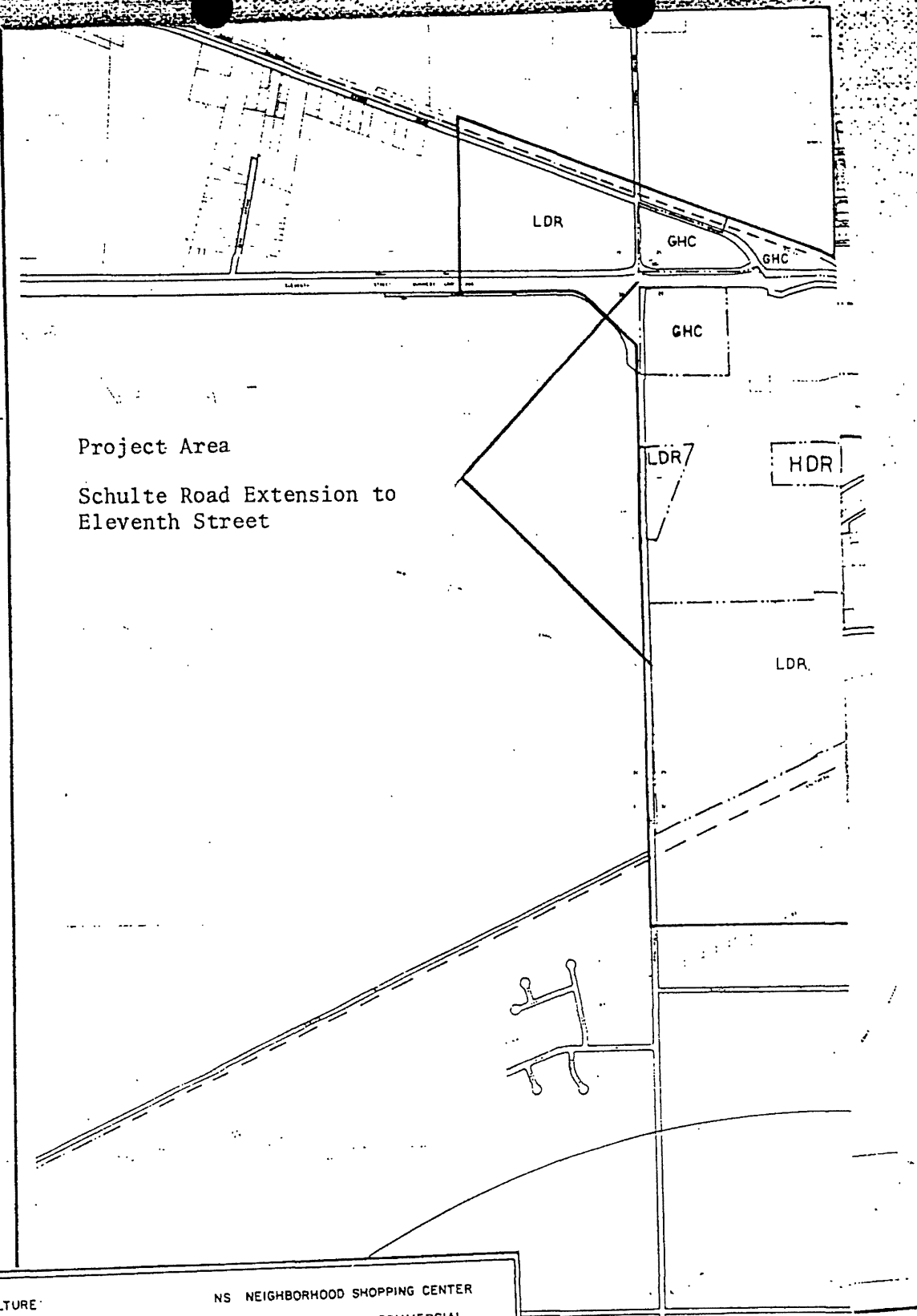
Schulte Road Extension to Eleventh Street



STUDY AREA BOUNDARY

VLDR VERY LOW DENSITY RESIDENTIAL	O OFFICE
LMDR LOW-MEDIUM DENSITY RESIDENTIAL	LI LIMITED INDUSTRIAL
MDR MEDIUM DENSITY RESIDENTIAL	GI GENERAL INDUSTRIAL
HMDR HIGH-MEDIUM DENSITY RESIDENTIAL	K-8 SCHOOL/PUBLIC FACILITY
RCC RETAIL CENTER COMMERCIAL	CHURCH SEMI-PUBLIC
SC SHOPPING CENTER	P/OS PARKS AND OPEN SPACE
● EXISTING NEIGHBORHOOD STORES	AG AGRICULTURE
TC THOROUGHFARE COMMERCIAL	

Exhibit 3  
General Plan

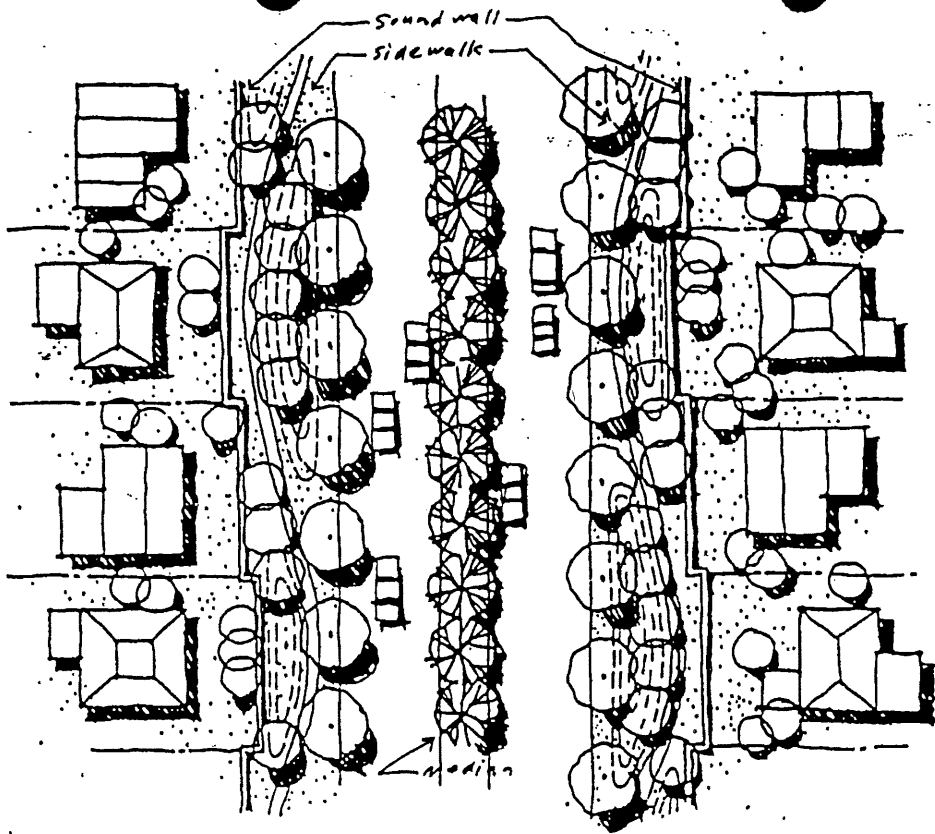


Project Area  
 Schulte Road Extension to  
 Eleventh Street

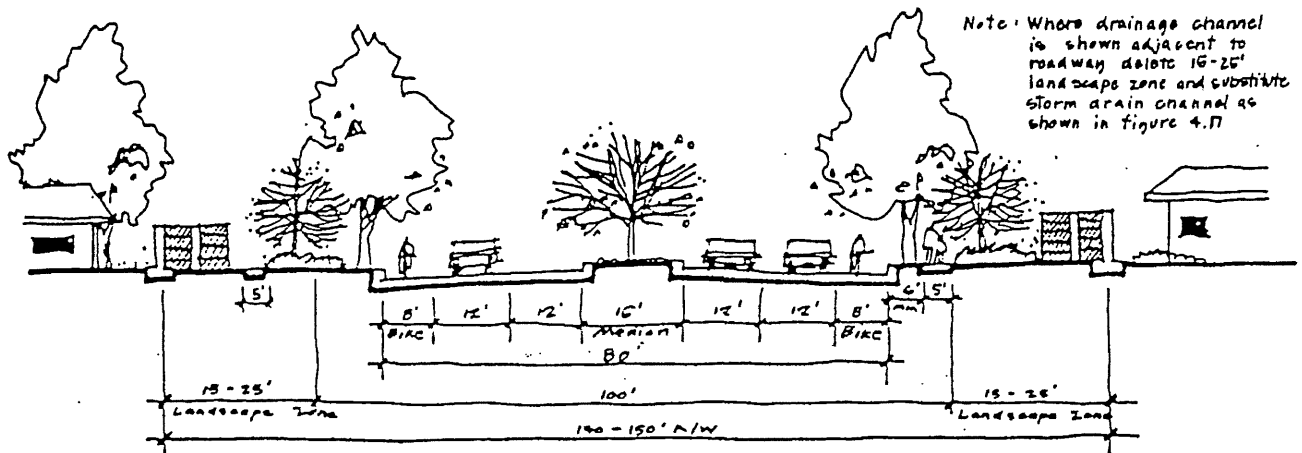
A AGRICULTURE	NS NEIGHBORHOOD SHOPPING CENTER
RE RESIDENTIAL ESTATE	GHC GENERAL HIGHWAY COMMERCIAL
LDR LOW DENSITY RESIDENTIAL	HS HIGHWAY SERVICE
MDC MEDIUM DENSITY CLUSTER	POM PROFESSIONAL OFFICE MEDICAL
MDR MEDIUM DENSITY RESIDENTIAL	MO MEDICAL OFFICE
HDR HIGH DENSITY RESIDENTIAL	MI LIGHT INDUSTRIAL
RMH RESIDENTIAL MOBILE HOME	M1A0 LIGHT INDUSTRIAL AIRPORT OVERLAY
CBD CENTRAL BUSINESS DISTRICT	M2 HEAVY INDUSTRIAL
CS COMMUNITY SHOPPING CENTER	+ DENSITY BONUS
PUD PLANNED UNIT DEVELOPMENT	CUP CONDITIONAL USE PERMIT

Exhibit 4  
 Zoning Map





Major Arterial-Plan



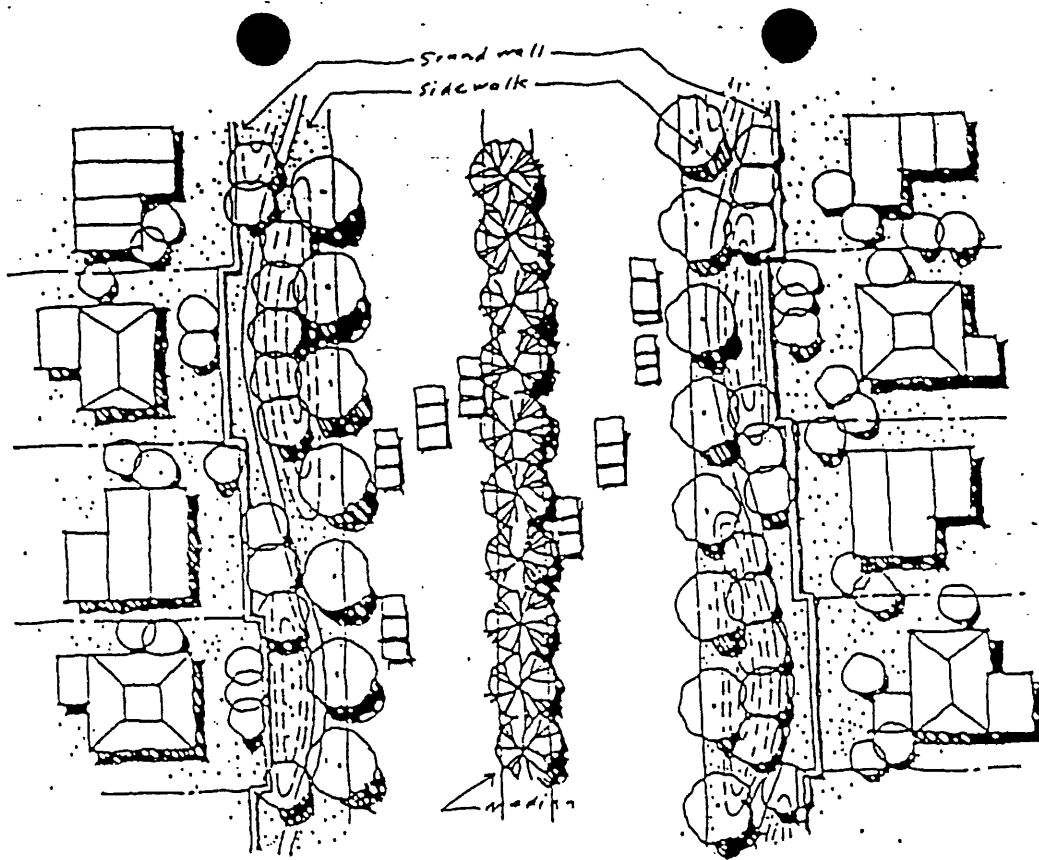
Major Arterial-Section

Corral Hollow Rd., Schulte Rd., Tracy Blvd.  
Valpico Rd. and Mac Arthur Dr.

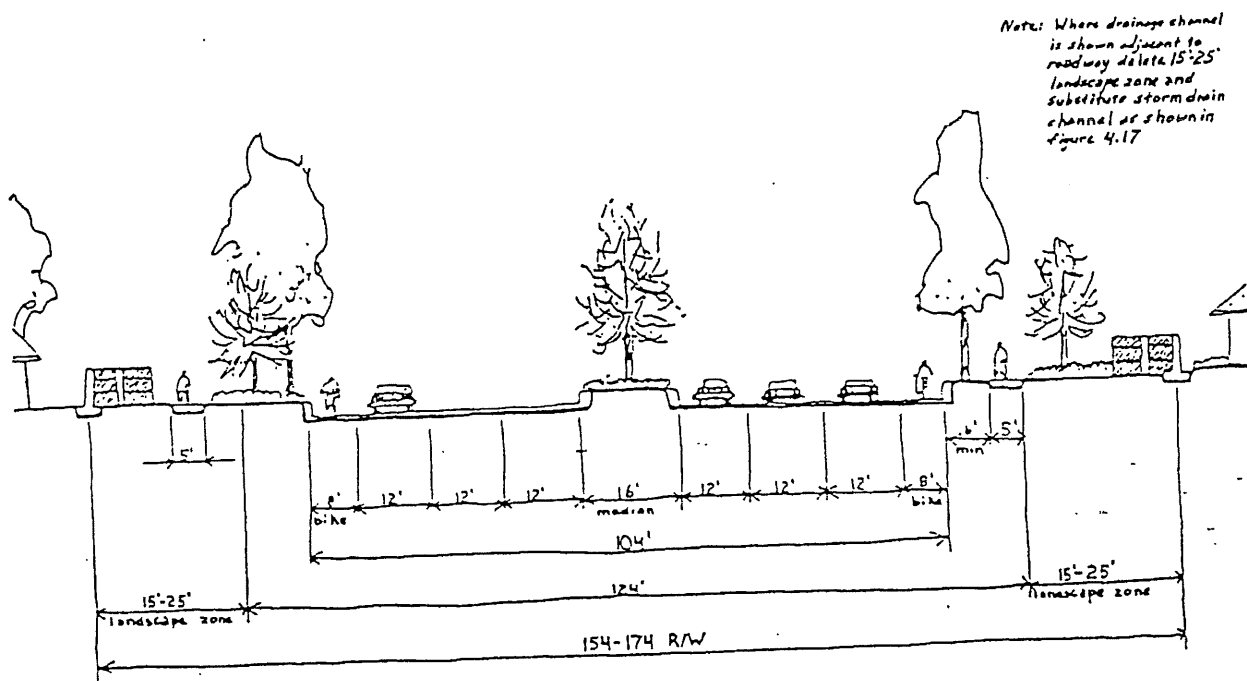
Figure 4.1

Exhibit 5

Figure 4.1  
Residential Areas Specific  
Plan

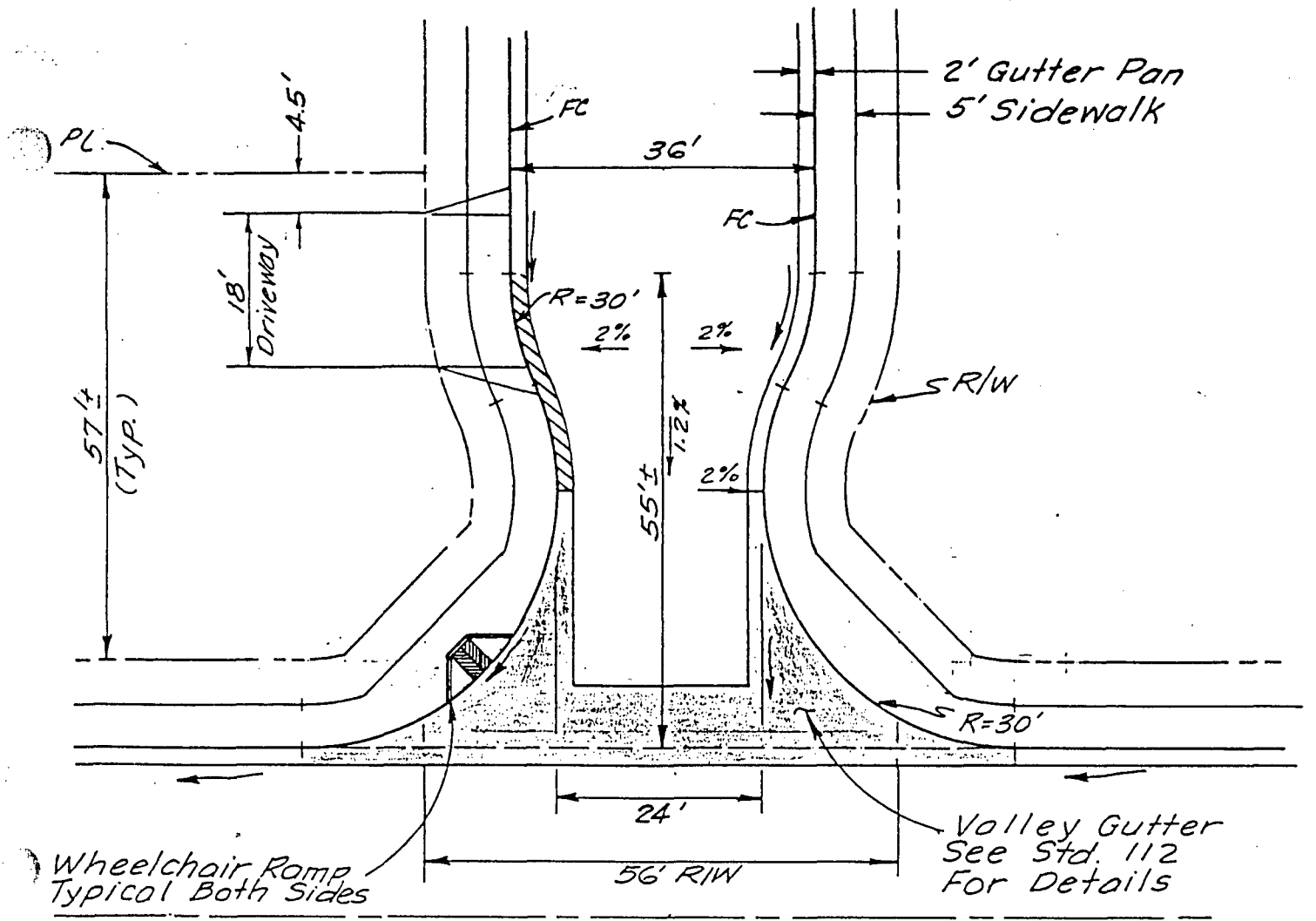


MAJOR ARTERIAL - PLAN



MAJOR ARTERIAL - SECTION  
 Corral Hollow Rd. from  
 Schulte Rd. extension  
 to 11th St.  
 Figure 4.1A

EXHIBIT 'F'



Scale 1" = 20'

Residential  
Choker Street

////// No Parking

Minutes  
Page 13  
March 21, 1989

9. PUBLIC HEARING - RESIDENTIAL SPECIFIC PLAN AMENDMENT  
REDESIGNING CORRAL HOLLOW ROAD FROM FOUR TO SIX LANES  
BETWEEN SCHULTE ROAD EXTENSION AND ELEVENTH STREET;  
ASSESSOR PARCEL NUMBERS 231-520-58, 10; 231-510-13, 12,  
10, 9, 8, 7, 4, 1; 240-070-02; 240-050-03, 02, 04;  
240-030-03, 04, 05, 06, 07. APPLICANT IS THE CITY OF  
TRACY; APPLICATION NUMBER 2-89-GPA

Community Director Belluomini stated Fehrs & Peers, consultants for the design and construction of Schulte Road, recommended the redesign of Corral Hollow Road from four to six lanes when Schulte Road is extended. On the east side of Corral Hollow, the proposed addition of two more travel lanes will affect Specific Plan Parcels 11, 13 and 9 and recent Kuden annexation. All of the properties except Parcel 9, have approved tentative subdivision maps. Lands on the west side of Corral Hollow are mostly vacant agricultural lands. The Planning Commission had approved the widening on February 8, 1989. A Negative Declaration was prepared in compliance with CEQA guidelines. The addition of the two twelve-foot travelways will require the purchase of an additional twenty-four foot wide strip on the west side of Corral Hollow. Most of the right-of-way will be taken from the west side of Corral Hollow except for the intersection with Eleventh Street.

Mayor Scott opened the public hearing. Brian Burton, Pastor for Evangelical Free Church, and his engineer, Dan Lawrence, questioned how the expansion of Corral Hollow would affect the church's property. Public Works Director McCluskey explained the widening could only go the west and properties on the east side would not be affected. City Manager Locke explained there was available a finite map showing the expansion. Roger Tower, Nolte & Associates, asked if items 9, 10, 11 and 12 would be continued because of the law that General Plan amendments could only be heard four times per year. City Manager Locke explained items already continued to April 4, 1989 can be discussed with General Plan amendments to take place in May.

Following Council discussion it was moved by Council Member Bland and seconded by Member Schubert to adopt Resolution 89-098 approving the Negative Declaration. Voice vote found all in favor; Mayor Pro Tem Morelos absent. Motion carried 4:0:1. It was moved by Council Member Zanussi and seconded by Member Bland to adopt Resolution 89-099 amending the General and Residential Specific Plans based on findings. Voice vote found all in favor; Mayor Pro Tem Morelos absent. Motion carried 4:0:1.

ABH961

*TRACY RESIDENTIAL AREAS SPECIFIC PLAN*

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*Amendment No. 12*

RESOLUTION NO. 89-100

AMEND THE RESIDENTIAL AREAS SPECIFIC PLAN REGARDING  
MINOR COLLECTOR STANDARDS, SIDEWALK WIDTH, CUL-DE-SAC AND  
SHORT LOOP STREET INTERSECTIONS, AND STREET TREES -  
THE APPLICANT IS THE CITY OF TRACY  
APPLICATION NO. 13-88-GPA

WHEREAS, In order to keep minor collector standards consistent throughout the City, and

WHEREAS, Twelve foot travel lanes are adequate to handle the volume of traffic typical of a minor collector, and

WHEREAS, The proposal will provide a consistent width of sidewalk throughout the City, a free flow of storm water drainage, alleviate difficulties for street sweeping of leaves, and will allow large vehicles to turn into cul-de-sacs and short loop streets without crossing the center line, and

WHEREAS, Several trees currently designated as collector and residential street trees are unsuitable for street trees due to their size, shape, and growth habits, and

WHEREAS, The current street tree list constrains staff's ability to designate appropriate trees for local residential streets, and

WHEREAS, Said amendments are in compliance with the Master Environmental Impact Report prepared for the Residential Areas Specific Plan and that, therefore, no further environmental determination is needed, and

WHEREAS, The proposal is consistent with the goals and objectives of the Residential Areas Specific Plan, and

WHEREAS, The proposal will not be detrimental to the public health, safety, or welfare, and

WHEREAS, The City of Tracy Planning Commission held a Public Hearing on January 11, 1989, to consider Application Number 13-88-GPA;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy does hereby amend the minor collector standards of the Residential Areas Specific Plan to one of a forty foot travel way from curb to curb with a total right-of-way of sixty feet, and

BE IT FURTHER RESOLVED, That the City Council does hereby amend the sidewalk width of the Residential Areas Specific Plan to a width of five feet, and

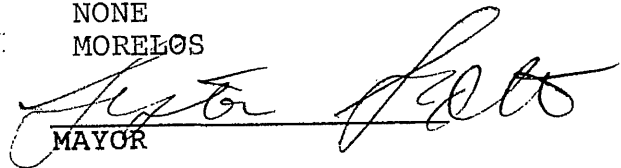
BE IT FURTHER RESOLVED, That the City Council does hereby amend the Residential Areas Specific Plan to delete the narrowing of cul-de-sacs and short loop streets at their intersection with collector streets and substitute standard street intersections, and

BE IT FURTHER RESOLVED, That the City Council does hereby amend the street tree list of the Residential Areas Specific Plan to not restrict the use of arterial street trees on other streets and that the street tree list for collector and residential streets be revised as indicated on Attachment A.

\* \* \* \* \*

The foregoing Resolution No. 89-100 was passed and adopted by the City Council of the City of Tracy on the 21st day of March, 1989, by the following vote:

AYES:	COUNCIL MEMBERS:	BLAND, SCHUBERT, ZANUSSI, SCOTT
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	MORELOS

  
MAYOR

ATTEST:

  
CITY CLERK

ATTACHMENT A

The collector and residential street tree list on page 4-40 of the Residential Areas Specific Plan is amended to read as follows:

<u>Botanical Name</u>	<u>Common Name</u>
Albizia julibrissim	Silk Tree
Alnus cordata	Italian Alder
Alnus rhombifolia	White Alder
Celtis australis	European Hackberry
Cinnamomum camphora	Camphor Tree
Fraxinus holotrica "Moraine"	Moraine Ash
Fraxinus oxycarpa "Raywoodii"	Raywood Ash
Koelreuteria bipinnata	Goldenrain Tree
Liquidamber styraciflua	American Sweet Gum
Pistacia chinensis	Chinese Pistache
Platanus acerifolia "Yarwood"	London Plane Tree
Pyrus calleryana "Aristocrat"	Aristocrat Pear
Pyrus calleryana "Bradford"	Bradford Pear
Sophora japonica "Regent"	Japanese Pagoda Tree
Zelkova serrulata	Sawleaf Zelkova Ginko Biloba "Autumn Gold" (male trees only)

MiscB  
sd06-0807.89

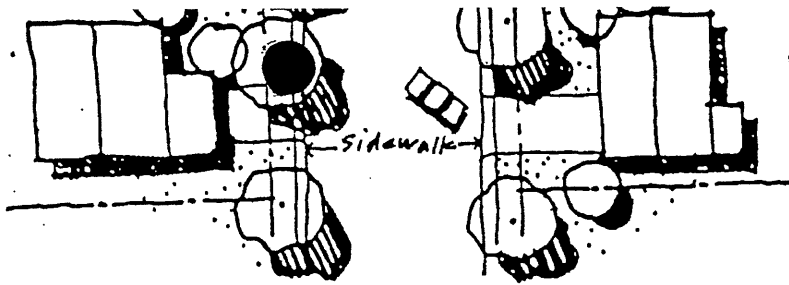


Table 4.1  
Roadway Standards

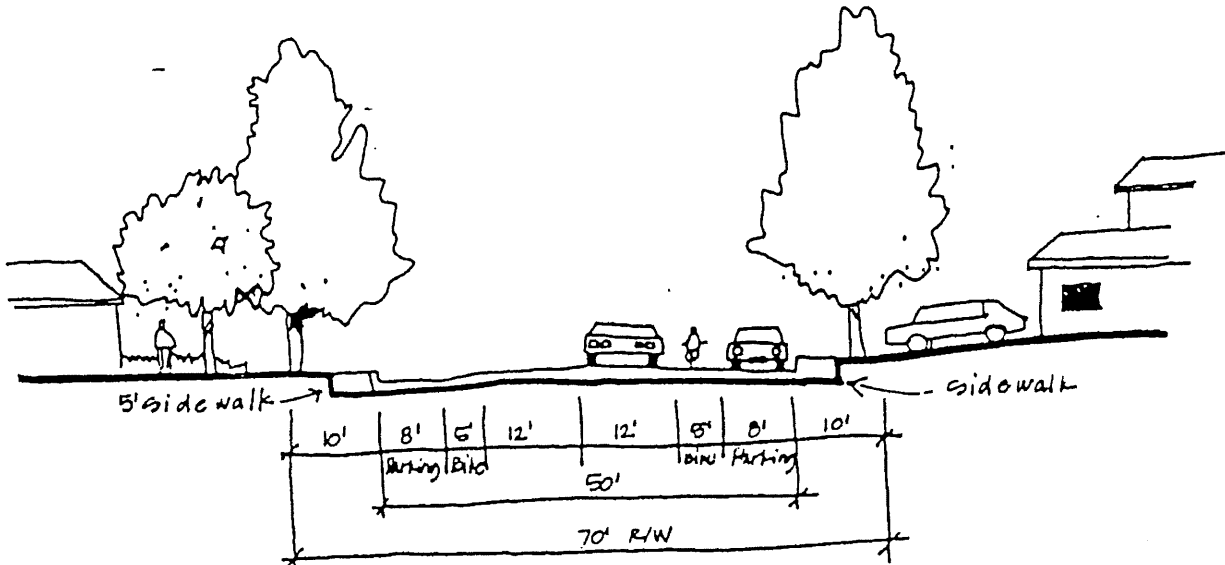
			<u>Average Daily Traffic</u>
Major Arterial (Reference Figures 4.1, 4.2, 4.3)	4-lanes	80' Travelled Way (incl. 16' median/Left Turn lane)	10,000 - 25,000 +
Minor Arterial (Reference Figures 4.4, 4.5, 4.6)	4-lanes	64' Travelled Way (incl. 14' Left Turn lane 2-way)	5,000 - 12,000
Major Collector (Reference Figure 4.7)	2-lanes	56' Travelled Way (incl. 16' median/Left Turn lane)	2,000 - 5,000
Minor Collector (Reference Figure 4.8)	2-lanes	<u>42' Travelled Way</u>	500 - 2,000 ←
Residential Street (Reference Figure 4.9)	2-lanes	36' Travelled Way	≤ 500

- (a) The location and design of roadways should integrate with the natural slope of the land and its drainage where feasible.
- (b) Circulation patterns should not encourage through traffic in residential areas. Roadway layouts should discourage use of residential streets by industrial and commercial traffic.
- (c) Internal subdivision circulation should emphasize the use of cul-de-sacs (ideally less than 330 feet in length where feasible) and short loop streets (less than 1,000 feet in length).
- (d) A cul-de-sac should not exceed a maximum number of 20 houses in length.
- (e) Residential subdivision designs should avoid long, straight streets. Where a street must be long, it should be curved such that there is an off-set equal to the width of the street over a viewing distance. This will help to reduce speeding and noise impacts on adjacent homes.
- (f) Design guidelines and roadway alignment for improvement of MacArthur Drive from Mt. Diablo Street to Eleventh Street will be addressed in the Industrial Specific Plan.
- (g) Eleventh Street, west of Corral Hollow Road, shall transition to the typical Eleventh Street section east of Corral Hollow Road indicated in Figure 4.2. Details of right-of-way width and landscape requirements for properties west of Corral Hollow Road shall be addressed at time of Preliminary Plan and Tentative Map review.

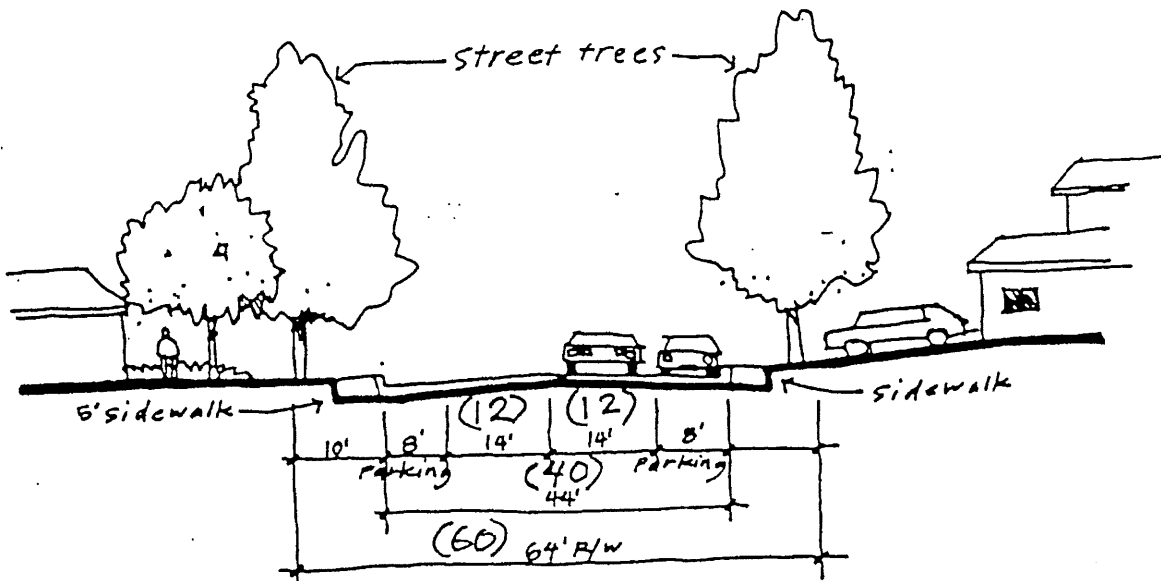
Design guidelines are provided in greater detail in Figures 4.1 through 4.14.



Minor Collector- Plan



Minor Collector With Bikeway- Section



Minor Collector Without Bikeway- Section

Tennis Lane, Lincoln Blvd., Byron Rd. extension, Kavanaugh Rd., and other streets with 50- 200 units or 500- 2,000 ADT.

Figure 4.8

←  
(PROPOSED CHANGE)

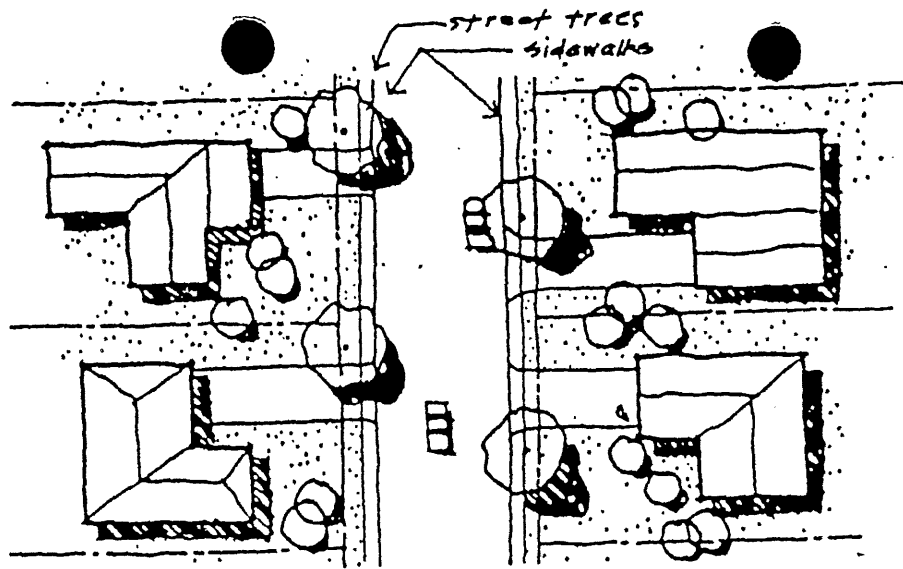
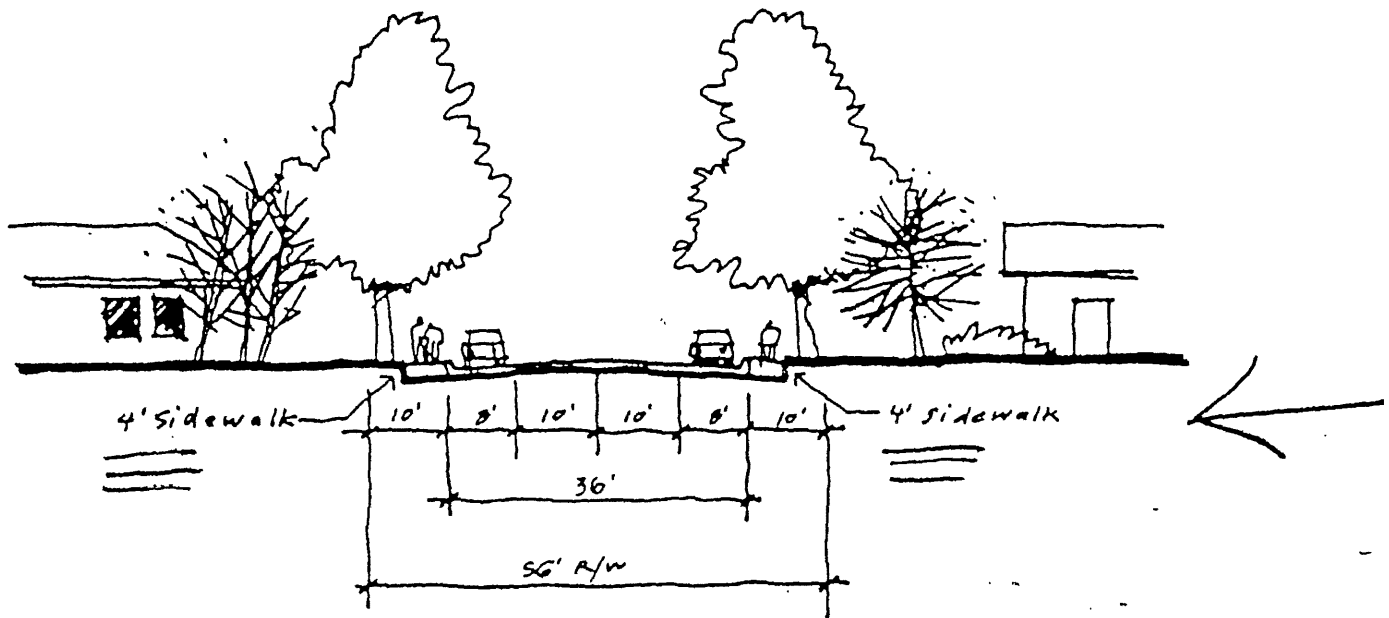


EXHIBIT 'C'

Typical Residential Street-Plan



Typical Residential Street-Section

50 units or less 500 ADT, or less

Figure 4.9

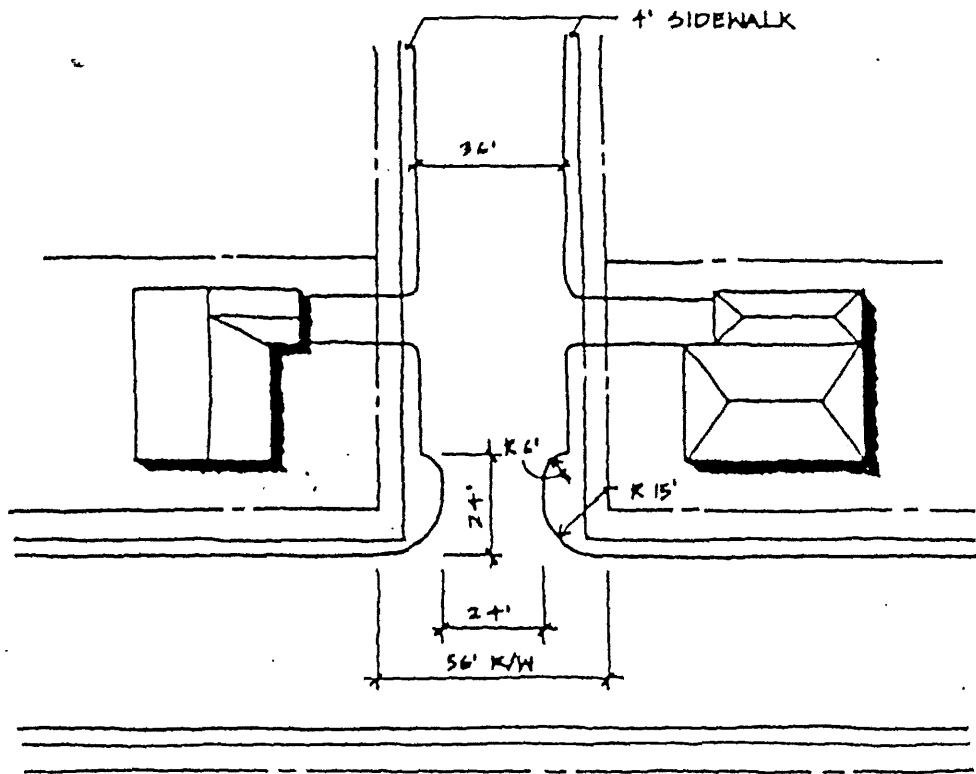
#### 4.2.2 Driveway and Intersection Standards

- (a) Residential and Minor Collector Streets should have driveways serving each single family home, spaced at a minimum distance of 9 feet. Driveways serving duplexes may be spaced at a minimum of 3 feet (Figure 4.11).
- (b) Major Collectors and Minor Arterials should have no driveways serving single-family homes. Each single-family subdivision shall have a main entrance. Each entry shall have a median and identity signage as indicated in Figure 4.12. Driveways serving multi-family buildings, commercial and institutional buildings are allowed. Central Avenue is an exception; driveway spacing should match existing street segments.
- (c) Major Arterial Streets may have commercial or institutional driveways, but these should be carefully located so as not to impede the primary function of these streets, which is to carry through traffic. In general, parcels with frontage on major arterials should have their access on side streets if possible. If a parcel's only frontage is on the major arterial, every effort should be made to consolidate access at a single driveway. In general, the rate of access points to arterial roads should not exceed an average of 1 for every 660 feet. Each entry shall have a median and identity signage as indicated in Figure 4.12.
- (d) Street intersections shall be off-set a minimum of 250 feet to ensure smooth and safe traffic flow. "T" intersections are encouraged over four-way intersections.
- (e) In order to reduce traffic speed and enhance the residential nature of subdivisions, the intersection of cul-de-sac or short loop streets to collector streets must be narrowed so that the residential street mouth is 12 feet narrower than the standard curb face-to-curb face width of the street. This narrowing of the entrance to a residential street can be done by extending the sidewalk into the area that is typically used for a parking lane as shown in Figure 4.13.

Guidelines for the dimensions and spacing of driveways are shown in Figure 4.11. It should be noted that these spacing guidelines are minimum values. The goal should be to exceed them where possible. In the vicinity of busy intersections, driveways will have to be located further from the intersection than indicated in Figure 4.11.

#### 4.2.3 Intersection Signalization

Analyses of projected average daily traffic (ADT) volumes given buildout of the Specific Plan (Figure 4.10) indicates that signals will be required at the following intersections:



**Residential Street-Collector Intersection**

**Figure 4.13**

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by Member Bland to adopt Resolution 89-097 approving General Plan Amendment from Low Density Residential to High Medium Density Residential for parcels located on the east side of Bessie Avenue and north of 23rd Street. Voice vote was unanimous, Mayor Pro Tem Morelos absent, Mayor Scott abstaining. Motion carried 3:0:1:1. Mayor Scott returned to the dais at this time.

11. PUBLIC HEARING - TO AMEND THE GENERAL PLAN AND RESIDENTIAL AREAS SPECIFIC PLAN REGARDING MINOR COLLECTOR ROAD WIDTH, SIDEWALK WIDTH, NARROWING OF LOCAL STREET INTERSECTIONS WITH OTHER STREETS AND STREET TREE TYPES. THE AMENDMENT WILL APPLY THROUGHOUT THE RESIDENTIAL SPECIFIC PLAN AREAS. APPLICANT IS THE CITY OF TRACY; APPLICATION NUMBER IS 13-88-GPA

Community Development Director Belluomini reviewed the staff report. He explained minor collector streets, as they are described in the Residential Specific Plan, are shown either as 40 feet or 44 feet. In order to keep consistency, and because it appears twelve foot travel lanes are adequate to handle traffic volumes, a uniform standard of 40 feet is suggested. Similarly, sidewalk widths need to be standardized at 5-feet. Staff was also suggesting narrowing of entrances into cul-de-sacs or short loop streets to reduce traffic speed and enhance residential nature of the streets. Finally, street trees designated on the Specific Plan for major arterials were restricted from use on other streets. This poses a problem in that these are some of the best street trees. Staff proposed the street tree lists be revised to allow use of the major arterial street trees throughout the City.

Mayor Scott opened and closed the public hearing as no one from the audience wished to discuss the issues.

Council Member Schubert was concerned that narrowing streets was hazardous to bike riders. Mr. Belluomini explained that streets with bikeways would not be narrowed. Following clarification of procedure by City Attorney Coats, it was moved by Council Member Bland and seconded by Member Zanussi to determine that the clarifications and amendments to the Residential Areas Specific Plan and General Plan proposed are in compliance with the Master Environmental Impact Report. Voice vote was unanimous, Mayor Pro Tem Morelos absent. Motion carried 4:0:1. It was moved by Council Member Zanussi and seconded by Member Bland to adopt Resolution 89-100 amending the Residential Areas Specific Plan to change width of minor collector streets and sidewalks, delete narrow cul-de-sacs and short loop streets at their intersection with collector

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streets and revised street tree list. Voice vote found Council Members Bland, Zanussi and Scott in favor, Schubert opposed, and Mayor Pro Tem Morelos absent. Motion carried 3:1:1.

12. PUBLIC HEARING - CONSIDERATION OF A CITY INITIAL TEXT AMENDMENT TO VOLUME 2, SECTION 3.0, HOUSING ELEMENT OF THE GENERAL PLAN OF THE CITY OF TRACY. APPLICANT IS THE CITY OF TRACY; APPLICATION 1-88-GPA

Community Development Director Belluomini summarized the staff report. The Planning Commission had held a public hearing on February 22, 1989 regarding the Housing Element of the General Plan. The revision of the Housing Element had been prepared by Connerly and Associates. Staff recommended approval of the Negative Declaration and resolution adopting General Plan Amendment GPA 1-88.

Jeff Goldman, Connerly and Associates, explained most of the changes to the Housing Element had been minor with the exception of changes to increase Tracy's regional share of low cost housing.

Following Council discussion it was moved by Council Member Schubert and seconded by Member Bland to adopt Resolution 89-101 approving the Negative Declaration based on findings. Voice vote found all in favor, Mayor Pro Tem Morelos absent. Motion carried 4:0:1. It was moved by Council Member Schubert and seconded by Member Zanussi to adopt Resolution 89-102 approving text amendment to Volume 2, Section 3.0, Housing Element, of the General Plan. Voice vote found all in favor, Mayor Pro Tem Morelos absent. Motion carried 4:0:1.

13. PUBLIC HEARING TO CONSIDER INCREASES IN ZONE A AND B TRAFFIC IMPACT FEES, CONSIDERATION OF ADOPTION OF REVISIONS TO THE 1987 IMPLEMENTATION PROGRAM, AND CONSIDERATION OF VARIOUS ACTIONS RELATED TO INCREASING CAPITAL IN-LIEU DEVELOPMENT FEES FOR STREET, STORM DRAINAGE, AND PUBLIC BUILDING PURPOSES

City Manager Locke reviewed the staff report. He explained an Implementation Program had been adopted in May of 1987 for construction of arterial streets, storm drainage, parks, and public buildings in the Specific Plan and Infill areas of the City. Since that time various resolutions and ordinances have been adopted which authorize capital-in-lieu fees and semi-annual increases in accordance with the ENR Construction Cost Index. As a result of an extensive re-evaluation, it

TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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*Amendment No. 13*



ORDINANCE NO. 763 C.S.

AN ORDINANCE OF THE CITY COUNCIL RECLASSIFYING A PORTION OF SPECIFIC PLAN PARCEL 17, EAST OF THE PLANNED ALIGNMENT AT SYCAMORE PARKWAY, ASSESSOR PARCEL NUMBER 237-150-14 AND 15, FROM THE LOW DENSITY RESIDENTIAL (LDR) DISTRICT TO THE PLANNED UNIT DEVELOPMENT (PUD) DISTRICT - 205 LOTS AND AMENDING THE ZONING MAP ACCORDINGLY; APPLICATION NUMBER 6-88-R

SECTION 1: The subject property is hereby reclassified from the Low Density Residential (LDR) District to the Planned Unit Development (PUD) District;

SECTION 2: Standards and regulations for the design and improvement of the district shall be as indicated in Attachment "A", attached hereto, and incorporated herein by reference;

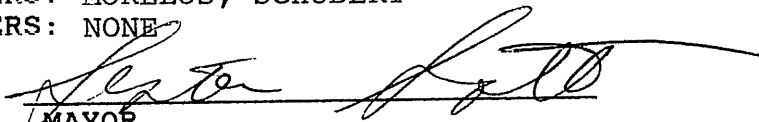
SECTION 3: This Ordinance shall take effect thirty (30) days after its final passage and adoption.


SECTION 4: This Ordinance shall be published once in the Tracy Press, a newspaper of general circulation within fifteen (15) days from and after its passage and adoption.

\* \* \* \* \*

The foregoing Ordinance No.763 C.S. was introduced at a regular meeting of the Tracy City Council held on the 21st day of March, 1989, and finally passed and adopted by said Council at its regular meeting on the 4th day of ~~April~~ 1989, by the following vote.

AYES: COUNCIL MEMBERS: BLAND, ZANUSSI, SCOTT  
NOES: COUNCIL MEMBERS: MORELOS, SCHUBERT  
ABSENT: COUNCIL MEMBERS: NONE

  
MAYOR

ATTEST:  
  
CITY CLERK

A:S05-0313.89(RENOWN)

REVISED  
ATTACHMENT "A"  
PLANNED DEVELOPMENT DISTRICT  
REGENCY SQUARE  
DECEMBER 14, 1988

I. PURPOSE

The purpose of the District is to implement the policies of the Residential Specific Plan; in particular, to allow a mix of unit types and size within the project and to maximize the efficiency of open space for recreation, pedestrian usage, and enhancement of public improvements.

II. PROPERTY DESCRIPTION

A. Location

The property, an approximate 45 acre area, is that portion of Residential Specific Plan Parcel 17, located east of the planned Sycamore Parkway and west of Tracy Boulevard. The property abuts the limits of Specific Plan parcel 14b on the north and 18 on the south.

B. Site Description

The site is currently undeveloped relatively flat parcel having no unusual or unique features. The site is a 45 acre portion of the larger 79.62 acre property which constitutes all of Specific Plan Parcel 17. Parcel 17 includes a portion of the future Sycamore Parkway and associated 60 foot wide drainage channel/pedestrian bicycle path. The drainage channel is located along the west boundary of Sycamore Parkway opposite the District.

C. Access

Access to the site will via two 72 feet wide neighborhood entries, as depicted on plans dated February 22, 1989, intersecting Tracy Boulevard approximately 637 feet south of the north property boundary of the parcel and intersecting Sycamore parkway approximately 600 feet south of the north boundary.

The Final and Tentative Maps will include construction of Sycamore Parkway and portions of Tracy Boulevard along the extreme west and east property boundary lines of the District.

The Developer of the District shall dedicate either all or the east of Sycamore Parkway and 95-105 feet of Tracy Boulevard as required by the Tentative Map. The Developer will pay the cost of perimeter landscape improvements and the cost of 28 feet of paving, curb, gutter, and sidewalk to arterial street standards. The Developer will be required to construct Tracy Boulevard and Sycamore Parkway frontage as required by the Tentative Map. Developer construction of Sycamore Parkway will involve either one-half or all of the minor arterial as required by the Tentative Map. Coordination in the alignment of neighborhood entries for the areas east and west of Sycamore Parkway is required.

Access shall be provided through the lot designated on Exhibit "A", to the subdivision adjacent and south.

D. Circulation

Circulation within the subdivision shall be provided generally as shown on the map, Exhibit "A", incorporated herein as a part of District requirements. The proposed bicycle path shall be located on the south side of the proposed central collector, Regency Drive, and shall connect with the bicycle/pedestrian path along Tracy Boulevard and Sycamore Parkway.

III. DESIGN CONCEPT

A. Land Use

The project shall be developed with single-family, detached units. The number of units within the District shall be limited to 205. Density of development shall not exceed 4.8 dwelling units per gross acre.

B. Development Standards

Except as otherwise specified herein, standards for land use, coverage, setbacks, and lots of this District shall be those of the Low Density Residential (LDR) District and other applicable requirements of this title.

Standards	Zone 1 (Large Lots)	Zone 2 (Small Lots)
<u>Yard</u>		
Front To Garage & House	15' minimum " "	15' minimum " "
Side	13' Aggregate 5' Minimum	5'/5' 5'/10' (Corner Lots)
<u>Lot Dimensions *</u>		
Area	5,800 sq. ft. (Minimum)	4,000 sq. ft. (Minimum)
Width (at front property line)		
Std. Lots	65'	50'
Cul-de-sacs	N/A	45'
Average Depth	90'	80'
Height	35' (Max)	35' (Max)
Coverage	45% (Max)	45% (Max)
Parking: On-Site	2 Covered/Unit	2 Covered/Unit
(Also see Restrictions on RV Parking)		

\* At least 1/3 of the units within Zone 1 shall vary the front setback to the garage by at least five (5) feet relative to the front setback of any adjacent lot. Within Zone 2, a minimum three (3) feet between the garage setback of each unit shall be provided. Cul-de-sac lots shall be exempt from this requirement.

\* The minimum separation between dwelling units shall be ten (10) feet.

\* All residence with setbacks to the garage of less than twenty (20) feet and all residences on small lots be equipped with roll up garage doors.

\* The depth of lots 54, 55, 56, and 57, as indicated on Exhibit "A", shall be less than ninety (90) feet, provided the minimum width and lot size of the Low Density Residential District is maintained.

\* Zones 1 and 2 shall be as indicated on Exhibit "A".

\* Standards are as indicated on Exhibit "B"

C. Architectural/Site Design/Open Space

1. The Design of the Site

The lots, streets, and open spaces and the relationship between these plan elements shall generally be as shown on the attached map, Exhibit "A".

The design of individual lots, including the footprint of buildings shall be shown on Final Development Plans in accordance with the provisions contained herein.

2. Design of Models

The Final Plan prepared for the subdivision shall incorporate model variety. A minimum of three floor plans for large lots and three floor plans for small lots with three different facades for each floor plan. Models shall occur at least once for every six (6) lots in a row. The details of elevators shall generally be these shown on Exhibits "C1 and C2".

3. Open Space/Landscaping

- (a) All space not located within the boundaries of lots established as required herein, shall be dedicated to the City free of any lien, including tax liens. The City shall be responsible for maintaining all areas so dedicated. The Developer shall sign the necessary agreement with the City for participation in the City's Landscaping and Lighting Maintenance District, Number 8801.

Open space within the District shall be as depicted on the map attached hereto as Exhibit "A".

- (b) Landscaping within public rights-of-way shall be provided and installed by the Developer prior to occupancy of any unit or acceptance of subdivision improvements by the City. Said landscaping shall emphasize the following features to the satisfaction of the Director of Parks and Recreation.
- (1) Variety in appearance within a unified theme. Relationship within central collector to arterial street landscaping.
  - (2) A street tree planting program. Trees to be installed at the rate of one tree per lot with a minimum interval of 35 feet between. The rate of installation within landscaped area within public rights-of-way shall be to the satisfaction of the Director of parks and Recreation.
  - (3) Xeroscape Concepts. (Ease of maintenance and drought tolerance).
  - (4) Eight (8) foot masonry walls shall be placed along the rear lot lines of lots abutting the central collector, seven (7) foot high masonry walls shall be placed along the side lot lines of lots abutting mini-parks, consistent with the requirements of Tracy Municipal Code, Section 10-2.2406. Detailed plans for the design and construction of masonry walls required by the District shall be submitted to and determined satisfactory by the Director of Public Works and the Director of Community Development. Said walls shall be constructed and accepted by the City prior to occupancy of any unit on any property abutting such wall.
  - (5) Landscaped areas within public rights-of-ways shall be designed in accordance with their intended use, to the satisfaction of the Director of Parks and Recreation and Community Development.
  - (6) The pedestrian bicycle pathway along the proposed central collector, Regency Drive,

shall be fully integrated into associated perimeter landscaping. Said pathway shall be designed to City Standards and specifically located and constructed to the satisfaction of the Director of Parks and Recreation and Director of Public Works, so that it effectively functions as part of the City-wide bikeway system outlined in the Residential Areas Specific Plan.

(7) Recreation

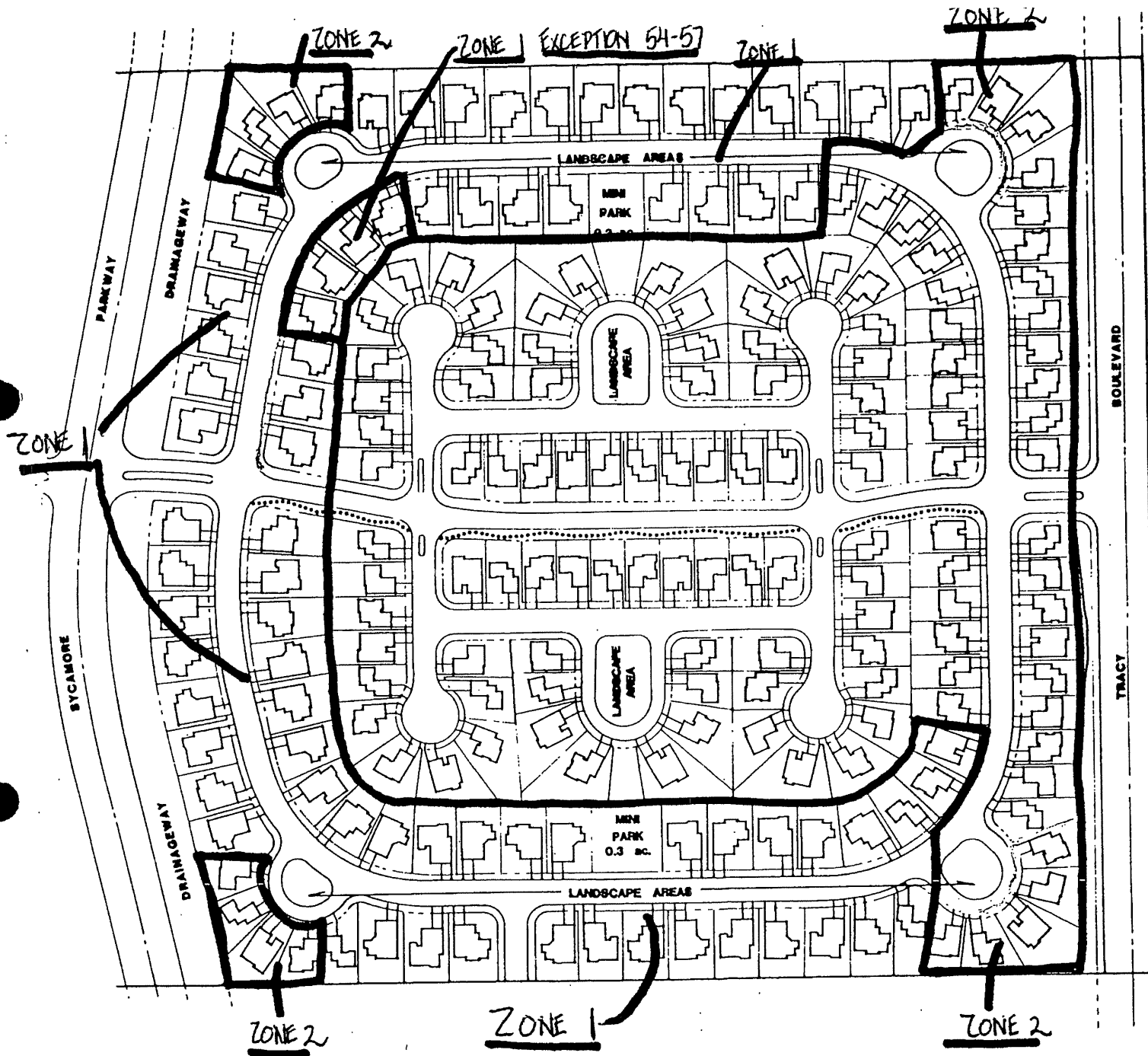
(c) Circulation

Circulation through the subdivision shall be provided as shown on the map incorporated herein and attached hereto as Exhibit "A".

(d) Parking

Unit setbacks shall be designed and located to maximize the provision of on-street parking within the District.

Parking of boats or recreational vehicles and motor homes within driveways or within any required front yard areas is prohibited within the District.



**DATA:**

SINGLE FAMILY UNITS: \_\_\_\_\_ 68



SINGLE FAMILY CLUSTER UNITS: \_\_\_\_\_ 187

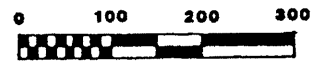


TOTAL UNITS: \_\_\_\_\_ 208

MINI-PARKS: \_\_\_\_\_ 0.6 ACRES

INTERNAL LANDSCAPE AREAS: \_\_\_\_\_ 0.9 ACRES

8' MEANDERING BIKE PATH: \_\_\_\_\_



GRAPHIC SCALE

Exhibit A  
 Planned Development District  
 Regency Square  
 G.B.B.R.



TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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*Amendment No. 14*

RESOLUTION NO. 89-221

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TRACY AMENDING SECTION 4.1.2.1 NEIGHBORHOOD SHOPPING OF THE RESIDENTIAL AREAS SPECIFIC PLAN TO PERMIT BUSINESS AND PROFESSIONAL OFFICE USES THAT SERVE THE SURROUNDING NEIGHBORHOOD. THE APPLICANT IS GLEN WILBANKS FOR GILBERT AND LILA GOMES; APPLICATION NUMBER 7-89-GPA

WHEREAS, The Neighborhood Shopping land use designation for the Residential Areas Specific Plan is similar in nature to the Retail Center Commercial land use designation of the General Plan, and

WHEREAS, Existing land use practices permit business and professional offices in Retail Center Commercial land use designations, and

WHEREAS, The proposal to permit business and professional offices in the Retail Commercial Center land use will not be detrimental to the public health, safety or welfare or inharmonious to development of surrounding lands;

NOW, THEREFORE, BE IT RESOLVED That the City Council of the City of Tracy does hereby amend Section 4.1.2.1 Neighborhood Shopping of the Residential Areas Specific Plan to read:

4.1.2.1 Neighborhood Shopping

These centers are located as an integral part of neighborhoods for the purpose of providing those products and services purchased by the residents of the immediate area. Neighborhood shopping centers are also provided to allow those uses not ordinarily considered detrimental to a residential zone because of traffic, noise, or other nuisances (Tracy Municipal Code Section 10-2.1701). To encourage the maintenance of this objective, office uses should not exceed 10% of the floor area of any center.

Three NS sites are designated by the Specific Plan; one at the intersection of MacArthur Drive and the extension of Mount Diablo Road, one at Tracy Boulevard and West Central Avenue, and one at Tracy Boulevard and Schulte Road.

Permitted uses for NS sites include:

- Convenience Stores
- Supermarkets
- Drug stores
- Liquor stores

Candy or ice cream stores  
Barber and beauty shops  
Dry cleaning and laundromats  
Shoe and jewelry repair shops  
Business and Professional offices that serve the needs of  
the surrounding neighborhood, where such uses are equal to  
or less than 3,000 square feet. .

Conditionally permitted for NS sites include:

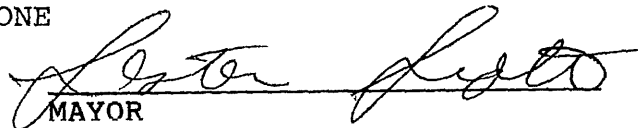
Auto service stations  
Restaurants serving beverages with less than 14 percent  
alcohol.  
Business and Professional Offices that serve the needs of  
the surrounding neighborhood where such uses exceed 3,000  
square feet.

It is recommended that the Tracy Zoning Code be amended to  
require NS sites to reflect the above listed permitted and  
conditional uses. A Conditional Use Permit is required for all  
NS sites.

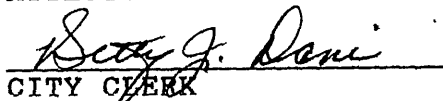
\* \* \* \* \*

The foregoing Resolution Number 89-221 was passed and adopted by  
the City Council of the City of Tracy on the 6th day of  
June, 1989, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, MORELOS, SCHUBERT, ZANUSSI, SCOTT  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: NONE

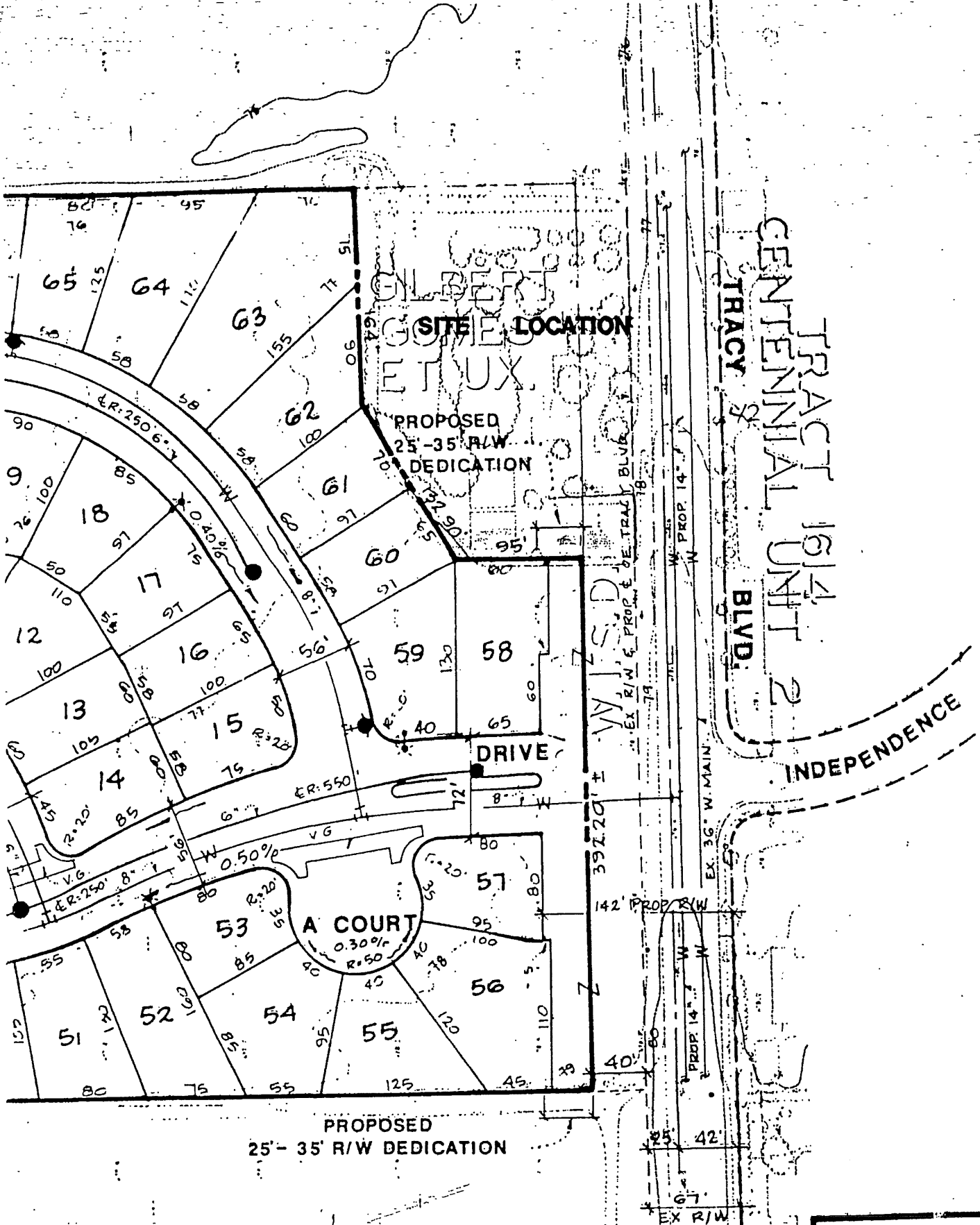
  
MAYOR

ATTEST:

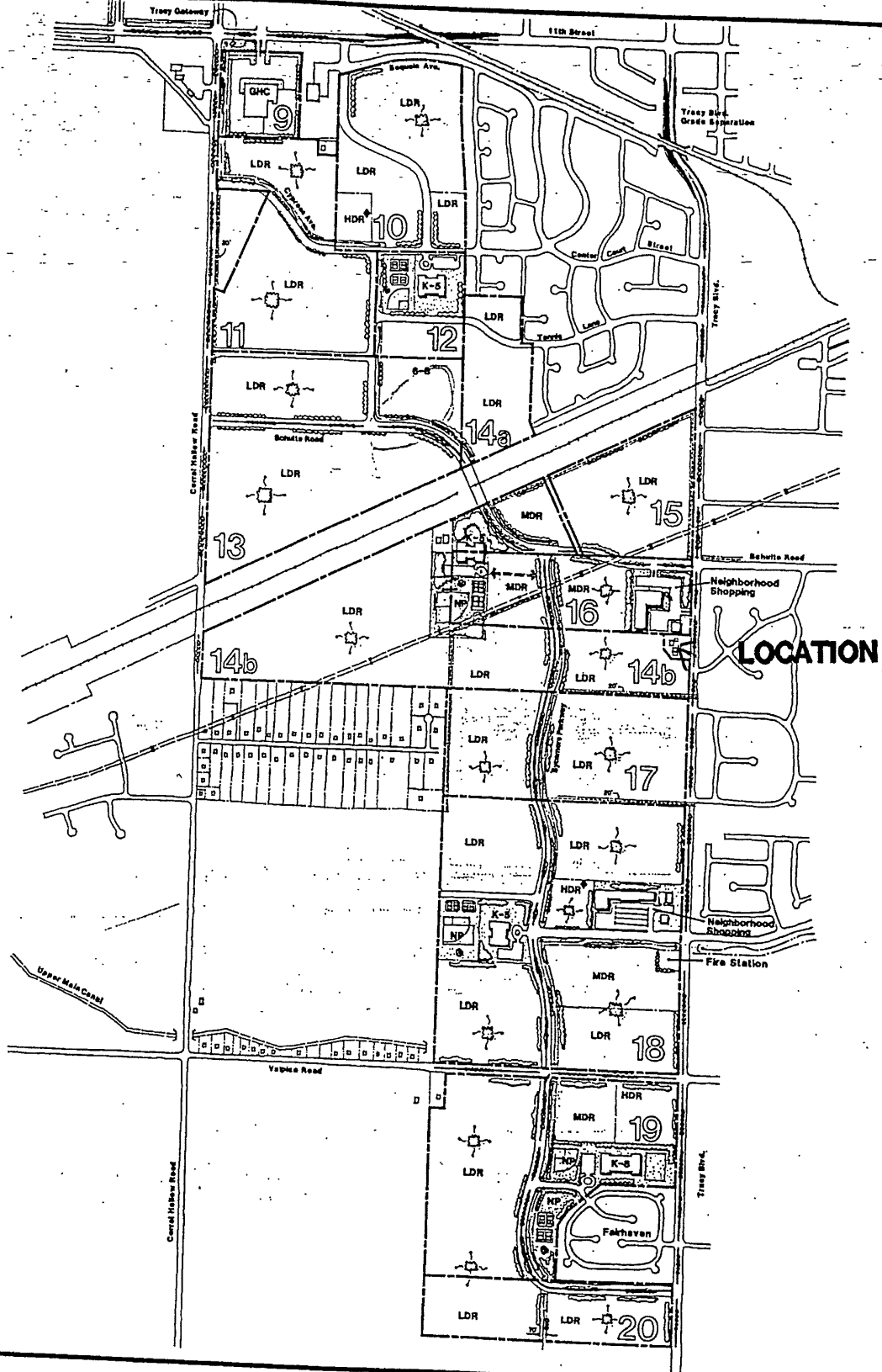
  
CITY CLERK

MS:sf  
A:S02-0502.89  
GOMES





VES



Tracy Residential Areas  
Specific Plan

CORRAL HOLLOW/ SYCAMORE PARK  
PLANNING AREAS

Prepared by  
EDAW Inc.  
in association with  
Wisey & Ham  
DKS Associates  
Barrie-Wells Associates

7 Development Parcel Number  
LDR Low Density Residential  
MDR Medium Density Residential



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June 6, 1989

possibility of a motel and increased traffic in an already congested area. They did not oppose the State Farm office. Those speaking in opposition to the rezoning included: Patricia Hein, 495 Hawthorne; Ed Griswold, 170 Brannon Drive; Ann Hunter, 485 Hawthorne; Mario Cuestas, 3401 Castle Court. Those speaking in favor of the rezoning included: John Herrick, attorney for State Farm, who emphasized the development review process would address uses on the western half of the site. The State Farm office would provide a good buffer to the residential neighborhood. Jeff Ruck, 3180 Crow Canyon Place, San Ramon, representing the owner, emphasized no motel use was proposed at this time and future applications for a motel would have to go through the review process. Mayor Scott closed the public hearing.

There followed a lengthy Council discussion wherein various rezoning alternatives were discussed. Linking the parcel to the adjacent Lucky/Longs center was also discussed as a possibility. City Attorney Coats pointed out that only the rezoning to General Highway Commercial could be considered by Council at this time. Other zone changes would first have to go to the Planning Commission for their review. Council Member Zanussi moved to send the item back to the Planning Commission for consideration of linkage. There was no second. Following further discussion, Council Member Zanussi withdrew her first motion and moved to send the item back to the Planning Commission for consideration of alternate uses of the 4-acre site. Council Member Bland seconded the motion. Voice vote found all in favor; passed and so ordered.

5. PUBLIC HEARING TO CONSIDER A RESIDENTIAL AREAS SPECIFIC PLAN AMENDMENT TO PERMIT BUSINESS OFFICES AND PROFESSIONAL OFFICES IN NEIGHBORHOOD SHOPPING DESIGNATIONS. APPLICANT IS GLEN WILBANKS. APPLICATION NO. 7-89-GPA

Community Development Director Belluomini summarized the staff report. Section 4.1.2.1., Neighborhood Shopping, of the Residential Areas Specific Plan, stated the centers were an integral part of neighborhoods. They provided products used on a day-to-day basis and allowed those uses not ordinarily considered detrimental to a residential zone. The Planning Commission was concerned that if offices were permitted in a neighborhood shopping center, the offices might dominate the center and be a detriment to the central business district. Such offices would include doctors/dentists, pharmacies, real estate, legal and accountants. This could be precluded by

ABH961



limiting office size to 3,000 square feet or less, or 10% of the total shopping center gross floor area. The application before Council included the renovation of a house for a business office, adjacent to a neighborhood shopping center not yet built.

Mayor Scott opened the public hearing. Glen Wilbanks, the applicant, stated he was available for questions. The public hearing was closed.

Council discussed the uniformity of the office and the adjacent shopping center since the house would be converted prior to building the shopping center. Mr. Belluomini explained the applicant would need a Conditional Use Permit to ensure uniformity. He suggested solutions might include matching lighting, signing, or architectural details.

It was moved by Council Member Zanussi and seconded by Mayor Pro Tem Morelos to adopt Resolution 89-220 approving adoption of Negative Declaration finding of no significant environmental impact. Voice vote found all in favor; passed and so ordered. Council Member Schubert moved and Member Zanussi seconded adoption of Resolution 89-221 amending the Residential Areas Specific Plan to permit business and professional office in Neighborhood Shopping zones. Voice vote found all in favor; passed and so ordered.

6. PUBLIC HEARING TO CONSIDER A GENERAL PLAN AMENDMENT FROM HIGH-MEDIUM DENSITY RESIDENTIAL TO OFFICE AND A GENERAL PLAN TEXT AMENDMENT TO POLICY AREA 6: OFFICE DEVELOPMENT AND DESCRIPTION OF OFFICES, VOLUME 1, SECTION 2.0. ALSO TO CONSIDER A REZONING FROM HIGH DENSITY RESIDENTIAL TO PROFESSIONAL OFFICE, MEDICAL AND A ZONING TEXT AMENDMENT TO ALLOW MULTIPLE FAMILY DWELLING UNITS AS A PERMITTED USE IN THE PROFESSIONAL OFFICE, MEDICAL DISTRICT. PROPERTY LOCATED AT 140 AND 146 THROUGH 196 EAST GRANT LINE ROAD. APPLICATION NUMBERS 17-88-GPA, 18-88-R AND 10-88-ZA

Mr. Belluomini reviewed the staff report explaining the Council had approved a Resolution of Intention to amend the General Plan and Zoning Code as described for property at 140 and 146 through 196 East Grant Line Road. The Council intended to allow Multiple Family Dwelling Units as a permitted use in the Professional Office, Medical District. This will avoid condominiums from becoming a non-conforming use and achieve zoning compliance for the proposed Board of Realtors office.

TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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*Amendment No. 15*

RESOLUTION NO. 89-230

RESOLUTION OF APPROVAL, APPROVING A RESIDENTIAL AREAS SPECIFIC PLAN AMENDMENT TO CHANGE THE DESIGNATION OF CORRAL HOLLOW ROAD FROM FOUR TO SIX LANES FROM SOUTH OF BYRON ROAD TO ELEVENTH STREET, AND FROM NORTH OF SOUTHERN PACIFIC RAILROAD TO SOUTH OF SCHULTE ROAD EXTENSION. APPLICANT IS CITY OF TRACY. ASSESSOR PARCEL NUMBERS 231-640-01 THROUGH 08, 231-630-32 THROUGH 39 AND 05 THROUGH 08, 231-580-21, 22, 36 THROUGH 39, 231-520-10, 240-050-04,02,03, 240-070-02, AND 238-040-02,03, 231-380-13, 12, APPLICATION NUMBER 8-89-GPA

WHEREAS, The Planning Commission held a public Hearing to consider Application 8-89-GPA, on May 10, 1989, and

WHEREAS, The Planning Commission recommended to City Council approval of Application 8-89-GPA, and

WHEREAS, The City Council held a Public Hearing to consider Application 8-89-GPA, and

WHEREAS, The City Council found that approval of Application 8-89-GPA would have no significant environmental impact, and

WHEREAS, Said amendment is consistent with the General and Residential Areas Specific Plan, and

WHEREAS, Said amendment is necessary to maintain a level of Service "C" on Corral Hollow Road, and

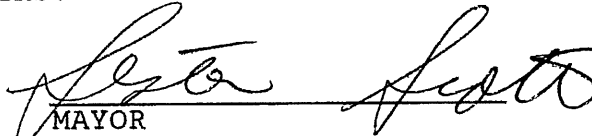
WHEREAS, Said amendment will not detrimental to human, public safety, or welfare, or inharmonious with development of nearby lands;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy does hereby approve Application 8-89-GPA, changing the designation width of Corral Hollow Road from four to six lanes from south of Byron Road to north of Eleventh Street, and from north of the Southern Railroad to south of Schulte Road Extension.

June 6, 1989

The foregoing Resolution No. 89-230 is hereby passed and adopted by the City Council of the City of Tracy this 6th day of June, 1989, by the following vote:

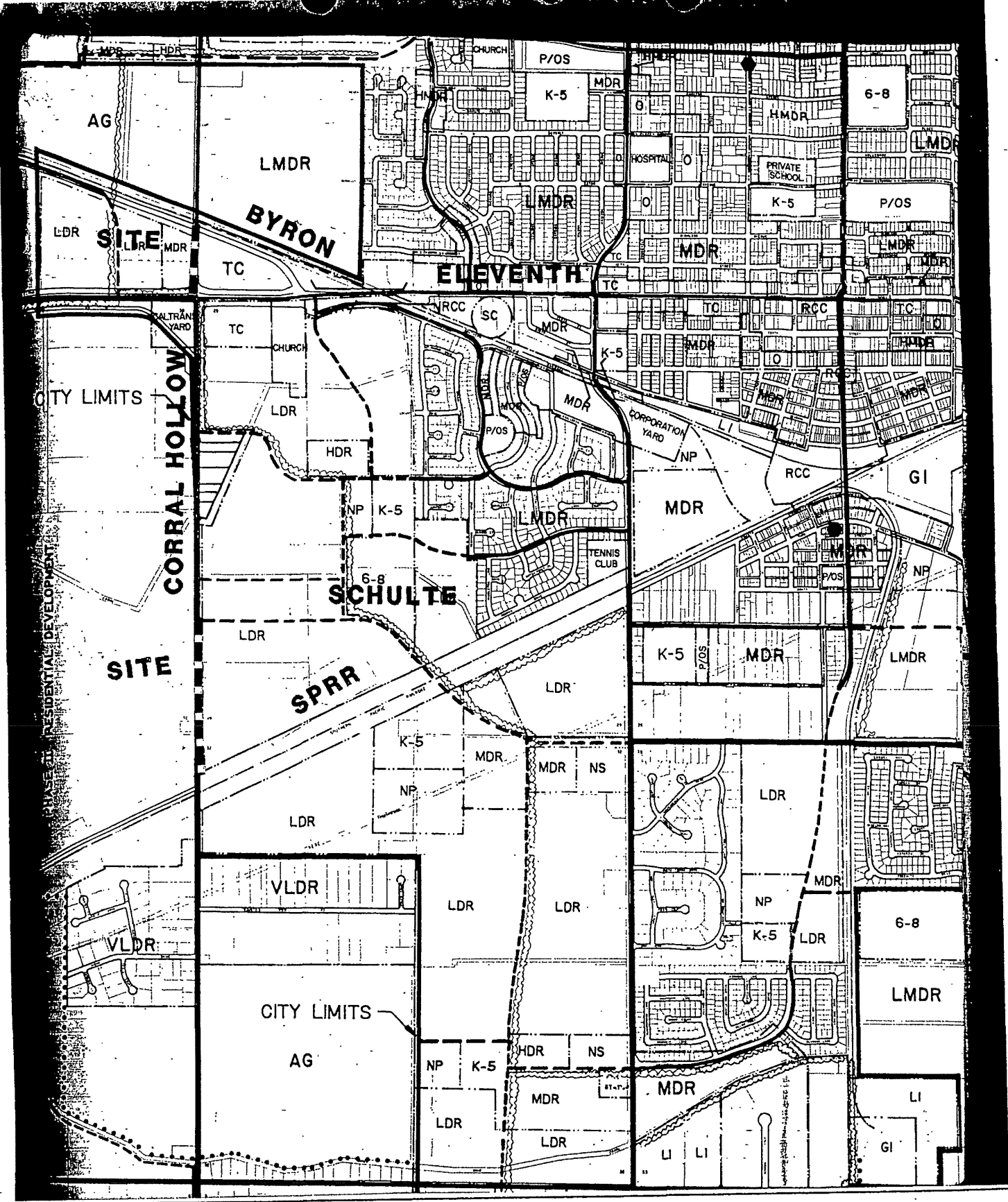
AYES: COUNCIL MEMBERS: BLAND, MORELOS, SCHUBERT, ZANUSSI, SCOTT  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: NONE

  
MAYOR

ATTEST:

  
CITY CLERK

a:04-0517.89c  
misc. #2



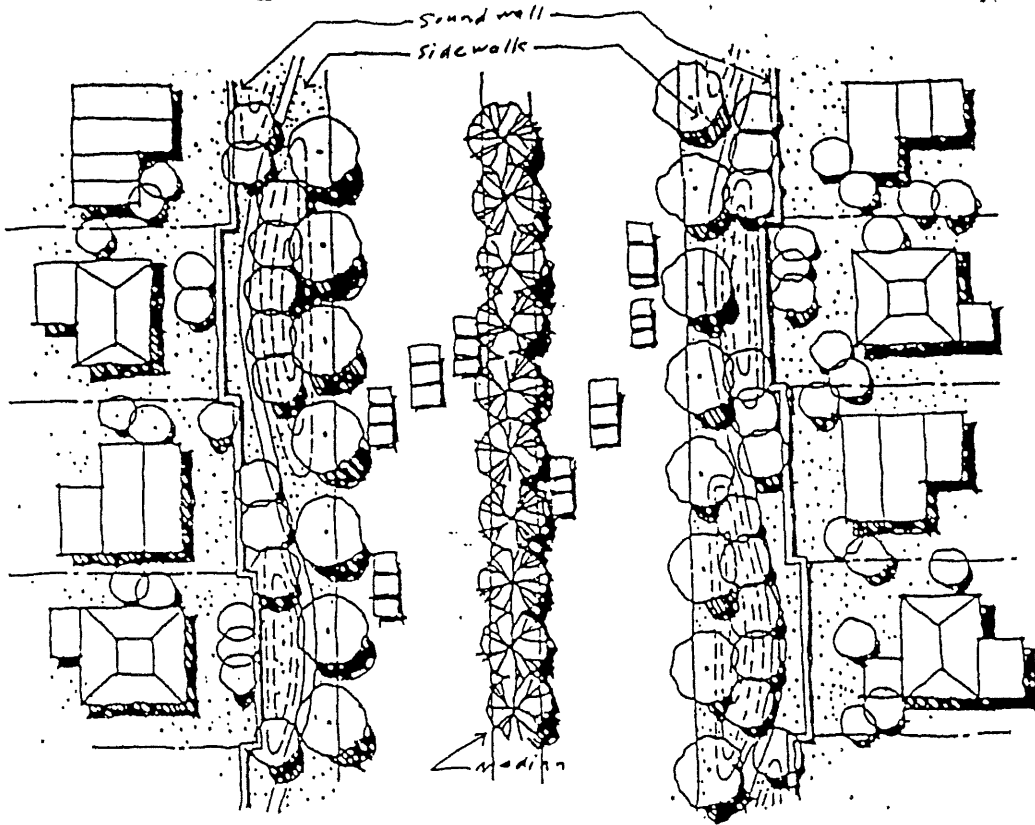
# GENERAL PLAN/VICINITY MAP

- |                                      |                            |
|--------------------------------------|----------------------------|
| VLDR VERY LOW DENSITY RESIDENTIAL    | O OFFICE                   |
| LMDR LOW-MEDIUM DENSITY RESIDENTIAL  | LI LIMITED INDUSTRIAL      |
| MDR MEDIUM DENSITY RESIDENTIAL       | GI GENERAL INDUSTRIAL      |
| HMDR HIGH-MEDIUM DENSITY RESIDENTIAL | K-8 SCHOOL/PUBLIC FACILITY |
| RCC RETAIL CENTER COMMERCIAL         | CHURCH SEMI-PUBLIC         |
| SC SHOPPING CENTER                   | P/OS PARKS AND OPEN SPACE  |
| ● EXISTING NEIGHBORHOOD STORES       | AG AGRICULTURE             |
| TC THOROUGHFARE COMMERCIAL           |                            |

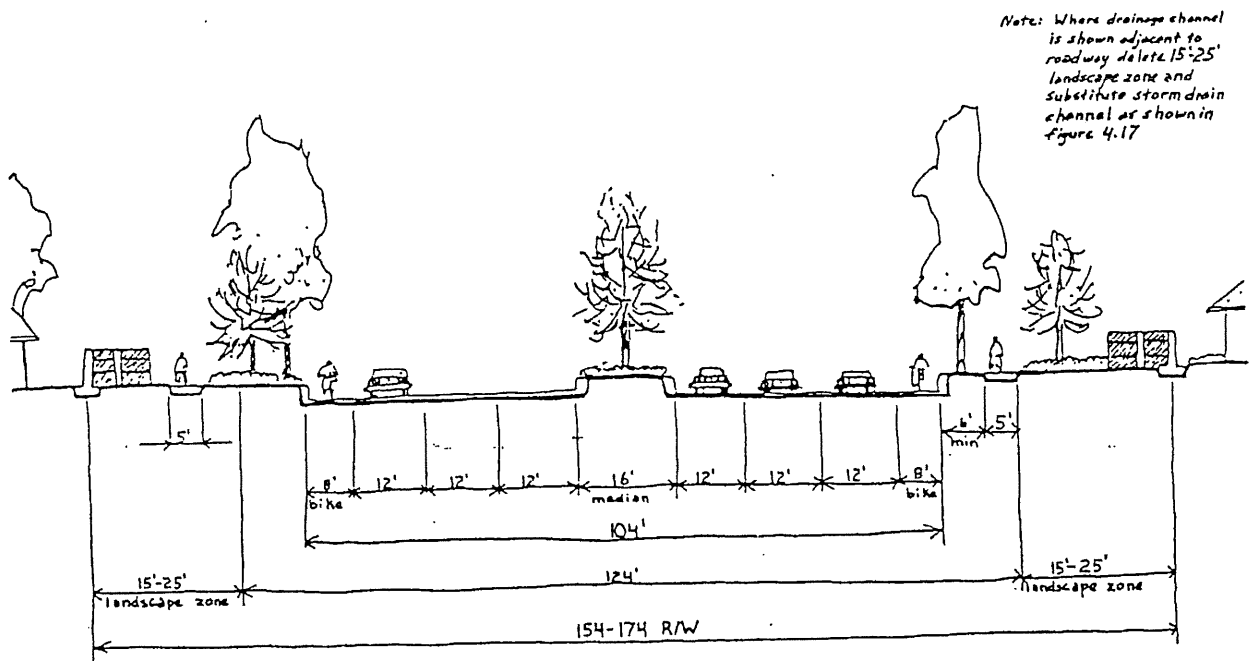
PROJECT TITLE  
**CORRAL HOLLOW RD**

FILE  
**8-89-GPA**

LOCATION (ADDRESS)



MAJOR ARTERIAL- PLAN



MAJOR ARTERIAL - SECTION  
Southern Pacific Railroad North  
to Southern Pacific South

Figure 4.1A

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10. PUBLIC HEARING TO CONSIDER RESIDENTIAL AREAS SPECIFIC PLAN AMENDMENT TO CHANGE THE DESIGNATION OF CORRAL HOLLOW ROAD FROM FOUR TO SIX LANES FROM SOUTH OF BYRON ROAD TO ELEVENTH STREET, AND FROM NORTH OF SOUTHERN PACIFIC RAILROAD TO SOUTH OF SCHULTE ROAD EXTENSION. APPLICANT IS CITY OF TRACY, ASSESSOR PARCEL NUMBERS 213-640-01 THROUGH 08; 231-630-32 THROUGH 39 AND 05 THROUGH 0; , 231-580-21, 22, 36 THROUGH 39; 231-520-10; 240-050-04, 02, 03; 240-070-02; AND 238-040-02, 03; 231-380-13, 12. APPLICATION NUMBER 8-89-GPA

Mr. Belluomini review the staff report explaining the Schulte Road Extension/Corral Hollow Road Traffic Study, completed by Fehr and Peers Associates projected Corral Hollow Road falling below Level of Service (LOS) "C" with the current four lane designation. To maintain a Level of Service "C" the Study recommends Corral Hollow Road be designated six lanes. Currently, Corral Hollow Road is designed to be four lanes from Southern Pacific Railroad to Schulte Road Extension, and from Byron Road to Eleventh Street. On March 21, 1989, the City Council approved a resolution changing the designated width of Corral Hollow Road from four to six lanes from Schulte Road Extension to Eleventh Street. This proposal will designate Corral Hollow Road to six lanes from Byron Road to the Southern Pacific Railroad.

Mayor Scott opened the public hearing. Since no one in the audience wished to address the issue, the public hearing was closed.

Council Member Schubert inquired about funding for the project. City Manager Locke answered developer fees had been set for four lanes and recognizing that additional cost would be incurred, funding would could from the current Residential Specific Plan area with reimbursement by future developments. A cash analysis would be done on an annual basis to determine if a fee adjustment was necessary.

It was moved by Mayor Pro Tem Morelos and seconded by Council Member Bland to adopt Resolution 89-229 approving the Negative Declaration. Voice vote found all in favor; passed and so ordered. Council Member Bland moved and Member Schubert seconded adoption of Resolution 89-230 approving the General Plan Amendment. Voice vote found all in favor; passed and so ordered.

ABH961

TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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***Amendment No. 16***



ORDINANCE NO. 769 C.S.

AN ORDINANCE OF THE CITY COUNCIL REZONING A PORTION OF SPECIFIC PLAN PARCEL 25, EAST OF THE PLANNED ALIGNMENT OF CENTRAL AVENUE, SOUTH OF SCHULTE ROAD FROM AN EXISTING PUD DISTRICT (237 LOTS) TO A NEW PUD DISTRICT (245 LOTS) AND REZONING PROPERTY FROM THE LOW DENSITY RESIDENTIAL (LDR) DISTRICT TO THE PLANNED UNIT DEVELOPMENT DISTRICT (245 LOTS) AND AMEND THE ZONING MAP ACCORDINGLY. THE APPLICANT IS VICTORIA PARK TRACT 2143; APN:246-001-04 & APN:246-006-05

The City Council of the City of Tracy does hereby ordain as follows:

SECTION 1: The subject property is hereby reclassified from the Low Density Residential (LDR) District to the Planned Unit Development (PUD) District;

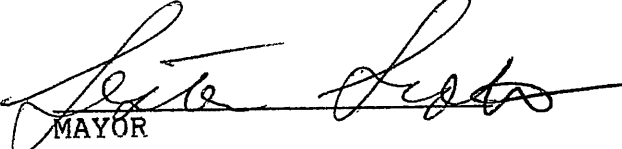
SECTION 2: Standards and regulations for the design and improvement of the district shall be as indicated in Attachment "A", attached hereto, and incorporated herein by reference;

SECTION 3: This Ordinance shall be published once in the Tracy Press, a newspaper of general circulation within fifteen (15) days from and after its passage and adoption.

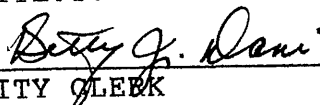
\* \* \* \* \*

The foregoing Ordinance No. 769 C.S. was introduced at a regular meeting of the Tracy City Council held on the 16th day of May, 1989, and finally passed and adopted by said Council at its regular meeting on the 6th day of June, 1989, by the following vote:

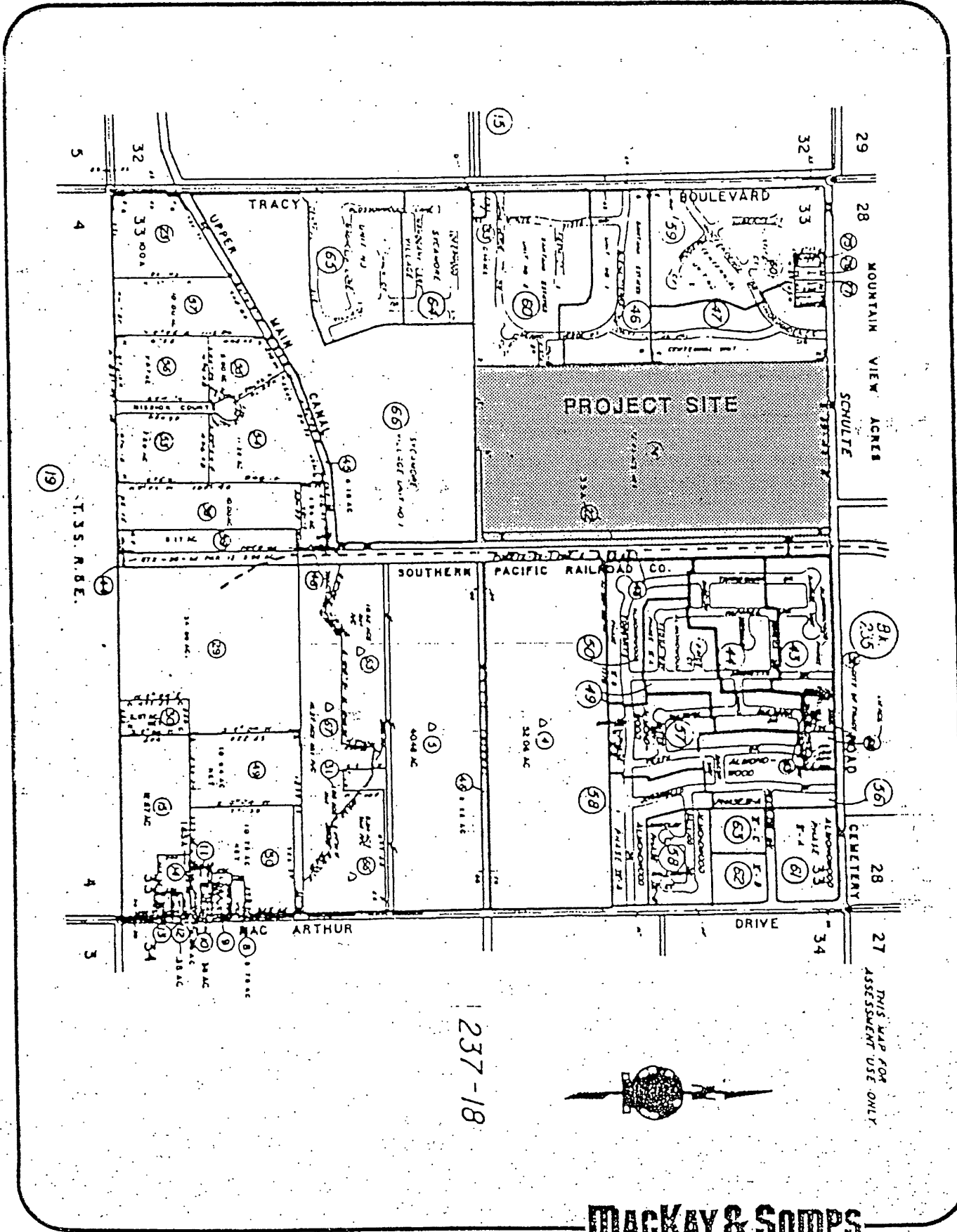
AYES: COUNCIL MEMBERS: BLAND, MORELOS, SCHUBERT, ZANUSSI, SCOTT  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: NONE

  
MAYOR

ATTEST:

  
CITY CLERK

A:S02-0509.89



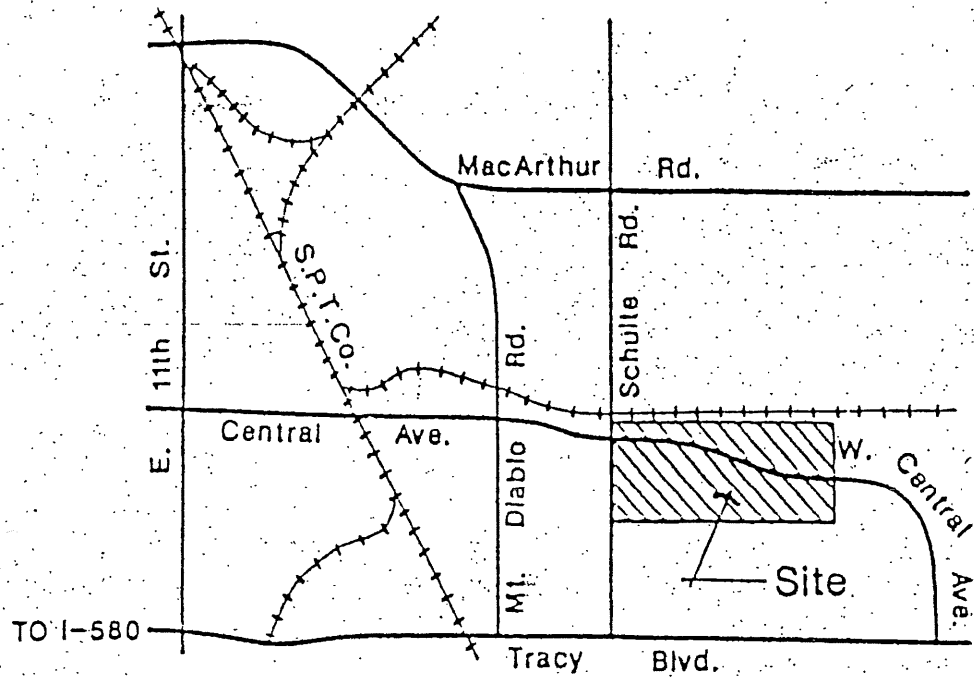
237-18

THIS MAP FOR ASSESSMENT USE ONLY

**MAC KAY & SOMPS**

FIGURE 2

# Vicinity Map



**MACKEY & SOMPS**

FIGURE 1

ATTACHMENT "A"

VICTORIA PARK PUD

I. PURPOSE

The Low Density Residential Planned Unit Development zone for this site is intended to be utilized in conjunction with the LDR (PD) Specific Plan designation assigned to this site as part of the City of Tracy's Residential Areas Specific Plan with a maximum density of 5.8 dwelling units per gross.

II. PERMITTED USES

A. The following uses shall be permitted in the LDR PUD zone:

1. Single Family Dwellings;
2. Public Parks, Buildings, and Schools.

B. The following conditional use shall be permitted in the LDR PUD zone subject to the granting of a Use Permit as provided in Sections 10-2.3401 through 10-2.3418 of Article 34 of the Tracy Municipal Code:

1. Secondary Residential Units;
2. Educational, Cultural, Institutional and Recreational
3. Private Schools, Nursery Schools, and Day Care Centers;
4. Board of Care Facilities.

III. LOT WIDTH AND DEPTH

The following lot width and dept requirements shall apply within the LDR PUD zone:

- A. The minimum lot width shall be 45 feet; at th efront lot line.
- B. Minimum lot depth shall be 80 feet.
- C. The requirements set forth in this section may be increased for conditional uses.

IV. MINIMUM YARDS

The following minimum yards shall be required in the LDR PUD zone:

- A. Front: Fifteen feet to either of the dwelling unit or the garage except that within any continuous block face, 1/3 of the units shall be set back at least 20 feet.
- B. Side:
1. Interior lots: Seven feet on one side; three feet on the other side or five feet on one side and five feet on the other side. A three foot side yard setback may not abut a three side yard on an adjoining lot.
  2. Corner lots: A minimum of three feet shall be provided on the interior side; a minimum of ten feet shall be provided on the street side yard.
  3. Detached accessory buildings on the rear 1/3 of the lot may be located in a required side yard other than a street side yard.
- C. Rear: Fifteen feet except detached accessory buildings which may be located in a required rear yard.
- D. Distance between buildings: Six feet between accessory buildings and between an accessory and a main building; and the minimum distance between main buildings shall be ten feet.
- E. Rear or side yards setbacks abutting the adjacent RE zone shall maintain a minimum set back of 35 feet. In addition, a seven foot durable fence such as combination of masonry and wood shall be provided along the RE zone lot line.

- F. The design of lots adjoining or abutting the RE zone shall have two or less neighboring lots and no street shall abut the RE zone lots.
- G. A durable fence shall extend along the border with the park and school adjoining the RE zone.

V. HEIGHT

The maximum lot height in the LDR PUD zone shall be 2 1/2 stories or 35 feet, whichever is less; provided, however, two story elements shall have windows on elevations facing the street frontage. In addition, those residences located on lots adjoining the RE zone shall be limited to one story in height or a maximum of 30 feet.

VI. OFF-STREET PARKING

Off-street parking in the LDR zone shall be provided as required by Article 26 of the Tracy Municipal Code. In addition, at least one space shall be provided at a location on the lot which meets all of the yard and coverage requirements for a garage.

VII. DEVELOPMENT REVIEW (LDR PUD)

Development approval for all uses, buildings, structures, and site development in the LDR PUD zone except a single family residence and accessory structures on a single lot, shall be required as provided in Article 30 of the Tracy Municipal Code.

construction inspection and engineering design services. The positions in Inspection Services will be filled on an "as needed" basis and are terminated when no longer necessary.

- X. Revise the List of Classifications That Are Exempt from Overtime Under the Fair Labor Standards Act (FLSA) - Resolution 89-216 approved revising the list of classifications exempt from overtime under the FLSA due to recent reorganization of the Public Works Department.

2. TRACY TOMORROW REPORTS

- A. Environmental Task Force - Mike Souza spoke on identification of three major issues and formation of sub-committees to study the issues.
- B. Public Safety Task Force - Bob Milliorn summarized issues to be investigated and sub-committee leader names.

3. ITEMS FROM THE AUDIENCE - None

4. PUBLIC HEARING FOR REVIEW OF PRELIMINARY AND FINAL DEVELOPMENT PLANS REZONING WESTSIDE IRRIGATION DISTRICT LANDS FROM THE LOW DENSITY RESIDENTIAL ZONE TO THE PLANNED UNIT DEVELOPMENT DISTRICT AND REZONING PROPERTY FROM AN APPROVED PLANNED UNIT DEVELOPMENT (PUD) DISTRICT (237 LOTS DETACHED), SINGLE-FAMILY RESIDENTIAL SUBDIVISION) TO A NEW PLANNED UNIT DEVELOPMENT DISTRICT (245 LOT, SINGLE FAMILY RESIDENTIAL SUBDIVISION, 10 ACRE SCHOOL AND 5 ACRE PARK SITE). ONLY THE SINGLE-FAMILY RESIDENTIAL PORTION IS TO BE REZONED AT THIS TIME. THE APPLICANT IS MACKAY AND SOMPS FOR THE WILLIAM LYON COMPANY AND THE WESTSIDE IRRIGATION DISTRICT; APPLICATION NUMBER 2-89-R

Community Development Director Belluomini reviewed the staff report explaining the Planning Commission had recommended approval of the rezoning. The Commission, however, noted the width of the two proposed lots did not reflect standards recently recommended by the Commission (45 foot minimum) and the proximity of the subdivision to the railroad spur line increased resulting requirement for a masonry soundwall to buffer adjacent residents along the east boundary of the proposed Planned District tentative map. The Commission felt the 8-foot masonry soundwall would attenuate noise, provide increased safety and security, and would be more durable than a wood fence. That portion of Parcel 25 reserved for medium density housing was excluded from the requirement for soundwall

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construction. The applicant appealed the condition for the soundwall.

Mayor Scott opened the public hearing. David Coombs, The William Lyon Company, explained his company had been approached by Public Works to purchase the 40-foot strip of land behind their project from the West Side Irrigation District. This would enable adding 7 additional houses to the project. The requirement of the 8-foot fence, however, would be too costly, even with the addition of the 7 homes. He proposed instead a combination 7-foot fence of masonry and wood similar to the one for the westerly border of the project. Mayor Scott closed the public hearing.

Council discussed the merits of a masonry fence as opposed to a wooden fence. It was felt the combination 7-foot wood/masonry fence would provide a lasting safety feature at less expense than the 8-foot masonry fence. In answer to an inquiry by Council Member Schubert, it was pointed out the canal behind the project contained a drainage pipe and was not an open waterway. Mr. Coombs estimated it would cost The Lyon Company approximately \$20,000 to relocate the pipe.

It was moved by Council Member Bland and seconded by Member Schubert to determine that the environmental impact of the proposed project was considered within Master Environmental Impact Report. Voice vote found all in favor; passed and so ordered. Council Member Bland moved and Member Schubert seconded granting the appeal and approving 7-foot combination masonry/wood fence. Voice vote found all in favor; passed and so ordered. Following reading of the title of the proposed ordinance it was moved by Council Member Schubert and seconded by Member Bland to waive reading of the text. Voice vote was unanimous; passed and so ordered. Mayor Pro Tem Morelos moved for introduction of rezoning Ordinance 769 C.S.

City Manager Locke explained that General Plan amendments scheduled for this meeting had been rescheduled for the next regular meeting of June 6, 1989.

5. PUBLIC HEARING-APPEAL FILED BY LARS ANDERSON AND ASSOCIATES, INC. ON BEHALF OF ROBERT W. BARENCHI, OF APRIL 12, 1989 PLANNING COMMISSION ACTION CONDITIONALLY APPROVING TENTATIVE MAP 4-89-TSM

Community Development Director Belluomini summarized the staff report. The Planning Commission approved a revised Tentative Map for the 25-lot subdivision on April 12, 1989. The applicant filed an appeal on April 20, 1989, stating their Design No. 1, with Jenni Lane

ABH961



TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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*Amendment No. 17*

RESOLUTION NO. 89-225

RESOLUTION OF APPROVAL FOR A RESIDENTIAL AREAS SPECIFIC PLAN AMENDMENT AFFECTING THE ARRANGEMENT OF MEDIUM DENSITY AND LOW DENSITY RESIDENTIAL LAND USES ON SPECIFIC PLAN PARCEL 8

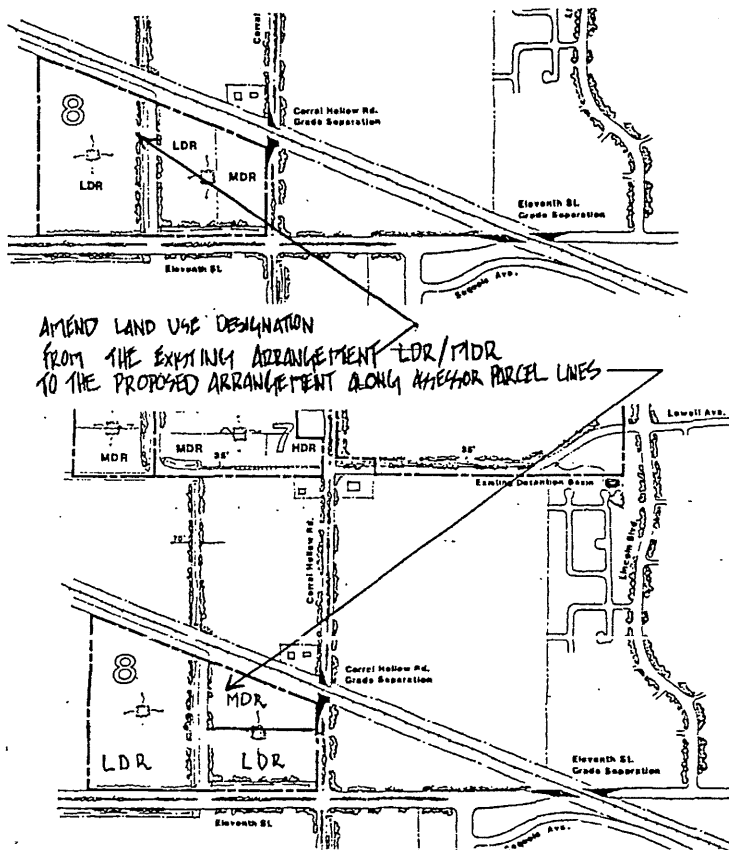
WHEREAS, The City of Tracy Planning Commission held a Public Hearing on January 25, 1989, to consider application number 19-88-GPA, and on the basis of information presented therein recommended approval of application 19-88-GPA to the City Council, and

WHEREAS, The City of Tracy City Council held a Public Hearing on March 7, and June 6, 1989, to consider application 19-88-GPA, and

WHEREAS, On June 6, 1989, the City Council adopted a Resolution approving a Negative Declaration for application number 19-88-GPA, and

WHEREAS, The City Council found the proposed Specific Plan Amendment as described by application number 19-88-GPA consistent with the General Plan of the City of Tracy;

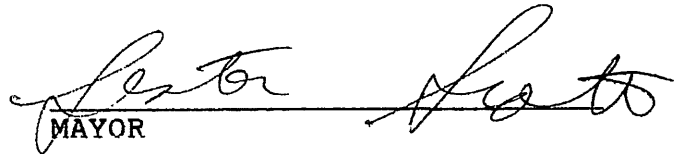
NOW, THEREFORE, BE IT RESOLVED That the City of Tracy City Council does hereby amend the Residential Areas Specific Plan Map as follows:



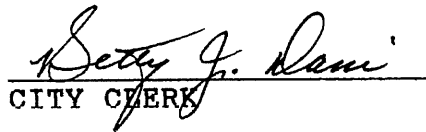
\* \* \* \* \*

The foregoing Resolution No. 89-225 was passed and adopted by the City Council of the City of Tracy on the 6th day of June, 1989, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, SCHUBERT, ZANUSSI, SCOTT  
NOES: COUNCIL MEMBERS: MORELOS  
ABSENT: COUNCIL MEMBERS: NONE

  
MAYOR

ATTEST

  
CITY CLERK

(Sunboro)  
A:s04-0131.89

ORDINANCE NO. 774 C.S.

AMENDING THE ZONING MAP OF THE CITY OF TRACY BY RECLASSIFYING PROPERTY GENERALLY LOCATED AT THE NORTHWEST CORNER OF CORRAL HOLLOW AND ELEVENTH STREET ASSESSOR'S PARCEL 238-040-02 FROM THE LOW DENSITY RESIDENTIAL DISTRICT TO THE MEDIUM DENSITY CLUSTER (MDC) DISTRICT.

The City Council of the City of Tracy does hereby ordain as follows:

SECTION 1: The Zoning Map of the City of Tracy is amended to reclassify the following parcel from Low Density Residential (LDR) Zone to the Medium Density Cluster (MDC) Zone.

Assessor Parcel Number 238-040-02 generally located on the northwest corner of Corral Hollow Road and Eleventh Street.

SECTION 2: This Ordinance shall take effect thirty (30) days after it's final passage and adoption.

SECTION 3: This Ordinance shall be published once in the Tracy Press, a newspaper of general circulation, within fifteen (15) days from and after it's final passage and adoption.

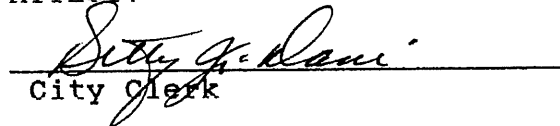
\* \* \* \* \*

The foregoing Ordinance No. 774 CS was introduced at a regular meeting of the Tracy City Council held on the 6th day of June, 1989, and finally passed and adopted by said Council at it's regular meeting on the 20th day of June, 1989 by the following vote:

AYES: COUNCIL MEMBERS: BLAND, MORELOS, SCHUBERT, ZANUSSI, SCOT  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: NONE

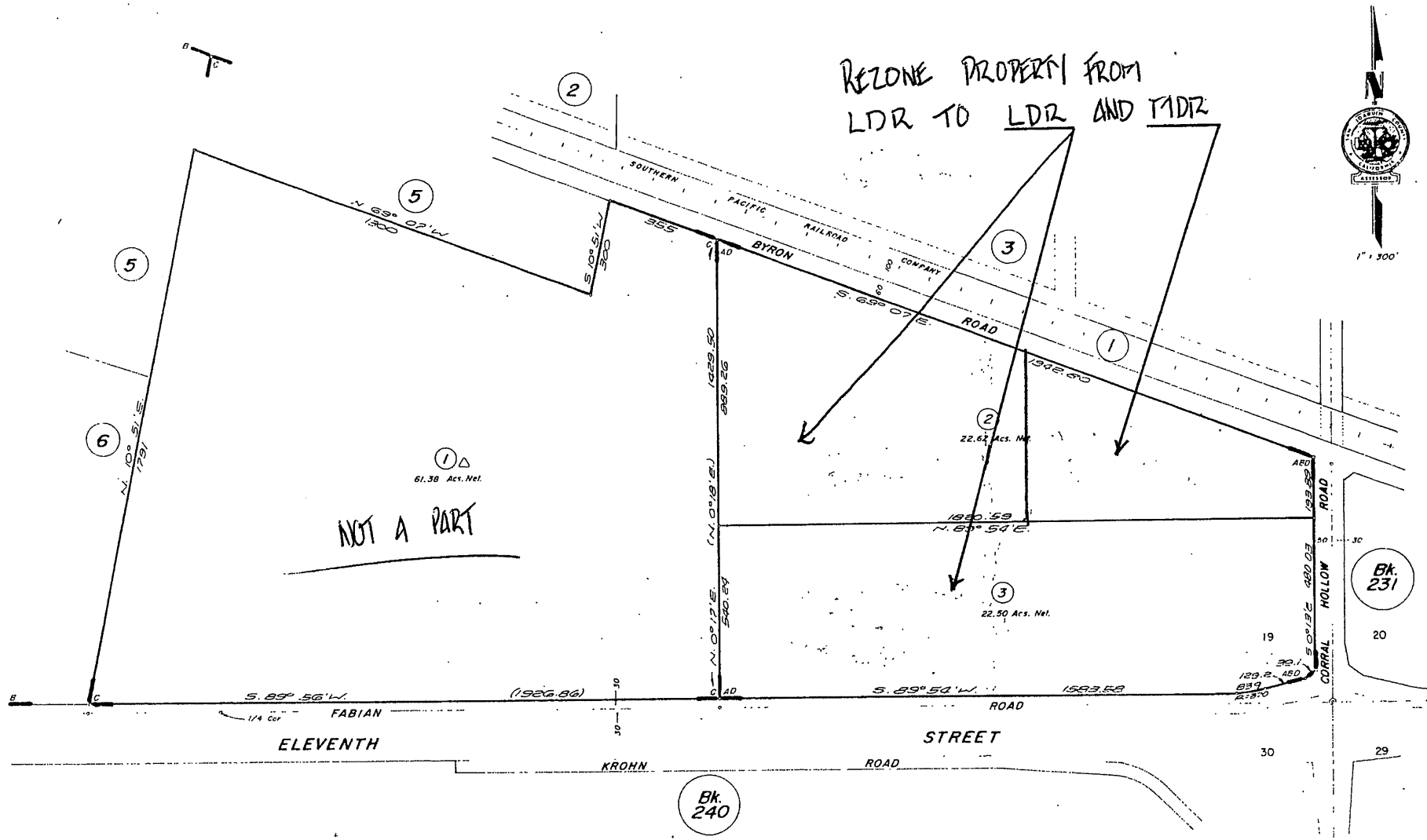
  
Mayor, City of Tracy

ATTEST:

  
City Clerk

a:s05-0131.89(Sunboro)

774cs



- D - P.M. Bk. 15 - Pg. 151
- C - R.S. Bk. 6 - Pg. 165
- B - R.S. Bk. 6 - Pg. 28
- A - R.S. Bk. 4 - Pg. 194

△ - Williamson Act Parcels

NOTE - Assessor's Parcel Numbers Shown in Circles

Assessor's Map Bk. 238 - Pg. 04



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June 6, 1989

The public hearing was opened by Mayor Scott. Ben Curran, 445 West Eleventh, representing the Board of Realtors, offered to answer any questions. The public hearing was closed.

Council Member Bland moved and Mayor Pro Tem Morelos seconded adoption of Resolution 89-222 approving a Negative Declaration finding no significant environmental impact for the proposed application. Voice vote found all in favor; passed and so ordered. It was moved by Council Member Zanussi and seconded by Mayor Pro Tem Morelos to adopt Resolution 89-223 approving the General Plan Amendment from H-MDR to Office zone. Voice vote found all in favor; passed and so ordered. Following reading of the title of the proposed Ordinance 771 C.S., it was moved by Council Member Zanussi and seconded by Member Schubert to waive reading of the text. Voice vote found all in favor; passed and so ordered. Council Member Schubert moved for introduction of Ordinance 771 C.S. approving the rezoning. The City Clerk read the title of Ordinance 772 C.S., changing the permitted uses in the Professional Office, Medical District. It was moved by Council Member Schubert and seconded by Mayor Pro Tem Morelos to waive reading of the text. Voice vote found all in favor; passed and so ordered. Mayor Pro Tem Morelos moved for introduction of Ordinance 772 C.S. Following reading of the title of Ordinance 773 C.S. amending Use Group No. 24, it was moved by Council Member Zanussi and seconded by Mayor Pro Tem Morelos to waive reading of the text. Voice vote found all in favor; passed and so ordered. Council Member Zanussi moved for introduction of Ordinance 773 C.S.

7.

AMEND THE RESIDENTIAL AREAS SPECIFIC PLAN, RELATIVE TO SPECIFIC PLAN PARCEL 8, FROM LOW DENSITY RESIDENTIAL TO MEDIUM DENSITY RESIDENTIAL ON THE EAST PORTION OF ASSESSOR PARCEL NUMBER 238-040-02; AND

AMEND THE RESIDENTIAL AREAS SPECIFIC PLAN FROM MEDIUM DENSITY RESIDENTIAL TO LOW DENSITY RESIDENTIAL ON THE EAST PORTION OF ASSESSOR PARCEL 238-040-03, AND

REZONE THE EASTERN 900 FEET OF ASSESSOR PARCEL NUMBER 238-040-02 FROM LOW DENSITY RESIDENTIAL (LDR) TO THE MEDIUM DENSITY RESIDENTIAL CLUSTER (MDC) ZONE - THE APPLICANT IS SUNBORO CORPORATION - APPLICATIONS 19-88-GPA AND 19-88-R

Mr. Belluomini, in reviewing the staff report, explained the Council, on May 2, 1989, had adopted a Resolution of Intention to amend the General Plan to allow Byron Road to continue to Corral Hollow Road. Previously, the planned alignment of Byron Road

ABH961

terminated approximately 1,000 feet west of its present intersection with Corral Hollow Road, intersecting instead with Eleventh Street. The action will result in two intersections east of the Corral Hollow Road and Eleventh Street intersection along Parcel 8 frontage, one serving residents to the east via Fabian Road and one serving the former alignment of new Byron Road. Under the existing Residential Specific Plan there are approximately 12 acres in Medium Density Residential with 35.52 acres in Low Density Residential. The applicant's proposal allows for approximately 1.5 fewer MDR acres than currently contemplated by the Specific Plan, largely resulting from the intended Byron Road realignment on the north portion of the parcel.

Mayor Scott opened the public hearing. Mike Myer, Greenbriar Corporation, spoke in favor of the rezoning. Council discussed the two blinking red lights on Eleventh Street. Council Member Bland preferred one blinking red light. Mr. Myer suggested placing one light at Corral Hollow at the center of the project and eliminating the light at the west edge of the property. Greenbriar would eliminate left turn movements from Eleventh onto Fabian Road. Residents would turn left from Eleventh at Corral Hollow. City Attorney Coats advised that Council had adopted a Resolution of Intention, with input from the Fabian Road residents, to place a blinking red light at Fabian. Not all of those residents had been noticed for this meeting because they lived outside the 300-foot noticing boundary. Public Works Director McCluskey discussed possible future scenarios for the area relative to permanent signalized intersections. The public hearing was then closed.

It was moved by Council Member Zanussi and seconded by Mayor Pro Tem Bland to adopt Resolution 89-224 approving finding of no significant environmental impact and approving a Negative Declaration. Voice vote found Council Members Zanussi and Scott in favor; Council Members Bland, Schubert and Mayor Pro Tem Morelos opposed; motion failed 2:3. Council Member Bland moved and Member Schubert seconded placing one blinking light only, at Fabian Road and Eleventh. City Attorney Coats asked that the motion be modified to include elimination of median break at New Byron Road. Mr. Myers protested the motion as not giving the residents of the new subdivision ingress and egress at a logical place. Voice vote found all opposed; motion failed. Council Member Bland moved and Member Zanussi seconded adoption of Resolution 89-224 approving the Negative Declaration. Voice vote found all in favor; passed and so ordered. Council Member Zanussi moved and Member Bland seconded adoption of Resolution 89-225



Minutes  
Page 15  
June 6, 1989

approving the General Plan Amendment as presented in the staff report with two blinking red lights. Voice vote found Council Members Bland, Schubert, Zanussi and Scott in favor; Mayor Pro Tem Morelos opposed. Motion carried 4:1. Following reading of the title of the proposed ordinance, it was moved by Council Member Zanussi and seconded by Member Schubert to waive reading of the text. Voice vote found all in favor; passed and so ordered. Council Member Zanussi moved for introduction of Ordinance 774 C.S. amending the Zoning Map.

\* Mayor Scott called for a recess at 9:50 p.m., reconvening at 9:56 p.m.

8. PUBLIC HEARING TO AMEND 9.83 ACRES OF RESIDENTIAL AREAS SPECIFIC PLAN PARCEL 21 SOUTH OF THE PG&E EASEMENT FROM MEDIUM DENSITY RESIDENTIAL TO THE HIGH DENSITY RESIDENTIAL AND REZONE A PORTION OF ASSESSOR'S PARCELS 235-110-03, 09 AND 235-140-06 FROM MEDIUM DENSITY CLUSTER ZONE TO THE HIGH DENSITY RESIDENTIAL ZONE. THE APPLICANT IS BRUCE HARRINGTON. APPLICATION NUMBERS 4-89-R AND 5-89-GPA

Community Development Director Belluomini, in reviewing the staff report, stated on April 26, 1989 the Planning Commission considered the application. Identified issues of concern were density, special needs of elderly and large families, and continued viability of the Residential Specific Plan. The Commission determined the project would comply with the Residential Specific Plan with respect to these issues.

Mayor Scott opened the public hearing. Bruce Harrington, applicant, urged Council to approve the application. The public hearing was then closed.

Council Member Zanussi moved and Member Bland moved for adoption of Resolution 89-226 approving the Negative Declaration. Voice vote found all in favor; passed and so ordered. Council Member Zanussi then moved and Mayor Pro Tem Morelos seconded adoption of Resolution 89-227 amending the Residential Areas Specific Plan. Council Member Schubert declared her intention to oppose the rezoning as she wanted to adhere to the current Specific Plan designation. Voice vote found Council Members Zanussi and Scott in favor; Council Members Bland, Morelos and Schubert opposed. Motion denied by a 2:3 vote.

(See Item 16 below wherein the item was continued to the Council meeting of July 5, 1989.)

ABH961

TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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*Amendment No. 18*

RESOLUTION NO. 89-369

RESOLUTION OF APPROVAL  
APPROVING GENERAL PLAN AND RESIDENTIAL AREAS SPECIFIC PLAN AMENDMENTS  
AS DESCRIBED BY APPLICATION 12-89-GPA

WHEREAS, The General Plan adopted by the City of Tracy City Council on December 7, 1982, identified existing Byron Road as a minor arterial, and

WHEREAS, The Residential Areas Specific Plan adopted by the City of Tracy City Council on June 2, 1987, identified New Byron Road as a major collector, and

WHEREAS, Roadways effected by Application 12-89-GPA, are contained within lands included in both the General Plan and Residential Areas Specific Plan Master Environmental Impact Reports, and

WHEREAS, Recent traffic counts on the effected roadways by the City's Public Works Department show that the proposed amendments will not adversely impact traffic circulation in the area, and

WHEREAS, The City of Tracy City Council at a Public Hearing on May 2, 1989, approved a Resolution of Intention (Resolution 89-167) amending the General Plan and Residential Areas Specific Plan as described by Application 12-89-GPA, and

WHEREAS, The City of Tracy City Council at a Public Hearing on June 6, 1989, approved a Resolution amending the Residential Areas Specific Plan land use designations for Specific Plan Parcel 8, effecting the alignment of the roadways impacted by Application 12-89-GPA, and

WHEREAS, The proposal is consistent with the General Plan and Residential Areas Specific Plan in that it will not encourage the mix of residential, commercial and industrial traffic by maintaining Old Byron Road at its current status to serve commercial/industrial and through traffic and constructing New Byron Road as proposed by the Residential Areas Specific Plan to serve residential traffic, and

WHEREAS, The proposal will protect the public health and safety through the separation of residential, commercial and industrial traffic and provision of a controlled intersection at Stone Pine Drive and Eleventh Street, and

WHEREAS, The traffic improvements to be installed at the intersections of Eleventh Street and New Byron Road are in compliance with Section 4E-(4) of the Manual on Uniform Traffic Control Devices, Hazard Identification Beacon, and

WHEREAS, The City of Tracy Planning Commission held as Public Hearing on August 9, 1989, to consider Application 12-89-GPA, and

WHEREAS, The City of Tracy Planning Commission did find and recommend to the Tracy City Council approval of said amendments described by Application 12-89-GPA, and

WHEREAS, The City of Tracy City Council held a Public Hearing on September 12, 1989, to consider amendments by Application 12-89-GPA;

NOW, THEREFORE, BE IT RESOLVED That the City Council find the health, safety, welfare, and convenience of the citizens of Tracy warrant an amendment to the Residential Specific Plan and General Plan affecting the alignment of Byron Road. It is the intention of the City Council to consider the following Specific Plan and General Plan amendment:

Byron Road to continue as a two lane major collector road, in its present alignment to intersect at Corral Hollow Road. A median break shall be provided on Corral Hollow Road for this intersection.

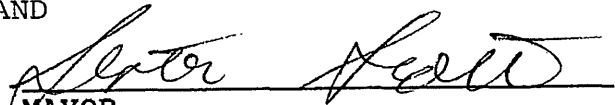
New Byron Road extension currently planned to intersect with Eleventh Street, shall continue as a minor collector, consistent with the Residential Specific Plan, but not be named Byron Road. An interim full median break with blinking red signal shall be provided on Eleventh Street to accommodate this intersection.


Fabian Road shall continue approximately 125 feet east into the Specific Plan Parcel 8, connect with Stone Pine Drive, and intersect with Eleventh Street. It will also connect with internal subdivision streets. An interim full median break with blinking red signal shall be provided on Eleventh Street to accommodate this intersection.

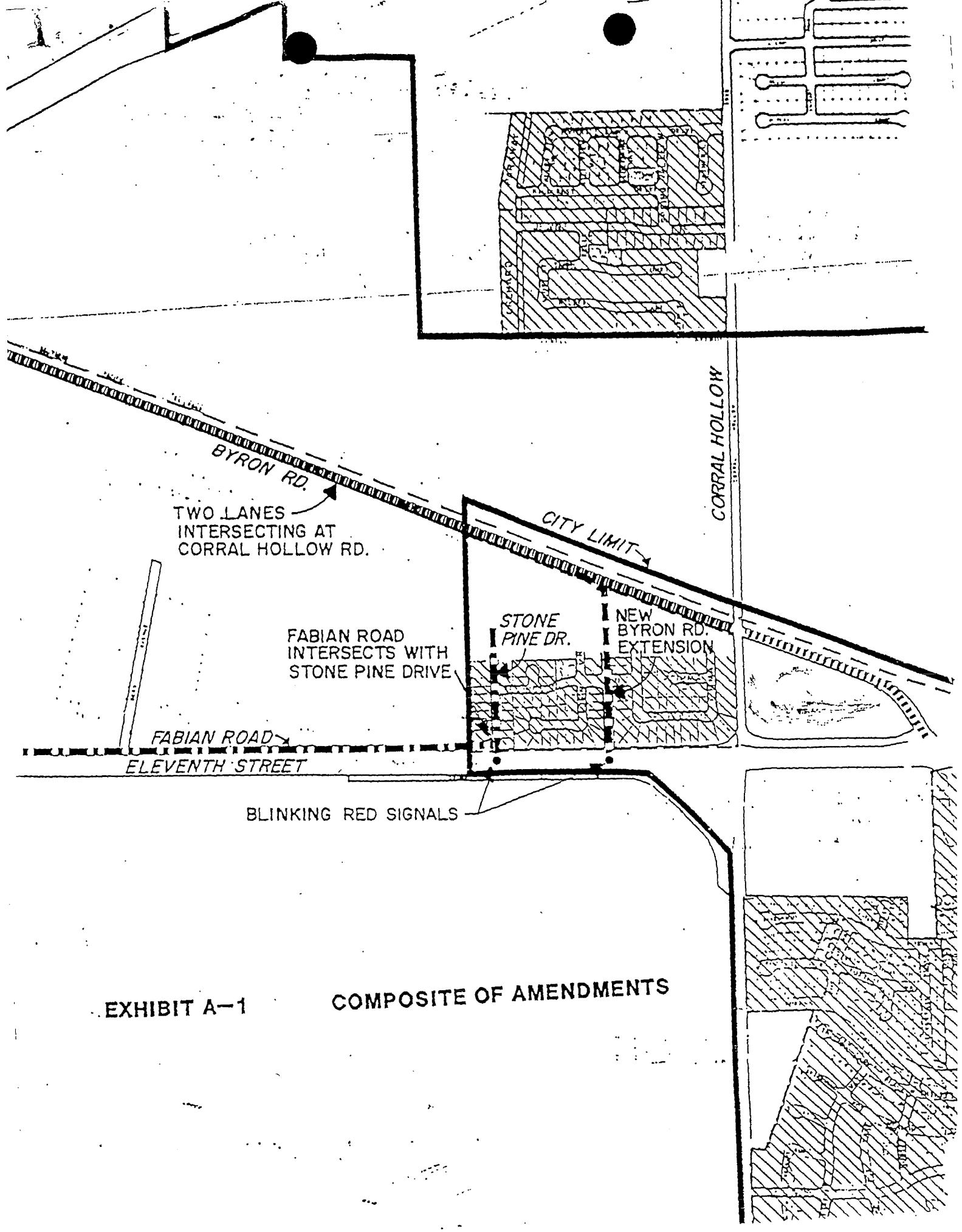
\* \* \* \* \*

The foregoing Resolution No. 89-369 was passed and adopted by the City Council of the City of Tracy on the 12th day of September, 1989, by the following vote:

AYES: COUNCIL MEMBERS: MORELOS, SCHUBERT, ZANUSSI, SCOTT  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: BLAND

  
MAYOR

ATTEST:  
  
CITY CLERK



TWO LANES INTERSECTING AT CORRAL HOLLOW RD.

FABIAN ROAD INTERSECTS WITH STONE PINE DRIVE

STONE PINE DR.

NEW BYRON RD. EXTENSION

FABIAN ROAD  
ELEVENTH STREET

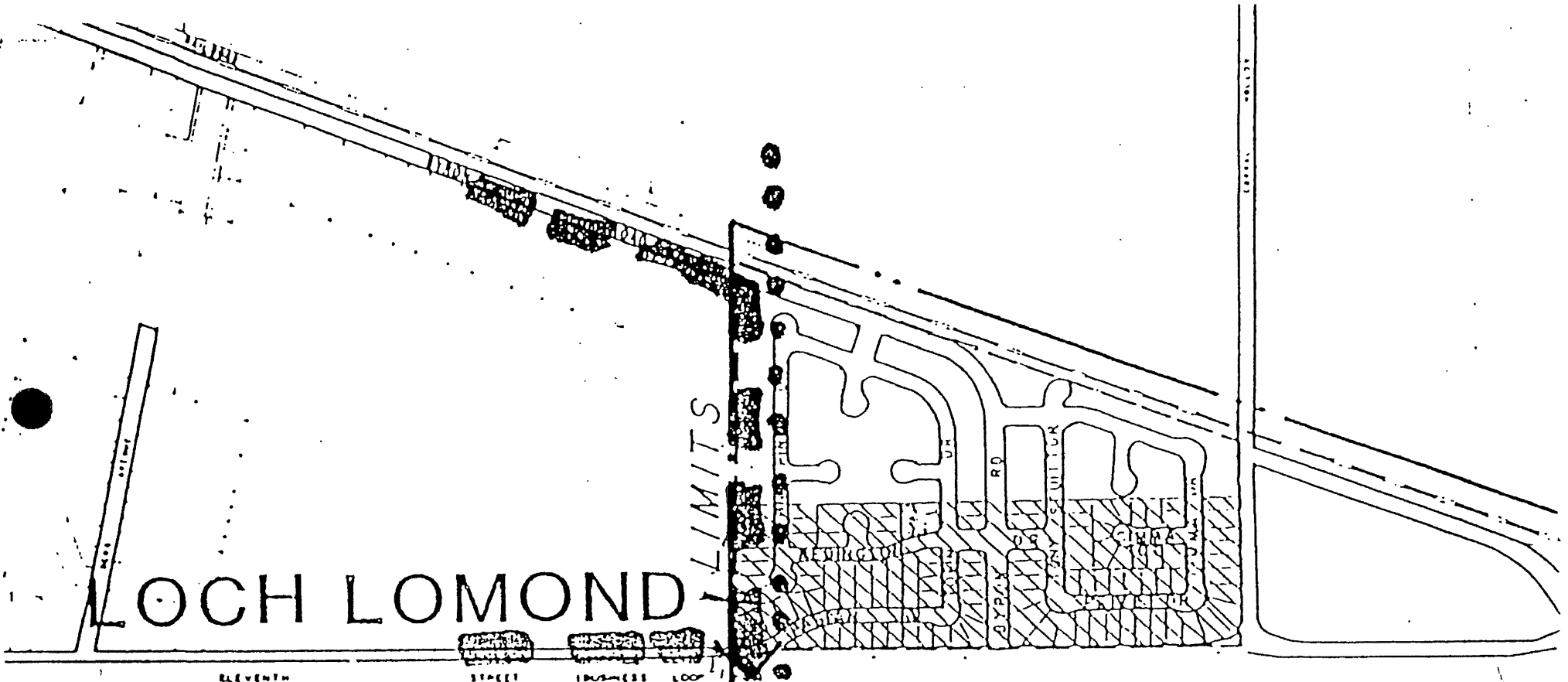
BLINKING RED SIGNALS

CITY LIMIT

CORRAL HOLLOW

EXHIBIT A-1

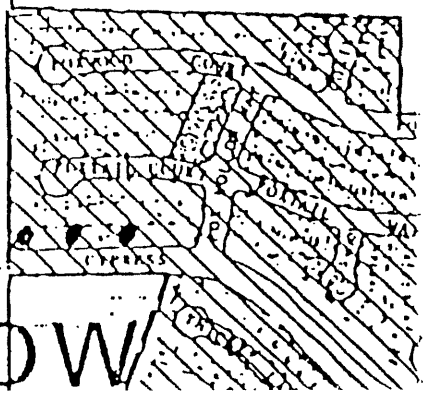
COMPOSITE OF AMENDMENTS



CANDLEWOOD  
ESTATES

MAP 6  
 BYRON RD REROUTE  
 TO 11TH ST. MEDIAN  
 BREAK WITH SIGNAL  
 AND REROUTE DRAINWAY  
 ALONG EAST SIDE OF

FOX HOLLOW



2. PUBLIC HEARING TO CONSIDER AN AMENDMENT TO THE GENERAL PLAN AND RESIDENTIAL AREAS SPECIFIC PLAN AMENDMENT TO: (1) MAINTAIN EXISTING BYRON ROAD IN ITS PRESENT ALIGNMENT TO INTERSECT WITH CORRAL HOLLOW ROAD - ASSESSOR PARCEL NUMBERS 238-010-01, 02, 238-030-10, 238-040-01, 02, 03 AND 231-380-01, 07, 11, 12, 13. THE APPLICANT IS THE CITY OF TRACY; APPLICATION NUMBER 12-89-GPA

Community Development Director Belluomini reviewed the staff report explaining on May 2, 1989 the City Council had approved a Resolution of Intention to maintain existing Byron Road in its present alignment, connect Fabian Road to Eleventh Street via Stone Pine Drive (Specific Plan Parcel 8), and designate new Byron Road a minor collector to provide a north-south connection between Eleventh Street and existing Byron Road. On June 6, 1989, Council amended the land use designations for Specific Plan Parcel 8, affecting the alignment of Byron and Fabian Roads, as approved by the Residential Areas Specific Plan (RASP). The resolution also stated Council's intentions as follows:

- 1) Continue Byron Road as a two-lane road in its present alignment to intersect at Corral Hollow. Byron Road east of Corral Hollow Road to be abandoned. A median break shall be provided on Corral Hollow for this intersection.
- 2) New Byron Road shall continue as minor collector, currently planned to intersect with Eleventh Street, consistent with Residential Areas Specific Plan, but not be named New Byron Road. An interim full median break with blinking red signal shall be provided on Eleventh Street to accommodate this new intersection.
- 3) Continue Fabian Road approximately 125 feet east into Specific Plan Parcel 8, connect with Stone Pine Drive, and intersection with Eleventh Street. It will also connect with internal subdivision streets. An interim full median break with blinking red signal shall be provided on Eleventh Street to accommodate this intersection.

On August 9, 1989 the Planning Commission held a Public Hearing to consider this application and expressed their concern over their inability to recommend future status of New Byron Road and existing Byron Road without knowledge of future land use/traffic projections.

Recommended action was as follows:

- 1) Approve a Negative Declaration for application 12-89-GPA
- 2) Approve General Plan and Residential Areas Specific Plan amendments as outlined above, based on findings as outlined in the staff report.

Mayor Scott opened the public hearing. No one in the audience wished to discuss the application and the public hearing therefore closed. Council Member Schubert asked for clarification regarding designating Byron Road as a minor collector when traffic already was sufficient to make it a major collector. Mr. Belluomini explained that it was anticipated there would be a road pattern in future developments that would divert Byron Road traffic earlier on before reaching Corral Hollow. Council Member Schubert indicated there was no way to determine future development because of factors such as sewer allocations, and suggested it would be feasible to designate it as a major collector now. Mr. Belluomini explained that if Council were to leave Byron Road alignment as it presently exists, the time to acquire right-of-way for a major collector would be at the time of development of the northern half of Specific Plan Parcel 8.

Mayor Pro Tem Morelos inquired if Caltrans plans for the area would affect Byron Road becoming a major collector. City Manager Locke reviewed Caltrans proposals for State Route 239, connecting Highway 4 to I-205. Council had previously designated Corral Hollow as a six-lane arterial to the Southern Pacific Railroad tracks. Council had also previously designated the intersection of Corral Hollow and Eleventh as an urban interchange which may eventually see an elevation of Corral Hollow over Eleventh Street. He stated the intersection was a problem in terms of timing and building the viaduct over Eleventh. Council Member Schubert asked for examples of existing streets which were major collectors. Mr. Belluomini cited Cypress Drive and Eleventh Street. He explained the differences between a minor and major collector street. Council concurred that it would be safer to designate Byron Road as a major collector now and prevent the possibility of having to remove houses for right-of-way at a later date.

Council Member Schubert moved, seconded by Member Zanussi, to adopt Resolution 89-368 approving the Negative Declaration. Voice vote found all in favor;



Council Member Bland absent. Motion carried 4:0:1.  
Council Member Schubert moved, seconded by Mayor Pro  
Tem Morelos to adopt Resolution 89-369 approved  
General Plan and Residential Areas Specific Plan  
amendments as described by Application 12-89-GPA,  
changing designation of Byron Road from minor to major  
collector street. Voice vote found all in favor;  
Council Member Bland absent. Motion carried 4:0:1.

3. PUBLIC HEARING TO CONSIDER REZONING FOUR ACRES FROM  
THE COMMUNITY SHOPPING CENTER (CS) ZONE TO PLANNED UNIT  
DEVELOPMENT (PUD) AND AMENDING THE GENERAL PLAN FROM  
RETAIL CENTER COMMERCIAL (RCC) TO THOROUGHFARE  
COMMERCIAL (TC) - THE PROPERTY IS LOCATED AT 475 AND  
515 CLOVER ROAD (NORTH SIDE OF CLOVER ROAD  
APPROXIMATELY 350 FEET EAST OF TRACY BOULEVARD) -  
ASSESSOR PARCEL NUMBERS 211-190-06 AND A PORTION OF 24.  
THE APPLICANT IS CLOVER PLACE ASSOCIATES, APPLICATION  
NUMBERS 8-89-R AND 4-89-GPA

Community Development Director Belluomini reviewed the  
staff report. On June 6, 1989 the City Council denied  
an application to rezone the subject property from  
Community Shopping Center (CS) to General Highway  
Commercial (GHC). A possible motel use on the eastern  
portion of the property was of concern to the  
residential neighbors. The Council suggested the  
property be rezoned to Planned Unit Development (PUD)  
instead of GHC, with the stipulation that traveler's  
living accommodations be a conditionally permitted use  
instead of permitted by right, as in the GHC zone. An  
application has been submitted to subdivide the  
property into two, approximately two-acre parcels. The  
applicant is seeking preliminary and final approval for  
the site plan of the eastern parcel, next to the  
residential property, to develop it as an insurance  
claims office. A specific site plan has not been  
submitted, to date, for the other half of the site. On  
the western parcel, the uses permitted are the same as  
the GHC District, with the exception that traveler's  
living accommodations are permitted only through the  
Conditional Use Permit process. On the eastern parcel,  
permitted uses are limited to business and professional  
offices, including insurance claims offices and  
accessory uses. Recommendation was that City Council  
find the subject rezoning and General Plan Amendment  
exempt from CEQA requirements; approve Application 4-  
89-ZA based on findings in the staff report; and  
approve Application 4-89-GPA based on findings in the  
staff report.

Mayor Scott opened the public hearing. Randy Schlitz,  
Associated Professions, representing Clover Place  
Associates, spoke in favor of the State Farm Insurance

TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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*Amendment No. 19*

RESOLUTION NO. 89-379

RESOLUTION OF APPROVAL AMENDING THE RESIDENTIAL AREAS SPECIFIC PLAN BY REALIGNING THE DRAINAGE CHANNEL ALONG SPECIFIC PLAN PARCEL 21 FROM THE WEST SIDE TO THE EAST SIDE OF MACARTHUR DRIVE AND CULVERTING THE CHANNEL ALONG MACARTHUR DRIVE SOUTH OF THE SPUR RAIL LINE INTERSECTING MACARTHUR DRIVE SOUTH OF THE POWER LINES, AND ALIGN THE BIKE-WAY ALONG THIRD STREET CROSSING MACARTHUR DRIVE AT THE INTERSECTION OF MACARTHUR DRIVE AND MT. DIABLO

WHEREAS, The City of Tracy City Council approved the Residential Areas Specific Plan on June 2, 1987, and

WHEREAS, Properties effected by Application 9-89-GPA are contained within the Residential Areas Specific Plan, and

WHEREAS, The City of Tracy Planning Commission held a Public Hearing on May 24, 1989, to consider the above proposal and recommended approval to the City Council, and

WHEREAS, The City Council held a Public Hearing on September 12, 1989 to consider the above proposal and found it to be consistent with the Master Environmental Impact Report of the Residential Areas Specific Plan, and

WHEREAS, The above proposal is found not to be detrimental to the health, safety and general welfare of the City of Tracy;

NOW, THEREFORE, BE IT RESOLVED That the City Council of the City of Tracy does hereby approve Application 9-89-GPA, as described above.

\* \* \* \* \*

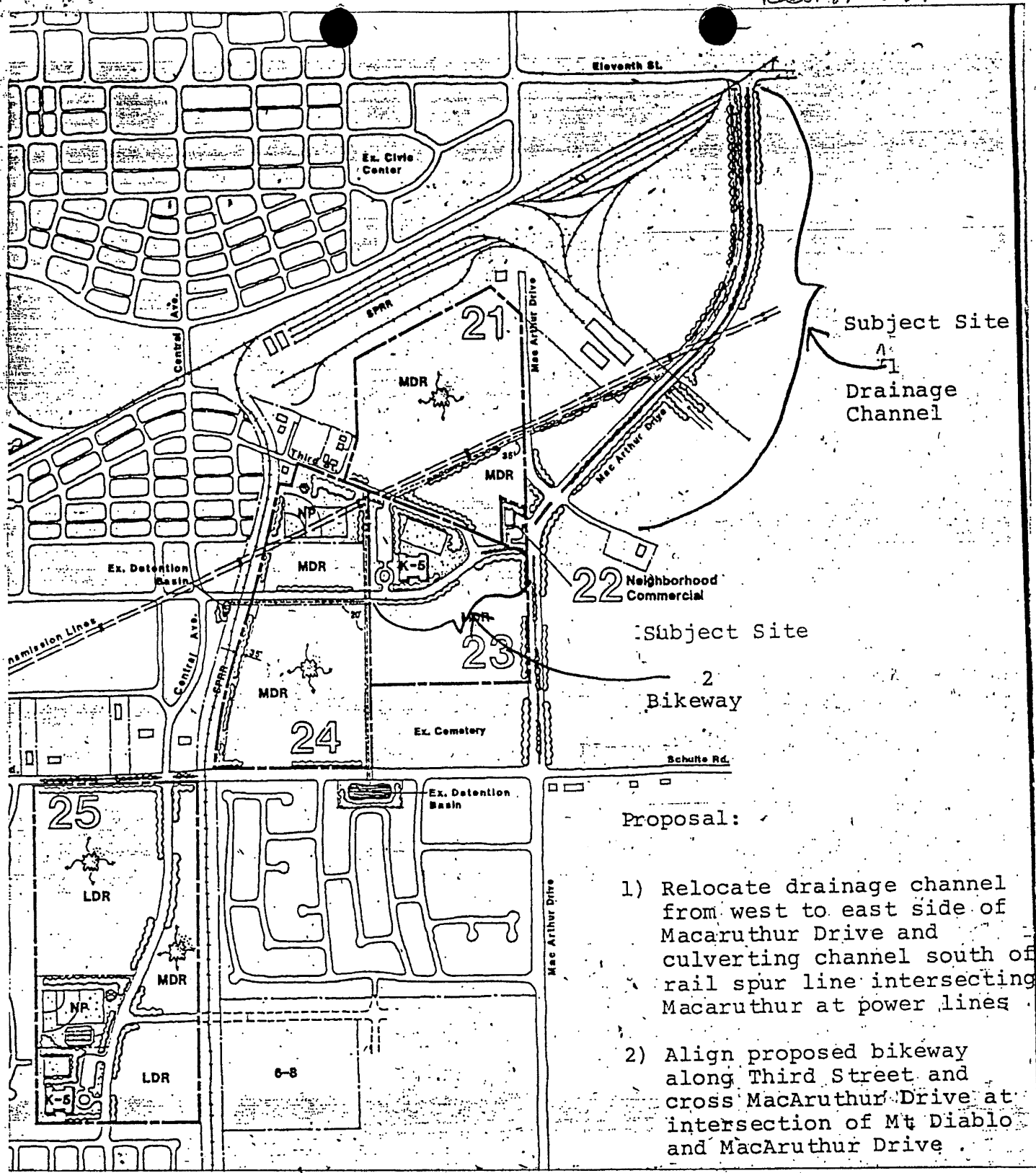
The foregoing Resolution No. 89-379 was passed and adopted by the City Council of the City of Tracy on the 12th day of September, 1989, by the following vote:

AYES: COUNCIL MEMBERS: MORELOS, SCHUBERT, ZANUSSI, SCOTT  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: BLAND

MAYOR Raymond T. Muehlenberg

ATTEST  
Debra J. Davis  
CITY CLERK

MS:sf  
A:s08-0809.89



Subject Site  
A  
1  
Drainage Channel

Subject Site  
2  
Bikeway

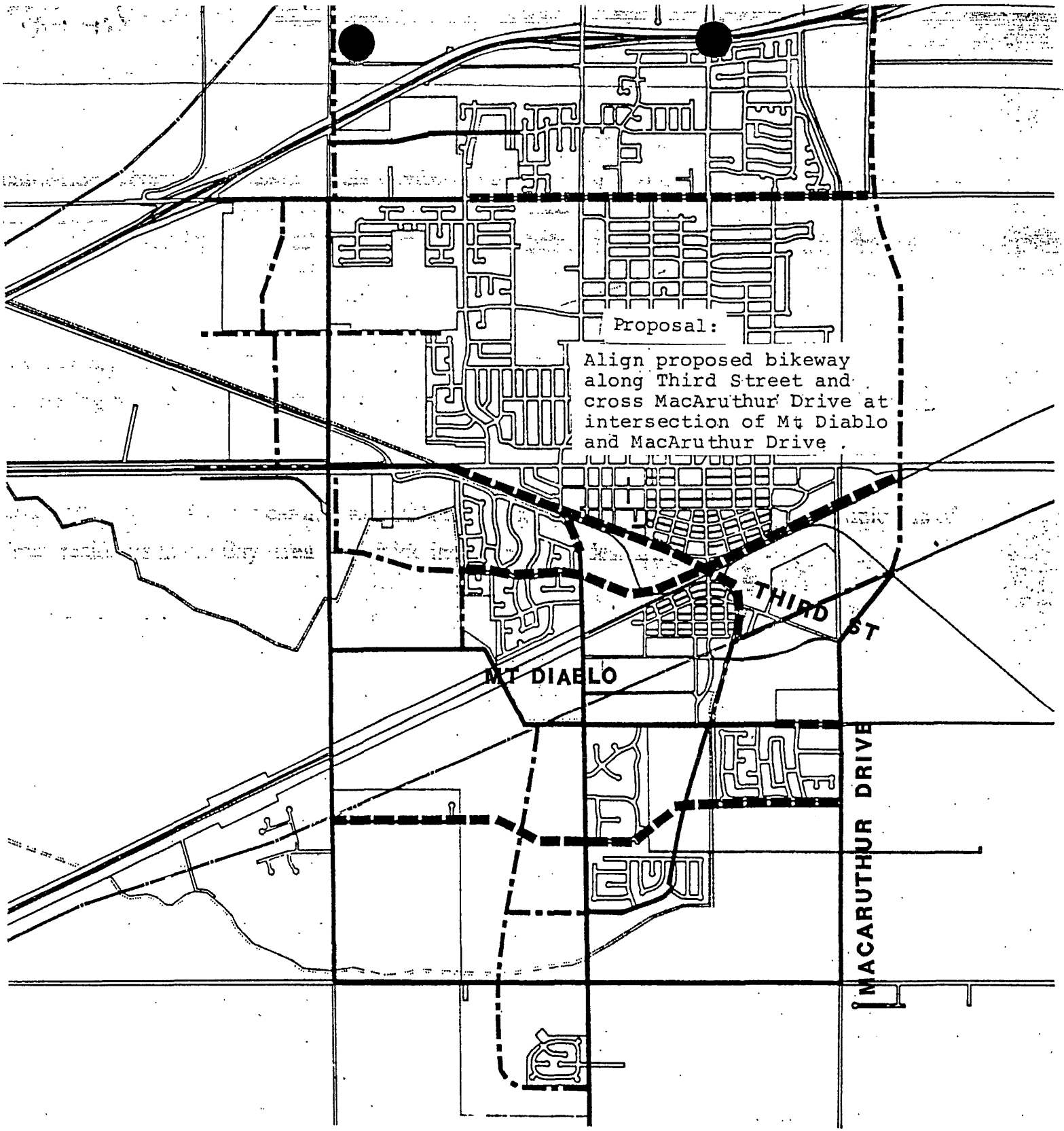
Proposal:

- 1) Relocate drainage channel from west to east side of Macaruthur Drive and culverting channel south of rail spur line intersecting Macaruthur at power lines .
- 2) Align proposed bikeway along Third Street and cross MacAruthur Drive at intersection of Mt Diablo and MacAruthur Drive .

# GENERAL PLAN / VICINITY MAP

VLDR VERY LOW DENSITY RESIDENTIAL	O OFFICE
LMDR LOW-MEDIUM DENSITY RESIDENTIAL	LI LIMITED INDUSTRIAL
MDR MEDIUM DENSITY RESIDENTIAL	GI GENERAL INDUSTRIAL
HMDR HIGH-MEDIUM DENSITY RESIDENTIAL	K-B SCHOOL/PUBLIC FACILITY
RCC RETAIL CENTER COMMERCIAL	CHURCH SEMI-PUBLIC
SC SHOPPING CENTER	P/OS PARKS AND OPEN SPACE
EN EXISTING NEIGHBORHOOD STORES	AG AGRICULTURE
TC THOROUGHFARE COMMERCIAL	




APPLICATION NUMBER	9-89-GPA
APPLICANT/OWNER	CITY OF TRACY
LOCATION (ADDRESS) OF SUBJECT PROPERTY	Specific Plan Parcels 21+23
DATE	8/15/89



Tracy Residential Areas  
Specific Plan

**INTERIM BIKEWAY SYSTEM  
GUIDELINE**

Prepared by  
EDAW Inc.  
in association with  
Wiley & Horn  
CKS Associates  
Barter-Wells Associates

-  Bikeway off street
-  Bikeway on street
-  Missing link in bike network

June 1987



Ex. Civic Center

MOVE CHANNEL TO EAST SIDE

Central Ave.

SPRR

Old Mac Arthur Drive

Alvarez

QUAIL RUN (K&B) MDR

Tract 2169 - Ph. I  
" 2285 - Ph. II

INTERIM PONDS FOR TR. 2126 AND 491-92 Project  
42" PIPES proposed

HDR

(Harrington)

Third St

WESTERN

15" PIPE  
18" PIPE  
24" PIPE  
Limits of

Pimental

Pimental

Ex. Detention Basin

NP MDR Tract 2126

REAGENT CROSSING

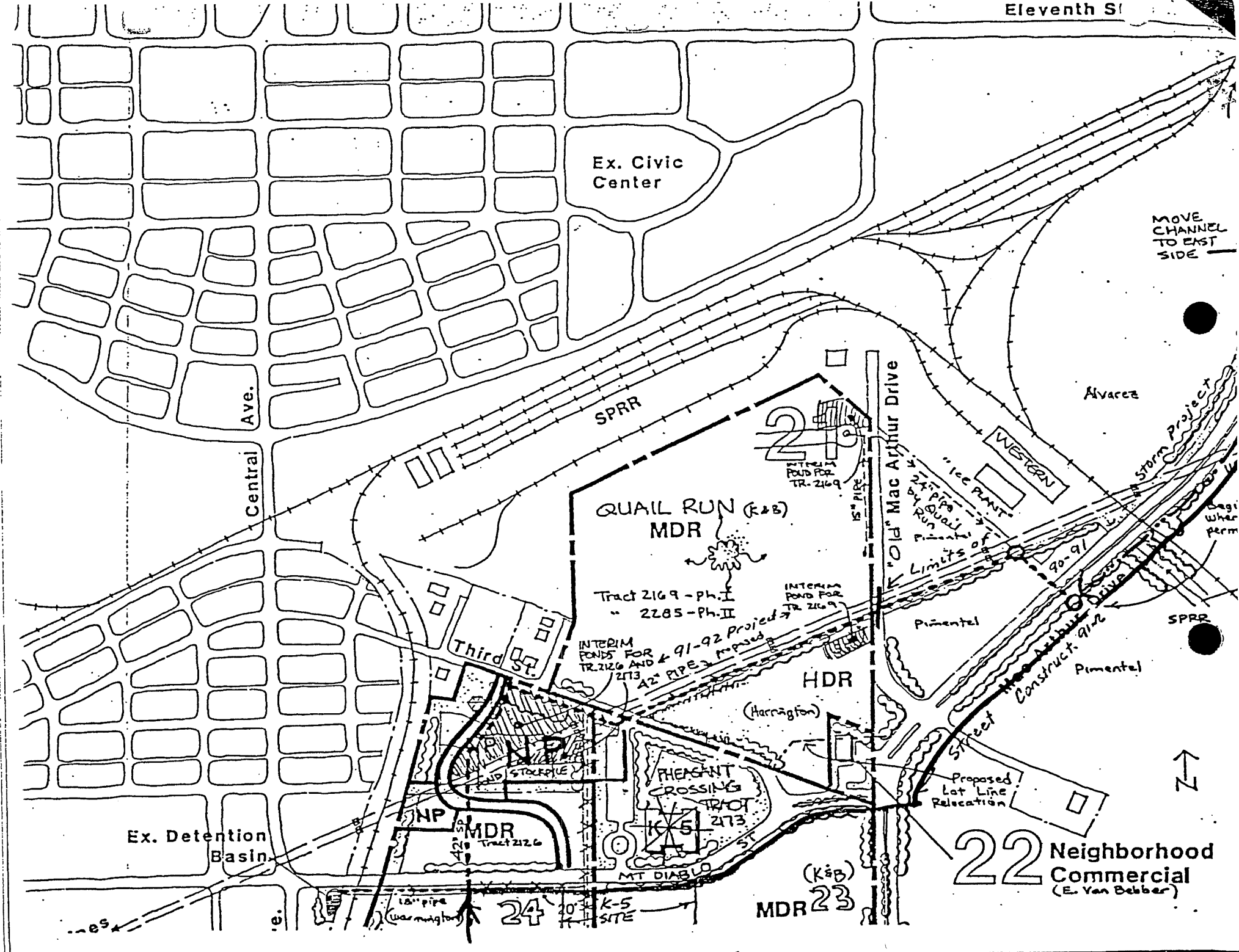
MT DIABLO

Proposed Lot Line Relocation

22 Neighborhood Commercial (E. Van Biber)

(K&B) MDR 23

24 K-5 SITE



the text. Voice vote found all in favor; Council Member Bland absent. Motion carried 4:0:1. Council Member Schubert moved for introduction of Ordinance 791 C.S. amending the Tracy Municipal Code through addition of Article 38 to Chapter 2 of Title 10, Aggregate Mineral Overlay Zone, and amending sub-sections (c), (f) and (m) of Section 10-2.3804 to provide for excavation within the 50-foot side yard according to an approved reclamation plan and screening/buffering between mining operations and M-1 property.

Following reading of the title of proposed Ordinance 792 C.S., Council Member Zanussi and seconded by Mayor Pro Tem Morelos to waive reading of the text. Voice vote found all in favor, Council Member Bland absent. Motion carried 4:0:1. Council Member Zanussi moved for introduction of Ordinance 792 C.S. amending Sections 10-2.2001, 10-2.2101, 10-2.503.10, 10-2.503.11, and 10-2.503.16 of the Tracy Municipal Code to modify permitted uses in the M-1 and M-2 zones.

Following reading of the title of proposed Ordinance 793 C.S. amending Section 10-2.503, Use Groups, of the Tracy Municipal Code, it was moved by Council Member Schubert and seconded by Mayor Pro Tem Morelos to waive reading of the text. Voice vote found all in favor, Council Member Bland absent. Motion carried 4:0:1. Council Member Zanussi moved for introduction of Ordinance 793 C.S.

Council Member Schubert moved for adoption of Resolution 89-377 establishing an \$1,800 application fee for mining and quarrying permit and reclamation plan. Mayor Pro Tem Morelos seconded the motion. Voice vote found all in favor, Council Member Bland absent. Motion carried 4:0:1.

6. PUBLIC HEARING TO CONSIDER A RESIDENTIAL AREAS SPECIFIC PLAN AMENDMENT TO CHANGE THE ALIGNMENT OF THE DRAINAGE CHANNEL RELATIVE TO MACARTHUR DRIVE AND RESIDENTIAL AREAS SPECIFIC PLAN PARCEL 21, LOCATED IN THE MACARTHUR FILIPPINI BOWTIE PLANNING AREA. APPLICANT IS CITY OF TRACY; APPLICATION NUMBER 9-89-GPA

Community Development Director Belluomini reviewed the staff report. He explained staff had experienced a number of conflicts between the existing planned alignment of MacArthur Drive, the drainage channel to be constructed along the roadway, and other public improvements in the area. Changes were being proposed to: increase safety for bicycles and pedestrians crossing MacArthur Drive at the power lines by moving the crossing to the intersection with Mt. Diablo or Eleventh Street; and increase public access through the

MNA054

triangle bounded by old and new MacArthur to facilitate commercial and industrial use of the property. The proposal includes relocating the channel from the west to the east side of MacArthur Drive and culverting the channel south of the spur rail which intersects MacArthur Drive such of the power lines. The proposal would also align the proposed bikeway along Third Street and cross MacArthur at Mt. Diablo. The Planning Commission held a public hearing on May 24, 1989 and thereafter recommended approval of Application 9-89-GPA.

Mayor Scott opened the public hearing. No one in the audience wished to address the item, therefore the public hearing was closed. Following brief Council discussion it was moved by Council Member Zanussi and seconded and seconded by Mayor Pro Tem Morelos to adopt Resolution 89-378 finding Residential Areas Specific Plan to be consistent with the Master Environmental Impact Report for the Residential Areas Specific Plan. Voice vote found all in favor; Council Member Bland absent. Motion carried 4:0:1. Council Member Zanussi then moved, seconded by Member Schubert, to adopt Resolution 89-379 amending the Residential Areas Specific Plan by realigning the drainage channel along Specific Plan Parcel 21 from the west to east side of MacArthur Drive south of rail line intersection. Voice vote found all in favor, Council Member Bland absent. Motion carried 4:0:1.

7. CONSIDERATION OF AWARD OF CONTRACT FOR CONSTRUCTION OF SOUTH HANGAR ACCESS ROAD AND TAXIWAY AT TRACY MUNICIPAL AIRPORT (STAFF REPORT TO BE PRESENTED AT MEETING; COUNCIL ACTION/RESOLUTION)

Director of Public Works McCluskey reviewed the staff report explaining the City had received a grant of \$304,605 from the Federal Aviation Authority for development of the Tracy Municipal Airport. Reinhard W. Brandley, consulting engineer, prepared the pre-application for this grant and design requirements. The project was advertised and three bids were opened on September 11, 1989:

D.S.S. Company	\$298,325.00
Granite Construction Co.	\$309,010.00
Joe Foster Excavation, Inc.	\$324,099.50
Engineer's Estimate	\$277,450.00

The D.S.S. Company bid includes 13% DBE participation on this project.



*TRACY RESIDENTIAL AREAS SPECIFIC PLAN*

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*Amendment No. 20*

ORDINANCE NO. 800 C.S.

RECLASSIFYING A PORTION OF SPECIFIC PLAN PARCEL 16, ASSESSOR PARCEL NUMBER 242-020-06, FROM THE LOW DENSITY RESIDENTIAL (LDR) DISTRICT TO THE PLANNED UNIT DEVELOPMENT (PUD) DISTRICT -127 LOTS AND AMENDING THE ZONING MAP ACCORDINGLY; APPLICATION 5-88-R

SECTION 1: The subject property is hereby reclassified from the Low Density Residential (LDR) Zone to the Planned Unit Development (PUD) Zone;

SECTION 2: Standards and regulations for the preparation of the Final Development Plan shall be as indicated in Attachment "A", attached hereto, and incorporated herein by reference;

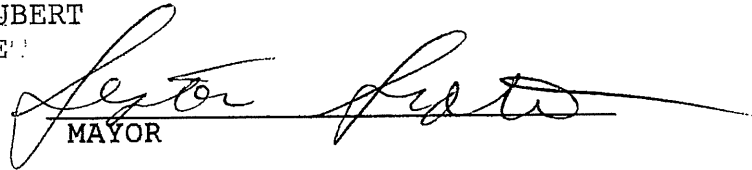
SECTION 3: This Ordinance shall be published once in the Tracy Press, a newspaper of general circulation within fifteen (15) days from and after its passage and adoption.

SECTION 4: This Ordinance shall take effect not sooner than thirty (30) days after approval of the Final Development Plan by the City Council. The Final Development Plan shall be forwarded to the City Council within one hundred twenty (120) days of the second reading of this Ordinance. Failing to obtain approval within said time frame shall render the Ordinance null and void. The Final Plan shall be contained herein as if set forth in full and shall reflect Final Plan provisions as stipulated in Attachment "A" to this Ordinance.

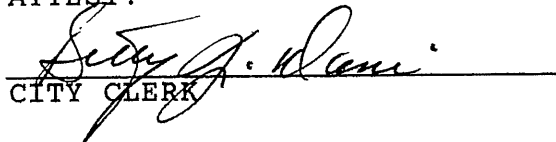
\* \* \* \* \*

The foregoing Ordinance No. 800 was introduced at a regular meeting of the Tracy City Council held on the 17th day of October, 1989, and finally passed and adopted by said Council at its regular meeting on the 7th day of December, 1989, by the following vote.

AYES: COUNCIL MEMBERS: BLAND, MORELOS, BENTON, ZANUSSI, SCOTT  
NOES: COUNCIL MEMBERS: SCHUBERT  
ABSENT: COUNCIL MEMBERS: NONE

  
MAYOR

ATTEST:

  
CITY CLERK

a:s03-1114.89  
Emerald Homes 5-88-R

FINAL DEVELOPMENT PLAN  
BENE VAGIENNA  
APPLICATION 5-88-R  
ORDINANCE NO. 800 C.S.

I. PURPOSE

The purpose of the zone established by the Final Plan is to implement the policies of the Residential Specific Plan; in particular, to allow a mix of unit types and sizes within the project and to maximize the efficiency of open space for recreation, pedestrian usage, and enhancement of public improvements.

II. PROPERTY DESCRIPTION

A. Location

The property, an approximately 17 acre area, is that portion of Residential Specific Plan Parcel 16 which has been planned for residential development. The Parcel is adjacent to Parcel 14b on its south and west boundaries and Schulte Road on the north.

B. Site Description

The site is an undeveloped, relatively flat parcel having no unusual or unique features. The site is approximately 17 acres of the larger 27 acre Residential Specific Plan Parcel 16. Parcel 16 includes a portion of the future Sycamore Parkway and Associates 60' wide drainage channel/pedestrian bicycle path. The drainage channel is located along the west boundary of Sycamore Parkway, which is included in the district.

C. Access

Access to the site will be as follows:

- 1) A 72' wide neighborhood entry from Schulte Road.
- 2) Two 72' wide opposing neighborhood entries from Sycamore Parkway, and
- 3) A 60' wide collector from the adjacent subdivision, Hearthstone, at the southwest corner of the site (Tract 2178).
- 4) Designation of stub streets shall be for access to the school site shown are Erceg Street and Bogetti Lane.

The Final Development Plan shall show improvement of Sycamore Parkway, portions of Tracy Boulevard and Schulte Road and the intersection of Tracy Boulevard and Schulte Road as stipulated in the Vesting Tentative Map 1-88-TSM.

D. Circulation

Circulation within the subdivision shall be provided generally as shown on the map, Exhibit "A", incorporated herein as a part of district requirements.

III. DEVELOPMENT STANDARDS

A. Land Use

The project shall be developed with attached, single-family units which share a common wall in a paired setting (commonly referred to as a duet). Density of development shall not exceed 8 dwelling units per gross acre, nor shall it be less than 7 dwelling units per gross acre. Not more than 5% of the units may be detached.

B. Development Standards

Except as otherwise specified herein, standards for land use, coverage, setbacks and lots of, this district shall be those of the MDC district and other applicable requirements of the City of Tracy Zoning Ordinance.

Lot Dimensions:

Area	2,900 square feet
Width (at the front line)	35 feet
Depth	80 feet
Coverage	45 percent

Parking

Parking (on-site)	2 covered/unit
Parking (off-site)	1.5 spaces/unit

Yards

Front	15'- 18' to garage
Rear	15'
Side	5'

\*The minimum building separation, (the distance between any detached unit and any other unit and between any pair of attached units) shall be 10'.

-All residences shall be equipped with roll up garage doors.

-All attached garages of paired units, except on knuckles and cul-de-sacs shall be off-set a minimum of 2'.

### III. DESIGN CONCEPTS

#### A. The Design of the Site

The lots, streets, and open spaces and the relationship between these plan elements shall generally be as shown on the attached map, Exhibit "A".

The design of individual lots, including the footprint of buildings shall be shown on Final Development Plans in accordance with the provisions contained herein.

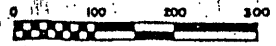
#### B. Design of Models

The Final Plan prepared for the subdivision shall incorporate model variety. A minimum of four floor plans shall be provided. Not more than 10 percent of the paired units may include the same model for each of the two in the pair. The same model mix shall occur at least once for every 8 paired units in a row.

#### C. Open Space/Landscaping

- (1) All space not located within the boundaries of lots established as required herein, shall be dedicated to the City. The City shall be responsible for maintaining all areas so dedicated through the City Landscaping and Lighting Maintenance District.
- (2) All landscape areas and open areas shall be designed utilizing concepts and standards of the City's Park and Parkways design manual.
- (3) Special attention shall be given to fencing at the rear lot line of all double frontage lots and along lot lines adjacent to open spaces and easements. Attractive, durable wood and masonry fence designs consistent with the park and parkways design manual shall be utilized.
- (4) Landscaping within these areas shall emphasize barrier, massing and understory plantings consistent with the park and parkways design manual.

# GENERAL NOTES



LANDS OF MARIE  
GOMES FARMS, INC.  
OF LAND  
WEST SIDE DEGRADATION DIST.  
EASEMENT

- 1) OWNER/DEVELOPER: ALBERT DOMITTI, ET. AL.  
2131 EAST HIGHWAY 102  
VENUE, CA. 95384  
(909) 833-8074
- 2) OWNER: HOLTE AND ASSOCIATES  
1123 NORTH TROVATI DRIVE, SUITE 101  
PACIFICA, CALIFORNIA 94134
- 3) ADDRESS: PARCEL NUMBERS: 237-190-04
- 4) EXISTING LAND USE: AGRICULTURE
- 5) PROPOSED LAND USE: MEDIUM DENSITY RESIDENTIAL AND NEIGHBORHOOD COMMERCIAL
- 6) EXISTING ZONING: LOW DENSITY RESIDENTIAL (LDR)
- 7) PROPOSED ZONING: PLANNED UNIT DEVELOPMENT (PUD) AND NEIGHBORHOOD COMMERCIAL (NC)

- 8) TOTAL AREA: 26.79 ACRES
- 9) MAXIMUM LOT SIZE: 3,000 SQUARE FEET
- 10) MAXIMUM LOT SIZE: 3,000 SQUARE FEET
- 11) AVERAGE LOT SIZE: 3,000 SQUARE FEET
- 12) TOTAL NUMBER OF UNITS: 262 SINGLE FAMILY RESIDENTIAL
- 13) UTILITIES: WATER-CITY OF TRACY  
SEWER-CITY OF TRACY  
GAS-CITY OF TRACY  
TELEPHONE-PACIFIC BELL  
CABLE-TV-S.A. CABLE SYSTEMS OF CALIFORNIA  
WIRELINE AREA-CORNING WIRELESS WIRELINE AREA
- 14) CANTON INFERRIAL: ONE FOOT
- 15) PROPOSED BRIDGES ARE PRELIMINARY. FINAL BRIDGE IS SUBJECT TO FINAL DESIGN.

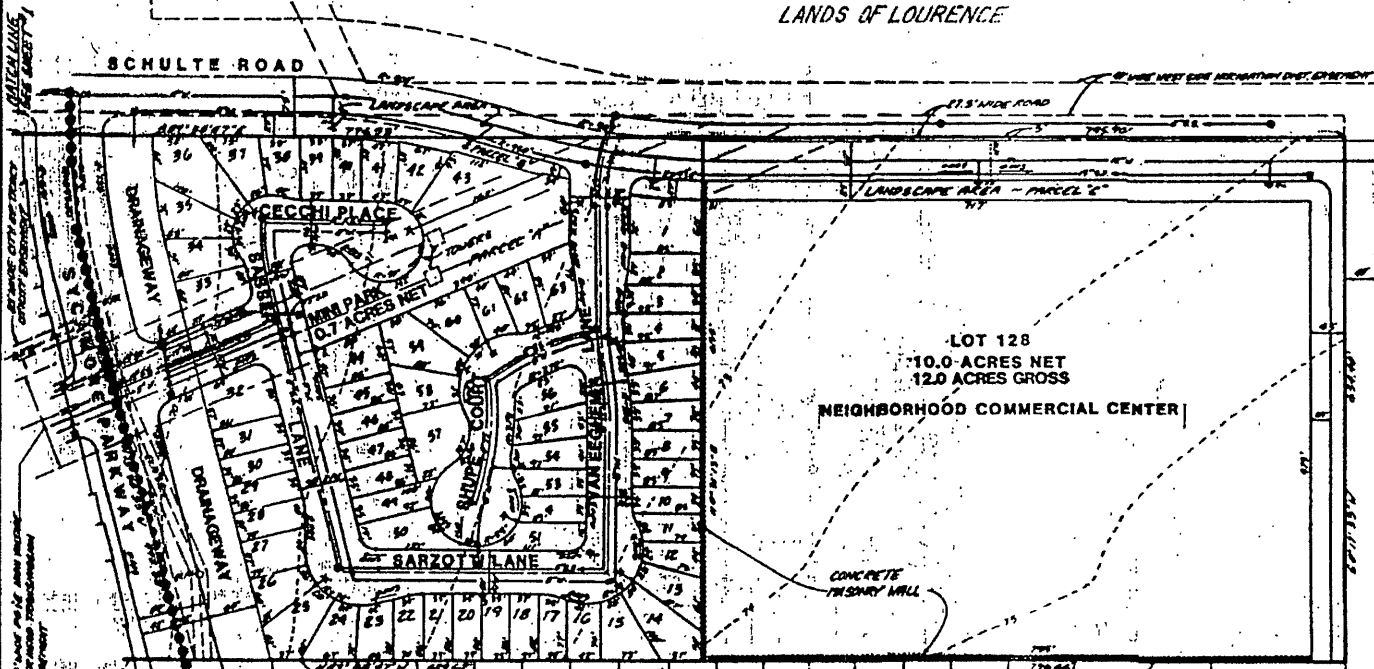
- 16) BOUNDARY IS BASED UPON FIELD SURVEY OF PROPERTY
- 17) CONTAIN INFORMATION CAPTIONED "TRACT 2178, SWEETWATER PUD-TRACT, CALIFORNIA AND OTHER DOCUMENTS AND WERE NOT INDEPENDENT FIELD SURVEY OF PROPERTY.
- 18) MULTIPLE FINAL SUBDIVISION MAPS WILL BE FILED ON LOTS FROM ON THIS TENTATIVE SUBDIVISION MAP. SEE PROPOSED UNIT LINES FOR EACH DEVELOPMENT.
- 19) PUBLIC AREAS: (NEW) PARK AREA-PARCELS A, (2.7 ACRES NET) LANDSCAPED BUSH-BORDERED TO SYCAMORE PARKWAY, SCHULTE ROAD, AND TRACY BOULEVARD. THESE AREAS ARE DESIGNATED ON PARCELS B, C, D AND E WITH A WIDTHS WIDTH OF 10 TO 20 FEET AND ARE TO BE RECLAIMED AND LANDSCAPED BY THE DEVELOPER. PARCELS F IS TO BE RECLAIMED AND IMPROVED BY THE DEVELOPER.
- 20) TREE PLANTING: PER CITY OF TRACY REQUIREMENTS
- 21) OPENITY: PER CITY OF TRACY REQUIREMENTS
- 22) INTER-UTILITY DITCH TO BE LOCATED BY CONTRACTOR ANY AREAS TO BE DEVELOPED AS REQUIRED BY THE CITY OF TRACY
- 23) ALL UTILITIES SHALL BE PLACED UNDERGROUND WITHIN THE PUBLIC UTILITY EASEMENT BOUND.
- 24) EXISTING STRUCTURES: TO BE REMOVED
- 25) EXISTING WALLS, SEPTIC TANKS, LEACH FIELDS, AND DRAINAGE LINES: TO BE LOCATED AND REMOVED OR RECONSTRUCTED PER CITY OF TRACY REQUIREMENTS
- 26) EXISTING TREES: TO BE RETAINED WHERE POSSIBLE
- 27) AREA SUBJECT TO INUNDATION: NONE
- 28) DENSITY: 12.0 S.F./AC. (BASED ON RESIDENTIAL AREA OF 17.4 ACRES)
- 29) UNIT RETURN: PROPERTY LINE WIDTHS OF 20 FEET
- 30) PUBLIC UTILITY EASEMENTS: AS REQUIRED BY CITY OF TRACY AND UTILITY COMPANIES.
- 31) BOUNDARY INFORMATION: THE BOUNDARY OF 11 00 00" E, BETWEEN CITY OF TRACY AND SWEETWATER, PARCELS "B" AND "C" IS TO BE USED AS THE BASIS OF ALL MEASUREMENTS HERE.

LANDS OF LOURENCE

SCHULTE ROAD

SCHULTE ROAD

TRACY BOULEVARD  
CENTENNIAL UNIT 2  
(EXIST. RESIDENTIAL)



LOT 128  
10.0 ACRES NET  
12.0 ACRES GROSS  
NEIGHBORHOOD COMMERCIAL CENTER

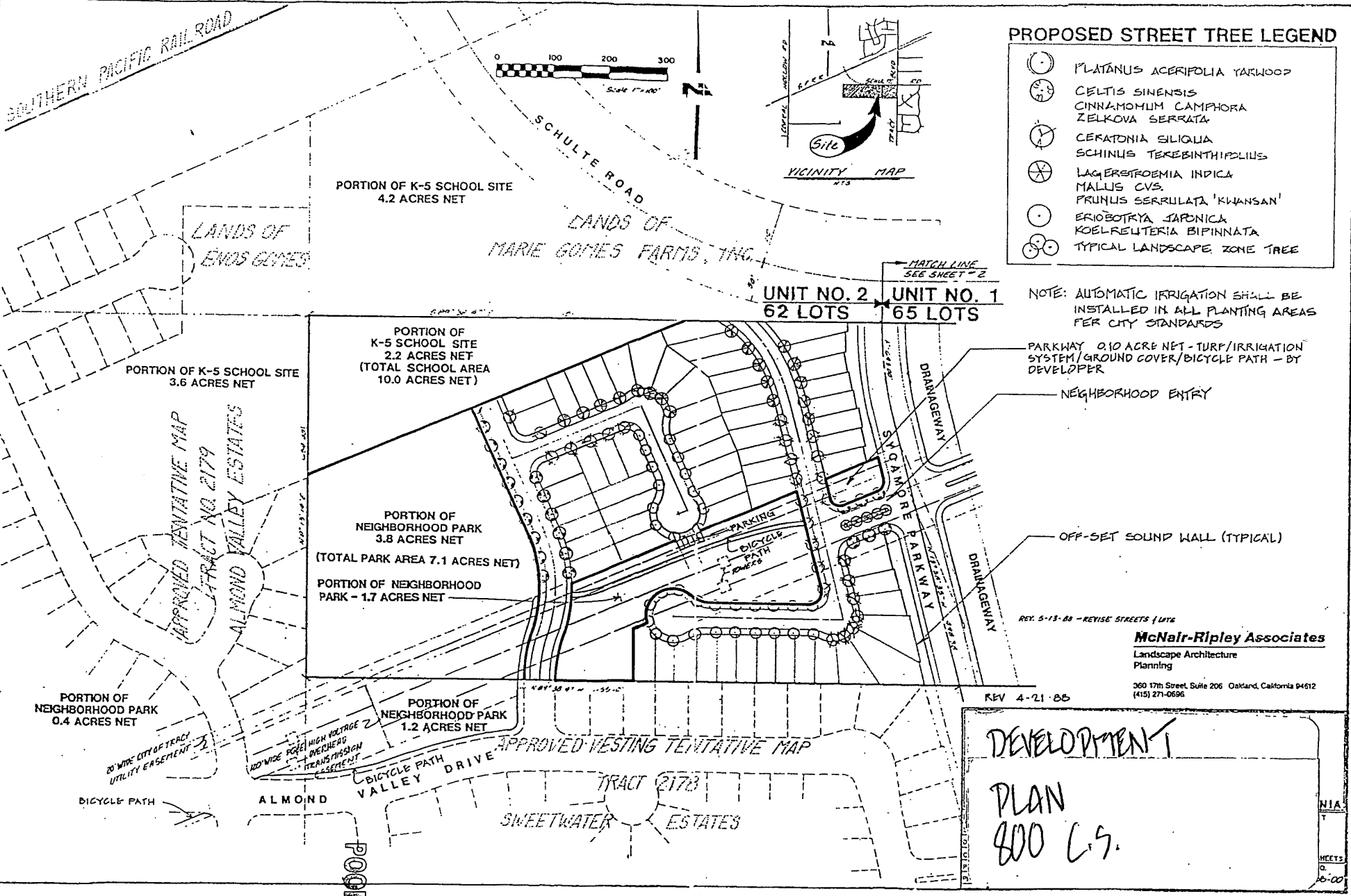
UNIT NO. 2 62 LOTS  
UNIT NO. 1 63 LOTS

APPROVED VESTING TENTATIVE MAP  
TRACT 2178  
SWEETWATER ESTATES

LANDS OF  
GILBERT GOMES  
ET UX.

DEVELOPMENT PLAN  
800. C.S.

REV. 4-21-88 - LOTS 60 THRU 61 / CONCRETE THROUGHT WALL



**PROPOSED STREET TREE LEGEND**

- PLATANUS ACERIFOLIA YAKHOOP
- CELTIS SINENSIS
- CINNAMOMUM CAMPHORA
- ZELKOVA SERRATA
- CERATONIA SILIQUA
- SCHINUS TEREBINTHIFOLIUS
- LAGERSTROEMIA INDICA
- MALUS CVS.
- PRUNUS SERRULATA 'KWANSAN'
- ERIOBOTRYA JAPONICA
- KOELREUTERIA BIPINNATA
- TYPICAL LANDSCAPE ZONE TREE

NOTE: AUTOMATIC IRRIGATION SHALL BE INSTALLED IN ALL PLANTING AREAS PER CITY STANDARDS

PARKWAY 0.10 ACRE NET - TURF/IRRIGATION SYSTEM/GROUND COVER/BICYCLE PATH - BY DEVELOPER

NEIGHBORHOOD ENTRY

OFF-SET SOUND WALL (TYPICAL)

REV. 5-13-88 - REVISE STREETS (LITE)

**McNair-Ripley Associates**

Landscape Architecture  
Planning

360 17th Street, Suite 206 Oakland, California 94612  
(415) 271-0696

REV 4-21-88

DEVELOPMENT  
PLAN  
800 C.S.

POOR ORIGINAL

NIA  
SHEETS  
D.  
16-00

Engineering staff to pursue on-site parking alternatives. Council Member Morelos seconded the motion; motion carried unanimously.

4. CONTINUED PUBLIC HEARING TO CONSIDER PRELIMINARY DEVELOPMENT PLAN TO ALLOW THE ESTABLISHMENT OF A PLANNED UNIT DEVELOPMENT FOR THE DEVELOPMENT OF 127 ATTACHED (DUET), SINGLE FAMILY HOMES. THE APPLICANT IS NOLTE AND ASSOCIATES FOR EMERALD HOMES; APPLICATION NUMBER 5-88-R

Michael Belluomini, Community Development Director, presented the staff report, clarifying that the proposal before Council involves a zone change to Planned Unit Development - Medium Density Residential. The PUD is requested to more effectively respond to constraints imposed on the site by a 120' wide electric transmission line easement running diagonally across this site, making it very difficult to develop in a traditional manner. The dimensions of many of the proposed lots could not occur without PUD designation, as some are only 35' wide. The proposal is for 127 Duet units, essentially duplex units, but with each unit on its own lot, with a common wall along a lot line.

Mayor Scott opened the public hearing. Roger Towers, Nolte & Associates, explained that the ratio of parking provided is 1 1/2 spaces per unit, in accordance with Specific Plan policies. A few of the lots are shallow (75'); most are 85' or greater. Floor plans have been modified to accommodate the shallow lots.

As no one else wished to speak to this issue, the public hearing was closed.

Lengthy Council discussion followed with respect to proximity of parking to each unit. Some parking is across the street and some is around a corner from the unit served.

It was moved by Council Member Bland and seconded by Member Schubert, that the Preliminary Plan for said Subdivision be rejected. Roll call vote found Council Members Bland and Schubert in favor of motion; Members Morelos, Zanussi and Scott opposed. Motion failed - 2-3 vote.

Mayor Pro Tem Morelos moved, seconded by Carol Schubert, to adopt Resolution No. 89-421 determining that the project is consistent with the Residential Areas Specific Plan and is therefore exempt from the requirements of the California Environmental Quality Act. Motion carried unanimously.



Mayor Pro Tem Morelos moved, seconded by Member Zanussi, to adopt Resolution No. 89-422 approving the Preliminary Plan for said Subdivision. Roll call vote found Council Members Morelos, Zanussi and Scott in favor; Members Bland and Schubert opposed. Motion carried - 3-2 vote.

Council Member Bland moved, seconded by Member Zanussi, to waive reading of the text of proposed Ordinance. Motion carried unanimously.

Council Member Schubert moved to introduce Ordinance No. 800 C.S. amending the zoning classification from Medium Density Residential (MDR) to Planned Unit Development (PUD) on a portion of Specific Plan Parcel No. 16.

5. PUBLIC HEARING FOR THE PURPOSE OF HEARING OBJECTIONS FOR ONGOING WEED ABATEMENT PROGRAM

The staff report was presented by Fire Chief Ken Lavoie. Mayor Scott opened the public hearing. As no one from the audience wished to address the Council, the public hearing was closed. There was no Council discussion.

Council Member Schubert moved, seconded by Member Morelos, to adopt Resolution No. 89-423 ordering abatement of the listed parcels. Motion carried unanimously.

7. TO CONSIDER AMENDMENTS TO THE GROWTH MANAGEMENT ORDINANCE AND APPLICATION PROCEDURES AND GUIDELINES FOR RESIDENTIAL DEVELOPMENT ALLOCATION - THE APPLICANT IS THE CITY OF TRACY - APPLICATION NO. 6-89-ZA

Community Development Director Michael Belluomini presented the staff report, reviewing the changes proposed and stating that no new concepts are being introduced but are proposed to promote smoother function of existing procedures.

No one from the audience wished to speak. There was no Council discussion. Council Member Schubert moved, seconded by Member Bland, to adopt Resolution No. 89-424 finding the proposed amendments to the Growth Management Ordinance and Application Procedures and Guidelines for Residential Development Allocation are consistent with the MEIR for the Residential Areas Specific Plan and that no further environmental analysis is necessary at this time. Voice vote found all in favor; passed and so ordered.

*TRACY RESIDENTIAL AREAS SPECIFIC PLAN*

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*Amendment No. 21*

RESOLUTION NO. 89-527

A RESOLUTION AMENDING THE GENERAL PLAN AND ESTABLISHING  
THE INTENTION OF THE CITY COUNCIL TO DESIGNATE  
AN ALTERNATE SCHOOL SITE

WHEREAS, On December 7, 1982, the City of Tracy City Council adopted a General Plan for the City, and

WHEREAS, On October 10, 1989, the Board of Trustees of the Tracy School District adopted Resolution No. 89-20, stating an intention to exchange property, thereby moving the established school site from its existing location at the eastern extension of Alegre Drive to a site known as Assessor Parcel Number 237-170-34, and

WHEREAS, The Tracy School District has on September 11, 1989, submitted an application to amend the City of Tracy General Plan to reflect the Resolution adopted by the Board of Trustees, and

WHEREAS, The City Council has considered evidence in the record including the recommendation of the Planning Commission on October 25, 1989, and material appurtenant thereto, including the Negative Declaration, and all relevant public testimony;

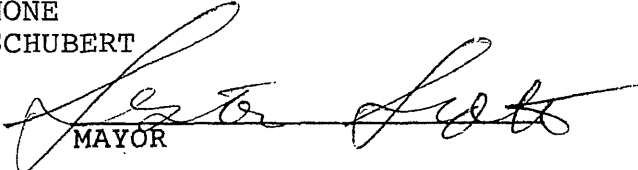
NOW, THEREFORE, BE IT RESOLVED, That the City Council does hereby amend the General Plan land use map as indicated in Attachment, and

BE IT FURTHER RESOLVED, That the City Council hereby adopts a Resolution of intention to specify a portion of the City of Tracy sphere of influence as an alternate K-5 school site as indicated in Exhibit B, to be referenced as such in all future actions relative to land use in the area.

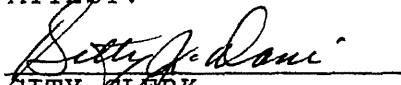
\* \* \* \* \*

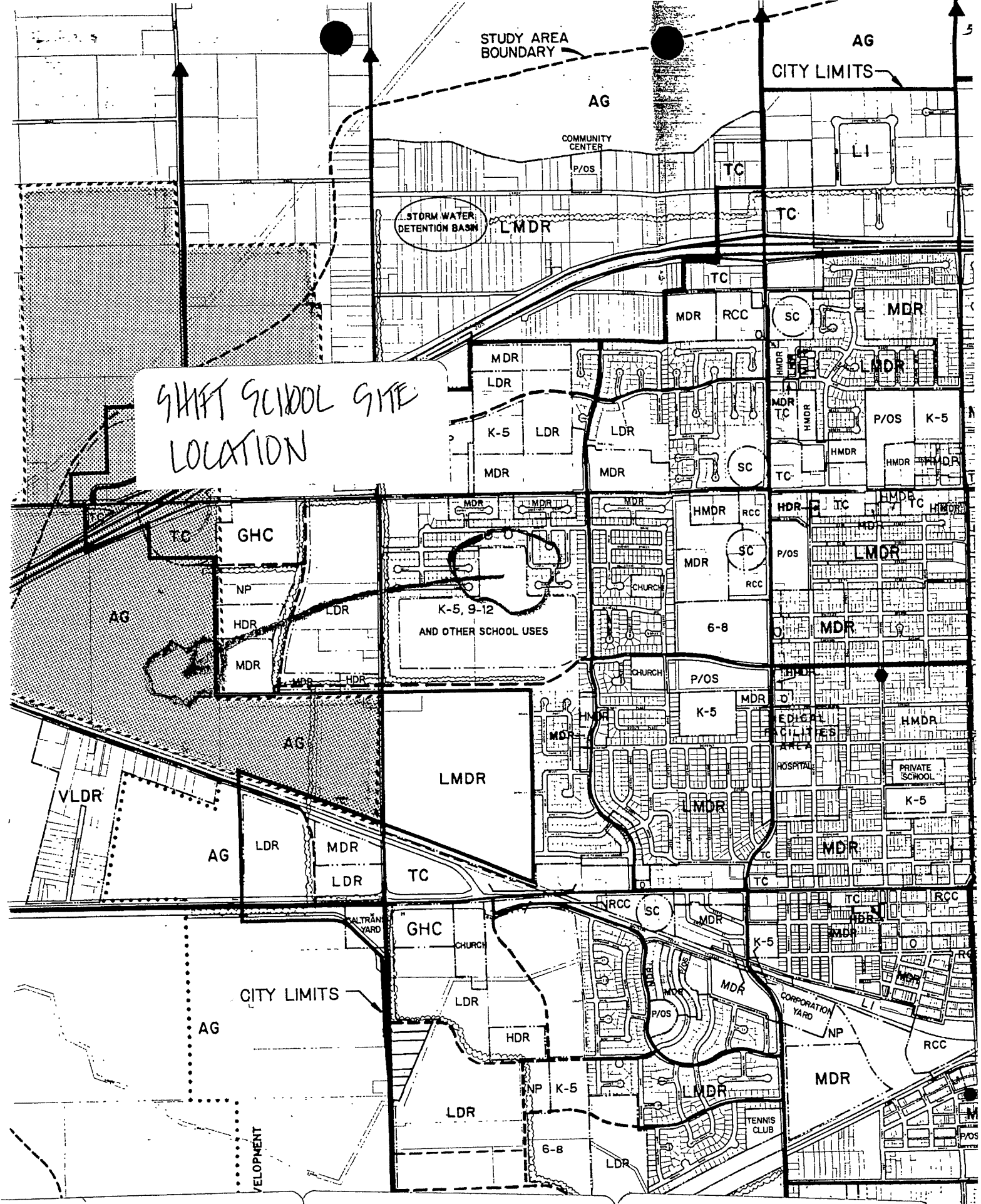
The foregoing Resolution No. 89-527 was passed and adopted by the City Council of the City of Tracy on the 19th day of December 1989, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, MORELOS, SCHUBERT, SCOTT  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: SCHUBERT

  
MAYOR

ATTEST:

  
CITY CLERK  
Misch  
sd04-1205.89



SHIFT SCHOOL SITE  
LOCATION

21-89 GPA

6. PUBLIC HEARING TO AMEND THE GENERAL PLAN LAND USE MAP TO REDESIGNATE A TEN (10) ACRE UNDEVELOPED SCHOOL SITE TO LOW/MEDIUM DENSITY RESIDENTIAL (LMDR) LAND USE, AND ADOPT A NOTICE OF INTENTION TO INCLUDE A K-5 SCHOOL SITE NEAR THE TERMINUS OF LOWELL AVENUE IN THE I-205 STUDY AREA. APPLICATION NUMBER 21-89-GPA

Community Development Director Belluomini reviewed the staff report explaining that on October 25, 1989 the Planning Commission reviewed the proposal submitted by the Joint Union High School District to amend the General Plan as above noted. Relative to issues that came before them, the Commission determined that:

- 1) Through traffic on adjoining streets would include increase but not exceed limits established by General Plan policies.
- 2) The distribution of school sites through the Residential Specific Plan and the eventual I-205 corridor study would warrant shifting the location.
- 3) The character of the area would not be affected by the proposed change.

Mayor Scott opened the public hearing. Bruce Harrington clarified there were only ten acres, which would accommodate 50 units rather than 90. As there was no one else wishing to speak, the public hearing was closed.

Following Council discussion, it was moved by Council Member Schubert and seconded by Mayor Pro Tem Morelos to adopt Resolution 89-526, "Approving Negative Declaration, Finding No Significant Environmental Impact of Amending the General Plan Establishing an Alternate to the Alegre School Site." Voice vote found all in favor; Council Member Zanussi absent. Motion carried 4:0:1. It was moved by Council Member Bland and seconded by Member Schubert to adopt Resolution 89-527, "Amending the General Plan and Establishing the Intention of the City Council to Designate an Alternate School Site." Voice vote found all in favor; Council Member Zanussi absent. Motion carried 4:0:1.

*TRACY RESIDENTIAL AREAS SPECIFIC PLAN*

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***Amendment No. 22***

RESOLUTION NO. 89-529

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TRACY AMENDING AND ADJUSTING THE GENERAL PLAN/SPECIFIC PLAN DESIGNATIONS ON 12 ACRES OF PROPERTY CONTAINING 10.0 ACRES OF LAND DESIGNATED MEDIUM DENSITY RESIDENTIAL AND 2.0 ACRES DESIGNATED NEIGHBORHOOD SHOPPING, TO RESULT IN SUBJECT PROPERTY CONTAINING 9.7 ACRES DESIGNATED MEDIUM DENSITY RESIDENTIAL AND 2.6 ACRES DESIGNATED NEIGHBORHOOD SHOPPING. PROPERTY IS LOCATED AT 101 N. MACARTHUR DRIVE, ASSESSOR PARCEL NUMBERS 235-140-02, 06, AND 235-330-44. THE APPLICANT IS MACKAY AND SOMPS FOR BRUCE HARRINGTON AND EARL VAN BEBBER; APPLICATION NUMBER 20-89-GPA.

WHEREAS, The City Council of the City of Tracy adopted the City's Residential Areas Specific Plan on June 2, 1987, and

WHEREAS, The City's Residential Areas Specific Plan designates the subject property as Medium Density Residential and Neighborhood Shopping, and

WHEREAS, The proposal is consistent with the City's Residential Areas Specific Plan land use designation on the subject property, and will not result in a significant increase or decrease in the amount of land area devoted the Medium Density Residential and Neighborhood Shopping on the subject property, and

WHEREAS, The City of Tracy Planning Commission held a Public Hearing on October 11, 1989, to consider Application Number 20-89-GPA, and

WHEREAS, The City of Tracy Planning Commission did recommend that the City Council approve Application Number 20-89-GPA, and

WHEREAS, The City Council has considered the Planning Commission's recommendation that the proposal will protect and enhance the public health, safety, and welfare of the citizens of Tracy and be internally consistent with the City of Tracy General Plan, and

WHEREAS, The proposal is consistent with the City's General Plan and land use designations for adjacent properties, and

NOW, THEREFORE, BE IT RESOLVED That the City Council of the City of Tracy does hereby find that the proposal will not be detrimental to the public health, safety, or welfare or inharmonious with the development of surrounding properties;

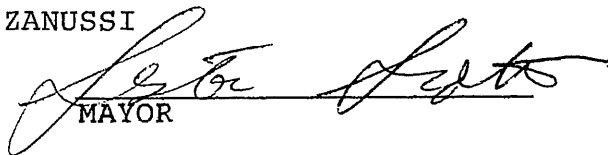
Resolution No. 89-529  
Page 2

BE IT FURTHER RESOLVED That the City Council does hereby amend the General Plan, changing and adjusting the Neighborhood Shopping and Medium Density Residential for property located at 101 N. Mac Arthur Drive, Assessor Parcel Numbers 235-140-02, 06, and 235-330-044.

\* \* \* \* \*

The foregoing Resolution No. 89-529 was passed and adopted by the City Council of the City of Tracy on the 19th day of December, 1989, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, MORELOS, SCHUBERT, SCOTT  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: ZANUSSI

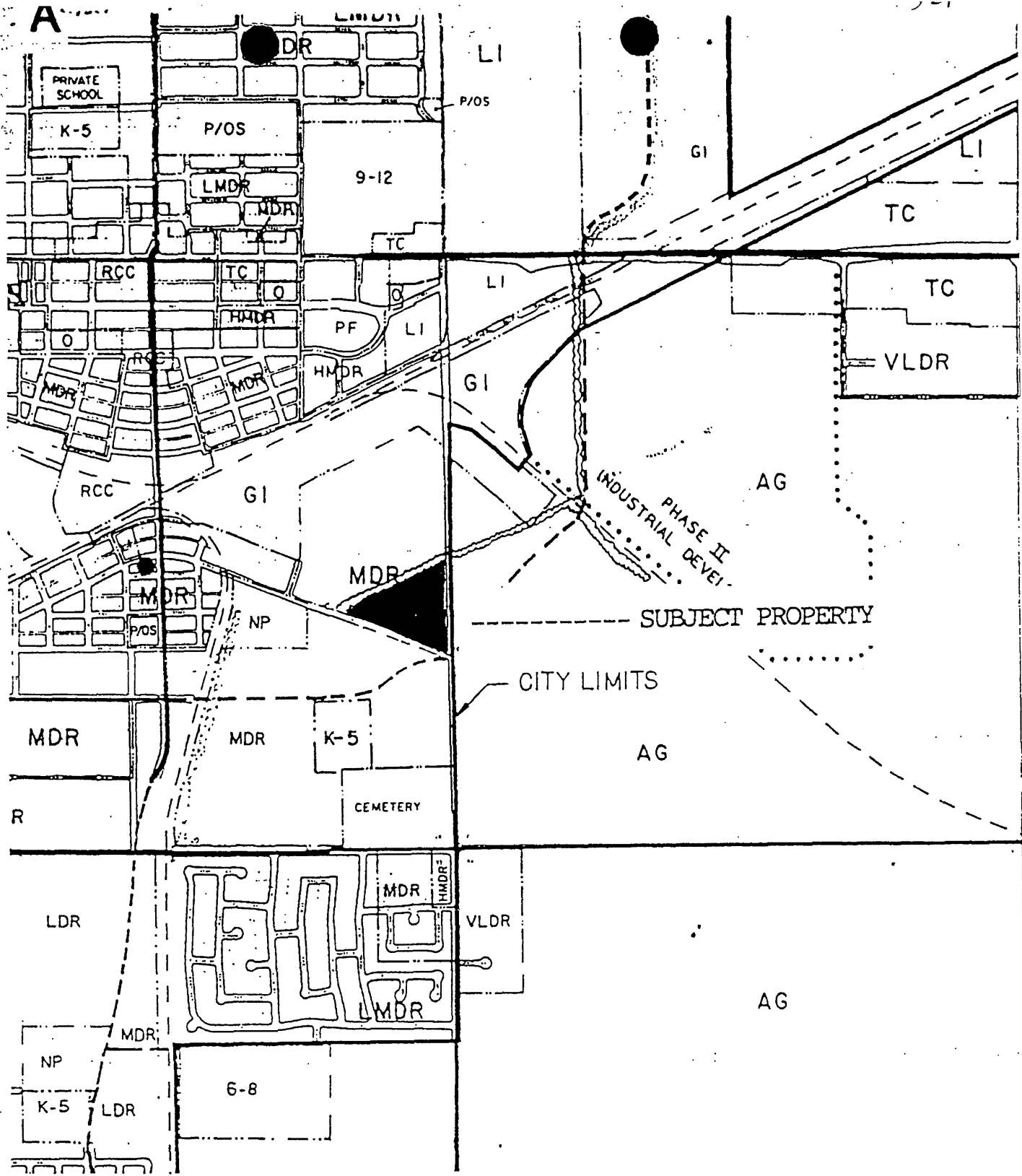
  
MAYOR

ATTEST:

  
CITY CLERK

CD  
Misch  
sd01-1121.89





# GENERAL PLAN / VICINITY MAP

VLDR VERY LOW DENSITY RESIDENTIAL  
 LMDR LOW-MEDIUM DENSITY RESIDENTIAL  
 MDR MEDIUM DENSITY RESIDENTIAL  
 HMDR HIGH-MEDIUM DENSITY RESIDENTIAL  
 RCC RETAIL CENTER COMMERCIAL  
 (C) SHOPPING CENTER  
 ● EXISTING NEIGHBORHOOD STORES  
 TC THOROUGHFARE COMMERCIAL

O OFFICE  
 LI LIMITED INDUSTRIAL  
 GI GENERAL INDUSTRIAL  
 K-5 SCHOOL/PUBLIC FACILITY  
 CHURCH SEMI-PUBLIC  
 P/OS PARKS AND OPEN SPACE  
 AG AGRICULTURE

APPLICATION NUMBER

20-89-GPA/10-89-R

APPLICANT/OWNER

MacKay & Soms / Harrington

LOCATION (ADDRESS) OF SUBJECT PROPERTY

101 North MacArthur Drive

DATE

October 11, 1989

ORDINANCE NO. 808 C.S.

AMENDING THE ZONING MAP OF THE CITY OF TRACY  
BY RECLASSIFYING PROPERTY LOCATED AT 101 NORTH MACARTHUR  
DRIVE, BRUCE HARRINGTON AND EARL VAN BEBBER;  
APPLICATION NUMBER 10-89-R

The City Council of the City of Tracy does hereby ordain as follows:

SECTION 1: The zoning map of the City of Tracy is hereby amended to re-classify the following properties, as indicated on the attached map, from the Neighborhood Shopping (NS) Zone, to the Medium Density Cluster (MDC) Zone:

A .43 acre property, being the north-most portion of Assessor Parcel Number 235-140-02.

SECTION 2: The zoning map of the City of Tracy is hereby amended to re-classify the following properties, as indicated on the attached map, from unzoned/City street right-of-way to the Medium Density Cluster (MDC) Zone:

A .09 acre property, being a portion of the abandoned Third Street right-of-way, adjacent to the south-central border of Assessor Parcel Number 235-140-06.

SECTION 3: The zoning map of the City of Tracy is hereby amended to re-classify the following properties, as indicated on the attached map, from the Medium Density Cluster (MDC) Zone to the Neighborhood Shopping Zone:

A. A one (1) acre property, being the south-most portion of Assessor Parcel Number 235-140-06; and

B. A .34 acre property, being all of Assessor Parcel Number 235-330-44.

SECTION 4: The zoning map of the City of Tracy is hereby amended to re-classify the following property, as indicated on the attached map, from unzoned/City street right-of-way to the Neighborhood Shopping (NS) Zone:

A .55 acre property, being a portion of the abandoned Third Street right-of-way contiguous to the south boundary of Assessor Parcel Number 235-140-02.

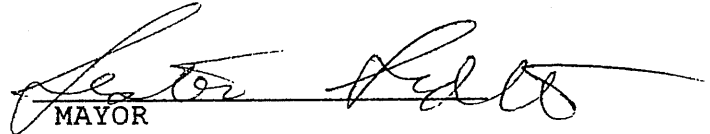
SECTION 5: This Ordinance shall take effect thirty (30) days after it's final passage and adoption.

SECTION 6: This Ordinance shall be published once in the Tracy Press, a newspaper of general circulation, within fifteen (15) days from and after it's final passage and adoption.

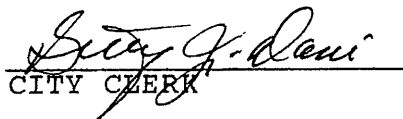
\* \* \* \* \*

The foregoing Ordinance No. 808 C.S. was introduced at a regular meeting of the Tracy City Council held on the 19th day of December, 1989, and finally passed and adopted by said Council at its regular meeting on the 2nd day of January, 1990, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, MORELOS, SCHUBERT, ZANUSSI, SCOTT  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: NONE

  
MAYOR

ATTEST:

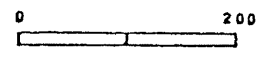
  
CITY CLERK

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Misch  
sd03-1120.89

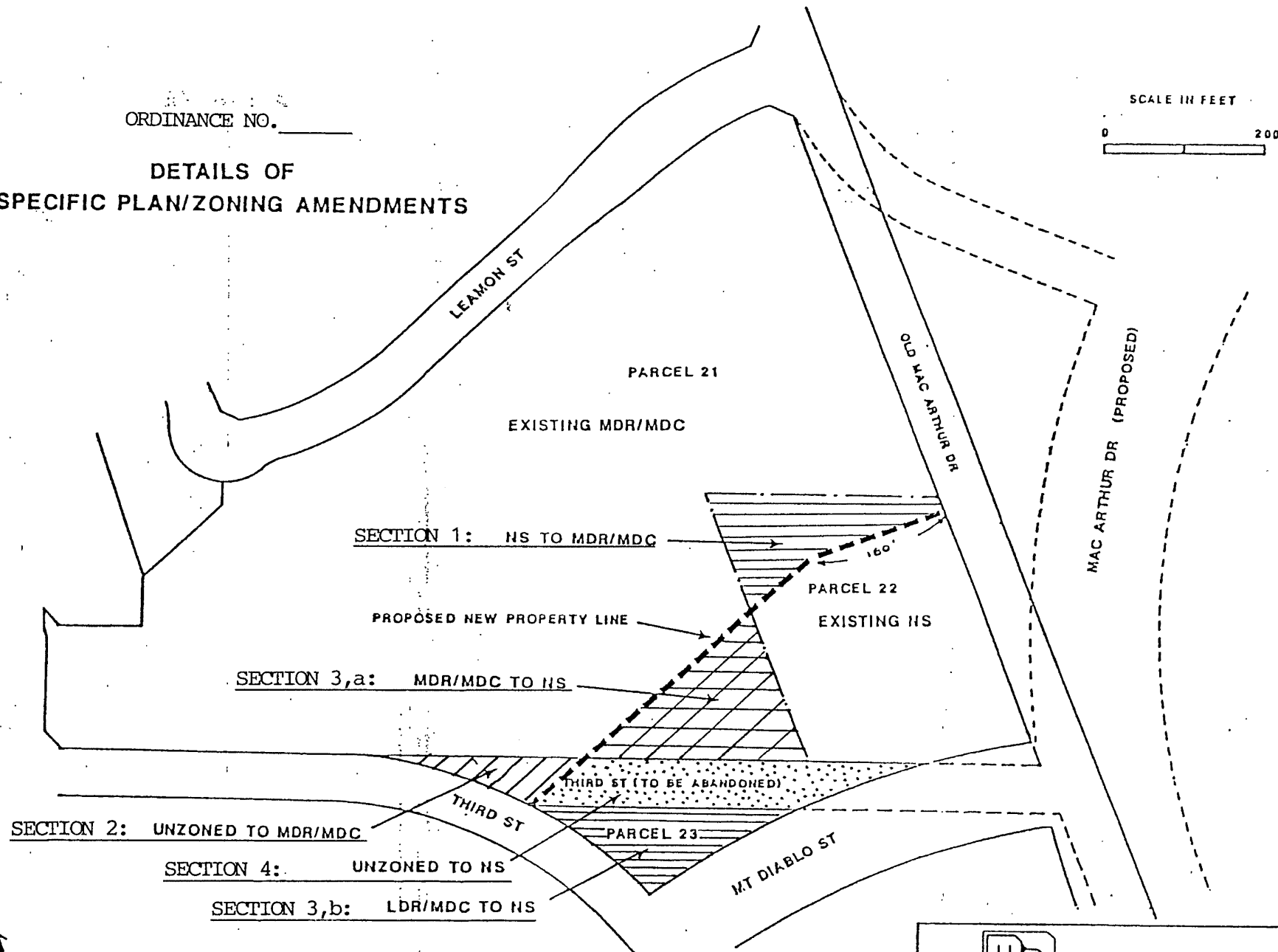
808 C.S.

ORDINANCE NO. \_\_\_\_\_

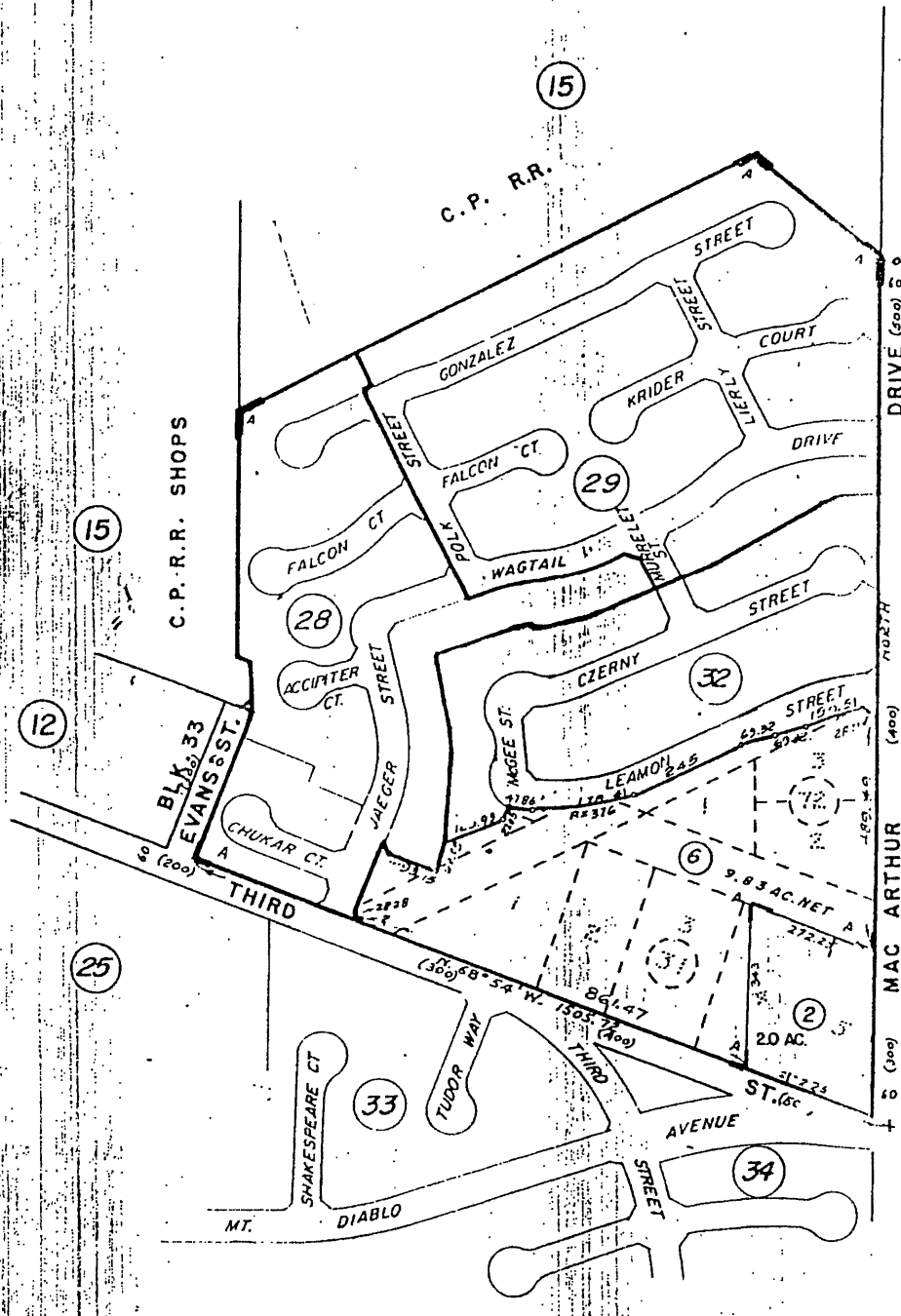
SCALE IN FEET



# DETAILS OF SPECIFIC PLAN/ZONING AMENDMENTS




**MACKAY & SOMPS**  
CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING



1823.3 ft. from N.E. Cor. of  
Sec. 28 T.2S.R.5E.

T.2S.R.5E  
Bk. 250

27

SEC.



**AMENDED MAP  
OF THE CITY OF TRACY**  
SCALE 1"=300'  
SAN JOAQUIN COUNTY  
ASSESSOR'S MAPS

A - P.M. Bk. 15 Pg. 200

DISTRIBUTION:

CM Read \_\_\_\_\_  
CD Read \_\_\_\_\_  
Dept. Read \_\_\_\_\_  
December 1989 Project File 1989

AGENDA ITEM NO. \_\_\_\_\_

REQUEST

PUBLIC HEARING TO CONSIDER A REZONE OF .53 ACRES FROM NEIGHBORHOOD SHOPPING TO MEDIUM DENSITY CLUSTER, .63 ACRES FROM MEDIUM DENSITY CLUSTER TO NEIGHBORHOOD SHOPPING, AND 1.6 ACRES FROM MEDIUM DENSITY CLUSTER TO NEIGHBORHOOD SHOPPING. GENERAL PLAN AMENDMENT TO AMEND THE RESIDENTIAL SPECIFIC PLAN FROM NEIGHBORHOOD SHOPPING TO MEDIUM DENSITY RESIDENTIAL DESIGNATION ON THE .53 ACRE PROPERTY, FROM MEDIUM DENSITY RESIDENTIAL TO NEIGHBORHOOD SHOPPING DESIGNATION ON THE .63 ACRE PORTION, AND FROM MEDIUM DENSITY RESIDENTIAL TO NEIGHBORHOOD SHOPPING ON THE 1.61 ACRE PORTION OF THE PROPERTY LOCATED AT 101 N. MACARTHUR DRIVE; ASSESSOR PARCEL NUMBERS 235-140-02, 06, AND 235-330-44. THE APPLICANT IS MACKAY AND SOMPS FOR BRUCE HARRINGTON AND EARL VAN BEBBER - APPLICATION NUMBERS 10-89-R AND 20-89-GPA.

DISCUSSION

On October 11, 1989, the Planning Commission considered an application for Rezone and Specific Plan amendment to adjust the existing zoning and specific plan designation boundaries on a twelve (12) acre property. The existing property contains ten (10) acres of land zoned Medium Density Cluster, specific plan designation Medium Density Residential, and 2.0 acres of land having a zoning and specific plan designation of Neighborhood Shopping. The proposed adjustment in zoning and specific plan boundaries will result in a property containing 9.7 acres zoned Medium Density Cluster, specific plan designation Medium Density Residential, and 2.6 acres having a zoning and specific plan designation of Neighborhood Shopping. The proposed land use and site configuration takes into account the impending re-alignment of Third Street, which borders the proposal on the south, and the abandonment and acquisition of the existing Third Street right-of-way. The project property is comprised of the south portion of Residential Specific Plan Parcel 21, and all of 22.

December 19, 1989

As indicated in the attached Planning Commission staff report, the intent of the proposed Rezone and Specific Plan amendment is to facilitate a more logical lay-out of the residential and commercial land uses permitted on the property, thereby increasing site planning opportunities on the project site. A concise description and illustrative lay-out of the existing and proposed zoning and specific plan land use classifications entailed with this application is found on page 4 of the October 11, 1989, Planning Commission staff report (attached).

As indicated in the Minutes of the October 11th hearing, the Planning Commission concurred with staff's recommendation for approval of Application Numbers 10-89-R and 20-89-GPA. However, the Commission voiced its concern over the creation of a vacant "island" of property east of the site which would result from the re-alignment of MacArthur Drive, due to its exclusion from the current proposal. The developer informed the Commission that the island of land is not presently part of the City, but hopes to acquire the property and incorporate the additional land into future development plans for the site.

As required by Government Code Section 65860. (c), State Law requires that a General Plan amendment and rezone must be consistent with one another. The proposal will involve adjusting the boundaries of the land use designations currently existing on the property, and will not create a situation of inconsistency between the zoning, General Plan, and specific plan designations assigned on the site.

At the previous hearing, the Commission determined that the proposed General Plan/Specific Plan amendment and rezone to be consistent with the City's Residential Specific Plan, for which a Master Environmental Impact Report has been prepared and certified by the City Council. The proposal, therefore, is exempt from any further environmental assessment.

#### RECOMMENDATION

Staff and the Planning Commission recommend that the City Council:

- A. Determine that Applications 10-89-R and 20-89-GPA are consistent with the Residential Areas Specific Plan, for which a Master Environmental Impact Report has been prepared and certified by the City. The subject applications are therefore exempt from further environmental assessment.

December 19, 1989

- B. Adopt the Resolution amending the General Plan/Specific Plan designation boundaries for Assessor Parcel Numbers 235-140-02, 06, and 235-330-44.
- C. Introduce the Ordinance adjusting the zoning boundaries of Assessor Parcel Numbers 235-140-02, 06, and 235-110-03, based on the following findings:

FINDINGS

- 1. The proposal is consistent with the City's General Plan and Residential Specific Plan. Land uses proposed for the various properties included within project are consistent with existing specific plan designations and zoning assigned to the subject site. The application does not involve altering the existing allowable densities or land uses presently allowed on the property.
- 2. The proposal will not be detrimental to the public health, safety, or welfare, or inharmonious with the development of surrounding properties. The proposal is consistent with planned streets and public improvements in the project vicinity, and will encourage the implementation of specific plan development objectives for the area by creating more advantageous site planning opportunities on the project property.

ATTACHMENTS

- A. Ordinance
- B. Resolution
- C. Location Map
- D. Staff Report and Minutes of the Planning Commission Meeting of October 11, 1989

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Misch  
sd02-1120.89



two properties are not developed in a manner inconsistent with the availability of City services and resources.

Mayor Scott opened the public hearing. Bruce Harrington and Roger Tower spoke in favor of the item. The public hearing was then closed.

Following brief Council discussion, it was moved by Council Member Bland and seconded by Mayor Pro Tem Morelos to waive reading of proposed Ordinance 807 C.S. Voice vote found all in favor; Council Member Zanussi absent. Motion carried 4:0:1. Council Member Schubert moved for introduction of Ordinance 807 C.S. amending the Tracy Municipal Code as requested based on the findings as noted in the agenda report 7, dated December 19, 1989.

8. PUBLIC HEARING TO CONSIDER A REZONE OF .53 ACRES FROM NEIGHBORHOOD SHOPPING TO MEDIUM DENSITY CLUSTER, .63 ACRES FROM MEDIUM DENSITY CLUSTER TO NEIGHBORHOOD SHOPPING, AND 1.6 ACRES FROM MEDIUM DENSITY CLUSTER TO NEIGHBORHOOD SHOPPING. GENERAL PLAN AMENDMENT TO AMEND THE RESIDENTIAL SPECIFIC PLAN FROM NEIGHBORHOOD SHOPPING TO MEDIUM DENSITY RESIDENTIAL DESIGNATION ON THE .53 ACRE PROPERTY, FROM MEDIUM DENSITY RESIDENTIAL TO NEIGHBORHOOD SHOPPING DESIGNATION ON THE .63 ACRE PORTION, AND FROM MEDIUM DENSITY RESIDENTIAL TO NEIGHBORHOOD SHOPPING ON THE 1.61 ACRE PORTION OF THE PROPERTY LOCATED AT 101 N. MACARTHUR DRIVE; ASSESSOR PARCEL NUMBERS 235-140-02, 06, AND 235-330-44. THE APPLICANT IS MACKAY AND SOMPS FOR BRUCE HARRINGTON AND EARL VAN BEBBER - APPLICATION NUMBERS 10-89-R AND 20-89-GPA

Community Development Director Belluomini reviewed the staff reporting explaining that on October 11, 1989 the Planning Commission considered an application for rezone and Specific Plan amendment to adjust the existing zoning and Specific Plan designation boundaries on a 12-acre property located at 101 North MacArthur Drive. The proposed land use and site configuration takes into account the impending realignment of Third Street, which borders the proposal on the south, and the abandonment and acquisition of the existing Third Street right-of-way. The project property is comprised of the south portion of Residential Specific Plan parcel 21, and all of 22. The intent of the proposed rezone and Specific Plan amendment is to facilitate a more logical layout of the residential and commercial land uses permitted on the property, thereby increasing site planning opportunities on the project site. The Planning Commission determined the proposed General

Plan/Specific Plan amendment and rezone to be consistent with the City's Residential Specific Plan for which a Master Environmental Impact Report has been prepared and certified by the City Council. The proposal is therefore exempt from any further environmental assessment.

Mayor Scott opened the public hearing. Bruce Harrington and Earl Van Bebber, 22247 Altoga, voiced concern with no left turn on Mt. Diablo and wanted their concerns noted in the record. The public hearing was then closed. In answer to inquiry by Council Member Schubert, Community Development Director Belluomini concurred this would be discussed in the design stage. It was moved by Council Member Bland and seconded by Member Schubert to adopt Resolution 89-528 determining the applications 10-89-R and 20-89-GPA are consistent with the Residential Area Specific Plan, for which a Master Environmental Impact Report has been prepared and certified by the City, the subject applications therefore being exempt from further environmental assessment. Voice vote found all in favor; passed and so ordered. It was moved by Council Member Schubert and seconded by Member Bland to adopt Resolution 89-529 amending the General Plan/Specific Plan designation boundaries for Assessor Parcel 235-140-02-06 and 235-330-44. Voice vote found all in favor; Council Member Zanussi absent. Motion carried 4:0:1. Following reading of the title it was moved by Mayor Pro Tem Morelos and seconded by Council Member Bland to waive reading of the text of proposed Ordinance 808 C.S. Voice vote found all in favor; Council Member Zanussi absent. Motion carried 4:0:1. Council Member Schubert moved for introduction of Ordinance 808 C.S. adjusting the zoning boundaries of Assessor parcels as noted based on the findings as outlined in the Council agenda item 8, December 19, 1989.

9. ITEMS FROM THE AUDIENCE

Richard Hastie, West Whittier, spoke briefly in agreement with Mayor Scott that members of the audience are somewhat intimidated when speaking to the Council and it is helpful to make them feel as comfortable as possible.

10. COUNCIL COMMITTEE REPORTS/LEGISLATION

- A. Parks and Recreation Commission - Council Review Committee - City Manager Locke explained that the Parks and Recreation Commission has four vacancies. The terms of office have expired for three of the current members and in addition

MNA054

# PLANNING COMMISSION

## Staff report



October 11, 1989

NEW BUSINESS NO. 2-B

APPLICANT: MacKay & Soms for Bruce Harrington  
and Earl Van Bebber

APPLICATION NO.: 10-89-R and 20-89-GPA

### I. INTRODUCTION

#### A. Request

Rezone and Specific Plan Amendment affecting a 12.8 acre property. Proposed is a Rezone of approximately .53 acres from the Neighborhood Shopping district to the Medium Density Cluster district, .63 acres from the Medium Density Cluster district to the Neighborhood Shopping district, and 1.6 acres from the Medium Density Cluster district to the Neighborhood Shopping district. General Plan Amendment would amend the Specific Plan from Neighborhood Shopping to the Medium Density Residential designation on the .53 acres property, from Medium Density Residential to the Neighborhood Shopping designation on the .63 acre portion, and from the Medium Density Residential to the Neighborhood Shopping on the 1.61 acre portion of the subject property.

#### B. Project Location

The proposed project is located at 101 North MacArthur Drive at the north-west corner of MacArthur Drive and Third Street. The site is further identified as Assessor's Parcel Number 235-140-02, 06 and 235-110-03.

#### C. Applicant:

MacKay & Soms  
2600 Kittyhawk Rd., #102  
Livermore, CA 94550-9625

#### Owner:

Bruce Harrington  
18818 Teller Ave.  
Irvine, CA 92715-1615

Earl VanBebber  
2447 Altoga Ave.  
Tracy, CA 95376

## II. REQUIRED FINDINGS

The Planning Commission may approve a Rezone and General Plan Amendment provided the following findings are made.

- 1) That the proposed Rezone and General Plan Amendment are consistent with one another as required by Government Code Section 65860 (c).
- 2) That the proposal will not be detrimental to the public health, safety, or welfare, or inharmonious with the development of surrounding properties.

## III. GENERAL INFORMATION

### A. General Plan and Zoning

The existing Land Use, General Plan designation, and Zoning for the subject property and surrounding properties are as follows:

	General Plan	Zoning	Land Use
Site:	MDR/NS	MDC/NS	Vacant
North:	MDR	MDC	Residential
South:	MDR	MDC	Residential
East:	AG	AG-40 County	Vacant
West:	MDR	MDC	Vacant

### B. Applicable General Plan Development

Policy Area 5: Commercial Development

Guiding Policy: Encourage Downtown Development while providing for necessary, convenient shopping centers.

### C. Applicable Specific Plan Policies, Residential Design Guidelines - 4.1.1.2.

- b) Medium and High Density units shall be located as transition uses between industrial or commercial centers and Low Density areas.

#### D. Related Actions

Two single family residential subdivisions border the site on the north and south. Pheasant Crossing, directly north of the proposal contains 52 lots, and was approved by the Planning Commission on December 14, 1988. The Forest Glen Subdivision, which lies directly south of the site on Specific Plan Parcel 23, contains 134 lots and was approved by the Commission in August 1988.

The City's Residential Specific Plan was officially adopted by the City Council on June 2, 1987. The Plan identifies and designates three sites for the location of Neighborhood Shopping Centers which are described in the Specific Plan, Section 4.1.2.1 as "centers located as an integral part of neighborhoods for the purpose of providing those products purchased on a day-to-day basis by residents of the immediate area...and allow those uses not ordinarily considered detrimental to a residential zone because of traffic, noise or other nuisances.

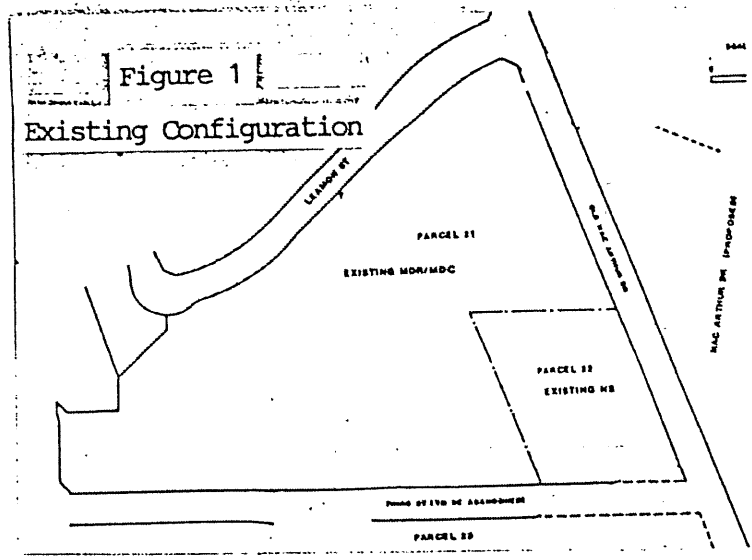
Specific Plan Parcel 22, which comprises a substantial portion of the proposal, is identified as one of three designated Neighborhood Shopping sites.

#### E. Project Description

The proposal is a Rezone and General Plan Amendment to adjust the Specific Plan designation boundaries on a 13 ± acre property. The subject site is comprised as follows:

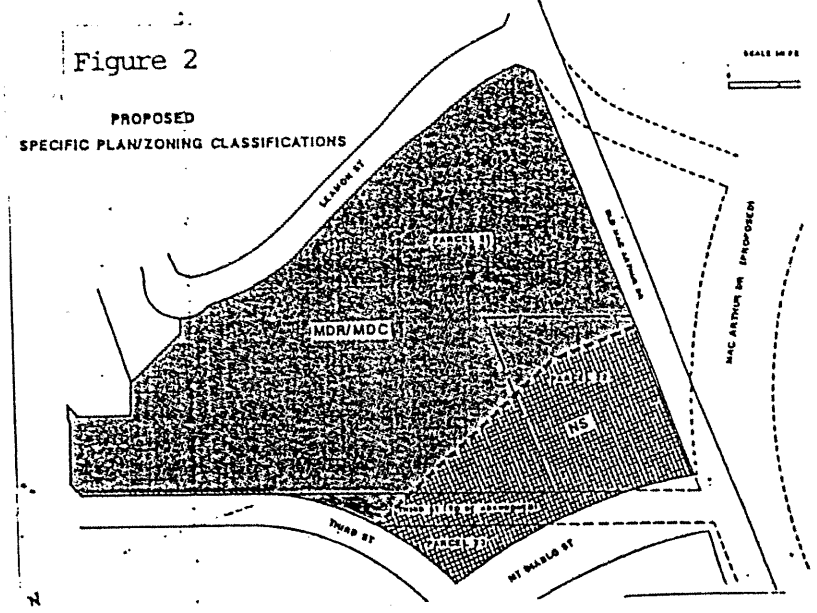
- A 9.8 acre portion of Residential Specific Plan Parcel 21, which is zoned Medium Density Cluster and designated Medium Density Residential.
- All of Specific Plan Parcel 22, which is a designated 2 acre Neighborhood Shopping site, and
- A 1.6 acre site which is formed by the north most portion of Specific Plan Parcel 23 and the existing Third Street right-of-way which is to be abandoned in the future.

This existing configuration of the site is illustrated in Figure 1 below.



The proposed Specific Plan and Zoning designation boundary changes and the abandonment of the existing Third Street right-of-way will result in a site comprised of:

- A 9.7 acre portion of Specific Plan Parcel 21, which is zoned Medium Density Cluster and designated Medium Density Residential, and
- A 3 acre Neighborhood Shopping site, comprising the remainder of Specific Plan Parcel 22, the abandoned Third Street right-of-way and the northerly portion of Specific Plan Parcel 23. The portions of Specific Plan Parcel 23 and 21 and the abandoned Third Street right-of-way are proposed to be redesignated as a redefined Specific Plan Parcel 22. This reconfiguration of Specific Plan Parcel boundaries and designations is illustrated in Figure 2 below.



F. CEQA

The project is consistent with the Residential Areas Specific Plan, for which a Master Environmental Impact Report has been prepared and certified by the City Council. The subject proposal has, therefore, been determined to be exempt from any further environmental assessment. The proposal increases the size of the commercial site by 0.6 acres over that approved in the Specific Plan while simultaneously reducing the residential area by the same area. The changes represented by this amendment is insignificant.

IV. ANALYSIS

A. General Plan, Zoning, and Specific Plan

General Plan

As required by Government Code Section 65860 (c), state law requires that a General Plan Amendment and Rezone must be consistent with one another. As outlined in the "Project Description" (Section III, E), the proposed will involve adjusting the boundaries of the land use designations currently existing on the property, and will not create a situation of inconsistency between the Zoning, General Plan, and Specific Plan Designations assigned on the site.

Zoning

The existing and proposed zoning classifications on the site are Medium Density Cluster and Neighborhood Shopping.

The Neighborhood Shopping Zone is described in Section 10-2.17 of the Tracy Municipal Code, which states minimum building site area within the Neighborhood Shopping Zone shall be no less than 2 contiguous areas. The amount of land areas resulting from the proposal which is devoted to Neighborhood Shopping would increase from 2.0 acres to 2.6 acres-within the site area guidelines of it's applicable zoning.

The remainder of the subject property is zoned Medium Density Cluster, the guidelines for which are outlined in Section 10-2.8 of the Tracy Municipal Code. The purpose of the zone, as discussed in Section 10-2.800 of the Medium Density Cluster text is to provide for single and two-family dwellings, dwelling groups, and supporting uses. Staff has reviewed the applicant's tentative development plans for the 9.7 acre south portion of Parcel 21, which consist of a Medium Density project of attached single-family duet units. Re-definition of the parcel and land use boundaries proposed in the rezone and Specific Plan Amendment would enhance the usability of the north half of the site as a Medium Density attached unit development, while maintaining consistency between the site's development potential and existing zoning and Specific Plan designation. Benefits offered by the redesign of the property include: the possibility for creating a superior buffer than presently feasible between Parcel 21 and 22 through the use of a continuous landscape strip or pedestrian way, increased opportunities for clustering within the property as recommended by Section (V) of the Specific Plan Residential Design Guidelines, and ease the design of internal circulation and parking.

G. Specific Plan Consistency

In addition to improving site design opportunities on the subject property, the proposal will maintain a greater degree of consistency of the site with Specific Plan objectives in the following ways:

1. The proposed lay-out of the districts are consistent with planned road improvements to be constructed in the project area, and
2. Creation of distinct separation between the different land use designations on the site and in the project vicinity.

The proposed site lay-out that the Rezone and Specific Plan Amendment will effect is consistent with the planned improvements and alignment of streets (Mount Diablo Avenue, Third Street, and MacArthur Drive) contiguous to the property. While not included in the application being considered by the Commission at this time, the existing MacArthur Drive right-of-way and land west of the planned realigned MacArthur Drive will in the future be annexed into the City, and possibly included in future development plans for the subject property.



Based on the existing configuration of its land use boundaries, future realignment and road improvements contiguous to the project will leave Parcel 22, a designated commercial tract, with frontage and access insufficient to adequately serve the site. Both MacArthur Drive and Mount Diablo Avenue will be constructed with a median island at those points adjacent to the future commercial site, thereby eliminating left-turn access to and from the site. The proposal will extend the boundary of Parcel 22 to include frontage along Third Street, which will contain no traffic median, and create the needed left-turn access opportunity that a future commercial center on the property will require for adequate circulation, ingress, and egress.

Those portions of re-aligned Mount Diablo Avenue and Third Street contiguous to the south project boundary are presently under construction, while the re-aligned portion of MacArthur Drive west of the site is scheduled to be completed in the future as part of the Capital Improvements associated with the Industrial Specific Plan. Before definitive development plans are approved for the subject property, the developer will be required to enter into an agreement, the content of which has yet to be determined, whereby the abandoned Third Street right-of-way is transferred from the City to the developer.

As stated in Section (b) of the Specific Plan Residential Design Guidelines, Medium Density units should be located as transitional uses between commercial centers and Low Density Residential areas. Although properties surrounding the project are zoned Medium Density Cluster, their use as single family home-sites reflects a character of development commonly associated with Low Density Residential projects. Implementation of the Specific Plan amendment proposed in this application will create identifiable transition between the Neighborhood Shopping site and single family homes to the north. This in turn will accommodate development of the area in a manner which achieves a greater degree of consistency with the Specific Plan Residential Design Guidelines.

October 11, 1989

#### V. RECOMMENDATION

Staff recommends that the Planning Commission:

- A. Determine that the proposed General Plan/Specific Plan Amendment and Rezone to be consistent with the City's Residential Specific Plan, for which a Master EIR has been prepared and certified by the City Council. The proposal, therefore, is exempt from any further environmental assessment, and
- B. Recommend that the City Council approve Application 20-89-GPA and 10-89-R, based on the following findings.

#### Findings

1. The proposed is consistent with the City's General Plan and Residential Specific Plan. Land uses proposed for the various properties included within project are consistent with existing Specific Plan designations and zoning assigned to the subject site. The application does not involve altering the existing allowable densities or land uses presently allowed on the property.
2. The proposal will not be detrimental to the public health, safety, or welfare, or inharmonious with the development of surrounding properties. The proposal is consistent with planned streets and public improvements in the project vicinity, and will encourage the implementation of Specific Plan development objectives for the area by creating more advantageous site planning opportunities on the project property.

#### VI. MOTION

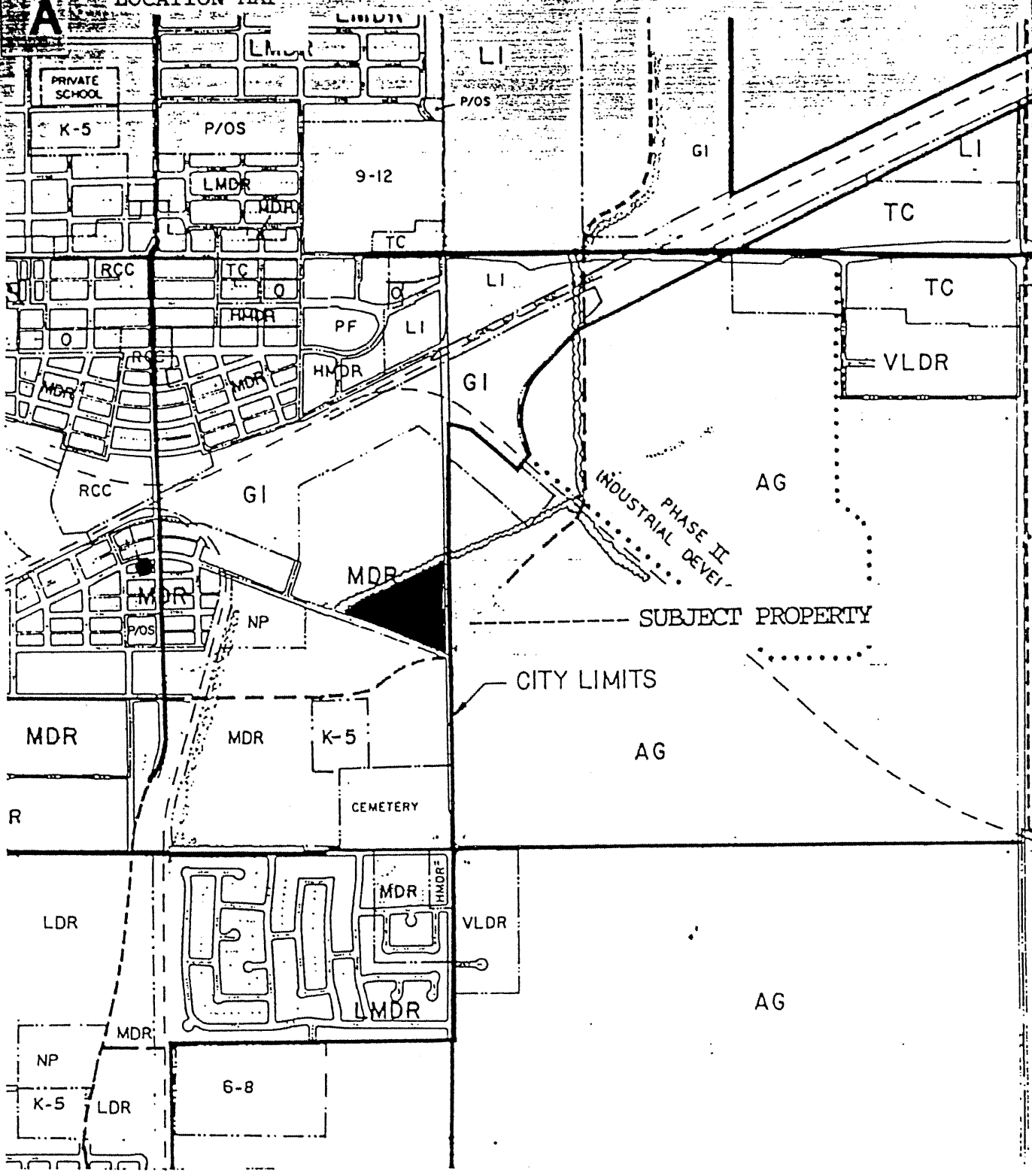
- A. Move that the Planning Commission determine that the proposed project is consistent with the City's Residential Specific Plan, thereby exempting the application from any further environmental assessment, and
- B. Recommend that the City Council approve Applications 20-89-GPA and 11-89-R, based on the finding contained in the staff report dated October 11, 1989.

#### VII. ATTACHMENTS

- A. Location Map.
- B. Site Map - Detail 1: Existing Condition
- C. Site Map - Detail 2: Proposed Changes

JH:sf  
a:s03-0926.89

LOCATION MAP



GENERAL PLAN / VICINITY MAP

- VLDR VERY LOW DENSITY RESIDENTIAL
- LMDR LOW-MEDIUM DENSITY RESIDENTIAL
- MDR MEDIUM DENSITY RESIDENTIAL
- HMDR HIGH-MEDIUM DENSITY RESIDENTIAL
- RCC RETAIL CENTER COMMERCIAL
- (SC) SHOPPING CENTER
- EXISTING NEIGHBORHOOD STORES
- TC THOROUGHFARE COMMERCIAL
- O OFFICE
- LI LIMITED INDUSTRIAL
- GI GENERAL INDUSTRIAL
- K-8 SCHOOL/PUBLIC FACILITY
- CHURCH SEMI-PUBLIC
- P/OS PARKS AND OPEN SPACE
- AG AGRICULTURE

APPLICATION NUMBER	20-89-GPA/10-89-R
APPLICANT/OWNER	MacKay & Soms/ Harrington
LOCATION (ADDRESS) OF SUBJECT PROPERTY	101 North MacArthur Drive
DATE	October 11, 1989

EXHIBIT A  
DETAILS OF  
SPECIFIC PLAN/ZONING AMENDMENTS

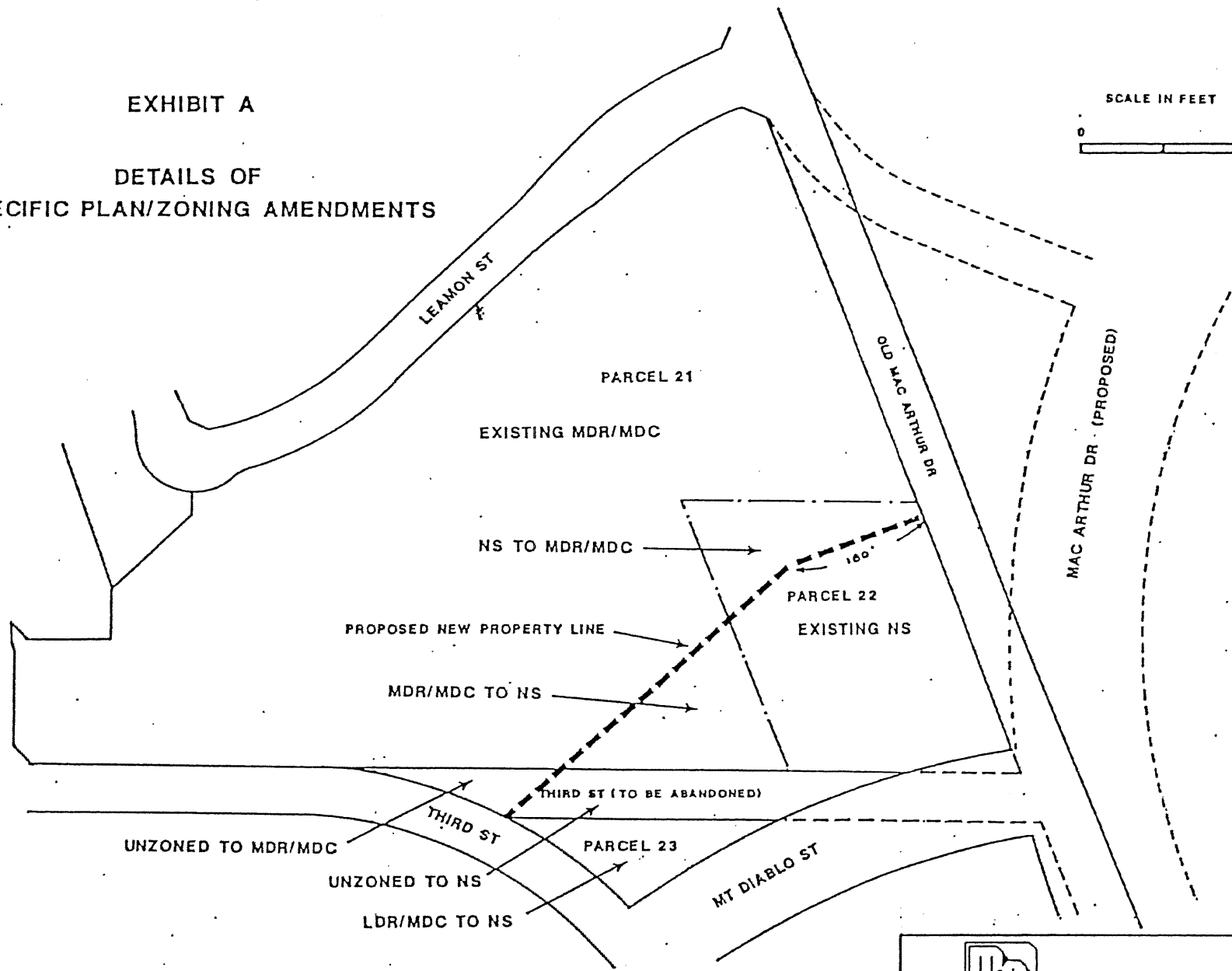
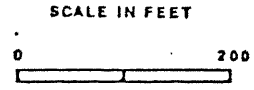
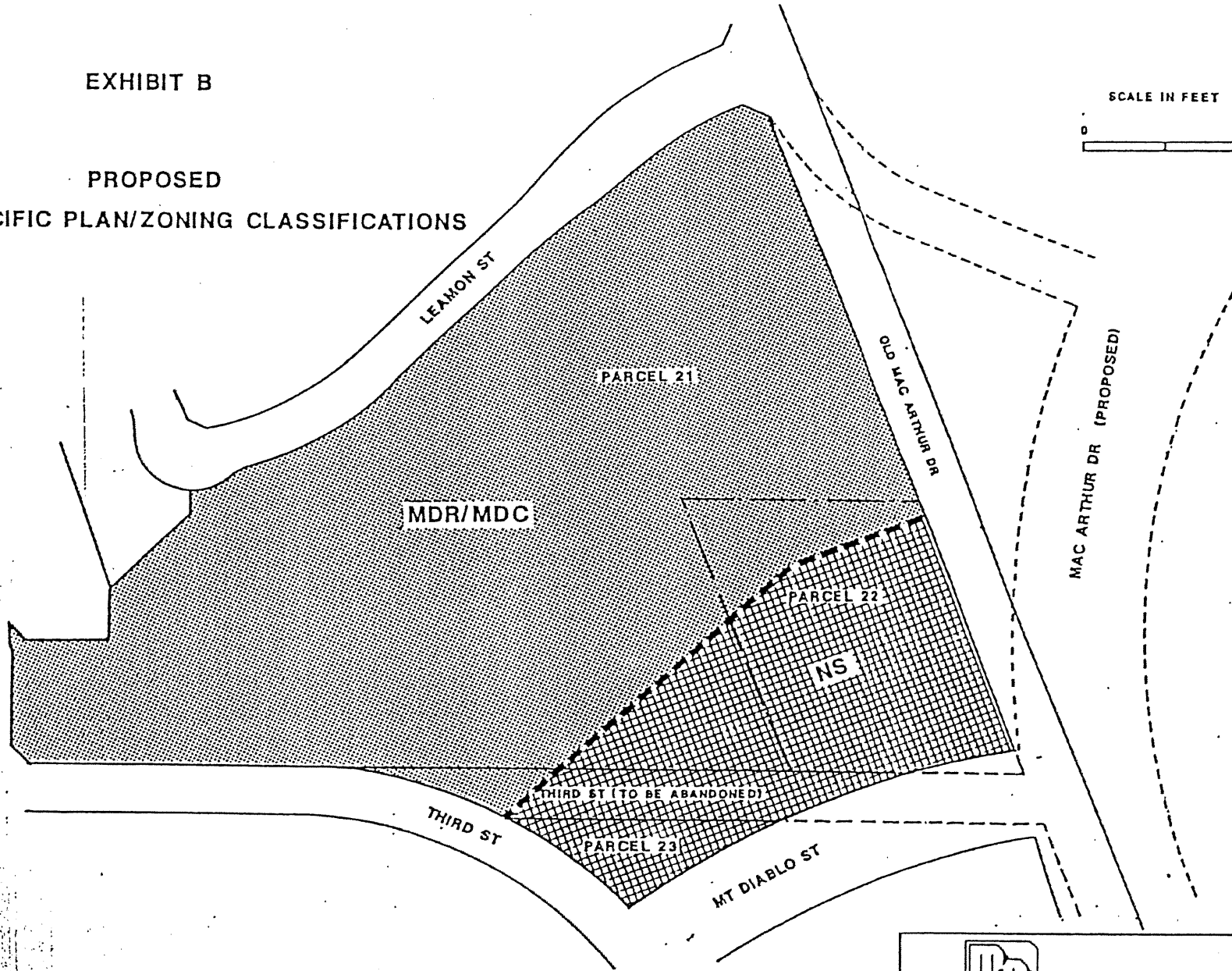
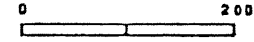


EXHIBIT B

PROPOSED  
SPECIFIC PLAN/ZONING CLASSIFICATIONS

SCALE IN FEET



**MacKay & Somps**  
CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING

3. The Church to enter into a Deferred Improvement Agreement for Eleventh Street frontage for improvements, if the facility is granted a time extension by the Commission.

Belluomini explained that in January of 1988, the Planning Commission approved Use Permit No. 10-88-CUP, and staff issued Development Review No. 29-88-D, allowing construction of additional facilities to replace the temporary classrooms.

Belluomini explained that the applicant had complied with all Conditions of Approval of the earlier extensions. Circumstances on the site and in the area surrounding the site have not changed from the time of approval of 10-88-CUP, and no new conditions would be necessary.

Chairperson Matthews asked if the applicant had applied for a building permit yet.

Chairperson Matthews opened the public hearing.

Al Eden, Tracy Community Church, addressed the Commission, responding to question raised by Chairperson Matthews, explaining that both civil engineering and structural plans were submitted to the Building Division.

As there was no one else wishing to address this item, the public hearing was closed.

As there were no comments from the Commission, upon a motion by Commissioner Norris and second by Commissioner Bilbrey, the Planning Commission granted a one year extension of Conditional Use Permit No. 7-86-CUP. City Attorney Coats suggested that the Commission amend its motion to reflect that the use permit was approved "on the same terms and conditions of the earlier Conditional Use Permit and extension". Commissioners Norris and Bilbrey amended their motion accordingly. Roll call vote found all in favor, passed and so ordered.

- B. PUBLIC HEARING - TO CONSIDER A REZONING AND GENERAL PLAN AMENDMENT TO ADJUST THE EXISTING ZONING AND SPECIFIC PLAN DESIGNATION BOUNDARIES ON 12.0 ACRES PRESENTLY CONTAINING 10 ACRES ZONED MEDIUM DENSITY CLUSTER, SPECIFIC PLAN DESIGNATION MEDIUM DENSITY RESIDENTIAL AND 2.0 ACRES ZONED NEIGHBORHOOD SHOPPING, SPECIFIC PLAN DESIGNATION NEIGHBORHOOD SHOPPING. PROPOSED ZONING/SPECIFIC PLAN BOUNDARY ADJUSTMENT TO RESULT IN 9.7 ACRES ZONED MEDIUM DENSITY CLUSTER, SPECIFIC PLAN DESIGNATION MEDIUM DENSITY RESIDENTIAL, AND 2.6 ACRES ZONED

October 11, 1989

NEIGHBORHOOD SHOPPING, SPECIFIC PLAN DESIGNATION NEIGHBORHOOD SHOPPING. LOCATED AT 101 MACARTHUR DRIVE AT THE NORTHWEST END OF THE CONFLUENCE OF THIRD STREET, MACARTHUR DRIVE AND FUTURE EXTENSION OF MOUNT DIABLO AVENUE - ASSESSOR PARCEL NUMBERS 234-140-02, 06, AND 235-110-03 - THE APPLICANT IS MACKAY AND SOMPS FOR BRUCE HARRINGTON/EARL VAN BEBBER - APPLICATION NO. 10-89-R AND 20-89-GPA

Staff report by Hilliard explained that the proposal is for a Rezoning and General Plan Amendment to adjust the Specific Plan designation boundaries on a 13 + acre property. The proposal will involve adjusting the boundaries of the land use designations currently existing on the property, and will not create a situation of inconsistency between the Zoning, General Plan, and Specific Plan designations assigned on the site.

Hilliard explained that staff had reviewed the applicant's tentative development plans for the 9.7 acre south portion of Parcel 21, which consists of a Medium Density project of attached single-family duet units. Redefinition of the parcel and land use boundaries proposed in the rezone and Specific Plan Amendment would enhance the usability of the northern half of the site as a Medium Density attached unit development, while maintaining consistency between the site's development potential and existing zoning and Specific Plan designation. Benefits offered by the redesign of the property include the possibility for creating a superior buffer than presently feasible between Parcels 21 and 22 through the use of a continuous landscape strip or pedestrian way, increased opportunities for clustering within the property as recommended by Section (V) of the Specific Plan Residential Design Guidelines, and ease the design of internal circulation and parking.

In addition to improving site design opportunities on the subject property, Hilliard explained that the proposal will maintain a greater degree of consistency of the site with Specific Plan objectives in the following ways:

1. The proposed lay-out of the districts are consistent with planned road improvements to be constructed in the project area, and
2. Creation of distinct separation between the different land use designations on the site and in the project vicinity.

The proposed site lay-out that the Rezoning and Specific Plan Amendment will effect is consistent with the planned improvements and alignment of streets (Mt. Diablo Avenue, Third Street, and MacArthur Drive)

contiguous to the property. While not included in the application being considered by the Commission at this time, the existing MacArthur Drive right-of-way and land west of the planned realigned MacArthur Drive will in the future be annexed into the City, and possibly included in future development plans for the subject property.

Hilliard explained that based on the existing configuration of its land use boundaries, future realignment and road improvements contiguous the project will leave Parcel 22, a designated commercial tracts, with frontage and access insufficient to adequately serve the site. Both MacArthur Drive and Mt. Diablo Avenue will be constructed with a median island at those points adjacent to the future commercial site, thereby eliminating left-turn access to and from the site. The proposal will extend the boundary of Parcel 22 to include frontage along Third Street, which will contain no traffic median, and create the needed left-turn access opportunity that a future commercial center on the property will require for adequate circulation, ingress, and egress.

These portions of realigned Mt. Diablo Avenue and Third Street contiguous to the south project boundary are presently under construction, while the realigned portion of MacArthur Drive west of the site is scheduled to be completed in the future as part of the Capital Improvements associated with the Industrial Specific Plan. Before definitive development plans are approved for the subject property, the developer will be required to enter into an agreement, the content of which has yet to be determined, whereby the abandoned Third Street right-of-way is transferred from the City to the developer.

Hilliard proceeded to outline staff's recommendation for approval.

Vice Chairman Swingle asked what would happen with the wedged-shaped lot that will occur on proposed MacArthur Drive adjacent to the shopping center. Hilliard indicated that it was anticipated that this lot would be incorporated to the development of the 9.7 acre MDR site. Swingle asked the lot dimension for this site. Belluomini indicated that the lot measures approximately 56 feet. Belluomini added that along new MacArthur Drive east, a landscape buffer was anticipated with approximately 25 to 35 feet of landscaping.

Chairperson Matthews opened the public hearing.

Bruce Harrington, 18818 Teller Avenue, Irvine, Ca., addressed the Commission as co-applicant of the project, requesting clarification on traffic access off of Mt. Diablo Avenue.



October 11, 1989

In answer to question raised by Vice Chairman Swingle, Mr. Harrington explained that the island of land referenced is not a part of the City limits and hoped that this parcel could eventually be acquired.

With regards to the issue of entry to Van Bebber, Mr. Harrington requested that both left and right entrances be allowed at this location. Harrington explained that a traffic report was conducted which analyzed the area and concluded that a median break with turn pockets could be provided for left and right turn movements. In closing, Mr. Harrington requested that the Commission include this provision in its motion.

Belluomini responded to Mr. Harrington's comments, explaining to the Commission that a General Plan Amendment and Zone Change were the only issues before the Commission during this hearing. Belluomini advised the Commission not to discuss design at this time. Belluomini explained that this type of development would require thorough staff review which will include the review of driveways, etc. At this time, Belluomini requested that the Commission focus on the General Plan Amendment and zone Change only.

As there was no one wishing to speak opposed to the project, the public hearing was closed.

Commissioner Bilbrey voiced approval with the project as planned, agreeing with the separation between Parcels 21 and 22. Further, Bilbrey indicated that the revised plan provides better land utilization.

Commissioner Pribyl indicated that it was unfortunate that the extra wedge shaped lot could not be planned for, but overall was in general agreement with the proposal.

Commissioners Norris and Swingle voiced approval with the proposal, with Commission Swingle expressing his concern with the wedged shaped lot being left undeveloped, but indicated that this parcel could be dealt with at a later time.

Following discussion, it was moved by Vice Chairman Swingle and seconded by Commissioner Pribyl to determine that the proposed project is consistent with the City's Residential Specific Plan, thereby exempting the application from any further environmental assessment. Roll call vote found all in favor, passed and so ordered.

October 11, 1989

It was then moved by Vice Chairman Swingle and seconded by Commissioner Pribyl to recommend to the City Council the approval of Application Numbers 20-88-GPA and 11-89-R, based on the following findings:

1. The proposal is consistent with the City's General Plan and Residential Specific Plan. Land uses proposed for the various properties included within the project are consistent with existing Specific Plan designations and zoning assigned to the subject site. The application does not involve altering the existing allowable densities or land uses presently allowed on the property.
2. The proposal will not be detrimental to the public health, safety, or welfare, or inharmonious with the development of surrounding properties. The proposal is consistent with planned streets and public improvements in the project vicinity, and will encourage the implementation of Specific Plan development objectives for the area by creating more advantageous site planning opportunities on the project property.

Roll call vote found all in favor, passed and so ordered.

3. ITEMS FROM THE AUDIENCE

Mr. Fred Riley, 11798 W. Larch Road, addressed the Commission, requesting assistance in subdividing his parcel located at the above-mentioned location. Mr. Riley explained that he had been in contact with the County which indicated that the proposed subdivision was not allowable within the current zoning of his parcel. Mr. Riley explained that he has previously been before the City Council requesting assistance and was now before the Planning Commission with his plea for assistance.

City Attorney Coats explained to Mr. Riley that this item had been scheduled to be heard by the City Council at its October 17, 1989 Meeting.

4. DIRECTOR'S REPORT

Belluomini presented to the Commission the Tracy Tomorrow Task Force recommendations in bound copy.

Belluomini introduced a new addition to the Community Development staff, Bob Conant, Senior Planner with the Planning Division.

TRACY RESIDENTIAL AREAS SPECIFIC PLAN

---

*Amendment No. 23*

RESOLUTION NO. 90-138

AMENDING THE GENERAL PLAN AND RESIDENTIAL AREAS SPECIFIC PLAN FROM HIGH DENSITY RESIDENTIAL TO LOW DENSITY RESIDENTIAL FOR PROPERTY LOCATED ON THE NORTH SIDE OF CYPRESS DRIVE, WEST OF FAWN GLEN DRIVE; ASSESSOR PARCEL NUMBER 231-690-47; THE APPLICANT IS ALDEN VI ASSOCIATES; APPLICATION NUMBER 23-89-GPA

WHEREAS, On March 14, 1990, the City of Tracy Planning Commission held a Public Hearing to consider Application Number 23-89-GPA, and

WHEREAS, The Planning Commission recommended approval of Application Number 23-89-GPA to the City Council, and

WHEREAS, On April 17, 1990, the City Council held a Public Hearing to consider Application Number 23-89-GPA, during which it considered all information relevant to the subject application including the reasons for the Planning Commission recommendation contained in the staff report and minutes of March 14, 1990, and

WHEREAS, The proposed General Plan Amendment is consistent with the proposed zoning, as required by California Government Code, Section 65860(a), and

WHEREAS, The proposal will not be detrimental to the public health, safety, or welfare, or inharmonious with the development of surrounding properties;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy does hereby approve Application Number 23-89-GPA amending the General Plan Map from High Density Residential to Low Density Residential for a 3.67 acre parcel located on the north side of Cypress Drive, west of Fawn Glen Drive, Assessor Parcel Number 231-690-47.

\* \* \* \* \*

The foregoing Resolution No. 90-138 was passed and adopted by the City Council of the City of Tracy on the 17th day of April, 1990, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, MORELOS, ZANUSSI, SCOTT  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: SCHUBERT

ATTEST:  
Dee J. Dani  
City Clerk

Raymond P. Schubert  
Mayor Pro Tem

AB:skd

CD  
MiscN  
sd06-0716.90

ORDINANCE NO. 819 C.S.

AMENDING THE ZONING MAP OF THE CITY OF TRACY TO REZONE PROPERTY LOCATED ON THE NORTH SIDE OF CYPRESS DRIVE, WEST OF HUNTER TRAIL AND ALDEN GLEN FROM HIGH DENSITY RESIDENTIAL TO LOW DENSITY RESIDENTIAL; ASSESSOR PARCEL NUMBER 231-690-47; APPLICATION NUMBER 15-89-R

The City Council of the City of Tracy does hereby ordain as follows:

**SECTION 1:** Property located on the north side of Cypress Drive, west of Hunter Trail and Alden Glen, is hereby rezoned from High Density Residential to Low Density Residential; and

**SECTION 2:** This Ordinance shall take affect thirty (30) days after its final passage and adoption;

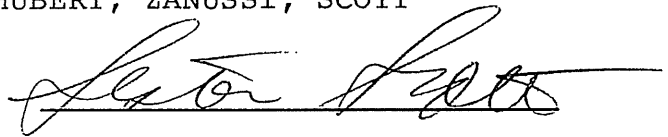
**SECTION 3:** This Ordinance shall be published once in the Tracy Press, a newspaper of general circulation, within fifteen (15) days from the date from and after its passage and adoption.

\* \* \* \* \*

The foregoing Ordinance No. 819 C.S. was introduced at a regular meeting of the Tracy City Council held on the 17th day of its regular meeting on the 17th day of April, 1990, and finally passed and adopted by said Council at its regular meeting on the 1st day of May, 1990, by the following vote:

AYES:	COUNCIL MEMBERS:	MORELOS, SCHUBERT, ZANUSSI, SCOTT
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	BLAND

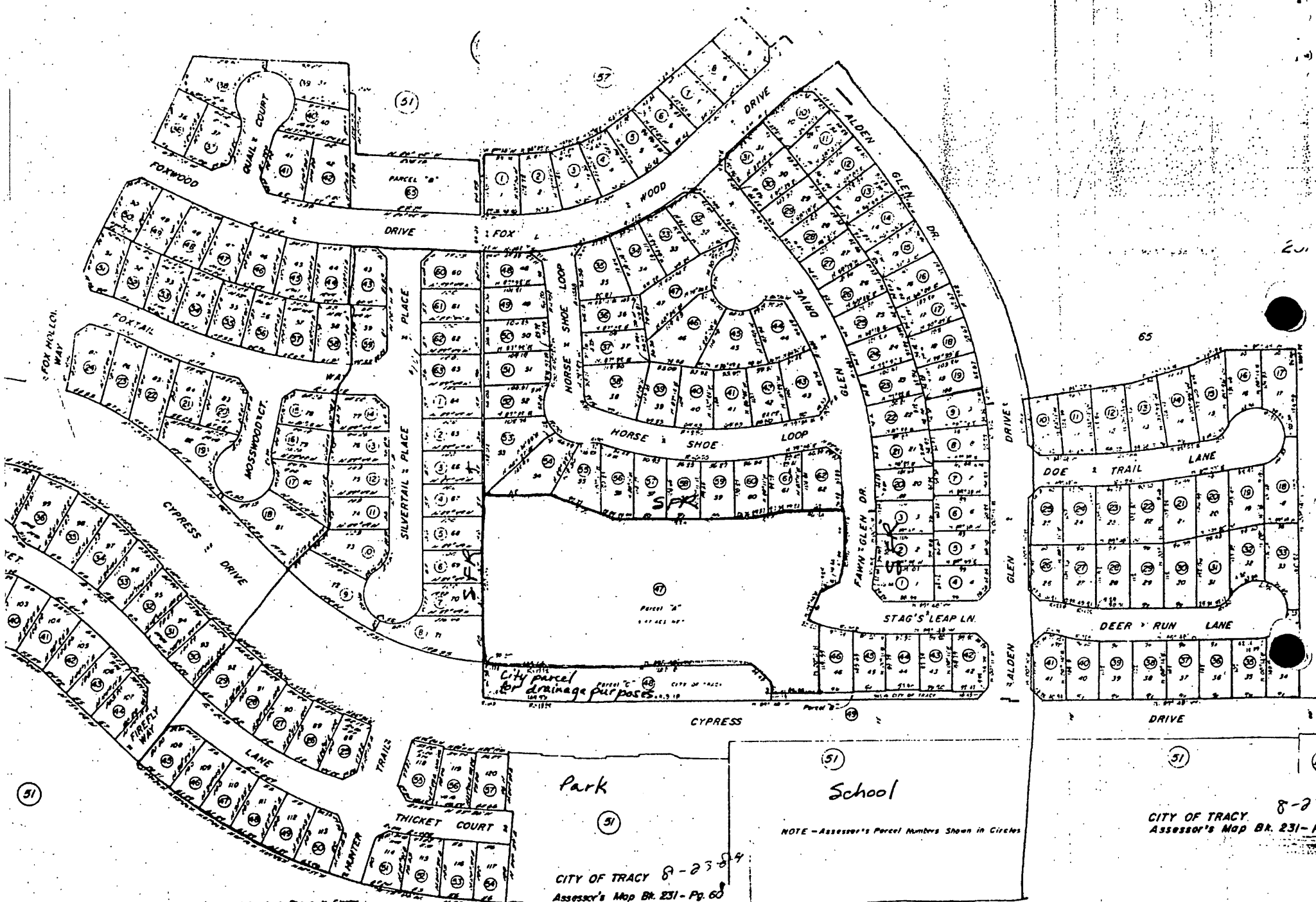
MAYOR



ATTEST:

Dee J. Dani  
CITY CLERK

cd  
BC:sf  
s06-0406.90  
15-89-R(1)



NOTE - Assessor's Parcel Numbers Shown in Circles

CITY OF TRACY 8-2384  
 Assessor's Map BR. 231 - Pg. 60

NOTE - Assessor's Parcel Numbers Shown in Circles

8-23  
 CITY OF TRACY  
 Assessor's Map BR. 231 - Pg. 60

# SUBDIVISION 2374 PRELIMINARY TENTATIVE MAP

## ALDEN GLEN VI

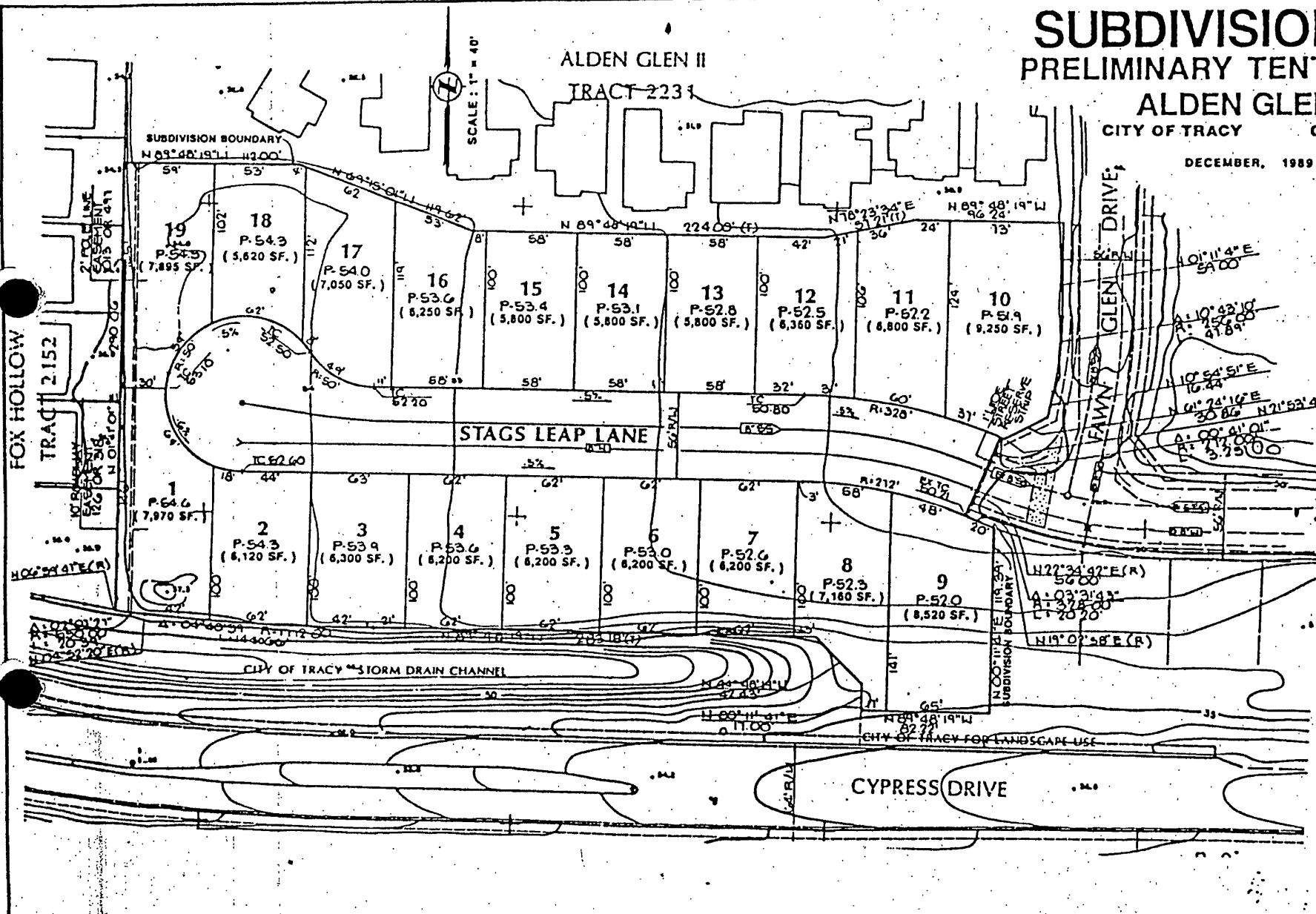
CITY OF TRACY CALIFORNIA

DECEMBER, 1989

ALDEN GLEN III  
TRACT 2232

ALDEN GLEN II

TRACT 2231



Stadman & Associates, Inc.  
2100 W. California Blvd.  
Suite 210, Hayward, Calif.  
California 94541  
415 881 6100

East  
North  
South  
West

SHEET  
OF 7 SHEETS  
JOB NO.  
7070-88-09

\$85/month (20 or more days/month)  
 \$4.50/day (12-19 days/month)  
 \$4.75/day (11 or fewer days/month)

Very low income families will be subsidized 100%. Low and moderate income families will be subsidized 50%. Resolution 90-153 approved the graduated fee schedule and CDBG funding criteria for the Afterschool Playground Program.

- B. Claims and Demands (Warrants) - City Manager Locke explained that one of the items on the warrants list was a purchase from Scotty's Bait and Tackle. Therefor, Mayor Scott abstained from voting on the item. It was moved by Council Member Bland and seconded by Member Zanussi to adopt Resolution 90-137 approving payment of warrants in the total amount of \$1,065,431.83. Voice vote found all in favor; Council Member Schubert absent, Mayor Scott abstaining. Motion carried 3:0:1.

2. ITEMS FROM THE AUDIENCE - Dave Day, 33113 So. Koster Road, spoke regarding the Notice of Intent to Circulate a Petition for an initiative on the November ballot regarding growth control. He was concerned the initiative would only allow amendments to the General Plan every two years and would preclude residents from getting any building permits between those two year intervals. Sydney Hill, 1750 Alegre, requested Council introduce a resolution regarding the Clean Air Bill.

3. PUBLIC HEARING TO AMEND THE GENERAL PLAN AND RESIDENTIAL AREAS SPECIFIC PLAN FROM HIGH DENSITY RESIDENTIAL TO LOW DENSITY RESIDENTIAL AND REZONE THE 3.67 ACRES FROM HIGH DENSITY RESIDENTIAL TO LOW DENSITY RESIDENTIAL ON PROPERTY LOCATED ON THE NORTH SIDE OF CYPRESS DRIVE, WEST OF HUNTER TRAIL AND ALDEN GLEN; ASSESSOR PARCEL NUMBER 231-690-47. THE APPLICANT IS ALDEN VI ASSOCIATES; APPLICATION NUMBERS 23-89-GPA AND 15-89-R

Acting Community Development Director, Bob Conant, summarized the staff report. The Planning Commission and staff recommend Council approve the General Plan and Residential Specific Plan amendments, changing the land use designation from High Density Residential (HDR) to Low Density Residential (LDR) and rezone the 3.67 acres. The site was originally intended for high density affordable housing units. However the site is not large enough to build a reasonable number of units. The rezoning will permit the surrounding subdivision, Candlewood Estates, to build 19 units and complete their subdivision.

Mayor Scott opened the public hearing. Kip Jones, representing Alden VI, concurred with the Planning Commission recommendation. The public hearing was closed.

Mayor Pro Tem Morelos expressed his concern that there was a need for low and moderate income housing to meet State requirements. City Attorney Coats then explained the actions necessary for Council to take. It was moved by Council Member Bland, seconded



by Member Zanussi, that the amendment to the General Plan and Residential Areas Specific Plan is consistent with the Master Environmental Impact Report. Voice vote found all in favor; Council Member Schubert absent. Motion carried 4:0:1. It was then moved by Council Member Bland and seconded by Mayor Pro Tem Morelos to adopt Resolution 90-138, adopting the General Plan and Residential Areas Specific Plan amendments to rezone property located on the north side of Cypress Drive, west of Hunter Trail and Alden Glen. Voice vote found all in favor; Council Member Schubert absent. Motion carried 4:0:1. Following reading the title of the proposed ordinance, it was moved by Council Member Zanussi and seconded by Mayor Pro Tem Morelos to waive reading of the text. Voice vote found all in favor; Council Member Schubert absent. Motion carried 4:0:1. Council Member Zanussi then moved for introduction of Ordinance 819 C.S., "Amending the Zoning Map of the City of Tracy to Rezone Property Located on the North Side of Cypress Drive, West of Hunter Trail and Alden Glen from High Density Residential to Low Density Residential; Assessor Parcel Number 231-690-47; Application Number 15-89-R."

4. PUBLIC HEARING TO CONSIDER A RESOLUTION OF NECESSITY TO ACQUIRE REAL PROPERTY OWNED BY WDO, INC. LOCATED EAST OF TRACY BOULEVARD BETWEEN 4TH STREET AND MT. DIABLO AVENUE

Public Works Director, Mike McCluskey, explained the previously approved Capital Improvement Project to widen Tracy Boulevard necessitated the acquisition of three parcels owned by WDO, Inc. The property is located east of Tracy Boulevard between 4th Street and Mt. Diablo Avenue. An appraisal has been completed and an offer made to WDO, Inc. Negotiation will continue. In order to assure a reasonable construction schedule will be maintained, it is necessary to prepare for acquisition of these parcels by eminent domain. Funds for the purchase have been set aside with the State of California Treasurer. The purpose of the hearing is to consider whether the requirements for adopting the resolution of necessity have been met. City Attorney Coats explained this was not the time to discuss price of the acquisition.

Mayor Scott opened the public hearing. Dave Olmstead, owner of the property, related his concerns regarding the parcel configuration and slope after the widening. Mr. Olmstead asked Council to continue the resolution of necessity until such time as the rough engineering drawings were complete, probably in July. Under question, Mr. Olmstead said he had owned the property for over three years. Council discussed the configuration of the property. Mr. McCluskey related that the configuration information had been given to Mr. Olmstead through his engineering firm. Mayor Scott reiterated that the purpose of tonight's meeting was to determine the necessity of acquiring the property. City Attorney Coats assured Mr. Olmstead the City would continue to work with him and that adoption of the resolution did not mandate the City go to court within a limited period of time. It did mean that if negotiations with Mr.

*TRACY RESIDENTIAL AREAS SPECIFIC PLAN*

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*Amendment No. 24*

ORDINANCE NO. 829 C. S.

RECLASSIFYING RESIDENTIAL AREAS SPECIFIC PLAN PARCEL NUMBER 27;  
ASSESSOR PARCEL NUMBER 235-150-22, FROM THE MEDIUM DENSITY  
RESIDENTIAL (MDR) DISTRICT TO THE PLANNED UNIT DEVELOPMENT (PUD)  
DISTRICT - 108 DUET UNITS AND 117 CONDOMINIUM UNITS;  
APPLICATION NUMBER 5-89-R

SECTION 1: The subject property is hereby reclassified from the  
Medium Density Residential (MDR) District to the Planned Unit  
Development (PUD) District;

SECTION 2: Standards and regulations for the design and  
improvement of the district shall be as indicated in Attachment "A",  
attached hereto, and incorporated herein by reference;


SECTION 3: This Ordinance shall take effect thirty (30) days  
after its final passage and adoption.

SECTION 4: This Ordinance shall be published once in the Tracy  
Press, a newspaper of general circulation within fifteen (15) days  
from and after its passage and adoption.

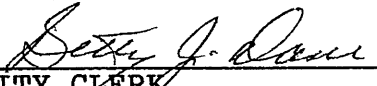
\* \* \* \* \*

The foregoing Ordinance No. 829 C S was introduced at a regular  
meeting of the Tracy City Council held on the 3rd day of July,  
1990, and finally passed and adopted by said Council at its regular  
meeting on the 17th day of July, 1990, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, MORELOS, SCHUBERT, ZANUSSI, SCOTT  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: NONE

  
MAYOR

ATTEST:

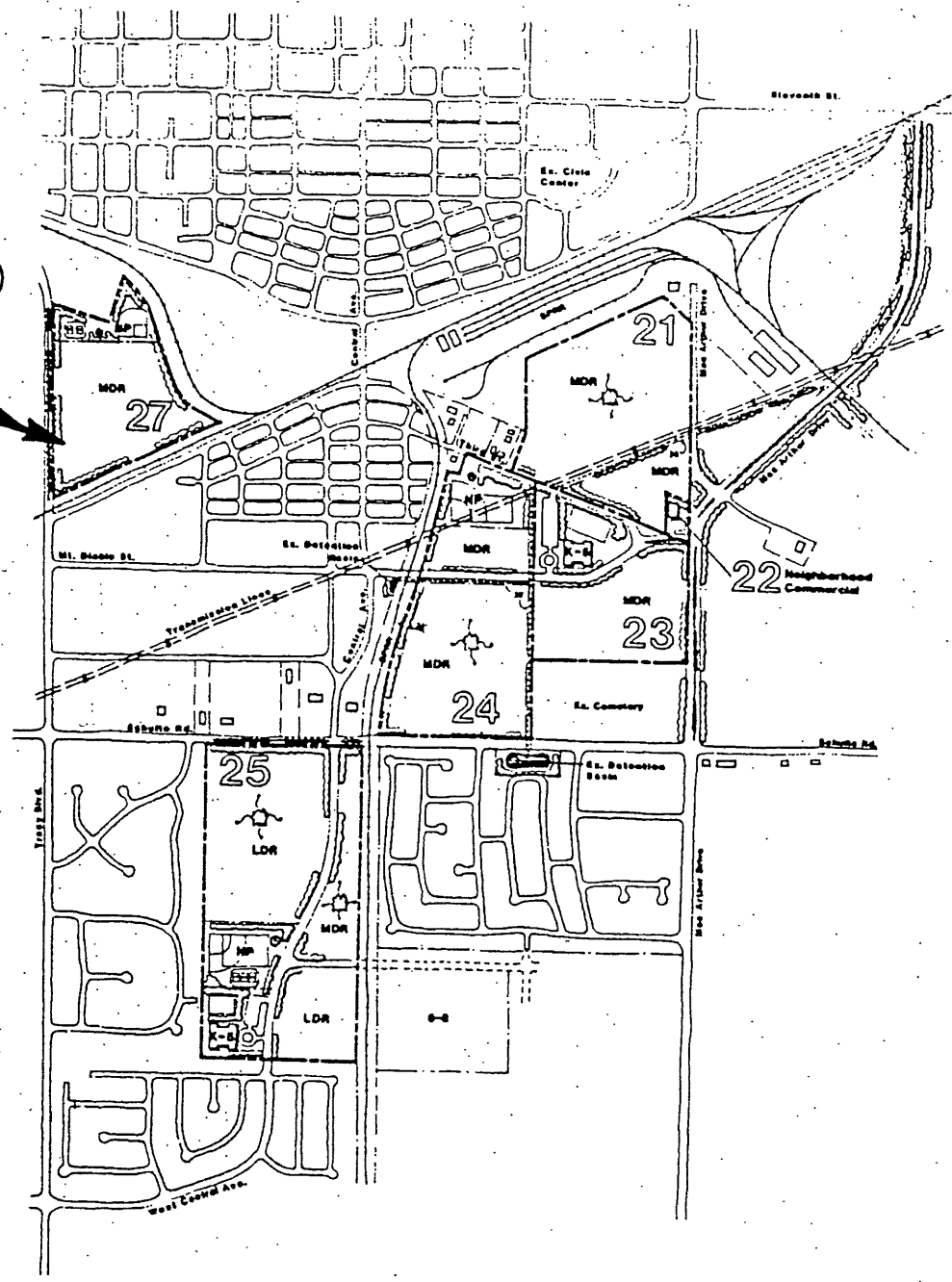
  
CITY CLERK

AB/smf

cd  
s03-0626.90  
3-90-TSM(2)

EXHIBIT A

PROJECT SITE

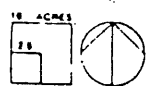


Tracy Residential Areas  
Specific Plan

MAC ARTHUR / FILIPINI / BOWTIE  
PLANNING AREAS

Prepared by  
**EDAW Inc.**  
in association with  
Wiley & Horn  
DKS Associates  
Barde-Wells Associates

June 1987



- 7 Development Parcel Number
- LDR Low Density Residential
- MDR Medium Density Residential
- HDR High Density Residential
- Storm Drain/Open Space Corridor
- Proposed Storm Drainage Corridor
- SI Mini-Parks

Figure 3.5

ATTACHMENT "A"

PLANNED UNIT DEVELOPMENT DISTRICT  
RESIDENTIAL AREAS SPECIFIC PLAN PARCEL 27  
JULY 3, 1990

I. PURPOSE

The purpose of the District is to implement the policies of the Residential Specific Plan; in particular, to allow a mix of unit types and size within the project and to maximize the efficiency of open space for recreation, pedestrian usage, and enhancement of public improvements.

II. PROPERTY DESCRIPTION

The 30.25 acre site is a currently undeveloped, relatively flat parcel having no unusual or unique features. It is generally located on the east side of Tracy Boulevard, south of the City Hall Annex, and north of the Southern Pacific Railroad. It is more precisely identified as Residential Areas Specific Plan Parcel 27; Assessor Parcel Number 235-150-22.

III. DESIGN CONCEPT

A. Land Use

The project shall be developed with no more than 108 duet units and 117 condominiums. The project area includes a net, 5.5 acre neighborhood park yielding a gross density on the remaining area of 9.1 units per acre.

The townhouses are 3-story structures with parking for three (3) cars (one tandem space). Berms will be built up and planting will give these units a 2-story profile. Private deck areas are included with each unit. The deck is elevated above adjacent walkways to ensure privacy. A balcony is also provided on the driveway side of the units. Opposing units use trees to screen views from one unit to another. Unit sizes range between 1,600 square feet and 1,760 square feet with three floor plans.

Open space, including a pool/recreation building complex and tot-lot will provide the amenities for this site.

The duet units vary in size from 1,750 square feet to 2,050 square feet. There are three model types which will be matched with the mirror of itself or one of the other models to give a varied elevation. The architectural style and materials are consistent with the condominium development to tie the project together.

Parking for the duets is accommodated on-street by narrowing of driveways to ensure each unit has one on-street parking space in front of their house. In addition,

nearly all of the streets are single loaded which allow uninterrupted parking across the street from the unit.

The project contains four reverse corner lots. In order to ensure vision clearance for cars backing out of driveways of parcels to the rear of reverse corner lots. A twenty five foot vision clearance triangle will be provided on those parcels whose side yard is adjacent to their neighbor's rear yard.

B. Development Standards

<u>Yard</u>	<u>Duet Units</u>
Front	15' - 20' Minimum to be varied as shown on Development Plan (15' - 18' Setback Requires Roll-Up Doors)
Side	0' - 5'
Street Side	10'
Rear	10'
Distance Between Buildings	10'
<u>Lot Dimensions</u>	
Area	3,000 square feet
Width	35'
Depth	85'
Height	35'
Coverage	45%
<u>Parking</u>	
Individual Lots	2 Enclosed Spaces
On-Street	1.5 spaces per unit on same street as unit for which parking is provided

Townhouse Condominiums

Setbacks	15' to street
Distance Between Buildings	20'

The above standards are minimum. The project shall be developed substantially as shown on the Development Plan and Elevations, Attachment B, received by the Community Development Department February 2, 1990.

The following developments standards shall also apply to this PUD.

1. Development of the condominium portion of the project shall adhere to the City of Tracy Condominium Development Standards.
2. The guest parking spaces shall be clearly labeled "Guest". The manner in which the spaces are labeled shall be approved by the Community Development Director prior to the issuance of a building permit.
3. All construction shall comply with adopted City Standards and Guidelines, including, but not limited to, the Residential Areas Specific Plan, the Standard Plans, and the Parks and Parkway Design Manual.
4. Prior to the issuance of a building permit, a detailed landscape and irrigation plan shall be submitted to, and receive written approval from the Planning Division. The landscaping and irrigation shall be installed in accordance with the approved Landscape and Irrigation Plan.
5. All of the conditions of the Public Works Department shall be met to the satisfaction of the Public Works Director.
6. Prior to the issuance of any building permit, in any phase of the project, an eight foot masonry soundwall shall be constructed along the north, east, and south perimeters of the total area which is contiguous to the phase to be constructed. Written approval of the walls design and architecture shall be obtained from the Community Development Director prior to its construction.

7. Prior to approval of the Final Map, the developer shall obtain written approval from the Community Development Director that he is satisfied that there are no potential health risks and concerns regarding potential property damage, or any other concerns associated with soil and/or groundwater contamination of the site. No on-site construction, including grading, shall be permitted until the issue of the contamination is resolved to the Community Development Director's satisfaction.
8. The additional right-of-way and landscaping dedications required by the Public Works Department on approximately the southern half of the Tracy Boulevard frontage will result in a minor modification to the site plan and tentative map. Under no circumstances will a net reduction of landscaping or open space in the condominium area be permitted as a result of this modification. The Final Map and revised site plan shall reflect these changes to the satisfaction of the Community Development Director.
9. Prior to approval of the Final Map, the developer shall present written approval from the Fire Department of all street names to the Community Development Department.
10. Prior to approval of the Final Map, the Conditions, Covenants, and Restrictions, as specified in "Section C" of the City of Tracy Condominium Development Standards shall be approved by the Planning Commission.
11. All four elevations of the four detached units in the duet area shall be approved in writing by the Community Development Director prior to the issuance of building permits.
12. Prior to approval of the Final Map, written approval from the Fire Department regarding the location of fire hydrants shall be submitted to the Community Development Department.
13. An agreement transferring ownership of the neighborhood park to the City with deferred payment for the site by the City in accordance with the Specific Plan Implementation Program shall be executed prior to recordation of the Final Map. If an agreement cannot be reached regarding the transfer of the neighborhood park, then the owner of the property shall pay all costs incurred necessary to achieve said



transfer of the property through condemnation proceedings.

14. The project shall be constructed in compliance with the approved Final Development Plan except as otherwise specified in the development standards and conditions of approval for the project.
15. Unless otherwise specified in the Final Development Plan, development standards, or conditions of approval, development of this project shall adhere to the standards of the MDR Zone District.
16. Prior to the issuance of any building permit, the developer shall submit written verification from San Joaquin County Public Health Services to the Community Development Department that the abandoned well is destroyed or properly sealed under appropriate permit and inspection by the Environmental Health Division.
17. Prior to final inspection, written verification from the Utilities Department shall be obtained by the developer and submitted to the Community Development Department that a blow off on one water main at one corner of Diamond Place and "A" Street is installed to the satisfaction of the Utilities Director.
18. Prior to final inspection, written verification from the Utilities Department shall be obtained by the developer and submitted to the Community Development Department that a water sample station is installed in the neighborhood park to the satisfaction of the Utilities Director.
19. A ten foot wide public utilities easement shall be dedicated on all street frontages within the subdivision.
20. The common area within the condominium site shall be designated a public utilities easement.

#### C. Circulation

The project is located adjacent to Tracy Boulevard and all traffic will use Tracy Boulevard for access via either the Tennis Lane or Centre Court Drive intersections. The streets meet City of Tracy standards for design with the exception of the knuckle configuration adjacent to the Southern Pacific right-of-way. A modified radius is proposed to accommodate the location of streets adjacent to the property line.

July 3, 1990

Driveways located within townhouse/condominium area are twenty six feet wide and will be maintained by the homeowner's association. Pedestrian circulation within the townhouse area provides for through movement to onsite amenities as well as convenient access to the neighborhood park.

AB/smf

cd  
s04-0626.90  
3-90-TSM(1)

the program. City Manager Locke pointed out that since the program was not a non-profit organization, the program would have to enter into a contractual agreement with the City or become affiliated with a non-profit organization. There were a number of issues to be resolved regarding organizational structure and financial accountability. Stan Davis, 1770 Byron Road, spoke in favor of a Brown Bag program, relating the program distributed 145,000 pounds of food last year, to approximately 640 people. Arch Bakerink, 1030 Central Avenue, spoke regarding the Senior Day Care Center of Good Samaritan. Council Member Zanussi proposed that the City set up the day care program in conjunction with the Department of Aging because the program needed to be started quickly. Mr. Bakerink stated Good Samaritan was strongly committed to the Senior Center at the day care program and could readily begin the program. Mary Tai also spoke in favor of Good Samaritan's day care program explaining the \$30,000 was for initiating the program. The program would serve approximately six people per day on a fee basis. Council Member Schubert asked Mr. Bakerink for a more detailed proposal to be brought to Council at the first meeting in September. Charles Spikes, 340 West Street, spoke in favor of the United Youth of Tomorrow program. The public hearing was then closed.

Council discussed the United Youth of Tomorrow and generally felt it was worthwhile, but needs more work on its structure. It was moved by Council Member Bland and seconded by Member Schubert to adopt Resolution 90-241 approving a sub-recipient agreement between the County of San Joaquin and the City for the 1990-91 CDBG Program and funding of the following programs: Latchkey Program (\$10,000); McDonald Park playground equipment (\$48,000); Handicap Ramp Program/Sidewalks (\$45,700); Stockton/San Joaquin Community Resources Board/Fair Housing (\$9,070); Adult Day Care Program of Good Samaritan (\$30,000); United Youth of Tomorrow (\$47,031); Brown Bag Program of Good Samaritan (\$17,350); and CDBG administration (\$30,000).

4. PUBLIC HEARING TO CONSIDER A CHANGE IN THE ZONE CLASSIFICATION, CONDITIONAL USE PERMIT, AND TENTATIVE SUBDIVISION MAP FOR RESIDENTIAL AREAS SPECIFIC PLAN PARCEL 27; ASSESSOR PARCEL NUMBER 235-150-22. THE APPLICANT IS NOLTE AND ASSOCIATES FOR C & L TRACY GROUP. APPLICATION NUMBERS 5-89-R, 1-90-CUP, AND 3-90-TSM

Senior Planner Bob Conant reviewed the staff report, explaining the Planning Commission had recommended approval of the project on May 9, 1990 with conditions. The 225-unit Planned Unit Develop (PUD) is located in the "bowtie" area, east of Tracy Boulevard, south of the City Hall Annex. The project will require a zoning designation change from Medium Density Residential to Planning Unit Development (PUD), a

Conditional Use Permit, and a vesting tentative subdivision map, all of which were found to be exempt from CEQA requirements.

Mayor Pro Tem Morelos opened the public hearing. Roger Tower, Nolte & Associates of Manteca, spoke briefly in favor of the project because it would provide alternative housing types (condominiums and duets) in accordance with the Residential Areas Specific Plan. Mr. Tower presented a graphic display of the project. Mayor Pro Tem Morelos asked about underground contamination on the site. A Registered Geologist from Escalon, explained the contamination was confined to the area proposed for a park. Borings had been taken and crude petroleum was found 15 feet below the surface. Ground water contamination had not occurred. The site will continue to be monitored to assure that the contamination is not migrating. Following further discussion regarding the size and price range of the homes, the public hearing was closed.

It was then moved by Council Member Schubert and seconded by Member Bland to adopt Resolution 90-242 determining that the zone classification change is exempt from CEQA requirements. Voice vote found all in favor; Mayor Scott absent. Motion carried 4:0:1. Following reading of the title of Ordinance 829 C.S., it was moved by Council Member Bland and Seconded by Member Schubert to waive reading of the text. Voice vote found all in favor; Mayor Scott absent. Motion carried 4:0:1. Council Member Zanussi introduced Ordinance 829 C.S. reclassifying Specific Plan Parcel 27 from Medium Density Residential to Planned Unit Development. Council Member Schubert moved, seconded by Member Zanussi, to adopt Resolution 90-243 approving the Conditional Use Permit for the PUD project of 108 duet units and 117 condominium units. Voice vote found all in favor; Mayor Scott absent. Motion carried 4:0:1. Council Member Schubert moved, seconded by Member Bland, to adopt Resolution 90-244 approving the vesting map. Voice vote found all in favor; Mayor Scott absent. Motion carried 4:0:1.

5. A PUBLIC HEARING TO CONSIDER THE ADOPTION OF A STORM DRAINAGE ENTERPRISE ORDINANCE

John Baker, Utilities Director, explained the storm drain enterprise was similar to sewer and water enterprise, having the same powers and process. The ordinance was introduced at the Council meeting of June 19, 1990. It will establish and allow collection of a monthly fee for offsetting the costs of operation and maintenance of storm drainage facilities. The fee will result in approximately \$134,000 in annual revenue. The estimated impact to homeowners will be \$1.20 per month. Commercial and industrial users will be charged on the basis of impervious areas.

MNA396

TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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*Amendment No. 25*

RESOLUTION NO. 90-304

ADOPTING GENERAL PLAN AND RESIDENTIAL SPECIFIC PLAN AMENDMENTS FOR PROPERTY LOCATED ON THE SOUTHWEST CORNER OF TRACY BOULEVARD SOUTH OF VALPICO ROAD; ASSESSOR PARCEL NUMBERS 244-040-06 AND 08. THE APPLICANT IS THE JONATHAN GROUP, INC.; APPLICATION 5-90-GPA

WHEREAS, To amend the General Plan and Residential Areas Specific Plan from High Density Residential to Medium Density Residential on 8.09 acres located at the southwest corner of Tracy Boulevard, south of Valpico Road; Assessor Parcel Numbers 244-040-06 and 08, and

WHEREAS, The City of Tracy Planning Commission recommended approval of said General Plan and Residential Specific Plan Amendment and referred the amendment to the City Council, and

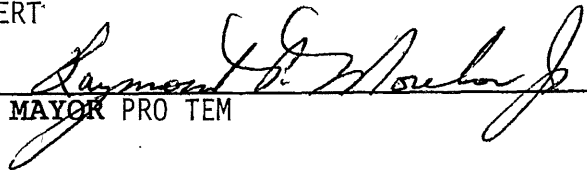
WHEREAS, The City Council of the City of Tracy held a public hearing on said amendments on July 17, 1990;

NOW, THEREFORE, BE IT RESOLVED That the City Council of the City of Tracy does hereby adopt the General Plan and Residential Areas Specific Plan amendments.

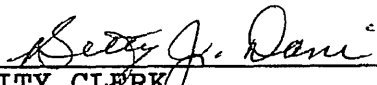
\* \* \* \* \*

The foregoing Resolution No. 90-304 was passed and adopted by the City Council of the City of Tracy on 23rd day of July, 1990, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, MORELOS, ZANUSSI  
NOES: COUNCIL MEMBERS: SCHUBERT  
ABSENT: COUNCIL MEMBERS: SCOTT

  
MAYOR PRO TEM

ATTEST:

  
CITY CLERK

RMC/smf

CD  
s04-0703.90  
5-90-GPA/R(1)

ORDINANCE NO. 833 C.S.

AMEND THE ZONING MAP OF THE CITY OF TRACY TO CHANGE THE ZONE CLASSIFICATION OF PROPERTY LOCATED AT THE SOUTHWEST CORNER OF TRACY BOULEVARD, SOUTH OF VALPICO ROAD FROM HIGH DENSITY RESIDENTIAL AND MEDIUM DENSITY RESIDENTIAL TO MEDIUM DENSITY CLUSTER; ASSESSOR PARCEL NUMBERS 244-040-06 AND 08; APPLICATION NUMBER 5-90-R

The City Council of the City of Tracy does hereby ordain as follows:

SECTION 1: Property located at the southwest corner of Tracy Boulevard, south of Valpico Road, is hereby rezoned from High Density Residential and Medium Density Residential to Medium Density Cluster; and

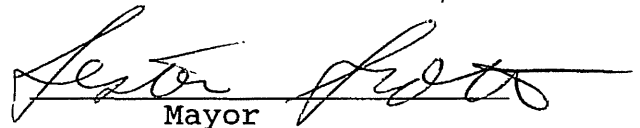
SECTION 2: This Ordinance shall take effect thirty (30) days after its final passage and adoption;

SECTION 3: This Ordinance shall be published once in the Tracy Press, a newspaper of general circulation, within fifteen (15) days from the date from and after its passage and adoption.

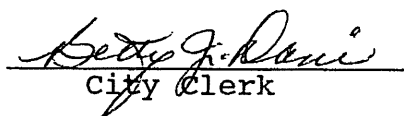
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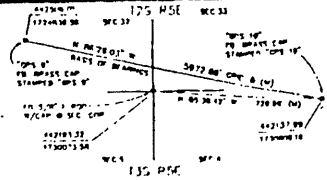
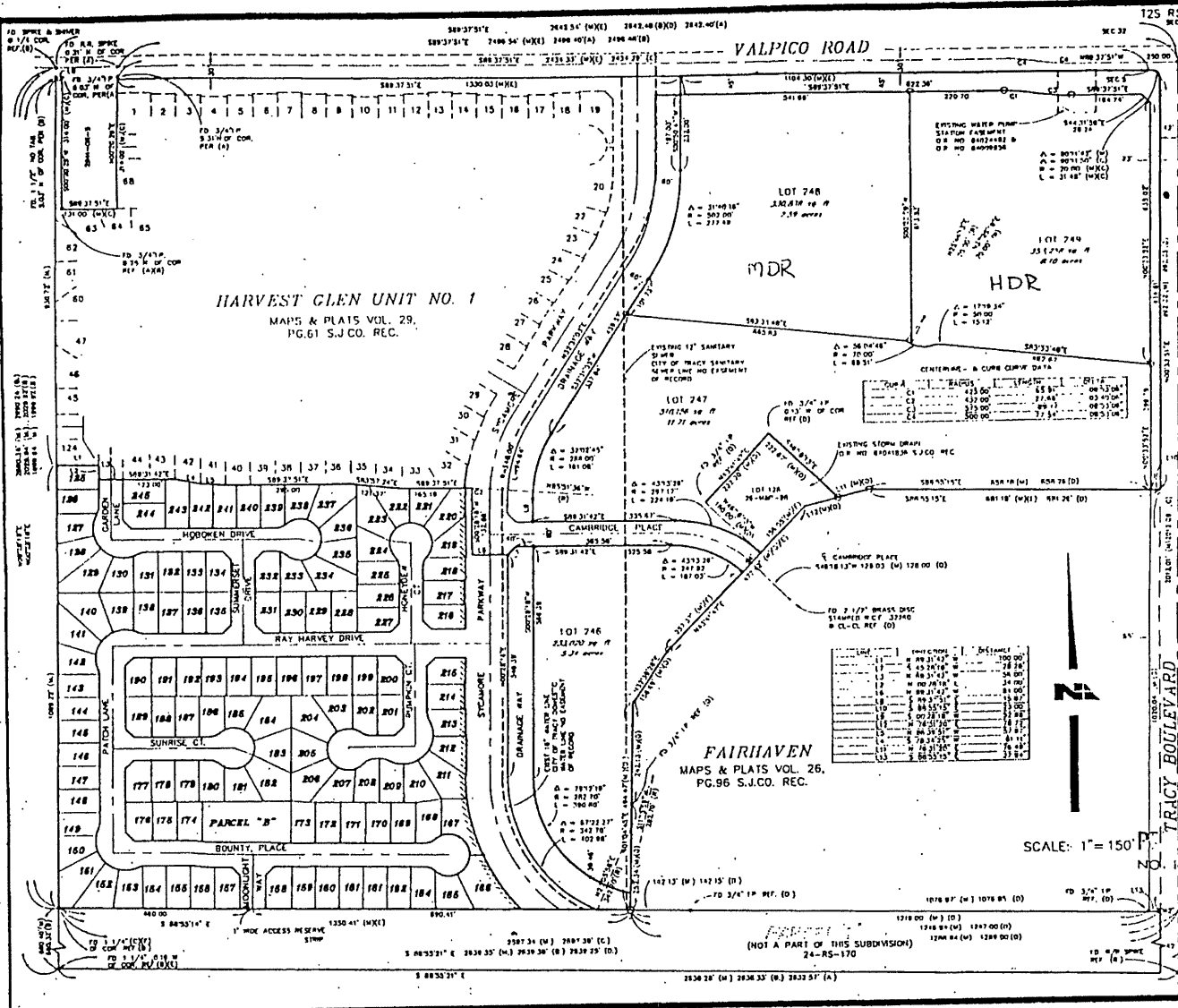
The foregoing Ordinance No. 833 C.S. was introduced at a regular meeting of the Tracy City Council held on the 23rd day of July, 1990, and finally passed and adopted by said Council at its regular meeting on the 7th day of August, 1990, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, MORELOS, ZANUSSI, SCOTT  
NOES: COUNCIL MEMBERS: SCHUBERT  
ABSENT: COUNCIL MEMBERS: NONE

  
Mayor

ATTEST:

  
City Clerk



**NOTES:**

1. REAR LOT CORNERS SET 3/4" HIGH PINE TAGGED L.S. 5340 UNLESS NOTED OTHERWISE
2. FRONT LOT CORNERS CUT "L" ON TOP OF CURB ON PROJECTION OF LOT LINE, 9.75" FROM LOT CORNER
3. THIS SUBDIVISION CONTAINS \_\_\_\_\_ LOTS OF \_\_\_\_\_ ACRES
4. DENOTES RESTRICTED ACCESS

**LEGEND:**

- SETTING 3/4" HIGH PINE TAGGED L.S. 5340 PER REF (1) UNLESS OTHERWISE NOTED
- SET 3/4" x 2 1/2" HIGH PINE TAGGED L.S. 5340
- 1/2" DIA. CITY OF TRACY SURVEY MONUMENT BY MONUMENT BOX
- SET CITY OF TRACY SURVEY MONUMENT BY MONUMENT BOX
- (M) BEASURED DISTANCE, ALL DISTANCES MEASURED UNLESS OTHERWISE NOTED
- (R) RECORD OF SURVEY BOOK 13, PG. 13, S.J.C.P.
- (S) RECORD OF SURVEY BOOK 24, PG. 170, S.J.C.P.
- (C) PARCEL MAP, BOOK 7, PG. 142, S.J.C.P.
- (D) MAPS & PLATS VOLUME 26, PG. 96, S.J.C.P. (FAIRHAVEN)
- (1) MAPS & PLATS VOLUME 29, PG. 61, S.J.C.P. (HARVEST GLEN UNIT NO. 1)
- OFFICIAL RECORDS, INSTRUMENT NUMBER, S.J.C.P.
- S.J.C.P. SAN JOAQUIN COUNTY RECORDS
- PUE PUBLIC UTILITY EASEMENT
- M-M MEASURED DISTANCE MONUMENT-MONUMENT
- M-TL MEASURED DISTANCE MONUMENT-TRACT LINE

TRACT NO. 2322  
CITY OF TRACY,  
SAN JOAQUIN COUNTY,  
CALIFORNIA

**HARVEST GLEN  
UNIT NO. 2**

BEING A PORTION OF PARCEL "A" AND  
A PORTION OF PARCEL "B" AS SHOWN  
ON THE PARCEL MAP FILED IN BOOK  
7 OF PARCEL MAPS, PAGE 143, SAN  
JOAQUIN COUNTY RECORDS, LYING  
IN THE NORTHEAST QUARTER OF  
SECTION 5, T. 3 S., R. 5 E., 4TH  
M. D. B. & M.

CITY OF TRACY,  
SAN JOAQUIN COUNTY, CALIFORNIA

NO. \_\_\_\_\_ CONSTRUCTION DATE \_\_\_\_\_

AUGUST 29, 1989 SCALE: 1" = 60'

**NOLTE and ASSOCIATES**  
123 N. SYCAMORE AVENUE  
MANTECA, CALIFORNIA 95336

SHEET 3 OF 5

Lot #	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)
1	1000	1000	1000	1000
2	1000	1000	1000	1000
3	1000	1000	1000	1000
4	1000	1000	1000	1000
5	1000	1000	1000	1000
6	1000	1000	1000	1000
7	1000	1000	1000	1000
8	1000	1000	1000	1000
9	1000	1000	1000	1000
10	1000	1000	1000	1000
11	1000	1000	1000	1000
12	1000	1000	1000	1000
13	1000	1000	1000	1000
14	1000	1000	1000	1000
15	1000	1000	1000	1000
16	1000	1000	1000	1000
17	1000	1000	1000	1000
18	1000	1000	1000	1000
19	1000	1000	1000	1000
20	1000	1000	1000	1000
21	1000	1000	1000	1000
22	1000	1000	1000	1000
23	1000	1000	1000	1000
24	1000	1000	1000	1000
25	1000	1000	1000	1000
26	1000	1000	1000	1000
27	1000	1000	1000	1000
28	1000	1000	1000	1000
29	1000	1000	1000	1000
30	1000	1000	1000	1000
31	1000	1000	1000	1000
32	1000	1000	1000	1000
33	1000	1000	1000	1000
34	1000	1000	1000	1000
35	1000	1000	1000	1000
36	1000	1000	1000	1000
37	1000	1000	1000	1000
38	1000	1000	1000	1000
39	1000	1000	1000	1000
40	1000	1000	1000	1000
41	1000	1000	1000	1000
42	1000	1000	1000	1000
43	1000	1000	1000	1000
44	1000	1000	1000	1000
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46	1000	1000	1000	1000
47	1000	1000	1000	1000
48	1000	1000	1000	1000
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74	1000	1000	1000	1000
75	1000	1000	1000	1000
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79	1000	1000	1000	1000
80	1000	1000	1000	1000
81	1000	1000	1000	1000
82	1000	1000	1000	1000
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84	1000	1000	1000	1000
85	1000	1000	1000	1000
86	1000	1000	1000	1000
87	1000	1000	1000	1000
88	1000	1000	1000	1000
89	1000	1000	1000	1000
90	1000	1000	1000	1000
91	1000	1000	1000	1000
92	1000	1000	1000	1000
93	1000	1000	1000	1000
94	1000	1000	1000	1000
95	1000	1000	1000	1000
96	1000	1000	1000	1000
97	1000	1000	1000	1000
98	1000	1000	1000	1000
99	1000	1000	1000	1000
100	1000	1000	1000	1000



Following brief Council discussion, Council Member Bland moved, seconded by Member Zanussi, to adopt Resolution 90-301 approving the Negative Declaration based on findings in the Planning Commission staff report of April 25, 1990. Voice vote found all in favor; Mayor Scott absent. Motion carried 4:0:1. It was then moved by Council Member Schubert and seconded by Member Bland to adopt Resolution 90-302 approving the General Plan amendment. Voice vote found all in favor; Mayor Scott absent. Motion carried 4:0:1. Following reading of the title of the proposed ordinance, it was moved by Council Member Bland and seconded by Member Schubert to waive reading of the text. Voice vote found all in favor; Mayor Scott absent. Motion carried 4:0:1. Council Member Zanussi introduced Ordinance 832 C.S., amending the zoning map and reclassifying property at 321 East Grant Line Road from HDR to GHC zone.

8.

PUBLIC HEARING TO AMEND THE GENERAL PLAN AND RESIDENTIAL AREAS SPECIFIC PLAN FROM HIGH DENSITY RESIDENTIAL TO MEDIUM DENSITY RESIDENTIAL ON 8.09 ACRES AND CHANGE THE ZONE CLASSIFICATION OF 15.68 ACRES FROM MEDIUM DENSITY RESIDENTIAL TO MEDIUM DENSITY CLUSTER ON PROPERTY LOCATED AT THE SOUTHWEST CORNER OF TRACY BOULEVARD, SOUTH OF VALPICO ROAD; APN 244-040-06 AND 08. THE APPLICANT IS THE JONATHAN GROUP, INC.; APPLICATION NUMBERS 5-90-GPA AND 5-90-R

Mr. Conant explained the proposal would amend the General Plan on 8.09 acres from High Density Residential (HDR) to Medium Density Residential (HDR) and change the zone classification of the entire 15.68 acres to Medium Density Cluster. A total of 117 detached dwelling units are proposed at a density of 7.46 units per acre. Staff and the Planning Commission felt that in light of trends in the area, Medium Density would be more compatible. The development will still achieve "affordable" housing.

Mayor Pro Tem Morelos opened the public hearing. Rick Jones, Jonathan Homes, spoke in favor of the project and related project history. Dick Checchi, Nolte & Associates, explained there were a number of diverse housing projects in the City with higher density housing, totalling approximately 1,000 units. However, the projects had not been built as yet and were an unproven market. The proposed project will have the appearance of a low density project, with wide frontage and shallow depth. The increased density will reduce the price of a house by approximately \$80,000. Louis Delgado, Dahlin Group Architects, explained the homes were of Cape Cod architecture with set back garages and were designed for first time buyers. In answer to Council inquiries, Mr. Delgado related there were no lots with less than 45 foot frontages. The houses will range in price from \$160,000 to \$190,000. The public hearing was then closed.

Council Member Schubert inquired how many areas have been mapped in the Residential Specific Plan. Public Works Director McCluskey answered the Beck site, the Pulte high density site, the northern portion of Sunboro property, and the western portion of the Bright property have not been mapped. Of 33 Specific Plan parcels, four have not been mapped. Council Member Schubert pointed out four years remained for buildout in the Residential Specific Plan and many of the high density sites had been rezoned to single-family units and they were all very similar in architecture. Council concurred that there was a lack of diversity in Tracy housing in regard to architecture and pricing and the need for affordable housing was not being met.

Council Member Bland moved, seconded by Member Schubert to adopt Resolution 90-303 determining the project to be consistent with the Master Environmental Impact Report. Voice vote found all in favor; Mayor Scott absent. Motion carried 4:0:1. It was then moved by Council Member Bland and seconded by Member Zanussi to adopt Resolution 90-304 adopting the General Plan and Residential Specific Plan amendments. Roll call vote found Council Members Bland, Morelos and Zanussi in favor; Council Member Schubert opposed; Mayor Scott absent. Motion carried 3:1:1. Following reading of the title of the proposed ordinance, it was moved by Council Member Zanussi and seconded by Member Bland to waive reading of the text. Voice vote found all in favor; Mayor Scott absent. Motion carried 4:0:1. Council Member Bland then introduced Ordinance 833 C.S., amending the zoning map and classification of the property from High Density Residential and Medium Density Residential to Medium Density Cluster.

- 8-A. CONSIDER A RESOLUTION DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY DEMAND THE ACQUISITION, CONSTRUCTION AND COMPLETION OF A NEW FIRE STATION NO. 1, INCLUDING STREET IMPROVEMENTS IN CONNECTION THEREWITH AND THE RENOVATION OF THE OLD FIRE STATION NO. 1 FOR CITY PURPOSES (PROJECT NO. 9100-907, 9100-908, 9200-902); AND CONSIDER AN ORDINANCE OF THE CITY OF TRACY CALLING AN ELECTION IN THE CITY OF TRACY FOR THE PURPOSE OF SUBMITTING TO ITS QUALIFIED VOTERS A PROPOSITION FOR THE INCURRING OF A BONDED INDEBTEDNESS OF SAID CITY OF THE ACQUISITION, CONSTRUCTION AND COMPLETION OF A NEW FIRE STATION NO. 1 (PROJECT NOS. 9100-907, 9100-908, 9200-902); DECLARING THE ESTIMATED COST OF SAID IMPROVEMENT, THE AMOUNT OF THE PRINCIPAL OF SAID INDEBTEDNESS TO BE INCURRED THEREFORE, AND THE MAXIMUM RATE OF INTEREST TO BE PAID THEREON; FIXING THE DATE OF SAID ELECTION PROVIDING FOR THE CONSOLIDATION OF SAID SPECIAL MUNICIPAL ELECTION WITH THE STATEWIDE ELECTION TO BE HELD ON NOVEMBER 6, 1990, AND PROVIDING FOR NOTICE THEREOF

Public Works Director McCluskey made the presentation because the Fire Chief was attending a class in Baltimore. The City has no reserve funds to replace Fire Station No. 1

*TRACY RESIDENTIAL AREAS SPECIFIC PLAN*

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***Amendment No. 26***

RESOLUTION NO. 90-364

ADOPTING GENERAL AND RESIDENTIAL SPECIFIC PLAN AMENDMENTS  
FOR PROPERTY LOCATED ON THE SOUTH SIDE OF GRANT LINE ROAD,  
WEST OF CORRAL HOLLOW ROAD AND  
EAST AND WEST OF ORCHARD PARKWAY  
ASSESSOR PARCEL NOS. 238-030-14, 15, 16 AND 17  
THE APPLICANT IS POMBO REAL ESTATE  
APPLICATION NO. 13-89-GPA

WHEREAS, The City Council of the City of Tracy adopted the Residential Areas Specific Plan on June 2, 1987, and

WHEREAS, The City's Residential Areas Specific Plan designates the subject property as Low Density Residential and General Highway Commercial, and

WHEREAS, The Tracy Planning Commission held a public hearing on March 28, 1990, to consider said application, and

WHEREAS, The City of Tracy Planning Commission did recommend that the City Council approve Application No. 13-89-GPA, and

WHEREAS, The City Council has considered the Planning Commission recommendation that the proposal will protect and enhance the public health, safety, and welfare of the City of Tracy and be consistent with the City of Tracy General Plan, and

WHEREAS, The proposal is consistent with the City's General Plan and land use designations for adjacent properties, and

NOW, THEREFORE, BE IT RESOLVED That the City Council of the City of Tracy does hereby find that the proposal will not be detrimental to the public health, safety, or welfare, or be inharmonious with the development of surrounding properties, and

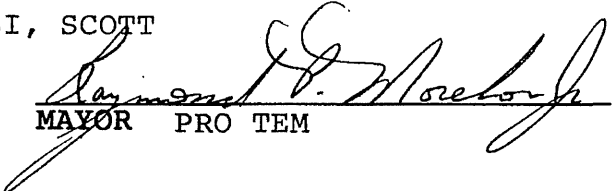
BE IT FURTHER RESOLVED, That the City Council does hereby amend the General Plan, changing and adjusting the General Highway Commercial and Low Density Residential for the property located at the southwest corner of Grant Line Road and Corral Hollow Road, Assessor Parcel Nos. 238-030-14, 15, 16 and 17.

\* \* \* \* \*

Resolution No. 90-364  
Page 2

The foregoing Resolution No. 90-364 was passed and adopted by the City Council of Tracy on the 4th day of September, 1990, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, SCHUBERT, MORELOS  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: ZANUSSI, SCOTT

  
MAYOR PRO TEM

ATTEST:

  
CITY CLERK

BC/smf

s03-0324.93/M4

ORDINANCE NO. 841 C.S.

AMENDING THE ZONING MAP OF THE CITY OF TRACY  
REZONING 15.1 ACRES FROM LOW DENSITY RESIDENTIAL  
TO GENERAL HIGHWAY COMMERCIAL  
AND REZONE 12.0 ACRES FROM GENERAL HIGHWAY COMMERCIAL  
TO LOW DENSITY RESIDENTIAL  
ON SPECIFIC PLAN PARCEL 4  
ON THE SOUTHWEST CORNER OF GRANT LINE ROAD  
AND CORRAL HOLLOW ROAD  
ASSESSOR PARCEL NOS. 238-030-14, 15, 16 AND 17  
FOR POMBO REAL ESTATE  
APPLICATION NO. 7-89-R

The City Council of the City of Tracy does hereby ordain as follows:

SECTION 1: The Zoning Map of the City of Tracy is hereby amended to rezone the following parcels General Highway Commercial Zone and Medium Density Residential Zone:

Assessor Parcel Nos. 238-030-14, 15, 16 and 17

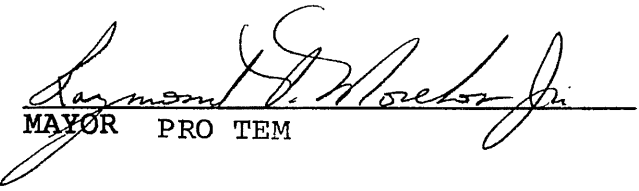
SECTION 2: This Ordinance shall take effect thirty (30) days after its final passage and adoption.

SECTION 3: This Ordinance shall be published once in the Tracy Press, a newspaper of general circulation, within fifteen (15) days from and after its final passage and adoption.

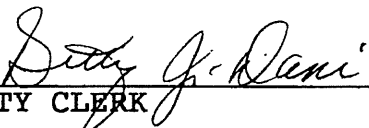
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The foregoing Ordinance No. 841 C.S. was introduced at a regular meeting of the Tracy City Council held on the 4th day of September, 1990, and finally passed and adopted by said Council at its regular meeting on the 18th day of September, 1990, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, MORELOS, SCHUBERT, ZANUSSI  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: SCOTT

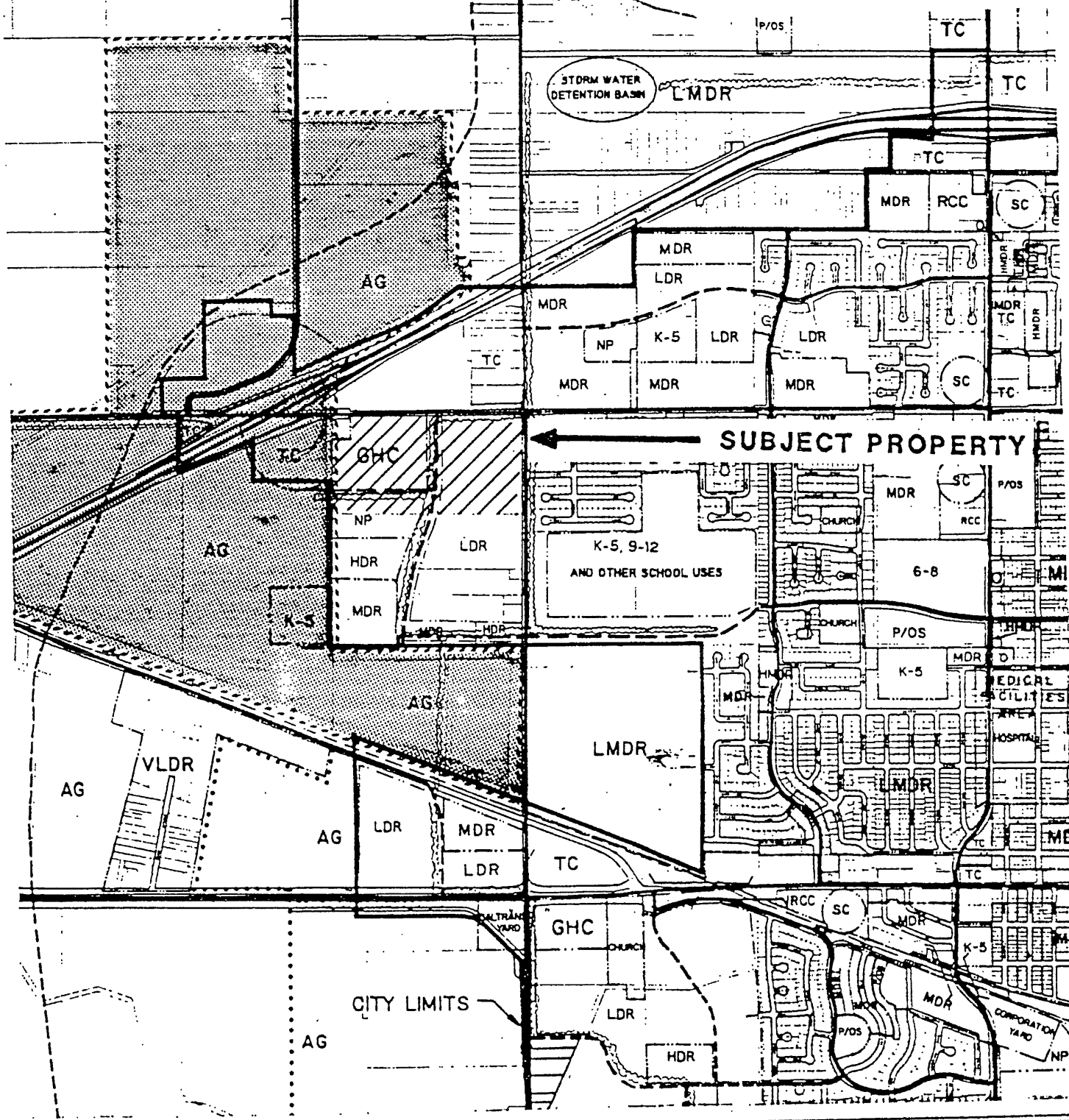
  
MAYOR PRO TEM

ATTEST:

  
CITY CLERK

BC/smf  
s03-0324.93/M4

Exhibit "A"



# GENERAL PLAN / VICINITY MAP

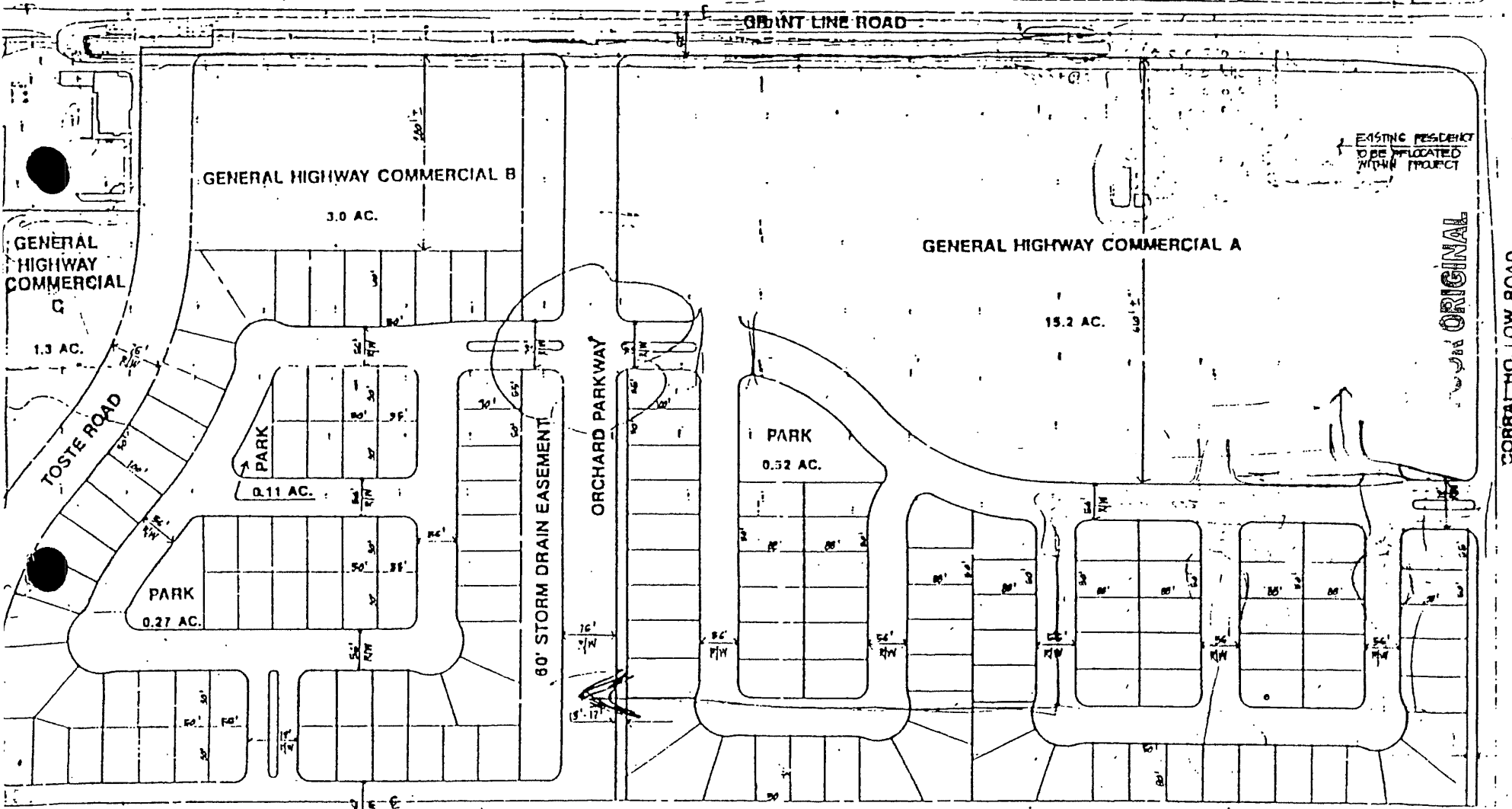
- |                                      |                            |
|--------------------------------------|----------------------------|
| VLDR VERY LOW DENSITY RESIDENTIAL    | O OFFICE                   |
| LMDR LOW-MEDIUM DENSITY RESIDENTIAL  | LI LIMITED INDUSTRIAL      |
| MDR MEDIUM DENSITY RESIDENTIAL       | GI GENERAL INDUSTRIAL      |
| HMDR HIGH-MEDIUM DENSITY RESIDENTIAL | K-8 SCHOOL/PUBLIC FACILITY |
| RCC RETAIL CENTER COMMERCIAL         | CHURCH SEMI-PUBLIC         |
| SC SHOPPING CENTER                   | P/OS PARKS AND OPEN SPACE  |
| EXISTING NEIGHBORHOOD STORES         | AG AGRICULTURE             |

APPLICATION NUMBER  
 13-89-CPA, 7-89-R, 6-90-TSM

APPLICANT/OWNER  
 Kautman & Broad / Pombo

LOCATION (ADDRESS) OF SUBJECT PROPERTY.  
 SW Corner Corral Hollow & Grant Line

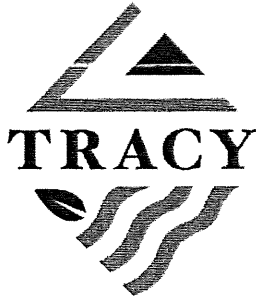
DATE



Site Location Map







City of Tracy  
333 Civic Center Plaza  
Tracy, CA 95376

DEVELOPMENT  
SERVICES

MAIN 209.831.6400  
FAX 209.831.6439  
[www.ci.tracy.ca.us](http://www.ci.tracy.ca.us)

## Memorandum

Date: June 10, 2015  
To: Application Number 7-89-R File  
From: Alan Bell  
Subject: Ordinance 841 C.S.; Zoning of APN 238-190-07

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City staff reviewed City Council Ordinance 841 C.S. and all supporting documents of the September 18, 1990 and preceding City Council and Planning Commission meetings. Based on the signed Ordinance (file number at the bottom, sd08-0829.90) and its attachments, the City Council September 4, 1990 staff report, and the March 28, 1990 Planning Commission staff report and its attachments, it is clear the City Council included in their rezoning action the approximately 1.5-acre (approximately 3.6 gross acres) property now described as APN 238-190-07.

Therefore, the Zoning Map of the City of Tracy will be changed immediately (from LDR to GHC) to reflect the accurate zone district of APN 238-190-07.

DISTRIBUTION:

AGENDA ITEM NO.

CM Read \_\_\_\_\_ September 4, 1990  
CD Read \_\_\_\_\_  
Dept. Read \_\_\_\_\_  
Project File

REQUEST

PUBLIC HEARING TO AMEND THE RESIDENTIAL AREAS SPECIFIC PLAN AND GENERAL PLAN, BY RELOCATING THE FIFTEEN (15) ACRE GENERAL HIGHWAY COMMERCIAL SITE FROM THE CORNER OF GRANT LINE ROAD AND ORCHARD PARKWAY TO THE CORNER OF GRANT LINE ROAD AND CORRAL HOLLOW ROAD AND ADD 4.5 ACRES OF GENERAL HIGHWAY COMMERCIAL ADJACENT TO ORCHARD PARKWAY AND GRANT LINE ROAD AND AMEND THE REMAINING ACREAGE FROM LOW DENSITY RESIDENTIAL TO MEDIUM DENSITY RESIDENTIAL AND REZONE THE PROPOSED COMMERCIAL PROPERTY TO GENERAL HIGHWAY COMMERCIAL AND THE PROPOSED RESIDENTIAL PROPERTY TO MEDIUM DENSITY CLUSTER. ASSESSOR PARCEL NUMBERS 238-030-01, 02, AND 11 - THE APPLICANT IS KAUFMAN AND BROAD FOR POMBO REAL ESTATE; APPLICATION NUMBERS 7-89-R AND 13-89-GPA

DISCUSSION

Reference is made to the July 17, 1990, City Council staff report and the March 28, 1990, Planning Commission staff report (attached). This item was held by the City Council from its July 17, 1990 meeting to allow the developer, Kaufman and Broad, to develop a residential plan in keeping with the Medium Density Residential General Plan designation with attached units. On August 16, 1990, the Community Development Department received a letter from Kaufman and Broad withdrawing from the project, however, Pombo Real Estate wishes to move forward with the application.

Staff's position is that the conditions in the July 17, 1990 staff report still hold, with the exception that staff would recommend the zoning designation be the same as the General Plan, Medium Density Residential.

RECOMMENDATION

Staff and the Planning Commission recommend that the City Council take the following action:

1. Adopt the Negative Declaration based on the findings as presented in the staff report dated March 28, 1990.
2. Amend the Residential Areas Specific Plan land use designation of approximately fifteen (15) acres of land located adjacent to and south of Grant Line Road, west of Corral Hollow Road, and east of Orchard Parkway from Low Density Residential to General Highway Commercial and rezone same from Low Density Residential Zone to General Highway Commercial Zone.

September 4, 1990

3. Amend the Residential Areas Specific Plan land use designation of approximately fifteen (15) acres of land located adjacent to and south of Grant Line Road west of Orchard Parkway from General Highway Commercial to 4.5 acres of General Highway Commercial and approximately 11.5 acres to Medium Density Residential and rezone the same to Medium Density Residential.
4. Dedicate the entire length of street "F" at 130 feet in width and construct and improve the first 300 feet at 56 feet.

ATTACHMENTS

1. Planning Commission Staff Report of March 28, 1990
2. City Council Staff Reports Dated July 17, 1990 and August 21, 1990

RC:skd

CD  
MiscP  
sd07-0829.90

840 C.S., amending the zoning map and rezoning 7.55 acres to low density residential. Roll call vote found all in favor; Mayor Scott and Council Member Zanussi absent. Motion carried 3:0:2. Council Member Bland moved, seconded by Member Schubert, for adoption of Resolution 90-362 requesting LAFCO take proceedings to reorganize the territory. Voice vote found all in favor; Mayor Scott and Council Member Zanussi absent. Motion carried 3:0:2.

7. PUBLIC HEARING TO CONSIDER AN AMENDMENT TO THE GENERAL PLAN MAP AND ZONING MAP FOR PROPERTY OF APPROXIMATELY 4 ACRES LOCATED AT THE NORTHWEST CORNER OF EATON AND PARKER AVENUES; ASSESSOR PARCEL NUMBERS 233-083-11, 12, AND 14 THROUGH 24. THE APPLICANTS ARE W. T. JORDAN AND DALLAS PETERSON; APPLICATION NUMBERS 7-90-R AND 6-90-GPA

Community Development Director, Barry Hand, reviewed the staff report explaining the property was changed from High Density Residential to Medium Density Residential when the General Plan was adopted in 1982. The applicants have a 12-unit apartment complex they wish to expand, which would exceed the Medium Density Residential limit. The code does not allow for expansion of non-conforming uses. Because their complex is non-conforming, the applicants are concerned should the complex be destroyed. The block has a mixture of uses, including other apartment complexes, medical offices, and single family homes. Staff recommends denial of the rezoning because the preponderance of the neighborhood consists of single family homes. City Attorney Coats explained no appeal had been filed with the Planning Commission decision to deny the rezoning. Therefore, it is not legally incumbent for the Council to hear it. In addition, it requires a 4/5 vote of the full Council to override a denial of an application by the Planning Commission. Council Member Schubert moved, seconded by Member Bland, to continue the item to the next Council meeting of September 18, 1990. Voice vote found all in favor; Mayor Scott and Council Member Zanussi absent. Motion carried 3:0:2.

8. CONTINUED PUBLIC HEARING TO AMEND THE RESIDENTIAL AREAS SPECIFIC PLAN AND GENERAL PLAN, BY RELOCATING THE FIFTEEN (15) ACRE GENERAL HIGHWAY COMMERCIAL SITE FROM THE CORNER OF GRANT LINE ROAD AND ORCHARD PARKWAY TO THE CORNER OF GRANT LINE ROAD AND CORRAL HOLLOW ROAD AND ADD 4.5 ACRES OF GENERAL HIGHWAY COMMERCIAL ADJACENT TO ORCHARD PARKWAY AND GRANT LINE ROAD AND AMEND THE REMAINING ACREAGE FROM LOW DENSITY RESIDENTIAL TO MEDIUM DENSITY RESIDENTIAL AND REZONE THE PROPOSED COMMERCIAL PROPERTY TO GENERAL HIGHWAY COMMERCIAL AND THE PROPOSED RESIDENTIAL PROPERTY TO MEDIUM DENSITY CLUSTER. ASSESSOR PARCEL NUMBERS 238-030-01, 02, AND 11 - THE APPLICANT IS KAUFMAN AND BROAD FOR POMBO REAL ESTATE; APPLICATIONS NUMBERS 7-89-R AND 13-89-GPA

Bob Conant summarized the staff report. The application was heard by Council on July 17, 1990. At that time there was a concern about the small lot, single family detached subdivision proposed under the Medium Density Cluster classification. Since that time Kaufman & Broad has withdrawn from the project and Pombo Real Estate wishes to continue with the application. The Planning Commission and staff recommend approval of the project with the exception that the zoning designation be the same as the General Plan, i.e. Medium Density Residential. In answer to an inquiry by Council Member Bland, Mr. Conant pointed out that "F" Street would be dedicated and the first 300 feet constructed and improved. Regarding the zoning, staff suggested the zoning could be left as Low Density Residential until developer wishes to develop the residential portion, at which time a Planned Unit Development could be used, thereby providing a variety in the housing mix.

Mayor Pro Tem Morelos opened the public hearing. Dave Carlson, representing Pombo Real Estate, agreed to dedicate "F" Street as indicated and would agree to leaving the residential portion as Low Density Residential providing the remaining three parcels were reconfigured for commercial use. The public hearing was closed.

Council concurred with leaving the Low Density Residential designation and using a Planned Unit Development for the residential portion of the project. It was moved by Council Member Bland and seconded by Member Schubert to adopt Resolution 90-363 to approve the Negative Declaration. Voice vote found all in favor; Mayor Scott and Council Member Zanussi absent. Motion carried 3:0:2. Council Member Bland moved, seconded by Member Schubert, to adopt Resolution 90-364 amending the General Plan and Residential Areas Specific Plan for 15 acres at the southwest corner of Corral Hollow and Grant Line Road from LDR to GHC and amend the General Plan and Residential Areas Specific Plan for 15 acres at the southeast corner of Grant Line Road and Orchard Parkway to make 4.5 acres in the corner GHC and the balance LDR and dedicate first 300 feet of Street "F" south of Grant Line Road with the balance reserved for street purposes. Voice vote found all in favor; Mayor Scott and Council Member Zanussi absent. Motion carried 3:0:2. Following reading of the title of the proposed ordinance, it was moved by Council Member Bland and seconded by Member Schubert to waive reading of the text. Voice vote found all in favor; Mayor Scott and Council Member Zanussi absent. Motion carried 3:0:2. Council Member Schubert moved for introduction of Ordinance 841 C.S., rezoning 15 acres at the southwest corner of Grant Line Road and Corral Hollow Road from LDR to GHC and 10.5 acres at the southeast corner of Grant Line Road and Orchard Parkway from GHC to LDR.

# PLANNING COMMISSION

## Staff report



March 28, 1990

OLD BUSINESS NO. 1-A

APPLICANT: Kaufman & Broad

APPLICATION NOS.: 13-89-GPA, 7-89-R and 6-90-TSM

### I. INTRODUCTION

#### A. Request

Amend Residential Areas Specific Plan Parcel 4 to move the 15 acre General Highway Commercial site from the corner of Grant Line Road and Orchard Parkway to the corner of Grant Line Road and Corral Hollow Road, and add 4.5 acres of General Highway Commercial adjacent to Orchard Parkway and Grant Line Road, and amend the remaining acreage from Low Density Residential to Medium Density Residential and rezone the proposed commercial property to General Highway Commercial and the proposed residential property to Medium Density Cluster. The request is also to relocate the neighborhood park to the southern end of Residential Specific Plan Parcel A.

#### B. Project Location

The project is located at Residential Areas Specific Plan Parcel 4 located at Grant Line Road and Orchard Parkway; Assessor Parcel Numbers 238-030-01, 02 and 11.

#### C. Applicant

Kaufman & Broad  
6379 Clark Avenue  
Dublin, CA 94568

#### Owner

Pombo Real Estate  
P.O. Box 805  
Tracy, CA 95378

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## II. REQUIRED FINDINGS

- A. That the proposed amendment is consistent with the policies and programs of the Residential Areas Specific Plan and General Plan.
- B. Approval of the proposal will not be detrimental to the public health, safety, or welfare, or is inharmonious with surrounding development.

## III. GENERAL INFORMATION

### A. General Plan, Zoning, and Land Use

Residential Areas Specific Plan Parcel 4 comprises three land use designations (Exhibit "C").

1. A fifteen acre General Highway Commercial site between the City of Tracy city limit on the west, Grant Line Road on the north, Orchard Parkway on the east, and the neighborhood park site on the south.
2. Low Density Residential extending south from Grant Line Road on the east side of Orchard Parkway west of Corral Hollow Road to the boundary of Specific Plan Parcel 5.
3. A three acre portion of a six acre neighborhood park south of the currently planned General Highway Commercial site west of Orchard Parkway adjacent and north of Specific Plan Parcel 5.

Land designated Thoroughfare Commercial and General Highway Commercial are located within the I-205 Corridor Study area generally west of the subject site.

### B. CEQA Status

Subject site is within an area, Residential Areas Specific Plan, for which a Master Environmental Impact Report has been completed and certified. An Initial Study has been prepared for the subject amendment and rezoning. The Initial Study indicates that the subject amendment will itself mitigate impacts resulting from the additional commercial development and the relocation of land uses within the Specific Plan Parcel, and therefore, a Negative Declaration has been prepared for the project.

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C. Project Description

Amend the General Plan land use designation of approximately 15 acres of land located adjacent to and south of Grant Line Road west of Corral Hollow Road and east of Orchard Parkway from Low Density Residential to General Highway Commercial, and rezone said lands from the Low Density Residential Zone to the General Highway Commercial Zone; and

Amend the land use designation of approximately 15 acres of land located adjacent to and south of Grant Line Road west of Orchard Parkway from General Highway Commercial land to 4.5 acres of General Highway Commercial and approximately 11.5 acres of Medium Density Residential land and rezone said proposed residential lands from the General Highway Commercial Zone to the Medium Density Cluster Zone; and

Amend the land use designation of 3 acres of land within Residential Areas Specific Plan Parcel 4 designated Neighborhood Park to Medium Density Residential and rezone said lands from Low Density Residential to Medium Density Cluster; and

Amend the applicable circulation maps, tables, and figures of the Residential Areas Specific Plan to provide for the construction of a new north/south roadway linking the I-205 Corridor Study areas south of Grant Line Road to Grant Line Road approximately 600 feet west of Grant Line Road's intersection with Orchard Parkway; and

Amend applicable circulation maps and figures of the Residential Areas Specific Plan to provide for signalization at three locations, two on Grant Line Road and one on Corral Hollow Road.

D. Applicable General Plan and Specific Plan Policies

Land Use Concept

...Land use features designated in this planning area include a General Highway Commercial shopping area, two neighborhood parks, two elementary schools, and three levels of residential density (see Exhibit "C").



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### Residential Design Guidelines

Medium and High Density units should be located as a transitional use between industrial or commercial centers and low density areas.

Uses at the edge of new subdivisions should be compatible with adjacent existing development. Character and scale of the new neighborhood should compliment the adjacent neighborhoods, although it is not necessary that they be identical.

Where a residential use abuts a non-residential use, a Conditional Use Permit and Design Review shall be required to ensure provision of adequate buffers. Where residences will abut industrial or commercial uses, soundwalls, screening, larger setbacks, public roads, height limitations, and residential noise insulation should be required, as needed, as buffers or abutting use impact mitigation measures. Improvements to reduce interference between uses shall be provided by the new use, rather than the existing use.

### Commercial Development

#### General Highway Commercial

Uses are located along major arterial streets to provide areas for commercial activities which are automobile oriented, or for those uses which seek locations outside the Central Business District. Two General Highway Commercial sites are designated by the Specific Plan: a 15 acre parcel off Grant Line Road near the I-205 intersection and an 8 acre parcel at the intersection of Eleventh Street and Corral Hollow Road.

#### Circulation

Circulation patterns should not encourage through traffic in residential areas. Roadway layouts should discourage use of residential streets by industrial and commercial traffic.

#### Noise Standards

Avoid siting new residential land uses within present and future 65 dba LDN contours, unless effective shielding can

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be provided so that exterior noise level will not exceed 65 dba LDN.

Ensure that new commercial and industrial projects are designed to minimize noise impacts on neighboring noise sensitive areas. Reduced noise levels can be achieved with landscaping and additional setbacks where necessary.

#### Park Development Standards

Neighborhood park sites identified on the land use map are placed such that they can easily be connected with the overall open space network and be shared with the K-5 school sites. Development of neighborhood parks within the Specific Plan areas must fit this criteria at a minimum.

### IV. ANALYSIS

#### A. Land Use

Three basic amendments are proposed for the subject Specific Plan Parcel. The first, which is the relocation of the General Highway Commercial site to the southwest corner of Corral Hollow and Grant Line Roads, is generally consistent with the existing Specific Plan land use mix for Specific Plan Parcel 4, but by itself would create a conflict with land use policies regarding buffering residential land uses from noise impacts, in this case from arterial streets. Anticipating this conflict, the applicant has proposed that an additional 4 acres of General Highway Commercial be added to Specific Plan Parcel 4, and that this acreage be placed west of Orchard Parkway extending from the proposed location of the realigned Toste Road east of Carls Jr to the intersection of Grant Line Road and Orchard Parkway (see Exhibit "E"). This achieves internal consistency with Specific Plan Policies and creates a consistent commercial streetscape, without the need for an 8 foot high masonry soundwall between the realigned Toste Road and Orchard Parkway, but instead the Grant Line Road frontage will appear as a continuous commercial frontage from I-205 all the way to Grant Line Road. The proposed relocation of General Highway Commercial property to the corner of Grant Line and Corral Hollow Road will be consistent with the General Highway Commercial designation north of Grant Line Road, and improved access and visibility for the General Highway Commercial property will result. In achieving consistency with design guidelines, secondary guidelines with respect

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to additional impacts on traffic in the area will likely result from the change. The Initial Study prepared by staff indicates that these impacts will be negligible and can be mitigated by requiring that the applicant participate in signaling the driveway approaches to the commercial property and at Toste Road.

The second amendment is to redesignate the three acres of the six acre neighborhood park site to residential development. This proposal is consistent with the concept of relocating the neighborhood park to the south end of Residential Areas Specific Plan Parcel 5, adjacent to the proposed ten acre elementary school site, west of Residential Areas Specific Plan Parcel 5 in the I-205 Corridor Specific Plan Study Area. This matter has been an item of discussion by the Planning Commission and City Council at joint meetings held to discuss the proposed I-205 Corridor Specific Plan. At the joint meeting of November 16, 1989, the City Council and Planning Commission concurred as to the placement of the neighborhood park. Although it was only a conceptual land use plan at the November 26, 1989, Joint Planning Commission/City Council Meeting, Exhibit "D" contains the minutes from the meeting, and shows the proposed and agreed to relocation of the neighborhood park in Specific Plan Parcel 5.

Where a neighborhood park site is a joint use facility adjacent to a school, the net size is typically approximately five acres. Discussions at the Joint Planning Commission/City Council Meeting has referenced the park site as being five net acres.

The Tracy Elementary School District is pursuing development of the ten acre elementary school site adjacent to Specific Plan Parcel 5, in the I-205 Corridor Study Area. The Specific Plan Development Standard which calls for neighborhood parks to be shared with K-5 school sites supports the relocation of the park site from its current location to that proposed with this application.

Therefore, in order to maintain the Residential Specific Plan standard regarding parkland to population ratio, the three acres of the neighborhood park located on the subject property may be redesignated for residential development provided that the City Council adopt a companion resolution of intention to establish a replacement neighborhood park. The current proposal for this park site is at the south end of Specific Plan Parcel 5, adjacent to the proposed ten

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acre elementary school site. Eventually, the three acres of the six acre neighborhood park site located at the north west corner of Specific Plan Parcel 5 will also need to be amended to residential land use, although that is not the subject of the amendment discussed as part of this proposal.

The third amendment of the proposal is to amend the land use designation of the residential portion of the property from Low Density Residential to Medium Density Residential. The proposed zoning is Medium Density Cluster to develop smaller lot, single family home sites. The minimum lot size of the Medium Density Cluster Zone is 3,500 square feet, however, the proposed Tentative Map (Exhibit "E") delineates a lot size range of from 4,000 to 9,000 square feet, with an average lot size of 4,500 square feet.

According to the Residential Specific Plan, the existing land use designations will provide up to 174 single-family home lots and 15 acres of General Highway Commercial property. Under Low Density Residential zoning, the residential parcels would be a minimum of 5,600 square feet. The proposed amendments and Tentative Map will create 141 single family lots and 19.3 acres of General Highway Commercial property.

B. Circulation

The applicant's proposal reflects the current proposal within the I-205 Corridor Study for the realignment of Toste Road to connect with Grant Line Road east of the existing Carls Jr Restaurant. Approximately 1000 feet of this roadway is located within Specific Plan Parcel 4.

Omni Means has prepared a traffic impact analysis for the proposed General Plan Amendment. Among the other conclusions contained in the report, it is clear that the realigned Toste Road is not necessary to serve the subject site. Therefore, the amendment request with respect to this roadway is an accommodation to the I-205 Corridor Study. However, other roadways shown on the concept plan will be necessary to serve the subject site, in particular, the extension of Alegre Drive across Corral Hollow Road will be essential to provide access to the General Highway Commercial site in order to provide for adequate circulation within the 15 acre commercial site at the southwest corner of Corral Hollow Road and Grant Line Road. This is due to the width of Corral Hollow Road and the

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width of Grant Line Road and the necessity to provide multi-directional traffic movements on Corral Hollow Road in addition to Grant Line Road. The other alternative would be to establish a median break within 300 feet of the Corral Hollow/Grant Line Road intersection or to have traffic from the 15 acre commercial site concentrate on a multidirectional access point on Grant Line Road. In addition to the signal at Orchard Parkway, the Residential Areas Specific Plan proposal will include signals at Toste Road, and a new signal at the primary driveway entrance for the General Highway Commercial site on Grant Line Road. The Alegre Drive and Corral Hollow Road intersection is not warranted for signalization at this time. The proposed street fronting the neighborhood park, which is contained within both Specific Plan Parcel 4 and 5 (Exhibit C), is proposed to be moved south within the western portion of Specific Plan Parcel 4, one half between Specific Plan Parcel 4 and one half between Specific Plan Parcel 5. This new roadway would be located approximately midway between the current location of the neighborhood park site currently shown on the Specific Plan.

The traffic study determined the proportionate share of cost for signalization based on the increase of project generated traffic caused by the current proposal. Exhibit "B" identifies the proportionate share of costs for this development and other traffic related mitigation measures established by the Public Works Director.

C. Medium Density Cluster Design Standards

In October 1989, the City Council adopted revisions to the Medium Density Cluster Zone District. The minimum lot frontage was increased from 35 feet to 45 feet, including parcels fronting on cul-de-sacs and knuckles. Fifteen of the proposed residential parcels on cul-de-sacs and knuckles indicate street frontages of 40 feet, five feet less than the required minimum. In order to meet the standard, without undergoing significant design modifications, additional frontage for these parcels may need to be created by reducing frontage of adjacent parcels and/or by eliminating parcels in these areas.

The Medium Density Cluster Zone District also now establishes that at least one and one-half on-street parking spaces shall be provided per dwelling unit. Said parking spaces are to be located on the same street as that which the dwelling unit it is intended to provide parking

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for is located. A parking analysis has not been submitted at this time. If one is submitted which shows the location of on-street parking spaces, accounts for curb cuts and necessary maneuvering space, a determination can be made as to the adequacy of on-street parking as it relates to the requirements of the Medium Density Cluster Zone District.

As was the situation prior to the recent Medium Density Cluster Zone changes, a Development Review Application is required for projects being developed in the District. Through that process, the Community Development Director will evaluate the proposal for minimum compliance with such standards as setbacks, height, and lot coverage. Also subject to review will be the design of the units, models, and elevations.

D. Design Details

The Parks and Recreation Director has expressed concern regarding the configuration of the western mini-park which is west of Orchard Parkway. In order to enhance its utility and decrease potential conflicts of the park use with adjacent residences, the request is made that the northeast side of this mini-park be squared off, either by eliminating one lot or by decreasing the park size.

The traffic study prepared for the project requires that Orchard Parkway, south of Grant Line Road, be upgraded to a major collector. The Specific Plan standards for major collectors require a staggered rear yard setback from the curb on the side of the street which does not have a storm drainage channel, such as the east side of Orchard Parkway. Similarly, a masonry soundwall is required along residential property lines backing against a major collector on the side without the storm drain channel. Throughout the Specific Plan area, an undulation in an eight foot high masonry soundwall is required. The staggered rear yards and off-set masonry sound wall requirements will also apply to the residential property along Corral Hollow Road.

V. RECOMMENDATION

A. Staff recommends that the Planning Commission take the following action:

1. Adopt the Negative Declaration based on the findings contained therein.

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2. Approve Tentative Subdivision Map Application Number 6-90-TSM subject to conditions and based on the findings as indicated below.
- B. Additionally, staff recommends that the Planning Commission make the following recommendations to the City Council based on findings indicated below:
1. Adopt the Negative Declaration based on findings contained therein.
  - 2a. Amend the General Plan Land Use designation of approximately 15 acres of land located adjacent to and south of Grant Line Road west of Corral Hollow Road and east of Orchard Parkway from Low Density Residential to General Highway Commercial, and Rezone said lands from the Low Density Residential Zone to the General Highway Commercial Zone.
  - b. Amend the Land Use designation of approximately 15 acres of land located adjacent to and south of Grant Line Road west of Orchard Parkway from General Highway Commercial land to 4.5 acres of General Highway Commercial land and approximately 11.5 acres of Medium Density Residential land and rezone said proposed residential lands from the General Highway Commercial Zone to the Medium Density Cluster Zone; and
  - c. Amend the Land Use designation of 3 acres of land, within Residential Areas Specific Plan Parcel 4, designated Neighborhood Park to Medium Density Residential and rezone said lands from Low Density Residential to Medium Density Cluster.
  - d. Amend the General Plan for the remaining acreage of Specific Plan Parcel 4 from Low Density Residential to Medium Density Residential and rezone said property from Low Density Residential to Medium Density Cluster.

The recommendations contained herein are to be as depicted on Exhibit "E", the Vesting Tentative Map received and dated by the Community Development Department on March 2, 1990; Application Numbers 13-89-GPA, 7-89-R and 6-90-TSM.

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3. Adopt a Resolution of Intention to replace the six acre neighborhood park site which is currently located on Residential Areas Specific Plan Parcel 4 and 5 with a five acre neighborhood park at the south end of Residential Areas Specific Plan Parcel 5, adjacent to the proposed school site located in the I-205 Corridor Study Area.
4. Amend appropriate circulation maps, tables and figures of the Residential Areas Specific Plan, to provide for the construction of a new north-south roadway linking the I-205 Corridor Study area south of Grant Line Road to Grant Line Road approximately 650 feet west of Grant Line Road's intersection with Orchard Parkway.
5. Amend appropriate circulation maps and figures of the Residential Specific Plan, to provide for signalization at three locations, two on Grant Line Road, and one on Corral Hollow Road.

Conditions

1. One of the streets within the proposed subdivision shall be named after a deceased veteran from the City of Tracy.
2. The northeast side of the mini-park west of Orchard Parkway shall be squared off either by eliminating one lot or decreasing the park size.
3. All landscaping of applicable landscape areas shall conform to the Parks and Parkways Design Manual.
4. Locate fire hydrants with 500 feet spacing.
5. Hydrants shall be placed in cul-de-sacs at a point half the length of the court.
6. "Isabel Street" name shall be changed, it is too similar to "Isabella Street" which is already in place.
7. The two streets designated as "Circle" shall be redesigned as "Loop".
8. "Metcalf Court" and "Metcalf Drive" shall be renamed as "Steffa Court" and "Steffa Drive" as "Metcalf Court" is already in use in the city.



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9. During construction, access roads and fire suppression water shall be in place as follows:
  - a. Access road shall be constructed to support weight of fire apparatus (35,300 lbs.) during all weather conditions. Roads that will be accepted are an engineered road with a wet signatred engineers report or ten inches of compacted 3/4 inch of aggregate over a compacted ground. Access roads shall permit fire apparatus access to every inch of the ground floor of all buildings within 150 feet of the apparatus access point.
  - b. A dependable water supply shall be no greater than 500 feet from any building being constructed. Combustible storage will not be allowed at a distance greater than 500 feet from any dependable water supply. A dependable water supply shall be a fire hydrant supplied by an adequate water supply.
10. Residential sprinklers shall be required if permits are not issued before passage of an ordinance for that requirement.
11. For each residential parcel along the eastern boundary of the Orchard Parkway right-of-way, and the western boundary of Corral Hollow Road, the property lines shall be staggered for each lot as indicated in the Residential Specific Plan.
12. Development of the residential property shall conform to all of the standards of the Medium Density Cluster Zone district.
13. The design of the subdivision shall be modified to create a minimum of 45 feet of frontage for all parcels, including the 15 parcels which indicate a 40 foot frontage on the proposed Tentative Map. This may be achieved by reducing the frontage on adjacent lots or eliminating lots.
14. Other than modifications referenced herein, the proposed subdivision shall be developed substantially as shown by Tentative Subdivision Map 6-90-TSM,

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received and dated by the Community Development Department on March 2, 1990.

15. PG&E operates and maintains gas and electric transmission facilities within the area. Any relocation or undergrounding of these facilities will be at the expense of the owner/developer.
16. A ten foot wide public utilities easement shall be provided along all street frontages within the subdivision.
17. An agreement transferring ownership of the mini-parks to the City with deferred payment for the site by the City in accordance with the Specific Plan Implementation Program shall be executed prior to recordation of the Final Map. If an agreement cannot be reached regarding the transfer of the mini-park, then the owner of the mini-park property shall pay the costs incurred necessary to achieve said transfer of the mini-park property through condemnation proceedings.
18. There is a septic system and water well on the parcel. Prior to the issuance of a Building Permit, the well shall be destroyed under permit and inspection of the San Joaquin County Public Health Services and the septic system by the responsible agency.
19. Prior to the issuance of Building Permits, the developer shall coordinate with the Tracy School District Transportation Department to locate appropriate bus stop/turnaround location in subdivision.
20. All conditions of the Public Works Department shall be met, including those indicated in Exhibit "G" and "H" attached hereto and made a part of the staff report dated March 28, 1990.
21. Building area being constructed on this site will be subject to the school development fees authorized by Government Code Section 53080 et seq and duly adopted by the Board of Trustees of the Tracy School District. The owner of the buildings should make arrangements to meet this requirement at the District office prior to completion of this Building Permit process.

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22. When the commercial property of Specific Plan Parcel 4 is developed, a Conditional Use Permit and Design Review shall be required in order to ensure provision of adequate buffers.
23. An eight foot masonry wall designed to the satisfaction of the Community Development Director shall be constructed on the eastern edge of the landscape zone along Orchard Parkway and the western edge of the Corral Hollow right-of-way, with changes in depth per lot, as referenced in Conditions of Approval Number 11, creating variations in the wall as described in the Residential Areas Specific Plan.
24. The number of lots within the residential subdivision shall not exceed 141.
25. The roadways shall be constructed to provide temporary all-weather turnarounds on roads at phase boundaries.
26. "Toste Road" is already used for a street name, and therefore, shall be changed.
27. Prior to the issuance of any Building Permit for residential construction, a Development Review Application shall be approved in accordance with the Medium Density Cluster Zone District.
28. A parking analysis shall be submitted and approved by the Community Development Director which meets the requirements of the adopted Medium Density Cluster Zone.

#### Findings

1. The General Plan Amendment, and Rezoning are consistent with the policies and development standards of the General Plan. Although a modification to the General Plan Map is proposed, the overall densities and impacts are consistent with the existing General Plan designation for the site.
2. The subdivision is consistent with the General Plan because the proposed densities are within the standards set for Residential Areas Specific Plan Parcel 4. The proposed development is compatible with the surrounding land uses of the area; therefore, the

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subdivision will not cause any adverse health, safety, or welfare impacts on surrounding properties.

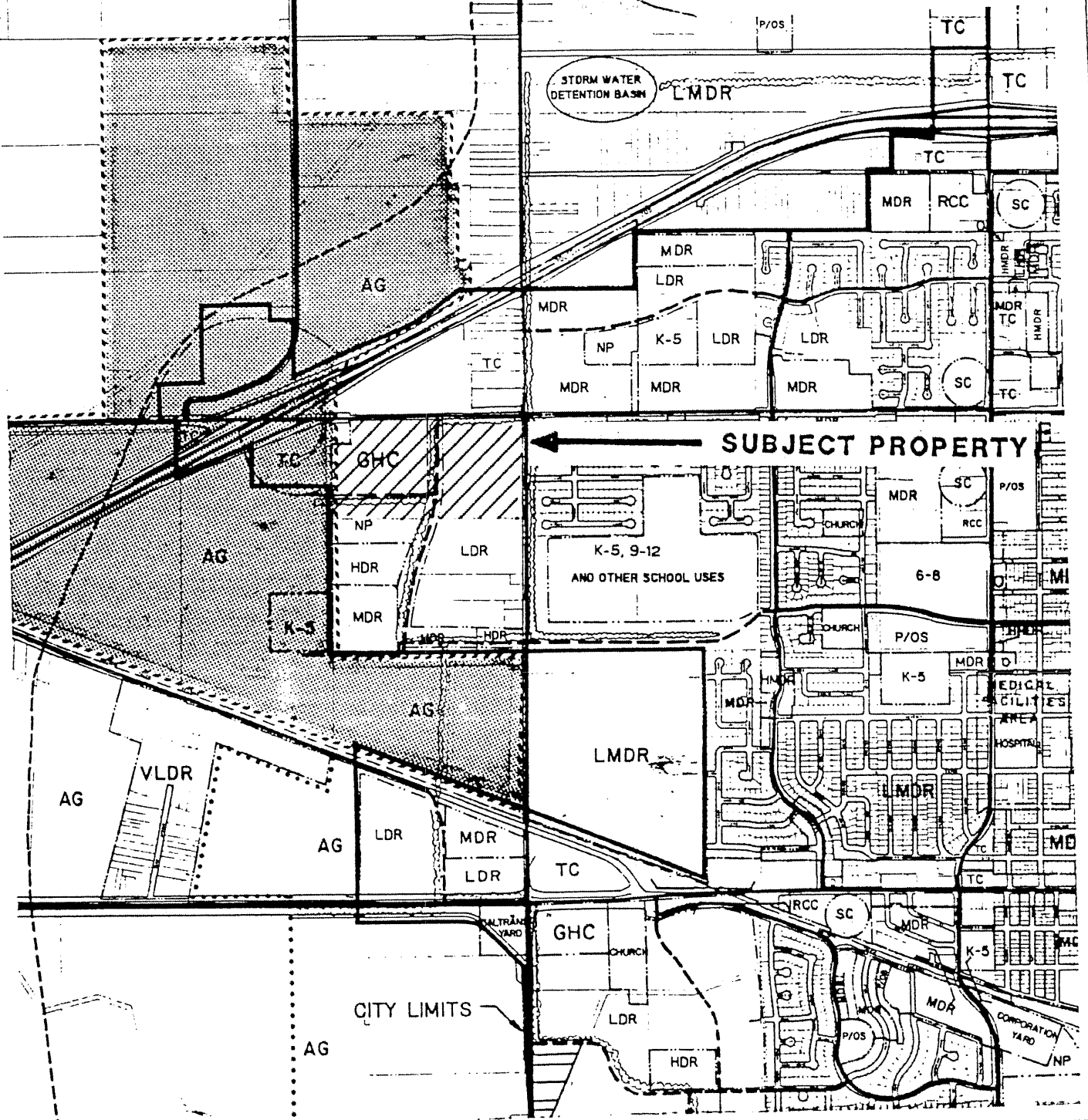
3. Conditions of approval for the project and the standards of the Tracy Municipal Code, particularly the Medium Density Cluster Zone District, will enhance the visual quality of the proposed development.

#### VII. ATTACHMENTS

- 1) Exhibit "A" - General Plan/Vicinity Map
- 2) Exhibit "B" - Traffic Impact Mitigation Conditions of Approval
- 3) Exhibit "C" - Grant Line/Byron Road Planning Area
- 4) Exhibit "D" - Minutes from November 16, 1989, Joint City Council/Planning Commission Meeting
- 5) Exhibit "E" - Proposed Tentative Subdivision Map
- 6) Exhibit "F" - Public Works Conditions of Approval
- 7) Exhibit "G" - Omni Means Traffic Study, dated January 12, 1990
- 8) Exhibit "H" - Initial Study and Negative Declaration

AB:sf  
a:s03-0321.90  
13-89-GPA(1)

Exhibit "A"



# GENERAL PLAN / VICINITY MAP

- |                                      |                            |
|--------------------------------------|----------------------------|
| VLDR VERY LOW DENSITY RESIDENTIAL    | O OFFICE                   |
| LMDR LOW-MEDIUM DENSITY RESIDENTIAL  | LI LIMITED INDUSTRIAL      |
| MDR MEDIUM DENSITY RESIDENTIAL       | GI GENERAL INDUSTRIAL      |
| HMDR HIGH-MEDIUM DENSITY RESIDENTIAL | K-8 SCHOOL/PUBLIC FACILITY |
| RCC RETAIL CENTER COMMERCIAL         | CHURCH SEMI-PUBLIC         |
| ⊕ SHOPPING CENTER                    | P/OS PARKS AND OPEN SPACE  |
| ⊙ EXISTING NEIGHBORHOOD STORES       | AG AGRICULTURE             |
| TC THOROUGHFARE COMMERCIAL           |                            |

APPLICATION NUMBER  
 13-89-GPA, 7-89-R, 6-90-TSM

APPLICANT/OWNER  
 Kautman & Broad / Pombo

LOCATION (ADDRESS) OF SUBJECT PROPERTY.  
 SW Corner Corral Hollow & Grant Line

DATE  
 March 28 1990

KAUFMAN AND BROAD GENERAL PLAN AMENDMENT



Public Works Department

To mitigate traffic congestion impacts, the Developer shall be required to:

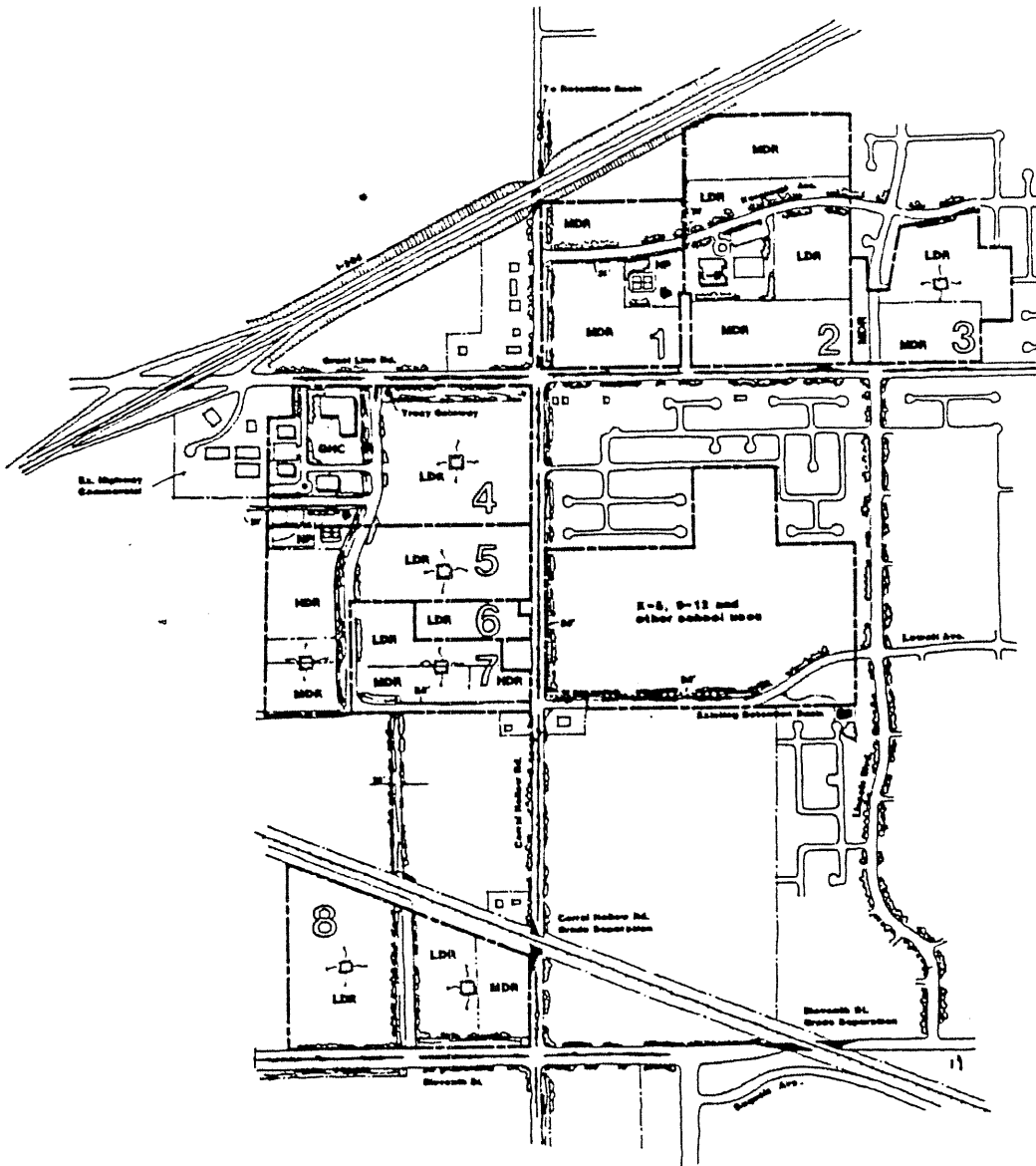
1. Pay proportionate share of cost for signalization based on the increase of project generated traffic caused by the General Plan Amendment, as follows, and assuming average signalization cost of \$188,000.

<u>INTERSECTION</u>	<u>% OF COST PAID BY DEVELOPER</u>
Grant Line/Corral Hollow	0
Grant Line/N. Commerical Access	100
Grant Line/Orchard Parkway	1.53
Grant Line/Toste	1.04
Corral Hollow/Alegre	1.54

2. Make payment of fees (or gain credit for partial installation or for design of signals) detailed in No. 1 above before recordation of tract maps.
3. Comply with design recommendations described in the Omni-Means, Ltd. "Traffic Planning of Proposed Grant Line Area Development" report with "Addendum", dated January 12, 1990 and January 24, 1990, respectively.

BV:mb

01-0223.90B



Tracy Residential Areas  
Specific Plan

GRANT LINE/BYRON ROAD  
PLANNING AREAS

Prepared by  
**EDAW Inc.**  
in association with  
Wiley & Horn  
DKS Associates  
Barle-Wald Associates

June 1987



- 7 Development Parcel Number
- LDR Low Density Residential
- MDR Medium Density Residential
- HDR High Density Residential
- Storm Drain/Open Space Corridor
- Proposed Storm Drainage Corridor
- Mini-Parks

MINUTES - SPECIAL JOINT MEETING  
TRACY CITY COUNCIL/PLANNING COMMISSION  
I-205 CORRIDOR STUDY  
November 16, 1989  
7:30 p.m.  
Council Chambers  
300 East Tenth Street

---

The meeting was called to order at 7:30 p.m. by Mayor Pro Tem Morelos. Roll call found Council Members Bland, Morelos, Schubert and Zanussi present; Mayor Scott absent. Also present were Planning Commissioners Bilbrey, Matthews and Swingle; Commissioners Norris and Pribyl absent.

1. Project Schedule

Community Development Director, Michael Belluomini, began by noting a change in project consultant had taken place. The firm of David Gates and Associates had taken over for Cooper Sword. The new Project Director is Bill Clarke. Howard Sword, Cooper Sword, would be a sub-consultant to David Gates & Associates. The change had occurred to provide further progress on the project, in particular engineering details.

Mr. Bill Clarke began by reviewing his work with the City of Tracy during the 84-1 plans. Using a schedule projected on the wall, encompassing time up until May of next year, he gave a brief overview. Currently, the consultants are working on the Administrative Draft EIR and Specific Plan for staff review. The Preferred Land Use Plan, being prepared by the EIR consultant Carolyn Mills, has had some changes. One of those relates to the residential properties. All of the residential properties are now under the control of one property owner, Bruce Harrington. Implementation costs is one area where the project has lagged. The consultants are taking the information gathered thus far, adding to it, and putting into a usable format. Engineering systems, with the exception of the drainage area north of Grant Line, are in pretty good shape. Within the next month or two engineering estimates will be ready. A series of workshops (perhaps two) ending before Christmas, will be held to get Council response on items not previously discussed. Tonight's focus will be on residential land use. The Administrative EIR drafts will be completed in mid to late December and will be sent to the clearing house after staff review, hopefully to return in late March. During the time the EIR is at the clearing house, the consultants will be



considering aspects of the project not addressed by the EIR, such as getting the costs together and starting the funding mechanisms.

2. Residential Land Use Alternative

Community Development Director Belluomini presented a brief overview, stating the purpose of this meeting was to revise the land use pattern that is contained in the draft Specific Plan that will eventually be released. Currently, Council has chosen a preferred alternative for the Specific Plan. Many discussions have been previously held regarding the north side of the freeway, including the location of the interchange and shopping mall. The area in discussion now is the south side of the freeway, the residential area. Mr. Belluomini stated it was necessary to ascertain Council's preferred alternative for the south side of the study area to be included and analyzed in the EIR report. Using overhead projections of land use alternatives, Mr. Belluomini explained the differences between the land use plan and a Planned Community concept as presented by the developer, Bruce Harrington. The Planned Community concept provides a variety of housing types and architectural styles. Staff did not concur with the placement of detached units north of the neighborhood park site. It was felt high density units in this location would be a better transition to the commercial area to the north. Staff also took exception to the number of high density residential units because of the City's commitment to providing housing for low and very low income families. Also, staff did not want to concentrate low income housing in one area of the development, as proposed by the developer. Bruce Harrington had indicated he would be unable to build the planned community without the City's guarantee of 200 residential growth allotments per year, assuring the project's buildout at six or seven years. Staff approved of the generous use of open space and recreational facilities and a bicycle lane throughout the project. Another area of disagreement was the location of the 5-acre park next to the elementary school. Turning the park to a east-west orientation would give it more frontage on Lowell Avenue and a long expanse of open space. The disadvantage would be that it would increase the "take" of Specific Plan Parcel 5. Mr. Belluomini ended his presentation by stressing the importance of noise mitigation procedures, including buffering and setbacks.

Mr. Clarke, David Gates & Associates, began his presentation by explaining the consultants were hoping for Council direction so that the EIR process can go

forward. He gave a brief overview of the aspects of the planned community, including noise attenuation, housing mix, open space, and amenities.

Mr. David Gates, Gates & Associates, reviewed the major aspects of the northern commercial sector, which included the hierarchy of the entryways and major intersections. Using slides, Mr. Gates showed examples of the residential entries, streets, bikelanes and parks.

There followed a question and answer period covering the topics of land use designations, bikelanes, and placement of the park adjacent to the elementary school, increasing greenspace along Lowell Avenue. \* Council concurred with the placement of the park in the east-west orientation.

Bruce Harrington, began by stating he had acquired control of all three parcels (200 acres) of the residential area in August of 1989. This control allowed him to pursue the master planned community concept. He then handed out a supplemental report with a revised land use plan. He related that densities under the 84-1 specific plan were actually lower than specified. Therefore, his goal in relation to the I-205 study was to be more realistic in terms of density. He felt the current project's HDR requirement was too high. He had grouped the HDR in his proposal to take advantage of noise mitigation measures there because of the building mass. This was a significant issue from his point of view in that he did not want to put HDR units east of the park site. He illustrated several product types which would fit into the proposed HDR zone with an actual density of 5.88 units per acre, which is less than would have been specified under 84-1.

Bill Clarke stated he saw no problem with the densities proposed by Bruce Harrington and the placement of all the HDR's at one site. Mr. Belluomini re-iterated the City's position that concentrations of low and very low income units was not desirable and that these units necessarily meant apartments. The Housing Element specifies that 1,200 units out of the 6,000 HDR units to be built in the next five years will be for low and very low income families. The Housing Element is revised every five years. Penalties for not meeting the guidelines are not clear other than possible loss of Federal funding. The local Council of Government (COG) establishes each community's fair share of low income housing. For Tracy, 10% is the level set by the COG. Following further discussion of low income housing, City Manager Locke related the Federal

government had withdrawn its subsidies of low income housing, which means the program has trickled down to local governments. Because local market forces have priced a 3-bedroom house at \$200,000, low income housing is only achievable in apartments.

\* Mr. Clarke asked for Council direction regarding the placement and number of HDR units in the project for the purpose of inclusion in the EIR. City Attorney Coats reminded him that this was a work session and no commitments would be made at this time.

Mayor Pro Tem Morelos called for a recess at 9:30 p.m., reconvening at 9:37 p.m.

3. Residential Planned Unit Community Concept

Bruce Harrington explained several consultants would give detailed aspects of the planned community. The consultants included David Gates, David Gates & Associates; Bob Deane, the Deane Organization; Bill Hezmalhalch and Will Haynes of Shleppey Hezmalhalch Associates, Inc. The consultants used a variety of charts and slides to give the layout of the planned community, which included single-family homes, apartments, school, parks, open spaces, and other amenities.

At the end of the presentation, Planning Commissioner Swingle expressed his appreciation for the fine presentation. The next meeting was set for December 7, 1989.

4. Adjournment

It was moved by Planning Commissioner Matthews, seconded by Council Member Schubert, to adjourn. Voice vote found all in favor; passed and so ordered. Time: 10:40 p.m.

The above are summary minutes, a tape recording is available at the office of the City Clerk.

The above agenda was posted at the Tracy Public Library on 11-13-89 at 4:50 p.m.

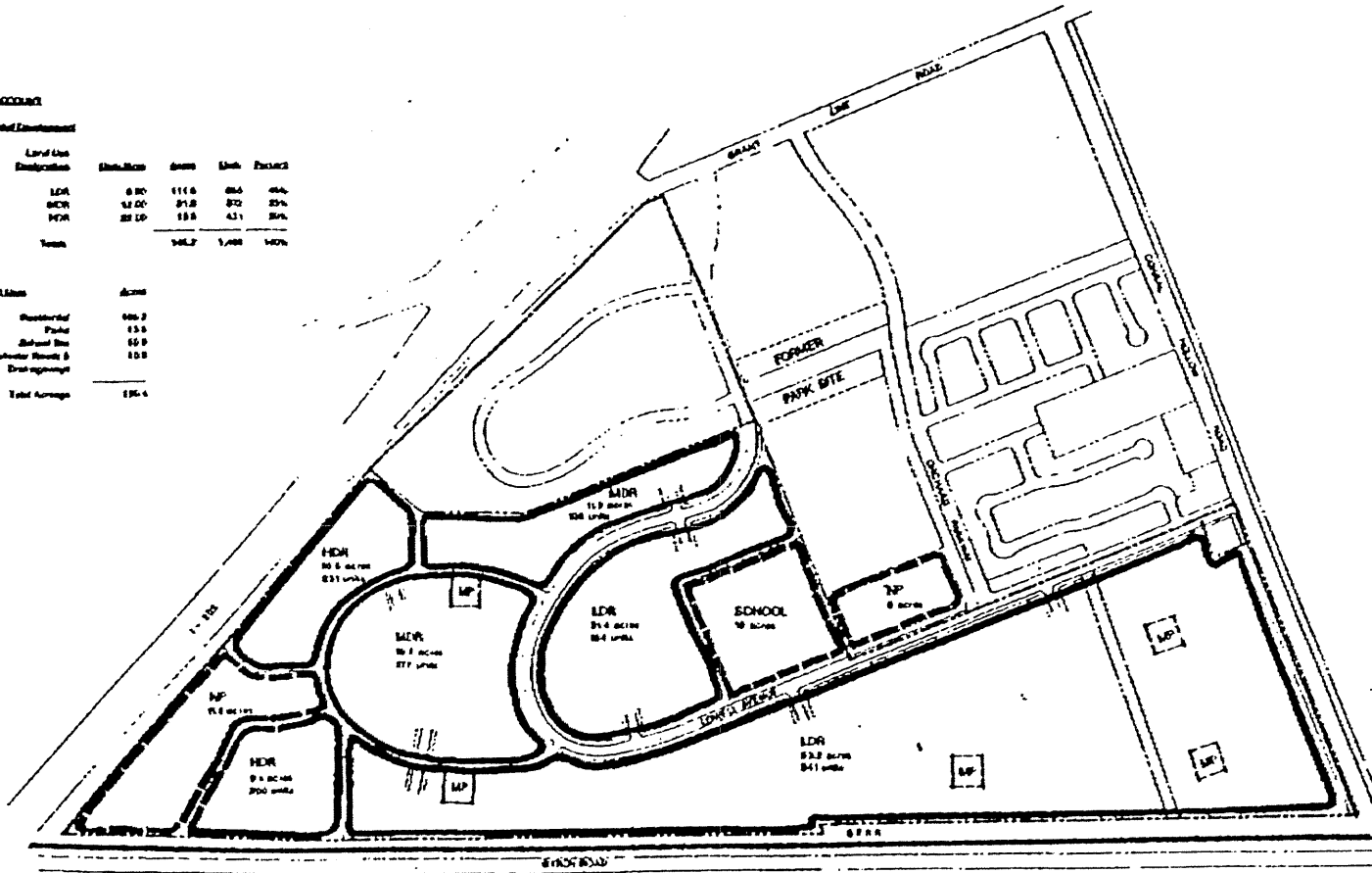
**LAND USE**

**Restricted Environment**

Land Use Designation	Area (Acres)	Area (Sq. Ft.)	Units	Percentage
LDR	6.80	111.6	46.6	46%
MCR	12.00	21.8	272	25%
MFR	22.10	13.5	43.1	24%
<b>Total</b>	<b>40.90</b>	<b>1,400</b>	<b>561</b>	<b>100%</b>

**Other Areas**

Area	Acres
Restricted	40.9
Park	15.5
School Site	10.0
Collector Road & Drainage	10.0
<b>Total Average</b>	<b>126.4</b>

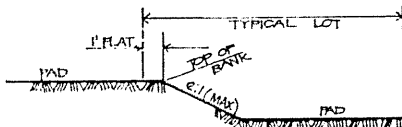


**LAND USE PLAN  
RESIDENTIAL PROPERTIES  
I-205 SPECIFIC PLAN  
TRACY, CALIFORNIA**

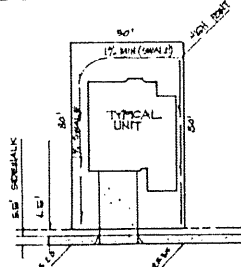


**NOTES**

1. OWNER/DEVELOPER: KAUFMAN & BROAD  
6379 CLARK AVE.  
DUBLIN, CA 94568  
(415) 829-4500
2. ENGINEER: CARLSON, BARBEE, GIBSON & COVERT  
2000 CROW CANYON PL., SUITE 250  
SAN RAMON, CA 94583  
(415) 866-0322
3. ASSESSORS PARCEL NO.: 238-01-01  
238-01-02
4. EXISTING LAND USE: VACANT, TWO RESIDENCES
5. PROPOSED LAND USE: G.H.C. & M.D.R.
6. EXISTING ZONING: G.H.C. & L.D.R.
7. TOTAL AREA: 52.1 ACRES
8. MINIMUM LOT SIZE: 4000 SQUARE FEET
9. MAXIMUM LOT SIZE: 9000 SQUARE FEET
10. AVERAGE LOT SIZE: 4500 SQUARE FEET
11. TOTAL NUMBER OF LOTS: 141 LOTS; 3 PARCELS
12. UTILITIES:  
WATER: CITY OF TRACY  
SEWER: CITY OF TRACY  
GAS: PG&E  
ELECTRIC: PG&E  
TELEPHONE: PACIFIC BELL  
DRAINAGE AREA: CORRAL HOLLOW
13. CONTOUR INTERVAL: 1 FOOT
14. PROPOSED GRADES ARE PRELIMINARY, FINAL GRADES ARE SUBJECT TO FINAL DESIGN.
15. THIS BOUNDARY HAS BEEN COMPILED FROM RECORD INFORMATION AND DOES NOT REPRESENT FIELD SURVEY OF THE PROPERTY.
16. STREET LIGHTING, TREE PLANTING AND FIRE HYDRANTS WILL CONFORM TO CITY STANDARDS AT THE TIME OF MAP ACCEPTANCE.
17. THE OWNER RESERVES THE RIGHT TO DEVELOP THIS PROPERTY IN PHASES AND FILE MULTIPLE FINAL MAPS.



**TYPICAL TOP OF BANK LOCATION**



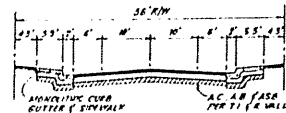
**TYPICAL LOT DRAINAGE PATTERN**

# TRACT 2397 CALIFORNIA HOLLOW VESTING TENTATIVE MAP

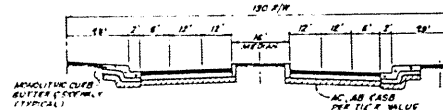
CITY OF TRACY CALIFORNIA

CARLSON, BARBEE, GIBSON & COVERT, INC.  
CIVIL ENGINEERS • SURVEYORS • PLANNERS

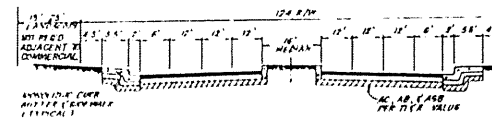
2000 CROW CANYON PLACE, SUITE 250  
SAN RAMON, CALIFORNIA 94583  
TELEPHONE (415) 866-0322 FAX (415) 866-0575



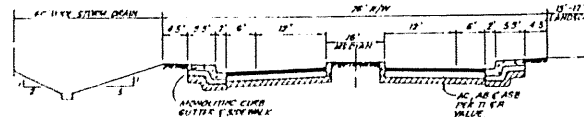
**MINOR RESIDENTIAL  
NOT TO SCALE**



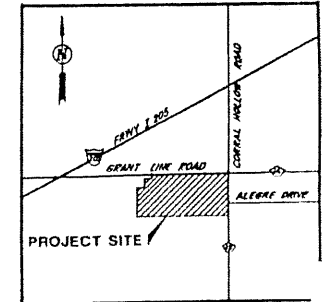
**TOSTE ROAD  
NOT TO SCALE**



**CORRAL HOLLOW RD. / GRANT LINE RD.  
NOT TO SCALE**



**ORCHARD PARKWAY  
NOT TO SCALE**



**VICINITY MAP  
NOT TO SCALE**

TENTATIVE MAP SUBMITTED BY:

*David P. Carlson*  
DAVID P. CARLSON  
R.C.E.: 34412

DATE  
3/2/90

**REQUIRED COMMISSION FILING CERTIFICATE**

TENTATIVE MAP FILED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 1990 IN THE OFFICE OF THE TRACY PLANNING COMMISSION, TRACY, CALIFORNIA, ACCOMPANIED WITH \_\_\_\_\_ FILING FEES. THIS CERTIFICATE DOES NOT DEEM THIS APPLICATION AS COMPLETE.

**PLANNING COMMISSION CERTIFICATE**

I HEREBY CERTIFY THAT THE PLANNING COMMISSION OF THE CITY OF TRACY HAS CONDITIONALLY APPROVED THIS TENTATIVE MAP ON \_\_\_\_\_ BY RESOLUTION NO. \_\_\_\_\_ ON \_\_\_\_\_ CITY COUNCIL NOTIFIED BY LETTER AND APPROVED MAP.

SECRETARY, PLANNING COMMISSION

**CITY ENGINEER'S CERTIFICATE**

I HEREBY CERTIFY THAT THIS MAP HAS BEEN REVIEWED FOR COMPLIANCE WITH THE REQUIREMENTS OF THE TRACY MUNICIPAL CODE AND THE SUBDIVISION MAP ACT AS TO FORM AND CONTENT.

CITY ENGINEER

DATE

**AREA TABULATION**

GRANT LINE ROAD	14 AC.
TOSTE ROAD	2.8 AC.
50' STORM DRAIN EASEMENT	14 AC.
ORCHARD PARKWAY	19 AC.
CORRAL HOLLOW ROAD	0.7 AC.
PARKS	10 AC.
GENERAL HIGHWAY COMMERCIAL A	15.1 AC.
GENERAL HIGHWAY COMMERCIAL B	2.7 AC.
GENERAL HIGHWAY COMMERCIAL C	15 AC.
TOTAL RESIDENTIAL LOT AREA	23.6 AC.

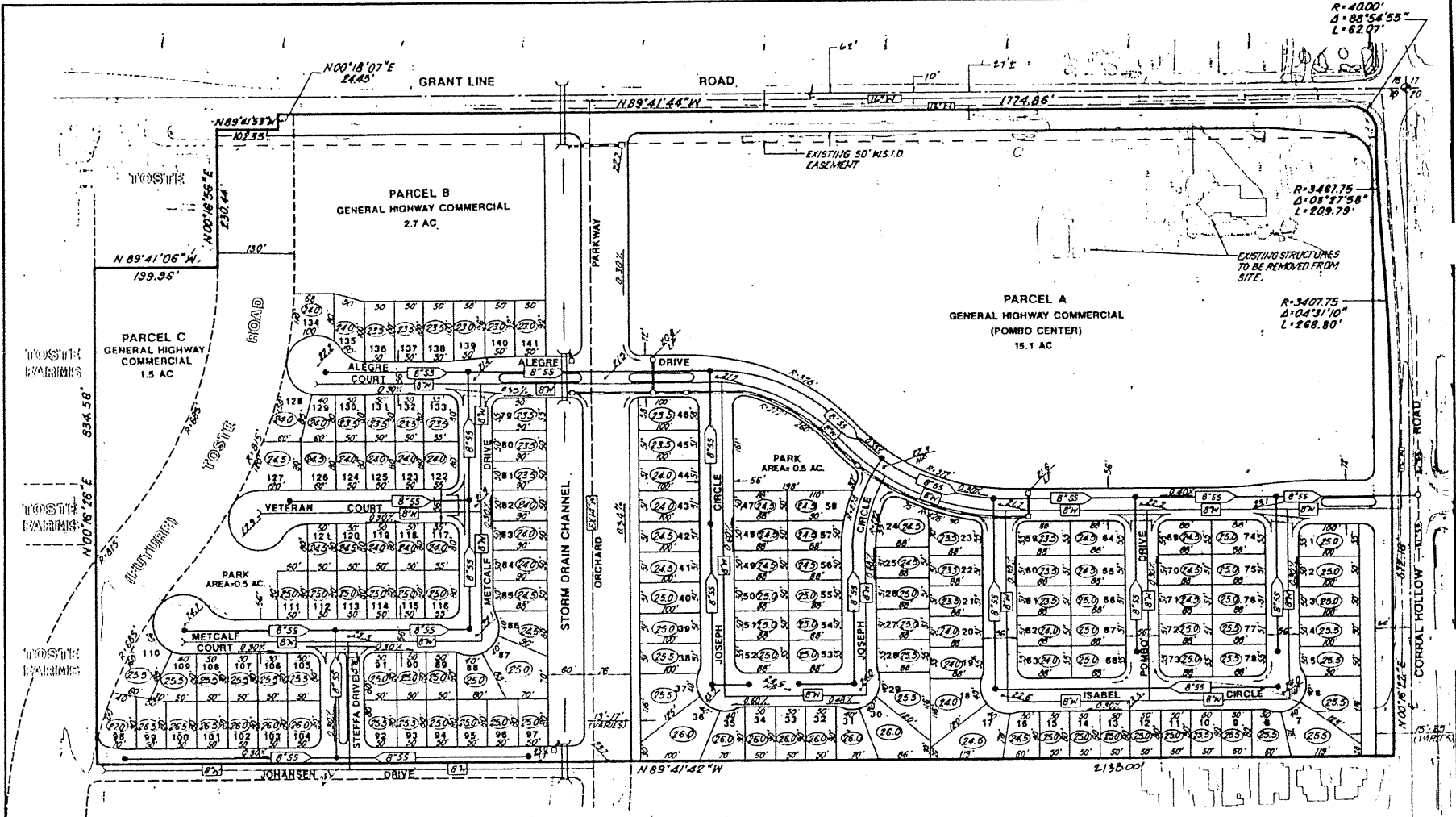
**GROSS AREA = 52.1 ACRES**

Exhibit "E"

R=4000'  
 Δ=88°54'55"  
 L=62.07'

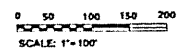
R=3467.75'  
 Δ=08°27'58"  
 L=209.79'

R=3407.75'  
 Δ=04°31'10"  
 L=268.80'



**BENCHMARK:**  
 GSP 2 TO GSP 3 TAKEN AS  
 S 77° 03' 55" E. TRACY MODIFIED  
 GRID SYSTEM.

**BASIS OF BEARINGS:**  
 CITY BENCHMARK AT THE SOUTHEAST CORNER  
 OF TRACY BLVD. AND GRANT LINE ROAD, TOP  
 OF FIRE HYDRANT ELEV. 29.53.



**SETBACK REQUIREMENTS**

- MINIMUM CORNER SETBACK = 10'
- MINIMUM BETWEEN UNITS = 10'
- MINIMUM SIDEYARD = 3'
- MINIMUM FRONT SETBACK = 15'
- MINIMUM REAR SETBACK = 15'

**TRACT 2397  
 CALIFORNIA HOLLOW  
 VESTING TENTATIVE MAP**  
**CARLSON, BARBEE, GIBSON, & COVERT, INC.**  
 CIVIL ENGINEERS & SURVEYORS & PLANNERS  
 1999 CHOW CANYON PLACE, SUITE 116  
 SAN RAMON, CALIFORNIA 94583  
 TELEPHONE (925) 366-8223 FAX (925) 366-8978

*TRACY RESIDENTIAL AREAS SPECIFIC PLAN*

---

*Amendment No. 27*

RESOLUTION NO. 90-366

AMENDING THE GENERAL PLAN MAP AND RESIDENTIAL SPECIFIC PLAN OF THE CITY OF TRACY BY REDESIGNATING A PROPERTY LOCATED AT THE SOUTHWEST CORNER OF TRACY BOULEVARD AND CENTRAL AVENUE, A PORTION OF ASSESSOR PARCEL NUMBER 242-040-11, MEDIUM DENSITY RESIDENTIAL, AND AN AMENDMENT TO THE GENERAL PLAN MAP AND INDUSTRIAL AREAS SPECIFIC PLAN REDESIGNATING A PROPERTY AT THE NORTHEAST CORNER OF TRACY BOULEVARD AND VALPICO ROAD, A PORTION OF ASSESSOR PARCEL NUMBER 246-130-01 AS PUBLIC FACILITY.  
THE APPLICANT IS THE CITY OF TRACY;  
APPLICATION NUMBER 9-90-GPA.

WHEREAS, The City of Tracy Planning Commission held a public hearing on a certain amendment to the City of Tracy General Plan Map per General Plan Amendment Number 9-90-GPA, and

WHEREAS, The City of Tracy Planning Commission did find said amendment consistent with the General Plan, and

WHEREAS, The City Council of the City of Tracy held a public hearing on September 4, 1990, on said amendment, and

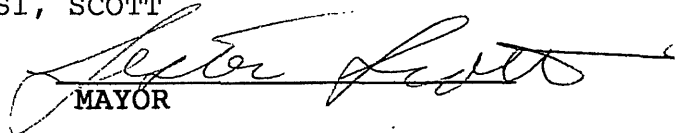
WHEREAS, The City Council of the City of Tracy approved a Negative Declaration for said amendment, and

NOW, THEREFORE, BE IT RESOLVED That the City Council of the City of Tracy does hereby approve General Plan Amendment 9-90-GPA as described by Exhibit "C", attached.

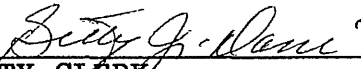
\* \* \* \* \*

The foregoing Resolution No. 90-366 was passed and adopted by the City Council of the City of Tracy on the 4th day of September, 1990, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, SCHUBERT, MORELOS  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: ZANUSSI, SCOTT

  
MAYOR

ATTEST:

  
CITY CLERK

CJA/smf

CD  
s13-0827.90  
9-90-GPA(1)



Exhibit "C"

# PLANNING COMMISSION

## Staff report



DISTRIBUTION:

- CM Read \_\_\_\_\_
- CD Read \_\_\_\_\_
- Dept. Read \_\_\_\_\_
- Project File  August 22, 1990

NEW BUSINESS NO: 2-E  
 APPLICANT: City of Tracy  
 APPLICATION NO: 9-90-GPA

### I. INTRODUCTION

#### A. Request

The City, at the request of the Fire Chief proposes to amend the General Plan, moving the designated site for Firehouse Three from the intersection of Tracy Boulevard and Central Avenue to Tracy Boulevard and Valpico Road, and change the existing site to Medium Density Residential.

#### B. Project Location

The present General Plan site for the fire station is at the southwest corner of Tracy Boulevard and Central Avenue. The new site would be at the northeast corner of Tracy Boulevard and Valpico Road.

#### C. Applicant

#### Owner

City of Tracy  
 325 East Tenth Street  
 Tracy, CA 95376

Murphy Martin Trustee  
 39111 Paseo Padre Park Ste. 310  
 Fremont, CA 94538

### II. REQUIRED FINDINGS

1. The proposal is consistent with the General Plan and the Tracy Municipal Code.
2. The proposal is not detrimental to the public health, safety, or welfare.

### III. GENERAL INFORMATION

#### A. General Plan and Zoning

The existing land use, General Plan designation, and zoning on the subject property and adjacent properties are as follows:

	General Plan	Zoning	Land Use
Site:	Limited Industrial	M-1	Agriculture
North:	Limited Industrial	M-1	Agriculture
South:	General Industrial	M-1	Industrial
East:	Limited Industrial	M-1	Agriculture
West:	Low Density Residential	Low Density Residential	Single-Family Homes

#### B. Applicable Zoning Policies

Article 20. Light Industrial Zone (M-1) including permitted uses, building site area, lot area, and yard areas.

Article 34. Permits: Licenses: Enforcement, especially Sections 10-2.3403 through 10-2.3418 regarding Conditional Use Permits.

#### C. Related Actions

On June 2, 1987, the City Council adopted the Residential Areas Specific Plan which designated the site on the south side of Tracy Boulevard at Central Avenue as Fire Station.

On June 21, 1988, the City Council adopted the Industrial Areas Specific Plan designating the site at the northeast corner of Tracy Boulevard and Valpico Road as Light Industrial.

#### D. Project Description

At the request of the Fire Chief for the City of Tracy, the City is applying to amend the General Plan and Residential Specific Plan designation of a lot on the west side of Tracy Boulevard at the intersection of Tracy

Boulevard and Central Avenue from Fire Station to Medium Density Residential, the Fire Chief has also requested that a site at the northeast corner of the intersection of Tracy Boulevard and Valpico Road have its General Plan designation and Industrial Specific Plan designation amended from Light Industrial to Fire Station so that a fire station may be located there in the near future. A Conditional Use Permit will be required to locate the fire station on industrially zoned property.

The request to change locations was made because of alterations made to the routes of Central Avenue and Sycamore Parkway. The change in routes of Central Avenue and Sycamore Parkway may slow emergency response time and the Fire Chief states that the location at Tracy Boulevard and Valpico Road will improve emergency response time.

Currently Fire House Three is located in a converted house east of Tracy Boulevard from the site which is currently designated as a fire house site in the General Plan. At the time of the opening of the new fire house, this site will be converted to residential use which is consistent with its General Plan designation and Residential Specific Plan designation.

#### E. CEQA Status

In accordance with CEQA Guidelines, an Initial Study has been conducted to assess the significant environmental effects of the project. Based on the Initial Study, there is not substantial evidence that the project will have a significant effect on the environment. A Negative Declaration is proposed for the project.

#### IV. ANALYSIS

At the time the Residential Areas Specific Plan was adopted, Central Avenue was proposed to go past Tracy Boulevard and end at Sycamore Parkway, since then however, the route of Sycamore Parkway has been changed and it now ends on the east side of Sycamore Parkway. The Fire Chief states that this new route is not as well suited to responding to emergencies, and therefore has requested the new site be located at the northeast corner of Tracy Boulevard and Valpico Road. This new site, because of its proximity to the intersection of Tracy Boulevard and Valpico Road as well as new and future development, will allow easier access and quicker response times for the Fire Department.

V. RECOMMENDATION

Staff recommends that based on the following findings, the Planning Commission recommend to the City Council:

1. Approval of a Negative Declaration based on the finding that there is not substantial evidence that there will not be significant effects on the environment.
2. Approval of General Plan Amendment Number 9-90-GPA, amending the General Plan designation of a portion of Assessor Parcel Number 242-040-11 from Firehouse to Medium Density Residential and a portion of Assessor Parcel Number 246-130-01 from General Industrial to Fire House.

Findings

1. The proposal is consistent with the General Plan policies and surrounding land uses. The proposal, therefore, will protect the health, safety, welfare, and public safety of persons residing and working in the area.

VI. MOTION

Move that the Planning Commission recommend to the City Council:

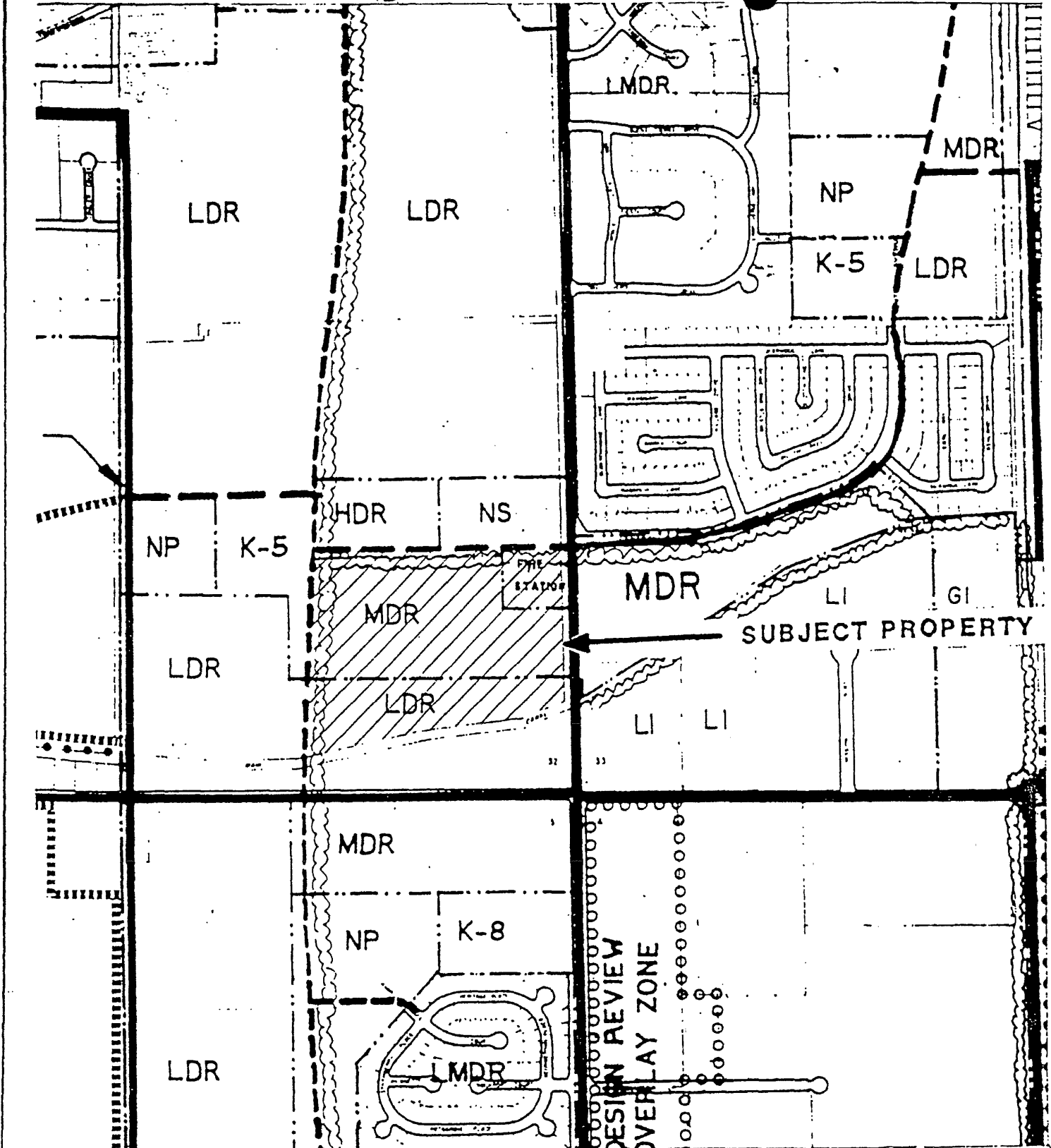
1. Approval of a Negative Declaration based on the finding that there is not substantial evidence that there will not be significant effects on the environment.
2. Approval of General Plan Amendment Number 9-90-GPA amending the General Plan designation of a portion of Assessor Parcel Number 242-040-11 from Firehouse to Medium Density Residential and a portion of Assessor Parcel Number 246-130-01 from General Industrial to Fire House.

VII. ATTACHMENTS

1. Exhibit A - General Plan/Vicinity Map
2. Exhibit B - Present Location of Fire Station Designation
3. Exhibit C - Location Requested for New Fire Station
4. Exhibit D - Negative Declaration
5. Exhibit E - Initial Study

CA:skd

MiscO  
sd02-0816.90



# GENERAL PLAN / VICINITY MAP

- |                                      |                            |
|--------------------------------------|----------------------------|
| VLDR VERY LOW DENSITY RESIDENTIAL    | O OFFICE                   |
| LMDR LOW-MEDIUM DENSITY RESIDENTIAL  | LI LIMITED INDUSTRIAL      |
| MDR MEDIUM DENSITY RESIDENTIAL       | GI GENERAL INDUSTRIAL      |
| HMDR HIGH-MEDIUM DENSITY RESIDENTIAL | K-8 SCHOOL/PUBLIC FACILITY |
| RCC RETAIL CENTER COMMERCIAL         | CHURCH SEMI-PUBLIC         |
| Ⓢ SHOPPING CENTER                    | P/OS PARKS AND OPEN SPACE  |
| ● EXISTING NEIGHBORHOOD STORES       | AG AGRICULTURE             |
| TC THROUGHFARE COMMERCIAL            |                            |

APPLICATION NUMBER

APPLICANT/OWNER

LOCATION (ADDRESS) OF SUBJECT PROPERTY

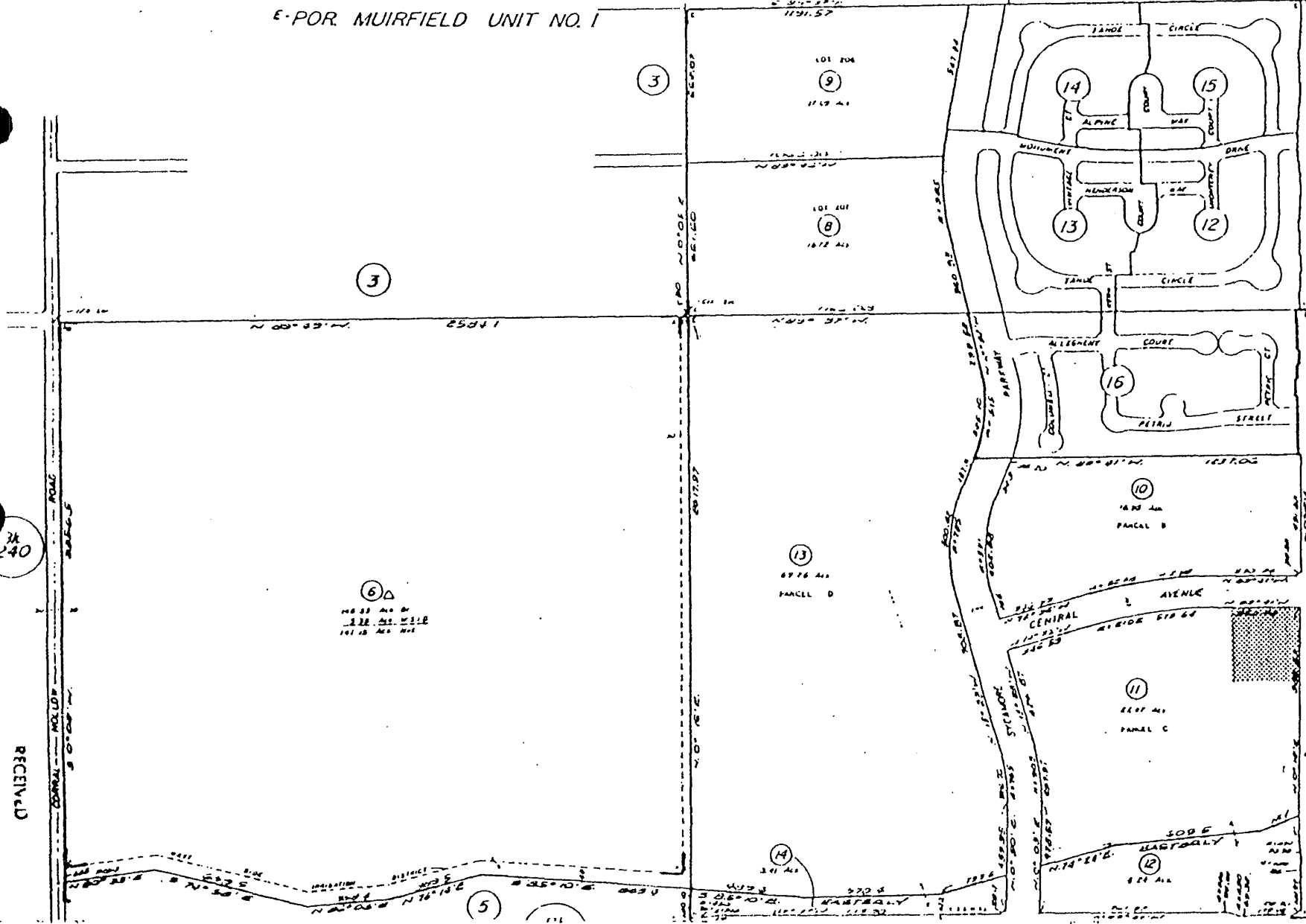
DATE

# PRESENT LOCATION OF FIRE STATION DESIGNATION

C-POR. REGENCY SQUARE 0-POR. SEC. 32 T.2S.R.5E. (9)  
E-POR. MUIRFIELD UNIT NO. 1

THIS MAP FOR ASSESSMENT USE ONLY (6)

242-04



BK. 246

- A - R.S. Vol. 6 - F
- B - P.M. Vol. 6 - M
- C - R.M. Vol. 30 - F
- E - R.M. Vol. 30 - P

CITY OF TRACY

Assessor's Map  
BK. 242 - Pg. 0

BK. 240

(6) Δ  
16.33 AC. B  
13.38 AC. W.E.L.E.  
101.18 AC. H.W.

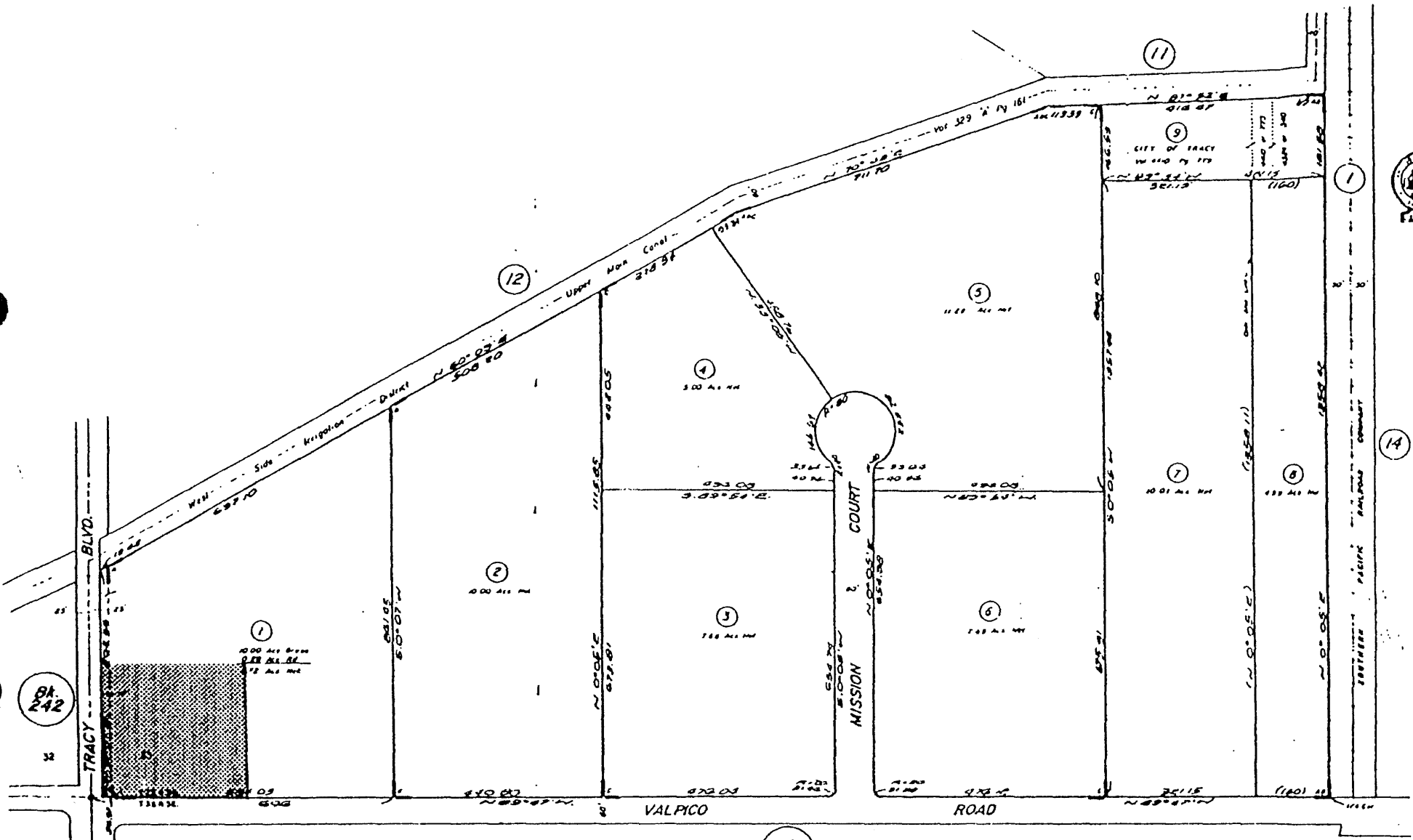
(13)  
69.76 AC.  
PARCEL D

(11)  
22.07 AC.  
PARCEL C

(14)  
2.47 AC.

(5)

RECEIVED  
A 21 1990



C - P.M. Vol. 7 - Pg. 6  
 B - P.M. Vol. 5 - Pg. 66  
 A - P.M. Vol. 1 - Pg. 71

NOTE - Assessor's Parcel Numbers Shown in Circles

BK. 248

Assessor's Map BA. 246 - Pg. 13

LOCATION REQUESTED FOR NEW FIRE STATION

9. PUBLIC HEARING TO CONSIDER A GENERAL PLAN AMENDMENT FOR PROPERTY LOCATED ON THE WESTSIDE OF TRACY BOULEVARD NEAR THE INTERSECTION OF TRACY BOULEVARD AND CENTRAL AVENUE, AND A PROPERTY LOCATED AT THE NORTHEAST CORNER OF TRACY BOULEVARD AND VALPICO ROAD. THE APPLICANT IS THE CITY OF TRACY; APPLICATION NUMBER 9-90-GPA

Barry Hand explained the proposal was to move an existing fire station from the intersection of Tracy Boulevard and Central Avenue to the intersection of Tracy Boulevard and Valpico road. This action was requested by the Fire Chief in order to facilitate a quicker response time because of better east/west access.

Mayor Pro Tem Morelos opened and closed the public hearing since no one in the audience wished to address the issue. Council Member Schubert moved, seconded by Member Bland, to adopt Resolution 90-365 approving the negative declaration. Voice vote found all in favor; Mayor Scott and Council Member Zanussi absent. Motion carried 3:0:2. Council Member Schubert moved and Member Bland seconded adoption of Resolution 90-366 amending the General Plan Map and Residential Areas Specific Plan. Voice vote found all in favor; Mayor Scott and Council Member Zanussi absent. Motion carried 3:0:2.

10. PUBLIC HEARING - CONSIDERATION OF AN ANNEXATION/PREZONING APPLICATION AND A GENERAL PLAN AMENDMENT FOR PROPERTY LOCATED AT THE NORTHEAST CORNER OF CHRISMAN ROAD AND ELEVENTH STREET - THE APPLICANT IS CITY OF TRACY, APPLICATIONS NUMBERS 1-90-A/P AND 9-90-GPA

Senior Planner Conant explained the Community Park site was outside the City limits and is therefore subject to property taxes in San Joaquin County. The Planning Commission approved the application at their meeting of July 25, 1990.

The public hearing was opened and closed since no one in the audience wished to address the item. Council Member Schubert moved, seconded by Member Bland, to adopt Resolution 90-367 approving the negative declaration. Voice vote found all in favor; Mayor Scott and Council Member Zanussi absent. Motion carried 3:0:2. It was moved by Council Member Schubert and seconded by Member Bland to adopt Resolution 90-368 amending the General Plan Map. Voice vote found all in favor; Mayor Scott and Council Member Zanussi absent. Motion carried 3:0:2. Following reading of the title of the proposed ordinance, it was moved by Council Member Bland and seconded by Member Schubert to waive reading of the text. Voice vote found all in favor; Mayor Scott and Council Member Zanussi absent. Motion carried 3:0:2. Council Member Schubert moved for introduction of Ordinance 842 C.S., amending the Zoning Map rezoning 115.22 acres to Agriculture. Council Member Bland then moved, seconded by Member Schubert, to adopt Resolution



*TRACY RESIDENTIAL AREAS SPECIFIC PLAN*

---

*Amendment No. 28*

RESOLUTION NO. 96-150

AMENDING THE URBAN MANAGEMENT PLAN  
(GENERAL PLAN) AND THE RESIDENTIAL AREAS SPECIFIC PLAN  
OF THE CITY OF TRACY  
DESIGNATING 22.33 ACRES RESIDENTIAL LOW  
LOCATED ON THE NORTHWEST CORNER OF LOWELL AVENUE  
AND ORCHARD PARKWAY  
THE APPLICANT IS BRIGHT DEVELOPMENT  
APPLICATION 1-96-GPA

WHEREAS, The City of Tracy Planning Commission held a public hearing on April 24, 1996 on a certain amendment to the City of Tracy Urban Management Plan and Residential Specific Plan, and

WHEREAS, The Planning Commission did recommend denial of the Urban Management Plan/Residential Specific Plan Amendment, and

WHEREAS, Bright Development did appeal the decision of the Planning Commission, and

WHEREAS, The City Council of the City of Tracy held a public hearing May 21, 1996 on said amendment, and

WHEREAS, The City Council of the City of Tracy determined that said amendment was consistent with the Urban Management Plan and Residential Areas Specific Plan;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy does hereby approve Urban Management Plan/Residential Specific Plan Amendment by redesigning 9.18 acres from Residential High and 13.15 acres from Residential Medium to Residential Low.

\* \* \* \* \*

The foregoing Resolution No. 96-150 was passed and adopted by the City Council of the City of Tracy on the 21st day of May, 1996, by the following vote:

AYES: COUNCIL MEMBERS: IVES, SERPA, STROUP, BILBREY  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: MATTHEWS

*Dan Bilbrey*  
MAYOR

ATTEST:

*Sharon Smith*  
CITY CLERK

ORDINANCE NO. 938 C.S.

AMENDING THE ZONING MAP OF THE  
CITY OF TRACY BY REZONING  
TWENTY TWO AND THIRTY THREE HUNDREDS (22.33) ACRES  
LOCATED ON THE NORTHWEST CORNER OF  
LOWELL AVENUE AND ORCHARD PARKWAY  
LOW DENSITY RESIDENTIAL (LDR)  
THE APPLICANT IS BRIGHT DEVELOPMENT  
APPLICATION NUMBER 1-96-R

The City Council of the City of Tracy does hereby ordain as follows:

SECTION 1: The Zoning Map of the City of Tracy is hereby amended to zone the following parcels Low Density Residential (LDR);

Assessors Parcel Number 238-030-11 located west of Orchard Parkway and north of Lowell Avenue.

SECTION 2: This Ordinance shall take effect thirty (30) days after its final passage and adoption.

SECTION 3: This Ordinance shall be published once in the Tracy Press a newspaper of general circulation, within fifteen (15) days from its final passage and adoption.

\* \* \* \* \*

The foregoing Ordinance No. 938 C.S. was introduced at a regular meeting of the Tracy City Council held on the 21st day of May, 1996, and finally passed and adopted by said Council at its regular meeting on the 4th day of June, 1996, by the following vote:

AYES: COUNCIL MEMBERS: MATTHEWS, STROUP, BILBREY  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: IVES, SERPA

Jan Bilbrey  
MAYOR

ATTEST:

Sharon Smith  
CITY CLERK

This language has been replaced with Section 102.3604(i), "The Home Occupation will not create noise exceeding levels permitted by the Noise Ordinance."

2. Section 10-2.3605. Exemptions - "Such uses as washing, ironing, and sewing, where such uses are clearly incidental and would normally be associated with a residential use, shall be permitted without an application for a home occupation permit."

The reference to washing, ironing and sewing was deleted as it is no longer a common type of business.

3. Section 10-2.3612. Upon the violation of any applicable provision of this article, as set forth in Section 10-2.3603 of this article, or of any home occupations permit, such permit shall be suspended automatically and the holder of the permit so notified by the Community Development Director. All operations authorized by the terms of the permit shall cease during the time it is suspended. If the holder of the permit does not satisfy, within thirty (30) days, the Community Development Director that all requirements, conditions and regulations will be complied with, the Community Development Director shall revoke the permit.

This section was replaced with Section 10-2.3606(d), "Revocation or Modification," which lists six findings that enable the Community Development Director to revoke, modify or suspend the home occupation permit.

Mayor Pro Tem Ives inquired if the third addition, limiting individual instruction to one student, applied to home schooling. Mr. Hand responded that it did not and that the one student limitation was included to prevent the traffic and noise associated with more than one student. He cited the example of swimming lessons where many vehicles would be dropping off students and the noise generated could be a problem for neighbors.

Mayor Pro Tem Ives inquired why the references to washing, ironing and sewing had been deleted. Mr. Hand responded that they were deleted because they were no longer common activities. They would still be permitted under the ordinance without a Home Occupation Permit.

Mayor Bilbrey opened and closed the public hearing as no one in the audience wished to address the issue. Following further Council discussion, it was their consensus to direct staff to further study the one student restriction and to bring back the ordinance within 30 days. Mayor Pro Tem Ives moved, seconded by Council Member Serpa, to continue the item to the June 18, 1996 Council meeting. Voice found all in favor; passed and so ordered.

5. PUBLIC HEARING - APPEAL OF THE PLANNING COMMISSION DENIAL OF THE GENERAL PLAN/SPECIFIC PLAN AMENDMENT APPLICATION 1-96-GPA AND REZONING APPLICATION 1-96-R AND APPEAL OF THE PLANNING COMMISSION'S DENIAL OF THE TENTATIVE SUBDIVISION MAP, APPLICATION 1-96-TSM, THE APPLICANT IS BRIGHT DEVELOPMENT, APPLICATION

2-96-APL - Senior Planner Conant reviewed the staff report. On March 5, 1996, Council denied Bright Development's application to designate property located at the northwest corner of Orchard Parkway and Lowell Avenue to Planned Unit Development to allow the construction of 140 single family dwellings. The lot sizes in the proposed PUD averaged 4,200 square feet, with street rights-of-way averaging 42 feet.

On April 24, 1996, the Planning Commission held a public hearing on an application presented by Bright Development to redesignate the property Low Density Residential and also presented a Tentative Subdivision Map to allow the construction of 102 single-family dwelling units. The land use redesignation and tentative map was based upon the action of Council on March 5, 1996.

The Planning Commission has denied the General Plan/Specific Plan amendment to Residential Low and rezoning to Low Density Residential. The Commission further denied the Tentative Subdivision Map for 102 single-family lots.

The majority of the Planning Commission stated their reason for denial was that the integrity of the Residential Specific Plan would be diminished by the proposed General Plan/Specific Plan amendment and rezone. The previous project, in the Commission's opinion, maintained the Residential Specific Plan's integration of densities. Commission members stated that the previous project had approved a variety of housing types and creatively provided the City with needed higher density housing. The current plan would provide housing types identical to what is currently provided in the community and the surrounding area.

Commission Members in favor of the low density project stated that the site should be a continuation of the existing housing types in the area. They also stated that a higher density project would be more appropriate along a major arterial street as opposed to being surrounded by low density housing.

Mayor Bilbrey opened the public hearing. John Zellhoefer, Bright Development, related that Foothill Ranch Estates, built by Bright in the late 1980s and early 1990s, had evolved into a low density neighborhood. He did not believe it would be appropriate to mix densities and product types. A low density project would be compatible with existing neighborhoods.

Patrick Noonan, 1775 Sierra Street, supported the proposed development. He was concerned with the timing for the expansion of Orchard Parkway to Grant Line Road. Until that happened, traffic through Foothill Ranch Estates would likely increase. He was also concerned that the additional homes would put a strain on the area's school. He wanted to avoid the overcrowding that Villalovoz School was experiencing. Finally, he wanted to know what the home prices would be and how Mello-Roos assessments would be handled.

Mayor Bilbrey inquired what would happen if Council approved the proposed plan. Mr. Conant replied that if Council approved the plan it would proceed without further opportunity for public comment. Sterling Estates would be responsible for Orchard

Parkway in its Phase 2, which was currently being designed and would soon be submitted to the City for plan checking. If the Bright project were approved tonight, the earliest building could begin would be the spring of 1997, at which point Orchard Parkway would be completed to Grant Line Road.

Mr. Conant explained that since the project was part of the Residential Specific Plan (RSP) it was under the 87-1 Mello-Roos assessment district and the assessment would be levied against each house. The next school site in the area would be built in the I-205 Specific Plan area and he did not know when it would be built. Mayor Bilbrey added the school district would not sign off on the Bright project until it could provide school space. Given the project's 102 lots, approximately 71 students would be generated.

City Attorney Corbett added that this was the public hearing on the General Plan Amendment and rezone. If City Council granted the appeal, no further public hearings would be necessary. If Council denied the appeal it would go back to the Planning Commission.

Barbara Pulliam, 2180 Tammi Court, supported the lower density design. She was particularly pleased the streets had been made wider for the safety of the area's children.

Mayor Bilbrey asked for a show of hands of those people in support of the lower density proposal. He indicated for the record that a majority of the audience raised their hands. He then asked if anyone was not in favor of the project. No hands were raised.

John Zellhoefer confirmed that Orchard Parkway would be built as soon as possible with Phase I of the project. The improvement plans had already been approved by the City as part of the original Foothill Ranch subdivision. Bright was currently coordinating with Sterling Estate's builders to have them take the lead in building all of Orchard Parkway. The public hearing was then closed.

Council Member Stroup was pleased with the project, although he recognized the need for higher density projects. He would have preferred to see phasing of densities in the project but recognized it was too small to do that. He believed that other projects coming on-line in other areas of the City would meet the need for higher density housing. He suggested, at the request of Council Member Matthews, who was out of town on business, that Bright be refunded its appeal fee. Council Member Serpa agreed that the fee should be returned and thanked neighbors for coming to the meeting to show their support. Mayor Pro Tem Ives was pleased with the project and believed that the intent of the RSP and I-205 Specific Plan to provide a mix of housing, including high density, would be met. It would have to be mixed throughout the city and not clustered in one area, but it did not make sense in this area. It was moved by Mayor Pro Tem Ives and seconded by Council Member Serpa to grant the appeal. Voice vote found all in favor; passed and so ordered. It was moved by Mayor Pro Tem Ives and seconded by Council Member Serpa to adopt Resolution 96-150 amending the Urban Management Plan. Voice vote found all in

favor; passed and so ordered. Following reading of the title of proposed Ordinance 938 C.S., it was moved by Mayor Pro Tem Ives and seconded by Council Member Serpa to waive reading of the text. Voice vote found all in favor; passed and so ordered. It was then moved by Mayor Pro Tem Ives and seconded by Council Member Serpa to introduce Ordinance 938 C.S., Amending the Zoning Map of the City of Tracy by Rezoning Twenty Two and Thirty Three Hundreds (22.33) Acres Located on the Northwest Corner of Lowell Avenue and Orchard Parkway Low Density Residential (LDR) The Applicant is Bright Development Application Number 1-96-R." Voice vote found all in favor; passed and so ordered. It was moved by Mayor Pro Tem Ives and seconded by Council Member Serpa to adopt Resolution 96-151 approving the tentative subdivision map. Voice vote found all in favor; passed and so ordered.

6. PUBLIC HEARING TO CONSIDER AN APPEAL OF THE COMMUNITY DEVELOPMENT DIRECTOR DETERMINING THAT TENTATIVE SUBDIVISION MAP APPLICATION 2-96-TSM IS INCOMPLETE FOR LACK OF A WATER RESOURCE AND WASTE-WATER CAPACITY - WESTCO COMMUNITY BUILDERS, INC. - APPLICATION 1-96-APL - Senior Planner Conant related that Westco had withdrawn their appeal in a letter dated May 20, 1996, due to Council's determination to allow tentative map processing in Plan C of the Urban Management Plan (UMP) at its meeting of May 16, 1996. In answer to a Council inquiry, City Attorney Corbett added that the City would begin processing their tentative map right away.
7. RESPONSE TO NOTICE OF APPEAL FROM MR. DELMAR AUCH CONCERNING THE COST OF GARBAGE SERVICE INCLUDING YARD AND GARDEN WASTE - Public Work Director Pinhey asked that Council consider the appeal by Mr. Auch, in concert with the appeal by Mr. Thompson (Item 8), since their issues were basically the same. Bill Benner, Solid Waste Coordinator, reviewed the staff report. City Council instituted new garbage rates on January 16, 1995, to cover the costs of operating the new Material Recovery Facility (MRF) and Transfer Station. At the same time, a new yard waste program was authorized by Council and the cost was included in the new garbage rates as a single rate.

Mr. Delmar Auch was concerned over the sudden increase in rates for solid waste service and disagreed with the new yard waste program. During several meetings held during the past year, Mr. Auch requested a reduction in rates. One of the first meetings held in February or early March, 1995, was with City Manager Fred Diaz and Finance Manager Zane Johnston. Accompanying Mr. Auch at this meeting was Mr. Denzle Thompson, who also has submitted an appeal. The option offered at that time was to treat their property as a commercial operation as discussed below.

Mr. Auch has 10 residential rental units on Finale Way, two single houses, two duplexes and one fourplex. Mr. Auch has changed his service several times in the past year. On about June 16, 1995, he requested that all toters and recycling bins (\$199.50 per month) be picked up and replaced with one 1-1/2 yard hopper (\$84.55 per month) for 10 rental units on Finale Way. On about August 9, 1995, he asked that the hopper be picked up and replaced with one solid waste unit (one garbage toter, one yard waste toter and one recycling bin, for \$19.95 per month). The City refused that action with a charge of only \$19.95 because the TMC requires

TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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***Amendment No. 29***



RESOLUTION 97-061

AMENDING THE RESIDENTIAL AREAS SPECIFIC PLAN  
AND GENERAL PLAN OF THE CITY OF TRACY  
THE APPLICANT IS THE CITY OF TRACY  
APPLICATION 4-96-GPA

WHEREAS, The City of Tracy Planning Commission held a public hearing on amendments to the Residential Areas Specific Plan amending Chapter 3 The Development Plan, said amendments are described in the staff report for City Council dated February 18, 1997, and

WHEREAS, The City of Tracy Planning Commission forwarded said amendments to the City Council recommending approval, and

WHEREAS, The City Council of the City of Tracy held a public hearing on February 18, 1997 on said amendments, and

WHEREAS, The City Council of the City of Tracy approved a Negative Declaration for said amendments;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy does hereby approve amendments to the Residential Areas Specific Plan as described in the City Council staff report dated February 18, 1997.

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The foregoing Resolution 97-061 was adopted by the Tracy City Council on the 18<sup>th</sup> day of February, 1997, by the following vote:

AYES: COUNCIL MEMBERS: IVES, MATTHEWS, STROUP, BILBREY

NOES: COUNCIL MEMBERS: NONE

ABSENT: COUNCIL MEMBERS: SERPA

ABSTAIN: COUNCIL MEMBERS: NONE

  
\_\_\_\_\_  
Mayor

ATTEST:  
  
\_\_\_\_\_  
City Clerk

As a development project within the Tracy Planning Area, many potential environmental effects of the project have been considered at the program level and addressed in the General Plan and associated EIR. These documents comprehensively examined the potential environmental impacts that may occur as a result of build-out of the 72,775 acre Tracy Planning Area. For those significant environmental impacts for which no mitigation measures are available, the City has adopted a Statement of Overriding Consideration (Resolution 93-226).

Water and wastewater treatment are currently not available to this project. However, the Water Master Plan identifies major water storage, transmission and distribution components, as well as potential water sources for the Tracy Planning Area. The Wastewater Master Plan describes the facilities required to serve the project area. This project has been sufficiently mitigated by requiring future development to secure water rights and ensure that adequate wastewater facilities are available.

Dennis Hay, Esq. submitted a letter on behalf of Manuel and Dina Rocha prior to the Planning Commission hearing. Mr. Hay voiced opposition to the Lourence Ranch annexation, fearing urban encroachment would impede the Rocha's ability to continue farming. After a lengthy discussion by the Planning Commission, the Commission felt that the Right to Farm Ordinance adopted by the City in December, 1994, afforded protection to the Rocha's ability to continue farming.

Mayor Bilbrey opened the public hearing. John Zelhoefer, Bright Development, concurred with the staff report and asked Council to approve the project. The public hearing was then closed.

It was moved by Council Member Matthews and seconded by Mayor Pro Tem Stroup to adopt Resolution 97-058 approving the negative declaration. Voice vote found all in favor; passed and so ordered. It was moved by Council Member Matthews and seconded by Mayor Pro Tem Stroup to adopt Resolution 97-059 requesting LAFCO proceedings. Voice vote found all in favor; passed and so ordered. Following reading of the title of proposed Ordinance 951 C.S., it was moved by Council Member Matthews and seconded by Mayor Pro Tem Stroup to waive reading of the text. Voice vote found all in favor; passed and so ordered. It was moved by Council Member Matthews and seconded by Mayor Pro Tem Stroup to introduce proposed Ordinance 951 C.S. Voice vote found all in favor; passed and so ordered.

4.

**PUBLIC HEARING TO AMEND THE RESIDENTIAL AREAS SPECIFIC PLAN AND THE CITY OF TRACY URBAN MANAGEMENT PLAN (GENERAL PLAN), THE APPLICANT IS THE CITY OF TRACY, APPLICATION 4-96-GPA - The Residential Areas Specific Plan (RSP) was adopted on June 2, 1987. The RSP is approximately 70% built out, however, the school district has determined that the site on Schulte Road, west of Sycamore Parkway, is no longer needed. Two mini parks within the plan have not been built and the six acre neighborhood park adjacent to**

The following requests and comments are included in the Development Plan:

Request: Amend Figure 3.2 by deleting the school located on the south side of Schulte Road, west of Sycamore Parkway, and redesignating the site Residential Medium and Residential Low.

Comment: The school district has determined that this school is no longer needed. The district still has a need for a future elementary school, but it will be located in an area yet to be determined, which will better suit the future elementary attendance boundaries and future state eligibility for funding.

Request: Amend Figure 3.2 by decreasing neighborhood park 9 located on the east side of Tracy Boulevard next to the City Hall Annex, from six acres to approximately one acre and redesignate five acres Residential Medium.

Comment: Based on the reduction of units within the RSP due to ECU transfers to Plan C without nexus to pay RSP park in-lieu fees and cash flow from development fees because of the unit reduction makes this neighborhood park economically infeasible. The developer of RSP Parcel 27 will be required to build the one acre park and be reimbursed by the RSP parks program fund in some future fiscal year.

Request: Amend Figure 3.2 and 3.5 by deleting mini park 26 and mini park 19 and redesignate Residential Low and Residential High.

Comment: Based on the reduction of units within the RSP by down zonings and the fact that the project has not built out at the densities envisioned by the plan, funding is not available to purchase land and build the parks. Mini park 19 would be built in a Residential High area, which the Tracy Municipal Code requires when constructing in a Residential High zone 100 square feet of usable open space for each of the first 10 dwelling units, 50 square feet for each of the second 10 units and 25 square feet for each unit in excess of 20. Therefore, the park requirement will be satisfied without the construction of a mini park.

Request: Amend Figure 3.2 and 3.3 by deleting the neighborhood park located between RSP parcels 4 and 5 and redesignate Residential Low. Move the neighborhood park to the northeast corner of Lowell Avenue and Orchard Parkway.

Comment: When the I-205 Corridor Specific Plan was adopted in August 1990, it was determined that the park would better serve the neighborhood if it was located next to the school site located within the I-205 Corridor Specific Plan.

An Initial Study has been prepared and circulated and a Negative Declaration is proposed for adoption.

Mayor Bilbrey opened and closed the public hearing as no one in the audience wished to address the topic. It was moved by Council Member Ives and seconded by Mayor Pro Tem Stroup to adopt Resolution 97-060 approving the negative declaration. Voice vote found all in favor; passed and so ordered. It was moved by Council Member Ives and seconded by Mayor Pro Tem Stroup to adopt Resolution 97-061 amending the RSP. Voice vote found all in favor; passed and so ordered.

TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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*Amendment No. 30*

ORDINANCE 950 C.S.

AN ORDINANCE OF THE CITY OF TRACY  
AMENDING THE ZONING MAP BY REZONING  
FIFTEEN AND FORTY THREE HUNDREDTHS (15.43) ACRES  
LOCATED ON THE SOUTHEAST CORNER OF SCHULTE ROAD  
AND CENTRAL AVENUE FROM MEDIUM DESITY RESIDENTIAL (MDR)  
TO MEDIUM DENSITY CLUSTER (MDC)  
APPLICANT GREYSTONE HOMES, INC.  
APPLICATION 3-96-R

The Tracy City Council hereby ordains as follows:

SECTION 1: The Zoning Map of the City of Tracy is hereby amended to rezone the following parcel from Medium Density Residential (MDR) to Medium Density Cluster (MDC);

Assessor Parcel 246-060-07 located on the southeast corner of Schulte Road and Central Avenue.

SECTION 2: This Ordinance shall take effect thirty (30) days after its final passage and adoption.

SECTION 3: This Ordinance shall be published once in the Tracy Press, a newspaper of general circulation, within fifteen (15) days from its final passage and adoption.

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The foregoing Ordinance 950 C.S. was introduced at a regular meeting of the Tracy City Council on the 4<sup>th</sup> day of February, 1997, and finally adopted on the 18th day of February, 1997, by the following vote:

AYES: COUNCIL MEMBERS: IVES, MATTHEWS, STROUP, BILBREY

NOES: COUNCIL MEMBERS: NONE

ABSENT: COUNCIL MEMBERS: SERPA

ABSTAIN: COUNCIL MEMBERS: NONE

  
\_\_\_\_\_  
Mayor

ATTEST:

  
\_\_\_\_\_  
City Clerk

3. PUBLIC HEARING - REZONE 15.43 ACRES FROM MEDIUM DENSITY RESIDENTIAL TO MEDIUM DENSITY CLUSTER AND APPROVE A VESTING TENTATIVE SUBDIVISION MAP FOR 97 SINGLE FAMILY LOTS. THE APPLICANT IS GREYSTONE HOMES, INC., APPLICATION 3-96-R AND 7-96-TSM - Senior Planner Conant presented the staff report. On November 7, 1991, Council approved a 168 unit condominium project for the William Lyon Co. at the subject site. Bank of America became the owner of the property through foreclosure in 1993. The applicant requested the property be rezoned from Medium Density Residential to Medium Density Cluster to allow for single family detached housing. The previous project was approved after the neighborhood had raised strenuous objections to the proposed 180 units. Following a neighborhood meeting, the neighborhood agreed to 168 units, while still objecting to the project in concept. Based on the housing market in Tracy for the past six years single family detached housing may be more appropriate for the site.

Phase I and II of Victoria Park are built out and contain 244 units, Low Density Residential. The third and final phase of this subdivision would consist of 97 lots at a density of 6.3 units per gross acre (allowable density 5.9 - 12.0 units per gross acre). When Victoria Park is viewed as a whole the proposed build out of 341 units would be at a density of 5.35 units per gross acre, slightly higher than the average 4.0 units/acre which is the present build out of the Residential Areas Specific Plan (RSP). The minimum lot size is 4,335 square feet which exceeds the minimum requirements of the Medium Density Cluster Zone. The main entry to the subdivision is from Central Avenue and the secondary entry will also be from Central Avenue, forming an intersection with Ferdinand Street. All streets within the area will meet City standards of 56 feet of right-of-way for subdivision streets and 72 feet of right-of-way for subdivision entries.

The soundwall along Central Avenue will be open at the cul-de-sacs with wrought iron fencing and pedestrian access to Central Avenue. The soundwall along Schulte Road will match the existing wall. Along the Southern Pacific Railroad right-of-way will be a masonry base and wood fence. The masonry base will not exceed 5 feet in height depending on grade and the wood fence shall be 6 feet in height.

Tracy Municipal Code Section 10-2.810 requires that at least 1 1/2 on street parking spaces be provided per dwelling unit in an MDC zone. Prior to the approval of the final map the developer will provide a parking plan for all on street parking. The developer has provided a preliminary parking plan for the project, which meets and exceeds the requirements of the municipal code.

The property was analyzed for a maximum of 180 units in the Master Environmental Impact Report for the RSP which was certified and adopted by Council on June 2, 1987. The proposed project is for a maximum of 97 units, therefore, no further environmental assessment is required. The subdivision shall be developed substantially as shown in the Vesting Tentative Subdivision Map dated October 7, 1996. All Conditions of the Public Works Department dated November 27, 1996

shall be met and all Conditions and Findings contained in the staff report dated February 4, 1997 shall be complied with.

Mr. Conant concluded by explaining that in light of the recently adopted Proposition 218, staff recommended that the following additional condition be added to the Vesting Tentative Subdivision Map:

- (13) The developer and/or owner of record shall prior to the approval of a Final Subdivision Map(s) evidence one of the following:
1. Participate in an existing Lighting and Landscape District.
  2. Form a new Lighting and Landscape District for the project.
  3. Form a Homeowners Association.

The purpose of participating in or forming one of the above is to assure the maintenance of the public improvements installed in the right-of-way including but not limited to the landscaping, street lights, soundless, and intersection signals and as improvements are defined in California Streets and High Code Sections 22525 et seq.

Mayor Bilbrey opened the public hearing. Ken Baki, Director of Planning for Greystone Homes, Pleasanton, agreed with the recommendations in the staff report. Greystone had previously built in Tracy and had an excellent relationship with staff. The subdivision would have three plans that exceeded the architectural expectations of the City. With respect to the proposed additional condition, Greystone preferred to participate in an existing district. Their last choice would be to form a homeowners' association.

Council Member Matthews inquired if the Lighting and Landscape District would be responsible for the maintenance of the wall at the back of the property, adjacent to the railroad tracks. The fence had been approved previously to be constructed of masonry and wood, which was not as permanent as a concrete soundwall. Senior Planner Conant replied that individual homeowners would be responsible for their section of the fence. Council Member Matthews related that there would be wrought iron fences at the end of cul-de-sacs and wanted to know who would maintain landscaping on the private property side of the fence. Mr. Baki answered that that landscaping would also be the responsibility of the individual homeowner.

Council Member Serpa inquired how often the rail line in back of the property was used. Mr. Baki replied that it was used infrequently to service a plastics plant. The service usually involved one box car, once a month. The public hearing was then closed.

In the following discussion, Council was in favor of the project, especially since the development had been long awaited. It was moved by Mayor Pro Tem Stroup and seconded by Council Member Serpa to adopt Resolution 97-046, approving the Vesting Tentative Map. Voice vote found all in favor; passed and so ordered.

Following reading of the title of proposed Ordinance 950 C.S., it was moved by Council Member Ives and seconded by Council Member Serpa to waive reading of the text. Voice vote found all in favor; passed and so ordered. Finally, it was moved by Council Member Ives and seconded by Council Member Serpa to introduce Ordinance 950 C.S., amending the zone map and rezoning the property from Medium Density Residential to Medium Density Cluster. Voice vote found all in favor; passed and so ordered.

4. RESOLUTION ADOPTING REVISED WATER RATES - Public Works Director Pinhey asked that the item be continued to April 1, 1997. Prior to that time a workshop would be held. (See item 6.)
5. REPORT AND REQUEST TO ADOPT AN ORDINANCE EXTENDING THE MORATORIUM WHICH AFFECTS THE APPROVAL, CONSTRUCTION, PLACEMENT OR MODIFICATION OF PERSONAL WIRELESS SERVICE FACILITIES INCLUDING, BUT NOT LIMITED TO, FACILITIES SUCH AS TOWERS FOR CELLULAR, PERSONAL COMMUNICATIONS SERVICE, AND SPECIALIZED MOBILE RADIO TRANSMITTERS - Assistant City Manager Thorpe reviewed the staff report. On December 30, 1996, Council adopted an interim zoning ordinance as an urgency measure to create a 45-day moratorium affecting the construction of cell towers and related facilities.

The wireless communications industry has seen unprecedented growth over the past five years, with more growth anticipated. Within the past two years AT&T and Pacific Bell Mobile Services have erected communication monopoles within the City – one at the new police facility on Eleventh Street and one near the former police facility on Tenth Street. Within the past six months the City has received formal applications or requests for installation on private property for three additional carriers' facilities, each of which would be associated with some form of antenna (monopole, tower, etc.), ground based transformers and other electrical and communications equipment.

At present, the City has no specific regulations dealing with design or locating wireless communications facilities. The moratorium was established to allow time to develop a City ordinance that prescribes procedural and design standards for erecting wireless communication facilities. Pursuant to Government Code Section 65858(d), after the interim zoning moratorium was established City staff initiated measures to alleviate the condition which led to the adoption of the ordinance. A work schedule was established and the first draft of a permanent ordinance to deal with wireless communication facilities has been prepared for review by all interested parties.

In addition, a public workshop on wireless communications facilities has been scheduled for the Planning Commission on February 12, 1997. The workshop includes presentations from telecommunications industry representatives. Subsequent workshops or review sessions will be scheduled as necessary before the Planning Commission makes a final recommendation to the City Council. The



TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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*Amendment No. 31*

ORDINANCE 958 C.S.

AN ORDINANCE OF THE CITY OF TRACY  
AMENDING THE ZONING MAP BY REZONING  
TWENTY AND FIFTY HUNDREDTHS (20.50) ACRES  
LOCATED ON SOUTHWEST CORNER OF SCHULTE ROAD  
AND SYCAMORE PARKWAY FROM PLANNED UNIT DEVELOPMENT (PUD)  
TO MEDIUM DENSITY CLUSTER (MDC)  
APPLICANT KAUFMAN & BROAD  
APPLICATION 1-97-R

The Tracy City Council hereby ordains as follows:

SECTION 1: The Zoning Map of the City of Tracy is hereby amended to rezone the following parcel from Planned Unit Development (PUD) to Medium Density Cluster (MDC);

Assessor Parcel 242-020-17 and 21 located on southwest corner of Schulte Road and Sycamore Parkway.

SECTION 2: This Ordinance shall take effect thirty (30) days after its final passage and adoption.

SECTION 3: This Ordinance shall be published once in the Tracy Press, a newspaper of general circulation, within fifteen (15) days from its final passage and adoption.

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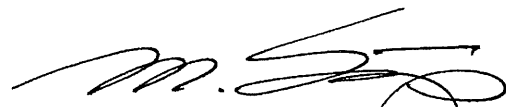
The foregoing Ordinance 958 C.S. was introduced at a regular meeting of the Tracy City Council on the 20<sup>th</sup> day of May, 1997, and finally adopted on the 3<sup>rd</sup> day of June, 1997, by the following vote:

AYES: COUNCIL MEMBERS: IVES, MATTHEWS, SERPA, STROUP

NOES: COUNCIL MEMBERS: NONE

ABSENT: COUNCIL MEMBERS: BILBREY

ABSTAIN: COUNCIL MEMBERS: NONE

  
\_\_\_\_\_  
Mayor Pro Tem

ATTEST:  
  
\_\_\_\_\_  
City Clerk

transmitted to the State and deposited in the state general fund. Until all cancellation conditions have been satisfied and a Certificate of Cancellation of Contract has been recorded, the subject property will remain under contract.

Mayor Bilbrey opened and closed the public hearing since nobody wished to address the issue.

It was moved by Council Member Ives and seconded by Member Serpa to adopt Resolution 97-153 tentatively approving cancellation of the contract. Voice vote found all in favor; passed and so ordered. Within 30 days after receiving notification from the landowner that he has satisfied the conditions, the City Council shall execute the Final Certificate of Cancellation and cause the certificate to be recorded.

5. PUBLIC HEARING TO CONSIDER REZONING 20.50 ACRES FROM PLANNED UNIT DEVELOPMENT TO MEDIUM DENSITY CLUSTER AND APPROVE A VESTING TENTATIVE SUBDIVISION MAP FOR 110 SINGLE FAMILY LOTS. THE APPLICANT IS KAUFMAN & BROAD, APPLICATION 1-97-R 1-97-TSM - Senior Planner Conant presented the staff report. On May 25, 1988 the Planning Commission approved a vesting tentative subdivision Map for 125 duet units and a 10 acre commercial lot on the southwest corner of Schulte Road and Sycamore Parkway. The tentative subdivision map was extended for one year to May 25, 1991. On April 28, 1993, the Planning Commission approved the phasing lines for Unit One, Bene Vagienna subdivision and the final map was recorded in June 1995. Phase one is the Lucky's Shopping Center located at Tracy Boulevard and Schulte Road. The applicant requested the property be rezoned from Planned Unit Development to Medium Density Cluster to allow for single family detached housing which would be in keeping with the surrounding neighborhood. The project would be built at 5.37 units per gross acre. The minimum lot size is 4,000 square feet which meets the minimum requirements of the Medium Density Cluster zone.

The main entry to the subdivision will be from Sycamore Parkway and the secondary entry will be from Parkside Drive. All streets within the subdivision will meet City standards of 56 foot right-of-way for subdivision streets and 72 feet of right-of-way for subdivision entry. Soundwalls and landscaping will be constructed along Sycamore Parkway and Schulte Road, completing the right-of-way construction between Sycamore Parkway and the railroad right-of-way. A six foot wooden fence with a masonry base of between three and five feet will be erected along the Southern Pacific Railroad right-of-way. The applicant will provide 186 on street parking spaces, which is 30 more than is required by the Tracy Municipal Code.

The City currently owns 2.25 acres of park land on the northwest corner of Bogetti Lane and Parkside Drive which is scheduled to be constructed in FY 1998-99. Kaufman & Broad will design and construct the park in 1998. A temporary retention basin of 1.18 acres will also be constructed and when no longer needed will be

landscaped, added to the park and dedicated to the City by Kaufman & Broad after improvements are made.

The project is consistent with the Master Environmental Impact Report for the Residential Areas Specific Plan and the Tracy Urban Management Plan and is subject to the findings and conditions contained in the staff report dated May 20, 1997.

Council Member Ives asked if DB5 (Plasencia Fields) would be able to handle the extra runoff. Senior Planner Conant responded that it was his understanding it would. Council Member Matthews inquired how long the retention basin would have to be used. Kul Sharma, Assistant Director Public Works, replied that it would be used for approximately two years and during that time it would be fenced and maintained by the developer. Council Member Serpa inquired as to the size the side yards. Mr. Conant explained they would be four feet on one side and seven feet on the other side and that Kaufman & Broad has indicated they will set the fireplaces and air conditioning units to the rear of the homes as far as possible.

Mayor Bilbrey opened the public hearing. Mr. Bernie Heyne, representing Kaufman & Broad, offered to answer any questions. In response to a question from a Hearthstone resident as to how development of the east side of Bene Vagienna would affect homeowners on Larkspur Drive, Mr. Conant explained that area had been sold to another developer but that it is expected to be zoned single family homes, similar to the Kaufman & Broad subdivision. Homeowners will be notified by both the Planning Commission and the City Council when the area is close to development. Mayor Bilbrey then closed the public hearing.

Following reading of the title of proposed Ordinance 958 C.S., it was moved by Council Member Ives and seconded by Member Serpa to waive reading of the text. Voice vote found all in favor; passed and so ordered. It was moved by Council Member Ives and seconded by Member Serpa to introduce Ordinance 958 C.S. Voice vote found all in favor; passed and so ordered.

It was moved by Council Member Matthews and seconded by Member Serpa to adopt Resolution 97-154 approving the Vesting Tentative Subdivision Map for Sienna Park. Voice vote found all in favor; passed and so ordered.

6. PUBLIC HEARING WEED ABATEMENT PROGRAM - Battalion Chief Robinson presented the staff report and handed out an amended exhibit which showed a reduction in the number of lots to be abated. The Tracy Municipal Code provides for the removal of weeds, refuse and flammable materials from private property. During March and April the Fire Department sent notices to owners of parcels and lots requiring hazard abatement. Re-inspections revealed that the number of parcels has decreased. Property owners were sent a notification letter concerning a Public Hearing to be conducted on May 20, 1997.

*TRACY RESIDENTIAL AREAS SPECIFIC PLAN*

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***Amendment No. 32***

RESOLUTION 97-292

AMENDING THE RESIDENTIAL AREAS SPECIFIC PLAN  
THE APPLICANT IS RICHARD CECCHI FOR THE POMBO FAMILY  
APPLICATION 1-97-GPA → Typo -- Should be SPA

WHEREAS, The City of Tracy Planning Commission held a public hearing on an amendment to the Residential Areas Specific Plan by redesignating .14 acres from Residential Low to Commercial located on the northeast corner of Joseph Damon Drive and Orchard Parkway, and

WHEREAS, The City of Tracy Planning Commission forwarded said amendment to the City Council recommending approval, and

WHEREAS, The City Council of the City of Tracy held a public hearing on September 2, 1997 on said amendment, and

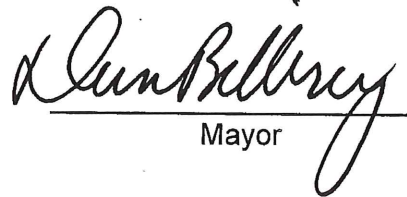
WHEREAS, The City Council of the City of Tracy found said amendment consistent with the Residential Areas Specific Plan;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy does hereby approve the amendment to the Residential Areas Specific Plan by redesignating .14 acres from Residential Low to Commercial located on the northwest corner of Joseph Damon Drive and Orchard Parkway.

\*\*\*\*\*

The foregoing Resolution 97-292 was adopted by the Tracy City Council on the 2<sup>nd</sup> day of September, 1997, by the following vote:

- AYES: COUNCIL MEMBERS: IVES, MATTHEWS, SERPA, MESTROUP, BILBREY
- NOES: COUNCIL MEMBERS: NONE
- ABSENT: COUNCIL MEMBERS: NONE
- ABSTAIN: COUNCIL MEMBERS: NONE

  
Mayor

ATTEST:  
  
City Clerk

ORDINANCE 962 C.S.

AMENDING THE ZONING MAP OF THE CITY OF TRACY  
BY REZONING FOURTEEN HUNDREDTHS (.14) ACRES  
LOCATED ON THE NORTHWEST CORNER OF JOSEPH DAMON DRIVE  
AND ORCHARD PARKWAY FROM  
LOW DENSITY RESIDENTIAL TO GENERAL HIGHWAY COMMERCIAL  
THE APPLICANT IS RICHARD CECCHI FOR THE POMBO FAMILY  
APPLICATION 2-97-R

The Tracy City Council hereby ordains as follows:

SECTION 1: The Zoning Map of the City of Tracy is hereby amended to rezone the following parcel from Low Density residential (LDR) to General Highway Commercial (GHC);

Assessors parcel number 238-030-24 portion lot 109 Vesting Tentative Subdivision Map Sterling Estates, located on the northwest corner of Joseph Damon Drive and Orchard Parkway.

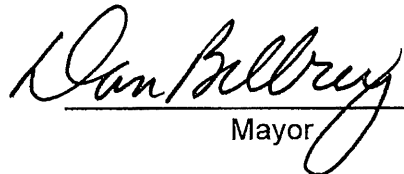
SECTION 2: This Ordinance shall take effect thirty (30) days after its final passage and adoption.

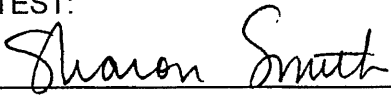
SECTION 3: This Ordinance shall be published once in the Tracy Press a newspaper of general circulation, within fifteen (15) days from its final passage and adoption.

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The foregoing Ordinance 962 C.S. was introduced at a regular meeting of the Tracy City Council on the 2<sup>nd</sup> day of September, 1997, and finally adopted on the 16<sup>th</sup> day of September, 1997, by the following vote:

- AYES: COUNCIL MEMBERS: IVES, MATTHEWS, SERPA, ESTROUP, BILBREY
- NOES: COUNCIL MEMBERS: NONE
- ABSENT: COUNCIL MEMBERS: NONE
- ABSTAIN: COUNCIL MEMBERS: NONE

  
\_\_\_\_\_  
Mayor

ATTEST:  
  
\_\_\_\_\_  
City Clerk

With the adoption of the Tracy Urban Management Plan (General Plan) in July 1993, six Urban Centers were created each requiring a Specific Plan prior to development. The North Schulte Urban Center, consists of 1,884 acres. If the Soucek property is removed from the North Schulte Urban Center the goals and policies of the General Plan can still be implemented, because this property relates to both the North Schulte Urban Center and the Core Contiguous projects, mainly Corral Hollow West.

When Schulte Road is constructed it will tie Corral Hollow West, the Soucek property and North Schulte together. Schulte Road is proposed in the Roadway Master Plan, as a major arterial linking the core City with Patterson Pass Road. Lammers Road is planned as a limited access expressway between Interstate 205 and Interstate 580. The access points for the Soucek property will be from Schulte Road with possible right in-right out onto Lammers and internal streets from the subdivision to projects east and north, which link the property to the core City.

The North Schulte Urban Center will require the preparation of a Specific Plan, which is a two to three year process. At this time there are no plans to proceed with a Specific Plan. The majority land owner in the North Schulte Urban Center is the Pombo family. The Soucek property is necessary for Schulte Road construction to proceed in the next few years. Corral Hollow West (Surland Development) is planning to move forward with Preliminary/Final Development Plans and Tentative Subdivision Maps by the spring of 1998. The Corral Hollow West project will require the construction of Schulte Road either from Corral Hollow Road or Lammers Road to the property. The nearest access for the Corral Hollow West project is from Lammers Road forming a new Schulte/Lammers intersection.

An Initial Study was prepared to assess any environmental effects that the project may cause and a Negative Declaration is proposed for adoption. The Conditions and Findings listed in the staff report shall apply to this project.

Mayor Bilbrey opened and closed the public hearing as no one in the audience wished to address the item.

It was moved by Council Member Ives and seconded by Member Serpa to adopt Resolution 97-290 approving the negative declaration. Voice vote found all in favor; passed and so ordered. It was moved by Council Member Ives and seconded by Member Serpa to adopt Resolution 97-291 amending the UMP. Voice vote found all in favor; passed and so ordered.

7. PUBLIC HEARING TO AMEND THE RESIDENTIAL AREAS SPECIFIC PLAN REDESIGNATING .14 ACRES FROM RESIDENTIAL LOW TO COMMERCIAL AND REZONE THE SAME TO GENERAL HIGHWAY COMMERCIAL (GHC) THE APPLICANT IS RICHARD CECCHI & ASSOCIATES FOR THE POMBO FAMILY APPLICATION 1-97-GPA AND 2-97-R - Senior Planner Conant reviewed the staff report. The Residential Areas Specific Plan was adopted on June 2, 1987 and is



approximately 80% built out. On July 17, 1990, Council approved a specific plan amendment reconfiguring the property so that residential uses were located south of Grant Line Road, and east and west of Orchard Parkway, and commercial uses were located along Grant Line Road. On January 11, 1995, the Planning Commission approved a Vesting Tentative Subdivision Map for 102 single family lots known as Sterling Estates. The Sterling Estates Tentative Subdivision Map was approved with the following condition:

"The developer or owner of record shall, prior to filing a Final Subdivision Map, apply for and receive rezoning of the landscaped area abutting lot 109 to General Highway Commercial."

The specific plan amendment will square up the commercial property north of Joseph Damon Drive. Because of the City's requirement for a masonry wall separating residential from commercial uses, and Joseph Damon Drive being a residential street, there will be no access from it to the commercial property.

The project is consistent with the Residential Areas Specific Plan Master Environmental Impact Report certified by Council on June 2, 1987, therefore, no further environmental assessment is required. The proposal also is consistent with the Residential Areas Specific Plan policies and surrounding land uses. The proposal is not detrimental to the health, safety and general welfare of persons residing and working in the area.

Mayor Bilbrey opened the public hearing. Dick Cecchi, Cecchi & Associates, 1440 Autumn Lane, representing the applicant, offered to answer any questions. The public hearing was then closed.

It was moved by Council Member Ives and seconded to Member Serpa to adopt Resolution 97-292 amending the RSP. Voice vote found all in favor; passed and so ordered. Following reading of the title of proposed Ordinance 962 C.S., it was moved by Council Member Ives and seconded by Member Serpa to waive reading of the text. Voice vote found all in favor; passed and so ordered. It was moved by Council Member Ives and seconded by Member Serpa to introduce proposed Ordinance 962 C.S. Voice vote found all in favor; passed and so ordered.

8. PUBLIC HEARING TO CONSIDER PRELIMINARY AND FINAL DEVELOPMENT PLAN OF A PLANNED UNIT DEVELOPMENT TO REVIEW EXTERIOR SIGNAGE FOR THE SEARS DEPARTMENT STORE OPERATED IN COMBINATION WITH THE WEST VALLEY MALL - APPLICATION NO. 37-97-SGN - Senior Planner Conant reviewed the staff report. In October 1996, Council approved Application 19-96-D for construction of a Sears Department Store at the West Valley Mall. Although wall signs were discussed at that public hearing, the applicant removed the sign program from formal consideration due to a conflict in the number of allowed wall signs. The applicant has been in contact with city staff and has submitted this sign package in an effort to successfully complete the project.

TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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*Amendment No. 33*

ORDINANCE 970 C.S.

AN ORDINANCE OF THE CITY OF TRACY  
AMENDING THE ZONING MAP OF THE CITY OF TRACY  
FROM PLANNED UNIT DEVELOPMENT (PUD)  
TO MEDIUM DENSITY CLUSTER (MDC)  
APPLICANT IS RICHARD CECCHI FOR KAUFMAN AND BROAD  
APPLICATION 4-97-R

The Tracy City Council hereby ordains as follows:

SECTION 1: The Zoning Map of the City of Tracy is hereby amended to rezone the following parcels from Planned Unit Development (PUD) to Medium Density Cluster (MDC):

Assessor's Parcel Number 242-020-18, approximately 8.59 acres,  
located at the southeast corner of Schulte Road and Sycamore Parkway

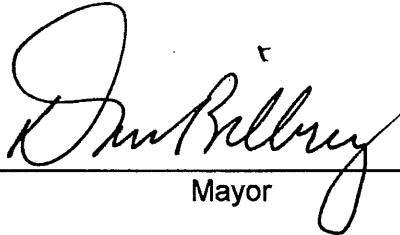
SECTION 2: This Ordinance shall take effect thirty (30) days after its final passage and adoption.

SECTION 3: This Ordinance shall be published once in the Tracy Press, a newspaper of general circulation, within fifteen (15) days from its final passage and adoption.

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The foregoing Ordinance 970 C.S. was introduced at a regular meeting of the Tracy City Council held on the 3rd day of February, 1998, and finally passed and adopted by said Council at its regular meeting on the 17th day of February, 1998, by the following vote:

AYES:	COUNCIL MEMBERS:	IVES, MATTHEWS, SERPA, STROUP, BILBREY
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	NONE
ABSTAIN:	COUNCIL MEMBERS:	NONE

  
\_\_\_\_\_  
Mayor

ATTEST:

  
\_\_\_\_\_  
City Clerk

February 3, 1998

AGENDA ITEM \_\_\_\_\_

REQUEST

**PUBLIC HEARING FOR A REZONING APPLICATION FROM PLANNED UNIT DEVELOPMENT TO MEDIUM DENSITY CLUSTER AND VESTING TENTATIVE SUBDIVISION MAP TO CREATE 46 LOTS FOR SINGLE-FAMILY HOMES**

DISCUSSION

The subject property is one of the last remaining, vacant parcels of the 1987 Residential Areas Specific Plan (RSP). The 8.59-acre site, at the southeast corner of Schulte Road and Sycamore Parkway, is part of the 39-acre RSP Parcel 16, Attachment 1.

In May, 1988, the Planning Commission approved a Planned Unit Development (PUD) and tentative subdivision map, Bene Vagienna, to create 125 attached, "duet" units and a ten-acre commercial site on RSP Parcel 16. The Lucky Shopping Center, at the southwest corner of Tracy Boulevard and Schulte Road, was constructed on the commercial site. The residential portion, currently vacant, occupies property on both sides of Sycamore Parkway, adjacent to Schulte Road.

In May, 1997, the City Council approved a rezoning application for the 20-acre residential portion of the property on the west side of Sycamore Parkway, from PUD to MDC (Medium Density Cluster). At the same time, the City Council approved a 110-lot tentative subdivision map for the portion of RSP Parcel 16 on the west side of Sycamore Parkway. The Specific Plan designation, MDR (Medium Density Residential), has remained unchanged.

The proposal is to rezone the remaining portion of RSP Parcel 16 on the east side of Sycamore Parkway from PUD to MDC, consistent with the recently approved zone for the west side of Sycamore Parkway. The project also includes a vesting tentative subdivision map to create 46 lots on the subject property (Attachment 2).

On December 17, 1997, the Planning Commission recommended approval of the current proposal, subject to conditions indicated in Attachment 4.

Single-family homes exist adjacent to the subject property on the south (Hearthstone Subdivision) and across Schulte Road to the north (Circle B Ranch). Grading activity has begun for single-family homes of Sienna Park Subdivision on the west side of Sycamore Parkway. The lot sizes of the proposed subdivision are approximately 25 percent smaller than the minimum lot size of the LDR (Low Density Residential) Hearthstone and Circle B Ranch Subdivisions, but they are similar to the lot sizes of the first phase of Sienna Park.

Kaufman and Broad, the builder of Sienna Park Unit I, is in escrow to purchase and develop Unit II. The houses are anticipated to be compatible with the character and quality of surrounding residential neighborhoods.

The project proposes 46, small-lot, single-family homes at a density of approximately 5.4 dwelling units per acre. The minimum lot size proposed is 4,080 square feet and minimum street frontage is 45 feet per lot. These standards meet the MDC Zone minimum requirements, which are 3,500 square feet and 45 feet, respectively.

The subject property is constrained by its relatively small size and a 115 foot wide easement for overhead electrical transmission lines. In order to maximize the number of lots in the project, there are limited circulation and lotting design alternatives.

The proposed streets will meet the City's 56 foot wide residential street section, except the entry points from Sycamore Parkway and Schulte Road which will include wider street sections with landscape medians. An eight foot sound wall with landscaping and meandering sidewalk will be constructed along Schulte Road, to match the Schulte Road parkway that is improved west of the project. A six foot tall wood fence will be constructed along the east side of the storm drain channel of Sycamore Parkway.

The Tracy Municipal Code MDC Zone standards require at least one and one-half on-street parking spaces per dwelling located on the same street as the dwelling unit. One of the recommended conditions of approval is that the on-street parking plan be approved by the Community Development Director prior to City Council approval of the final map. Other small lot subdivisions of the MDC zone have encountered difficulty achieving one and one-half on-street parking spaces due to narrow lot frontage and wide driveways. A parking plan submitted before final map

approval will ensure that one and one-half on-street parking spaces will be achieved.

In-tract and fronting public right-of-way improvements for this project are enumerated in adopted City standards and the attached Public Works Department recommended conditions of approval. The City-wide impacts on arterial streets, storm drainage, public buildings, schools, landscape maintenance and other areas are mitigated through the RSP Implementation Plan, and the site's participation in AD 84-1 (sewer), AD 87-3 (water), CFD 87-1 (schools), and LLD 8801 (lighting and landscaping maintenance district). The subject property, however, has an entitlement to only 40 ECU's of sewer and water. Therefore, the developer has applied for a transfer of excess ECU's to complete the project. Capital fees for sewer and water will be required for any ECU's over the 40 currently entitled to the site.

The RSP requires that the subject property contain a one-half acre mini park. The developer proposes to improve and dedicate the area within the power line easement plus 5,000 to 6,000 square feet on the north side of the easement, depicted in Attachment 3, to satisfy the mini park requirement. The Parks and Community Services Director endorses the proposal to place most of the mini park under the power lines.

#### FISCAL IMPACT

This agenda item will not require any specific expenditure of funds.

#### RECOMMENDATION

The Planning Commission recommends that the City Council approve rezoning Application Number 4-97-R and Vesting Tentative Map Application Number 5-97-TSM for the Sienna Park II Subdivision, subject to conditions contained in Attachment 4.

Prepared by Alan Bell, Senior Planner

Approved by: Brian Millar  
Brian Millar, Community Development Director

Agenda Item \_\_\_\_\_

February 3, 1998

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#### Attachments

Attachment 1 - Residential Areas Specific Plan Vicinity Map

Attachment 2 - Proposed Vesting Tentative Subdivision Map

Attachment 3 - Proposed Mini Park Location: "Sienna Park II - Exhibit "A"

Attachment 4 - Conditions of Approval Recommended by Staff and the  
Planning Commission

Sienna Park II CC







project requires an amendment to the Preliminary/Final Development Plan due to proposed building footprint and architectural modifications from the original plans approved in 1985.

The building will be consistent with the site's Commercial General Plan designation and the proposed office use for the site is consistent with the original Preliminary/Final Development Plan. Access to the project is from Kavanaugh Avenue, the project entrance from Tracy Boulevard and from Cardoza Street. Right turns for exiting traffic will be permitted from all three points. However, in order to proceed south on Tracy Boulevard, Kavanaugh Avenue will have to be used to make a left turn onto Tracy Boulevard. A total of 56 parking spaces will be provided to be shared by both the office site and the adjoining apartments. The current site plan indicates a total of 71 spaces will be provided.

CEQA - A Negative Declaration was adopted by the City in 1985 for the Planned Development. Subsequent environmental analysis was conducted in 1990 for the Redevelopment Plan and in 1993 for the Urban Management Plan (UMP). Circumstances specific to this current proposal have not significantly changed since preparation of these environmental documents, therefore, no further environmental assessment is required.

Council Member Serpa inquired if the building would be sprinkled. Mr. Conant replied that it would for two reasons, the square footage and the three stories.

Mayor Bilbrey opened the public hearing. Dan Schack, 1025 Central Avenue, provided sketches of the building, thanked staff and the Planning Commission and offered to answer any questions. The public hearing was then closed.

It was moved by Council Member Ives and seconded by Member Serpa to adopt Resolution 98-024 finding the project consistent with the UMP. Voice vote found all in favor; passed and so ordered. Following reading of the title of proposed Ordinance 969 C.S., it was moved by Council Member Ives and seconded by Member Serpa to waive reading of the text. Voice vote found all in favor; passed and so ordered. It was moved by Council Member Ives and seconded by Member Serpa to introduce proposed Ordinance 969 C.S. Voice vote found all in favor; passed and so ordered.

5. PUBLIC HEARING FOR A REZONING APPLICATION FROM PLANNED UNIT DEVELOPMENT TO MEDIUM DENSITY CLUSTER AND VESTING TENTATIVE SUBDIVISION MAP TO CREATE 46 LOTS FOR SINGLE-FAMILY HOMES - Community Development Director Millar reviewed the staff report. The property is one of the last remaining, vacant parcels of the 1987 Residential Areas Specific Plan (RSP). The 8.59-acre site, at the southeast corner of Schulte Road and Sycamore Parkway, is part of the 39-acre RSP Parcel 16.

In May, 1988, the Planning Commission approved a Planned Unit Development (PUD) and tentative subdivision map, Bene Vagienna, to create 125 attached, "duet" units and a 10-acre commercial site on RSP Parcel 16. The Lucky Shopping Center, at the southwest corner of Tracy Boulevard and Schulte Road, was constructed on the commercial site. The residential portion, currently vacant, occupies property on both sides of Sycamore Parkway, adjacent to Schulte Road.

In May, 1997, Council approved a rezoning application for the 20-acre residential portion of the property on the west side of Sycamore Parkway, from PUD to Medium Density Cluster (MDC). At the same time, Council approved a 110-lot tentative subdivision map for the portion of RSP Parcel 16 on the west side of Sycamore Parkway. The Specific Plan designation Medium Density Residential (MDR) has remained unchanged.

The proposal is to rezone the remaining portion of RSP Parcel 16 on the east side of Sycamore Parkway from PUD to MDC, consistent with the recently approved zone for the west side of Sycamore Parkway. The project also includes a vesting tentative subdivision map to create 46 lots on the subject property. On December 17, 1997, the Planning Commission recommended approval of the current proposal, subject to conditions indicated in Attachment 4 to the staff report.

Single-family homes exist adjacent to the subject property on the south, Hearthstone Subdivision and across Schulte Road to the north, Circle B Ranch. Grading activity has begun for single-family homes of Sienna Park Subdivision on the west side of Sycamore Parkway. The lot sizes of the proposed subdivision are approximately 25 percent smaller than the minimum lot size of the Low Density Residential (LDR) Hearthstone and Circle B Ranch Subdivisions, but they are similar to the lot sizes in the first phase of Sienna Park.

Kaufman and Broad, the builder of Sienna Park Unit I, is in escrow to purchase and develop Unit II. The houses are anticipated to be compatible with the character and quality of surrounding residential neighborhoods.

The project proposes 46, small-lot, single-family homes at a density of approximately 5.4 dwelling units per acre. The minimum lot size proposed is 4,080 square feet and minimum street frontage is 45 feet per lot. These standards meet the MDC zone minimum requirements, which are 3,500 square feet and 45 feet, respectively. The property is constrained by its relatively small size and a 115 foot wide easement for overhead electrical transmission lines. In order to maximize the number of lots in the project, there are limited circulation and lotting design alternatives.

The proposed streets will meet the City's 56 foot wide residential street section, except for the entry points from Sycamore Parkway and Schulte Road which will include wider street sections with landscape medians. An eight foot sound wall with landscaping and meandering sidewalk will be constructed along Schulte Road, to match the Schulte Road parkway west of the project. A six foot wood fence will be constructed along the east side of the storm drain channel of Sycamore Parkway.

Tracy Municipal Code MDC zone standards require at least one and one-half on-street parking spaces per dwelling located on the same street as the dwelling unit. One of the recommended conditions of approval is that the on-street parking plan be approved by the Community Development Director prior to Council approval of the final map. Other small lot subdivisions in MDC zones have encountered difficulty achieving the required parking spaces due to narrow lot frontage and wide driveways. A parking plan submitted before final map approval will ensure that one and one-half on-street parking spaces will be achieved.

In-tract and fronting public right-of-way improvements for this project are enumerated in adopted City standards and the Public Works Department's recommended conditions of approval. The City-wide impacts on arterial streets, storm drainage, public buildings, schools, landscape maintenance and other areas are mitigated through the RSP Implementation Plan and participation in AD 84-1 (sewer), AD 87-3 (water), CFD 87-1 (schools), and LLD 8801 (lighting and landscaping maintenance district). The subject property, however, has an entitlement to only 40 ECU's of sewer and water. Therefore, the developer has applied for a transfer of excess ECU's to complete the project. Capital fees for sewer and water will be required for any ECU's over the 40 currently entitled to the site.

The RSP requires that the property contain a one-half acre mini park. The developer proposes to improve and dedicate the area within the power line easement plus 5,000 to 6,000 square feet on the north side of the easement to satisfy the mini park requirement. The Parks and Community Services Director endorses the proposal to place most of the mini park under the power lines.

Council Member Matthews asked for clarification on the parking requirements and fencing along the storm drain channel. Mr. Millar answered that he believed the applicant could meet the parking requirement of 1.5 spaces per house depending on the placement of driveways. Fencing along the storm drain would be built to meet the RSP requirements.

Mayor Bilbrey opened the public hearing. Dick Cecchi, 1440 Autumn Lane, representing Kaufman & Broad, was pleased to see the project reach development status. The project originally proposed duet homes on 35 foot wide lots. There was considerably more density. Pombo Square, a project with even higher density, had met the parking standards with the use of 12 foot and 16 foot wide driveways. With the extra lot width on this project, it would be easy to achieve the 1.5 parking ratio. The public hearing was then closed.

It was moved by Council Member Matthews and seconded by Mayor Pro Tem Stroup to adopt Resolution 98-025 approving the rezoning. Voice vote found all in favor; passed and so ordered. Following reading of the title of proposed Ordinance 970 C.S., it was moved by Council Member Matthews and seconded by Mayor Pro Tem Stroup to waive reading of the text. Voice vote found all in favor; passed and so ordered. It was moved by Council Member Matthews and seconded by Mayor

Pro Tem Stroup to introduce proposed Ordinance 970 C.S. Voice vote found all in favor; passed and so ordered.

6. PUBLIC HEARING - APPROVING A FINAL DEVELOPMENT PLAN AND TENTATIVE SUBDIVISION MAP TO DEVELOP THE WESTERN PORTION OF THE CINTRA PARK PORTION OF THE 206 ACRE PARK ATHERTON PLAN WITHIN THE I-205 CORRIDOR SPECIFIC PLAN. THE PROJECT CONSISTS OF SUBDIVIDING 34.30 ACRES INTO 177 LOTS. THE APPLICANT IS MACKAY & SOMPS FOR CINTRA GROUP, APPLICATION 24-97-D/4-97-TSM - Mayor Bilbrey explained that staff had requested the item be continued to the next Council meeting. He then opened the public hearing. It was moved by Council Member Ives and seconded by Council Member Matthews to continue the public hearing to February 17, 1997. Voice vote found all in favor; passed and so ordered.
  
7. PUBLIC HEARING AUTHORIZING VACATION OF A PORTION OF LOWELL AVENUE RIGHT-OF-WAY LOCATED WEST OF CORRAL HOLLOW ROAD NORTH OF THE PROPOSED CINTRA PARK WEST SUBDIVISION - Council Member Serpa abstained from consideration of the item due to a conflict of interest. Public Works Director Pinhey reviewed the staff report. Cintra Group L.P., owner of Cintra Park West subdivision, requested the City vacate right-of-way located on the south side of the existing Lowell Avenue, west of Corral Hollow Road and north of the proposed Cintra Park West subdivision. The total area to be vacated is 0.545 acres and is a portion of the land dedicated to the City by Cintra Group L.P. through a Grant Deed. As a result of the realignment of Lowell Avenue, this portion of Lowell Avenue will not be required for public use and this area is an excess right-of-way not needed for future roadway widening.

Notices of Intent to vacate this right-of-way were sent to various utility companies and were posted in a number of locations at the site. Notice was also advertised in the Tracy Press in accordance with the requirements of Section 8320 et al of the Streets and Highways Code. Letters of no-objection to this vacation have been received from Pacific Bell, PG&E, and TCI Cablevision.

Mayor Bilbrey opened and closed the public hearing as no one in the audience wished to address the issue. It was moved by Mayor Pro Tem Stroup and seconded by Council Member Matthews to adopt Resolution 98-026 authorizing the vacation. Voice vote found all in favor; passed and so ordered.

8. ITEMS FROM THE AUDIENCE - None
  
9. STAFF REPORTS - None

*TRACY RESIDENTIAL AREAS SPECIFIC PLAN*

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*Amendment No. 34*

RESOLUTION 99-127

APPROVING THE MUIRFIELD 8 GENERAL AND SPECIFIC PLAN AMENDMENTS,  
TENTATIVE SUBDIVISION MAP, AND ADOPTING THE NEGATIVE DECLARATION  
FOR A TEN-ACRE SITE LOCATED AT THE NORTHWEST CORNER  
OF CENTRAL AVENUE AND TRACY BOULEVARD  
APPLICATION NUMBERS 6-98-GPA, 5-98-SPA, AND 12-98-TSM

WHEREAS, The subject property is designated Neighborhood Shopping in the  
1987 Residential Areas Specific Plan (RSP), and

WHEREAS, The Planning Commission recommended approval of the project  
after conducting a public hearing on February 10, 1999 to consider the project and the  
Negative Declaration, and

WHEREAS, The City Council concluded a public hearing for the project on April  
20, 1999, and

WHEREAS, The Amendment to the General Plan (Urban Management Plan)  
Land Use Plan is consistent with the goals and policies of the General Plan, and

WHEREAS, The amendment to the RSP is consistent with the goals, actions and  
policies of the Plan and with its purposes, standards and land use guidelines. The  
redesignation of this ten-acre site from commercial to residential is consistent with the  
RSP Design Guideline 4.1.2 which forms a basis for establishing commercial sites within  
the plan area: easy access to convenience shopping for local residents will be  
maintained due to existing, new commercially designed property in the south part of  
town, and

WHEREAS, The RSP amendment will help to achieve a balanced community of  
all races, age groups, income levels and ways of life. The proposed subdivision will  
provide needed housing for a segment of the Tracy's growing community, and

WHEREAS, The RSP amendment results in development of desirable character  
which will be compatible with existing and proposed development in the surrounding  
neighborhood. The project will be consistent with in terms of character, quality, and  
scale with the existing houses of nearby neighborhoods, and

WHEREAS, The RSP Amendment contributes to a balance of land uses that will  
enable local residents to work and shop within the Tracy Planning Area. The demand  
for housing in Tracy is high, causing the market to support the construction of many  
hundreds of houses per year. The proposed subdivision will help meet the housing  
demand for residents employed locally or out of town, and

WHEREAS, The RSP amendment respects the environmental and aesthetic  
assets of the community consistent with economic realities. An Initial Study/Negative  
Declaration was prepared for the project which identifies no significant environmental

effects from the project. The project will meet all mitigation measures of the RSP EIR, and

WHEREAS, The RSP amendment incorporates, where feasible, active and passive energy conservation measures. Over one-half of the proposed lots have a north-south orientation which allows the greatest access for solar heating and cooling, and

WHEREAS, The proposed map is consistent with the General Plan, any applicable specific plan, and Title 12, the Subdivision Ordinance, of the Tracy Municipal Code. The General and Specific Plan Amendments and Rezoning applications which are part of the project result in residential land use designations consistent with the land use, density, and improvements proposed with the Vesting Tentative Subdivision Map, and

WHEREAS, The site is physically suitable for the type of development. The site is virtually flat with a gentle slope from south to north. The characteristically high clay content of Tracy's soils may require amendments and treatment for proposed landscaping, foundations, and other surface and utility work. The physical qualities of the property make it suitable for residential development in accordance with City standards, and

WHEREAS, The site is physically suitable for the proposed density of development. The proposed residential use is consistent with the allowable land use prescribed by the General Plan. The density is consistent with the residential development allowed or existing adjacent to the subject property. Traffic circulation is designed in accordance with City standards for the proposed density to ensure adequate traffic service levels are met, and

WHEREAS, The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. An environmental impact report was certified for the RSP and a Negative Declaration was approved for Muirfield 8 residential development. Significant fish or wildlife or their habitat have not been identified on the site and no further environmental documentation is required, and

WHEREAS, The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. The Preliminary Title Report submitted for this project identifies no public easements associated with the property, and

WHEREAS, The project complies with all other applicable ordinances, regulations and guidelines of the City, including but not limited to, the local floodplain ordinance. The subject property is not located within any floodplain and the project, with conditions, will meet all applicable City design and improvement standards;

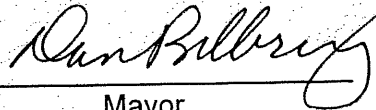



NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy hereby adopt the Negative Declaration and approve the Muirfield 8 Vesting Tentative Subdivision Map, General Plan Amendment, and Specific Plan Amendment, Application Numbers 12-98-TSM, 6-98-GPA, and 5-98-SPA, subject to conditions contained in Exhibits 1 and 2 to this Resolution.

\*\*\*\*\*

The foregoing Resolution 99-127 was adopted by the City Council on the 20th day of April, 1999, by the following vote:

AYES:	COUNCIL MEMBERS:	IVES, MATTHEWS, TOLBERT, TUCKER, BILBREY
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	NONE
ABSTAIN:	COUNCIL MEMBERS:	NONE

  
\_\_\_\_\_  
Mayor

ATTEST:  
  
\_\_\_\_\_  
City Clerk

ORDINANCE 994

AMENDING THE ZONING MAP OF THE CITY OF TRACY  
BY REZONING APPROXIMATELY TEN ACRES  
AT THE NORTHWEST CORNER OF CENTRAL AVENUE AND TRACY BOULEVARD  
FROM NEIGHBORHOOD SHOPPING (NS) TO MEDIUM DENSITY CLUSTER (MDC)  
AND LOW DENSITY RESIDENTIAL (LDR)  
THE APPLICANT IS STANDARD PACIFIC  
APPLICATION NUMBER 9-98-R

The Tracy City Council hereby ordains as follows:

SECTION 1: The Zoning Map of the City of Tracy is hereby amended to rezone the approximately ten-acre Neighborhood Shopping (NS) site (on the east side of Assessor's Parcel Number 242-040-10) at the northwest corner of Central Avenue and Tracy Boulevard from NS to Medium Density Cluster (MDC) and Low Density Residential (LDR). The northern 150 feet (including lots one through 13 and Iberis Way on Muirfield 8 Vesting Tentative Subdivision Map) are zoned LDR and the remainder of the ten-acre site is zoned MDC.

SECTION 2: This Ordinance shall take effect thirty (30) days after its final passage and adoption.

SECTION 3: This Ordinance shall be published once in the Tracy Press a newspaper of general circulation, within fifteen (15) days from its final passage and adoption.

\*\*\*\*\*

The foregoing Ordinance 994 was introduced at a regular meeting of the Tracy City Council on the 20<sup>th</sup> Day of April, 1999, and finally adopted on the 4<sup>th</sup> day of May, 1999, by the following vote:

AYES: COUNCIL MEMBERS: IVES, MATTHEWS, TOLBERT, TUCKER, BILBREY

NOES: COUNCIL MEMBERS: NONE

ABSENT: COUNCIL MEMBERS: NONE

ABSTAIN: COUNCIL MEMBERS: NONE

  
\_\_\_\_\_  
Mayor

ATTEST:

  
\_\_\_\_\_  
City Clerk

April 20, 1999

AGENDA ITEM 4

REQUEST

CONTINUED PUBLIC HEARING TO CONSIDER A VESTING TENTATIVE SUBDIVISION MAP APPLICATION TO DEVELOP 54 SINGLE-FAMILY HOMES, GENERAL PLAN AMENDMENT FROM COMMERCIAL TO RESIDENTIAL LOW AND RESIDENTIAL MEDIUM, RESIDENTIAL SPECIFIC PLAN AMENDMENT FROM NEIGHBORHOOD SHOPPING TO LOW DENSITY RESIDENTIAL AND MEDIUM DENSITY RESIDENTIAL, AND REZONING FROM NEIGHBORHOOD SHOPPING TO LOW DENSITY RESIDENTIAL AND MEDIUM CLUSTER RESIDENTIAL ON APPROXIMATELY TEN ACRES LOCATED AT THE NORTHWEST CORNER OF CENTRAL AVENUE AND TRACY BOULEVARD, PORTION OF ASSESSOR'S PARCEL NUMBER 242-040-1 0 - APPLICANT IS MACKAY AND SOMPS FOR STANDARD PACIFIC - APPLICATION NUMBERS 6-98-GPA, 5-98-SPA, 9-98-R, AND 12-98-TSM.

DISCUSSION

Background

On April 6, 1999, the City Council opened the public hearing, received limited testimony, and continued the public hearing to April 20, 1999. The Council continued the public hearing for the project so that it can be considered along with a 108-unit condominium project proposed adjacent to this site. The remainder of this staff report duplicates that prepared for the April 6<sup>th</sup> City Council meeting, and is provided again for the Council's information.

The subject property is located within the Residential Areas Specific Plan (RSP), adopted by the City Council on June 2, 1987. The site is designated Neighborhood Shopping (NS) within the RSP (Attachment "A").

The surrounding 521-lot Muirfield Subdivision (including subsequent marketing names of Saxony, Brittany, and Chantilly) was approved by the Planning Commission in 1988. The single-family homes of that subdivision were developed around the vacant commercial site (and neighboring, also vacant, High Density Residential site) from 1989 through 1997. A proposed condominium project for the neighboring High Density Residential site, consisting of seven acres, is scheduled for City Council consideration on April 20, 1999. Collectively, the entire parcel is 17 acres, all owned by Standard Pacific.

Standard Pacific, developer of the project, conducted a neighborhood meeting at the Tracy Public Library on January 14, 1999. Standard Pacific, who developed the surrounding 521-lot Muirfield Subdivision, volunteered to conduct the meeting to introduce the project to property owners within the vicinity of the project and any other interested parties. This approach was designed to help provide direct communication to surrounding property owners about the project and allow Standard Pacific to answer

questions directly to anyone able to attend the meeting. Standard Pacific mailed notices of the meeting (Attachment "B") to over 300 property owners within 500 feet of the ten-acre site and the adjacent seven-acre High Density Residential (HDR) site. On the morning of January 14, 1999, the Tracy Press ran a front page article describing the two projects which helped provide additional publicity for the neighborhood meeting at the Library.

Subsequently, local newspapers have featured the project in a number of articles and the Planning Commission conducted a public hearing on February 10, 1999. The Planning Commission recommended that the City Council approve the project.

Due to the heightened level of interest from nearby property owners, in addition to the standard newspaper notice of the Planning Commission and City Council public hearings, City staff sent notices of these hearings to property owners of approximately 400 parcels within 800 feet of the project.

#### Project Description

The ten-acre subject property is one of the few remaining vacant sites within the 1987 Residential Specific Plan. It is part of a larger, 17-acre parcel located on the north side of Central Avenue between Sycamore Parkway and Tracy Boulevard. (The seven-acre portion of the parcel, which is not part of this application, is the subject of a separate development application for a 108-unit condominium project.)

The subject property is located among existing, residential neighborhoods. The oldest homes in the vicinity, on the east side of Tracy Boulevard (Sycamore Village Subdivision) were constructed in the early to mid 1980's. The newest homes, on the west side of Sycamore Parkway (portion of the last phases of the Muirfield Subdivision), were completed within the past two years.

The subject property is located within the RSP, for which an EIR was certified by the City Council in June, 1987. In accordance with Section 15063 of the California Environmental Quality Act Guidelines, an Initial Study/Negative Declaration (Attachment "H") has been prepared and proposed for adoption as a second tier environmental document.

#### General and Specific Plan Amendments and Rezoning

The ten-acre site was designated Neighborhood Shopping (NS) with the adoption of the RSP in 1987. Standard Pacific, who has owned the site since prior to 1987 and developed the surrounding 521 houses of the Muirfield Subdivision, has tried unsuccessfully for the past ten years to market the site for commercial development. Standard Pacific reports that the market and location characteristics of this site do not support commercial development of the property (Attachment "C").

While a formal, market analysis identifying the potential commercial value and utility of the site has not been submitted, staff is recommending approval of the land use designation change from commercial to residential, based on the following considerations.

The Residential Specific Plan Design Guidelines (RSP Section 4.1.2) specify that commercial land use designations "are distributed evenly throughout the Specific Plan area in order to provide residents easy access to convenience shopping opportunities." The RSP created five commercial sites, each of which is approximately one to one and one-half miles away from one another. The subject commercial site, however, is one-half mile from an existing RSP commercial project (ten-acre Lucky/Savon Shopping Center) located north of the subject property (Attachment "D").

Secondly, subsequent to adoption of the RSP, approximately seven acres just outside of the RSP boundaries were designated for commercial development at the intersection of Tracy Boulevard and Valpico Road, less than one-half mile south of the subject property. These two existing commercial sites, in relatively close proximity north and south of the subject property, provide easy access to shopping opportunities for local residents that could otherwise be served by future commercial development of the subject property. Thus, the Guidelines of the RSP are achieved by the other two commercial properties and the rezoning of the subject property is consistent with the RSP intent to provide nearby, convenience shopping opportunities for the residential neighborhoods surrounding the subject property.

Furthermore, within the past five years, two additional commercial sites have been designated in the south part of town: one 14-acre site at the northwest corner of Valpico Road and MacArthur Drive and the other, a ten-acre site at the northeast corner of Corral Hollow Road and Linne Road.

The subject property, additionally, has the significant exposure disadvantage of not being located at the intersection of two arterial streets, as is the situation for the other four commercial sites discussed above. Central Avenue is a collector street with significantly less traffic volume than arterial streets such as Valpico Road, Corral Hollow Road, MacArthur Drive, and Tracy Boulevard.

Use of the ten-acre subject property for single-family homes instead of commercial development has potential benefits to properties adjacent to the site in that homes are likely to produce significantly less impacts related to noise, light and glare, traffic, and other areas.

The project includes the Plan amendments and rezoning of the site from commercial to provide for single-family residences. Specifically, the request is for Low Density Residential (LDR) Zoning for the northern row of 13 lots, and Medium Density Cluster Zoning (smaller lots) for the remainder of the project (Attachment "E"). The reason for the northern row of LDR lots is to be consistent with the LDR lots adjacent to the site to

the north. The single-family neighborhood on the south side of Central Avenue is an MDC Subdivision.

#### Proposed Residential Subdivision

The design of the subdivision demonstrates compliance with RSP Design Guidelines with respect to street frontage landscape areas, staggered sound walls along Tracy Boulevard and Central Avenue, use of short cul-de-sacs, north-south orientation of more than half the lots to achieve better passive solar benefit, parcel sizes and dimensions, and open-end cul-de-sac design at the south end of Iberis Court adjacent to Central Avenue. Conditions of approval are recommended (Exhibits 1 and 2 of the proposed Resolution, Attachment "L") to ensure that other standard RSP features, such as landscaped and specially paved entry features to the subdivision, are included in the project design.

#### Traffic and Circulation

Access to the subdivision will be from two points along Central Avenue, on the south side of the subdivision (Attachment "F"). A continuous median island extends along Central Avenue from Tracy Boulevard to Sycamore Parkway, prohibiting left-turn traffic movements into or out of the site. Although not currently part of the project application, Standard Pacific is evaluating whether or not to make application to the City to seek a median break, allowing left-turn movements into and out of the subdivision at the Cedrus Drive entrance from Central Avenue.

A median break at one of the two Central Avenue access points would create more convenient access for inhabitants of the project. If the developer requests a median break, a traffic analysis will be necessary to determine the appropriate stacking distance(s), the potential need for a traffic signal, and other design considerations.

Cedrus Drive will also be the primary access point for the condominium project proposed adjacent to the subdivision.

The most significant traffic effect of the project is the reduction in traffic volumes from the proposed 54 single-family homes compared to the current RSP-envisioned ten-acre commercial shopping center. The project Initial Study (Attachment "G"), citing Institute of Transportation Engineers estimates, recognizes that the average daily traffic trips will be reduced from an estimated 12,000 per day with commercial development to an estimated 540 per day for single-family homes. Fehr and Peers Associates Transportation Consultants estimates that the PM peak-hour vehicle traffic will be reduced from 651 trips for a ten-acre neighborhood shopping center to 46 trips for the 54-home project (Attachment "H" and "I").

### Architecture

Attachment "J" illustrates the proposed elevations and floor plans. Three different model floor plans are proposed, ranging in size from 2,195 square feet to 2,662 square feet. Each of the three models has two sets of front, rear, and side elevations to create architectural interest and variety within the subdivision.

Typically, residential buildings in Tracy provide each model plan with two or more front elevations, and only one set of side and rear elevations to be used with the varying front elevations. The Muirfield 8 Subdivision, however, proposes side and rear elevations with specific design elements unique to each front elevation, resulting in six different house designs with all four sides different from each other. In addition to attractive front elevations, typical of contemporary, single-family neighborhoods, the designs include detailed attention to second story rear and side elevations that will be exposed to Tracy Boulevard, Central Avenue, and subdivision interior streets from corner lots. These include breaks in wall planes; shadow lines, window trim, decorative gable elements, exaggerated exterior window sills, and other features.

All three models feature two-car garage doors with a portion of the house extending closer to the street than the garage door in order to present a more pleasing street appearance. One of the three models has a three-car garage option, but the third space is a tandem space, in front of one of the normal spaces.

Staff is recommending approval of the architecture with the project as indicated in Attachment "J".

### Reverse Corner Lots

The tentative subdivision map identifies two reverse corner lots (lots 26 and 28, Attachment "F") that can be eliminated without compromising the circulation or other design characteristics of the subdivision by rotating them 90 degrees and eliminating lot 27. Problems associated with fence locations and neighborhood design and appearance have been associated with reverse corner lots. Furthermore, RSP Design Guideline 4.1.1.2(t) states that "residential subdivisions should avoid creating ... reverse frontage lots, except where necessary to provide separation from collector streets or to overcome specific disadvantages of topography and orientation". Such topographic or other disadvantages do not occur in this case. Therefore, staff is recommending that lots 26 through 28 be redesigned to eliminate the reverse corner lots. This new design will result in a net loss of one parcel.

### Parks

The proposed tentative subdivision map does not include a new park within its boundaries. However, a mini-park exists in each of the two neighborhoods north and south of the site, and Hirsch Elementary School and adjacent Neighborhood Park (currently under construction) are less than one quarter mile from the subdivision

boundary, on the west side of Sycamore Parkway. The lack of an interior park does not violate City park or RSP policies with respect to area of park land. The project will pay RSP park development impact fees to mitigate its impact on park facilities within the RSP.

#### Schools

The subdivision will mitigate its anticipated long-term average impact on school facilities through its participation in the CFD 87-1 (Mello Roos) District and by paying the Sterling Act "school fee" (currently \$1.93 per square foot). Although ten acres of land is being added to the residential housing stock, the 54 homes will not exceed the design capacity of the CFD 87-1 school facilities program.

Approximately 75 to 80 percent of the homes anticipated within CFD 87-1 have been constructed. In most recent estimates, CFD 87-1 is anticipated, at buildout, to serve approximately 7,200 residential units. As part of that estimate, the neighboring, seven-acre HDR site was estimated to create 132 multi-family dwelling units, although at its maximum density of 22 dwelling units per acre, would provide for over 150 multi-family dwelling units. The neighboring HDR site is proposed for 108 dwelling units, 45 fewer than the top of the density range and 24 fewer dwelling units than the estimate that's been used for CFD 87-1 financing estimates.

During the Standard Pacific neighborhood meeting in January, the February 10, 1999 Planning Commission public hearing, and in public comments to City staff regarding the project, concern has been expressed regarding the capacity of Hirsch Elementary School to accommodate students from the proposed single-family homes and the student drop-off and pick-up congestion at the school.

Based on the Tracy Unified School Board adopted average student generation rates (0.4277 K-5 students per single-family home), the 54 homes will generate an average of approximately 23 K-5 students. This compares to a current enrollment at Hirsch of 689 students, and preliminary enrollment projections of 758 students in the 1999-2000 school year and 822 students in the 2000-2001 school year. Hirsch is scheduled to begin year-round education in the 1999-2000 school year. The year-round enrollment capacity of Hirsch Elementary School is 888 students.

In addition to the two Standard Pacific projects currently proposed (54 single-family homes plus the adjacent condominiums), two residential subdivisions currently under construction will complete the build-out of Hirsch's attendance boundary area (Attachment "K") - Sienna Park (west of the Lucky Shopping Center at Schulte Road and Sycamore Parkway, with approximately 35 building permits remaining to issue) and most of Corral Hollow Estates (at Schulte Road and Lathrop Parkway, consisting of 131 lots).

The proposed Kagehiro Subdivision (between Hirsch Elementary School and Corral Hollow Road) is currently scheduled to attend Villalovoz Elementary School on a



temporary basis, until a new elementary school is constructed within the South Schulte Specific Plan area on the west side of Corral Hollow Road.

Student drop-off and pick-up times at Hirsch Elementary School create traffic congestion in the immediate vicinity of the school. The peak of the congestion lasts for approximately 15 to 20 minutes. The congestion around Hirsch is similar to the congestion experienced at Tracy's other nine elementary schools. Congestion also occurs during peak drop-off and pick-up times at Tracy's three middle schools and the two high schools; in between games at Tracy Ballpark; after shows at Emma Baumgardner Theater; and after football games at Tracy High School.

The Hirsch peak traffic congestion will not be significantly altered or create adverse conditions by the estimated 23 additional K-5 students from the proposed single-family homes. The peak congestion at drop-off and pickup times is a function of several hundred students starting and ending school at approximately the same time. Peak traffic congestion at Hirsch is compounded by the use of Hirsch as a bus stop for Williams Middle School (and small number of other schools' students) at closely associated times with the Hirsch drop-off and pick-up times. This bus stop arrangement is not anticipated to be affected by the proposed new homes.

#### Public Utilities

The ten-acre subject property is located within the 84-1 and 87-3 sewer and water Assessment Districts. The Assessment Districts financed the property's proportionate share of sewer and water treatment plant, conveyance, and distribution system capacity. Sewer and one of the water connection points and appropriate easements are located at the south end of Colombia Court, near the northwest corner of the proposed condominium site, to serve the condominiums and single-family homes on the entire 17-acre site.

The approximately 150-acre, entire Muirfield site (521 existing homes plus the proposed 54 homes and 108 condominiums) was originally entitled to approximately 753 ECU's of sewer and water capacity through Assessment Districts 84-1 (sewer) and 87-3 (water). (One ECU is enough sewer and water capacity to serve one single-family home, while 0.73 ECU serves a multi-family unit, in accordance with Tracy Municipal Code.) The existing 521 homes of the first six phases of Muirfield use 521 ECU'S. With the addition of 54 single-family homes, the demand will be increased to 574 ECU'S. The proposed condominiums would bring the sewer and water demand of the Muirfield property to 654 ECU'S, creating an excess of 99 ECU'S. Seventy-two of the excess ECU'S were transferred to the nearby Kagehiro Subdivision in January, 1998. Standard Pacific is expected to apply to transfer the 27 remaining ECU'S also to the Kagehiro property after approval of the final Muirfield tentative subdivision maps.

The RSP storm drainage system includes capacity to serve the subject property. At build out, a storm drain line serving the 54 single-family homes will be constructed through the proposed condominium property to the channel along Sycamore Parkway.

However, during the interim period before the City's west side outfall system is completed (downstream storm drain improvements north of the City), a temporary storm drain retention pond will be established on the condominium site while the 54 single-family homes are developed. After the west side outfall is completed (possibly two or more years from now), the temporary pond can be filled, and the entire 17-acre site can be connected to the Sycamore Parkway storm drain channel.

#### FISCAL IMPACT

Approval of the project will not require the specific expenditure from the General Fund.

#### RECOMMENDATION

The Planning Commission recommends that the City Council adopt the Negative Declaration for the project and approve the Muirfield 8 General Plan Amendment, Specific Plan Amendment, Rezoning, and Tentative Subdivision Map (Application Numbers 6-98-GPA, 5-98-SPA, 9-98-R, and 12-98-TSM), subject to conditions and based on findings contained in the City Council Resolution dated April 6, 1999.

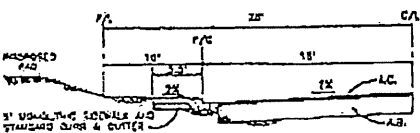
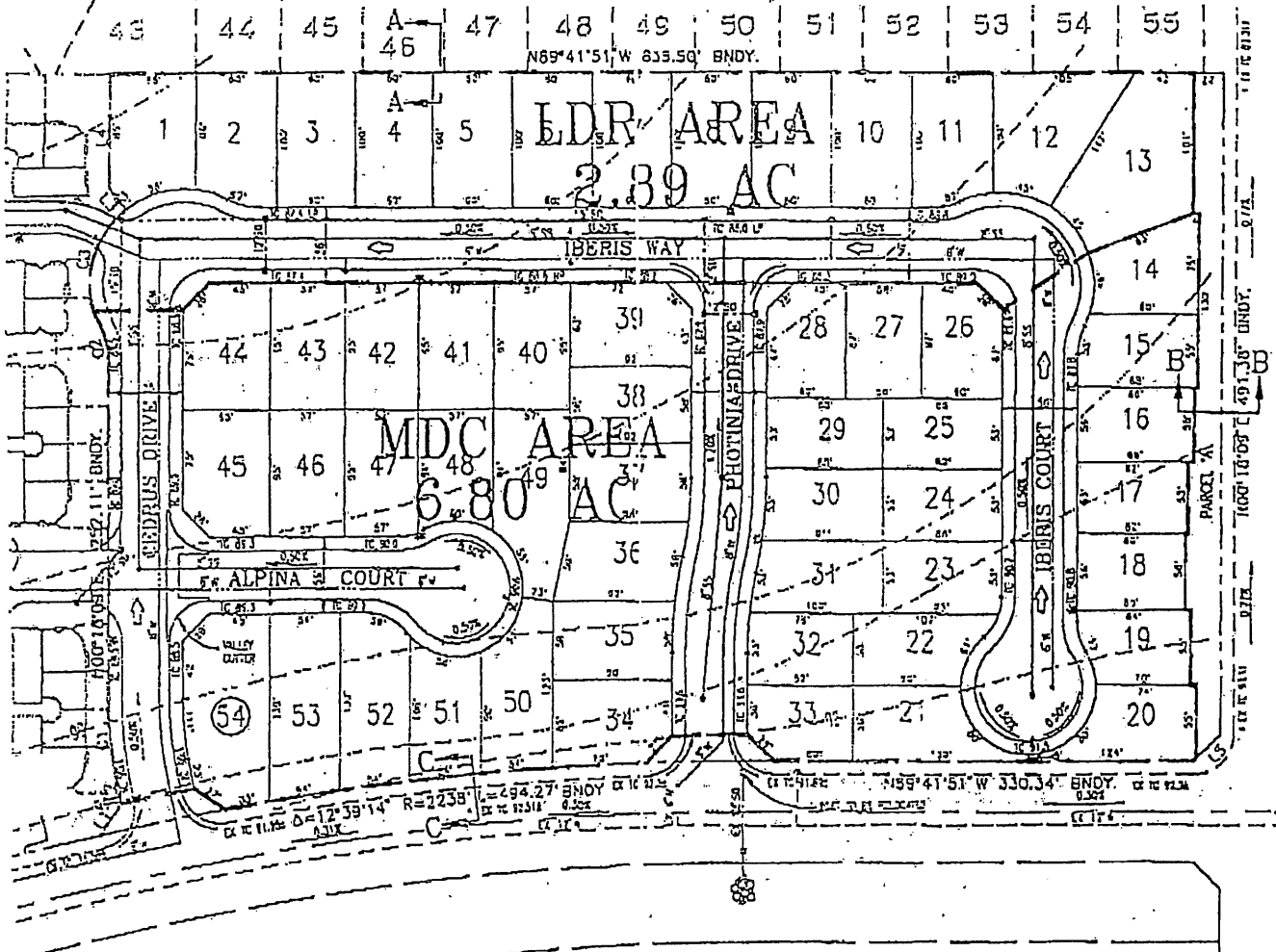
Prepared by Alan Bell, Senior Planner

Approved by: B. Miller  
Brian Millar, Community Development Director

#### Attachments:

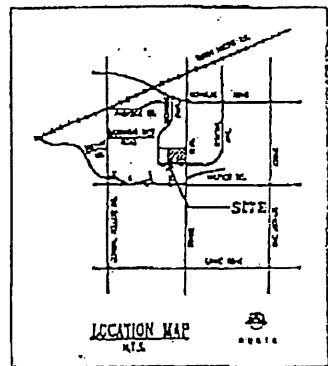
- Attachment "A" - Project Location Map
- Attachment "B" - December 23, 1998 Neighborhood Meeting Notice from Standard Pacific
- Attachment "C" - Applicant's "Supplement to Development Application Form"
- Attachment "D" - Residential Specific Plan Map Identifying Five Original RSP Commercial Sites
- Attachment "E" - Proposed New Residential Specific Plan and Zoning Designations
- Attachment "F" - Proposed Muirfield 8 Vesting Tentative Subdivision Map
- Attachment "G" - Proposed Negative Declaration/initial Study
- Attachment "H" - February 3, 1999 Correspondence from Fehr and Peers
- Attachment "I" - February 9, 1999 Fehr and Peers Traffic Study
- Attachment "J" - Proposed Floor Plans and Elevations
- Attachment "K" - Hirsch Elementary School Attendance Boundary Area
- Attachment "L" - Proposed City Council Resolution
- Attachment "M" - Proposed City Council Rezoning Ordinance

EXISTING TRACT #2227

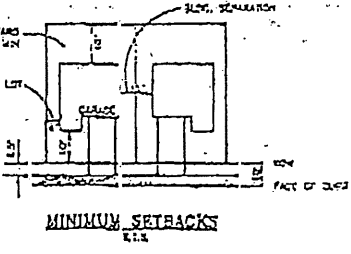
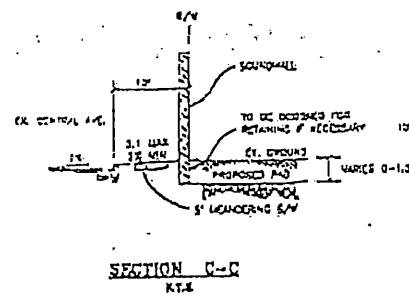


LEGEND

EXISTING	PROPOSED	DESCRIPTION
(---)	(---)	SUBDIVISION BOUNDARY
(---)	(---)	SEWITARY EDGER
(---)	(---)	STORM DRAIN
(---)	(---)	ELECTRICIAN
(---)	(---)	WATER VALVE
(---)	(---)	FIRE HYDRANT
(---)	(---)	PERMANENT STOP-OFF
(---)	(---)	CONTOUR LINE
(---)	(---)	SEWERAGE RELEASE
(---)	(---)	TOP OF CURB ELEV.
(---)	(---)	STREET SLOPE
(---)	(---)	VALLEY CURVED



TYPICAL 1/2 STREET SECTION-55' R/W  
 N.T.S.



**VESTING TENTATIVE MAP**  
**TRACT 2872**  
**MUIRFIELD UNIT 8**  
**SINGLE FAMILY RESIDENTIAL**  
**TRACY, CALIFORNIA**

**Mackay & Somp**  
 444 DORRISLAND ROAD, PLEASANTON, CALIFORNIA 94566  
 (925) 462-1000 FAX (925) 462-1001

OFFICE	SCALE	DATE
PLEASANTON	1"=60'	NOVEMBER, 1998   (5077-1)

commitment and then find out from staff that 1,500 units had already been committed. Community Development Director Millar promised he would have definitive answers by the May 18th meeting.

Following further discussion, Mayor Bilbrey clarified that the ordinance to be introduced tonight would only include the language on page 2 of the staff report under the first bullet item. The allotments for Presideo and Bank of America would be clearly separated. Community Development Director Millar explained the ordinance language would be the same as that in the staff report and a development agreement would specify how the numbers would be allocated. City Attorney Corbett concurred that bullet points 2 through 4 would not be included. Community Development Director Millar explained there was a typographical error in Section 1 of the ordinance. References to section 10.04.040 and 10.04.090 should read 10.12.040 and 10.12.090.

Following reading of the title of proposed Ordinance 993, it was moved by Council Member Ives and seconded by Member Tolbert to waive reading of the text. Voice vote found all in favor; passed and so ordered. It was moved by Council Member Ives and seconded by Member Tolbert to introduce proposed Ordinance 993. Voice vote found all in favor; passed and so ordered.

Mayor Bilbrey indicated that items 4 and 5 would be considered concurrently and read both titles.

4. CONTINUED PUBLIC HEARING TO CONSIDER A VESTING TENTATIVE SUB-DIVISION MAP APPLICATION TO DEVELOP 54 SINGLE-FAMILY HOMES, GENERAL PLAN AMENDMENT FROM COMMERCIAL TO RESIDENTIAL LOW AND RESIDENTIAL MEDIUM, RESIDENTIAL SPECIFIC PLAN AMENDMENT FROM NEIGHBORHOOD SHOPPING TO LOW DENSITY RESIDENTIAL AND MEDIUM DENSITY RESIDENTIAL, AND REZONING FROM NEIGHBORHOOD SHOPPING TO LOW DENSITY RESIDENTIAL AND MEDIUM CLUSTER RESIDENTIAL ON APPROXIMATELY 10 ACRES LOCATED AT THE NORWEST CORNER OF CENTRAL AVENUE AND TRACY BOULEVARD, PORTION OF ASSESSOR'S PARCEL NUMBER 242-040-10 - APPLICATION NUMBERS 6-98-GPA, 5-98-SPA, 9-98-R, AND 12-98-TSM  
Senior Planner Bell reviewed the staff reports for items 4 and 5. On April 6, 1999, Council opened the public hearing, received limited testimony, and continued the public hearing to April 20, 1999, so that it could be considered along with a proposed 108-unit condominium project adjacent to this site (item 5).

The subject property is located within the Residential Areas Specific Plan (RSP), adopted by the City Council on June 2, 1987. The site is designated Neighborhood Shopping (NS) within the RSP.

The surrounding 521-lot Muirfield Subdivision (including subsequent marketing names of Saxony, Brittany, and Chantilly) was approved by the Planning Commission in 1988. The single-family homes were developed around the vacant commercial site (and neighboring, also vacant, High Density Residential site) from 1989 through 1997. A proposed condominium project for the neighboring High Density Residential site

(agenda item 5 below) consists of seven acres. Collectively, the entire parcel is 17 acres, all owned by Standard Pacific.

Standard Pacific conducted a neighborhood meeting at the Tracy Public Library on January 14, 1999, to introduce the project to property owners in the vicinity and other interested parties. Meeting notices were sent to over 300 property owners within 500 feet of the ten-acre site and the adjacent seven-acre High Density Residential (HDR) site. On the morning of January 14, 1999, the Tracy Press ran a front page article describing the two projects which provided additional publicity for the meeting at the Library. Subsequently, local newspapers have featured the project in a number of articles. The Planning Commission conducted a public hearing on February 10, 1999 and recommended that Council approve the project.

Due to the heightened level of interest from nearby property owners, in addition to the standard newspaper notices of the Planning Commission and City Council public hearings, staff sent notices of these hearings to property owners of approximately 400 parcels within 800 feet of the project.

The ten-acre site was designated NS with the adoption of the RSP in 1987. Standard Pacific, who has owned the site since prior to 1987 and has developed the surrounding Muirfield Subdivision, has tried unsuccessfully to market the site for commercial development during the past ten years. Standard Pacific reports that the market and location characteristics of this site do not support commercial development.

While a formal market analysis identifying the potential commercial value and utility of the site has not been submitted, staff recommended approval of the land use designation change from commercial to residential, based on the following.

The Residential Specific Plan Design Guidelines (RSP Section 4.1.2) specify that commercial land use designations "are distributed evenly throughout the Specific Plan area in order to provide residents easy access to convenient shopping opportunities." The RSP created five commercial sites, each of which is approximately one to one and one-half miles away from one another. The subject commercial site, however, is one half mile from the Lucky/Savon Shopping Center located north of the subject property.

Subsequent to adoption of the RSP, approximately seven acres just outside the RSP boundaries were designated for commercial development at the intersection of Tracy Boulevard and Valpico Road, less than one-half mile south of the subject property. These two existing commercial sites, in relatively close proximity north and south of the subject property, provide easy access to shopping opportunities for local residents. Furthermore, within the past five years, two additional commercial sites have been designated in the south part of town: one 14-acre site at the northwest corner of Valpico Road and MacArthur Drive and the other, a ten-acre site at the northeast corner of Corral Hollow Road and Linne Road.

The subject property has the significant exposure disadvantage of not being located at the intersection of two arterial streets, as is the situation for the other four commercial

sites discussed above. Central Avenue is a collector street with significantly less traffic volume than arterial streets. Use of the ten-acre subject property for single-family homes instead of commercial development has potential benefits to properties adjacent to the site in that homes are likely to produce significantly less impacts related to noise, light and glare and traffic.

The project includes the Plan amendments and rezoning of the site from commercial to provide for single-family residences. Specifically, the request is for Low Density Residential (LDR) Zoning for the northern row of 13 lots, and Medium Density Cluster Zoning (smaller lots) for the remainder of the project. The reason for the northern row of LDR lots is to be consistent with the LDR lots adjacent to the site to the north. The single-family neighborhood on the south side of Central Avenue is an MDC Subdivision.

Access to the subdivision will be from two points along Central Avenue, on the south side of the subdivision. A continuous median island extends along Central Avenue from Tracy Boulevard to Sycamore Parkway, prohibiting left-turn traffic movements into or out of the site. Although not currently part of the project application, Standard Pacific is evaluating whether or not to make application to the City to seek a median break, allowing left-turn movements into and out of the subdivision at the Cedrus Drive entrance from Central Avenue. A median break at one of the two Central Avenue access points would create more convenient access for inhabitants of the project. If the developer requests a median break, a traffic analysis will be necessary to determine the appropriate stacking distance(s), the potential need for a traffic signal, and other design considerations. Cedrus Drive will also be the primary access point for the condominium project proposed adjacent to the subdivision.

The most significant traffic effect of the project is the reduction in traffic volumes from the proposed 54 single-family homes compared to the current RSP-envisioned ten-acre commercial shopping center. The project Initial Study, citing Institute of Transportation Engineers estimates, recognizes that the average daily traffic trips will be reduced from an estimated 12,000 per day with commercial development to an estimated 540 per day for single-family homes.

Three different model floor plans are proposed, ranging in size from 2,195 square feet to 2,662 square feet. Each of the three models has two sets of front, rear, and side elevations to create architectural interest and variety within the subdivision. Typically, residential buildings in Tracy provide each model plan with two or more front elevations, and only one set of side and rear elevations to be used with the varying front elevations. The Muirfield 8 Subdivision, however, proposes side and rear elevations with specific design elements unique to each front elevation, resulting in six different house designs with all four sides different from each other. In addition to attractive front elevations, typical of contemporary, single-family neighborhoods, the designs include detailed attention to second story rear and side elevations that will be exposed to Tracy Boulevard, Central Avenue, and subdivision interior streets from corner lots. These include breaks in wall planes, shadow lines, window trim, decorative gable elements, exaggerated exterior window sills, and other features.

All three models feature two-car garage doors with a portion of the house extending closer to the street than the garage door in order to present a more pleasing street appearance. One of the three models has a three-car garage option, but the third space is a tandem space, in front of one of the normal spaces.

The tentative subdivision map identifies two reverse corner lots (lots 26 and 28) that can be eliminated without compromising the circulation or other design characteristics of the subdivision by rotating them 90 degrees and eliminating lot 27. Furthermore, RSP Design Guideline 4.1.1.2(t) states that "residential subdivisions should avoid creating ... reverse frontage lots, except where necessary to provide separation from collector streets or to overcome specific disadvantages of topography and orientation". Such topographic or other disadvantages do not occur in this case. Therefore, staff recommended that lots 26 through 28 be redesigned to eliminate the reverse corner lots. This new design will result in a net loss of one parcel.

The proposed tentative subdivision map does not include a new park within its boundaries. However, a mini-park exists in each of the two neighborhoods north and south of the site, and Hirsch Elementary School and adjacent Neighborhood Park (under construction) are less than one quarter mile from the subdivision boundary, on the west side of Sycamore Parkway. The lack of an interior park does not violate City park or RSP policies with respect to area of park land. The project will pay RSP park development impact fees to mitigate its impact on park facilities.

The subdivision will mitigate its anticipated long-term average impact on school facilities through its participation in the CFD 87-1 (Mello Roos) District and by paying the Sterling Act "school fee" (currently \$1.93 per square foot). Although ten acres of land is being added to the residential housing stock, the 54 homes will not exceed the design capacity of the CFD 87-1 school facilities program. Approximately 75 to 80 percent of the anticipated homes in CFD 87-1 have been constructed. Recent estimates anticipate CFD 87-1 will serve approximately 7,200 residential units at buildout. As part of that estimate, the neighboring, seven acre HDR site was estimated to create 132 multi-family dwelling units, although its maximum density of 22 dwelling units per acre, would provide for over 150 multi-family dwelling units. The neighboring HDR site is proposed for 108 dwelling units, 45 fewer than the top of the density range and 24 fewer dwelling units than was used for CFD 87-1 financing estimates.

During the Standard Pacific neighborhood meeting in January, the February 10, 1999 Planning Commission public hearing, and in public comments to City staff, concern has been expressed regarding the capacity of Hirsch Elementary School to accommodate students from the proposed single-family homes and the student drop-off and pick-up congestion at the school. Based on the Tracy Unified School Board adopted average student generation rates (0.4277 K-5 students per single-family home), the 54 homes will generate an average of approximately 23 K-5 students. This compares to a current enrollment at Hirsch of 689 students, and preliminary enrollment projections of 758 students in the 1999-2000 school year and 822 students in the 2000-2001 school year. Hirsch is scheduled to begin year-round education in the 1999-2000 school year. The year-round enrollment capacity of Hirsch Elementary School is 888 students.

In addition to the two Standard Pacific projects currently proposed (54 single-family homes plus the adjacent condominiums), two residential subdivisions currently under construction will complete the build-out of Hirsch's attendance boundary area - Sienna Park (west of the Lucky Shopping Center at Schulte Road and Sycamore Parkway, with approximately 35 building permits remaining to issue) and most of Corral Hollow Estates (at Schulte Road and Lathrop Parkway, consisting of 131 lots).

The proposed Kagehiro Subdivision (between Hirsch Elementary School and Corral Hollow Road) is currently scheduled to attend Villalovoz Elementary School on a temporary basis, until a new elementary school is constructed within the South Schulte Specific Plan area on the west side of Corral Hollow Road.

Student drop-off and pick-up times at Hirsch Elementary School create traffic congestion in the immediate vicinity of the school. The peak congestion lasts for approximately 15 to 20 minutes and is similar to the congestion experienced at Tracy's other elementary schools. The peak traffic congestion at Hirsch will not be significantly altered or create adverse conditions by the estimated 23 additional K-5 students. Peak congestion at drop-off and pickup times is a function of several hundred students starting and ending school at approximately the same time. Congestion at Hirsch is compounded by the use of Hirsch as a bus stop for Williams Middle School (and small number of other schools' students) at times close to the Hirsch drop-off and pick-up times. It is anticipated that this arrangement will not be affected by the proposed new homes.

The ten-acre subject property is located within the 84-1 and 87-3 sewer and water Assessment Districts which financed the property's proportionate share of sewer and water treatment plant, conveyance, and distribution system capacity. Sewer and one of the water connection points and appropriate easements are located at the south end of Colombia Court, near the northwest corner of the proposed condominium site, to serve the condominiums and single-family homes on the entire 17 acre site.

The approximately 150-acre, entire Muirfield site (521 existing homes plus the proposed 54 homes and 108 condominiums) was originally entitled to approximately 753 ECUs of sewer and water capacity through Assessment Districts 84-1 (sewer) and 87-3 (water). (One ECU is enough sewer and water capacity to serve one single-family home, while 0.73 ECU serves a multi-family unit, in accordance with Tracy Municipal Code.) The existing 521 homes of the first six phases of Muirfield requires 521 ECUs. With the addition of 54 single-family homes, demand will increase to 574 ECUs. The proposed condominiums would bring the sewer and water demand of the Muirfield property to 654 ECUs, creating an excess of 99 ECUs. Seventy-two of the excess ECUs were transferred to the nearby Kagehiro Subdivision in January, 1998. Standard Pacific is expected to apply to transfer the remaining 27 ECUs to the Kagehiro property after approval of the final Muirfield tentative subdivision maps.

The RSP storm drainage system includes capacity to serve the subject property. At build out, a storm drain line serving the 54 single-family homes will be constructed through the proposed condominium property to the channel along Sycamore Parkway.



However, during the interim period before the City's west side outfall system is completed (downstream storm drain improvements north of the City), a temporary storm drain retention pond will be established on the condominium site while the 54 single family homes are developed. After the west side outfall is completed (possibly two or more years from now), the temporary pond can be filled, and the entire 17-acre site can be connected to the Sycamore Parkway storm drain channel.

(See item 5, below, for discussion and action.)

5. PUBLIC HEARING TO CONSIDER A VESTING TENTATIVE SUBDIVISION MAP, CONDITIONAL USE PERMIT AND DEVELOPMENT REVIEW APPLICATION TO DEVELOP 108 RESIDENTIAL CONDOMINIUM UNITS ON APPROXIMATELY SEVEN ACRES LOCATED AT THE NORTHEAST CORNER OF CENTRAL AVENUE AND SYCAMORE PARKWAY, PORTION OF ASSESSOR'S PARCEL NUMBER 242-040-10 - APPLICANT IS MACKAY AND SOMPS FOR STANDARD PACIFIC - APPLICATION NUMBERS 11-98-TSM, 14-98-CUP, AND 38-98-D - The seven-acre subject property is one of the last remaining vacant sites and the only remaining High Density Residential (HDR) site located within the Residential Areas Specific Plan (RSP), adopted Council on June 2, 1987. It is part of a larger, 17-acre parcel located on the north side of Central Avenue between Sycamore Parkway and Tracy Boulevard.

In February, 1998, Standard Pacific submitted General and Specific Plan Amendments, Rezoning, and Tentative Subdivision Map applications to develop 100 single-family homes on the entire 17-acre site (now proposed for 108 residential condominium units and 54 single-family homes). City staff met and corresponded with Standard Pacific during the following months, with the primary focus being the potential loss of the HDR site. A letter dated April 2, 1998, to Standard Pacific summarized general concerns about rezoning the HDR portion to provide for single-family detached homes. Subsequently, Standard Pacific withdrew the 100-lot subdivision application and submitted two development applications for the site: one to develop 54 single family homes on the east ten acres (currently zoned Neighborhood Shopping) and the subject application to develop 108 residential condominium units on the seven-acre HDR site.

The site was designated for high density residential development (12 to 22 dwelling units per acre) within the 1987 RSP. The condominium project has a density of 15.5 dwelling units per acre. The 1987 RSP designated five HDR sites and 14 Medium Density Residential (MDR) sites (6 to 12 dwelling units per acre) to provide for multi-family development. The four other HDR sites have been rezoned over the past 12 years to provide for single-family homes (Low Density Residential (LDR) and Medium Density Cluster (MDC)). Thirteen of the fourteen MDR sites were rezoned to the smaller-lot, single-family detached zone, MDC. There is also one, vacant MDR site of the RSP remaining, located on the east side of Tracy Boulevard, north of Fourth Street, for which a smaller lot, single-family home subdivision is currently proposed.

The RSP originally was designed to provide for over 600 multi-family dwelling units on the five HDR sites and over 2,500 units on the MDR sites, many of which could have been duplexes, apartments, or other types of multi-family homes. The HDR and MDR

sites were not changed quickly, and in some cases not without controversy. Some of the rezoning requests to LDR and MDC were denied initially, and subsequently multi-family projects or higher density single family projects were approved, such as Foothill Vista, Victoria Park, and Tracy Estates. Two of these examples were later rezoned to LDR or MDC, and the third, Tracy Estates, is the last remaining MDR site.

The RSP was adopted with Goals, Objectives, and Design Guidelines, supported by the General Plan, to encourage a variety of housing types and affordability ranges. Although there are goals that also encourage residential projects for low-income households, the subject application is not a "low-income", below market", or "affordable" housing project. Instead, it is proposed to be a market rate, individually owned, condominium project, with common areas (driveways, landscaping, etc.) maintained by a homeowner's association.

Standard Pacific has considered a number of alternative land plans to maintain the currently proposed mix of seven acres of multi-family and ten acres of single family homes. One of the most-repeated suggestions during the ongoing public input phase has been to relocate the seven acres of HDR east to the northwest corner of Tracy Boulevard and Central Avenue. However, that alternative was not chosen because of the existing single-family homes adjacent to the north. The current proposal places the condominiums adjacent to four existing single-family lots. These four lots have been adjacent to the HDR site since before they were developed. If the HDR site is moved east, to Tracy Boulevard, then it would be adjacent to eight single-family parcels, the owners of which have never had reason to believe that a multi-family project would be constructed next to their property.

Other potential land use arrangements on the 17-acre parcel could place the 108 condominium units on the east side of the site, adjacent to Tracy Boulevard, and develop the single-family homes along Sycamore Parkway. Alternatively, the condominiums could be located along Central Avenue, adjacent to Sycamore Parkway or Tracy Boulevard, so that single-family homes are constructed along the entire north property line, adjacent to the existing single-family homes to the north. Rearranging the site so that the condominiums are not adjacent to existing single-family homes could still achieve the RSP objectives of developing multi-family dwelling units. During the staff review process, however, the applicant dismissed other design alternatives as inconsistent with RSP land use designations, inconsistent with disclosure statements to buyers within the existing phases of the Muirfield subdivision, and overall inferior in design in terms of land use and circulation to the proposed arrangement of condominiums on the west seven acres and single-family homes on the east ten acres.

The project proposes 108 residential condominium dwelling units on approximately seven acres, at a density of 15.5 dwelling units per acre. Twenty-two separate buildings are proposed: 14, 6-plexes and eight tri-plexes. The project complies with City standards for setbacks, height, land-scaping, and other Tracy Municipal Code and RSP requirements. The maximum building height in the HDR Zone as well as the surrounding LDR and MDC zones is two and one-half stories or 35 feet, whichever is less. The proposed condominium buildings are all two stories and less than 30 feet in

height, consistent with the height and comparable to the scale of the two-story homes in the surrounding residential neighborhoods. Conditions of approval will verify compliance with condominium design standards related to Covenants, Conditions, and Restrictions (CC&Rs), outdoor lighting standards, trash and recycling collection areas, and other requirements.

An eight foot tall masonry wall currently exists along the project's north property line adjacent to the single-family homes. The developer proposes to construct an eight foot tall masonry sound wall along Central Avenue, to match the wall proposed along the adjacent 54-home Muirfield 8 subdivision, and construct a six foot tall wood fence along the storm drain channel on the project's west side. A six foot tall wood fence will be constructed to enclose all rear and side yards of the condominium units.

The subject property is located within sewer and water assessment districts 84-1 and 87-3. Due to the relatively low density of the condominium project, (15.5 dwelling units per acre) as compared to the allowed density (22 dwelling units per acre), the site will have excess sewer and water capacity that Standard Pacific intends to transfer to the proposed Kagehiro subdivision.

As with sewer and water, the City's ultimate storm drain system is designed to accommodate the storm water runoff from the site. The project is required to pay development impact fees to finance its proportionate share of system-wide storm drainage improvements as well as other requisite City infrastructure. However, a portion of the subject property is anticipated to serve as a temporary storm drain pond while the 54 single-family homes are developed on the east side of the site. After the City's West Side Outfall channel system is completed the pond would be filled, the site connected to the adjacent storm drain channel along Sycamore Parkway and the condominium units developed.

The site and surrounding streets were originally designed to accommodate traffic from the site with an anticipated build out of 22 dwelling units per acre. The overall density of the RSP, including the 150-acre Muirfield Subdivision, has developed at a density less than originally anticipated: approximately 4.2 to 4.5 dwelling units per acre instead of an overall average of five dwelling units per acre. The streets in the vicinity of the project, however, were not downgraded as the overall densities were lowered. Furthermore, the proposed rezoning application of the adjacent ten-acre commercial site to accommodate 54 singlefamily homes is anticipated to significantly reduce traffic in the vicinity from its originally anticipated peak volumes. Nevertheless, due to substantial public input relative to local traffic concerns, Standard Pacific commissioned Fehr & Peers Transportation Consultants to undertake a traffic analysis of the effects of the project on the adjacent streets and the intersections of Tracy Boulevard and Central Avenue, Central Avenue and Sycamore Parkway, and Sycamore Parkway and Dove Drive. Fehr & Peers has concluded that all roadway intersections surrounding the project would continue to operate at or better than the City's level of service standards (LOS C).

Public input regarding this project has focused on potential impacts to Hirsch Elementary School related to traffic congestion during drop-off and pick-up times and

overcrowding at the school. Following is an explanation of the school issues, organized in three basic categories: (1) the condominium site is paying its share of school facilities funding, (2) the system is designed to handle the projected number of students, and (3) it makes good land use planning sense to locate the multi-family site near a school.

1. Funding - The project will mitigate its anticipated long-term average impacts on school facilities through its participation in the Community Facilities District (CFD) 87-1 (Mello-Roos) District and by paying the Sterling Act it school fee" (currently \$1.93 per square foot). The 87-1 school facilities program has always anticipated seven acres of multi-family development at this site.

2. School Capacity - The 87-1 Mello Roos school facilities program most recent estimates are that approximately 7,200 residential units will occur at build out of the Mello Roos District. That estimate included 132 multi-family dwelling units at the seven-acre subject property. The proposal, instead is for only 108 units.

Some critics of the project have suggested the Hirsch School traffic and crowding situation would be better if the condominium site developed with single-family homes instead of 108 multi-family units. The project engineer has demonstrated that 46 single-family homes could be developed on the site in place of the 108 condominiums if the site was zoned for single-family homes (LDR and MDC). Following are residential student generation rates (SGRs) and a comparison of the number of K-5 elementary school age children that would be generated, on average, from multi-family projects and single-family homes. The comparison uses the average SGRs adopted by the Tracy Unified School Board and also two existing residential neighborhoods.

Student Generation Rates (SGR)  
per Dwelling by Grade - Tracy Unified School District

	K-5	6-8	9-12	Total
Multi-Family	0.1862	0.0747	0.0432 =	0.3041
Single-Family	0.4277	0.1650	0.1790 =	0.7717
Almondwood Condominiums	0.2500	0.0893	0.1071 =	0.4464
Muirfield (southwest)	0.55	0.379	0.327 =	1.256

Applying the SGR's identified above, the following number of K-5 students would be generated from 108 condominium units and 46 single-family homes:

$$108 \text{ condominium units} \times 0.1862 \text{ students per unit} = 20.1 \text{ students}$$

(adopted multi-family average SGR)

108 condominium units X 0.2500 students per unit = 27 students  
(Almondwood Condominium 1999 actual)

46 single-family homes X 0.4277 students per unit = 19.7 students  
(adopted single-family average SGR)

46 single-family homes X 0.55 students per unit = 25.3 students  
(southwest neighborhood of the Muirfield Subdivision - 1999 actual for 58-home neighborhood that includes Mansfield, Gabel, Monroe, Lombard and Hepburn streets)

Based on the estimated average SGR's and the actual Almondwood condominium and portion of the Muirfield subdivision SGR'S, the proposed condominium project could generate between (20.1 - 25.3 5.3 fewer K-5 students and (27-19.7 =) 7.3 additional K-5 students than 46 single-family homes.

Clearly, the potential additional number of K-5 students generated from 108 condominium units as compared to the number of students that would be generated from 46 single-family homes is not a significant difference when compared to the capacity and enrollment projections of the school. Nevertheless, comparison with single-family home subdivisions or higher density projects on the same sight notwithstanding, the school system has been designed to accommodate the average number of students that are anticipated to be generated from this HDR site.

3. Land Use Planning - Finally, if multi-family or other higher density housing is to occur, it is prudent from an access and transportation perspective to locate the higher density development closer to public services and facilities to gain easier or more convenient access to those facilities. If higher density housing is added .5 mile, one mile, or more from the elementary school, it could add to the traffic congestion near the school if more parents feel compelled to drive their children to and from school.

Parks and Open Space - Tracy Municipal Code (TMC) standards require a minimum amount of "usable open space" for all residential projects within the HDR zone. TMC Section 10-08. 1 640 requires usable open space to be "on-site ground level area, not less than 20 feet in width, of lawn, pool, or garden courts with concrete paving accessible to all dwelling units via a walk, path, or stairway easily used and intended to be used by pedestrians." The following minimum amount of usable open space is required:

100 square feet for each of the first 10 dwelling units;  
50 square feet for each of the next 10 dwelling units; and  
25 square feet per dwelling unit for each unit in excess of 20.

Based on this standard, the 108 unit project will require at least 3,700 square feet of usable open space. As proposed, the project will have two usable open space areas, centrally located within the project, totaling over 12,1 00 square feet, more than three times the minimum amount required. One of the recommended project conditions of

approval is that the developer work with City staff to design the usable open space to incorporate, to the extent physically feasible on the site, active recreational opportunities within the usable open spaces, such as a tot lot, play equipment, putting green, game room, etc. No public park is proposed for the project. A six-acre neighborhood park is under construction on the west side of Hirsch Elementary School, less than one-quarter mile to the west.

The Planning Commission considered this project on February 10, 1999. City staff recommended approval of the project due to land use and design consistency with the RSP, design compatibility with the surrounding neighborhood, and value in providing a variety of housing product types.

The City received a number of written comments regarding the project. The vast majority of these comments, as well as verbal comments received prior to and during the Planning Commission public hearing, expressed opposition to the proposed condominium project. Specific concerns included overcrowding of Hirsch Elementary School, impacts on local traffic and parks, lowering of property values for existing nearby homes, the character of the condominiums' residents, and increased crime from the condominiums' residences.

By a three to one vote, the Planning Commission recommended that Council deny the project. One Planning Commission member expressed an interest in approving the project. One member preferred to see the condominiums constructed on the east side of the 17-acre parcel, adjacent to Tracy Boulevard, instead of along Sycamore Parkway. The third member cited potential for neighborhood deterioration as a reason to recommend denial. And the fourth member indicated that while the public facilities and services (schools, parks, roads, and utilities) were adequate to serve the condominiums, the project would not be "in keeping with the existing residential character of the area."

In response to inquiries by Council Member Ives, Community Development Director Millar explained that the housing element of the Urban Management Plan calls for a variety of housing types. While condominiums were not the predominant form of housing in Tracy, there was some demand. Prior to adoption of the Urban Management Plan, the Residential Specific Plan called for High Density Residential zoning in 10% of the Plan area.

Mayor Bilbrey opened the public hearing. Norm Soares, Standard Pacific, provided an overview of the project, including two landscaped street scenes. Standard Pacific agreed with the project's conditions except for reverse corner lots. They proposed increasing the side yards to 15 feet, using masonry pilaster to match the houses and including an eight inch wide mow strip to mitigate the reverse corner lots. Utilizing deed restrictions, the mitigating features would run with the lots in perpetuity.

Mr. Soares noted that the condo site had always been zoned HDR, but the project would have been difficult to build years ago. The 108 owner-occupied, market rate condominiums were on the lower end of the density spectrum. All the buildings would be two-story. A similar Standard Pacific project in Union City had been very successful.

Council Member Tucker inquired if the project's open space would include a pool. Mr. Soares said there would not be a pool because that would mean eliminating some of the units, which would make the project less viable in the market. Council Member Tucker inquired if Standard Pacific had RGAs to build both projects. Mr. Soares said they did.

Council Member Ives inquired if there would be an on-site property manager. Mr. Soares said a homeowners association would be formed. The board of directors for the association would probably hire a management company to maintain the property. The association would be able to take legal action against a homeowner who didn't live up to the project's CC&Rs. The condominiums would all be sold as owner-occupied units. There was no guarantee that units could not be rented out at some time in the future in the same manner as a single-family home.

Council Member Ives was pleased with the architectural elevations and the changes that the developer had made since the last Council meeting. He particularly liked that garage doors had been made less prominent.

Dave Lusher, 628 Williams Court, had a number of concerns with the project, particularly the location of a high density project next to a school. He would rather the condominium site be rezoned to Low Density Residential, allowing 84 homes to be built. He had bought a Standard Pacific home six years prior and it had only gone up \$4,000 in value in that time. He wondered what the condominium project would do to his home value. Hirsch Elementary was already overcrowded and was going on a year-round schedule. The condominium project would add more children than would 84 single family homes if the site was rezoned as he suggested. Adding to the crowding would be the proposed Kagehiro subdivision and a high density project behind the Lucky's shopping center. Senior Planner Bell responded that the project near Lucky's would be 46 detached single family homes.

Clarence McCracken, 2635 Harlow Street, was sorry his neighbors were not in attendance. They had packed the room at the Planning Commission meeting. At that time, no one objected to rezoning the commercial piece to residential. Everyone opposed the condominium project. A teacher from Wanda Hirsch school expressed concern with overcrowding at the school, which had already brought in trailers. He was opposed to sticking a condominium project into one of the finest neighborhoods in Tracy. He had moved to Tracy to get away from the high density Bay Area and didn't think the condominiums would blend in with the surrounding community.

Ron Huckaby, 1320 Edmonton Court, had lived in Fremont most of his life. When a condominium project was built near his home he had experienced two burglaries within three years. The crime rate in his Tracy neighborhood would go up if the condominiums were built, no matter what they cost. At the Planning Commission meeting he had asked about other high density areas in the City and had been told 12 out of the 17 proposed high density zones had been changed to low density. Why not change this site as well? He was tired of hearing from long time residents and apologizing for only being in Tracy for six years.

Richard Tortorello, 1880 Columbia Court, was also concerned with overcrowding at Wanda Hirsch school. No one had mentioned the new homes going in by Lucky. He wondered if Tracy really did need high density units. He believed a high density complex would be built at the corner of Schulte and Sycamore. Did it make sense to build another high density project so close? He doubted the City would meet its plan for high density units anyway. In the future, high density projects should be built before single family homes in an area so everyone knows they are there. He had lived in Muirfield for ten years and a homeowners association had never developed and CC&Rs were not enforced. Without an on-site manager the complex would become run down. He didn't believe Standard Pacific wanted to build high density units.

Janine Fagin, 1833 Egret, had purchased a Standard Pacific home after researching the neighborhood and Standard Pacific. She believed the condominium project would be a detriment to her neighborhood, to their neighborhood park and to Wanda Hirsch school.

Ena Aguirre, 1035 West Street, explained she owned a condominium in Modesto. As a homeowner, she had the right to rent the unit out to whomever she wanted. She believed the reason that more neighborhood residents were not in attendance was because they thought the Planning Commission denial meant the project wouldn't start. For that reason Council should separate agenda items 4 and 5 and/or postpone item 5. There were a sizeable number of people who had signed a petition in opposition to the condominiums who were not present tonight and she believed they didn't understand they could attend the Council meeting.

Francis Kennedy, 1940 Columbia Court, indicated some Muirfield residents were aware that the area was designated as High Density Residential. However, the picture that had been painted about the project was a far cry from what was being presented now. The project had been described as upscale, one-story, garden patio units. Now the units were two story buildings whose residents would be able to peer into the backyards of adjacent homes. She couldn't imagine that any of Council would enjoy five towering units over their sideyards, as would be the case for lots 29 and 30 in Muirfield. In Pleasanton, condominium projects were built next to shopping malls, which seemed to be better planning. She realized Tracy needed some high density areas, but four of these areas had previously been rezoned for single family homes. Council had been presented with a petition from Muirfield residents who were opposed to the project and she hoped that Council would follow the Planning Commission recommendation.

Bill Sanger, 1840 Columbia Court, was opposed to the condominiums. He had moved to Tracy and believed Muirfield would be an upscale neighborhood. Had he known about the condo project he wouldn't have bought in Muirfield. He had lived in a condo project in San Jose with a homeowners' association that did no good. There was trash and garbage everywhere where the units were rented out. The same crime and trash would happen in Tracy.

Dave Lusher, 1628 Williams Court, explained that CC&Rs could be re-written by a majority of the homeowners without Council's permission. He wondered why the



condominium site couldn't be rezoned to single family. There were frequent articles in the local newspaper every day about revitalizing downtown. There was a large piece of land adjacent to the proposed multi-modal station. Why not build the condos down there in the same way they were built around Stoneridge Mall in Pleasanton.

Bill Sanger inquired if the Planning Commission had turned the project down, wouldn't that be enough for Council to respect what the Commission wanted to do? The public hearing was then closed.

Senior Planner Bell responded to a number of audience comments. Regarding crime, there was no information to suggest multi-family uses had higher crime rates. The City had denied a request by Standard Pacific to rezone the property and had outlined its reasons for denial in a letter dated April 2, 1998. Regarding school concerns, multi-family units generally had lower student generation rates than single family homes. Students in some of the single family housing projects mentioned would not be attending Wanda Hirsch Elementary. Regarding changing CC&Rs, Tracy had condominium standards in place, one of which requires that CC&Rs cannot be changed without prior City approval in writing. Regarding noticing of tonight's meeting, over 400 people were sent notices and advertisements were placed in the Tracy Press.

Community Development Director Millar responded to comments about placement of high density units. The City encouraged a balanced approach to housing with a range of housing types to fulfill the needs of the community socially and economically. As a result of housing element policies, high density throughout town was seen as a way of providing for a rapidly growing community. Given appropriateness of design, the units would fit into the character of their neighborhoods.

Mayor Bilbrey asked for clarification on comments by Mrs. Kennedy about elevation differences between the condos and adjacent Muirfield lots 29 and 30. Senior Planner Bell responded that the grading and improvements plans had not been submitted to the City. There would be a grade separation for drainage and sewer flow which would be mitigated by extra distance between the condos and the single family homes. In addition there would be a eight foot concrete wall between the condos and the single family homes.

Mayor Bilbrey inquired about the project circulation. Mr. Bell noted there would be two access points onto Central Avenue. One would have a median break on Cedrus Drive. The only pedestrian access was directly onto Central Avenue.

Mayor Bilbrey asked for clarification on the school issue. Mr. Bell responded that the student generation numbers came directly from the School District. Council Member Tucker commented she was familiar with student generation rates as she had just been on the District Board. This area had always been identified and would be accommodated by the District. The condo project, using current student generation numbers, would have fewer students than would single family houses. If the condo area was converted to single family homes, there would ten additional students generated.

Regarding traffic circulation, the roadways were built to handle more traffic than would ever be generated.

Council Member Tolbert noted she, too, had spent quite a bit of time going through both projects and had received quite a bit of input. One concern she had was with the comment that if the City had changed zoning before, why not now? And, why us? Some changes in the past had been market driven. Finally, there came a point where it had to be recognized the City was growing and is no longer a homogeneous community. Different needs had to be addressed. She was not overjoyed with the addition of 54 single family homes going in where it had been zoned commercial. At the same time, commercial facilities would be located one half mile to the north and south.

Council Member Ives had always been concerned with meeting the RSP guidelines and whether or not housing stock was being built that reflected the needs of the community. In this case zoning was consistent with the RSP. Impacts would be dealt with in an appropriate manner and the project was reasonable and prudent for the area. There was no reason to reject the project. Some people had asserted that this was the wrong place for the condos and they should be placed near other high density projects. He believed clustering of high density was the wrong thing to do. It should and would eventually be a part of our neighborhoods. This project was no exception. A number of issues had been raised and dealt with. The School District was comfortable with the student generation numbers and the streets had been designed to handle the traffic. The project was on the low end of what is allowed on the site relative to density.

Mayor Bilbrey summarized Council's comments and discussed the suggestion that the homes and condos be switched on the combined site. As part of the disclosure process, buyers of four homes adjacent to the site had been told about the projects. To change that layout and put high density units adjacent to properties that hadn't had proper disclosure would not be appropriate action for Council to take. He believed, as did other Council Members, that this was an appropriate place for a high density project. Council had to be responsible to the entire community.

It was moved by Council Member Ives and seconded by Member Tucker to adopt Resolution 99-127 for item 4.

Norm Soares, Standard Pacific, asked for Council's decision on his request regarding reverse corner lots. Council Member Ives commented this was the first time he had heard a viable argument against it and the developer had suggested a reasonable means by which to handle it. He questioned the ability to put it into the deed covenant. City Attorney Corbett responded that it could be a note on the final map and on the deed for the lots. Mayor Bilbrey added that Council Member Ives had suggested the drawing become a part of the record showing the pilasters.

Voice vote found all in favor, passed and so ordered. City Attorney Corbett noted that Condition 8 was replaced by the drawing designated as Exhibit 14.

Following reading of the title of proposed Ordinance 994, it was moved by Council Member Ives and seconded by Member Tolbert to waive reading of the text. Voice vote found all in favor; passed and so ordered. It was moved by Council Member Ives and seconded by Member Tolbert to introduce proposed Ordinance 994. Voice vote found all in favor; passed and so ordered.

It was moved by Mayor Pro Tem Matthews and seconded by Member Tolbert to adopt Resolution 99-128 for item 5. Voice vote found all in favor; passed and so ordered.

## DEVIATION

### 11. COUNCIL ITEMS

- A. Reconsider Resolution 99-031 Approving the Issuance of Tax Exempt Multi-family Housing Revenue Bonds by the California Statewide Communities Development Authority for Chesapeake Bay Apartments on Lowell Avenue
- Council Member Ives explained that he had not been present at the February 2, 1999 Council meeting when Resolution 99-031 was approved. He believed the process could have been better. It was no secret that high density projects had become sensitive issues to neighbors and developers. Neighbors were concerned with what they perceived as potential traffic impacts, school impacts, increased crime rates and lowering of property values. With a project as sensitive as this one, all the proper steps needed to be followed to appropriately review impact and to move forward in a deliberate way. In this case, Council had approved bonding before seeing the project as a Preliminary Development Plan or a Final Development Plan. The details in those Plans could significantly affect the project. In this case, the project also included some subsidized housing. He wanted to make sure due diligence was done before proceeding. He urged Council to reconsider the resolution and to set a meeting date for a full discussion of the project, including his proposal to rescind the project.

Mayor Pro Tem Matthews asked for clarification of what Council Member Ives was requesting. Council Member Ives believed it would be necessary to vote to reconsider the resolution and then to set the meeting date. Mayor Pro Tem Matthews confirmed that Council could move to reconsider the resolution simply by moving to do so, without obligation on the part of any Council Member to change his or her vote. City Attorney Corbett explained that a Council Member on the prevailing side would need to make the motion to reconsider. If the resolution was not rescinded, it would remain in effect.

Mayor Pro Tem Matthews understood Council Member Ives couldn't move to reconsider the item since he wasn't at the February 2nd meeting. She had spoken to Mr. Ives and while she had not made a decision on whether she wanted to change her vote, she would move to set a time to consider the item so Council Member Ives had an opportunity to talk about the issues.

TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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*Amendment No. 35*

RESOLUTION 2000-268

**APPROVING AN APPEAL OF A PLANNING COMMISSION DECISION AND  
THEREBY APPROVING A GENERAL PLAN AND SPECIFIC PLAN AMENDMENT  
AND PRELIMINARY AND FINAL DEVELOPMENT PLAN OF A PLANNED UNIT  
DEVELOPMENT.**

**THE APPLICANT IS RIMROCK ENTERPRISES  
APPLICATION NUMBERS 51-99-00, 2-00-GPA AND 2-00-SPA.**

↳ Typo-- Should be 51-99-D

WHEREAS, An application was submitted by Rimrock Enterprises to amend the General Plan Land Use Designation from Residential High to Residential Low, and to amend the Tracy Residential Areas Specific Plan Land Use Designation from High Density Residential (HDR) to Low Density Residential (LDR) for the property located at the northwest corner of Corral Hollow Road and Lowell Avenue, and

WHEREAS, The subject property is designated Residential High in the General Plan (Urban Management Plan) and High Density Residential (HDR) in the 1987 Residential Areas Specific Plan (RSP), and

WHEREAS, An Initial Study/Negative Declaration was prepared in accordance the California Environmental Quality Act (CEQA) Guidelines for the project which identified no significant environmental effects from the project, and

WHEREAS, On June 14, 2000 the Planning Commission held a public hearing to review and consider the application, and on a split vote failed to pass a motion to recommend approval to the City Council, thereby denying the project, and

WHEREAS, The applicant filed an appeal with the City Clerk on June 19, 2000, and

WHEREAS, The City Council held a public hearing to review and consider the appeal on July 5, 2000 and determined that the findings for a Specific Plan Amendment could be made as stated herein, and

WHEREAS, The Amendment to the General Plan (Urban Management Plan) Land Use Plan is consistent with the goals and policies of the General Plan, and

WHEREAS, The Amendment to the Tracy Residential Areas Specific Plan is consistent with the goals, actions and policies of the Plan and with its purposes, standards and land use guidelines, and

WHEREAS, City Council recognizes that there is questionable safety with regard to the existing traffic circulation in the vicinity of the subject property, and

WHEREAS, City Council recognizes that there is an inability to modify access to the site that would otherwise improve the design of a high density development, and

WHEREAS, The size and shape of the lot presents significant constraint to development of a high density development, and

WHEREAS, The loss of a high density residential site, given the issues identified herein, would not be a significant impact to the goals of the General Plan and Tracy Residential Areas Specific Plan;

NOW, THEREFORE, BE IT RESOLVED That the City Council of the City of Tracy approves the appeal, and thereby approves the General Plan Amendment 2-00-GPA and Specific Plan Amendment 2-00-SPA and Planned Unit Development Preliminary and Final Development Plan 51-99-D based on findings contained herein.

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The foregoing Resolution 2000-268 was passed and adopted by the Tracy City Council on the 5th day of July, 2000, by the following vote:

AYES:	COUNCIL MEMBERS:	IVES, MATTHEWS, TOLBERT, TUCKER, BILBREY
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	NONE
ABSTAIN:	COUNCIL MEMBERS:	NONE

  
MAYOR

ATTEST:  
  
CITY CLERK

Norm Soares, Standard Pacific project manager, passed out his business cards to Council Members and invited them to call whenever they had questions.

Ena Aguirre, 937 West Street, inquired when the park would be finished and dedicated. Council Member Ives answered it would be approximately one year from the date the Final Map was filed. He expected it would be sometime in 2002. The public hearing was then closed.

It was moved by Mayor Pro Tem Matthews and seconded by Council Member Tucker to adopt Resolution 2000-266, approving the PDP, FDP and Vesting Tentative Subdivision Map. Voice vote found all in favor; passed and so ordered.

6. A PUBLIC HEARING TO CONSIDER AN APPEAL OF PLANNING COMMISSION ACTION ON A PROPOSED GENERAL PLAN AMENDMENT FROM A LAND USE DESIGNATION OF RESIDENTIAL HIGH TO RESIDENTIAL LOW AND A RESIDENTIAL AREAS SPECIFIC PLAN AMENDMENT FROM A LAND USE DESIGNATION OF HIGH DENSITY RESIDENTIAL TO LOW DENSITY RESIDENTIAL OF APPROXIMATELY 0.73 ACRES (32,372 SQUARE FEET) AND CONSIDERATION OF A PRELIMINARY AND FINAL DEVELOPMENT PLAN FOR A PLANNED UNIT DEVELOPMENT TO CONSTRUCT ONE SINGLE FAMILY RESIDENCE LOCATED ON THE NORTH SIDE OF LOWELL AVENUE BETWEEN REGENCY STREET AND CORRAL HOLLOW ROAD, ASSESSOR'S PARCEL NUMBER 238-090-91 - APPLICANT/OWNER IS RIMROCK ENTERPRISES - APPLICATION 51-99-D, 2-00-GPA DN 2-00-SPA - Kenneth Kent, Associate Planner, reviewed the staff report. The subject property is located in the Residential Areas Specific Plan (RSP) and is designated High Density Residential (HDR). The General Plan land use designation for the property is Residential High. The property is zoned Planned Unit Development (PUD). The PUD Final Development Plan was adopted for the surrounding 90-lot Buena Vista Estates single-family homes, but no Final Development Plan has been previously proposed for the subject HDR portion. The property is currently used as a temporary storm drainage retention pond to remain in place until the permanent West Side Outfall drainage system is completed.

In December 1999, the developer of the project, Rimrock Enterprises, submitted an application to develop the property under the high density residential designation and proposed a 17-unit apartment complex. Rimrock conducted a neighborhood meeting at Merrill F. West High School on March 2, 2000, prior to a scheduled public hearing before the Planning Commission, regarding the proposed apartment project. Approximately 70 residents, including City staff, attended the meeting. As a result of concerns expressed by the neighborhood regarding the apartment project, a new application was submitted seeking an amendment to the current land use designation in order to pursue development of one single-family residence.

On June 14, 2000, the Planning Commission held a public hearing to consider the proposed General Plan Amendment, Specific Plan Amendment and Preliminary and Final Development Plan. On a split vote (2 to 2) the Planning Commission failed to recommend approval to the City Council, thereby denying the proposal. The applicant filed an appeal on June 19, 2000.

The 0.73 acre subject property is one of the few remaining vacant sites in the 1987 RSP and is located on the west side of Corral Hollow Road and the north side of Lowell Avenue. The site is L-shaped, with approximately 167.35 feet of frontage on Corral Hollow Road, 259 feet on Lowell Avenue and approximately 60 feet on Regency Street. Masonry soundwall and landscaping are in place along the Corral Hollow Road and Lowell Avenue frontage of the property. Access to the site is provided from Regency Street which intersects with Lowell Avenue, approximately 259 feet west of Corral Hollow Road. The site currently consists of a temporary drainage retention pond covering approximately 20,800 square feet of the site. The subject property is located adjacent to existing single-family homes where it does not have street frontage. Adjacent uses include residential development to the west, north and south, and the Tracy Public Schools District Service Center and Merrill F. West High School to the east. The homes in the immediate vicinity were constructed beginning in 1988.

The proposed amendments to the General Plan and RSP would allow for single-family residential development of the site. The applicant has provided a site plan locating one single-family residence on the portion of the lot toward Regency Street. The storm drainage retention pond would remain in use following development of the residence. The proposed home is single-story and approximately 2,000 square feet in area.

The site's access potential, surrounding land uses, and proximity to Corral Hollow Road and Lowell Avenue represent physical constraints that, while not making HDR development of the site impractical, do affect the development potential for the property. The zoning and Specific Plan designations, adopted comprehensively with other City policies, also affect the site's development potential. Consistent with the RSP, the public facilities to serve the site have been designed to serve high density residential, multi-family use of the site. A 17-unit project, as proposed by the applicant, is not necessarily the alternative recommended by staff, but it does demonstrate that a reasonable design for multi-family use of the property is possible. Other alternatives could include fewer units on the site and, potentially, single-story units, landscaping, or other design elements to increase the compatibility with adjacent single-family homes.

In order to meet the range of housing needs in Tracy, the Urban Management Plan (General Plan) has identified the need for rental and other types of multiple family housing within the City. Although the project would eliminate the potential to develop a relatively small number of multi-family housing units, in relation to the number of existing units, as well as undeveloped land zoned for high density housing, the elimination of this high density site would further contribute to the limited ability of the City to meet this housing need. Although this is not a significant impact from an environmental (CEQA) perspective, the City has recognized the need for high density housing, and as a policy matter, may be considered a significant issue.

The predominant type of housing produced in Tracy during the past 12 years (since adoption of the RSP) is single-family, detached homes. Of approximately 8,240 dwelling units constructed, approximately 350 (4.2 percent) have been duplexes, four-plexes, condominiums, apartments or other types of non-single-family detached homes. Of the approximately 18,457 dwelling units in the City, 2,690 dwelling units (14.5 percent) are



non-single-family detached housing. There is high demand for multiple housing in the City and a very low vacancy rate among existing rental housing.

Staff recommended denial of the application based on the following findings:

1. The proposed General Plan and Specific Plan Amendments are not consistent with the goals, actions and policies of the plan and with its purposes, standards and land use guidelines, in that the proposal would reduce the potential sites available for multi-family residential housing. The General Plan and Residential Specific Plan have identified the need for rental and other types of multi-family housing within the City in order to help meet housing needs for all segments of the population. Elimination of this high density site would contribute to limiting the ability of the City to meet this need.
2. The designation of a high density residential site to low density residential will not help to achieve a balanced community of all races, age groups, income levels and ways of life.
3. The proposed General Plan and Specific Plan Amendments will not contribute to a balance of land uses that will enable local residents to work and shop within the Tracy Planning Area.

Mayor Bilbrey opened the public hearing. Todd Aarvig, 165 Machado Court, explained he had originally proposed a 17-unit complex, but when he held a community meeting many neighbors had a negative reaction to the project. Following the meeting he decided to apply for a General Plan Amendment to change the site zoning. Because of the traffic at the intersection and sight distance problems caused by the adjacent masonry wall, it made more sense to build a single-family home. While he realized going from a 17-unit complex to a single home seemed to be an extreme measure, he was confident that following the Tracy Tomorrow process there would be other, better sites identified for high density residential units.

In answer to inquiries by Mayor Pro Tem Matthews, Mr. Aarvig indicated he had purchased the property last year. If the site were rezoned to single-family, the pond would be located behind the next door neighbor's property.

Scott Sorenson, 2055 Holder Lane, explained he lived one house away from the affected property. While he knew Tracy needed high density residential housing, he appealed to Council's common sense. He presented petitions and letters with 135 signatures of neighbors who were opposed to high density residential on the site. There was a lot of traffic on the Corral Hollow and Lowell Avenue intersection, particularly with West High School being nearby. He and his neighbors were concerned for the safety of their children due to increased traffic and the fact that the soundwall blocked motorists' views at the intersection. He believed a single-family home was more consistent with the neighborhood, which had been in existence for ten years. The park was small and run down and could not support 17 more families. The empty lot was unsightly and served as a dumping ground. In the ten years he had lived in Tracy he had seen over 6,000 single-family homes being built and none of those subdivisions had a high density

site. It was time to finish off the RSP and get rid of the eyesore. Mr. Sorenson concluded by asking for a show of hands from audience members who opposed the high density complex. Mayor Bilbrey asked that the record reflect that a majority of the 100 plus attendees raised their hands.

Art Morrison, 2070 Holder Lane, related he lived across the street from the proposed high density project. He had small children who were not allowed to play near the corner because it was not safe. There was traffic cutting through the parking lot at all times of the day. He had to put his garbage cans in front of his neighbor's house because it was not safe to put them in front of his house on garbage pickup day.

Cindy Chavez, 2115 Holder Lane, expressed concern because she had witnessed the heavy traffic along the blind corner. Cars came down the street really fast. She didn't allow her children to play near the area. Adding to the problem was the fact that school buses stopped to pick up school kids.

Dawn Elmore, 2100 Holder Lane, submitted an accident report. The number of accidents had steadily increased since 1995 and now averaged 4.2 per year at the intersection. She had witnessed one young driver perform a U-turn wherein one passenger fell out of the car. She had witnessed Council Member Tolbert almost getting hit while looking at the site. At present, approximately 80 families living in the neighborhood had to get in and out, which was not possible before and after school.

Gerry Chiulli, 2200 Tammi Court, explained that the site across from the vacant lot was an access point for Pacific Bell. Their technicians were in and out all the time. Trucks were also constantly parked at the intersection, which added to the problem.

Laura Olson, 2175 Holder Lane, was concerned that the situation would worsen when the Art Freiler Elementary School was built. Young children would be walking to school at the same time as high school kids were driving to West High.

Ena Aguirre, 937 West Street, was concerned that for the last ten years, the City had kept making changes to development plans to the point where it could become a legal matter. The City had to provide high density sites per state requirements. There were very few sites left in the City for high density.

Paul Garin, 2080 Tammi Court, understood the need for high density housing, but knew a large high density complex was going to be built just down the road on Lowell Avenue.

Mayor Bilbrey closed the public hearing and indicated he would reopen it if necessary. Mayor Bilbrey inquired what would happen to the pond area when the pond was no longer needed. Could it be used for a "granny flat" or other structure. Associate Planner Kent replied it could be used for a variety of purposes with a Conditional Use Permit in a low density zone.

Council Member Tolbert asked if the City was out of high density sites. Mr. Kent responded this was the last one in the RSP. There were other sites around the City. Council Member Tolbert related she had visited the site a number of times and had

talked to Scott Sorenson and other area residents. Although she was concerned with the lack of high density in Tracy, the proposed number of units was too high for the space. The critical issue was safety and the problem of traffic coming from two directions without drivers being able to see around the corner. For these reasons, she would vote against keeping the site high density.

Council Member Ives believed that one lesson which should have been learned from the RSP, was the City needed to be careful about down-zoning properties. One by one, high density sites had been lost due to citizens coming to Council to complain. He also believed that a functional mix of high and low residential units was the right thing to do, rather than clustering high density units. With regard to speeding and other traffic problems, if the City were to send Police out to the area it is likely the very same people who were complaining would receive citations. The fact was that the site was just not big enough to do high density right and it would undoubtedly increase area traffic. He preferred to err on the side of safety and could not see the logic in keeping it high density.

Council Member Tucker related she didn't know how the site had become high density, but didn't think Tracy's high density future rested on the site. Council had recently approved high density on Sycamore Parkway and on Lowell Avenue. She would also support the change in zoning due to safety concerns.

Mayor Pro Tem Matthews related she had supported a number of high density projects, which had been unpopular. While she was not opposed to mixing high density and low density projects, this property had serious problems, even for a single family residence. She was not opposed to changing the zoning.

Mayor Bilbrey noted he had talked to the neighbors several months prior and had witnessed the stacking of cars during the school term. Linked with the new elementary school coming in, he had a number of safety concerns. He thanked the people who had spoken on the issue and asked that they pay attention to what would be built on the retention pond portion of the site as it might not always be empty.

Council Member Tolbert commended the area neighbors who had been well prepared, and not belligerent. She wanted to encourage them to take part in the Tracy Tomorrow process. The City needed people who were willing to listen to opposing views in a pleasant manner.

Development and Engineering Services Director Millar suggested two resolution actions needed to take place, one to approve the negative declaration and the second to approve the appeal and thereby the proposed General Plan Amendment and amendment to the Residential Specific Plan. He recommended the following types of findings in support of that action: 1) that Council identifies significant concerns about land use compatibility with the high density sight in the existing single family residential development in the area; 2) there is questionable safety with respect to access to the site off of Regency for high density residential development and for resultant traffic impacts to the area; 3) there is a recognized inability to modify that access point off of Regency onto either Corral Hollow Road or to Lowell Avenue; 4) the size and shape of

the lot presents significant constraints to high density residential development; and 5) amendment to the land use designation for high density residential, given the above findings, would not represent a significant impact to the City's adopted housing goals under its Housing Element with respect to the potential for development of other existing high density sites throughout the City and therefore it will be consistent with the General Plan and policies within the Residential Specific Plan to allow low density residential on the property and development of a single family home.

Council Member Ives moved to adopt Resolution 2000-267, approving the negative declaration. Council Member Tolbert seconded the motion. Council Member Ives moved to adopt Resolution 2000-268, recognizing the findings stated by staff, approving the appeal and the General Plan Amendment as written in the staff report. Council Member Tolbert seconded the motion. Voice vote found all in favor; passed and so ordered.

Mayor Bilbrey called for a recess at 9:25 p.m. and reconvened the meeting at 9:37 p.m.

#### DEVIATION

10. **CONSIDERATION OF A CHANGE TO THE STREET NAMES OF HENLEY PARKWAY AND JOE POMBO PARKWAY TO POMBO ROAD** - City Engineer Sharma reviewed the staff report. Joe Pombo Parkway and Henley Parkway, located between Grant Line Road and Lowell Avenue, serve both I-205 Specific Plan properties and Residential Specific Plan (RSP) properties. The street is continuous with no major cross streets or intersections between Grant Line Road and Lowell Avenue. There are no property addresses along the street at this time. The street passes through one RSP property (Pombo property) and two I-205 Specific Plan properties (Surland Development and Park Atherton Development). The construction of the street is not funded by any program and the improvements were the responsibility of the property owners/ developers. Since all of the properties were not in the same Specific Plan and the mapping and approval of maps for the properties occurred during different times, the street dedications were offered in various segments through several different maps. As a result, the following three names were approved with different names:

1. Pombo Road via Pombo Parcel Map recorded on September 7, 1992.
2. Henley Parkway via Toste Parcel Map recorded on April 16, 1996.
3. Joe Pombo Parkway via Sterling Estates Unit 2 Final Map recorded on June 19, 1997.

The construction of the street between Grant Line Road and Lowell Avenue is complete and open to traffic. At present, the street between Grant Line Road and the I-205 Specific Plan properties is posted as Joe Pombo Parkway and the southern street segment is posted as Henley Parkway. To be consistent with City procedures and to reduce confusion, the entire street length needs to be one name. Staff met with the original property owners to discuss a mutually agreeable name and could not reach an agreement. Staff recommended the name be changed to Pombo Road which was the name first approved for this street.

*TRACY RESIDENTIAL AREAS SPECIFIC PLAN*

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*Amendment No. 36*

ORDINANCE 1084

AN ORDINANCE OF THE CITY OF TRACY AMENDING THE ZONE DISTRICT OF A 6.95-ACRE PARCEL, LOCATED WITHIN THE RESIDENTIAL AREAS SPECIFIC PLAN AT THE NORTHEAST CORNER OF WEST CENTRAL AVENUE AND SYCAMORE PARKWAY FROM HIGH DENSITY RESIDENTIAL (HDR) TO PLANNED UNIT DEVELOPMENT (PUD) AND APPROVING THE CONCEPT, PRELIMINARY AND FINAL DEVELOPMENT PLANS FOR THE DEVELOPMENT OF AN 84-UNIT SINGLE-FAMILY HOME PROJECT. APPLICANT AND OWNER IS STANDARD PACIFIC OF NORTHERN CALIFORNIA. APPLICATION NUMBERS 1-05-R AND 3-05-APL

The City Council hereby ordains as follows:

SECTION 1: The zoning map of the City of Tracy is hereby amended to change the zoning on the following Residential Areas Specific Plan parcel from High Density Residential (HDR) to Planned Unit Development (PUD):

Approximately 6.95 gross acre site located at the northeast corner of West Central Avenue and Sycamore Parkway; Assessor Parcel Number 242-380-55.

The Concept, Preliminary, and Final Development Plans for the 84-unit single-family home project at the above location are approved as discussed and conditioned in the City Council staff report and its attachments.

SECTION 2: This Ordinance shall take effect thirty (30) days after its final passage and adoption.

SECTION 3: This Ordinance shall be published once in the Tracy Press, a newspaper of general circulation, within fifteen (15) days from and after its final passage and adoption.

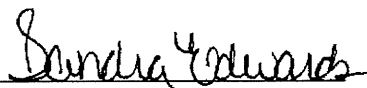
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The foregoing Ordinance 1084 was introduced at a regular meeting of the Tracy City Council on the 20th day of September, 2005, and finally adopted on the 4th day of October, 2005, by the following vote:

AYES: COUNCIL MEMBERS: IVES, TOLBERT, TUCKER, BILBREY  
NOES: COUNCIL MEMBERS: SUNDBERG  
ABSENT: COUNCIL MEMBERS:  
ABSTAIN: COUNCIL MEMBERS:

  
\_\_\_\_\_  
Mayor

ATTEST:

  
\_\_\_\_\_  
City Clerk

stated he would like the timeline for the Tracy Youth Sports Facility to come back to Council to discuss how it could be put on a fast track. Mayor Billbrey stated the Council would be remiss if the possibility was not explored.

It was moved by Mayor Pro Tem Ives and seconded by Council Member Tolbert to approve Resolution 2005-251 authorizing staff to negotiate with San Joaquin Delta Community College for a satellite educational facility to be located on the Chrisman Road property APNs 250-030-07 and 250-030-06 within the City of Tracy and to conduct a Council closed session meeting to discuss price and terms of payment for the Chrisman Property. Voice vote found all in favor; passed and so ordered.

4. CONTINUED PUBLIC HEARING TO CONSIDER AN APPEAL OF THE PLANNING COMMISSION DENIAL OF A REZONE FROM HIGH DENSITY RESIDENTIAL TO PLANNED UNIT DEVELOPMENT, A CONCEPT, PRELIMINARY AND FINAL DEVELOPMENT PLAN (CDP/PDP/FDP), AND A VESTING TENTATIVE SUBDIVISION MAP (MUIRFIELD 9) TO DIVIDE ONE PARCEL INTO 84 PARCELS, IN ORDER TO DEVELOP 70 DETACHED SINGLE-FAMILY HOMES AND 14 ATTACHED HOMES ON APPROXIMATELY 6.95 ACRES AT THE NORTHWEST CORNER OF WEST CENTRAL AVENUE AND CEDRUS LAND (APPLICATION NUMBERS 3-05-TSM AND 1-05-R). THE APPLICANT AND OWNER IS STANDARD PACIFIC OF NORTHERN CALIFORNIA – APPLICATION NUMBER 3-05-APL - Victoria Lombardo, Senior Planner, provided the staff report. Ms. Lombardo stated the subject property was located at the northeast corner of West Central Avenue and Sycamore Parkway. The property was annexed to the City of Tracy in 1981, and was adjacent to the existing Muirfield VIII Subdivision. On April 20, 1999, a subdivision map and development plan with architecture was approved to allow for the construction of 108 condominium units. For several years, the property was used for a storm drain retention basin, as well as stockpile for the adjacent Muirfield VIII project. The project's Vesting Tentative Subdivision Map and Development Plan expired in April of 2001. As the previous approval had expired, the property owner approached staff with a proposal to accommodate changes in the housing market, and proposed a single-family home project with 14 attached units, and 70 detached units. The previous approval included attached units, mostly in groups of six units per building, for which a tentative map was approved to subdivide each unit for individual ownership. With the current proposal, the product-type has changed from the clusters of attached units that can often have maintenance issues, insurance problems, and costly homeowner's association fees with the adjoining living spaces, to high density single-family homes, some with portions of the garages attached.

The current zoning designation is High Density Residential (HDR), which is consistent with the designation of Residential High by the General Plan, allowing for 12 to 25 dwelling units per gross acre. The regulations of the Residential Areas Specific Plan (RSP) limit the maximum density to 22 units per acre. The project applicant is proposing to change the zoning on the project site to Planned Unit Development (PUD), in order to accommodate the single-family attached and detached homes and proposes new setbacks and minimum yard area requirements to meet the needs of the proposed housing type. The proposed project meets the density requirement of the General Plan for high density uses, with its proposed 12 units per (gross) acre.

The 6.95-acre site is bordered on the east and south sides by existing single-family homes zoned Medium Density Cluster (MDC). Directly north of the project are single-

family homes, with a zoning designation of Low Density Residential (LDR). The properties to the west of the project site are also zoned LDR, and consist of an elementary school and existing single-family homes.

In order to establish a Planned Unit Development (PUD) zone, the minimum and maximum standards must be established for the project in the Concept, Preliminary and Final Development Plan.

The Final Development Plan (FDP) must be approved prior to any construction, and typically finalizes all of the details laid out by the Preliminary Development Plan, and any changes proposed. It is typical for the CDP to be approved upon annexation or rezoning, and then later the PDP and FDP are often reviewed concurrently, showing their conformity with the adopted CDP. For this project, all three steps of the PUD process are being presented together, for review and consideration.

The proposed product line and site layout includes attached and detached high-density single-family homes. According to the applicant, this different housing and site plan style caters to a niche market, allowing houses to be built with ample square footage of living space, while offering ease of maintenance, with very small yards, the majority of which is landscaped and maintained by the homeowner's association. This proposed product type differs from the previous expired approval of attached condominium units visually and structurally, but would have the same ownership situation for each individual unit, as the previous approval was for condominiums, rather than rental units.

The proposal is to divide one parcel into 84 lots in order to develop 84 single-family homes (70 detached, 14 units attached) on approximately 6.95 gross acres. The proposed lot sizes range from 1,566 to 3,438 square feet, with most lots in the general range of 1,800 to 2,500 square feet. The footprints of each unit, which includes the first floor living space, garage, and porches, ranges from 891 to 1,346 square feet. This puts the project at a range of 35 to 61 percent lot coverage. The living space square footage of the houses ranges from 1,703 to 2,238.

The project will comply with the City's parking ordinance of two non-tandem parking spaces, within an enclosed garage for each dwelling unit. This garage space is to be no smaller than 20 feet by 20 feet of clear unobstructed space. These garages will be accessed from privately maintained alleys. On-street parking has also been provided on the project site, with 32 spaces distributed throughout the subdivision, on the proposed private streets. No parking will be allowed in the alleys.

The minimum building setbacks are as shown in the Concept, Preliminary, and Final Development Plan. The minimum setbacks proposed are 7 feet for the front yard (with architectural projections allowable to 5 feet from the property line), 14 feet for the rear yard, and 3.5 feet side yards on internal property lines, with 4 foot side yards on corner lots. Because of the size and shape of lots 2 and 14, and the street access for the garages on lots 32 through 35, these lots have specialized setback regulations, as listed in the CDP/PDP/FDP. The houses in this project will be close together, creating a more urban feel than the majority of houses built recently in Tracy. These setbacks, combined with the height of the buildings has led to a greater focus on the architecture to create a pleasant feel in the neighborhood, avoiding the "canyon" effect, as well as maintaining a feeling of privacy for each unit, with strategic placement of side windows that do not line up on neighboring houses.



The proposed houses are two and three stories in height, though one of the three story homes is designed to appear only two stories tall. The HDR zone does not have a maximum height limitation, and the Tracy Municipal Code provides that height limits can be established in each PUD, as appropriate. The proposed maximum building height is 35 feet, which is consistent with the zoning regulations of all of the adjacent single-family homes in the LDR and MDC zones, which are allowed to be up to two and a half stories, or 35 feet, whichever is less.

Upon submittal of a vesting tentative subdivision map application, as well as a CDP/PDP/FDP, the applicant is required by Tracy Municipal Code Sections 12.28.040(b)(2) and 10.08.1830 to submit architectural elevations for review and approval by the Planning Commission and City Council. The proposed architecture for the 84 units contains three floor plans, each with three different architectural styles, including Spanish, French, Tuscan, Monterey, and Colonial. The layout of the subdivision utilizes a loop street with alleys, with the houses' fronts facing each other in close proximity, and alley-loaded garages in the rear. The fact that the garages are generally not visible from the streets enhances the streetscape.

The combination of the three floor plans, and their distinct architectural styles complies with the City's Design Goals and Standards.

The project was allocated Residential Growth Allotments (RGAs) under the 1994 version of the Growth Management Ordinance (GMO) for the construction of 109 multi-family (attached condominium) units. In that version of the GMO, each multi-family (three or more attached) unit required 0.73 RGAs per unit. These RGAs were allocated with no expiration date, and are still valid for use on the property. However, now that the proposed project is 84 single-family units, which each require 1 RGA, the applicant will need to apply for and receive 4.43 additional RGAs, as the 79.57 RGAs they already have will not allow them to complete construction of the project. The project is eligible to apply for the 100 RGAs per year that are currently available for Priority Projects.

Equivalent Consumer Units (ECUs - wastewater and water treatment plant capacity) have been allocated to the property, in an amount adequate to facilitate the construction of the previous project on the site, with up to 109 multi-family (three or more attached) units. However, while only 0.73 ECUs are required for a multi-family unit, 1.0 ECU is required for each single-family unit. In order to construct the 84 single-family units proposed, the applicant will need to apply for and receive additional ECUs (4.43) from the City's infill capacity. While the General Plan, zoning, and RSP allow up to 22 units to the acre to be constructed (up to 152 total units), the property participated in assessment districts for water and sewer capacity (84-1 and 87-3), and the allocations allotted for the property are enough to construct up to 109 multi-family (three or more attached) units, 99 duplex units, or approximately 80 single-family dwelling units. After the 108-unit condominium project was approved for the site in 1999, the owner received City approval to transfer 99 excess RSP ECUs (the difference between the original assessment district estimates and the actual approved projects-Muirfield 8 and 9) to other properties in the City. In order to increase the number of units within the project site, the applicant would need to apply for and receive additional ECUs, in order to replace those that were transferred. With regard to RGAs, the situation is very similar to that of ECUs. In order to enlarge the number of units in the project, additional RGAs are needed. Because of the recent changes in the Growth Management Ordinance, 1.0

RGA for every dwelling unit on the site is required, no matter what type of unit that may be. Currently the site has an allocation of 79.57 (rounded to 78) RGAs. In order to build the currently proposed project, six additional RGAs are needed. In order to construct the expired 108-unit condominium project, additional 30 RGAs are required, and in order to place the maximum number of allowable units under the General Plan and RSP (152 units) an additional 74 RGAs are needed.

The project will mitigate its anticipated long-term impacts on school facilities through participation in the Community Facilities District (CFD) 87-1 (Mello Roos) and by paying the Sterling Act school fee (currently \$2.24 per square foot). The 87-1 school facilities program has always anticipated a 7-acre high-density residential development at this site. The capacity of the 87-1 Mello Roos school facilities program has been estimated at approximately 7,200 residential units at buildout of the Mello Roos District. As a part of that estimate, the project site was originally anticipated to allow for 132 multi-family units. Instead, only 84 single-family units are now being proposed.

Tracy Municipal Code standards require a minimum amount of usable open space for all residential projects within the HDR zone. The project, with its proposed PUD zoning is demonstrating compliance with that standard. For the 84 units proposed, the requirement for open space is 3,100 square feet. The open space will be in the form of three landscaped areas, which total approximately 6,750 square feet, and are maintained by the Homeowner's Association. The proposed project does not include a new park within its boundaries. However, there are two mini-parks and one neighborhood park within close proximity of the project site. The project will pay RSP park development impact fees to mitigate its impact on parks within the RSP.

The site and surrounding streets were originally designed to accommodate traffic from the site with an anticipated build-out of 22 dwelling units per acre. The overall density of the RSP has developed at a density less than originally anticipated, at a rate of approximately 4.2 to 4.5 dwelling units per acre rather than the five units per acre. Also, in 1999, the property adjacent to and east of the project site was rezoned from commercial to residential uses, allowing for the construction of single-family homes rather than a small neighborhood shopping center. Due to concerns of the community during the hearing process for the previous project at this site, a traffic study was completed for the construction of 108 condominium units, with its results stating that the three intersections studied (Tracy and Central, Central and Sycamore, and Sycamore and Dove) would all continue to operate at a level at or above the City's level of service standard (LOS C).

The project is categorically exempt from the California Environmental Quality Act under Government Code Section 65457, pertaining to residential development projects, including a zoning change that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified after January 1, 1980. An analysis of the project shows that the rezone and subdivision map application for the development of single-family homes at a high density is consistent with the Residential Areas Specific Plan EIR, certified by the City Council in June of 1987. There will be no significant on-site impacts as a result of this particular project. There is also no evidence of any significant impacts to occur off-site as a result of the project, as traffic, air quality, land use and other potential cumulative impacts.

Staff had recommended that the Planning Commission recommend approval of the project as proposed.

On July 27, 2005, the Planning Commission met to consider the project, did not concur with the staff recommendation, and recommended denial of the project. There was discussion regarding the density and product type, as a result of recent policy discussions on the Housing Element and General Plan encouraging multi-family and higher density developments. The project, as proposed, is in compliance with the General Plan designation of Residential High Density. The allowable range within that designation is 12-25 units per gross acre, and the RSP limits the density range to 12-22 units per acre. The project proposes approximately 12 units per acre, at the low end of the density range. Other limiting factors for the density of the project site are water and sewer capacity, as well as RGAs.

Affordability of the proposed project was discussed, and the Planning Commission suggested that with the recent discussions revolving around the City's Housing Element that the project should be an affordable one. The proposed project does not have any units that meet the City or State guidelines for affordability, nor did the previously approved condominium project. The City also does not have a mandatory affordable housing component in place, which would require the applicant to include a certain portion of the project to be affordable. The applicant's proposal is not violating any current City regulations with regard to affordable housing.

The issue of traffic and circulation was discussed by the public and the Planning Commission, with several people suggesting that a second point of access to a collector street be created by extending a bridge from the project site to the west across the storm drain canal to Sycamore Parkway. Prior to the previous project approval in 1999, a traffic study was completed, which showed that an additional access point was not necessary for the larger project at that time. Prior to the current project being proposed to the Planning Commission, the City's engineering staff investigated the site and determined the project did not trigger the need to add a traffic signal.

A wide range of densities and mix of product types is allowed in the General Plan land use designation of Residential High in which this property is located. The applicant has chosen a PUD project that is at the low end of the allowable density range, and is a single-family, rather than a multi-family project. While the project still falls within the range of what was anticipated when the site was zoned for High Density Residential development, the Planning Commission preferred to see the project revised to utilize a higher density, and a multiple, rather than single family dwelling type. It is also likely that the original intent of the RSP, General Plan and zoning designations of high density for this property were to create a multi-family product type. For the reasons listed, the Planning Commission voted unanimously to recommend denial of the proposed 84 single-family dwelling units.

Transamerica Minerals Company sent a letter requesting the City to deny approval of the tentative map for the reason that the company has rights to use surface estate to conduct mineral exploration and develop their mineral estate within the subject property. The applicant has provided staff with an updated title report for the property which shows that such surface rights have either been quitclaimed or do not exist.

Mayor Pro Tem Ives asked if a homeowner's association was proposed. Ms. Lombardo stated the applicant has talked about on-site maintenance and parking guidelines and they would maintain the public right of way landscaping to avoid lighting and landscaping problems.

Council Member Tolbert asked for a recap of RGA's. Ms. Lombardo provided the recap. Council Member Tolbert asked how the applicant would go about obtaining the needed additional RGA's. Ms. Lombardo stated the applicant would have to submit an application and compete with other applicants in the RGA pool.

Mayor Bilbrey opened the public hearing.

Ingrid Canton, 860 Alpina Court, addressed the Council in support of the proposed 84 single family homes indicating a more dense project would bring added traffic and congestion to the area and schools.

Glen Martin, President of Standard Pacific, addressed the Council and provided a power point presentation outlining the benefits of the project.

Council Member Tolbert asked if the previous approval for 108 condominiums were planned to be rentals. Ms. Lombardo stated the discussion indicated that the condominiums would be for ownership.

Council Member Tolbert asked Debra Corbett, City Attorney, if the City had any authority to hold the builder to the original approved project. Ms. Corbett stated no.

Mayor Pro Tem Ives asked if the project was approved would it come back for architectural review. Ms. Lombardo indicated the application included architectural approval.

Mayor Pro Tem Ives asked if the street lighting indicated in the power point presentation was representative of what was planned for Tracy. Mr. Martin stated yes.

Council Member Tucker asked if there was ample area in the alleys to maneuver large vehicles. Mr. Martin assured Council that there was ample room. Council Member Tucker asked the applicant to consider brick or decorative paving in the entrance to the project. Mr. Martin agreed it was a good idea and it would be considered.

Mayor Bilbrey asked how the price of the proposed product would be set versus a condominium. Mr. Martin indicated the product would be priced in the \$400,000 range, but less for condominiums.

Mat Brown a resident of the area, addressed the Council in support of the application.

George Perot, 1821 Kern Street, presented the Council with a list of signatures in support of the 84-unit project.

Ms. Garamendi addressed the Council in opposition to the project.

Orlando Jackson, 880 Alpina Court, addressed the Council in support of the project.

Mark Connolly, 121 East Eleventh Street, addressed the Council in opposition to the project.

Mr. Sarvey addressed the Council voicing the need for a mandatory affordable housing policy.

Mike Souza, 105 E. Tenth Street, addressed the Council highlighting successful projects completed by Standard Pacific in the City of Tracy.

Roxanne Chase, 880 Alpina Court, addressed the Council in support of the proposed project.

Mayor Bilbrey closed the public hearing.

Council Member Tolbert asked if the previous project approval had expired. Ms. Lombardo indicated all previous approvals were expired.

Council Member Tolbert stated there are a lot of valid points to the project and was in favor of creating 84 homes for potential families.

Council Member Sundberg stated the housing needs in Tracy were extensive and that the City has failed with housing diversity. Council Member Sundberg stated the City had an obligation to house every economic variation and was not in support of the project.

Mayor Pro Tem Ives stated the proposal was not a grand departure from the overall goal and that the proposal met the new community character goals element of the General Plan. Mayor Pro Tem Ives stated the homes that faced the street must include enhanced architecture.

Council Member Tucker asked if the application included a zoning change. Ms. Lombardo indicated the application requested a change from high density residential to planned unit development. Council Member Tucker asked for a recap of other high-density projects in progress in the city. Ms. Lombardo outlined the apartments and condominium projects currently under construction.

Council Member Tucker stated she was in favor of the project.

Mayor Bilbrey stated this was the first time he had seen the community endorse a high-density project. Mayor Bilbrey stated he believed the project provided a number of benefits to the community including providing starter homes and creating a character and style the Council had been looking for.

The Clerk read the title of the revised Ordinance. It was moved by Mayor Pro Tem Ives and seconded by Council Member Tolbert to waive the reading of the

text. Voice vote found Council Members Ives, Tolbert, Tucker, and Mayor Bilbrey in favor; Council Member Sundberg opposed. Motion carried 4:1.

It was moved by Mayor Pro Tem Ives and seconded by Council Member Tolbert to introduce the revised Ordinance 1084, amending the Zone District of a 6.95-acre parcel, located at the northeast corner of West Central Avenue and Sycamore Parkway from High Density Residential (HDR) to Planned Unit Development (PUD) and approving the Concept, Preliminary and Final Development Plans for the development of an 84-unit single family home project. Applicant and owner is Standard Pacific of Northern California. Application numbers 1-05-R AND 3-05-APL. Voice vote found Council Members Ives, Tolbert, Tucker, and Mayor Bilbrey in favor; Council Member Sundberg opposed. Motion carried 4:1.

It was moved by Mayor Pro Tem Ives and seconded by Council Member Tolbert to adopt Resolution 2005-252 approving the 84-lot Muirfield IX Vesting Tentative Subdivision Map for 6.95 acres located at the northeast corner of West Central Avenue and Sycamore Parkway. Application 3-05-TSM. Voice vote found Council Members Ives, Tolbert, Tucker, and Mayor Bilbrey in favor; Council Member Sundberg opposed. Motion carried 4:1.

5. PUBLIC HEARING TO CONSIDER ADOPTION OF THE SOUTH MACARTHUR PLANNING AREA FINANCE AND IMPLEMENTATION PLAN 2005 UPDATE AND REVISED IMPACT FEES - Kuldeep Sharma, City Engineer, provided the staff report. The South MacArthur Planning Area consists of two residential subdivisions (Lourence Ranch/Country Vista and Elissagaray Estates) consisting of approximately 600 lots, a school site and two neighborhood parks. In September 1999, after completion of necessary technical studies, the City Council approved various impact fees for the South MacArthur Planning Area. In January 2000, the City Council adopted and approved the Finance and Implementation Plan (FIP) for the South MacArthur Planning Area. The FIP lists the infrastructure needs of the South MacArthur Planning Area and provides funding scenarios for construction of that infrastructure based upon anticipated funds from the established development impact fees. As part of the FIP, the project developers funded a portion of the necessary public infrastructure improvements by establishing Community Facility District (CFD) 99-02 and a special tax rate. The remaining cost of the improvements is paid through development impact fees. The FIP is based upon estimated costs associated with the necessary infrastructure, derived from the best available information. Over time, as additional information concerning the project's infrastructure needs and more current cost information becomes available, the estimated infrastructure costs needs to be updated. When the estimated infrastructure costs are updated, corresponding adjustments to the development impact fees for the planning area are also required to help ensure that there are sufficient funds available to construct the infrastructure.

The last FIP update, dated November 2003, was adopted by City Council in March 2004. Since adoption of the last FIP, wastewater impact fees were updated and adopted by City Council on July 5, 2005. Also, fees were adjusted in May 2005 in accordance with the Engineering News Record Construction Cost Index. Since cost estimates for other infrastructure have increased, updating the corresponding impact fees is needed. The fees are calculated on the basis of the estimated cost of construction of remaining program infrastructure improvements divided by the number of remaining unbuilt units. The following is the proposed update of fees per dwelling unit:

TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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*Amendment No. 37*

RESOLUTION 2010-077

AMENDING THE RESIDENTIAL AREAS SPECIFIC PLAN TO ADD COMMUNITY GARDEN  
AS A CONDITIONALLY PERMITTED LAND USE ON COMMERCIAL PROPERTIES  
APPLICATION NUMBER SPA10-0001

WHEREAS, The Residential Areas Specific Plan (RSP) was adopted by the City Council on June 2, 1987 (Resolution 87-114), and

WHEREAS, The City Council has amended the Specific Plan from time to time in response to market changes or to improve implementation of the Residential Areas Specific Plan, and

WHEREAS, The proposed RSP amendments to conditionally permit community gardens on sites designated Neighborhood Shopping (NS) and General Highway Commercial (GHC) and consider parking requirements on a case-by-case basis will allow the development of community gardens on these sites upon Planning Commission approval of a Conditional Use Permit, and

WHEREAS, Community gardens and their potential intensity is consistent with the policies of the General Plan as it relates to commercial development, and therefore, the proposal is consistent with the General Plan, and

WHEREAS, The project is consistent with the General Plan Environmental Impact Report and RSP Master Environmental Impact Report, and therefore, in accordance with CEQA Guidelines Section 15183, no further environmental assessment is required;

WHEREAS, The Planning Commission conducted a public hearing to consider the proposed amendment and recommended that the City Council approve the amendment on May 12, 2010, and

WHEREAS, The City Council conducted a public hearing to consider the proposed amendment on June 1, 2010;

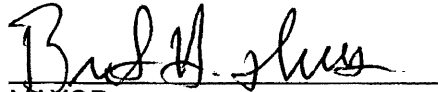
NOW, THEREFORE, BE IT RESOLVED, The City Council approves the proposed amendment to the Residential Areas Specific Plan to conditionally permit community gardens on properties designated NS and GHC and to consider parking requirements for community gardens on a case-by-case basis as described in Exhibit "1."


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The foregoing Resolution 2010-077 was adopted by the City Council on the 1<sup>st</sup> day of June, 2010, by the following vote:

AYES: COUNCIL MEMBERS: ABERCROMBIE, MACIEL, TOLBERT, TUCKER, IVES  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: NONE  
ABSTAIN: COUNCIL MEMBERS: NONE

  
MAYOR

ATTEST:  
  
CITY CLERK

Amendment to the Residential Areas Specific Plan  
Exhibit "1" to Resolution 2010-077

Section 4.1.2.1 Neighborhood Shopping, fourth paragraph shall be amended to read:

"Conditionally permitted uses for NS sites include:

Auto service stations

Restaurants serving beverages with less than 14 percent alcohol

Community gardens, defined as land or facilities for recreational activity consisting of the cultivation by persons other than, or in addition to, the owner of the land, of plant material not for sale"

Section 4.1.2.2. General Highway Commercial, fourth paragraph shall be amended to read:

"Conditionally permitted uses for GHC sites include:

Supermarkets

General merchandising retail

Community gardens, defined as land or facilities for recreational activity consisting of the cultivation by persons other than, or in addition to, the owner of the land, of plant material not for sale"

Section 4.2.4.2 Off-Street Parking – Commercial shall be amended to read:

"The City of Tracy's code requirement of one parking space per 250 square feet for commercial development also applies for the retail uses proposed for the Specific Plan area (i.e., neighborhood and general highway commercial shopping centers). The parking requirement for community gardens shall be considered on a case-by-case basis, specifically, the location of parking, the number of spaces, and the degree of parking improvements, including, but not limited to, paving, lighting, and landscaping."

Section 4.2.4.3 On-Street Parking shall be amended to read:

"Parking is permitted on residential and minor collector streets and prohibited on major collector and arterial streets. This may include parking for community gardens if the Planning Commission determines through the Conditional Use Permit process that on-street parking is appropriate and sufficient to serve the community garden."

It was moved by Council Member Abercrombie and seconded by Council Member Maciel to adopt Resolution 2010-075 declaring the results of the property owner protest ballot proceeding conducted for the levy of assessments for the annexation of the Islamic Society of Tracy Project into the Tracy Consolidated Landscape Maintenance District as Zone No. 41 commencing in fiscal year 2010/2011, and approving certain related actions. Voice vote found all in favor; passed and so ordered.

It was moved by Council Member Abercrombie and seconded by Council Member Maciel to adopt Resolution 2010-076 confirming the annexation of the Islamic Society of Tracy project into the Tracy Consolidated Landscape Maintenance District as Zone No. 41 and ordering the levy and collection of assessments for fiscal year 2010/2011. Voice vote found all in favor; passed and so ordered.

5. PUBLIC HEARING TO AMEND THE RESIDENTIAL AREAS SPECIFIC PLAN TO ADD COMMUNITY GARDEN AS A CONDITIONALLY PERMITTED LAND USE ON COMMERCIAL PROPERTIES – APPLICATION NUMBER SPA10-0001 - Kimberly Matlock, Assistant Planner, presented the staff report. The RSP is a land use policy and zoning document that was adopted by the City Council in 1987. It covers approximately 1,481 acres and includes residential and commercial land uses. The RSP allows a variety of land uses, including residential of low and medium densities, neighborhood-oriented commercial, and automobile-oriented commercial. Property land use designations have been amended from time to time. Such amendments are normally initiated in response to market changes or to accommodate new land use types that did not exist at the time the RSP was adopted.

A majority of the properties in the RSP area are developed and occupied. A few properties, including the northwest corner of MacArthur Drive and Mount Diablo Avenue, designated NS, and south of Grant Line Road, between Orchard Parkway and Corral Hollow Road, designated GHC, have not yet been developed.

The proposal is a City-initiated request to amend the RSP to define community garden and add it as a conditionally permitted land use. Staff recommended amending Sections 4.1.2.1 and 4.1.2.2 to conditionally permit community gardens on sites within the RSP area designated NS and GHC and to consider parking requirements on a case-by-case basis through each Conditional Use Permit. Community gardens are currently not permitted within the RSP.

Community gardens are generally made up of individual garden plots that may be leased by members of the community. Gardens can include edible and inedible plants. Other common features include hose bibs and garden hoses, pathways between plots, perimeter or individual plot fencing, designated compost collection areas, enclosed equipment storage areas, and bulletin boards for posting messages to gardeners.

Applications for community gardens will be reviewed for compliance with City standards through the Conditional Use Permit process. Also, the City will have the ability to evaluate the appropriateness of the proposed community garden in relation to operational plan, site context, and comments or concerns made by neighboring property owners and residents. Through a Conditional Use Permit, the Planning Commission has the ability to require conditions of approval that will help the project meet applicable Codes and standards and address site-specific land use compatibility.

The Tracy Municipal Code and RSP do not establish minimum parking requirements for community gardens. Staff recommended amending RSP Sections 4.2.4.2 and 4.2.4.3 regarding commercial off-street parking and on-street parking. Specifically, the location of parking (either on-site or off-site), number of spaces, and the degree of parking improvements (i.e. paving, lighting, and landscaping), shall be considered on a case-by-case basis through the Conditional Use Permit process.

On January 12, 2010, the First Presbyterian Church approached the City regarding their property on the northwest corner of MacArthur Drive and Mount Diablo Avenue. The property owners have long term plans to build a church on this property. In the meantime, the property owners would like to develop a community garden open to the residents in and surrounding Tracy. The First Presbyterian Church has applied for a conditional use permit (CUP10-0002) to establish a community garden on their property in anticipation of City Council approval of the proposed RSP amendment. The Planning Commission approved the conditional use permit on May 12, 2010, contingent upon City Council amendment of the RSP.

Public Resources Code section 21083.3 and its parallel Guidelines provision, section 15183, provide for streamlined environmental review for projects consistent with the development densities established by existing zoning, general plan, or community plan policies for which an environmental impact report ("EIR") was certified. Such projects require no further environmental review except as might be necessary to examine whether there are project-specific significant effects that are peculiar to the project or its site.

On May 19, 1987, the City certified the Master Environmental Impact Report for the Residential Areas Specific Plan, and on July 20, 2006, the City adopted a new General Plan (the "2006 General Plan") and certified the associated General Plan EIR (SCH# 1992 122 069) (the "2006 General Plan EIR"). Staff examined the environmental effects of the project and determined that no further review is necessary. Finally, the 2006 General Plan EIR specified a number of feasible mitigation measures to address significant effects on the environment that would result in implementing the Plan.

The Planning Commission conducted a public hearing to consider this proposal on May 12, 2010, and voted unanimously to recommend that the Council approve the proposed amendment and define "community garden." One Commissioner commented that a mechanism should be in place to prevent commercial farming from occurring on the site.

Staff recommended that the City Council approve an amendment to the Residential Areas Specific Plan to add community garden as a conditionally permitted land use on properties designated NS and GHC and that parking be considered on a case-by-case basis through a Conditional Use Permit process.

Mayor Ives opened the Public Hearing.

David Weisenberger, 306 Coronado Way, a member of the Presbyterian Church, addressed Council in favor of the request.

As there was no one further wishing to address Council on the item, the public hearing was closed.

It was moved by Council Member Abercrombie and seconded by Council Member Maciel to adopt Resolution 2010-077 amending the Residential Areas Specific Plan to add community garden as conditionally permitted land use on commercial properties. Voice vote found all in favor; passed and so ordered.

6. PUBLIC HEARING TO INTRODUCE ORDINANCE ADOPTING AN AMENDMENT TO THE CITY OF TRACY COMMUNITY DEVELOPMENT PROJECT AREA PLAN PURSUANT TO HEALTH AND SAFETY CODE SECTION 33333.6 (e)(2), AMENDING RELATED ORDINANCES AND ADOPTION OF A RESOLUTION ELECTING STATUTORY PASS-THROUGH PAYMENTS PURSUANT TO HEALTH AND SAFETY CODE SECTIONS 33607.5 AND 33607.7 - Ursula Luna-Reynosa, Economic Development Director, presented the staff report. A major redevelopment reform bill, Assembly Bill 1290 (AB 1290), was enacted in 1994 by the State Legislature, which among other things imposed a time limit for the incurrence of debt on all existing redevelopment plans. Pursuant to the requirements of AB 1290 (codified as Health and Safety code Section 33333.6), the Council adopted Ordinance 508 on November 15, 1994, amending the Plan so as to establish a deadline on incurring debt of July 17, 2010.

In 2002, the State Legislature passed Senate Bill 211 (codified in part as Health and Safety Code Section 33333.6 (e)(2)). This section now permits the City Council to amend the Plan to delete the debt incurrence time limit from the Plan.

Adoption of the ordinance will trigger a requirement to make statutory pass-through payments pursuant to Health and Safety Code Section 33607.7 to each affected taxing entity with which the Community Development Agency (the "Agency") does not already have a pre-1994 pass-through agreement.

The Agency currently has pass-through agreements with most affected taxing agencies, including the County of San Joaquin, the San Joaquin County Library, the County of San Joaquin Service Area No. 11, the County of San Joaquin Flood Control District, the Tracy Joint Union High School District, the Tracy Elementary School District, the Jefferson Elementary School District, the San Joaquin Delta Community College District, and the San Joaquin County Superintendent of Schools. These existing agreements constitute more than 75 per cent of the property tax dollar and generally provide for greater pass-through payments to these taxing entities than they would receive under Section 33607.7. Taxing entities including the City of Tracy, the Banta Elementary School District, the Tracy Cemetery, the San Joaquin Mosquito Abatement District, the Banta Carbona Irrigation District, the Naglee-Burke Irrigation District, and the Westside Irrigation District are eligible for statutory pass-throughs pursuant to Health and Safety Code Section 33607.7. Thus, statutory pass-through payments will be required in the amounts described in Attachment B to the staff report only with respect to taxing agencies representing about 25 per cent of the property tax dollar, including the City of Tracy, whose property tax share represents most of that percentage. Attachment B, prepared by the Agency's fiscal consultant, quantifies the projected statutory pass-through payments required as a result of the amendment.

The statutory pass-through payments will begin with the 2010-2011 fiscal year and will be equal to 20 per cent of the relevant taxing agency's share of tax increment growth generated after 2009-2010. The City can elect to receive the first-tier pass-through

*TRACY RESIDENTIAL AREAS SPECIFIC PLAN*

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*Amendment No. 38*

RESOLUTION 2012-256

AMENDING THE RESIDENTIAL AREAS SPECIFIC PLAN, LAND USE SECTION 4.1.2.1, NEIGHBORHOOD SHOPPING, AND LAND USE 4.1.2.2, GENERAL HIGHWAY COMMERCIAL, RELATING TO EATING AND/OR DRINKING ESTABLISHMENTS WITH ENTERTAINMENT

WHEREAS, The City of Tracy's Residential Areas Specific Plan permits restaurants serving beverages with less than 14 percent alcohol in the Neighborhood Shopping designation; and

WHEREAS, The City of Tracy's Residential Areas Specific Plan permits restaurants in the General Highway Commercial designation; and

WHEREAS, An eating and/or drinking establishment with entertainment is a use not listed in the Industrial Areas Specific Plan; and

WHEREAS, The City Council desires to amend the Industrial Areas Specific Plan to authorize eating and/or drinking establishments with entertainment as a permitted use or conditionally permitted use in particular designated areas; and

WHEREAS, The proposed amendments are not a project within the meaning of the California Environmental Quality Act because it does not have the potential for causing a significant effect on the environment (CEQA Guidelines, 14 California Code of Regulations, §15061(b).); and

WHEREAS, The Planning Commission considered this matter at a duly noticed public hearing held on November 14, 2012 and recommended that City Council approve the proposed amendments; and

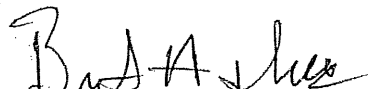
WHEREAS, The City Council held a duly noticed public hearing to consider the proposed amendments on December 18, 2012;

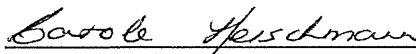
NOW, THEREFORE, BE IT RESOLVED, that the City Council hereby approves the proposed amendment to the Residential Areas Specific Plan, attached as Exhibit 1.

\* \* \* \* \*

The foregoing Resolution 2012-256 was adopted by the Tracy City Council on the 18<sup>th</sup> day of December 2012, by the following vote:

AYES: COUNCIL MEMBERS: MACIEL, RICKMAN, YOUNG, IVES  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: NONE  
ABSTAIN: COUNCIL MEMBERS: NONE

  
MAYOR

ATTEST:  
  
CITY CLERK

**Land Use Section 4.1.2.1, Neighborhood Shopping, of the Residential Areas Specific Plan is amended as follows:**

- The use shown as “Restaurants serving beverages with less than 14 percent alcohol” in the list of conditionally permitted uses for NS sites is amended as follows:

Eating and/or drinking establishment serving beverages with less than 14 percent alcohol (with or without entertainment<sup>1</sup>), without serving alcohol and providing entertainment<sup>1</sup> after 11:00 p.m.

- Note 1 is added below the list of permitted and conditionally permitted uses for NS sites to state the following:

Note 1: The definition of “entertainment” is such uses as live music, disc jockeys, dancing, karaoke, comedy shows, modeling, or live performances.

- The following use is added to the list of conditionally permitted uses for NS sites:

Eating and/or drinking establishment (serving beverages with less than 14 percent alcohol) that serves alcohol and provides entertainment<sup>1</sup> after 11:00 p.m.

**Land Use Section 4.1.2.2, General Highway Commercial, of the Residential Areas Specific Plan is amended as follows:**

- The use shown as “Restaurants” in the list of permitted uses for GHC sites is amended as follows:

Eating and/or drinking establishment (with or without entertainment<sup>1</sup>), without serving alcohol and providing entertainment<sup>1</sup> after 11:00 p.m.

- Note 1 is added below the list of permitted and conditionally permitted uses for GHC sites to state the following:

Note 1: The definition of “entertainment” is such uses as live music, disc jockeys, dancing, karaoke, comedy shows, modeling, or live performances.

- The following use is added to the list of conditionally permitted uses for GHC sites:

Eating and/or drinking establishment that serves alcohol and provides entertainment<sup>1</sup> after 11:00 p.m.



Matthew Palomino, Resident, commented on poor wheelchair access in the City, particularly from East Street to Central Avenue. Mayor Ives requested Andrew Malik, Director of Development Services, contact Mr. Palomino to discuss his issues.

3. INTRODUCTION OF AN ORDINANCE AMENDING VARIOUS SECTIONS OF TITLE 1 AND TITLE 10 OF THE TRACY MUNICIPAL CODE, AND ADOPT RESOLUTIONS AMENDING THE I-205 CORRIDOR SPECIFIC PLAN, INDUSTRIAL AREAS SPECIFIC PLAN, AND RESIDENTIAL AREAS SPECIFIC PLAN RELATING TO EATING AND/OR DRINKING ESTABLISHMENTS WITH ENTERTAINMENT – CITY INITIATED – APPLICATION NUMBERS ZA12-0007, SPA12-0005, SPA12-0006, AND SPA12-0007 Scott Claar, Associate Planner, presented the staff report and used a power point in his presentation. Mr. Claar added that a revised Ordinance had been submitted to the Council. The City's Zoning Ordinance currently permits eating and drinking establishments in the Central Business District Zone, General Highway Commercial Zone, Community Shopping Center Zone, and Highway Service Zone; and conditionally permits them in the Neighborhood Shopping Zone. Eating and drinking establishments are also permitted in certain areas of the I-205 Corridor Specific Plan, Industrial Areas Specific Plan, and the Residential Areas Specific Plan.

On May 30, 2012, an application was submitted for a Conditional Use Permit (CUP) to expand the restaurant and bar operations of The Great Plate (714 Central Avenue) to include entertainment uses, such as live bands, disc jockeys, dancing, and comedy shows, similar to what is commonly referred to as a nightclub. This type of use (an eating and/or drinking establishment with entertainment) is currently not listed in the City's Zoning Ordinance. As a use not listed, it is prohibited until such time that the use is authorized for a particular zone, either as a permitted use or conditionally permitted use, pursuant to Tracy Municipal Code Section 10.08.1070.

On June 28, 2012, city staff informed The Great Plate that their application for a CUP could not be processed until the Zoning Ordinance was amended. Staff returned the application fees to The Great Plate and informed them that the City would initiate a Zoning Ordinance amendment to address this use.

Over the past several months, City staff has also received interest from a potential new business in Tracy, The Frog Eatery & Lounge, with plans for establishing a bar with entertainment at 2706 Pavilion Parkway. The proponent of The Frog Eatery & Lounge has been informed of the City initiated Zoning Ordinance Amendment and is also awaiting the outcome. In drafting this proposed amendment to the Zoning Ordinance, staff aimed to balance the desire for encouraging nightlife and entertainment with the goals of minimizing impacts to public safety resources and ensuring compatibility between neighboring land uses. Following a review of related ordinances in multiple other cities, including a recently approved ordinance in the City of Walnut Creek, and discussions with city staff from various departments, including Police and Economic Development, staff developed an approach that is intended to encourage evening entertainment in a dining/post-dining environment while allowing for discretionary review and conditions of approval for establishments serving alcohol and providing late-night entertainment, similar to a nightclub. The proposed draft ordinance would do the following:

- Eating and/or drinking establishments would be permitted to serve alcohol and provide entertainment up to 11:00 p.m. without requiring a CUP.

- The definition of “entertainment” would be such uses as live music, disc jockeys, dancing, karaoke, comedy shows, modeling, or live performances.
- A Conditional Use Permit (CUP) would be required for eating and/or drinking establishments that serve alcohol and provide entertainment after 11:00 p.m.
- Eating and/or drinking establishments not providing entertainment would be permitted to serve alcohol before and after 11:00 p.m. without requiring a CUP. This is the same as Tracy’s existing Code.
- Eating and/or drinking establishments not serving alcohol would be permitted to provide entertainment before and after 11:00 p.m. without requiring a CUP. The time of 11:00 p.m. is recommended by staff as a reasonable threshold for the CUP requirement based on attempting to encourage evening entertainment while still having the necessary controls in place to regulate nightclub-type activity.

The City of Walnut Creek’s recently approved ordinance requires a CUP for any eating and/or drinking establishment that serves alcohol after 11:00 p.m., with or without entertainment. Most other cities that staff investigated require a CUP for any bar/restaurant that provides entertainment, regardless of the time of day or night.

Potential types of conditions of approval that may be relevant to future CUP applications include, but are not limited to, the following:

- Establishment must abide by all licensing requirements of California’s Department of Alcoholic Beverage Control (ABC).
- Security guards required, based on number of occupants. A formula for the number of security guards per number of occupants will be developed by the Police Department.
- Security guards would be required to carry proof of valid registration through the California Department of Consumer Affairs, Bureau of Security and Investigative Services (BSIS) in the form of a Security Guard Card.
- No dual roles for security (i.e. bartender/security).
- No person under 21 years of age allowed in the establishment after 11:00 p.m.
- Trash/litter must be cleaned up from the property by 7:00 a.m. each morning.
- Potential limitations on the hours of operation.
- Requirements regarding Zoning Code regulations, Building Code regulations, Fire Code regulations, and any applicable regulations of the Tracy Municipal Code.

In addition to amending the City’s Zoning Ordinance, three Specific Plans would also need to be amended to address the topic on a City-wide basis. The proposed Specific Plan Amendments are described below.

The I-205 Corridor Specific Plan Area is primarily located in the general vicinity of the shopping areas surrounding Naglee Road, north of I-205, including the West Valley Mall area, Home Depot area, and the Tracy Marketplace area, which is adjacent to W. Grant Line Road, and includes Wal-Mart and Costco areas. The I-205 Corridor Specific Plan permits eating and drinking establishments in areas designated Commercial Center, General Commercial, Service Commercial, and Freeway Commercial, which generally consists of the areas described above. Staff recommended that the I-205 Corridor Specific Plan be amended to be consistent with the proposed amendments to the City’s Zoning Ordinance for all areas that permit eating and drinking establishments.

The Industrial Areas Specific Plan (ISP) generally consists of industrial areas within the City. However, the ISP also contains a couple of areas that permit eating and drinking establishments. The primary area is the Red Maple Village shopping center (Raley's site) at the northeast corner of Tracy Boulevard and Valpico Road. This site is designated Village Center and permits eating and drinking establishments. A second location within the ISP that permits eat and drinking establishments is a portion of the Flex Office Zone at the northeast corner of Tracy Boulevard and Whispering Wind Drive. Staff recommended that the ISP be amended to be consistent with the proposed amendments to the City's Zoning Ordinance for all areas that permit eating and drinking establishments.

The Residential Areas Specific Plan (RSP) generally consists of residential areas within the City, as is indicated by its name. However, the RSP also contains a few areas with commercial zone designations, which permit eating and drinking establishments. These areas primarily include the Save Mart Shopping Center at the southeast corner of W. Eleventh Street and Corral Hollow Road, the Save Mart Shopping Center at the southwest corner of Tracy Boulevard and Schulte Road, and the commercial area at the southwest corner of Corral Hollow Road and W. Grant Line Road, where Chili's restaurant is located. Staff recommended that the RSP be amended to be consistent with the proposed amendments to the City's Zoning Ordinance for all areas that permit eating and drinking establishments.

The Planning Commission discussed this item on November 14, 2012, and recommended that the Council introduce the ordinance and approve the proposed amendments to the Specific Plans. During public comment, representatives of the Frog Eatery and Lounge expressed frustration that the ordinance was not approved earlier.

The permitting/conditionally permitting of eating and/or drinking establishments with entertainment, similar to nightclubs, has the potential to increase demands for public safety resources, particularly police services. If appropriate conditions are imposed through the conditional use permit process, the Police Department believes it will be able to address any foreseeable demands using existing resources.

Gary Hampton, Police Chief, stated the Police Department has worked closely with other departments involved in this process and supports bringing live entertainment to the City. Well operated venues can improve the quality of life for residents, but unregulated entertainment venues can also drain public safety resources for the entire community. There are cities in the Valley that spend nearly \$1 million in law enforcement overtime managing incidents at live entertainment venues. Chief Hampton suggested each venue be evaluated on its own merits, through the CUP process to make sure they have safe operating plans.

In Tracy at least four entertainment venues with eating and drinking establishments are in violation of the City's current ordinance. Calls for service over the past four years have increased for these establishments. There are times when calls for service can expend all Police resources. Chief Hampton gave an overview of certain incidents which can tie up Police Officers for hours at a time, and added this is a commodity the City cannot currently offer to the residents under the current ordinance. This is a permissive ordinance which if regulated responsibly will enable the community to engage in live entertainment venues, which will not negatively impact the public safety available to the rest of the community

Mr. Claar stated staff had recently received a letter from the proponent of the Frog Eatery and Lounge requesting any potential CUP application fees be waived.

Mr. Claar concluded by stating staff and Planning Commission recommended that the Council introduce an ordinance amending various sections of Title 1 and Title 10 of the Tracy Municipal Code, and approve, by resolutions, the proposed amendments to the I-205 Corridor Specific Plan, Industrial Areas Specific Plan, and Residential Areas Specific Plan relating to eating and/or drinking establishments with entertainment.

Council Member Young asked if there was any way to check back once a CUP has been issued to see if the conditions have been violated in any way. Dan Sodergren, City Attorney stated once a CUP has been granted it becomes part of the zoning for the district. If a business is found to be violating the conditions of the CUP, staff, Planning Commission or Council can call the matter up for a hearing. Mr. Sodergren stated the City does not provide an annual review which would be burdensome for staff.

Andrew Malik, Director of Development Services, stated if complaints are received the City can investigate whether the complaints are minor or not.

Chief Hampton stated any establishment which sells alcohol is monitored by the Police Department. In cases of eating and drinking establishments if a pattern of calls for service is evident the Police Department will schedule visits and request the establishment be part of the solution by changing their business strategy to reduce their impact on public safety. If compliance is not possible, other options can be considered.

Gary Gardino, the proponent for the Frog Eatery and Lounge in Pavilion Parkway, stated he had a vast amount of experience in putting together establishments with entertainment. Mr. Gardino stated he had presented his plan more than seven months ago and was told it would take approximately 120 days to process. Mr. Gardino disagreed that entertainment results in problems and also disagreed with the 11:00 p.m. closing time. Mr Gardino indicated he had lost business during the busiest time of the year - October through January. The delays have cost Mr. Gardino's company more than \$78,000.

Mr. Gardino stated the public hearing was originally scheduled for December 4, which was then rescheduled to December 18, 2012. Mr. Gardino stated he had been told the City was a business friendly City, but stated he is disappointed and unsure what the City wants. Mr. Gardino stated his venue will cater to those 35 years of age and older.

Mr. Gardino stated his proposed location is in a commercial area, consisting of local hotels and motels. Petitions sent to surrounding businesses have produced favorable responses. Mr. Gardino stated after 45 years in the business he has never lost a license or been sanctioned. Mr Gardino requested if this process moves forward he be given consideration for the time and energy invested to date.

Mr. Claar indicated the CUP would allow this type of operation to be open beyond 11:00 p.m. Mr. Dean stated the proposed Ordinance requires a CUP process which is issued by the Planning Commission. Mr. Dean added a CUP was not a blanket approval and each use is looked at individually.

Mayor Ives explained if the ordinance is approved and an application for a CUP is submitted then a public hearing would be scheduled to consider the application.

Don Cose, 17 E. Sixth Street, suggested the Ordinance move forward so Mr. Gardino can move forward.

Robert Tanner, 1371 Rusher Street, asked what is the average cost for a CUP application. Mr. Claar stated the cost for a Class A Conditional Use Permit is \$5,459; Class B is \$3,476, which is a one-time fee that stays with the property.

Paul Miles, 1397 Mansfield Street, indicated "entertainment" was not defined in the slides. Mr. Claar indicated the City does have an adult business license which regulates those types of entertainment.

Mr. Gardino asked what the application fees were used for. Mr. Claar stated the fees are used for reviewing the application and holding public hearings.

Mayor Pro Tem Maciel asked for clarification regarding entertainment uses and if they are currently addressed in zoning. Mr. Claar stated over the years businesses not in compliance with the zoning issues have been addressed.

Council Member Rickman asked how long it takes to obtain a CUP. Mr. Claar indicated 6-8 weeks.

Mayor Ives informed the audience that Council needed to be careful with policy development which takes time.

Mayor Ives and Mayor Pro Tem voiced support of the Ordinance.

Mayor Ives closed the public hearing.

The City Clerk read the title of proposed Ordinance 1177 as revised. Council Member Rickman moved to waive reading of the text. Mayor Pro Tem Maciel seconded the motion. Voice vote found all in favor; passed and so ordered.

Council Member Rickman moved to introduce Ordinance 1177 as revised. Mayor Pro Tem Maciel seconded the motion. Voice vote found all in favor; passed and so ordered.

Mayor Pro Tem Maciel moved to adopt Resolution 2012-254 amending the I-205 Corridor Specific Plan, Appendix A, Table A-2, Permitted and Conditionally Permitted Land Uses, relating to eating and/or drinking establishments with entertainment. Council Member Rickman seconded the motion. Voice vote found all in favor; passed and so ordered.

Mayor Pro Tem Maciel moved to adopt Resolution 2012-255 amending the Industrial Areas Specific Plan relating to eating and/or drinking establishments with entertainment. Council Member Rickman seconded the motion. Voice vote found all in favor; passed and so ordered.

Mayor Pro Tem Maciel moved to adopt Resolution 2012-256 amending the Residential Areas Specific Plan, Land Use Section 4.1.2.1, Neighborhood shopping, and Land Use

4.1.2.2 General Highway Commercial, relating to eating and/or drinking establishments with entertainment. Council Member Rickman seconded the motion. Voice vote found all in favor; passed and so ordered.

4. PUBLIC HEARING TO CONSIDER A 184-UNIT RESIDENTIAL APARTMENT PROJECT ("VALPICO APARTMENTS"), INCLUDING PARKING AND RELATED ON-SITE IMPROVEMENTS ON APPROXIMATELY 8.75 ACRES LOCATED ON THE NORTH SIDE OF VALPICO ROAD, NORTHEAST OF THE INTERSECTION OF VALPICO ROAD AND GLENBRIAR DRIVE, 501 E. VALPICO ROAD (FORMERLY 2795 S. MACARTHUR DRIVE), ASSESSOR'S PARCEL NUMBERS 246-140-13 AND 14. THE PROJECT INCLUDES A GENERAL PLAN AMENDMENT FROM COMMERCIAL TO RESIDENTIAL HIGH (GPA12-0001), REZONING FROM COMMUNITY SHOPPING CENTER TO HIGH DENSITY RESIDENTIAL (R12-0001), ZONING REGULATIONS AMENDMENT REGARDING THE MINIMUM DISTANCE BETWEEN MAIN BUILDINGS ON A SITE (TRACY MUNICIPAL CODE SECTION 10.08.1610(d)) (ZA12-0004), AND DEVELOPMENT REVIEW APPROVAL FOR THE APARTMENT PROJECT (D12-0004). A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING PROGRAM, PREPARED IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, ARE PROPOSED FOR ADOPTION. THE APPLICANT IS ERIC TAYLOR, SOMIS INVESTMENTS – Alan Bell, Senior Planner presented the staff reports for agenda items 4 and 5. The subject property designated as the location for Valpico apartments was annexed to the City in 1994 and designated Commercial (and zoned Community Shopping Center – CS) at that time, along with adjacent parcels, in anticipation of providing retail and commercial services to the growing residential neighborhoods in this southeast quadrant of the City. A commercial project was approved for the site in 2005, with approximately 100,000 square feet of commercial space and a 36,000 square foot grocery store. This commercial project was never constructed. The entire CS site includes approximately 13 acres and incorporates the subject property and the four parcels between the subject property and MacArthur Drive. The Rite Aid store, at the northwest corner of Valpico Road and MacArthur Drive was constructed in 2008. The other three parcels of the CS Zone each contain a single-family home, constructed prior to annexation to the City.

The proposal is to construct a 184-unit, multi-family residential project on approximately 8.75 acres. The Project consists of seven, three-story apartment buildings with 24 units each, plus 16 townhouse-style units in six building of two stories each.

No subdivision is proposed at this time; all units will be rental apartments. The project will also include a leasing office in the triplex townhouse building near the mailbox kiosk at the southeast corner of the site. The townhouse units are located in buildings of two, three, and four units at the southeast corner of the site. The townhouse units will be constructed on the same grade as Valpico Road, with the building fronts oriented toward Valpico Road to establish a more residential, pedestrian-oriented presence along the Project's Valpico Road frontage.

The remaining buildings will be located on lower grades than the townhouses, following the existing topography of the site. The site slopes from its southeast corner to its northwest corner, experiencing an approximately 15-foot grade difference from the highest spot (nearly level with Valpico Road) to its lowest point. The developer intends to retain much of the existing grade (unless engineered fill becomes available at an economically available price) resulting in a significant grade difference between Valpico

TRACY RESIDENTIAL AREAS SPECIFIC PLAN

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*Amendment No. 39*

RESOLUTION 2019-236

APPROVING AN AMENDMENT TO THE RESIDENTIAL AREAS SPECIFIC PLAN – PERMITTED USES WITHIN THE GENERAL HIGHWAY COMMERCIAL ZONE – SECTION 4.1.2.2. THE APPLICANT IS SUMMIT SENIOR LIVING. APPLICATION NUMBER SPA19-0003

WHEREAS, The City Council adopted the 1,472-acre, Residential Areas Specific Plan (RSP) on June 2, 1987 (Resolution No. 87-114), and

WHEREAS, Since 1987, the City Council has amended the RSP from time to time in response to market changes or to improve implementation of the RSP, and

WHEREAS, Summit Senior Life, LLC has submitted an application to amend the RSP to allow a dependent living facility on a vacant site within the GHC Zone at 2050 W. Grant Line Road (near the southwest corner of Grant Line Road and Corral Hollow Road, APNs 238-190-25 and -26), and

WHEREAS, The RSP includes mostly residential property, and also includes two sites zoned General Highway Commercial (GHC) (the commercial center at the southwest corner of Grant Line Road and Corral Hollow Road (with Chili's Restaurant), and the Gateway Plaza Shopping Center (with Food Maxx) at the southeast corner of Eleventh Street and Corral Hollow Road), and

WHEREAS, The proposal is consistent with the General Plan because the General Plan designation of the subject property is Office, which provides for medical/hospital, daycare centers, and similar uses, such as dependent living facilities, and

WHEREAS, The proposal is consistent with the improvement requirements of the City infrastructure master plans, will pay its fair share of development impact fees, and thereby, its proportionate cost of the infrastructure master plans, and

WHEREAS, The GHC Zone of the RSP is well suited for dependent living facilities as the Zone includes a broad range of retail, office (medical and non-medical), and consumer services, compatible with parking, visitor hours of operation, and similar characteristics of dependent living facilities, and

WHEREAS, The Project does not increase the development density established by the City's General Plan (regarding traffic, parking, utilities, or other impacts), and therefore, in accordance with CEQA Guidelines Section 15183, no further environmental assessment is required, and

WHEREAS, On October 23, 2019, the Planning Commission conducted a public hearing and recommended approval of the Project, and

WHEREAS, The City Council conducted a public hearing to review the Project on December 3, 2019;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy hereby approves an amendment to the Residential Areas Specific Plan, Section 4.1.2.2, adding dependent living facility (underlined portion) as a permitted use in the General Highway



Commercial Zone, as follows:

“Permitted uses for GHC sites include:

Eating and/or drinking establishment (with or without entertainment<sup>1</sup>),  
without serving alcohol and providing entertainment<sup>1</sup> after 11:00  
p.m.

Home Furnishings/Appliances/Furniture stores

Auto accessory shops

Auto rental services

General consumer and business services

Miscellaneous repair services

Auto repair services

Auto service stations

Motels

Dependent living facility: care of people which requires personnel who are  
licensed to provide medical care in a commercially operated facility  
including but not limited to assisted living, skilled nursing, and  
memory care

Conditionally permitted uses for GHC sites include:

Supermarkets

General merchandising retail

Community gardens, defined as land or facilities for recreational activity  
consisting of the cultivation by persons other than, or in addition to,  
the owner of land, of plant material not for sale

Eating and/or drinking establishment that serves alcohol and provides  
entertainment<sup>1</sup> after 11:00 p.m.

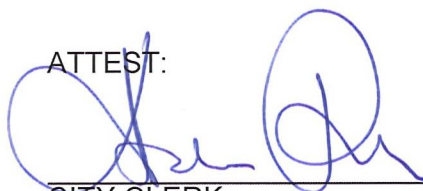
Note 1: The definition of “entertainment” is such uses as live music, disc jockeys,  
dancing, karaoke, comedy shows, modeling, or live performances.”

\* \* \* \* \*

The foregoing Resolution 2019-236 was adopted by the Tracy City Council on the  
3<sup>rd</sup> day of December, 2019, by the following vote:

AYES: COUNCIL MEMBERS: ARRIOLA, RANSOM, VARGAS, YOUNG, RICKMAN  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: NONE  
ABSTAIN: COUNCIL MEMBERS: NONE

  
MAYOR

ATTEST:  
  
CITY CLERK

AGENDA ITEM 3.A

REQUEST

**PUBLIC HEARING TO CONSIDER AN AMENDMENT TO THE PERMITTED USES IN THE GENERAL HIGHWAY COMMERCIAL ZONE OF THE RESIDENTIAL AREAS SPECIFIC PLAN (SPA19-0003) AND A DEVELOPMENT REVIEW PERMIT FOR AN ASSISTED LIVING AND MEMORY CARE FACILITY (D19-0019) ON APPROXIMATELY 2.73 ACRES LOCATED AT THE NORTHWEST CORNER OF CORRAL HOLLOW ROAD AND ALEGRE DRIVE (2050 W. GRANT LINE ROAD) – THE APPLICANT IS SUMMIT SENIOR LIFE, LLC.**

EXECUTIVE SUMMARY

This agenda item is a request to amend the Residential Areas Specific Plan (RSP) to allow dependent living facilities in the General Highway Commercial Zone of the RSP and to approve a dependent living facility (Tracy Assisted Living and Memory Care) at the vacant site at the northwest corner of Corral Hollow Road and Alegre Drive.

DISCUSSION

Project Description

The proposal is to construct a 100-unit assisted living and memory care facility on the vacant, 2.73-acre site, at the northwest corner of Corral Hollow Road and Alegre Drive. Three of the units contain two bedrooms and the remaining 97 units are one-bedroom or studio units. The units do not have individual kitchens. Instead, food will be prepared in a centralized kitchen on the first floor and residents will eat in the dining room or meals will be brought to the residents in their rooms. Attachment A identifies the location of the proposed Project. The site is located on the rear (southern) parcel in the Grant Line Center (Chili's/Western Dental Care) commercial center.

Attachments B through F include the Project's site plan, floor plans, exterior building elevations, color renderings, and conceptual landscape plans.

The proposed building contains three floors, with a total of 84,107 square feet. The floor plans, Attachment C, show that the second floor contains less area than the first floor, and the third floor contains significantly less area than the second floor. Due to the second and third floor setback from the first floor, on the south side of the building, the result is a building that appears to be two and three stories from the north side, and appears to be one and two stories from the south side. This creates considerably less visual impact on the adjacent residential neighborhood to the south.

Care facilities, such as the one proposed, have limited parking demands, as most of the parking is used by employees or visitors. Accordingly, City standards require only one, off-street parking space per three beds. Based on this standard, the 103-bed facility would require 34 parking spaces. This Project exceeds that standard by providing 59 spaces.

The exterior building elevations and color renderings are depicted in Attachments D and E, respectively. Together with the site plan (Attachment B) and the floor plans (Attachment C), they illustrate the building's significant "movement" (horizontal relief) as one advances around the perimeter of the building.

The front (west end) of the building includes an open courtyard (loggia) with overhead trellis, bench seating, stone garden, a double-sided fireplace, a dining terrace with decorative pavers, ornamental landscaping, and other amenities. The east half of the building is designed to surround an outdoor courtyard containing flowering accent trees, decorative pavers and artificial turf, a raised planter surrounding a large focal point tree, and bench and lounge seating. The south side of the building contains a recessed dining terrace with a trellis, seating, a BBQ counter with sink, fireplace/pizza oven, and landscaping.

#### Land Use Compatibility

The Project site plan is integrated with the circulation and parking plan of the existing commercial center. Furthermore, the one- and two-story portions of the building facing south toward Alegre Drive are respectful of the scale of the single-family homes on the south side of Alegre Drive.

Recommended Condition of Approval B.16 requires the existing eight-foot-tall masonry wall adjacent to the Project's south boundary, along the north side of Alegre Drive, to be reduced in height to approximately four feet. The reason for this recommendation is related, primarily, to the appearance of Alegre Drive and the Project site, and also of the view from the first floor windows of the new facility. The eight-foot-tall, flat, masonry wall offers limited opportunity for aesthetic appeal. The proposed building, by contrast, will contain windows, wood siding, stucco with accent score lines, and three colors. The building will be located approximately 25 to 35 feet north of the Alegre Drive curb. This space will be occupied by trees, shrubs, ground cover, and a portion will contain a new walkway. City staff believes lowering the height of the wall will result in a more attractive view of the building and landscaping than the flat masonry wall.

The wall was required in the early 1990s when the residential subdivision was approved because the expectation, at the time, was that a grocery store/drug store shopping center would be built on the commercial side of the wall, and the wall would help mitigate noise and other impacts associated with deliveries, roll-up doors, and trash compactors of the shopping center. With the proposed assisted living facility, a wall will not be necessary to mitigate noise, light, or glare.

#### Residential Specific Plan Amendment

The Project includes a proposal to amend the permitted uses within the General Highway Commercial (GHC) Zone of the Residential Areas Specific Plan (RSP). Following is a list of the permitted and conditionally permitted uses within the GHC Zone of the RSP (Section 4.1.2.2) and the proposed amendment (underlined):

Permitted uses for GHC sites include:

Eating and/or drinking establishment (with or without entertainment<sup>1</sup>),  
without serving alcohol and providing entertainment<sup>1</sup> after 11:00  
p.m.

Home Furnishings/Appliances/Furniture stores

Auto accessory shops

Auto rental services

General consumer and business services

Miscellaneous repair services

Auto repair services

Auto service stations

Motels

Dependent living facility: adult care which requires personnel who are  
licensed to provide medical care in a commercially operated care  
facility including but not limited to assisted living, skilled nursing,  
and memory care

Conditionally permitted uses for GHC sites include:

Supermarkets

General merchandising retail

Community gardens, defined as land or facilities for recreational activity  
consisting of the cultivation by persons other than, or in addition  
to, the owner of land, of plant material not for sale

Eating and/or drinking establishment that serves alcohol and provides  
entertainment<sup>1</sup> after 11:00 p.m.

Note 1: The definition of "entertainment" is such uses as live music, disc jockeys,  
dancing, karaoke, comedy shows, modeling, or live performances.

The Project site is located within the Residential Areas Specific Plan (RSP), adopted by the City Council in 1987. The RSP has been amended from time to time, in response to roadway realignments, elementary school site relocations, and changing market conditions for residential and non-residential development. In fact, the RSP has been amended 38 times since it was first adopted. Today, the RSP is nearly completely built out, with few vacant parcels remaining.

The GHC Zone within the RSP permits a limited range of commercial land uses. Since the Specific Plan was adopted, land use expectations for commercial centers have changed as the City has become larger, more urbanized, and developed several hundred additional acres of commercial property beyond what was planned in 1987. When the RSP was adopted, this site was envisioned to be a grocery store/drug store shopping center. Subsequently, other grocery sites were developed (for example, Winco, Walmart, Costco, and Target), and in 2006, the General Plan designation of the subject property was changed from Commercial to Office. The proposed amendment of the GHC Zone in the RSP is consistent with the General Plan designation and will contemporize the permitted land uses within this commercial center.

### Planning Commission Recommendation

The Planning Commission conducted a public hearing to consider the applications on October 23, 2019. Other than the applicant, who spoke in favor of the Project, there was no testimony presented during the public hearing. By a vote of four to zero (with one member absent), the Planning Commission recommended that the City Council approve the amendment to the Specific Plan and the Tracy Assisted Living and Memory Care Development Review Permit.

### CEQA Documentation

Regarding the Residential Areas Specific Plan amendment, the Project is consistent with the development density established by the City General Plan, for which an Environmental Impact Report (EIR, SCH Number 2008092006) was certified (Resolution No. 2011-028). The General Plan designation is Office, which provides for medical and non-medical offices, hospitals, research and development uses, retail stores, restaurants, and other uses. The development density of the assisted living and memory care facility does not exceed the traffic, parking, City utilities, or other effects analyzed for the site in the General Plan EIR. Therefore, in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15183, no additional assessment is required.

Regarding the Development Review Permit, the Project is an infill development, consistent with the City's General Plan and zoning, on a site of less than five acres, substantially surrounded by urban uses, has no value as habitat for threatened or endangered species, and will not result in significant effects on City utilities or services. Therefore, the Project is categorically exempt from CEQA review in accordance with Guidelines Section 15332.

### STRATEGIC PLAN

This agenda item is not related to any of the Council's Strategic Plans.

### FISCAL IMPACT

This agenda item will not require the expenditure of funds. The applicant paid the application processing fee established by the City Council for the Specific Plan Amendment and the Development Review Permit, and paid for the public utility technical studies through a Cost Recovery Agreement with the City.

### RECOMMENDATION

Staff and the Planning Commission recommend that the City Council take the following actions:

1. Approve the amendment to the Residential Areas Specific Plan Section 4.1.2.2, Application Number SPA19-0003, to permit dependent living facilities in the GHC Zone of the Residential Areas Specific Plan, as indicated in the City Council Resolution dated December 3, 2019; and

2. Approve the Development Review Permit for Tracy Assisted Living and Memory Care facility, Application Number D19-0019, as indicated in the City Council Resolution dated December 3, 2019.

Prepared by: Alan Bell, Senior Planner

Reviewed by: Bill Dean, Assistant Development Services Director  
Karin Schnaider, Finance Director  
Andrew Malik, Assistant City Manager

Approved by: Jenny Haruyama, City Manager

#### ATTACHMENTS

- Attachment A – Project Vicinity
- Attachment B – Site Plan
- Attachment C – Floor Plans (three pages)
- Attachment D – Exterior Elevations (three pages)
- Attachment E – Color Renderings (two pages)
- Attachment F – Conceptual Landscape Plans (two pages)

(The City Council has been provided full-sized copies of the Project plans. Color or full-sized plans may be reviewed on the City's website, and at Tracy City Hall, 333 Civic Center Plaza, Tracy).