AVENUES

Avenues Specific Plan

May 2018
Tracy, California

Prepared for
The City of Tracy

Adopted 9-18-2018
Ordinance #1262

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01 Introduction and Site Context

1.1 Vision

The Avenues Specific Plan (ASP) is the regulating document implementing a residential neighborhood. The Avenues Specific Plan pertains to a 95-acre parcel identified as Residential Low (RL) in the City of Tracy General Plan referred to herein as the ASP Area. The ASP Area is located between Lammers Road and Corral Hollow Road along the southern side of Valpico Road.

Drawing from the City's past and looking to the City's future, the Avenues project represents an opportunity for the City of Tracy to create an integrated addition to the community based on the principles of a pedestrian-friendly, connected, planned development.

In order to achieve this vision, the ASP establishes a context for the orderly and efficient development of the ASP Area. The purpose of the ASP is fourfold:

» To incorporate the goals and objectives of the City of Tracy General Plan which provides a vision for how development should look, feel, and function in an effort to maintain the City of Tracy's unique character and sense of place.

» To fulfill the vision, implement the principles, and land uses set forth in the General Plan;

» To set forth the community character and imagery envisioned for the Avenues and to define the supporting development standards and design guidelines which will be necessary to achieve the Avenues vision; and

» To establish development standards for the Avenues that are tailored to achieve the vision.

1.1.1 Guiding Principles

Principles that have guided the development of the Avenues Specific Plan include:

» Develop and implement the Specific Plan in a way that allows the Avenues to become a unique community with a distinct character and style.

» Base development guidelines on the precedents found in traditional towns of northern California to ensure that the Avenues becomes a place of memorable beauty and lasting urban quality.

1.1.2 Objectives

The following objectives have been identified for the ASP Area and have guided preparation of the Avenues Specific Plan and its implementation program:

» Create a new public recreation space.

» Utilize a variety of architectural styles.

1.2 Project Description

The Avenues project creates a residential village. The ASP includes a comprehensive land use plan for the development of approximately 95 acres. The ASP includes residential and recreational uses. The plan will accommodate a maximum of 480 residential units (minimum 380 units) not including accessory dwelling units (ADU) and a neighborhood park.

Neighborhood

The plan contains a compact, well-organized, pedestrian-friendly neighborhood, linked by a comprehensive system of local streets, and pedestrian and bicycle paths. The ASP includes a mix of housing types.

Neighborhood Park

Public space is fundamental to the ASP. A park serves a mix of recreational needs essential to the daily life of residents.

Figure 1.1 Image of existing site looking south.

1.3 Specific Plan Authorization

1.3.1 State Authority

Specific Plans are authorized by Section 65450 et seq. of the California Government Code.

As set forth in the Government Code, Specific Plans must contain the information outlined below. The location of this information in the ASP is shown in bold following each item.

» The distribution, location, and extent of the uses of land within the area covered by the ASP. **(Section 2: Land Use and Development Standards and Section 3: Infrastructure)**

» The proposed distribution, location, and extent and intensity of major components of public and private transportation, wastewater conveyance, water drainage, solid waste disposal, energy, and other essential facilities needed to support the land uses proposed in the ASP. **(Section 3: Infrastructure)**

» Standards and Criteria by which development will proceed and standards of conservation, development, and utilization of natural resources. **(Section 2: Land Use and Development Standards and Appendix A: Avenues Pattern Book)**

» A program of implementation measures including regulations, capital improvements, public works projects, and financing measures. **(Section 2: Land Use and Development Standards and Section 4: Infrastructure Funding and Phasing)**

The ASP has two appendices:

» **Appendix A:**
Avenues Pattern Book (Appendix A: Pattern Book)

» **Appendix B:**
Avenues Additional Landscape Features/Character Elements And Sign Program (Appendix B: Sign Program)

1.3.2 City of Tracy Authority

Under Section 10.20.010 Authority for Specific Plans of the Tracy Municipal Code under the California Planning and Zoning Law, the City Council is authorized to prepare, adopt and implement a Specific Plan for any area covered by the City of Tracy General Plan. This includes areas within the City boundaries, the City's sphere of influence, or the General Plan planning area ...As set forth in the General Plan, the Avenues Specific Plan's General Plan designation is RL. The Residential Low designation applies to all of the Avenues Specific Plan, which is located along the southern edge of Valpico Road, and consists of residential units and a park.

1.4 Relationship to Other Plans

1.4.1 County and City Airport Plans

The Tracy Municipal Airport is located to the southeast of the Avenues community. Land uses within certain zones in the vicinity of the airport are regulated by the San Joaquin County Airport Land Use Commission (ALUC). The San Joaquin Council of Governments serves as the ALUC and has adopted the San Joaquin County Airport Land Use Plan, the latest version of which was adopted in 2009. In 1998, the City of Tracy adopted the Master Plan for the Tracy Municipal Airport (Tracy Airport Master Plan).

It is a policy of the Safety Element of the General Plan that new development be consistent with the County and City plans. As set forth in greater detail herein, the ASP complies with all applicable sections of the City of Tracy Airport Master Plan and is in compliance with the San Joaquin County Airport Land Use Plan.

1.4.2 Zoning

This document serves as the zoning document for the property within the ASP area.

1.5 How to Use the Specific Plan, Pattern Book, and Sign Program

The Specific Plan serves as a regulatory tool in the development of the Avenues. The Specific Plan incorporates a Pattern Book that sets forth standards for the development of buildings on lots. It also incorporates a Sign Program that establishes standards for additional landscape features/character elements and signs in the ASP area. Together, the Specific Plan with the Pattern Book and Sign Program comprise the administrative document governing the development of the Avenues community. The body of the Specific Plan generally governs horizontal development of lots with their land uses, development standards, parks, public landscaping, roads, utilities, special landscape features, and character elements; the Pattern Book generally governs the vertical development on established lots, including exterior architecture of buildings; the Sign Program generally governs the design of landscape features, character elements, and signs. Section 5: Plan Review describes the process of developing the Avenues community using the Specific Plan, the Pattern Book, and Sign Program from site design through building permit.

1.6 Project Location

The ASP Area is in the City of Tracy bounded by Valpico Road on the north and Ellis subdivision on the south, Corral Hollow Road on the east, and agricultural land to the east and west. The parcel is proximate to the interstate highway system, with direct access to San Jose, San Francisco, Stockton, and Los Angeles.

1.7 Existing Land Use

The Avenues is situated on relatively flat property just north of the Coastal Range, in the heart of the Northern San Joaquin Valley. The proposed Specific Plan Area is in agricultural use and is undeveloped. North of the plan area, across Valpico Road, the area is also characterized by agriculture. Ellis, a vibrant mixed-use development, is located to the south.

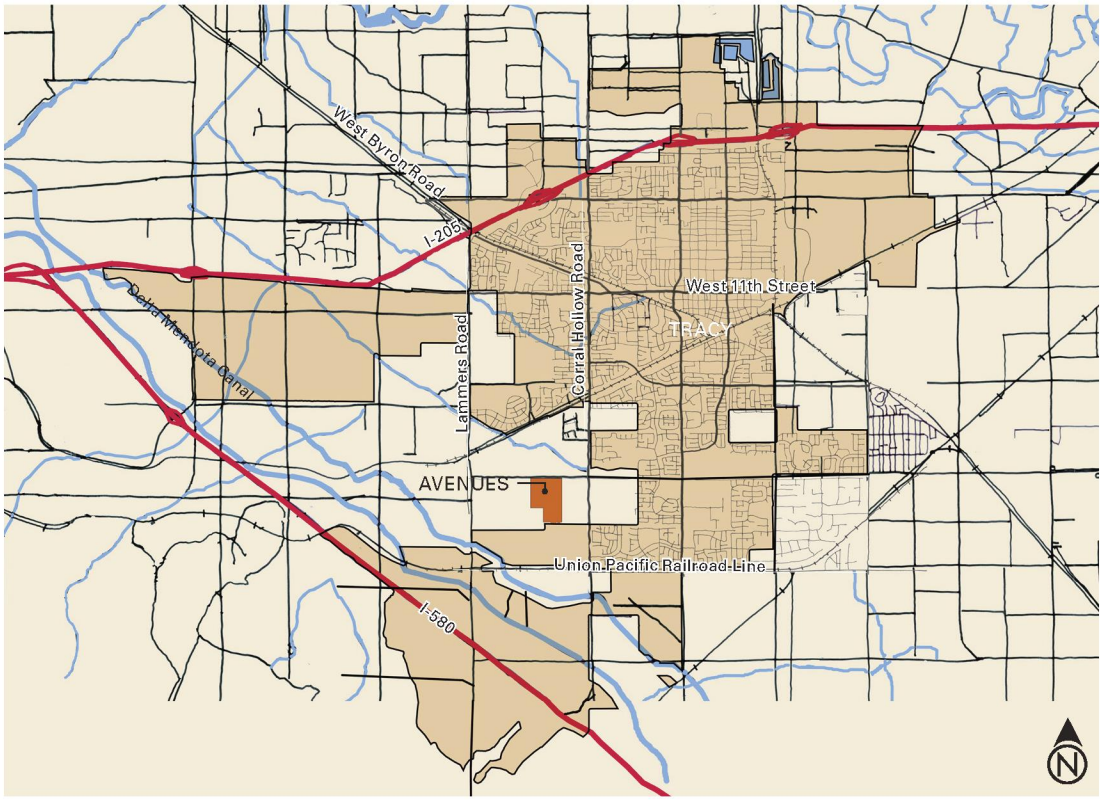

Figure 1.2 Vicinity Map

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02 Land Use and Development Standards

2.1 Land Use Concept

The Avenues neighborhood has its distinct sense of place, reinforcing the General Plan goal of creating a hometown feel. The Avenues employs traditional neighborhood design principles, utilizing a pedestrian-friendly network of streets and a centrally located park. The park is positioned to provide the neighborhood and the community with a central focus, with both active and passive recreational opportunities. Blocks are sized to support a mix of housing types and to promote walkability. Along the main thoroughfare through the neighborhood, garages will be kept off the street and will be accessed by way of rear driving lanes, also known as alleys. The architecture of buildings will represent a number of residential styles historically popular in the Tracy region, further discussed in Appendix A: Avenues Pattern Book.

2.2 Land Use Plan

The General Plan Land Use Designation for the Avenues Specific Plan area is Residential Low (RL), which permits 2.1 to 5.8 dwelling units per acre. The zoning designation is Avenues Specific Plan. The Avenues Specific Plan and Pattern Book provide the development regulations for the Avenues. Development topics not covered by the Specific Plan or the Pattern Book are regulated by Title 10 of the Tracy Municipal Code (TMC) and other City standards as applicable (See Section 5: Plan Review).

The Avenues Specific Plan area is approximately 95 gross acres designated for residential uses. The overall site density is between 4 and 5 units per gross acre. The range is provided to allow flexibility in designing and subdividing the Avenues project area. The minimum number of residential units in the Avenues shall not be lower than 380 and shall not exceed 480. These figures do not include second units.

Figure 2.1 shows the Avenues Specific Plan area, anticipated street pattern, and neighborhood park location. The precise location of such facilities will be determined in the Tentative Map (see Section 5.4). All of the streets, including alleys, will be publicly owned and maintained. Refer to Chapter 4 Infrastructure for street standards.

The Residential land use designation applies to the entire Avenues Specific Plan area and permits the following:

- Single-family detached residential
- Accessory Dwelling Units, attached or detached
- Parks and other public recreation facilities
- Community centers, senior centers, teen centers
- Community service buildings, such as Fire Stations, Police Stations, Post Offices, or other public facilities
- Public educational and institutional facilities

Consistent with City requirements, the ASP includes a park obligation of 4 acres per 1,000 people. Avenues will feature 3 park acres per 1,000 population generated of Neighborhood Parks dedication and 1 park acre per 1,000 population generated of Community Parks obligation (4 park acres per 1,000 population generated total). Population will be based on City of Tracy Parks Master Plan (new development), April 2013.

2.3 Development Standards

2.3.1 Lot development

Development standards for residential uses are established in Table 2.1. Development standards for ADUs, vision clearance for corner lots, ordinary projections into yards and courts, and pools and pool equipment shall be consistent with the TMC and the Low Density Residential (LDR) zone.

2.3.2 Parking

Off-street parking shall be provided in accordance with the TMC requirements and City standards for off-street parking. Driveways for front-loaded residential lots may be grouped together or separated.

2.3.3 Fences, Walls, and Hedges

Fences, walls, and hedges shall be permitted in accordance with the ASP and TMC requirements for residential lots, except that no fence, wall, or hedge shall be located within 5 feet from the back of any public sidewalk. Maximum height of front yard fencing is 3 feet. Fencing facing street sides is permitted on the rear half of the lot only. Maximum height of the side and rear yard fencing is 8 feet (6 feet preferred), except in a P.U.E., where the maximum height is 6 feet. Minimum of top 1 foot of 6-foot fences or top 1 foot 4 inches of 8-foot fences facing streets and/or public space requires lattice.

Temporary model home fencing may extend into the public right of way to include public sidewalks. Sidewalks on opposite side of street must remain open for public use.

A screening fence or boundary wall, separating the Avenues from adjacent undeveloped properties is permitted. This includes temporary gates at streets to be extended off-site in the future (see 3.7.5 Agricultural Edge). The Avenues is not intended to be a gated community.

2.3.4 Landscaping

The builder shall landscape all publicly visible areas.

2.3.5 Subdivision design

The conceptual subdivision layout is shown in Figure 2.1. Typical blocks are approximately 200 feet wide by a range of approximately 400 feet to approximately 700 feet long.

For blocks containing front-loaded detached houses, the block length shall be no longer than 1,200 linear feet without a break. For rear-loaded blocks containing detached houses, the block length shall be no longer than 950 linear feet without a break. A break is defined as a physical interruption, such as a street or alley, park, public open space, or a change in lot type comprised of at least 200 linear feet. Perimeter blocks are exempt from the block length requirement.

2.3.6 Private Property Signs

Signs in the Avenues Specific Plan Area on private property shall be regulated by Title 10, Article 35 of the Tracy Municipal Code, except as specified in Section 2.3.6 of the Avenues Specific Plan and Appendix B: Sign Program. The signs included in this Avenues Sign Program shall be permitted as shown. The approval process shall include only a building permit, and a sign permit processed in accordance with Title 10, Article 35 of the Tracy Municipal Code. Regulatory signs not approved as part of the ASP shall comply with City Standards or California Department of Transportation (Caltrans/California Manual on Uniform Traffic Control Devices (CA-MUTCD) standards where applicable.

In addition, the design of the landscape features/character elements in Appendix B: Sign Program shall be permitted as shown.

2.3.7 Utilities

All utility distribution facilities (including, but not limited to, electric, gas, water, communication, and cable television lines), including utility service laterals and equipment, installed in and for the purpose of supplying service to any building or property shall be vaulted, except equipment appurtenant to the underground facilities, such as risers from concealed ducts and poles supporting street lights.

AVENUES SPECIFIC PLAN RESIDENTIAL DEVELOPMENT STANDARDS		
DEVELOPMENT STANDARDS	**FRONT-LOADED LOTS, DETACHED**	**REAR-LOADED LOTS, DETACHED**
Lot Size	4,500 sq ft min	3,600 sq ft min.
Lot Width	45 ft min.; provided, however, lots on cul-de-sacs or knuckles shall have a minimum width of 35' at the front property line	38 ft min.; provided, however, lots on cul-de-sacs or knuckles shall have a minimum width of 35' at the front property line
Lot Depth	90 ft min.	80 ft min.
Front Yard Setback	10 ft. min. Face of garage: 18 ft min.	10 ft min. Garages shall be within rear 1/3 of the lot accessed from alley
Interior Side Yard Setback	5 ft min.	5 ft min.
Street Side Yard Setback	10 ft min.	10 ft min.
Rear Yard Setback	House: 10 ft min. Garage: 5 ft min.	House: 10 ft min. Garage: 5 ft min.
Height	2½ stories or 35 feet, whichever is less	2½ stories or 35 feet, whichever is less
Lot Coverage	55% max	55% max
Open Space in Rear of front-loaded lots and Interior Yard of rear-loaded lots	750 sq ft min.	550 sq ft min.
Distance Between Accessory Buildings	No requirement	No requirement
Distance Between Main Buildings	No requirement	No requirement
Shade Structures	Shade structures and detached accessory buildings shall meet the front, side, and rear yard setbacks unless located on the rear 1/3 of lot or 70 ft back from front property line, in which case minimum rear setback and interior side yard setback is 0 ft. [2]	Shade structures and detached accessory buildings shall meet the front, side, and rear yard setbacks unless located on the rear 1/3 of lot or 70 ft back from front property line, in which case minimum rear setback and interior side yard setback is 0 ft. [2]
Encroachment [1]	Porches and/or balconies: 5' into Front Yard and Street Side Setback Bay Windows: 2' into Front Yard and Street Side Setback Fireplace and/or media nook: 2' into Side Yard and Street Side Setback Air Conditioning (A/C) units: 4' into the Side Yard Setback, provided that at least one side of the lot maintains the minimum setback for access to the front and rear yards.	Porches and/or balconies: 5' into Front Yard and Street Side Setback Bay Windows: 2' into Front Yard and Street Side Setback Fireplace and/or media nook: 2' into Side Yard and Street Side Setback Air Conditioning (A/C) units: 4' into the Side Yard Setback, provided that at least one side of the lot maintains the minimum setback for access to the front and rear yards.

[1] Only permitted if not encroaching into a public utility easement.
[2] This exception to minimum setbacks does not apply to garages.

Table 2.1 Residential Development Standards

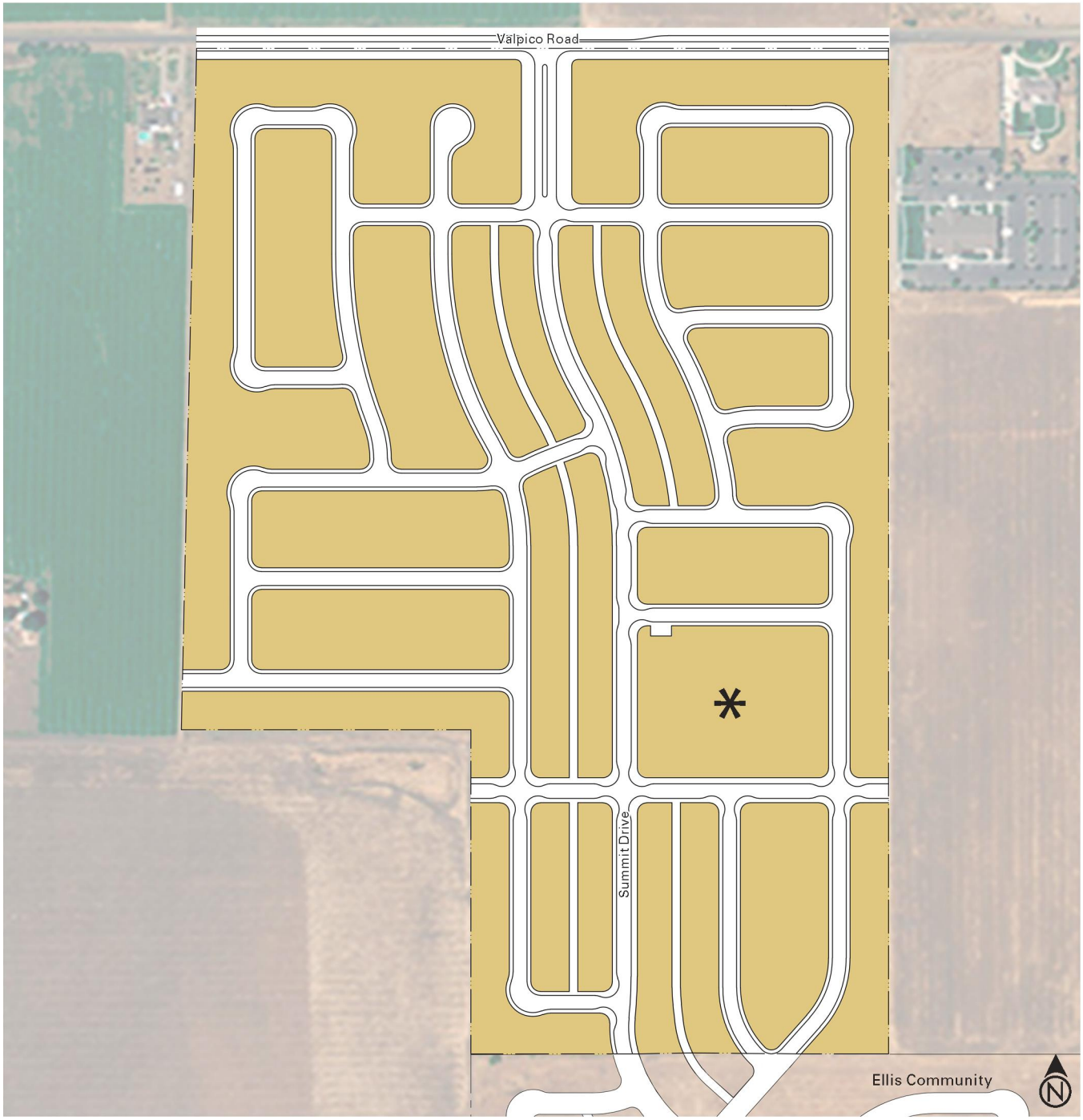


Figure 2.1 ASP Subdivision Layout/Zoning

Note 1: Pursuant to the City of Tracy General Plan, parks and special landscape features are allowed within residential land use designations. For an illustration showing the prescribed location of the park and special landscape features, see Section 3, Figure 3.18.
Note 2: Pursuant to the City of Tracy General Plan, lanes are allowed within residential land use designations. The precise location of such facilities will be determined upon the approval of detailed plans. Diagrams in the ASP are illustrative and not intended to indicate the percent or location of lane loaded lots. In general, lanes are encouraged parallel to higher traffic interior streets and along view corridors.

03 Infrastructure

3.1 Vehicular Access

The Avenues is located in the southeastern area of the City of Tracy, south of Valpico Road and west of Corral Hollow Road. The Avenues is in close proximity to Interstate 580, which connects the Central Valley with the East Bay and the Bay Area farther to the west. The Avenues also has access to Interstate 205, running east/west, and has access to Interstate 5, running north to Sacramento and to Los Angeles and other points south. More immediate to the Avenues parcel, the area is connected to the City of Tracy by Valpico Road and Summit Drive. Urbanization of the Avenues will require improvements to streets both within and beyond its boundary, particularly Valpico Road.

The Avenues contains a framework for circulation consisting of both a Community and a Neighborhood Streets Network (Figure 3.3). Primary access to the community is provided by the main entrance at Valpico Road. Summit Drive connects this entrance to the Ellis subdivision to the south.

3.1.1 Street Network and Hierarchy

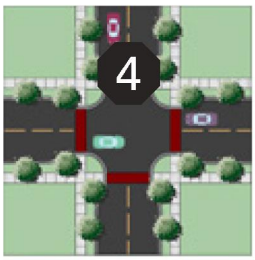
A grid pattern of different street types (see Figure 3.3 Street Hierarchy), each with a different character and function, serves the transportation needs of the community. With sidewalks on all streets and a multi-purpose path on some, the streets are the armature for the pedestrian and bicycle network as they connect the residential neighborhoods and park within the Avenues.

The Avenues street network includes pedestrian/bicycle safety and traffic calming measures. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming measures. The menu of ASP traffic calming measures includes traffic signals, all-way stop signs, two-way stop signs, on-street parking, bulb-outs at intersections, knockdowns, etc. Figure 3.2 illustrates some of these techniques. The final type and location of all traffic-calming elements will be determined at the time of Tentative Map approval, with bulb-outs being as per the ASP. Any traffic calming measures used shall not result in a travel way less than 22 feet, with the exception of alleyways as detailed in figure 3.13 Proposed Section and Plan: Lane A. All streets will be publicly owned and maintained. Streets will be built to the standards established by applicable City Engineering Design and Construction Standards and Standard Plans, except as modified by the ASP. All landscaping, medians, and special landscape features shall be maintained by the Ellis Property Owners Association (EPOA) and funded by the Ellis Community Facilities District (ECFD). The park shall be maintained by the City and funded by the ECFD.

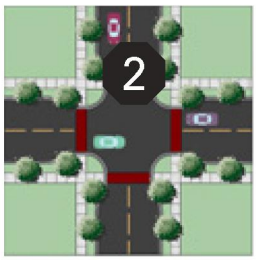
Figures 3.4 through 3.13 identify streets by type: Regional Arterial, Entry, Community, Neighborhood, and Lanes. The lengths shall be established through the approvals of a Tentative Map and Final Map.

Figure 3.1 Multi-purpose path

Controlling Vehicle Movement



All-way Stop Sign



Two-way Stop Sign

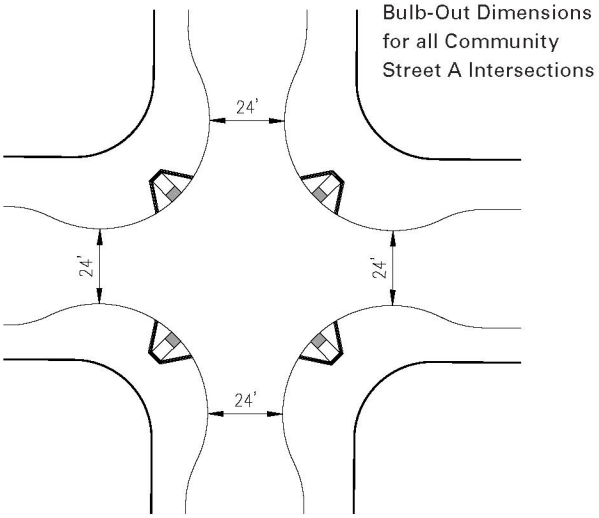
Narrowing the Street

On-street Parking

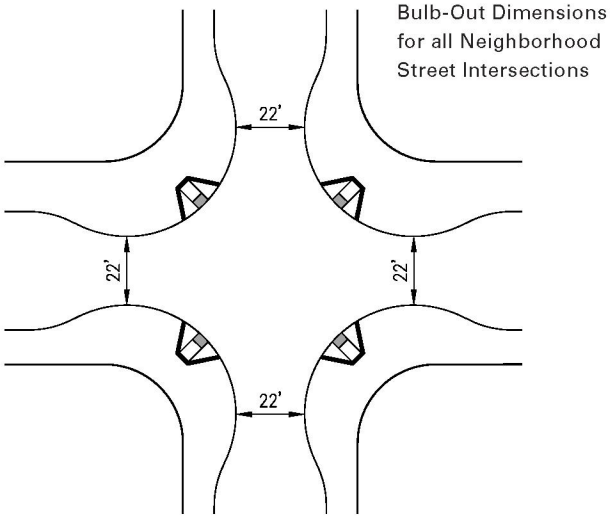
Bulb-out Intersection (intersection of Summit Drive and a Neighborhood Street)

Bulb-out

Any traffic calming measures used shall not result in a travel way less than 22 feet, with the exception of alleyways as detailed in figure 3.13 Proposed Section and Plan: Lane A



Bulb-out/Community Street A



Bulb-out/Neighborhood Street

Figure 3.2 Traffic-Calming Measures

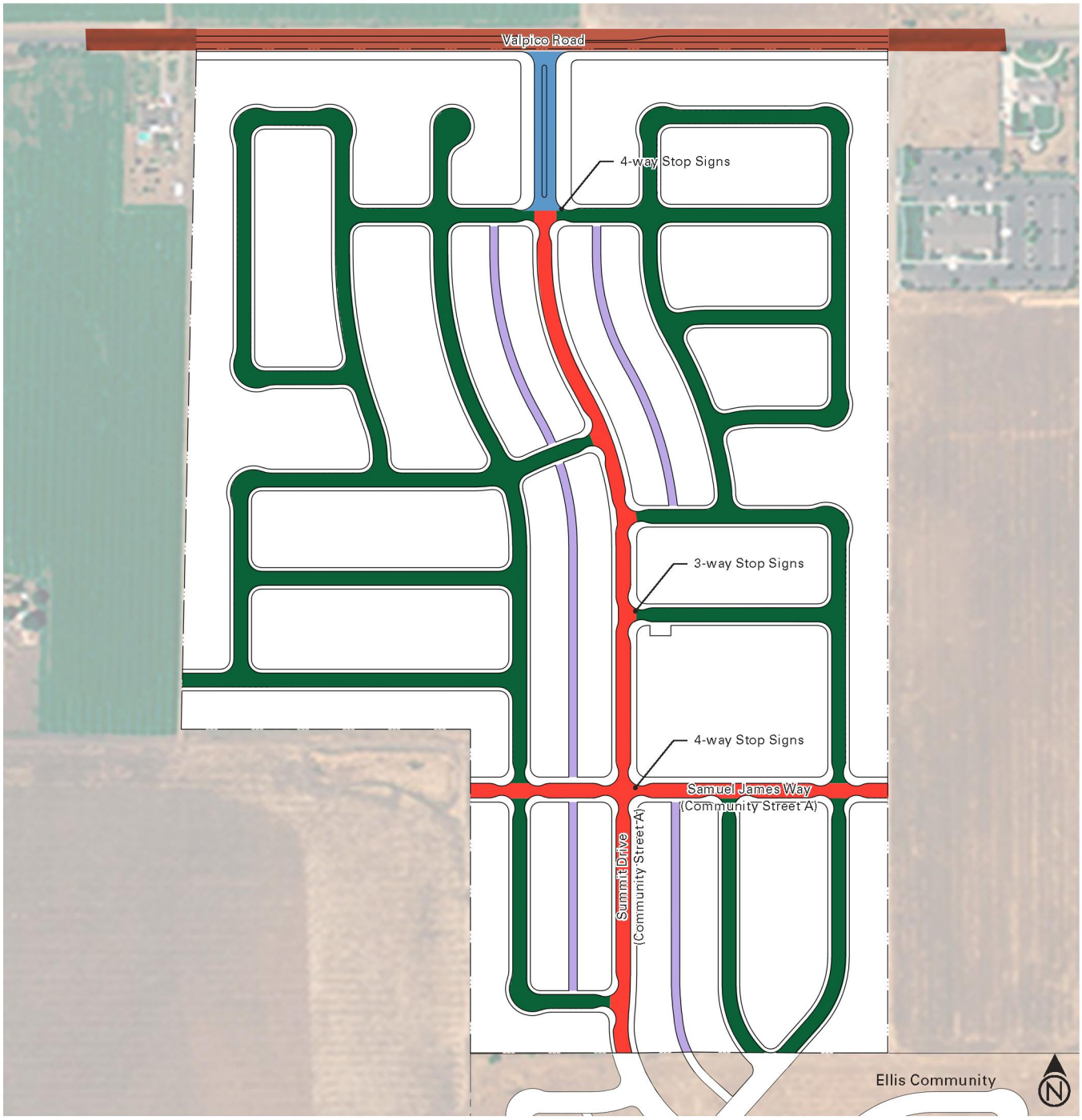


Figure 3.3 Street Hierarchy

The precise location of streets will be determined upon the approval of detailed plans. Diagrams in the ASP are illustrative and not intended to indicate the percent or location of lane loaded lots. In general, lanes are encouraged parallel to higher traffic interior streets and along view corridors.

3.1.2 Regional Arterial: Valpico Road

Designation: A (Final Build-out)

Definition

Valpico Road is an existing roadway that serves as a major east/west connection for the City of Tracy. Along the northern boundary of the ASP, Valpico Road is an undivided two-lane roadway with curb, gutter, and multi-use path along the southern edge. The posted speed limit along the project frontage is 45 miles per hour. Valpico Road is designated as a major arterial in the City of Tracy General Plan. Major arterials are intended to serve as the major routes of travel within the city. Arterials can provide some direct but limited access to adjacent parcels. These limitations can include restrictions on spacing and turn movements into and out of driveway locations. Major arterials can also serve as bicycle and pedestrian routes. In its final build-out, this road has dedicated left and right turn lanes in both directions. A turn out may be installed along the south side of Valpico road for potential future service of Tracy Transit, and would be located in the general area of the street section marker show on Figure 3.4 of Valpico Road. Only street improvements would be provided.

Per the City of Tracy Roadway Master Plan, the developer will be responsible for frontage improvements along Valpico Road adjacent to the project. The frontage improvement includes landscape (sidewalk) in the R/W, curb/gutter, and the first travel lane. The frontage improvements will be required as Final Maps are approved fronting Valpico Road. Any other Valpico improvements funded or constructed by developer shall be considered master plan improvements subject to credit and reimbursement.

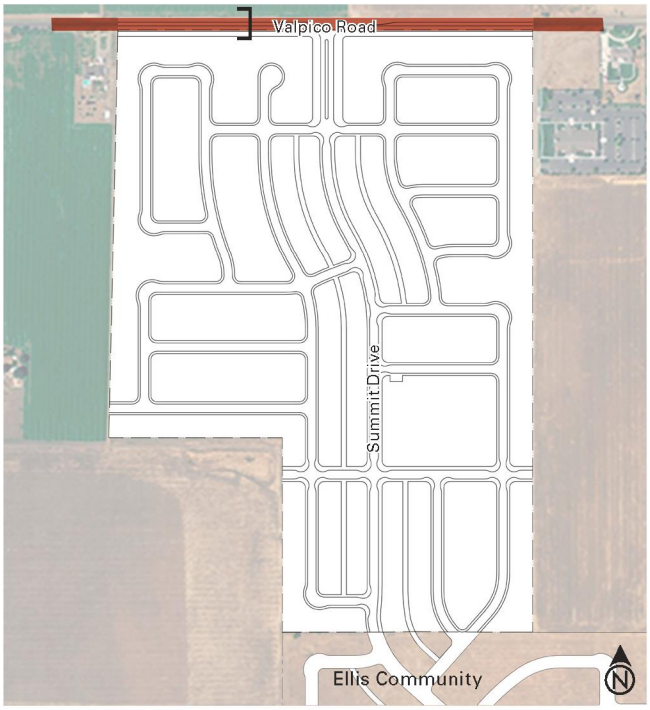


Figure 3.4 Key Plan: Regional Arterial – Valpico Road, Designation A (Final Build-out)

Movement Free

Design Speed 45 MPH

Travel Lanes Two-way divided roadway, four lanes with dedicated turn lanes at intersection

Parking None

R.O.W. Width 99 feet

Travel Lane Width 11 to 13 feet

Curb Type Raised

Sidewalk Width 10-foot multi-use path on the south side, 5-foot sidewalk on the north side

Park Strip 7 feet at the curb and 20-foot dedicated landscape zone behind sidewalk on the south side, existing park strips on the east side are of variable width

Landscape Street trees with a row of evergreen background trees; underplanted with low water use grasses, shrubs, and/or groundcover (irrigated); planted median with trees (irrigated); see Section 3.7 and Tables 3.2 to 3.5

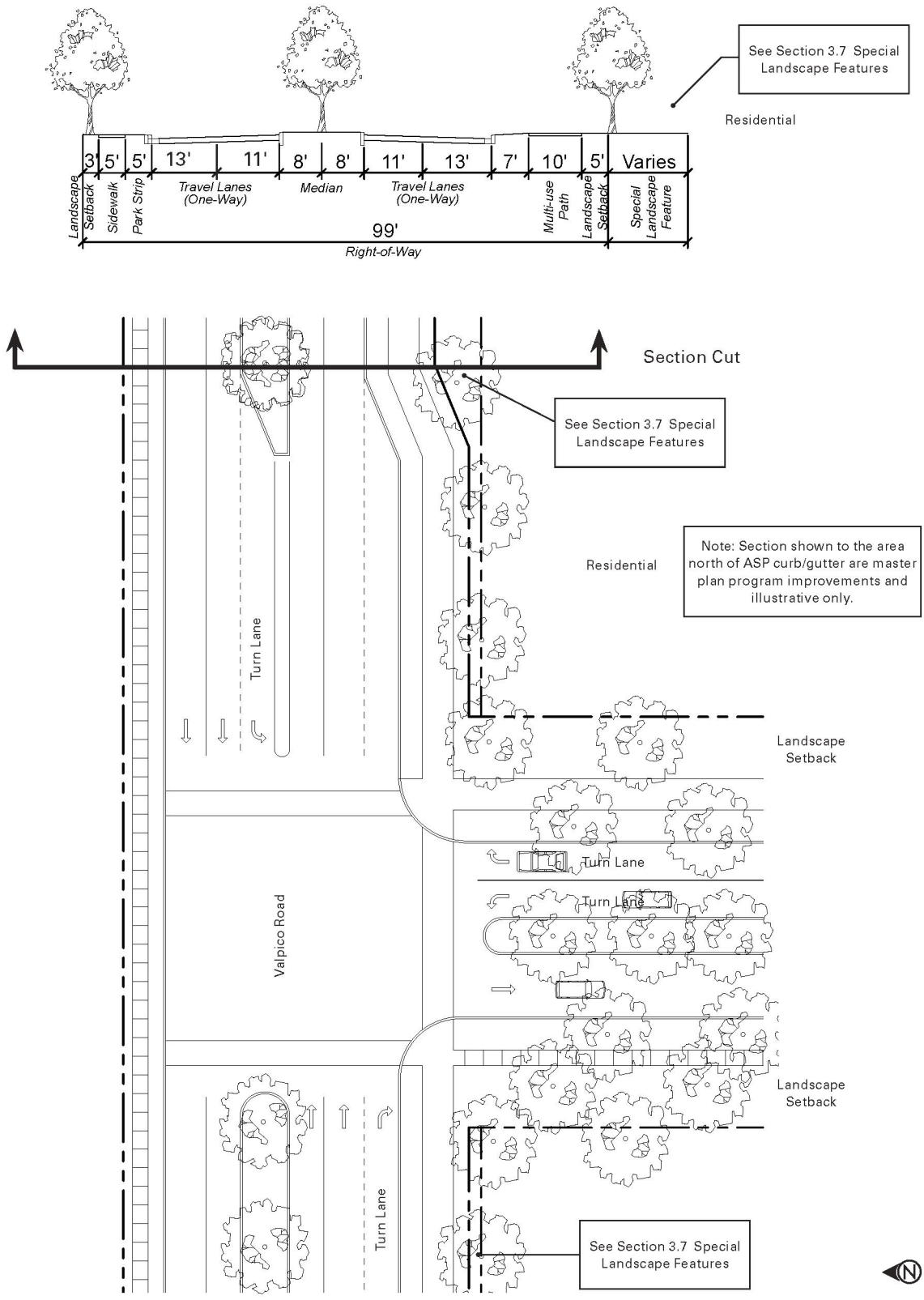


Figure 3.5 Section and Plan: Regional Arterial – Valpico Road, Designation A (Final Build-out)

3.1.3 Entry Street

Designation: A

Definition

The Summit Drive Entry is the primary access point accommodating moderate traffic volumes entering and exiting the community from Valpico Road. Large trees in both the median and the park strips help mark the entrance. No on-street parking is permitted.

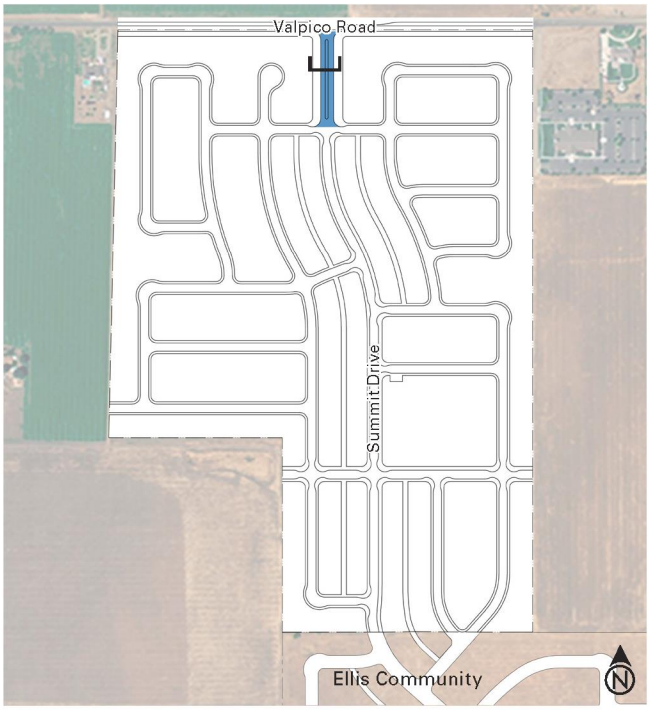


Figure 3.6 Key Plan: Entry Street A

Movement Free

Design Speed 25 MPH

Travel Lanes Two-way divided roadway, three lanes

Parking None

R.O.W. Width 91 feet

Travel Lane Width 12 feet minimum

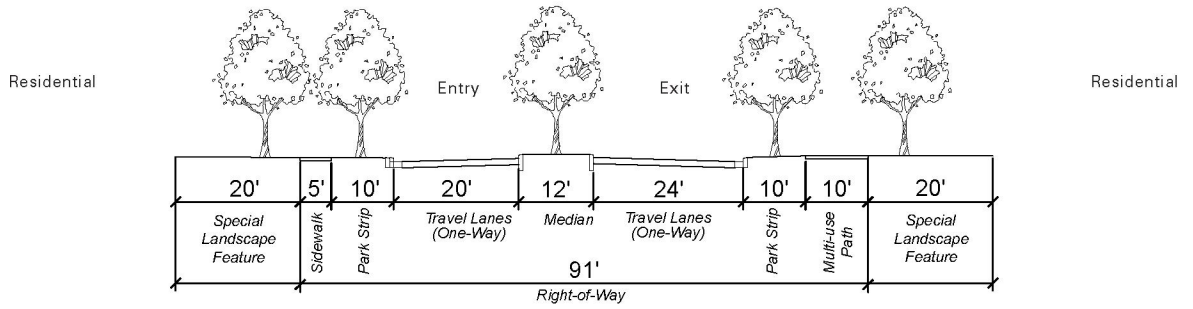
Curb Type Raised

Sidewalk Width 10-foot multi-use path on one side; 5-foot sidewalk on other side

Bicycle Lane Class 1, one side

Park Strip 10 feet, both sides

Landscape 20-foot special landscape strip (irrigated); see Section 3.7 and Tables 3.2 to 3.5



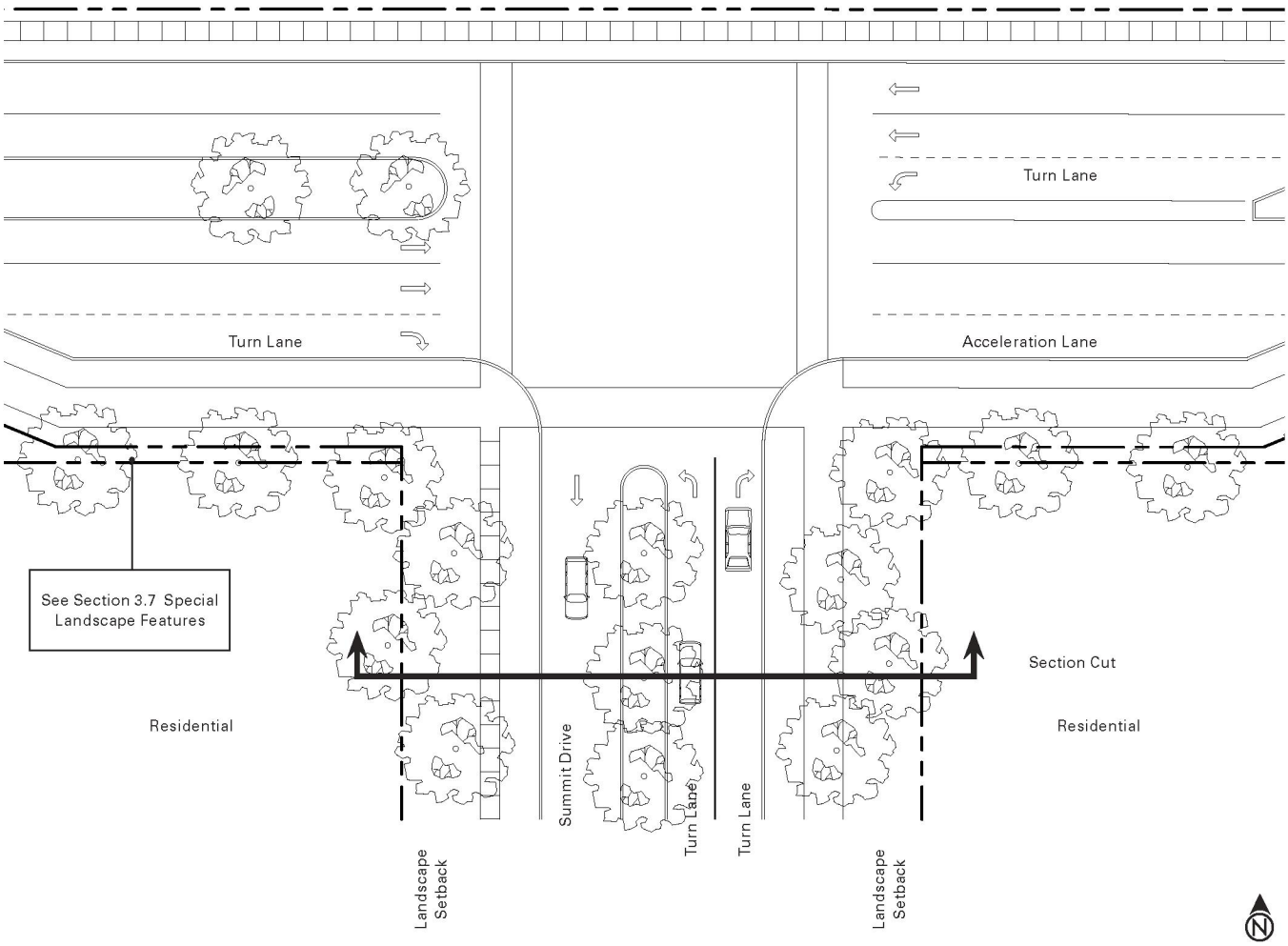


Figure 3.7 Proposed Section and Plan: Entry Street B

3.1.4 Community Street

Designation: A

Definition

As a street running along the edges of neighborhoods and through the community, its adjacent land uses include various types of residences, as well as a park and special landscape features. In addition to providing connectivity, the Summit Drive extension links Ellis to Valpico Road. On-street parking is provided on both sides of Community Streets. A Class 1 bicycle lane on one side is provided along the length of the street as part of the multi-purpose path network.

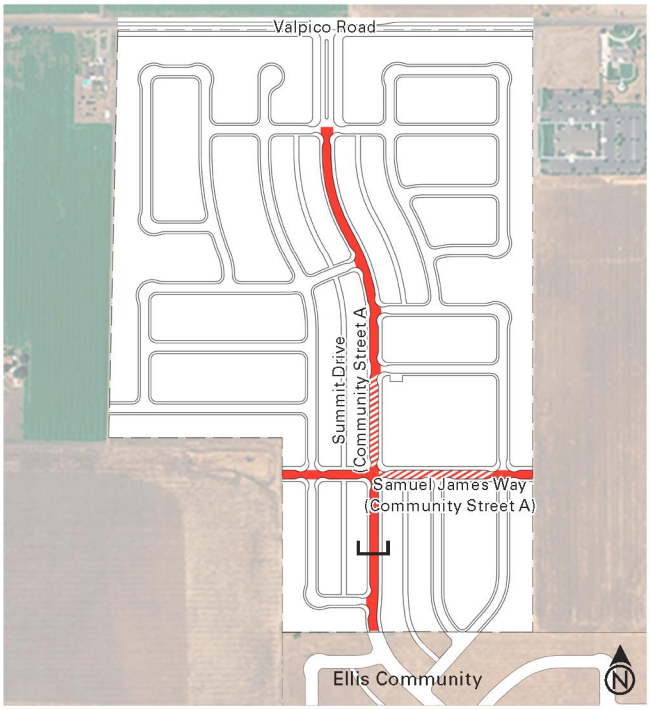


Figure 3.8 Key Plan: Summit Drive

COMMUNITY STREET A

PARK ALTERNATIVE COMMUNITY STREET A

Movement Free

Design Speed 25 MPH

Travel Lanes Two-way, two lanes

Parking Parallel, both sides; offset by park strip on opposite side

R.O.W. Width 65 feet

Travel Lane Width 11 feet

Curb Type Raised

Sidewalk Width 5 feet on one side; 10-foot multi-use path on the other

Bicycle Lane Class 1, one side as part of the multi-purpose path

Park Strip 6 feet, both sides, except park alternative

Landscape Single row of street trees with low water use grasses, shrubs, and groundcover (irrigated); pedestrian access through landscape strip to be provided as necessitated by parking; see Tables 3.2 to 3.5

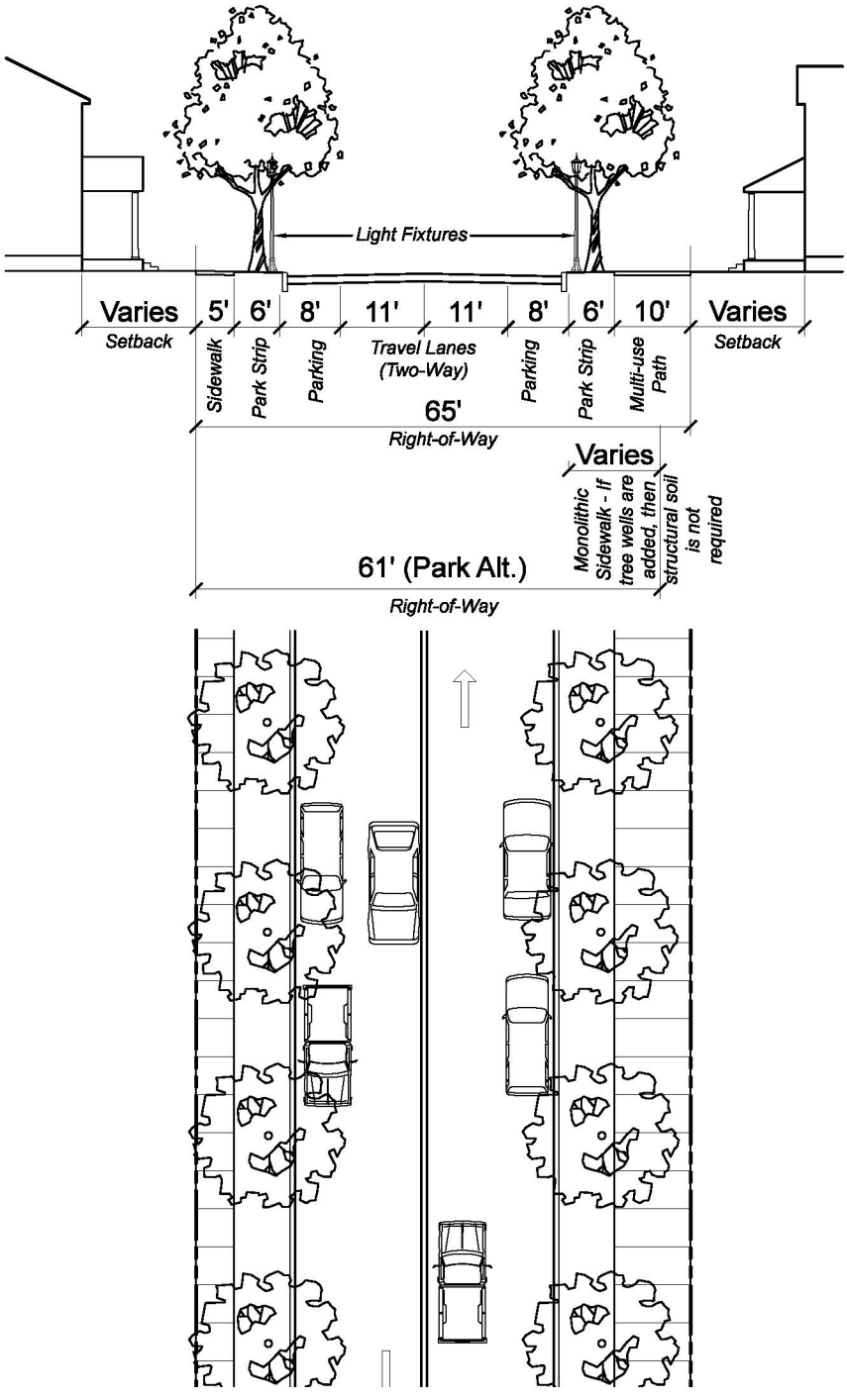


Figure 3.9 Proposed Section and Plan: Summit Drive

3.1.5 Neighborhood Street

Designation: A

Definition
A moderate-scale street providing local access throughout the community. It accommodates on-street parking on both sides.

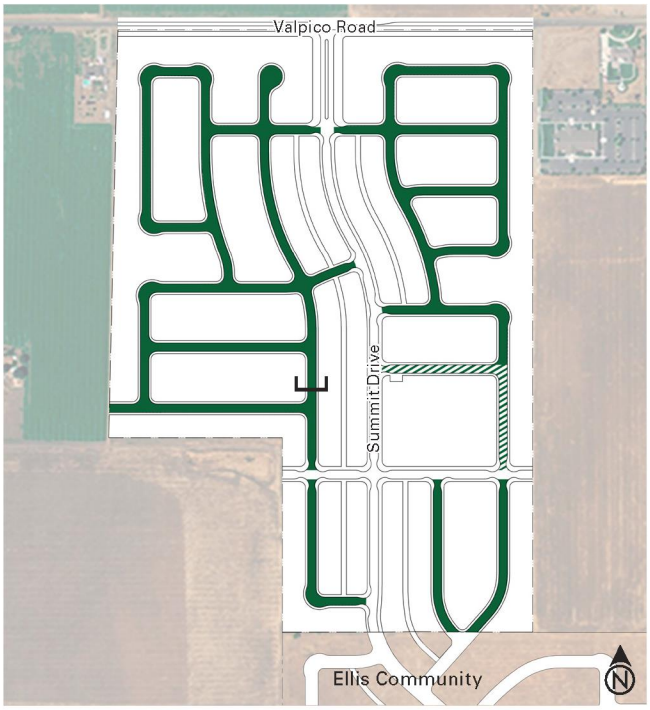


Figure 3.10 Key Plan: Neighborhood Street A

NEIGHBORHOOD STREET A
PARK ALTERNATIVE NEIGHBORHOOD STREET A

Movement Free

Design Speed 25 MPH

Travel Lanes Two-way, two lanes

Parking Parallel, both sides

R.O.W. Width 56 feet

Travel Lane Width 10 feet

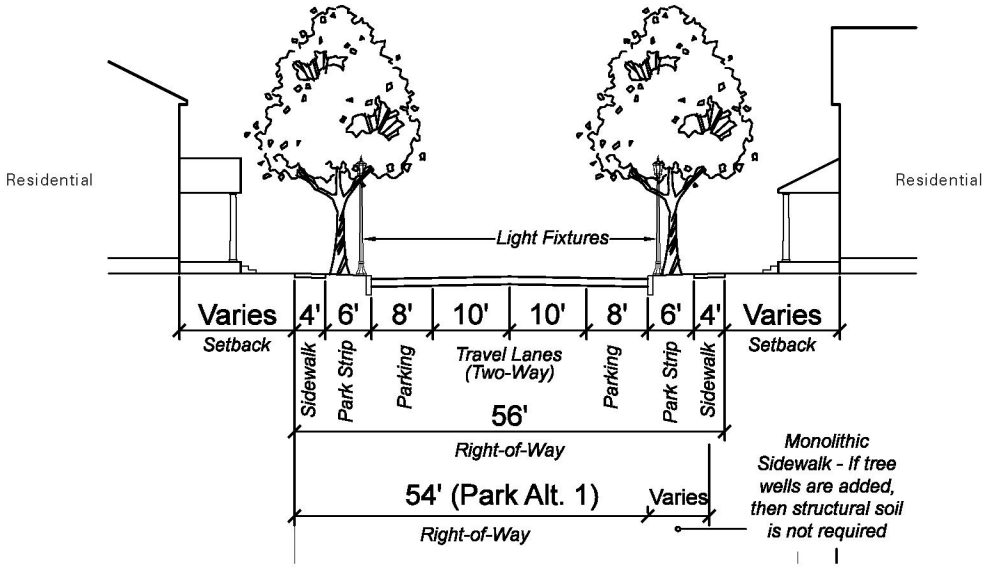
Curb Type Raised

Sidewalk Width 4 feet, both sides; except park alternative

Bicycle Lane None

Park Strip 6 feet, both sides; except park alternative

Landscape Single row of street trees with low water use grasses, shrubs, and groundcover (irrigated); pedestrian access through landscape strip to be provided as necessitated by parking; see Tables 3.2 to 3.5



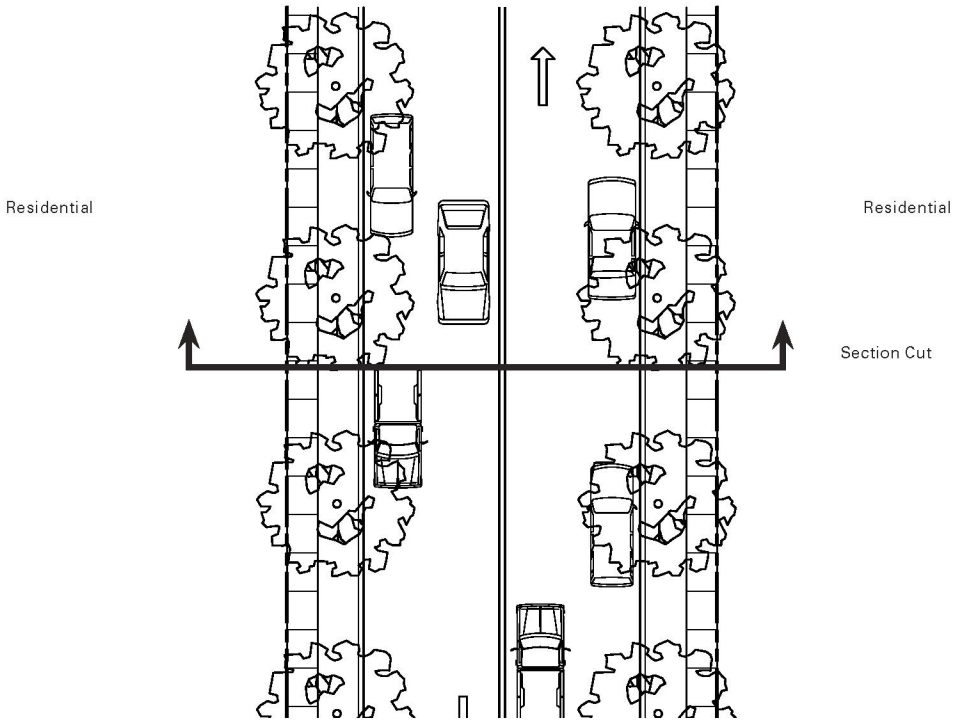


Figure 3.11 Proposed Section and Plan: Neighborhood Street A

3.1.6 Lane

Designation: A

Definition

Primary access to residential off-street parking. Lanes are designed to accommodate trash collection and dry utilities. Dead-end lanes may not extend farther than 150 feet from a public street. Fire hydrant spacing shall be 500 feet maximum for all streets and lanes. The curb on each side of the lane entrance shall be painted red 10 feet in both directions.

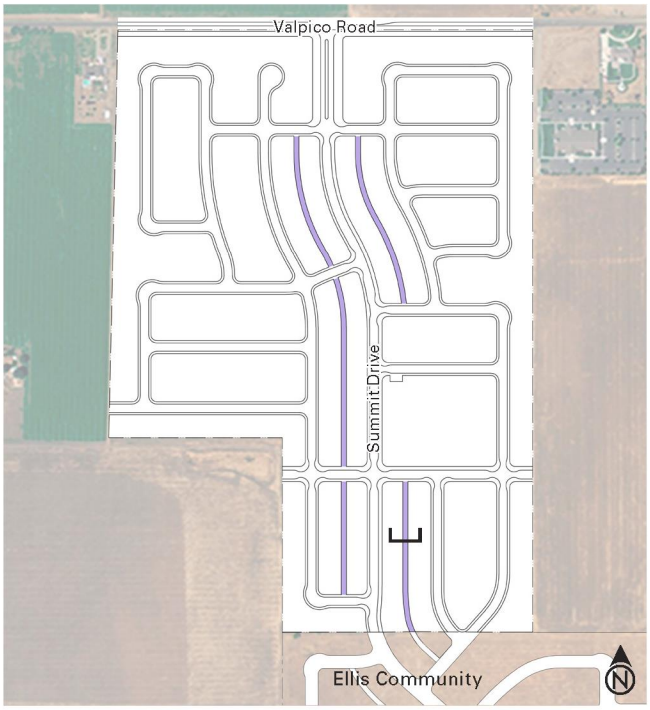


Figure 3.12 Key Plan: Lane A

Pursuant to the Citywide Transportation Master Plan, alleys are a permitted street type. The precise location of such facilities will be determined upon the approval of a tentative map. Diagrams in the ASP are illustrative and not intended to indicate the percent or location of lane loaded lots.

Movement Yield

Design Speed 10 MPH

Travel Lanes One-way

Parking None

R.O.W. Width 22 feet

Travel lane width 14 feet

Curb Type Spill

Sidewalk Width None

Bicycle Lane None

Park Strip 3.5 feet, both sides

Landscape Low water use grasses, shrubs, and ground-cover in park strip (irrigated)

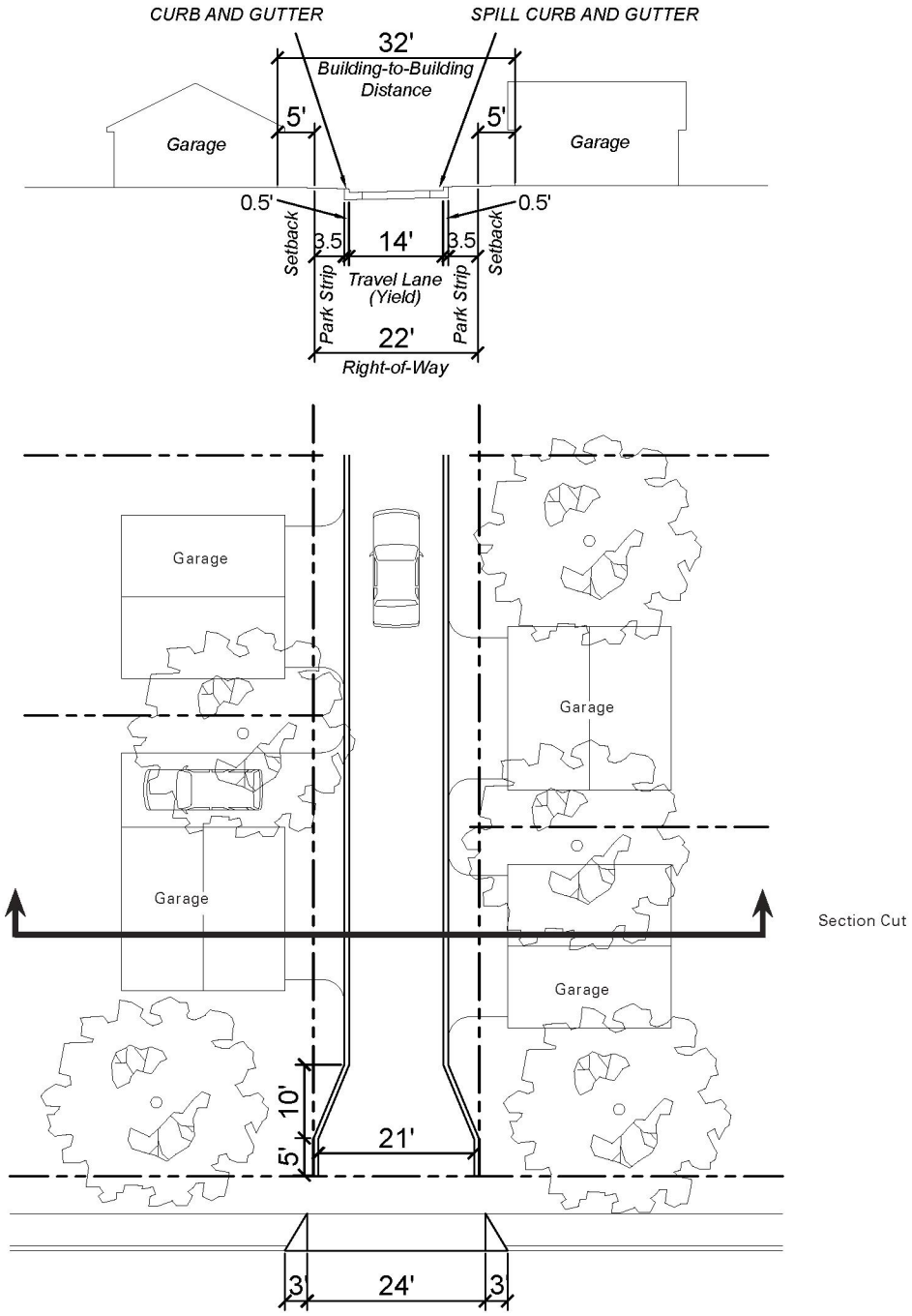


Figure 3.13 Proposed Section and Plan: Lane A

3.2 Pedestrian System Plan

The streets, blocks, and park of the Avenues are designed to accommodate the needs of pedestrians and cyclists (Figure 3.14).

The Avenues has a diverse and well-developed pedestrian circulation network. All streets in the community have sidewalks on both sides. The network of sidewalks connects all areas of the residential neighborhood. This system is enhanced by multi-use paths (trails) along primary streets that link residents to the park and the regional network.

The pedestrian network is enhanced by traffic-calming strategies at critical locations. Traffic calming elements are placed to help mitigate pedestrian/automobile conflicts. Landscape strips between back of curb and multipurpose path and/or sidewalk shall have designated pedestrian crossings retained on either side with steel headers.

The ASP shall provide sidewalks for pedestrian connection to Ellis with the first phase of construction.

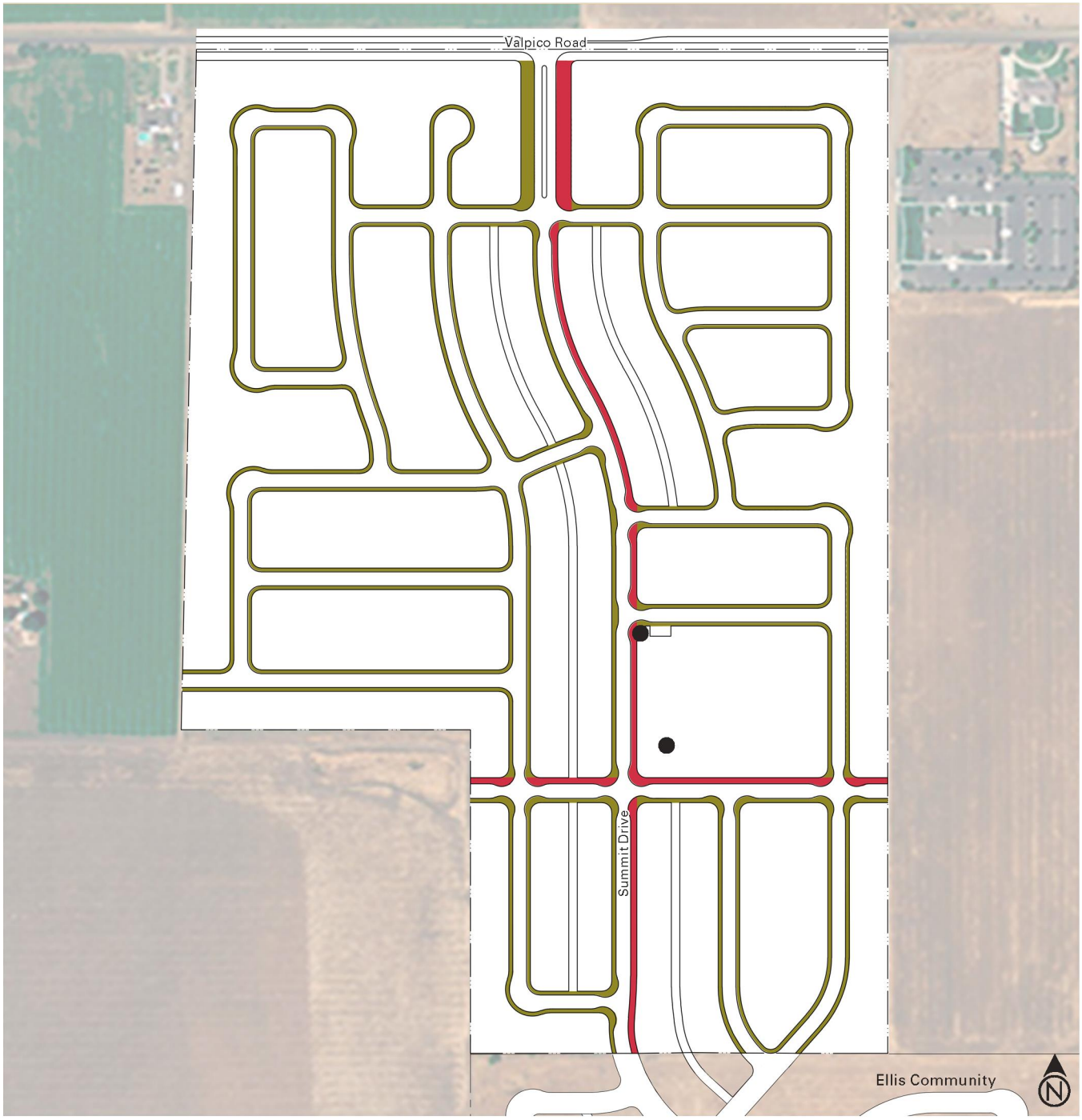


Figure 3.14 Pedestrian and Trail Systems Plan

3.3 Bicycle System Plan

A 10-foot, multi-use bike/pedestrian path (trail) forms a cross in the community to facilitate and encourage non-vehicular travel. Bike racks will be located in the park.

Canopy trees will be planted the length of paths for shade.

The bicycle network will link to the broader City of Tracy and San Joaquin County Bikeway Systems.

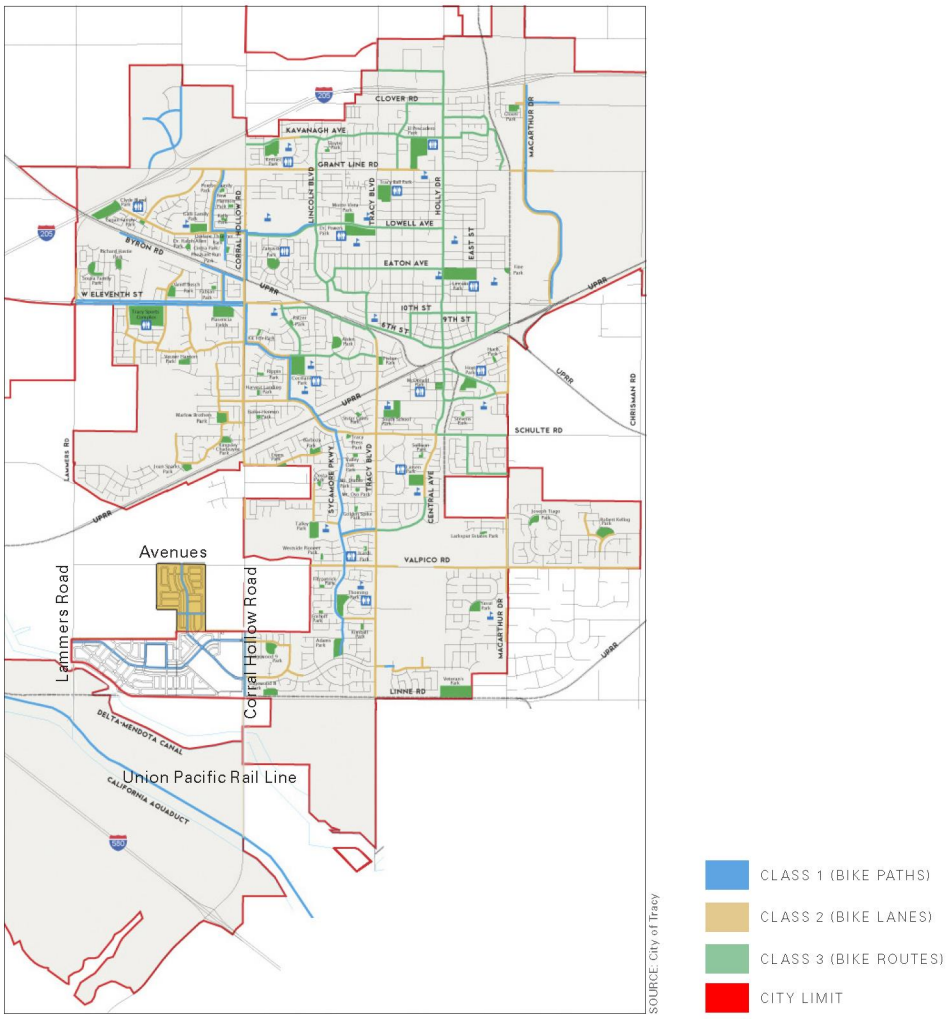


Figure 3.15 Avenues as it relates to existing bikeways in the City of Tracy

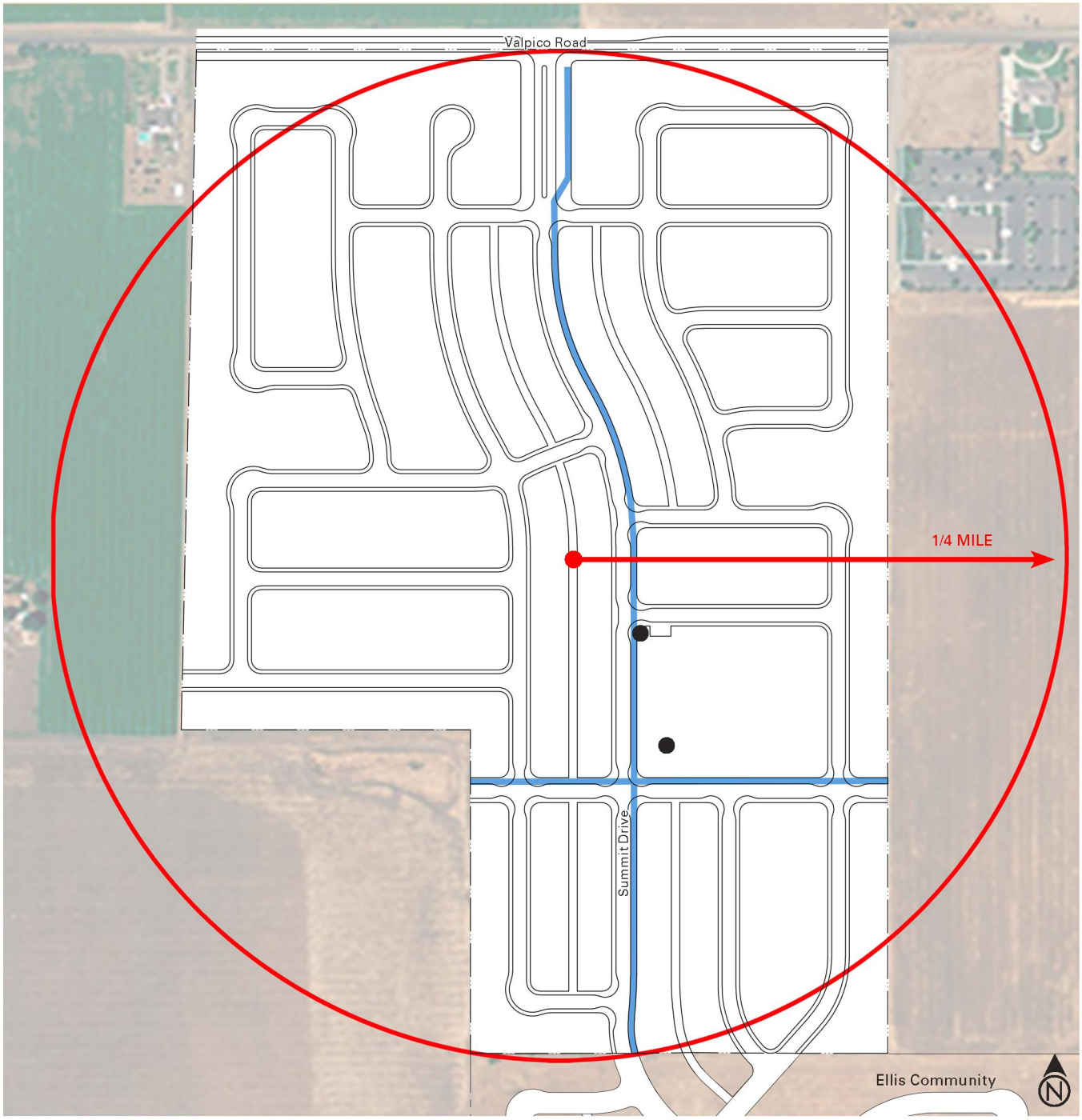


Figure 3.16 Bicycle Systems Plan

3.4 Public Transportation

The Avenues is served by a variety of public transportation options.

At a regional scale, the community is served by the Altamont Commuter Express (ACE) which is a passenger rail line running between Stockton and San Jose, with a BART connection to the Bay area from Pleasanton. Regional bus service is also available within San Joaquin County, through the San Joaquin Regional Transit District, Greyhound, and Amtrak California.

Transit access to the Avenues subdivision may be provided in the future by the City's TRACER bus system. The TRACER provides service to the City of Tracy Transit Station with connecting service to the Altamont Commuter Express (ACE) rail, San Joaquin Regional Transit District (SJRTD) regional bus service including connections to BART, Greyhound, and the proposed future high-speed rail service and BART connections to the Bay Area and beyond.

Future updates to the City of Tracy's Short Range Transit Plan (SRTP) may take into account providing future public transportation access to this development. A turn out in Valpico Road may be provided as per the ASP 3.1.2 in Regional Arterial: Valpico Road (see Figure 3.4).

3.5 Parking Network

Residential parking is on and off-street, some parking may be accessed by way of residential driveways and the proposed rear lane network. Most street types include on-street visitor parking as well. To encourage walking and biking to parks, no additional parking shall be provided over and above on-street parking on neighborhood streets.

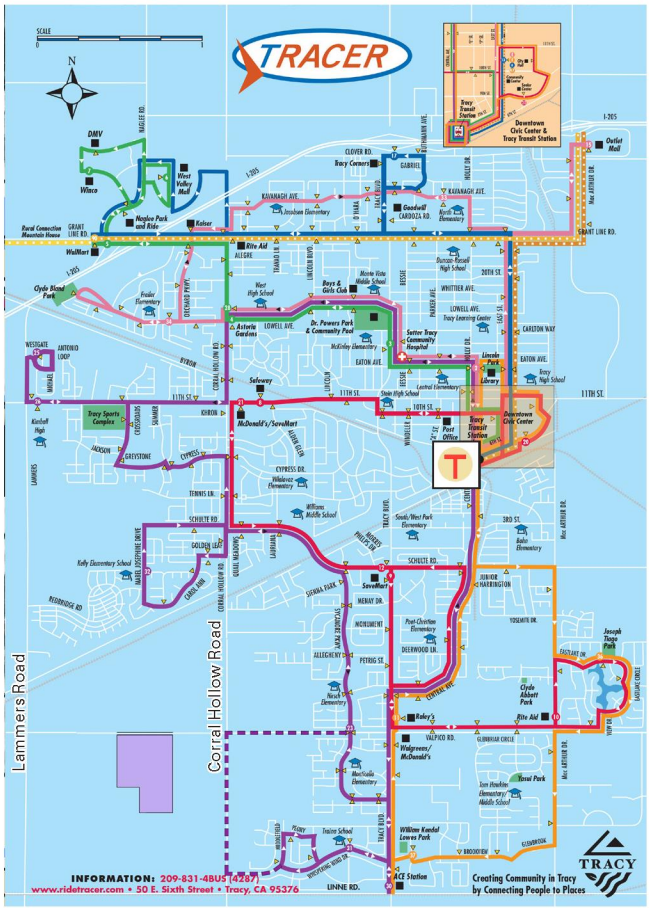


Figure 3.17 Regional Transit Map

3.6 Parks Network

The Avenues park is designed to provide a wide array of active and passive recreation opportunities to meet the range of needs within the community. Consistent with City requirements, the ASP is subject to park obligation of 4 acres per 1,000 people. Avenues will feature 3 park acres per 1,000 population generated of Neighborhood Parks dedication and 1 park acre per 1,000 population generated of Community Parks obligation (4 park acres per 1,000 population generated total). Population will be based on City of Tracy Parks Master Plan (new development), April 2013.

The intention in the design of the park is to create a public space that offers:

1. A variety of active and passive recreational opportunities for all age groups;
2. Recreational amenities within walking distance of residents' homes;
3. Integration with the adjacent multi-use path (trail) system; and
4. Access to multiple public streets.

The park shall be maintained by the City. All other open space, landscape strips, parkways, medians and special landscape features accepted by the City will be maintained through the funding provided by the ECFD with maintenance implemented by the EPOA. ASP parks shall be designed and developed in conformance with the Specific Plan and shall be maintained as prescribed in the Ellis Maintenance Agreement (EMA) between the City and the EPOA. Park design and amenities were first reviewed by the Parks Commission prior to approval by City Council.

Homes front on the park creating a unique and desirable residential design. To enhance park safety, the project shall endeavor to have streets surrounding all sides of the park so that more eyes are viewing the park. Group mailboxes may be located in or adjacent to the park but will not be counted as part of Neighborhood Park credit.

The park has an individual character and distinct features designed to create a strong sense of place. The extensive multi-use path system encourages residents to walk or bicycle between the park and neighborhoods. On-street parking is provided. The park name shall be "Central Park."

The Illustrative Parks Plan (Figure 3.18) shows the general location of the park.

The park as a part of this Specific Plan which includes neighborhood park concept plans (park components, elements, size, name, theme) for the neighborhood park, shall be built by the project, according to the specific plan concept plan as approved by City Council, with no other modifications. Any additional cost caused by project proponent such modification shall be the responsibility of the project, and funded by the project. To encourage walking and biking to parks, no additional parking shall be provided in excess of typical neighborhood street parking within the residential neighborhood.

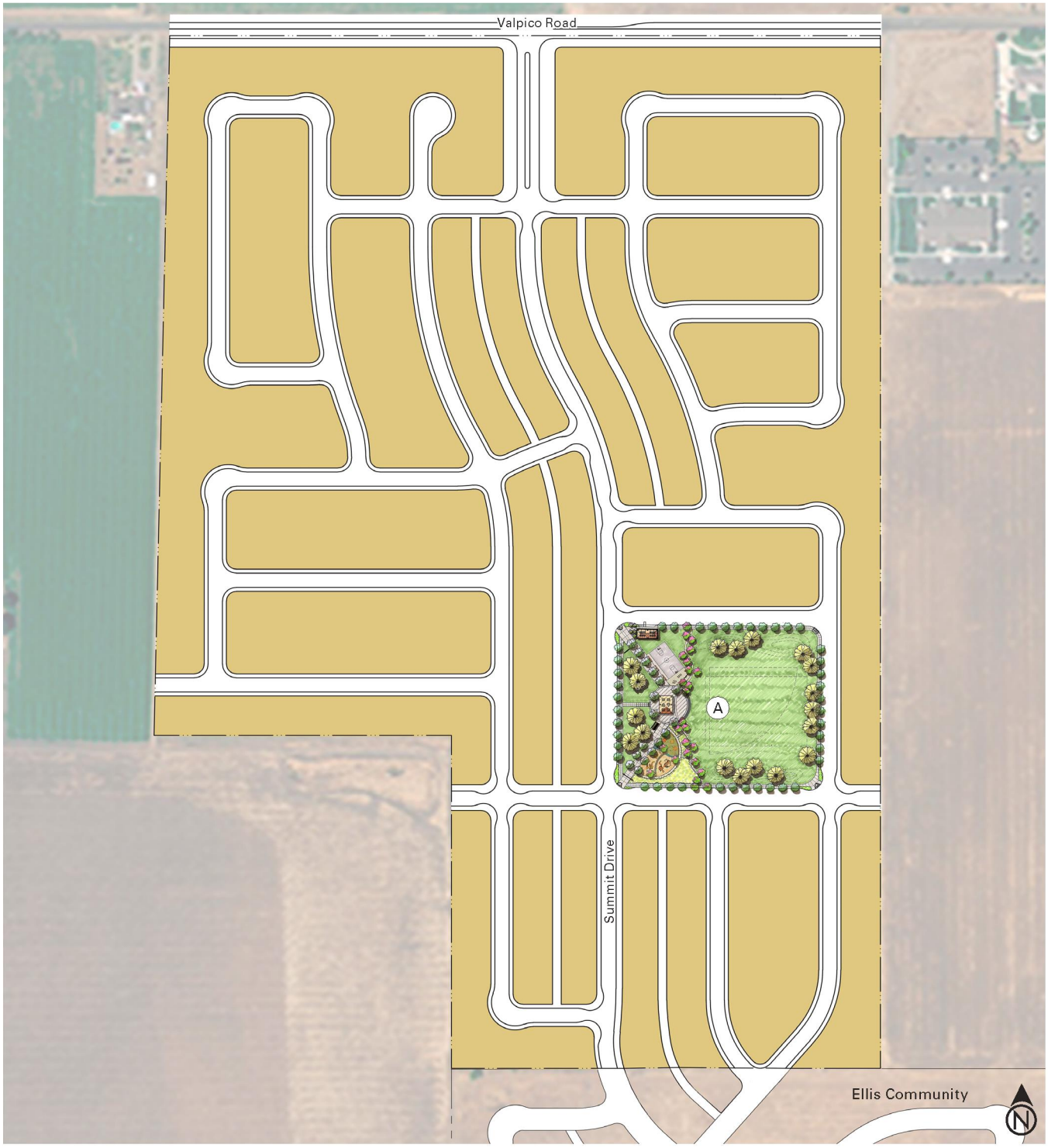


Figure 3.18 Illustrative Park Plan

(A) CENTRAL PARK

3.6.1 Central Park

Central Park is the visual and recreational focal point of the neighborhood. Enhanced planting in bulb-outs creates a strong and inviting presence on Summit Drive. Two park sign entry features are placed on the northern and southern corners of the park (see Appendix B: Sign Program). Uses are oriented around two tree-lined promenades and include a picnic area with shade structure, play areas for both 2- to 5-year-olds and 5- to 12-year-olds, a basketball court and a multi-use youth soccer/ballfield. The Central Park shall be a minimum of 4 acres.

Additional smaller lawn areas are available for informal play, picnicking, and relaxation. Low berms planted with shade trees enclose the park and provide a comfortable viewing area for games and activities. Below is an illustration of the Central Park design.

Type

Neighborhood Park

Uses/Features

1. Entry portal
2. 2- to 5-year play
3. 5- to 12-year play
4. Bike parking
5. Trash/recycling/ dog waste station
6. Restroom (2 unisex stalls) and drinking fountain
7. Group picnic with shade structure
8. Basketball/multi-purpose
9. Connectivity path
10. Park entry sign
11. Multi-purpose field
    - › Youth soccer
    - › Infield practice baseball
12. Low berms
13. Mail pick up (two 10-minute parking spots)
14. Concrete stepped wall
15. Outdoor workout station
16. Seat wall
17. Fence at playground
18. Special landscape feature (not included as part of Neighborhood Park credit)
19. Light pole at all main walkways
20. Planting buffer (no spray irrigation)

Figure 3.19 Illustrative plan

Figure 3.20 Multi-purpose field

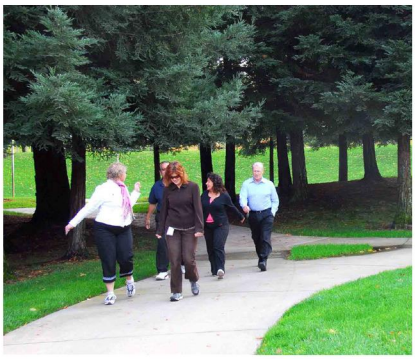


Figure 3.21 Connectivity path

Figure 3.22 5- to 12-year play

Figure 3.23 Undulating, rubber-surfaced mounds

Figure 3.24 Multi-purpose field

Figure 3.25 Seat wall

Figure 3.26 Multi-purpose field

Figure 3.27 2- to 5-year play

Figure 3.28 Workout station

Figure 3.29 Restrooms

Figure 3.30 Seat wall

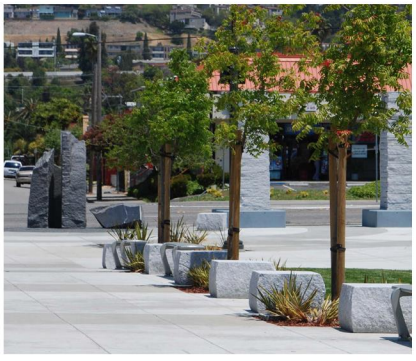


Figure 3.31 Seat wall

3.7 Special Landscape Features

The ASP includes an enhanced iconic entry at Valpico Road, generously landscaped street frontage and carefully designed interfaces with agricultural edges. These will contribute to both the desirability and livability of the new community. The character of these features reflects the agrarian heritage of the site. No fee credit or park credit will be given for these amenities.

3.7.1 Summit Drive at Valpico Road

The Summit Drive entry at Valpico Road is an inviting gateway to the community. A stone entry building on the west side and a walk-through portal on the east are surrounded by flowering orchard trees and create a rustic, agrarian feel. Stone columns, accent planting at corners, enhanced paving at crossings, and columnar trees in the median provide formality to the entry. Broadleaf evergreen trees in a triangulated pattern soften the theme wall along Summit Drive, while more informal evergreen masses screen the wall along Valpico. Street trees and groundcovers or grasses in the parkway strips create a comfortable, pedestrian-scaled streetscape.

Temporary banner poles and banners may be located along Valpico Road and Summit Drive to be used for home sales banners. This signage will be maintained by project proponent. See Appendix B: Sign Program for additional details.

Conceptual Program

1. Entry monument building with lighted signage
2. Entry column
3. Walk-through entry portal and low stone wall (may have lighted signage)
4. Accent planting
5. Orchard-like trees
6. Columnar trees
7. Broadleaf evergreen trees

Figure 3.32 Key plan

Figure 3.33 Illustrative plan

Figure 3.34 Avenues Entry at Valpico Road and Summit Drive

Figure 3.35 Entry Monumental Building (Pump House)

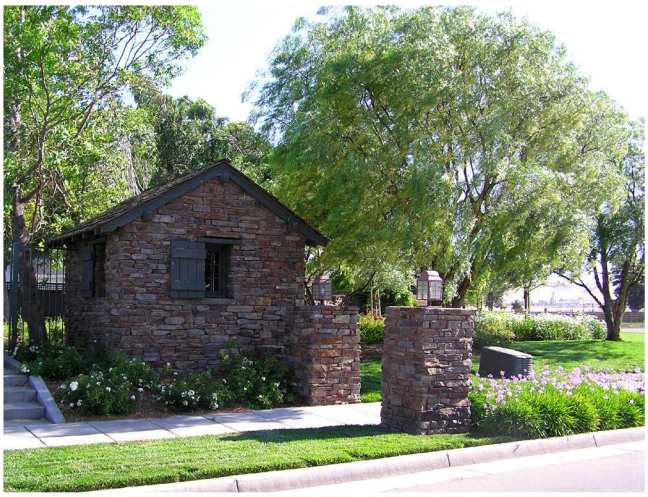


Photo: Gates & Associates

Figure 3.36 Pump House character precedent

3.7.2 Valpico Road Streetscape

The Valpico Road streetscape includes a parkway strip with street trees underplanted with drought tolerant, groundcovers, shrubs and/or grasses. The landscape strip on the south side includes informal masses of trees, shrubs, hedges, and/or vines to screen the 8-foot masonry wall. For graffiti protection, coating should be applied to all visible sides of the theme walls. The median is planted with trees and drought tolerant shrubs, grasses, and/or groundcovers.

Conceptual Program

1. Street trees
2. Tree and/or shrub masses
3. Median tree with shrubs and groundcovers
4. Eight-foot theme wall

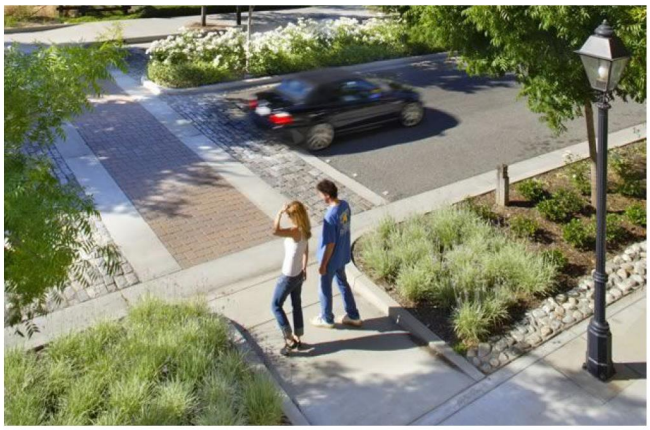


Figure 3.37 Street tree and median tree with shrubs and groundcovers

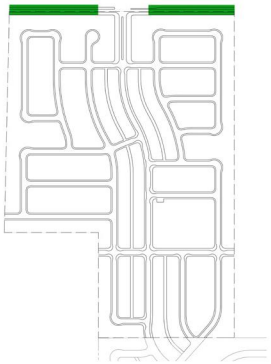


Figure 3.38 Key plan

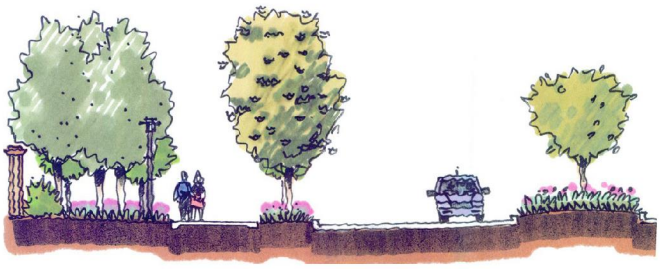


Figure 3.39 Valpico Road section

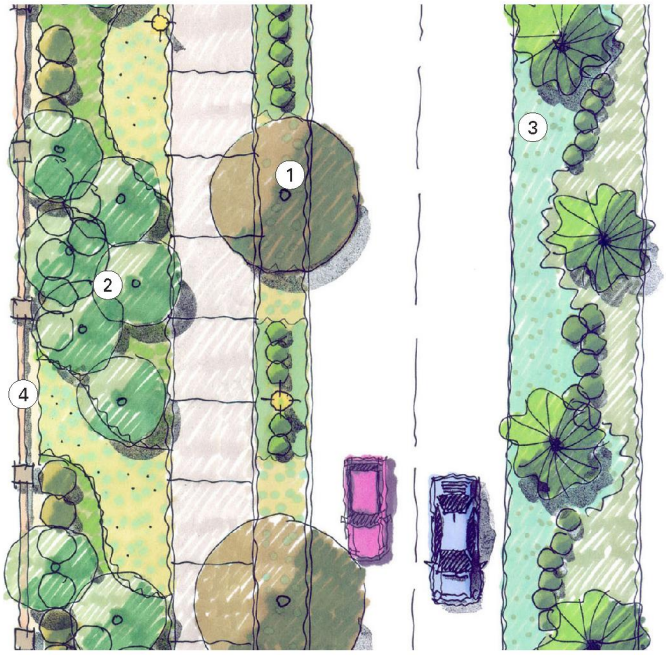


Figure 3.40 Valpico Road plan

3.7.3 Valpico Road Streetscape — Interim Condition

Valpico Road will initially be installed in an interim condition. At this time, a landscape strip will be planted between the multipurpose path and the street. When the ultimate condition is installed, the temporary landscape strip will be reduced to the 7-foot parkway strip shown for the permanent Valpico Road condition. The plantings will be consistent with the design described for the final Valpico condition. Plantings include tree masses along the theme wall with drought-tolerant shrubs, groundcovers and grasses as understory. No trees will be planted in the temporary landscape area.

Conceptual Program

1. Street trees
2. Tree and/or shrub masses
3. Eight-foot theme wall
4. Temporary landscape strip

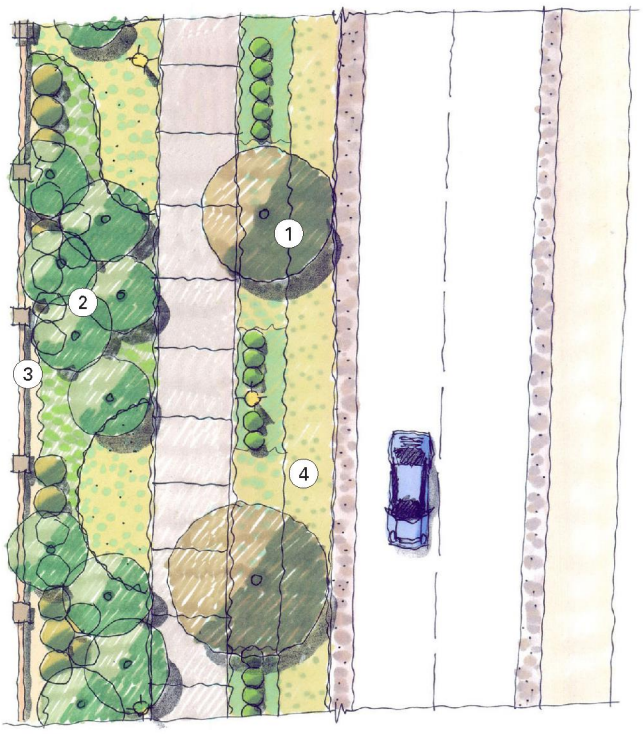


Figure 3.41 Illustrative plan

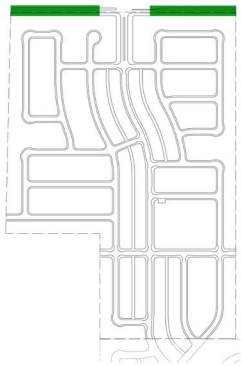


Figure 3.42 Key plan

3.7.4 Summit Drive

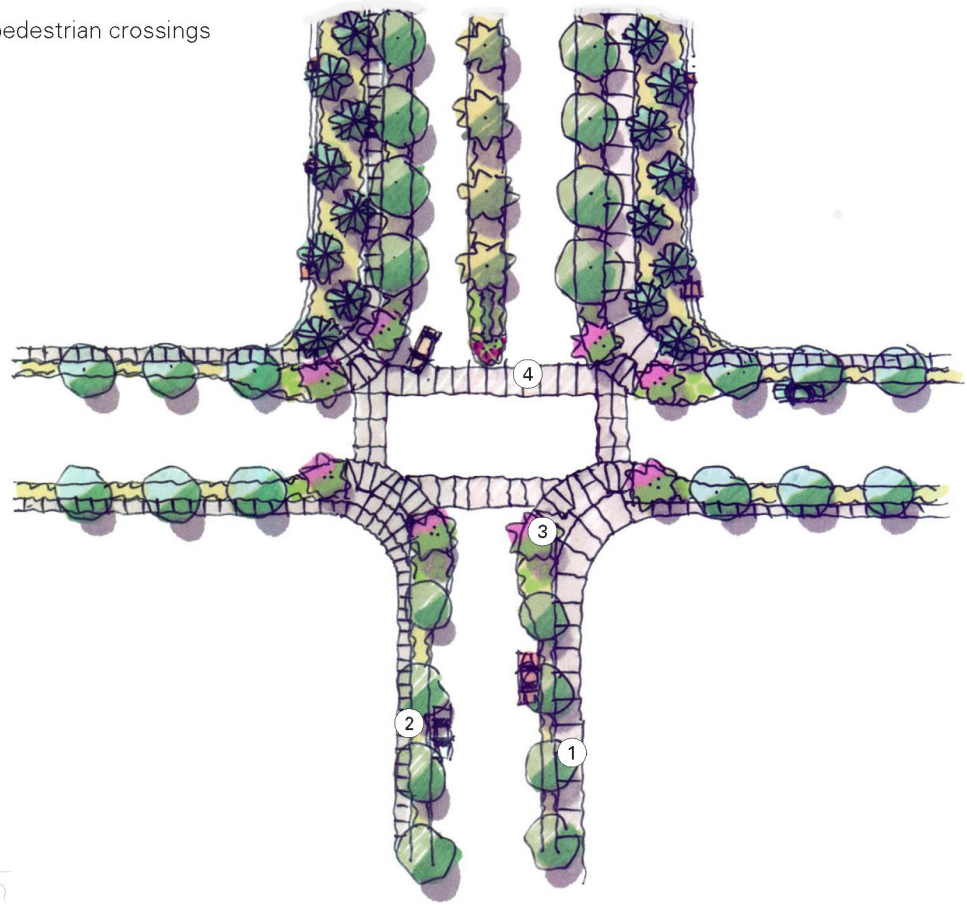
The 6-foot landscape strips on Summit Drive are planted with street trees and low, drought tolerant groundcovers and grasses. Trees are spaced at minimum 30 feet on-center where there are no conflict with utilities for an inviting streetscape aesthetic. Pedestrian walk-throughs are provided in planting strips to facilitate access from on-street parking to alley loaded lots and at key locations where crossings would be needed to access the park or multi-purpose path. Pedestrian walk-throughs may include stepping stones, pavers, or decomposed granite.

Bulb-outs enhance key intersections, slowing traffic and creating a more intimate, neighborhood feel. Enhanced pavers at crosswalks further emphasize crossings, slow traffic, and create a visually appealing streetscape.

Figure 3.44 Decorative pavers at crosswalks

Conceptual Program

1. Street trees, drought-tolerant planting in landscape strip
2. Pedestrian access through landscape strip
3. Bulb out with accent planting at intersection
4. Decorative pavers at pedestrian crossings



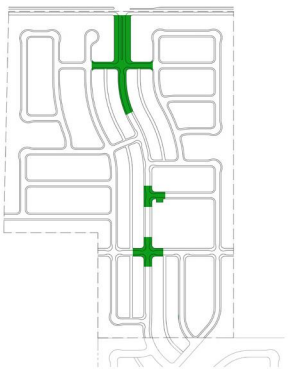


Figure 3.43 Key plan

3.7.5 Agricultural Edge

The edges of the community adjacent to existing agricultural uses will be defined with 8-foot wood privacy fences or boundary walls. Where streets terminate at site boundaries, barriers shall be City standard (guard rails), or at the developer's option, temporary gates for enhanced visual effect and to minimize the intrusion of dust from undeveloped properties. Gates will be designed to allow for emergency vehicle access if needed. Gates may be wood, metal, or comparable material.

Temporary gates shall be removed at the time development occurs adjacent to the Specific Plan area, when roadways are connected to these streets. The subdivision is not intended to be a gated community.

Conceptual Program

1. 8-foot privacy fence or boundary wall
2. 8-foot rolling temporary gate

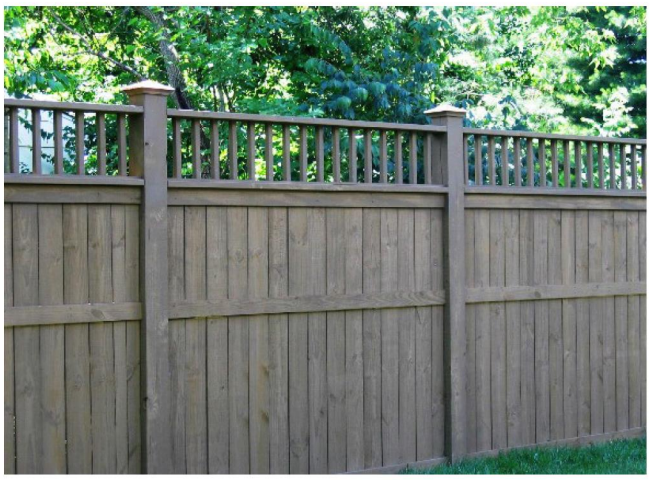


Figure 3.45 Eight-foot privacy fence

Figure 3.47 Eight-foot rolling gate

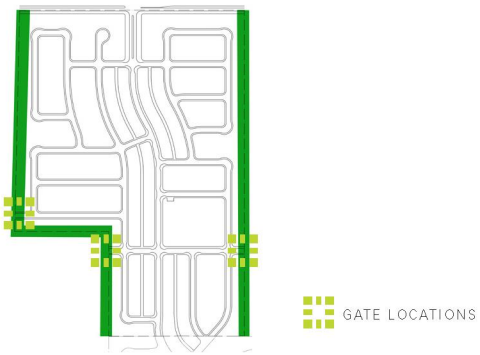


Figure 3.46 Key plan

3.8 Lighting, Signage, and Furnishings

3.8.1 Lighting

Ornamental street lights shall be traditional in character and at a pedestrian-scale. They are used for all streets, parks, trails, bike paths, and walkways. The style of street lights shall be the same as street lights found in Ellis. Maintenance will be in accordance with the ECFD and EMA. All streets and parks shall be lit to provide safe evening passage.

Special ornamental lighting may also be incorporated into thematic monuments and signs at park entries.

All fixtures will be cut-off luminaires to control light and glare. The lighting specified, although traditional in appearance, shall have state-of-the-art luminaires for lighting efficiency and glare reduction.

Light fixtures shall direct lighting patterns downward in either a symmetrical or asymmetrical lighting pattern on the ground with very little glare. The post lights, specified to be mounted at the height of 14 feet, are scaled to pedestrians. This is an optimal height which balances lighting efficiency and performance, while providing direct illumination of pedestrian areas for facial illumination, thereby providing a safe nighttime environment.

The lighting shall be spaced along the street and between the street trees. Street trees are specified to have a minimum 10-foot clearance to street lights in order to provide adequate room for the proper lighting performance.

Figure 3.48 Sign Type J

3.8.2 Public Property Signs

Signs in the Avenues Specific Plan Area in the public right-of-way, the public parks, or on public property, shall be regulated by Title 10, Article 35 of the Tracy Municipal Code and CalTrans regulations, except as specified in Section 3.8.2 of the Avenues Specific Plan and Appendix B: Sign Program. The signs included in this Avenues Sign Program shall be permitted as shown. The approval process shall include only building permit, and a sign permit processed in accordance with Title 10, Article 35 of the Tracy Municipal Code. For purposes of indemnifying the City, all temporary signage to be located within street right-of-ways, as approved in the ASP, will require one all-inclusive encroachment permit. Regulatory signs not approved as part of the ASP shall comply with City Standards or California Department of Transportation (Caltrans/California Manual on Uniform Traffic Control Devices (CA-MUTCD) standards where applicable.

In addition, the design of the landscape features/character elements in Appendix B: Sign Program shall be permitted as shown.

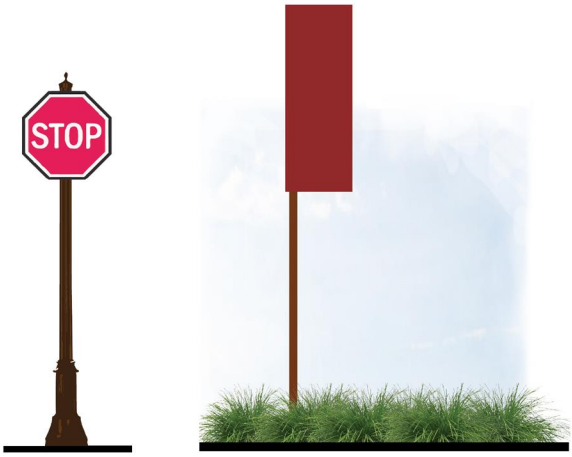


Figure 3.49 Regulatory signage and Flag signs

Figure 3.50 Wall Sign — Sign Type H

3.8.3 Furnishings

Site furnishings shall include a simple palette of durable traditional street and park furnishings, including bike racks, trash receptacles, and benches. The selection of site furniture should incorporate elements found throughout Ellis, to provide a visual connection between the Avenues and the Ellis community.

Park furnishings and equipment should be thoroughly evaluated for durability, ADA compliance, and consistency with visual character. Maintenance of furnishings will be the responsibility of the EPOA except in the park which shall be maintained by the City, and shall be funded by the ECFD.

AVENUES SPECIFICATIONS		
ELEMENTS	**DESCRIPTION**	**MANUFACTURER,MODEL, FINISH, COLOR**
Street Lighting	Ornamental Traditional Acorn	Sternberg Birmingham series, Dark Bronze Textured, LED
Street/Wayfinding Poles	Ornamental Traditional	Sternberg Richmond and/or Lexington series, Dark Bronze Textured, LED
Street/Wayfinding Signs	Custom metal panel	Custom artwork on aluminum panel; Panel: reflective to match Pantone 155C; Lettering: 4", Gill Sans MT Condensed, black
Regulatory Sign Poles	Ornamental	Sternberg Richmond or Lexington series, Dark Bronze Textured
Banner Poles	Ornamental Traditional	Sternberg Birmingham series with Sternberg Banner Arms, Dark Bronze Textured
Enhanced Crosswalk Paving	Decorative Unit Pavers with Colored Concrete Band	Ackerstone, Holland Stone1, Carmel with CA del Mar aggregate FM mix, grind finish. Concrete accent band in Davis color 8084 (Silversmoke), sandblast finish
Stone Elements (Buildings, Walls, Portals, Signage)	Stone Veneer	El Dorado Natural Stone - Profile: Cliffstone; Color: Montecito; Stone Variety: Pennsylvania Fieldstone; Grout Style: Dry Stack
Pet Station/ Other Community Signs	Decorative metal panel	Custom artwork on aluminum panel with vynl letters. Panel color: SW2912 Chanticlear (PMS 7623c) Lettering color: SW6385 Dover White, Text per City Standards
Benches	Ornamental Traditional	Dumor 140/144 series, black powdercoat with custom lettering
Trash/Recycling	Ornamental Traditional	Dumor 148 series, trash and recycle separate
Bike Rack	Traditional	Maglin MBR200 series with custom lettering, black powdercoat
Bike Rack	Decorative	Huntco, The VELO or approved equal, color RAL 3003 Ruby Red
Tree Guard	Ornamental	Iron Age Designs Basic, Powdercoat, Special Rust #47
Drinking Fountain	Ornamental Traditional	MDF Most Dependable Fountains, 2008SM w/valve faucet, black
Picnic Tables	Ornamental	Dumor, 448 and 443 series, black
Shade Structure	Decorative	May be prefabricated or custom; materials will may be metal, stone or stone veneer, may include logo or lettering, may be solid or perforated as necessary to provide adequate shade.
Restroom	Prefabricated	Public Restroom Company; model PS 111; ADA accessible with enhanced finishes: board and batten with ledgestone, standing seam hip roof
Play Equipment/Elements	Thematic,Educational, Innovative Play Elements	Play equipment and elements may be themed, custom or prefabricated; primary materials to be metal with steel, steel-reinforced cables, GFRC or other with limited use of water, sand or wood for play value.

Table 3.1 Avenues specifications (or equal as approved by the developer)

Figure 3.51 Bench

Figure 3.52 Bike rack

Figure 3.53 Picnic table

Figure 3.54 Trash

Figure 3.55 Bike rack

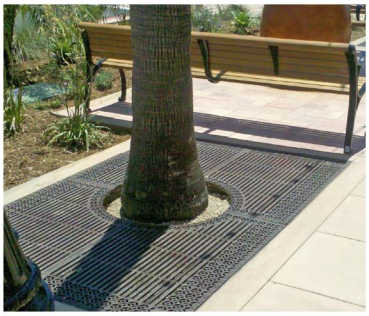


Figure 3.56 Tree grate

Figure 3.57 Pet station

Figure 3.58 Shade structure

Figure 3.59 Play equipment

Figure 3.60 Play equipment

Figure 3.61 Shade structure

Figure 3.62 Play equipment

Figure 3.63 Play equipment

3.8.4 Streetscape Types

The streetscapes of the Avenues vary. Primary streets will have landscaped park strips between the sidewalk and curb. These park strips shall be planted with ornamental, drought-tolerant landscape materials, the park strips or landscape strips will be planted with trees which shall be counted as a City tree for each lot/residence, no residential front yard City trees shall be required. Where parking is provided on streets with alley-loaded homes, pedestrian access through the park strips must be provided at a minimum of every residence. Where parking is provided along park frontage, park strips may be eliminated or limited to facilitate access.

Sustainable Landscape Design

The landscape system shall comply with the current Department of Water Resources Water Efficient Landscape Ordinance and CalGreen Building Code. Landscape should be designed to reflect current best practices in landscape sustainability, including some or all of the following:

- Emphasize drought tolerant, native or climate-adapted plants
- Use California native plants where possible
- Minimize the use of lawn, except for recreational purposes
- Group plants by water use, i.e., hydrozones.
- Design high efficiency, weather-based irrigation systems
- Space plants to avoid the need for shearing
- Choose diverse plant palettes
- Design high-efficiency landscape lighting systems
- Minimize light pollution and trespass

3.8.5 Street Trees

The landscape system is designed to honor the small-town agrarian history of the area with shady, pedestrian-friendly streets and a diverse, drought tolerant plant palette which complements the architectural character of the houses. It is expected that recycled water will be available for irrigation of public streets, including Summit Drive, and common areas in the future. Street trees have been carefully selected for recycled water tolerance. Street trees located in landscape strips shall meet the requirement of a City tree located in residential lot/home front yards. Proponent may adjust street tree spacing to avoid constraints, such as utilities.

- Large canopy trees will line the community streets. Medium-sized canopy trees will enclose the neighborhood streets.
- Accent trees will be used to define the community, neighborhood intersections, and pedestrian street crossings, as well as identify entries to the park.
- Orchard-like grid tree planting may be used in the entry areas to reinforce the agrarian theme. Trees in the orchard may be flowering, non-fruit-producing trees.
- The park will be planted with a diversity of trees to provide shade and seasonal interest, as well as to define outdoor rooms within the parks.

TREES			
STREET	**USE**	**BOTANICAL NAME**	**COMMON NAME**
Valpico Road	Street Tree	Pistacia chinensis 'Keith Dave'	Chinese Pistache
		Quercus agrifolia	Coast Live Oak
	Background Trees	Quercus ilex	Holly Oak
	Accent Tree	Lagerstroemia indica	Crape Myrtle
Entry at Valpico	Street Tree	Ulmus parvifolia	Chinese Elm
		Lagerstroemia indica	Crape Myrtle
	Accent Tree	Chitalpa tashkentensis	Pink Dawn Chitalpa
	Columnar Tree	Carpinus betulus 'Fastigiata'	Southern Live Oak
	Evergreen	Arbutus 'Marina'	Arbutus Marina
Summit Drive	Street Trees	Quercus palustris	Pin Oak
	Accent Trees	Lagerstroemia indica	Crape Myrtle
		Chitalpa tashkentensis	Chitalpa
Neighborhood Streets	Street Tree	Ulmus parvifolia 'Allée'	Chinese Elm

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TREES			
STREET	USE	BOTANICAL NAME	COMMON NAME
Park And Special Landscape Feature Trees		Aesculus x. carnea 'Briotii'	Red Horse Chestnut
		Carpinus betulus	European Hornbeam
		Catalpa speciosa	Western Catalpa
		Cedrus deodara	Deodar Cedar
		Chionanthus retusus	Chinese Fringe Tree
		Cinnamomum camphora	Camphor Tree
		Crinodendron patagua	Lily of the Valley Tree
		Fagus sylvatica	European Beech
		Magnolia grandiflora	Southern Magnolia
		Melaleuca quinquenervia	Cajeput Tree
		Nyssa sylvatica	Sour Gum
		Olea europaea 'Swan Hill'	Olive
		Podocarpus species	Fern Pine
		Quercus sp.	Oak
		Quercus rubra	Northern Red Oak
		Sapium sebiferum	Chinese Tallow Tree
		'Swan Hill'	Swan Hill
		Tipuana tipu	Tipu Tree
		Ulmus parvifolia	Chinese Evergreen Elm
		Ulmus sp.	Elm
		Zelkova 'Green Vase'	Japanese Zelkova
		Zelkova 'Village Green'	Japanese Zelkova
		Zelkova serrata	Sawleaf Zelkova

Table 3.2 Tree List (to be adapted to respond to the specifics of each individual site and use)

SHRUBS AND PERENNIALS	
BOTANICAL NAME	**COMMON NAME**
Abelia sp.	Abelia
Acacia species	Acacia
Acanthus mollis	Bear's Breech
Agapanthus species	Lily-of-the-Nile
Arbutus unedo 'Compacta'	Dwarf Strawberry Tree
Arctostaphylos species	Manzanita
Buxus species	Boxwood
Calamagrostis 'Karl Foerster'	Reed Grass
Callistemon 'Little John'	Weeping Bottlebrush
Camellia species	Camellia
Carex	Berkeley Sedge
Carpenteria californica	Bush Anemone
Ceanothus species	Wild Lilac
Cistus species	Rockrose
Coleonema species	Breath of Heaven
Dietes sp.	Iris
Erigeron karvinskianus	Fleabane
Escallonia sp.	Escallonia
Euonymus sp.	Euonymus
Euryops pectinatus	Golden Bush Daisy
Festuca californica	'Elijah Blue' California Fescue
Galvezia speciosa	Island Bush Snapdragon
Gazania sp.	—
Geranium sp.	Cranesbill
Helictorichon sempervirens	Blue Oat Grass
Hemerocallis sp.	Day Lily
Heteromeles arbutifolia	Toyon
Heuchera sanguinea	Coral Bells
Hydrangea sp.	Hydrangea
Ilex aquifolium	Holly
Iris douglasiana	Douglas Iris
Juncus patens 'Elk Blue'	California Gray Rush
Lantana species	Lantana
Lavandula sp.	Lavender
Leymus 'Canyon Prince'	Canyon Prince Wild Rye
Liriope muscari	Big Blue Lilyturf
Lomandra longifolia	Draft Mat Rush
Loropetalum chinense	Red Fringe Flower
Mahonia repens	—
Mimulus sp.	Monkey Flower
Miscanthus sinensis 'Adagio'	(no common name)
Muhlenbergia rigens	Deer Grass
Myrica californica	Pacific Wax Myrtle
Myrtus communis	Myrtle
Nandina sp.	Heavenly Bamboo
Nerium oleander	Oleander
Phormium tenax	New Zealand Flax

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SHRUBS AND PERENNIALS	
BOTANICAL NAME	**COMMON NAME**
Pittosporum crassifolium	—
Pittosporum tenuifolium	—
Polystichum muniturm	Western Sword Fern
Rhamnus 'Eve Case'	Coffeeberry
Rhododendron	Rhododendron
Rosa sp.	Rose
Rosmarinus sp.	Rosemary
Salvia sp.	Sage
Santolina sp.	Lavender Cotton
Senecio cineraria	Dusty Miller
Sollya heterophylla	Australian Creeper
Spirea sp.	Spirea
Syringa vulgaris	Lilac
Teucrium sp.	Germander
Viburnum sp.	Viburnum
Wistringia fruticosa	Coast Rosemary
Xylosma congestum	Shiny Xylosma

Table 3.3 Recommended Shrubs/Perennials

GROUNDCOVERS	
BOTANICAL NAME	**COMMON NAME**
Bergenia crassifolia	Winter-BloomingBergenia
Ceanothus species	Wild Lilac
Convolvulus mauritanicus	Ground Morning Glory
Coprosma 'Verde Vista'	—
Dymondia margaretae	—
Festuca sp.	Fescue
Fragaria chiloensis	Wild Strawberry
Gazania sp.	—
Helictotrichon sempervirens	Blue Oat Grass
Hemerocallis sp.	Day Lily
Iris douglasiana	Douglas Iris
Lantana sp.	Lantana
Liriope muscari	Lily Turf
Myoporum parvifolium	—
Osteospermum fruticosum	Trailing African Daisy
Rosmarinus officinalis 'Prostratus'	Prostrate Rosemary
Scaevola 'Mauve Clusters'	—
Stipa pulchra	Purple Needlegrass
Trachelospermum asiaticum	—
Vinca minor	Dwarf Periwinkle

Table 3.4 Recommended Groundcovers

VINES	
BOTANICAL NAME	**COMMON NAME**
Campsis radicans	(no common name)
Clematis armandii	Evergreen Clematis
Clytostoma callistegiodes	Lavender Trumpet Vine
Distictis sp.	Trumpet Vine
Hardenbergia violacea	Happy Wanderer
Jasminum polyabthum	Jasmine
Parthenocissus tricuspidata	Boston Ivy
Solanum jasminoides	Potato Vine
Wisteria sinensis	Chinese Wisteria

Table 3.5 Recommended Vines

3.9 UTILITIES

The City of Tracy Master Plans identify the improvements required for the maximum buildout of the Avenues. Existing utility systems that are of adequate capacity will be utilized to serve the Avenues. In the event that the existing infrastructure does not have sufficient capacity to serve the project, additional improvements will be constructed to supplement or provide additional capacity.

3.9.1 Domestic Water

Service Provider

The City of Tracy provides potable water service in the City of Tracy.

Water Supply

The City of Tracy has multiple sources of water including groundwater wells and surface water from the Central Valley Project and the South County Water Supply Project. The City treats the surface water obtained from the Central Valley Project at its John Jones Water Treatment Plant located near the airport in the southeast portion of the City. The surface water obtained from the South County Water Supply Project is treated and delivered to the City by the South San Joaquin Irrigation District.

Existing Facilities

The City's water system is comprised of two existing Pressure Zones (One and Two) and a planned third zone (Three). Avenues is located in Pressure Zone Two which serves areas between elevation 75 and 150.

Treated water leaves the City's water treatment plant at Zone 2 Pressure. There is an existing 24" Zone 2 water main in Corral Hollow Road and an existing 16" water main in Valpico Road. There is also a planned 12" Zone 3 water main in Summit Drive, under construction by Ellis, which will extend to the south side of the project.

Master Plan Improvements

The City of Tracy completed the Citywide Water System Master Plan in December 2012. The Master Plan identified the required potable and recycled water system facilities required to serve the buildout of the City's General Plan including existing and future service areas within the Sphere of Influence. Avenues was included as a future project in the Master Plan.

The Master Plan recommended treatment, storage, pumping, and piping improvements as well as new groundwater wells to support the General Plan buildout of the City. These improvements include the improvements needed for Avenues, which is the extension of a 12" water main in Summit Drive through Avenues with an emergency PRV at the connection to the planned 12" Zone 3 water main, under construction by Ellis, at the southerly project boundary to the existing 16" water main in Valpico Road.

Avenues will participate in the implementation of the water system Master Plan through the payment of fees, and/or the construction of improvements, which will include a credit and reimbursement agreement.

Projected Water Demand

The projected water demand was calculated for Avenues using the water demand factors contained in the Master Plan. Table 3.6 shows the projected water demand of 232,065 gpd based on the Master Plan Generation factors.

Specific Plan Improvements

The proposed water improvements for Avenues will consist of a conventional on-site water system with mains, services and fire hydrants designed in accordance with the City of Tracy Design Standards.

3.9.2 Wastewater Treatment

Service Provider

The City of Tracy provides wastewater collection and treatment in the City of Tracy.

Existing Facilities

There is a proposed 8" sanitary sewer main in Summit Drive, under construction by Ellis, on the south side of the project that is not intended to serve Avenues. There is an existing 18" sanitary sewer main in Corral Hollow Road near the intersection of Parkside Drive which flows northerly in Corral Hollow Road increasing in size and eventually reaching the City of Tracy Wastewater Treatment Plant located near Holly Drive and W. Larch Road north of Interstate 205. The Avenues, upon Final Map approval, is expected to be allocated existing capacity if available for development.

PROJECTED WATER DEMAND				
Land Use	**Acres (ac)**	**Dwelling Units (du)**	**Demand Factor (gpd/du or ac)**	**Average Daily Demand (gpd)**
Residential	90.5	480	450	216,000
Park[1]	4.5	—	3,570[1]	16,065
TOTAL	**95**	**480**		**232,065**

1 Park Demand Factor is based on 4 acft/AC/year from the Master Plan

Table 3.6 Projected Water Demand

Master Plan Improvements

The City of Tracy completed a Wastewater Master Plan in December 2012. The Master Plan identified infrastructure requirements for both wastewater treatment and conveyance based on wastewater flows from existing and future service areas. Avenues was included as future residential in the Master Plan.

The Master Plan recommends a phased expansion of the existing wastewater treatment plant from its current capacity of 10.8 mgd to 21.0 mgd and also recommends conveyance improvements for the east and west catchment areas in the City. Avenues is located in the west catchment area which will include an extension of the existing Corral Hollow Road Sewer from Parkside Drive to W. Linne Road as well as upgrades to increase the capacity of the existing Corral Hollow Road Sewer, a new Lammers Road Sewer and other downstream improvements.

Construction plans for the first phase of upgrades to the existing Corral Hollow Road sewer, downstream from Parkside Drive, and the extension of the Corral Hollow Road sewer, from Parkside Drive to Linne Road have been completed. Construction of both of these projects is expected to occur in 2017/2018 and be available to serve the Avenues project.

Avenues will participate in the implementation of the Wastewater Master Plan through the payment of fees and/or the construction of Master Plan facilities with corresponding fee credit and reimbursement agreement.

Projected Wastewater Demand

The projected wastewater demand was calculated for Avenues using the wastewater generation factors contained in the Master Plan. Table 3.7 shows a projected wastewater demand of 126,720 gpd.

Specific Plan Improvements

The proposed wastewater improvements for Avenues will consist of a conventional on-site gravity sanitary sewer system with mains, manholes, and laterals designed in accordance with the City of Tracy Design Standards. The on-site sanitary sewer mains will collect wastewater from the homes and direct it towards Summit Drive and then from south to north in Summit Drive towards Valpico Road.

The proposed wastewater improvements will also include an off-site sanitary sewer main in Valpico Road that will convey wastewater from Avenues and connect to the extension of the proposed Corral Hollow Road Sewer as described in the Tracy Wastewater Master Plan. In the event that the Corral Hollow Road Sewer has not been extended from Parkside Drive to Valpico Road, Avenues may construct it and enter a fee credit and reimbursement agreement with the City of Tracy.

3.9.3 Recycled Water

Service Provider

The City of Tracy is planning to provide recycled water services to portions of the City of Tracy.

Existing Facilities

There is a planned 8" recycled water main in Summit Drive, under construction by Ellis, on the south side of the project.

Master Plan Improvements

The City of Tracy has a Citywide Water System Master Plan. The Master Plan identified the potable and recycled water system facilities required to serve the buildout of the City's General Plan including existing and future service areas within the sphere of influence. Avenues was included as future residential as part of the Master Plan.

The City plans to distribute tertiary treated effluent from its Wastewater Treatment Plant located on Holly Drive.

The Master Plan recommends a main pump station and storage tank at the wastewater treatment plant, three additional pump stations, two additional storage tanks, and recycled water mains to distribute recycled water to four planned pressure zones throughout the City of Tracy. These improvements will include a 30" main in Corral Hollow Road and an 8" main along the project frontage on Valpico Road.

Avenues will participate in the implementation of the recycled water system through the payment of fees and/or construction of Master Plan facilities with a corresponding fee credit and reimbursement agreement.

PROJECTED WASTEWATER DEMAND

Land Use	Acres (ac)	Dwelling Units (du)	Demand Factor (gpd/du or ac)	Average Daily Demand (gpd)
Residential	90.5	480	264	126,720
Park	4.5	—	—	0
TOTAL	**95**	**480**	**264**	**126,720**

Table 3.7 Projected Wastewater Demand

Projected Recycled Water Demand

The proposed project landscaping areas which may be irrigated with recycled water include the entry, along the Valpico Road frontage, Summit Drive landscape strips and medians, and the proposed park.

Specific Plan Improvements

The proposed recycled water improvements will consist of an 8" recycled water main in Summit Drive that will provide a connection from the 8" recycled water main at the southern end of the project, under construction by Ellis, to the proposed recycled water main in Valpico Road. The recycled water main will be connected to the potable water system until recycled water is available.

3.9.4 Storm Drain

Topography/Watershed

The Avenues site slopes gently from south to north at approximately 1% and has an elevation change of approximately 25'. The site is bordered by Valpico Road to the north, agricultural land to the east and west and Ellis, to the south.

Existing Facilities

There is an existing 54" storm drain in Summit Drive, recently constructed by Ellis, on the south side of the project. This storm drain main will drain to an interim retention basin located to the west until Detention Basin 3A (discussed below) and an extension of the storm drain is constructed through Avenues.

Master Plan Improvements

The City of Tracy adopted the City of Tracy Citywide Storm Drainage Master Plan (SDMP) in November 2012. The SDMP identified new storm drainage infrastructure needed to serve new development included in the City's General Plan as well as to correct existing deficiencies. Impacts associated with the implementation of improvements included in the SDMP were evaluated in the City of Tracy Citywide Storm Drainage Master Plan IS/MND adopted by the City in November 2012.

The City is comprised of a number of watersheds. Avenues lies within the Westside Channel Watershed which includes a portion of the West Side Irrigation District (WSID) main channel, the Westside Open Channel, several large diameter pipes, and a number of detention basins.

STORMWATER SYSTEM DEMAND AND CAPACITY REQUIREMENTS — ULTIMATE SITE				
10 YEAR EVENT — EXISTING SITE				
Using Rational Method (Q=CIA)				
Time of Concentration (t_C) = 67 min				
Intensity (I) = 0.32 in/hr				
	C Value	**I**	**Area**	**Volume**
Description		**in/hr**	**ac**	**cfs**
Existing Site	0.25	0.32	95.04	7.60
			Q_E (Peak Flow)	8
10 YEAR EVENT — PROPOSED SITE				
Using Rational Method (Q=CIA)				
10 Year Event, tc = 42 min				
Intensity (I) = 0.42 in/hr				
	C Value	**Total Rainfall**	**Area**	**Volume**
Description		**feet**	**ac**	**cfs**
Total Area			95.0	
Residential Lots	0.35	0.42	74.0	10.88
Parks	0.20	0.42	4.0	0.34
Roads	0.95	0.42	17.0	6.79
			Q_P (Peak Flow)	18.01
			Q_P (Peak Flow)	18

Notes
C Values are per the City of Tracy Design Standards, December 2008.
Residential Lots = Low Density (Single Family) C=0.35
Parks = Lawn or Landscaping C=0.20
Roads = Paving C=0.95

Table 3.8 Stormwater System Demand and Capacity Requirements

A portion of the Westside Channel Watershed lies within the Ellis Program subbasin which is generally bordered by Corral Hollow Road on the east, the Delta Mendota Canal on the south, Lammers Road on the west and Valpico Road on the north. Avenues is included, and development has been planned for in the Ellis Program.

The Ellis Program includes two detention basins, a storm drain with the equivalent capacity of a 12" storm drain extending from the South Linne detention basin to Valpico Road, a 42" storm drain from Valpico Road to the 3A detention basin and an 18" storm drain from the 3A detention basin that will connect to an existing 30" storm drain north of the Union Pacific Rail Road tracks. These improvements were evaluated in the City of Tracy Citywide Storm Drainage Master Plan IS/MND adopted by the City in November 2012.

Avenues will participate in the implementation of the Ellis Program through the payment of fees and/or the construction of facilities with corresponding credits and reimbursements agreement.

Specific Plan Improvements

The proposed storm drain system for Avenues will consist of a conventional on-site storm drain system with mains, catch basins, and manholes designed in accordance with the SDMP and City of Tracy design standards.

The storm drain improvements will include the extension of the existing 54" storm drain main in Summit Drive, recently constructed by Ellis, to Valpico Road.

Benefit for South County Fire Authority

For the benefit of the City of Tracy and the South County Fire Authority (SCFA), the Avenues shall with the first phase of site improvements install, and connect to Ellis, the storm drain pipeline and waste water collection pipeline in Summit Drive beginning from the south boundary of the Avenues to the northern boundary of the Avenues at Valpico Road. The project shall also extend the storm drain east on Valpico Road to the point of design of the ultimate storm drain system for basin 3A, and shall extend the wastewater collection pipeline from Summit Drive to Corral Hollow Road, and make connection to the Corral Hollow Road wastewater collection pipeline. The portion of the improvements that are beyond the Avenues project responsibility, including program or public, shall be subject to a credit and reimbursement agreement.

3.9.5 Stormwater Quality

In 2015, the City of Tracy along with four other municipal agencies, including San Joaquin County, collaborated together to develop the "Multi-Agency Post-Construction Stormwater Standards Manual" (Manual), dated June 2015. This Manual was developed to comply with post-construction requirements from the State Water Resources Control Board under the National Pollutant Discharge Elimination System Phase II Small Municipal Separate Storm Sewer System General Permit (Phase II Permit). The Manual requires full hydromodification for developments that create and/or replace one acre or more of impervious surface. The Phase II Permit requires that the post-construction stormwater runoff flow rate shall not exceed the estimated pre-project flow rate for the 2-year, 24-hour design storm event. Further, the Manual requires bio-retention as the standard, or baseline, stormwater quality treatment measure; however, upon approval by the Utilities Division, alternative measures may be used if they meet the criteria provided on page 6-3 of the Manual and are at least as effective as bioretention. On-site pre-treatment is required by the Manual and shall be incorporated unless it is determined by the Utilities Division that stormwater treatment including pre-treatment is provided elsewhere, such as Detention Basin 3A as discussed below.

The SDMP does not include the additional capacity needed to incorporate stormwater quality treatment and/or full hydromodification within Detention Basin 3A. For this reason, the City shall complete a study to determine additional cost for compliance with the Manual at Detention Basin 3A. Financial plan/fee structure for Avenues shall address fair share cost of such improvements applicable to Avenues, if Detention 3A is to be used for compliance with the Manual.

3.9.6 Solid Waste Disposal

The Avenues will generate solid waste. Based on the City of Tracy General Plan EIR, capacity at the Foothill Sanitary Landfill that serves the City is currently available and is anticipated to accommodate the Avenues through the life of the General Plan. Tracy Delta Solid Waste Management, Inc. is currently the City's service provider for the collection, transportation, and disposal of refuse and garbage, including the collection of recyclable material and would serve the Avenues.

3.9.7 Energy

Pacific Gas and Electric provides electricity and natural gas to the residents and businesses within both the City and County. The Avenues will utilize energy-saving technologies through implementing sustainable building practices including materials and mechanical systems that reduce energy consumption. Active Solar Energy Systems will be offered as an option on all homes.

In addition, the Avenues is proximate to numerous amenities that will encourage residents to bike or walk versus driving:

» Central Park — center of ASP

» Proposed City Swim Center — approx. 1/4 mile south of southern boundary

» Proposed Ellis Village Center — approx. 1/4 mile southeast of Central Park

» Ellis Village Park — approx. 1/4 mile southeast of Central Park

» Ace Train Stop — approx. 11/2 miles southeast of ASP area

» Future Tracy Tracer stop — approx. 3/8 mile east of Valpico Road Entrance

» Sidewalks on both sides of all streets

» Multi-use paths that connect to off-site network

04 Infrastructure Funding and Phasing

4.1 Introduction

Certain public and capital facilities are required to support the development of the Avenues. Various items of off-site public utility infrastructure may need to be expanded, upgraded, or developed. All utilities need an extension of conveyance facilities to the Avenues site. Development also necessitates a complete road network within the Avenues to allow access to all parts of the neighborhood, as well as sidewalks, bike paths, and street features to ensure that the community retains a pedestrian-friendly quality. Beyond these basic needs, the project may also place demands on other public facilities. The Avenues will include internal public facilities such as a central park that will make the community distinctive and will ensure a high quality of community life as the Avenues develops. This section describes the funding alternatives and phasing for these facilities.

4.2 Public Facilities Funding Sources

All public infrastructure necessary for the development of the Avenues will be constructed through a combination of funding sources including, but not limited to, the following:

- Private capital from developer in the form of development impact fees and in-kind facilities development
- Bond proceeds
- Utility connection charges, and rates charged to end-users
- Assessments on the Avenues real property (including Community Facilities Districts) related to Avenues park and landscape maintenance, or facilities identified in the Specific Plan
- Credits and reimbursements related to oversizing, including public infrastructure improvements and facilities, etc.,
- Other partnerships with public and private entities
- Grants and/or other funding sources

To the extent that sufficient funding is not available from other sources, private capital from the developer will cover all infrastructure funding requirements.

The park and landscape systems will be incrementally implemented over time to match the needs of the growing community.

The project shall construct the park. Construction of the park will start no later than issuance of the 200th building permit, and the entirety of the park will be constructed at one time.

The ASP provides regulations on the character and amenities proposed for parks. As the park system is implemented, detailed designs will be developed for the construction of the park based on this specific plan.

4.3 Uses Of Public Facilities Funds

The public improvements and capital facilities that may be required and may be financed to support the development of the Avenues include:

- Water supply from the City for the project
- Project's share of the City's domestic John Jones Water Treatment Facility
- Domestic water conveyance (on-site and off-site)
- Project's share of expanding the City's existing Wastewater Treatment Facility
- Wastewater conveyance (on-site and off-site)
- Recycled water conveyance within the Avenues project
- Off-site stormwater detention facility
- Stormwater conveyance
- Dry utilities (on-site and off-site)
- Off-site road improvements
- On-site roads, sidewalks, and trails
- Monuments and the park
- Public area landscape and lighting

» Parks and signage
» Project's share of regional transportation facilities
» Project's share of school facilities
» Project's share of all public and public safety facilities
» Project's share of library facilities

4.4 Maintenance and Operations

The maintenance of the roads, parks, and other public amenities, detailed in the ASP will be funded through a combination of any and all of the following:

» Standard City maintenance responsibility
» Community Facilities District
» Payment by residents of the Avenues for City water and wastewater conveyance user fees
» Other utilities (such as electricity, natural gas, and telephone) and services (such as solid waste collection) will be maintained through fees and charges of the appropriate service providers.

The streetscape system, park system, and visual icons are integral components of the Avenues community character. To ensure the desired quality of the maintenance and management of the landscape and park system, a Community Facilities District (CFD) will be utilized. The Avenues will be annexed into the EPOA. The Avenues will participate in the ECFD to support EPOA maintenance. The EPOA will implement the maintenance of:

» Frontage along Valpico Road
» Interior streetscape system within the public right-of-way
» Special landscape feature areas
» Public art (if applicable)
» Signage elements in the public right-of-way which are non-regulatory
» Temporary rolling gates (Figure 3.47)

The project shall pay park impact fees pursuant Tracy Municipal Code and adopted City Council resolutions, and submit bonds with park improvement agreement. The park agreement will address park fee credits and/or reimbursements in compliance with City regulations. City will cooperate with the developer in timely review and approval of park improvement plans and park improvement agreement. With an approved park improvement agreement, the developer will not be required to pay park impact fees. The regular street tree pattern may be interrupted at parks to announce them as special features along the street, creating visual interest and variety.

The CFD will include a comprehensive identification of long-term replacement costs, escalation factors, and ultimate build-out of the total landscape system in determining the assessment fee. This anticipatory approach will ensure that appropriate maintenance levels are preserved.

The City and EPOA have or shall enter into a maintenance agreement to set forth and facilitate among other things the required maintenance obligations, standards for maintenance, and other associated obligations(s) as well as compliance with the Avenues operations and maintenance manual, to ensure the long-term maintenance of all public park and landscape areas, and other public improvements within the ECFD boundaries. The City shall maintain all parks and enhanced crosswalk paving; the EPOA shall maintain all other public landscaping. The City and Owner or EPOA may amend and make changes agreed upon to the maintenance agreement, maintenance responsibility, and the Avenues operations and maintenances manual upon mutual consent.

4.5 Fire Station Funding and Infrastructure Construction

Prior to the issuance of the first building permit within the project, the developer will pay to the City their full share of the Public Safety impact fees for the Avenues project. The first tentative map approved within the plan area shall also be conditioned to require the Subdivider to design, construct, and install the wastewater collection line from Corral Hollow Road and storm transmission lines under Valpico Road from Summit Drive to a Fire Station site location, consistent with the City's applicable Master Plans. The City shall request these improvements and costs in writing following submittal of the first tentative map, and include designated locations for these improvements, if the Master Plans have been updated to include these improvements, and costs. The improvements shall be installed as part of the first phase of project improvements, provided the location of the Fire Station site is identified within 30 days of submittal of the improvement plans and the City provides all easements, right of ways, encroachment permits,any other permits, or other approvals as needed for the improvements. The advanced Public Safety impact fees and the storm drainage, wastewater improvements shall be eligible for reimbursement and/or fee credits pursuant to applicable law once the improvement agreement(s) is effective. The City and Subdivider shall use best faith efforts to form a community facilities district for the Avenues to, among other things, fund an amount equal to the full build out amount of the Public Safety fee, and other impact fees for the Avenues project.

4.6 Implementation

Implementation of the Financing Plan may require the execution of several elements including, but not limited to, the following:

» Reimbursement and fee credit agreements
» Covenants, conditions, and restrictions
» Applications and grants for State and Federal funding
» Bond financing
» A Community Facilities District (CFD)
» Property Owners Association (POA)

05 Plan Review

5.1 Entitlement Process

This Specific Plan and accompanying approvals provide the basic authority of the development of residential units and neighborhood parks.

5.2 Subdivisions

All subdivisions maps shall be processed in accordance with State law, the Tracy Municipal Code, applicable City Standards, the Subdivision Map Act, and Applicable Law.

All streets, sidewalks, landscaping, and other public property improvements shall be consistent with regulations and guidelines of the ASP, Pattern Book (incorporated by reference), and Sign Program (incorporated by reference). All subdivision maps shall be processed in accordance with State law, the Tracy Municipal Code, applicable City Standards, the Subdivision Map Act, and Applicable Law. Each tentative map application shall demonstrate substantial compliance with the street sections, lot sizes, and other standards of the ASP, to the extent applicable on the tentative map. Prior to approval of each final map, the final map and associated improvement plans shall demonstrate substantial compliance with the street sections, ASP lot sizes, and any other applicable City Standards.

5.3 Development Review

Before a building permit may be obtained for any building or improvement within the Avenues plan area, the applicant must first obtain Development Review approval in accordance with the Tracy Municipal Code and Applicable Law. Improvements are subject to the regulations contained in the ASP and the design guidelines established in the Pattern Book.

The Entry Monument Building (Pump House) (Figure 3.35) shall be permitted as depicted in the Sign Program, without Development Review.

5.4 Tentative Map

A Tentative Subdivision Map shall be submitted to the Development Services Department in accordance with State Law, the Tracy Municipal Code, applicable City standards, and Subdivision Map Act and Applicable Law.

The submittal requirement of conceptual architectural elevations for vesting or non-vesting Tentative Subdivision Maps has been satisfied by the ASP, and Appendix A: Avenues Pattern Book. Review of the architectural elevations for specific development proposals will be addressed through the Development Review process.

The form and content of the Final Map shall conform to the requirements of the Tracy Municipal Code, State law, and Applicable Law.

5.5 Amendments to the ASP

Any proposed amendment to the ASP, Pattern Book, and/or Sign Program shall be processed in accordance with the applicable State Government Code sections, applicable Tracy Municipal Code sections for Specific Plan Amendments, and Applicable Law.

It is the intent of the ASP that the Avenues analyses and studies may serve, without further studies, as the documentation for the Specific Plan amendments, other than major amendments, as appropriate under the California Environmental Quality Act. Applications for Specific Plan amendments shall be made to the City in writing.

5.6 Specific Plan Compliance and Enforcement

The City is responsible for enforcing the provisions of the Tracy Municipal Code Title 10, Applicable Law, and the ASP. The regulatory elements of the ASP are enforceable pursuant to the enforcement requirements of the Tracy Municipal Code and Applicable Law.

Appendix A

TRACY | CALIFORNIA

AVENUES PATTERN BOOK

Guidelines for a New Neighborhood

MAY 2018

CONTENTS

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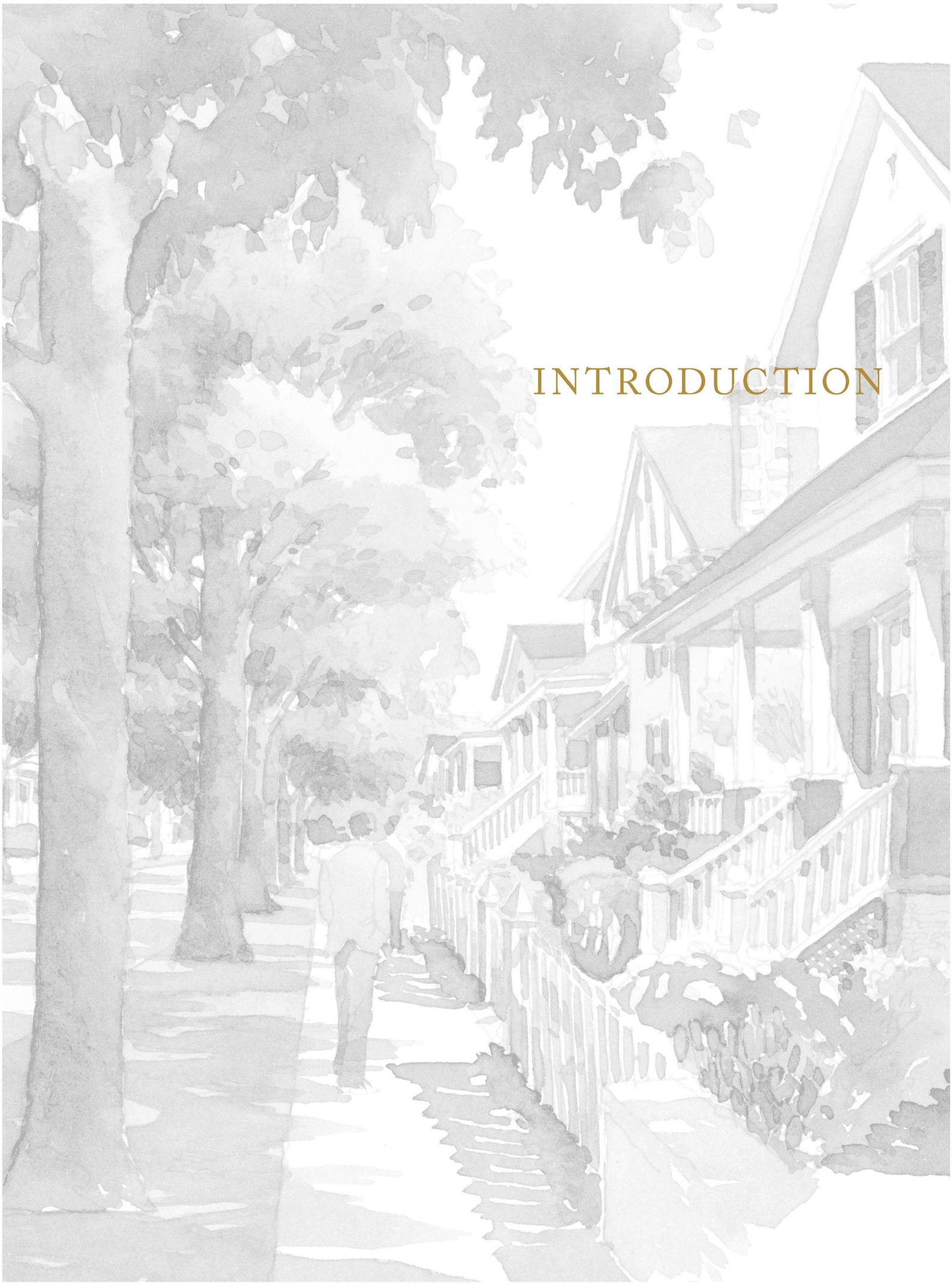


INTRODUCTION

OVERVIEW

Six architectural styles have been selected for Avenues residential development: Avenues Craftsman, Avenues Farmhouse Victorian, Avenues Revival, Avenues European Country, Avenues Mediterranean Revival, and Avenues Spanish Colonial. The Architectural Patterns sections provide information regarding each of these styles, including a description of the history and character of the particular style, a gallery of built examples, the style's basic massing and composition, as well as possibilities for designs using a standard palette of materials. This kit-of-parts approach provides architects, builders, and homebuyers with examples for designing and personalizing a new Avenues home.

The Avenues community will be an extension of the urban fabric of the City of Tracy.

This Pattern Book serves as the basis for Development Review and implementation. Amendments to the Pattern Book are subject to City Council approval.

THE ARCHITECTURAL STYLES OF AVENUES

Avenues Craftsman

Avenues Farmhouse Victorian

Avenues European Country

Avenues Revival

Avenues Mediterranean Revival

Avenues Spanish Colonial

AVENUES HOUSES

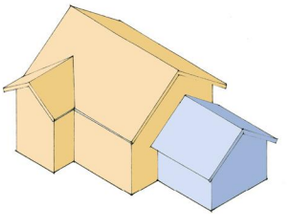
In traditional neighborhoods, the front portion of the house is the most dominant feature and must be responsive to adjacent houses and the overall character of the neighborhood. The landscaping of the front yard, setbacks from the street, size and placement of the house on the lot, and the front porch are all shared elements that form 'the streetscape'.

Dwellings and garages shall be representative of the architectural styles described in this Pattern Book. The architectural style shall be clearly identified on all sides of the building, including the roof, consistent with the City of Tracy Design Goals and Standards.

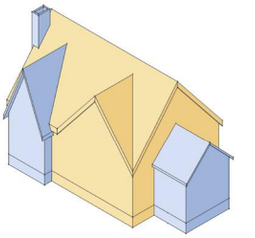
Enhanced architectural emphasis should be applied to facades facing streets. For example, stronger adherence to the architectural style, including: building relief, roof line variation, gables, window trims, ornamental accents, and materials.

All material transition points should carry around corners to an architectural stopping point, such as a pop-out or recess in the building.

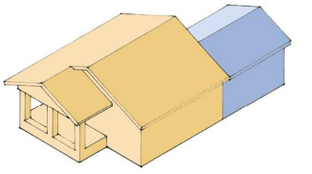
In no case shall the Avenues Pattern Book be less restrictive than the City of Tracy Design Goals and Standards, including the variety of floor plans requirement.



Gable-L house

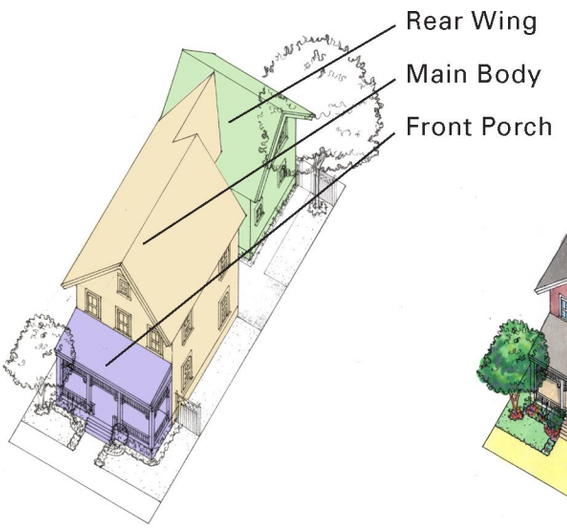


Side gable house with dominant cross gable

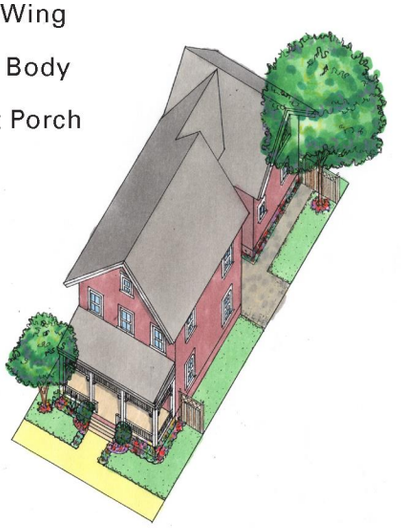


Front gable house

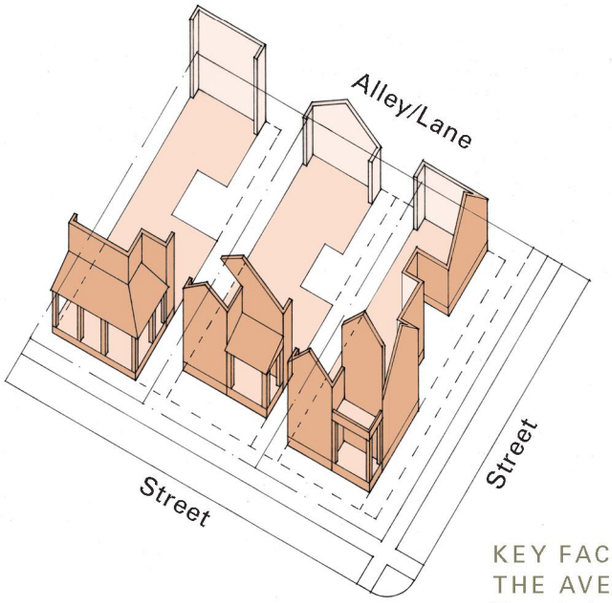
Illustrative view of an Avenues residential street



THE AVENUES HOUSE
Simple, dignified massing with porch and rear wing added



ELEMENTS OF THE AVENUES HOUSE
The Main Body is the largest and most visible element with the most specific design requirements. Side or rear wings, porches, and architectural elements, provide a menu of additional massing options for the homebuilder.



KEY FACADES OF THE AVENUES HOUSE
The principal elevations of the Avenues house are facades facing streets, alleys/lanes, and public spaces

PRINCIPAL ELEMENTS

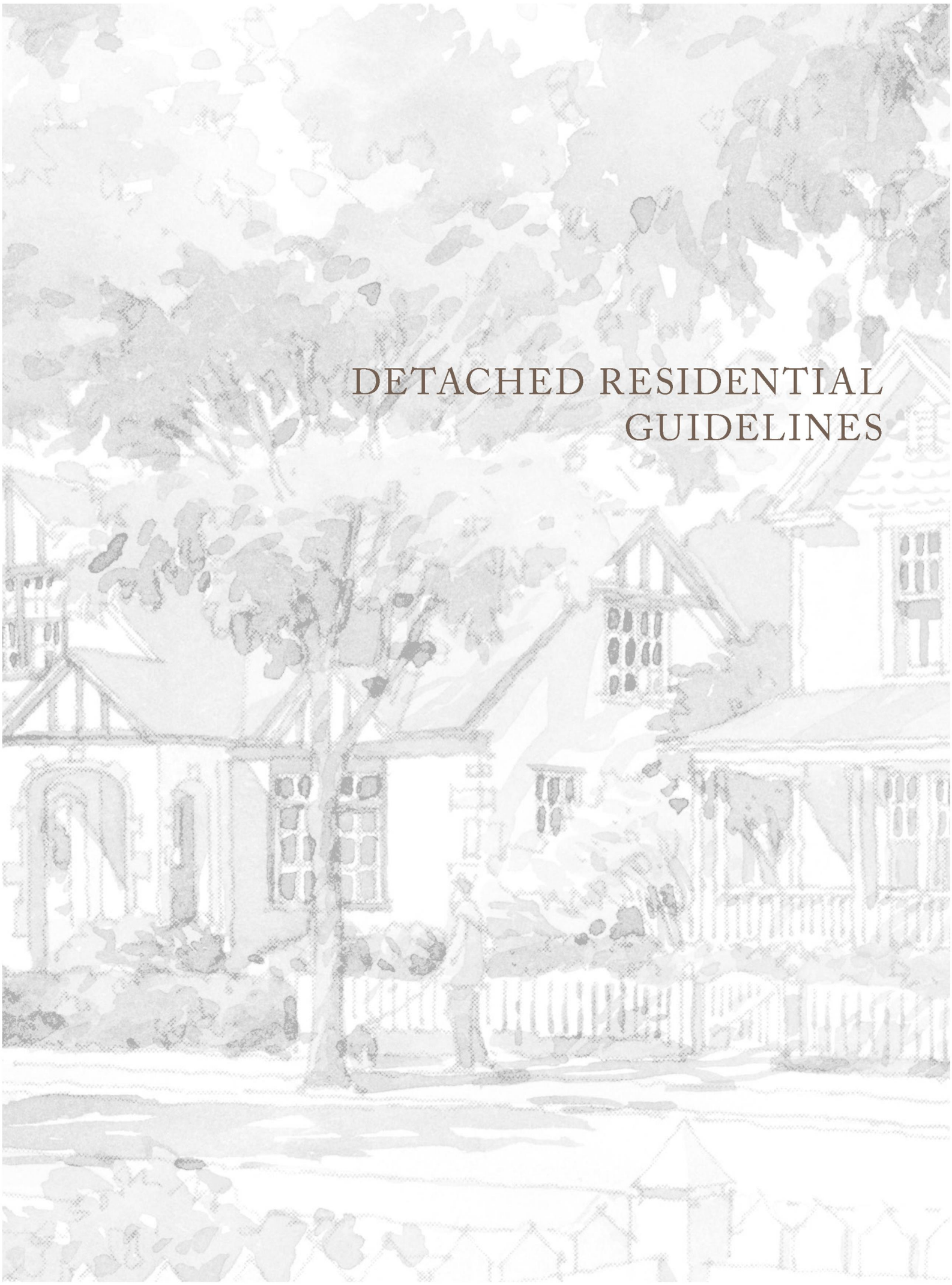
Avenues houses include the following principal elements:

The **Main Body** of the house, which is the principal mass and includes the front door.

Side and Rear Wings, which are one or two stories high and connected to the Main Body. These optional additions are smaller than the Main Body and are set back from the front facade.

Front and Side Porches create exterior amenity space. Possibilities include full-facade front porches, wraparound porches, porticos, and side porches. Some architectural styles also have inset porches.

Note: Side Wings, Rear Wings, and Porches are part of a menu of options. These element as illustrated in the Pattern Book are suggestions, not required as shown. However, simple box dwellings are not permitted.



DETACHED RESIDENTIAL GUIDELINES

ARCHITECTURAL PATTERNS

The Architectural Patterns Section for Detached Residential units illustrates key elements and design strategies for the six permitted traditional styles for Avenues residential architecture. This section provides detailed guidelines for designing within the prescribed styles while creating well-defined variations among houses and buildings. The approach used is not intended to be a comprehensive catalog of all possibilities, but rather to serve as a guide to the key components within a particular style while providing a consistent quality of character and detail.

Variations or other alternative combinations of components may be acceptable so long as they generally conform to the particular style. The goal is to design within specific families of styles that are appropriate to the Avenues context, not to design historic reproductions.

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AVENUES CRAFTSMAN

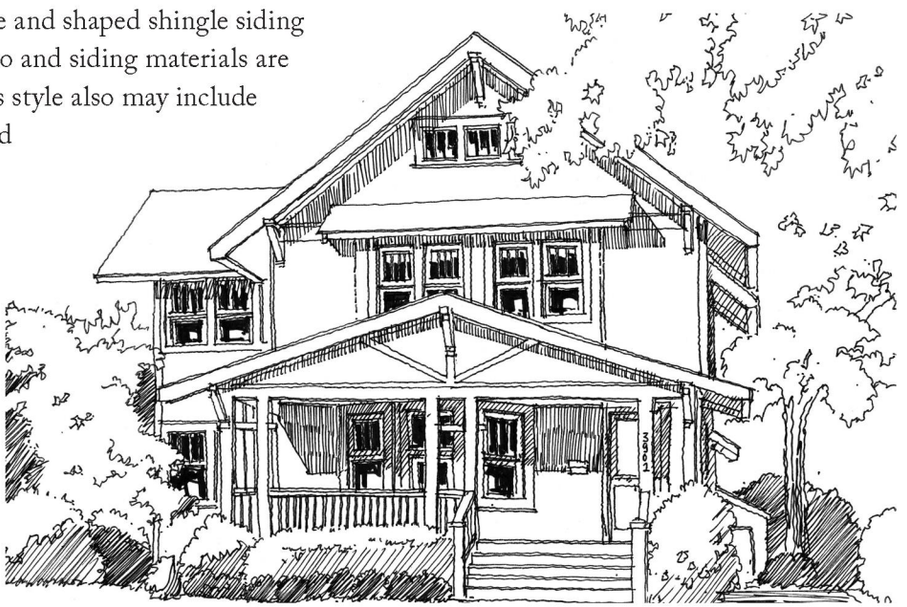
Avenues Craftsman houses are derived from the unique qualities of the Craftsman tradition found throughout northern California and San Joaquin County. Many regional builders constructed houses influenced by the Arts & Crafts movement. California versions are characterized by exposed or expressive structural elements such as rafters, columns, beams, lintels, and porch elements. House exteriors were clapboard or shingle siding mixed with stone and brick or stucco accents and were painted in robust color palettes. The California Craftsman house, which emerged in the beginning of the twentieth century, was influenced by both the Arts & Crafts movement and Japanese architecture.

For houses in Avenues, the emphasis in this style is on simple, structural expression of porch and eave elements using a vocabulary of architectural elements including the Prairie, Japanese, and Swiss styles, as well as influences from the Arts & Crafts movement. Forms are simple and reflect dimensioned lumber elements. Windows in this style tend to be vertical in proportion and are typically ganged or paired. Exposed eave brackets on roofs and porches contribute to this image and detail.

Horizontal siding, square and shaped shingle siding patterns, and a mix of stucco and siding materials are key cladding elements. This style also may include unpainted metal roofing and shingled roofs.

COMMON ELEMENTS OF THE AVENUES CRAFTSMAN

- Pitched roofs with deep overhangs.
- Deep, broad porch elements with expressive structural components.
- Exposed structural elements in the eaves such as rafters and brackets.
- A combination of materials such as stucco, shingles, and siding.
- Asymmetrical window and door compositions.



GALLERY OF EXAMPLES

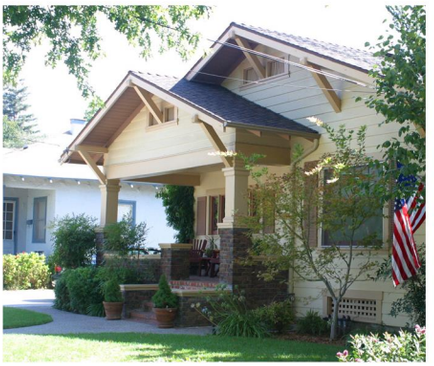


Photo Credit: Design Lens

MASSING AND COMPOSITION

A TWO-STORY HIP

Hipped rectangular volume. Hip roof pitch is typically 3 to 7 in 12. Hipped front porches are common and have a shallower roof pitch. Porches may be either additive or a single integral bay.

B ONE-AND-ONE-HALF-STORY SIDE GABLE

Square volume with a 3 to 5 in 12 side gabled roof. Integral front porch that ranges from half to the full length of the front facade. Symmetrically placed gabled or shed dormers with 4 in 12 roof pitch.

C TWO-STORY GABLE L

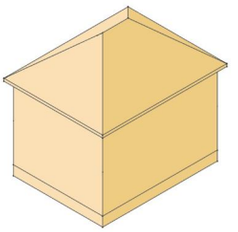
Cross-gabled volume with a 3 to 4 in 12 gable facing the street. Often an in-line gabled porch or wing is added to the front left of the L. Porches may also be located between the legs of the L.

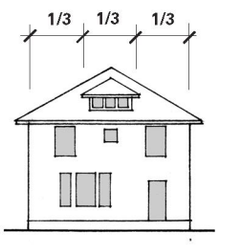
D ONE-AND-ONE-HALF-STORY FRONT GABLE WITH ADD-ON

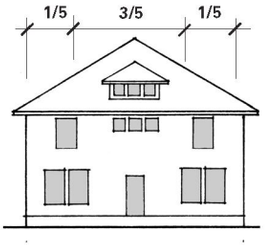
Rectangular volume with a 3 to 5 in 12 roof pitch and gable facing the street. Asymmetrically placed gable and front porch is common.

Note: In general, main roof pitches are 4 to 5 in 12 and secondary roof pitches are 3 to 5 in 12.

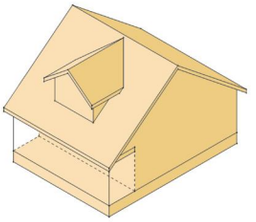
A TWO-STORY HIP

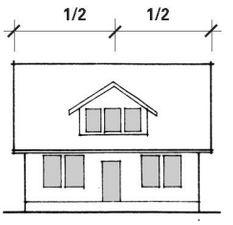


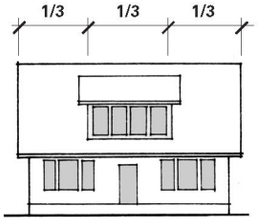




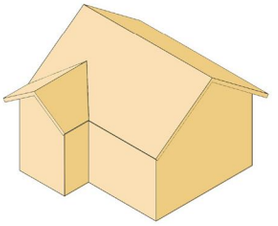
B ONE-AND-ONE-HALF-STORY SIDE GABLE

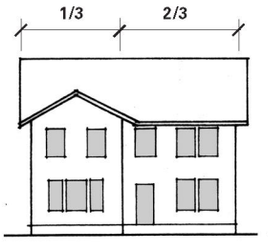


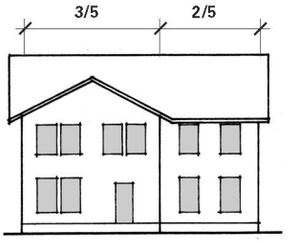




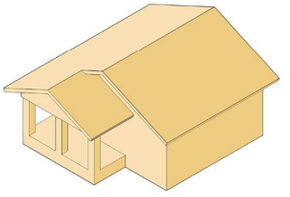
C TWO-STORY GABLE L

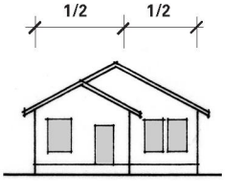


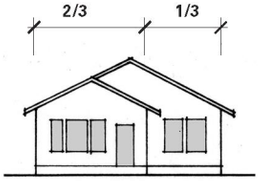


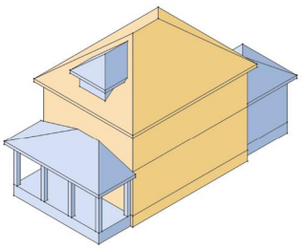


D ONE- AND-ONE-HALF-STORY FRONT GABLE WITH ADD-ON

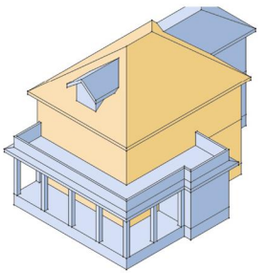




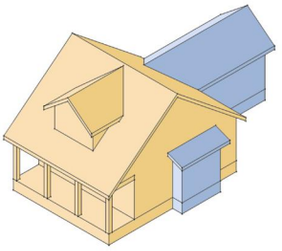




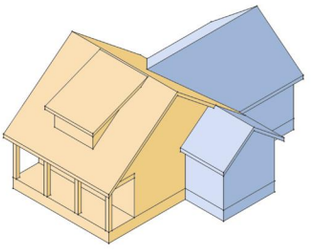
A1 Hipped roof with add-on porch, a rear wing and a street-facing dormer



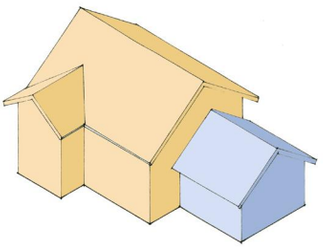
A2 Hipped roof with wraparound porch, a rear wing and a street-facing dormer



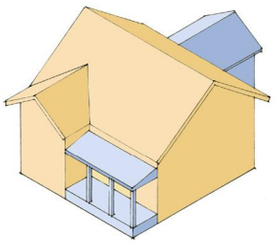
B1 Side gable with an integral porch, a rear wing and side bay window



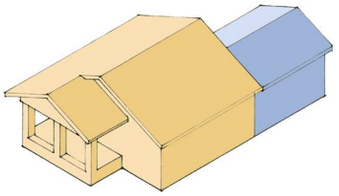
B2 Side gable with an integral porch, a rear wing and a side wing



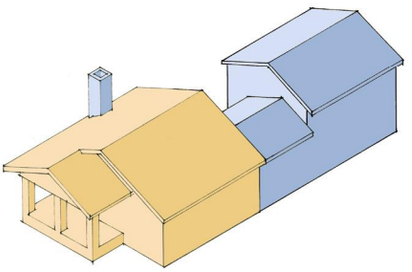
C1 Side gable L with side wing



C2 Side gable with add-on porch and rear wing



D1 Front gable and add-on massing with rear wing



D2 Front gable and add-on massing with one-story connection to two-story carriage unit

POSSIBILITIES

PRECEDENTS

TWO-STORY HIP

ONE-AND-ONE-HALF-STORY SIDE GABLE

TWO-STORY GABLE L

ONE-AND-ONE-HALF-STORY FRONT GABLE WITH ADD-ON

MATERIALS

SIDING/CLADDING

» Wood shingle; fiber-cement clapboard, composite and/or stucco

» Lace finish not permitted

ROOFING

» Composition shingles, flat concrete tile, standing seam, or 5v crimp metal

WINDOWS

» Single- or double-hung

» Fixed accent windows (limited)

» Energy-efficient wood, PVC-clad, cellular PVC, aluminum-clad, aluminum, or vinyl

» Traditional-looking profiles

TRIM

» Stucco, wood, composition board, cellular PVC, polyurethane, or fiber cement

COLUMNS/BRACKETS

» Wood or composite

RAILINGS

» Wood or composite top and bottom rails with square balusters

» Solid railings of wood, fiber cement, cut shingle siding or manufactured stone veneer

SOFFITS AND PORCH CEILING

» Exposed rafters at soffits with starter board or v-groove sheathing

» T&G wood, beaded plywood, exterior-grade plywood, or stucco porch ceiling

GUTTERS

» Ogee or half-round primed or prefinished metal

» PVC is acceptable in a color that matches the trim

» Fascia gutter permitted

DOWNSPOUTS

» Rectangular or round

» Primed or prefinished metal

» PVC is permitted in a color that matches the trim or the stucco cladding

SHUTTERS

Not applicable

CHIMNEYS

» Stucco, brick, or manufactured stone veneer

» Siding to match structure

FRONT YARD FENCES

» Wood, stone, or masonry with stucco finish

» Vinyl picket permitted

» Wrought iron or equivalent

REAR YARD FENCES

» Cedar, redwood, or masonry with stucco finish (if applicable)

» Vinyl and pressure treated wood are permitted

COLORS

Colors to be selected from the approved Ellis Color Palette. The Ellis Color Palette includes a minimum of three colors for each house: main body, trim, and accent.

AVENUES
FARMHOUSE VICTORIAN

The Avenues Farmhouse Victorian style builds on the early Carpenter Gothic cottages built in the western region of the United States from early pattern books. While the Victorian style became fashionable in the 1800s in the Bay Area, its popularity grew and spread outward from San Francisco. Style books published by Andrew Jackson Downing were the source of many early examples. Publications such as *The Horticulturist* influenced the preferences of the public and provided an especially dramatic contrast to the inherited Spanish and adobe building types prevalent at the time. Many early religious camp settlements adopted the style with more and more exotic variations that included Eastlake, Queen Anne, and Italianate detailing.

The Farmhouse Victorian style is centered on simple, elegant forms to create more informal houses on small lots. This style has expressive porch elements, decorative trim elements, and vertical windows and doors.

COMMON ELEMENTS OF AVENUES FARMHOUSE VICTORIAN

- Moderate to steeply pitched, front-facing gable roofs.
- Cut wood ornament, often with natural forms such as leaves and vines.
- Clapboard or cut shingle siding.
- Vertical proportions for windows and doors.
- Box bay and cutaway bay windows.
- Expressive porch elements

GALLERY OF EXAMPLES

Photo Credit: Design Lens

Photo Credit: Design Lens

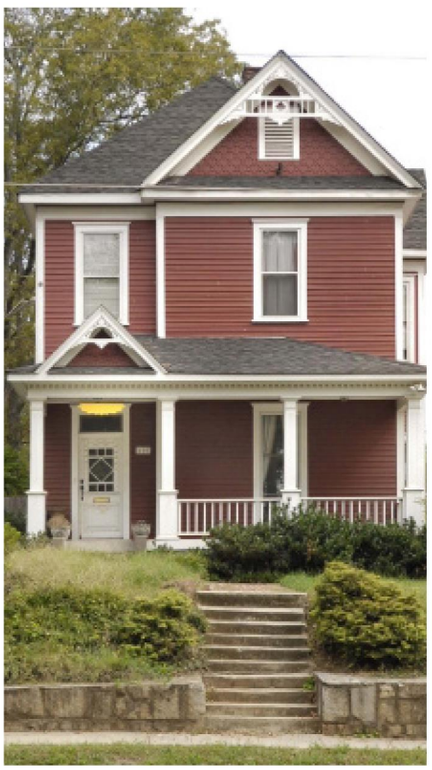


Photo Credit: Design Lens

Photo Credit: Design Lens

Photo Credit: Design Lens

MASSING AND COMPOSITION

A TWO-STORY SIDE GABLE

Side-gabled rectangular volume, often with a steeply-pitched, gabled dormer flush to the front facade. Front gable roof pitch is typically 3 to 12 in 12, and the side gable is less steeply pitched, typically 4 to 10 in 12. One- or two-story front porches often extend across the full front of the house.

B ONE-AND-ONE-HALF-STORY HIP L

One-and-one-half-story hipped volume with a one-story front or hipped gable extending beyond the main body. Roof pitches are typically 3 to 12 in 12. One-story integral or shed porches are most common.

C TWO-STORY HIP L

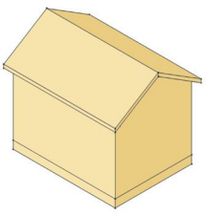
Two-story rectangular volume with hipped roof and a front gable which can extend beyond the front facade of the main body a maximum of 3 feet. Roof pitch is typically 3 to 12 in 12. A one- or two-story front wraparound porch with shed roof is common.

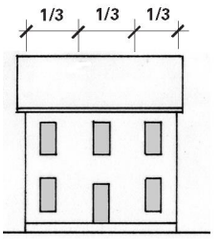
D GABLE L

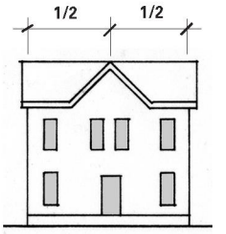
Cross-gabled volume with a 3 to 12 in 12 gable facing the street. Cross-gable is typically equal or steeper than the roof of the primary mass and no wider than half that of the main body. This massing often has a gable porch emphasizing the entrance.

Note: In general, main roof pitches are 5 to 8 in 12 and secondary roof pitches are 3 to 9 in 12.

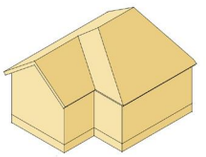
A TWO-STORY SIDE GABLE

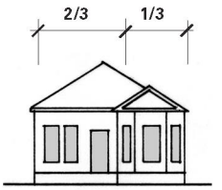


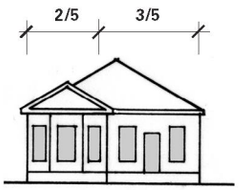




B ONE-AND-ONE-HALF-STORY HIP L







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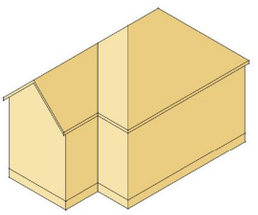
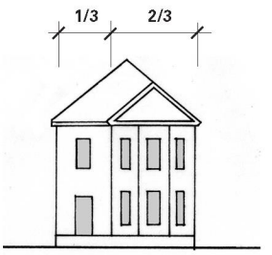
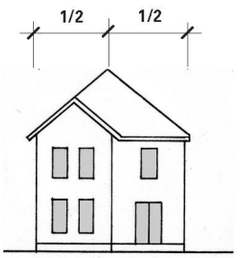
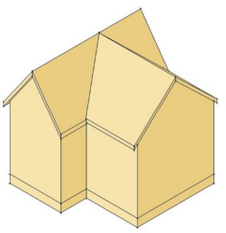
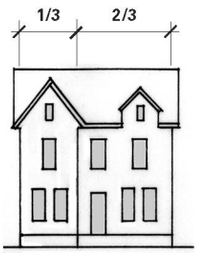


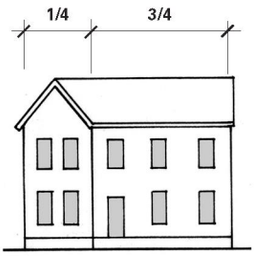


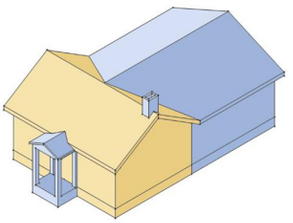


D GABLE L

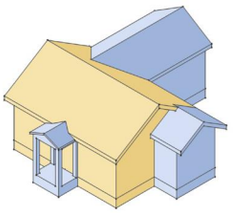




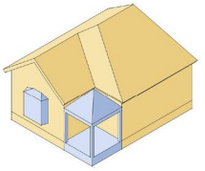




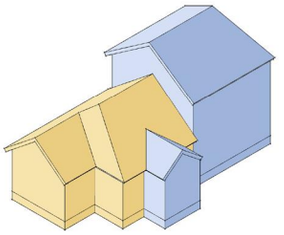
A1 Broad front with large rear wing, a chimney centered on gable ridge and a centered entry porch



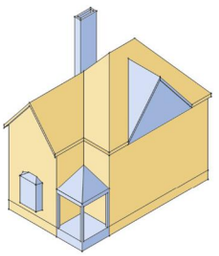
A2 Broad front with rear wing, a side wing and a centered entry porch



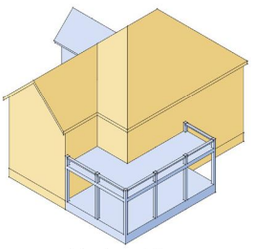
B1 One-story hip L with street-facing bay window and hipped-roof entry porch



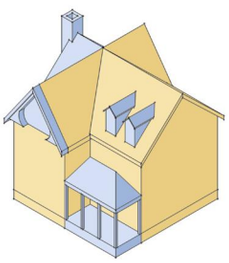
B2 One-story hip L with a side wing and two-story rear wing



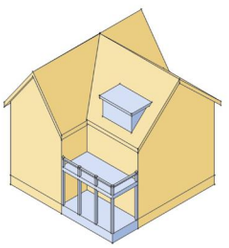
C1 Two-story hip L with side-facing gable dormer, a street-facing bay window, a chimney, and a hipped-roof entry porch



C2 Two-story hip L with a two-story wraparound porch, and a side wing



D1 Gable L with continuous cross gable and chimney, double street-facing dormers, hipped-roof entry porch, and glazing with street-facing projecting gable



D2 Gable L with continuous shed dormer and flat-roof entry porch

POSSIBILITIES

PRECEDENTS

TWO-STORY SIDE GABLE

ONE-AND-ONE-HALF-STORY HIP L

TWO-STORY HIP L

Photo Credit: Design Lens

GABLE L

MATERIALS

SIDING/CLADDING

» Board and batten, wood, or fiber-cement clapboard

ROOFING

» Composite shingles

» Flat concrete tile

WINDOWS

» Single- or double-hung

» Energy-efficient wood, PVC-clad, cellular PVC, aluminum-clad, aluminum or vinyl

» Traditional wood profiles

TRIM

» Wood, composition board, cellular PVC, or polyurethane

COLUMNS

» Turned or built-up wood, or composite

RAILINGS

» Wood or composite top and bottom rails with straight, turned, or scroll cut balusters

SOFFITS AND PORCH CEILING

» Fiber-cement board, stucco, T&G wood, beaded plywood, or exterior-grade plywood

GUTTERS

» Half-round primed or prefinished metal

» PVC is acceptable in a color that matches the trim

» Fascia gutter permitted

DOWNSPOUTS

» Round

» Primed or prefinished metal

» PVC is permitted in a color that matches the trim

SHUTTERS

» Raised or flat paneled

» Louvered or plank

» Wood or composite material, or colored vinyl

» Hinges, shutter dogs, and latches are encouraged

CHIMNEYS

» Manufactured stone or brick veneer or siding to match house

FRONT YARD FENCES

» Wood picket, prefinished metal, or stone

» Vinyl picket permitted

REAR YARD FENCES

» Cedar or redwood, or masonry with stucco finish

» Vinyl and pressure-treated wood are permitted

COLORS

Colors to be selected from the approved Ellis Color Palette. The Ellis Color Palette includes a minimum of three colors for each house: main body, trim, and accent.

AVENUES REVIVAL

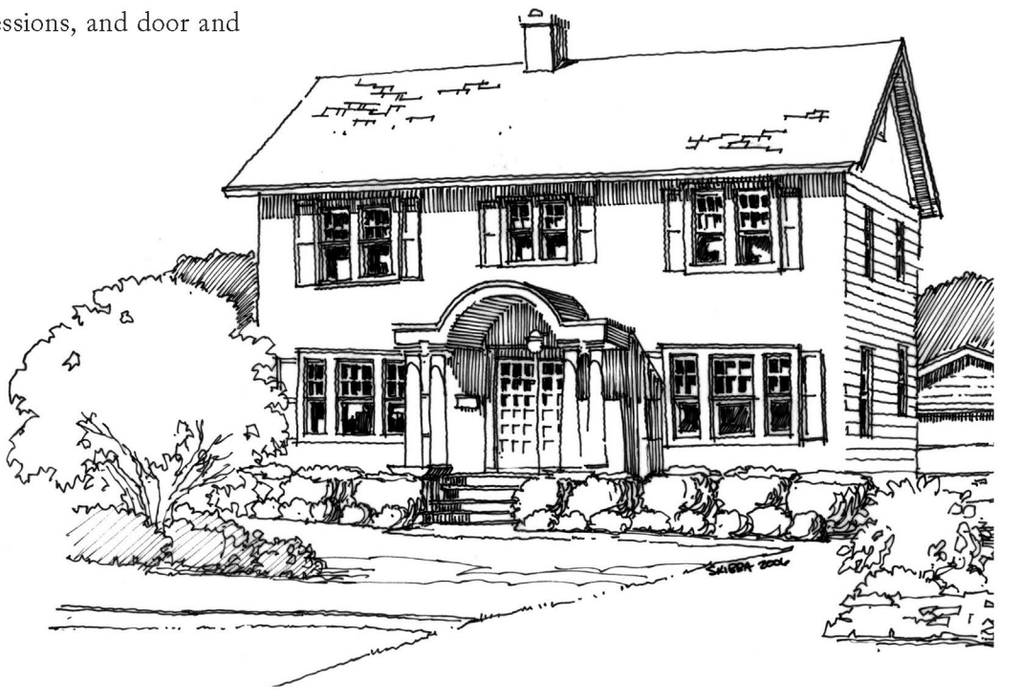
The Avenues Revival style is based upon Colonial Revival styles that were prevalent throughout the country in the early 1900s. The Colonial Revival style is evident in many California towns and cities. Interesting examples of this style can be found in the Central Valley area including regional precedents in places like Stockton, Concord, Antioch, and Livermore.

The Colonial Revival style is based on Classical style design principles followed during the colonial period in this country. The interpretations, however, often reflect regional adaptations. The California examples include many houses with full front porches as well as Dutch Colonial renditions.

The houses are composed of simple forms with well-proportioned windows and door surrounds. These are often more horizontal in appearance with special windows appearing in the center of the house over the front door. Stockton area Colonial Revival houses typically emphasize the horizontal proportions with square, robust columns, wide corner boards, pilaster expressions, and door and window trim.

COMMON ELEMENTS OF AVENUES REVIVAL

- Simple, straightforward volumes with projecting wings and porches added to make more complex shapes.
- An orderly, symmetrical relationship between windows, doors, and building mass.
- Simplified versions of Classical style details and columns, occasionally with Classical orders used at the entry.
- Multi-pane window appearance with six-pane patterns.
- Strong horizontal lines emphasized by broad eaves and wide trim.



GALLERY OF EXAMPLES

MASSING AND COMPOSITION

A ONE-AND-ONE-HALF-STORY SIDE GABLE AND HIP

Side-gabled or hipped rectangular volume. Hip roof pitch is typically 4 to 10 in 12. Dormer windows and shed roofs are often present in the roof form. Porches are additive structures that may cover all or part of the front facade.

B TWO-STORY HIP

Hipped rectangular volume. Hip roof pitch is typically 4 to 10 in 12. One-story hipped front porches are common and have a shallower roof pitch. Porches vary between covering the full facade and defining the central portico.

C TWO-STORY FRONT GABLE

Front-gabled rectangular volume. Gable roof pitches range from 4 to 10 in 12. As with other massing, stoops and hipped front porches are common. Porches are most often one-story. Integral two-story porches are reserved for front-gabled houses no greater than 30 feet wide.

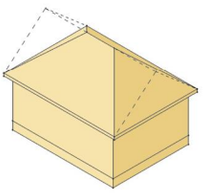
D ONE-AND-ONE-HALF-STORY GAMBREL

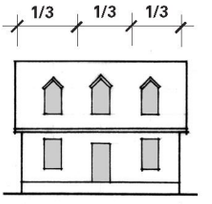
(Not required, but possible accent articulation)

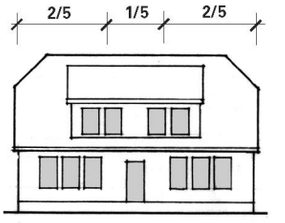
Rectangular volume with a gambrel roof parallel to the street. Roof pitch is nearly vertical on the lower slope and 4 to 6 in 12 at the top. One-story temple front porches centered on the facade extending one-third to one-fourth of the front are typical. Shed roofs are present in the bottom portion of the gambrel roof and dormer windows are also common.

Note: In general, main and secondary roof pitches are 4 to 10 in 12.

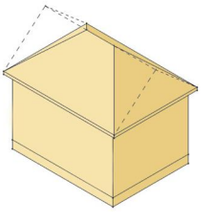
A ONE-AND-ONE-HALF-STORY SIDE GABLE AND HIP

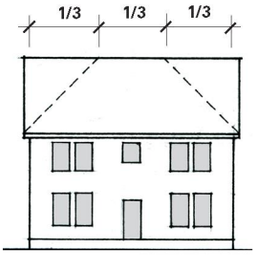


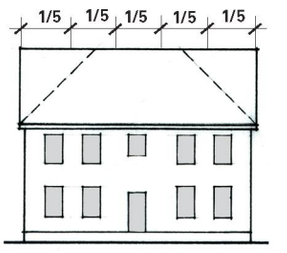




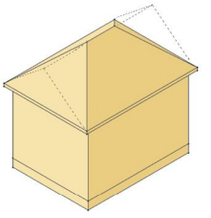
B TWO-STORY HIP

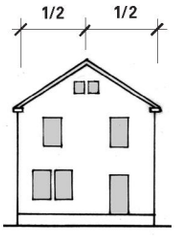


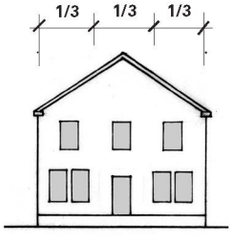




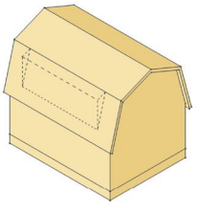
C TWO-STORY FRONT GABLE

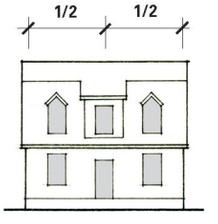


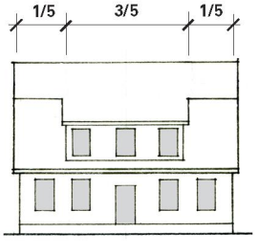


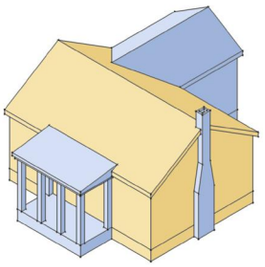


D ONE-AND-ONE-HALF-STORY GAMBREL

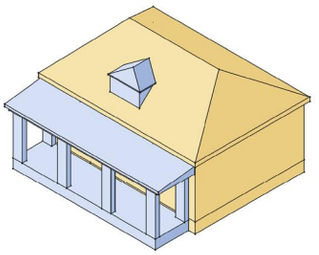




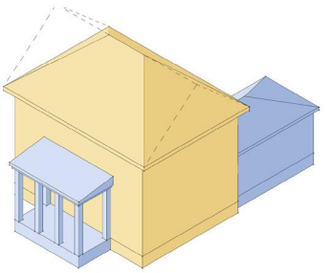




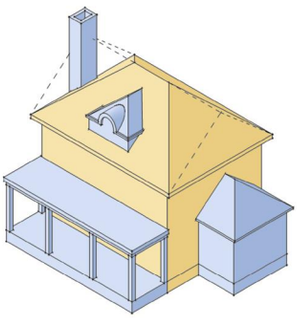
A1 Broad front with add-on porch, a rear wing, and a fireplace



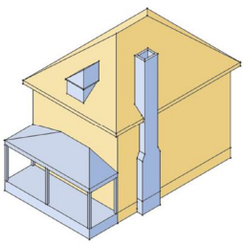
A2 Broad front hipped roof with add-on full front porch and dormer window



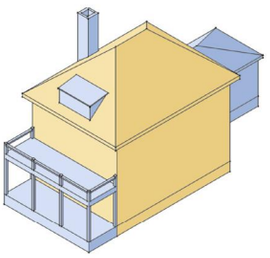
B1 Broad front hipped roof with add-on central porch and hipped rear wing



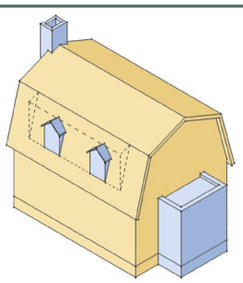
B2 Broad front hipped roof with add-on full front porch, a side wing, a central hipped dormer, and a fireplace



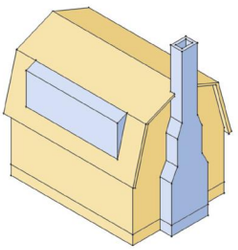
C1 Narrow front hipped roof with add-on full front porch, a central dormer, and a fireplace



C2 Narrow front hipped roof with add-on full front porch, a central shed dormer, a rear wing, and a fireplace



D1 Broad front gambrel with dormers, a roofed side wing, and a fireplace



D2 Broad front gambrel with a broad shed dormer and a prominent fireplace

POSSIBILITIES

PRECEDENTS

ONE-AND-ONE-HALF-STORY SIDE GABLE AND HIP

TWO-STORY HIP

TWO-STORY FRONT GABLE

ONE-AND-ONE-HALF-STORY GAMBREL

MATERIALS

SIDING/CLADDING

» Fiber-cement clapboard or stucco

» Lace finish not permitted

ROOFING

» Composition shingles or concrete tile with flat profile

WINDOWS

» Single- or double-hung and casement

» Energy-efficient wood, PVC-clad, cellular PVC, aluminum-clad, aluminum or vinyl

» Traditional wood profiles

TRIM

» Stucco, wood, composition board, cellular PVC, polyurethane, or fiber cement

COLUMNS

» Wood, or composite with Classical entasis and proportions

» Use Tuscan, Doric, or Ionic orders

RAILINGS

» Wood or composite top and bottom rails with square balusters

SOFFITS AND PORCH CEILING

» Fiber-cement board, stucco, T&G wood, beaded plywood, exterior-grade plywood, or stucco

GUTTERS

» Ogee or half-round

» Primed or prefinished metal

» PVC is acceptable in a color that matches trim

» Fascia gutter permitted

DOWNSPOUTS

» Rectangular or round

» Primed or prefinished metal

» PVC is permitted in a color that matches trim or stucco cladding

SHUTTERS

» Raised or flat paneled

» Louvered or plank

» Wood or composite materials, or colored vinyl

» Hinges, shutter dogs, and latches are encouraged

CHIMNEYS

» Stucco, brick, or manufactured stone veneer

» Siding to match house

FRONT YARD FENCES

» Painted wood, prefinished metal, stone, masonry, or stucco finish (if applicable)

» Vinyl picket also permitted

REAR YARD FENCES

» Cedar or redwood, or masonry with stucco finish

» Vinyl and pressure-treated wood are permitted

COLORS

Colors to be selected from the approved Ellis Color Palette. The Ellis Color Palette includes a minimum of three colors for each house: main body, trim, and accent.

AVENUES
EUROPEAN COUNTRY

The Avenues European Country Style is based on the early twentieth century interpretations of English architecture by American architects and builders. The source for design comes from Medieval English cottages, manor houses, and rural village vernacular houses. The American interpretations include houses with simple volumes often with front-facing gables. Dormers — gable, hip, and shed — are a dominant feature of the style. In California, the principal material for the exterior cladding is stucco. There is often a mix of exterior materials including stone, stucco or brick. Half-timbering and horizontal siding are often used as infill in gables.

Chimneys typically act as principal forms for the massing of the house. These are usually very massive, often with stucco finish, simple detailing and chimney pots. Windows are typically casements, vertical in proportion and arranged in groups of from two to five. There are relatively few windows in the facade; the dominant form is one of a solid mass with small openings.

COMMON ELEMENTS OF AVENUES EUROPEAN COUNTRY

- Seemingly random window and door locations.
- Vertical windows in groupings.
- Broad expanses of wall with few door and window penetrations.
- Roof lines extending below windows at second floor, and to top of window at first floor.
- Simple detailing and shallow overhangs.

GALLERY OF EXAMPLES

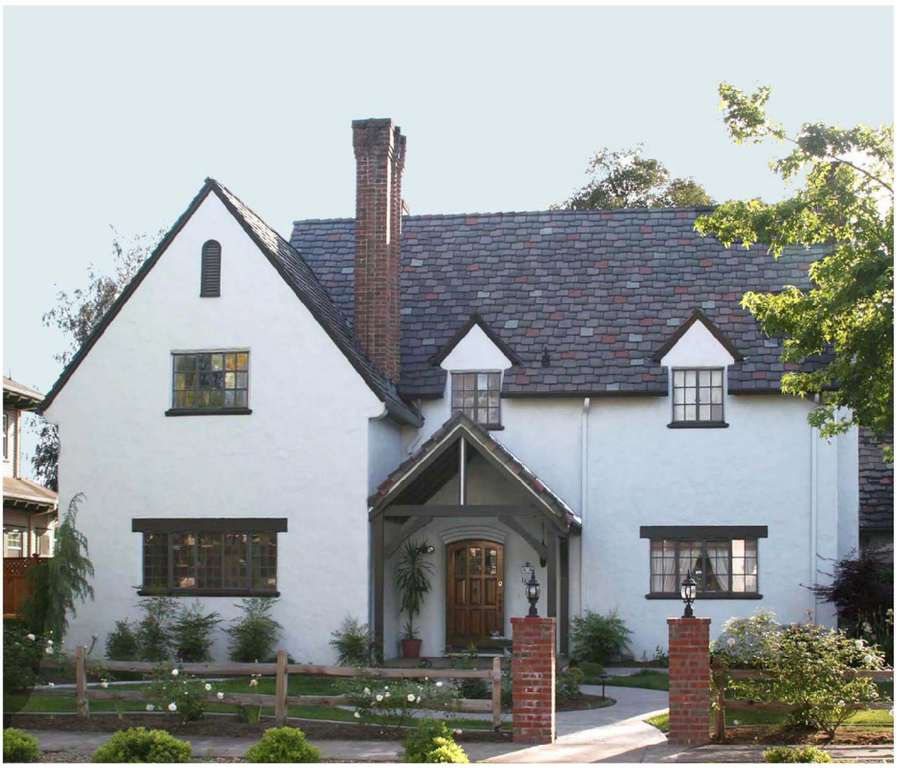


Photo Credit: Design Lens

MASSING AND COMPOSITION

A TWO-STORY BASIC

Rectangular two-story volume with an 4 to 10 in 12 roof pitch. Cross gable entry piece in 3 to 16 in 12. Only one cross gable permitted, often expressed in plan.

B TWO-STORY ASYMMETRICAL GABLE-FRONT L

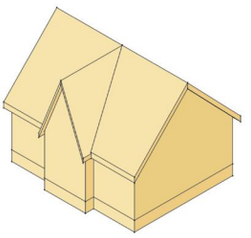
Rectangular two-story volume with a main body roof of 4 to 12 in 12 with either a gable or a hipped roof. Cross-gable volume with a 3 to 16 in 12 roof. Cross gable is asymmetrical and contains an inset entry porch. At times, the roof may transition to a shallower pitch over the entry porch.

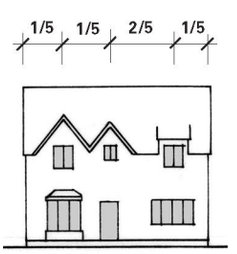
C SIDE GABLE WITH DOMINANT CROSS-GABLE

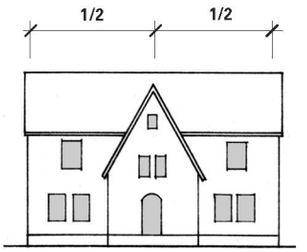
Rectangular two-story volume with a 4 to 10 in 12 roof pitch. One dominant cross gable organizes composition with a 3 to 16 in 12 pitch. Secondary and tertiary gables in the primary roof mass, or as dormers, are common. Element roof may be gable, hip, or partial hip. Front entry is often inset into building mass.

Note: In general, main roof pitches are 5 to 9 in 12 and secondary roof pitches are 3 to 9 in 12.

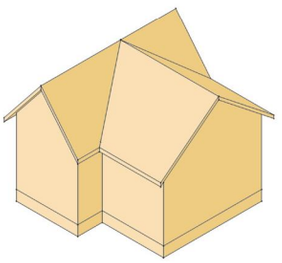
A TWO-STORY BASIC

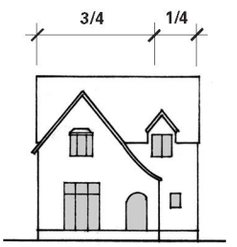


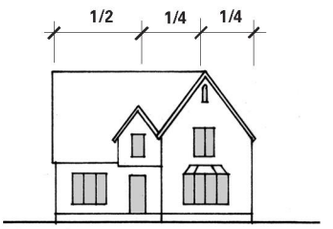




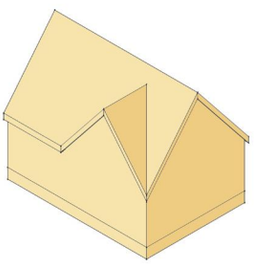
B TWO-STORY ASYMMETRICAL GABLE-FRONT L

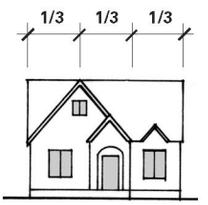


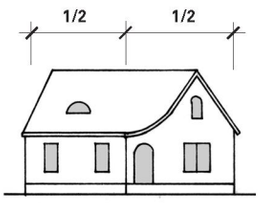


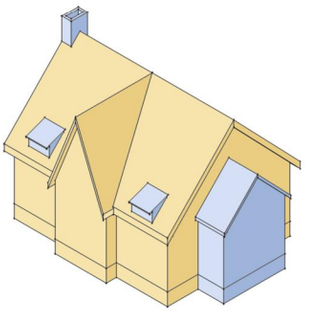


C SIDE GABLE WITH DOMINANT CROSS-GABLE

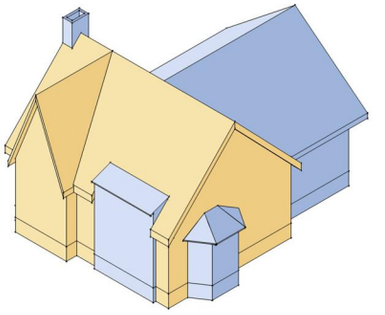




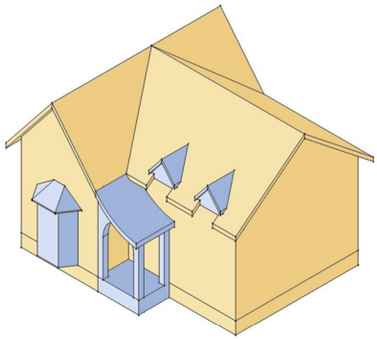




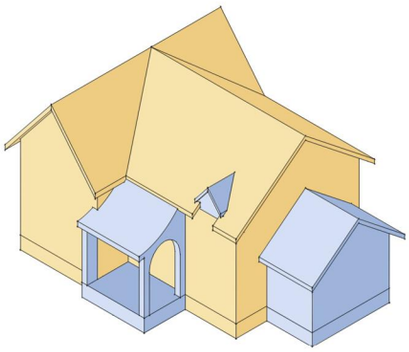
A1 Side gable with symmetrically placed dormers, a chimney centered on the gable ridge and a side wing



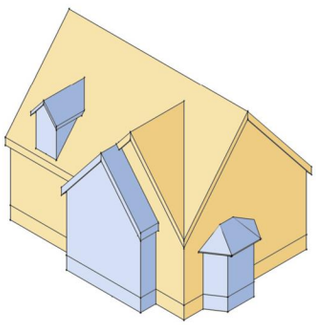
A2 Side gable with off-center cross gable, street-facing dormer, a chimney centered on the gable ridge, a side bay window, and rear wing



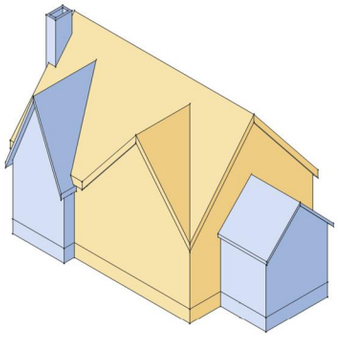
B1 Side gable L with street-facing bay window, street-facing dormers and inset entry porch



B2 Side gable L with street-facing dormer, a side wing and entry porch



C1 Side gable with nested street-facing gable, a street-facing dormer and side bay window



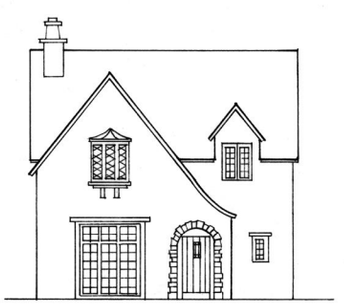
C2 Side gable with multiple street-facing gables, a chimney placed off-center of gable and a side wing

POSSIBILITIES

PRECEDENTS

TWO-STORY BASIC

TWO-STORY ASYMMETRICAL GABLE-FRONT L



SIDE GABLE WITH DOMINANT CROSS-GABLE

MATERIALS

SIDING/CLADDING

» Fiber-cement clapboard or stucco

» Half-timbering for second-story accents

ROOFING

» Composition shingles, concrete tile with flat profile, or manufactured slate

WINDOWS

» Single- or double-hung and casement

» Energy-efficient wood, PVC-clad, cellular PVC, aluminum-clad, aluminum or vinyl

» Traditional wood profiles

TRIM

» Stucco, wood, composition board, cellular PVC, cast stone, polyurethane, or fiber cement

COLUMNS

» Wood or composite

RAILINGS

» Ornamental metal preferred

» Wood or composite top and bottom rails with square balusters

SOFFITS AND PORCH CEILING

» Fiber-cement board, stucco, T&G wood, beaded plywood, exterior-grade plywood, or stucco

GUTTERS

» Ogee or half-round

» Primed or prefinished metal

» PVC is acceptable in a color that matches trim

» Fascia gutter permitted

DOWNSPOUTS

» Rectangular or round

» Primed or prefinished metal

» PVC is permitted in a color that matches trim or stucco cladding

SHUTTERS

» Raised or flat paneled

» Louvered or plank

» Wood or composite materials, or colored vinyl

» Hinges, shutter dogs, and latches are encouraged

CHIMNEYS

» Stucco, brick, or manufactured stone veneer

» Siding to match house

FRONT YARD FENCES

» Painted wood, prefinished metal, stone, masonry, or stucco finish

REAR YARD FENCES

» Cedar or redwood, or masonry with stucco finish

» Vinyl and pressure-treated wood are permitted

COLORS

Colors to be selected from the approved Ellis Color Palette. The Ellis Color Palette includes a minimum of three colors for each house: main body, trim, and accent.

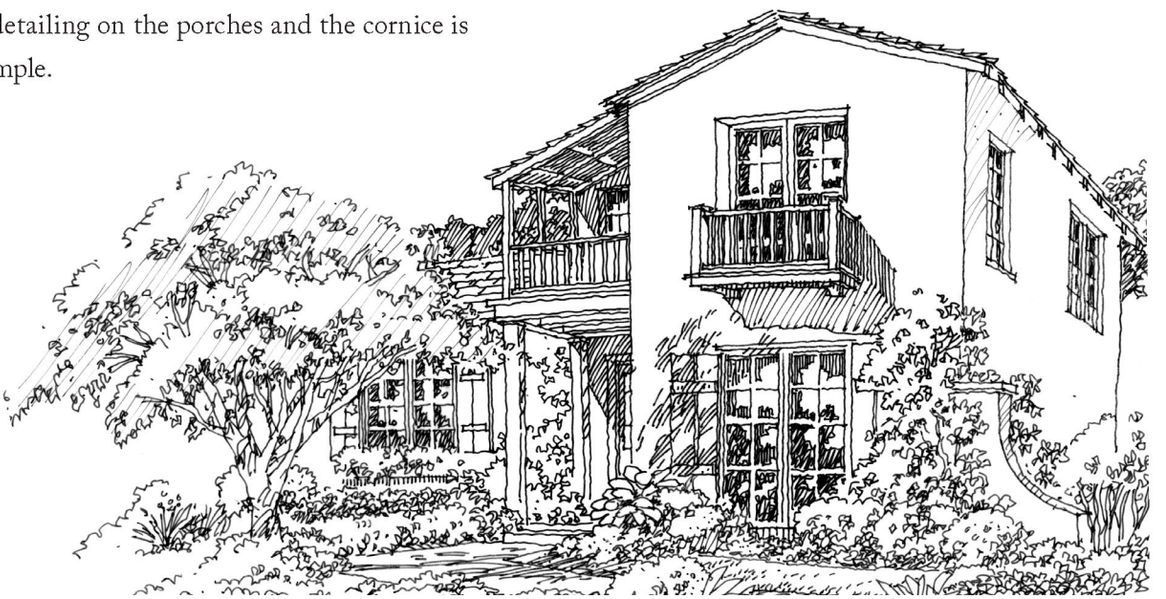
AVENUES MEDITERRANEAN REVIVAL

The Mediterranean Revival style draws on the distinctive architectural character of the Monterey Peninsula as influenced by the popular California Spanish Colonial style. The style dates back to the early nineteenth century. The first revival started around 1925 amidst a very popular renaissance of Spanish architectural forms throughout the region. The Mediterranean style emerged from Spanish adobe precedents that date between 1815 and 1860. This style combines traditional adobe construction, local to this region, with Spanish Colonial influences. The result is a distinctive architectural vocabulary, characterized by simple forms with wooden decorative details. These houses used Colonial window and door detailing borrowed from New England carpentry techniques and added a rustic timber porch with exposed rafters and joists. The roofs had a very shallow pitch, either gabled or hipped, and were covered with clay tiles or cut wooden shingles.

The signature balcony on the front of the house was a prelude to the porch that often surrounded or defined a private courtyard in the back of the house. The detailing on the porches and the cornice is extremely simple.

COMMON ELEMENTS OF AVENUES MEDITERRANEAN REVIVAL

- Simple, straightforward volumes, sometimes with a gable wing facing the street.
- Shallow sloped roofs, either hip or gable, with shingles and tile.
- Typically two-story.
- Simplified versions of double-hung Colonial windows and doors.
- Multi-pane window appearance, wide in proportion, usually with 4 over 4 or 6 over 6 pane patterns.
- Street facing, projecting timber balconies or inset porches with exposed rafters.



GALLERY OF EXAMPLES

MASSING AND COMPOSITION

A TWO-STORY SIDE GABLE

Rectangular volume with a 3 to 6 in 12 roof pitch and gable or hip parallel to the street. Second floor, full-front projecting balconies or two-story full-front porches are encouraged with this massing.

B TWO-STORY CROSS-GABLE

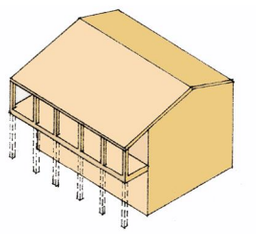
Cross-gabled volume with a 3 in 12 gable or hip facing the street. The width of the bay facing the street is typically two-fifths that of the main body. Often an in-line gabled or hipped wing added to the front leg of the L. Cantilevered balconies are encouraged.

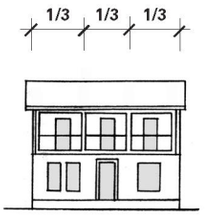
C TWO-STORY FRONT GABLE L

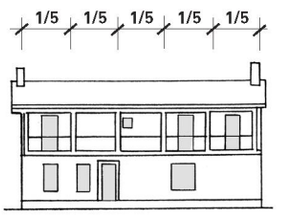
L-shaped volume perpendicular to the street with second-story cantilevered side porch. Hipped and gabled roofs with a 3 in 12 pitch are both permitted.

Note: In general, main and secondary roof pitches are 3 to 6 in 12.

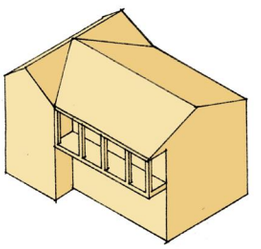
A TWO-STORY SIDE GABLE



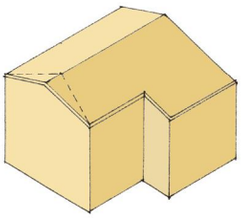


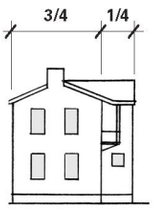


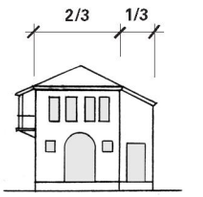
B TWO-STORY CROSS-GABLE

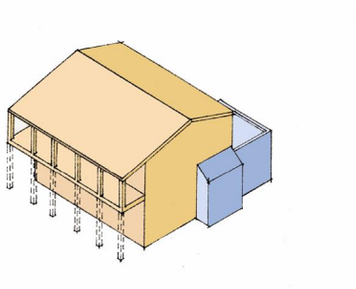


C TWO-STORY FRONT GABLE L

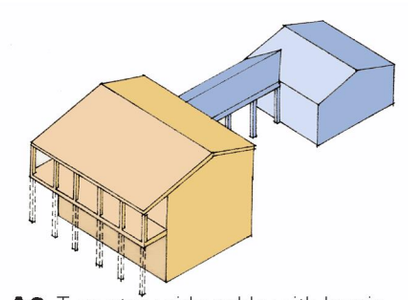




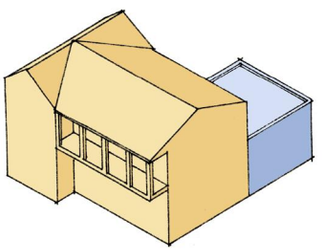




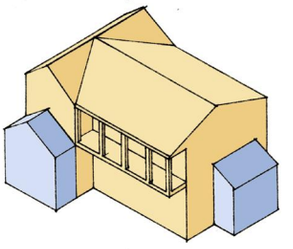
A1 Two-story side gable with a rear wing and a fireplace



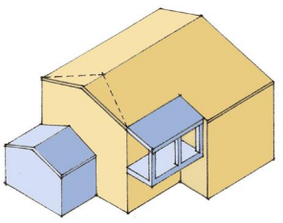
A2 Two-story side gable with loggia connecting to garage



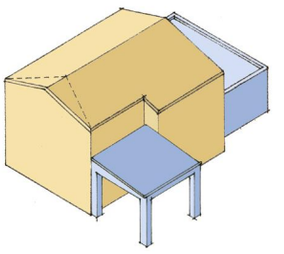
B1 Two-story cross-gable with rear wing added



B2 Two-story cross-gable with a front projecting bay and a bay window



C1 Two-story front gable L with add-on entry bay and a cantilevered side porch



C2 Two-story front gable L with a rear wing and a port cochère

POSSIBILITIES

PRECEDENTS

TWO-STORY SIDE GABLE

TWO-STORY CROSS-GABLE

TWO-STORY GABLE FRONT L

MATERIALS

SIDING/CLADDING

» Stucco and optional second floor wood or fiber-cement clapboard

» Lace finish not permitted

ROOFING

» Concrete tile in flat or barrel profile, multiple stacked tile at eaves.

» Architectural asphalt shingles also permitted

WINDOWS

» Single or double-hung, casement, and picture units, energy-efficient wood, PVC clad, aluminum-clad, cellular PVC, aluminum or vinyl with traditional wood profiles

COLUMNS

» Stucco or composite

BALCONIES

» Wood, corbelled stucco with metal railings, or fiber cement

RAILINGS

» Wood or fiber cement top and bottom rails with square or turned balusters

EAVES

» Starter board or v-groove sheathing

EXTERIOR CEILINGS

» Plank and beam, or stucco

GUTTERS

» Half-round metal or PVC

» Fascia gutter also permitted

DOWNSPOUTS

» Round metal or PVC

SHUTTERS

» Raised or flat panel, louvered, or plank, in wood or composite material or a colored vinyl

CHIMNEYS

» Stucco

FRONT YARD FENCES

» Masonry with stucco finish, wrought iron accents permitted

» Wrought iron or aluminum permitted

REAR YARD FENCES

» Cedar or redwood, or masonry with stucco finish

» Vinyl and pressure-treated wood are permitted

COLORS

Colors to be selected from the approved Ellis Color Palette. The Ellis Color Palette includes a minimum of three colors for each house: main body, trim, and accent.

AVENUES
SPANISH COLONIAL

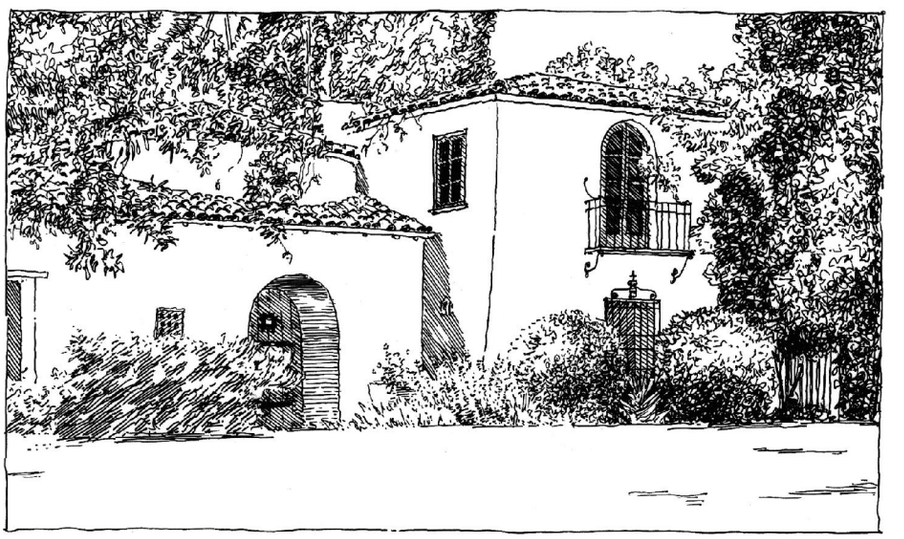
California houses of the 1920s and 1930s were designed in a wide variety of styles, yet the Spanish Revival style was by far the most popular due to its early association with the region, its adaptability to the local landscape and climate, and its charm and character. A major impetus for revival of Spanish architecture came from Bertram Goodhue's designs for the 1915 Pan Pacific Exposition in San Diego.

The Spanish Colonial style is a catalog of styles, unified by the use of arches, courtyards, strong form and mass, plain wall surfaces, and tile roofs; all are derived from Mediterranean architectural styles. Spanish Colonial style is most often characterized by an informal plan arrangement and massing.

Spanish-style houses typically have low, long spreading sweeps of wall with a minimum of penetration (constructed so as to have the appearance of thick masonry). They also have tiled, low pitched roofs (to accentuate the horizontal character); covered patios, loggias, or cloisters; and substantial doors. In a Spanish-style house, most of the effect comes from a correct use of proportion and a spare, well-placed use of ornament. The house's fundamental charm lies in the contrast of warm sunlight and cool shadows (light and shade), in the use of materials, in texture and color, and in its austere simplicity.

COMMON ELEMENTS OF AVENUES SPANISH COLONIAL

- Stucco walls with a handmade/formed appearance.
- Shallow sloped, tile roofs in variegated colors.
- Irregular window and door composition.
- Covered porches and loggias.
- Balconies with decorative ironwork.



GALLERY OF EXAMPLES

Photo Credit: Design Lens

Photo Credit: Design Lens

MASSING AND COMPOSITION

A TWO-STORY SIDE GABLE

Rectangular volume with a 3 in 12 roof pitch and gable or hip parallel to the street. Inset patios on first floor are common.

B ONE-STORY FRONT GABLE L

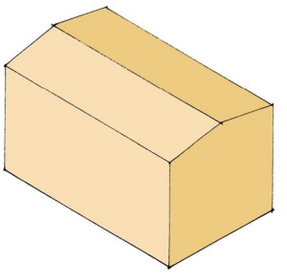
One- or two-story main body with a 3 in 12 roof pitch, and a one-story projecting wing with a gable which faces the street. Inset loggias are encouraged.

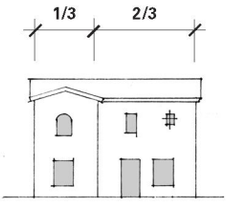
C TWO-STORY FRONT GABLE L

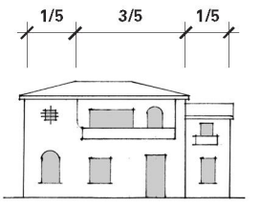
One- or two-story main body with a 3 in 12 roof pitch, and a two-story projecting wing with a gable which faces the street. The width of the street-facing bay is typically two-fifths that of the main body. Inset patios or loggias are encouraged.

Note: In general, main roof pitches are 4 to 5 in 12 and secondary roof pitches are 3 to 5 in 12.

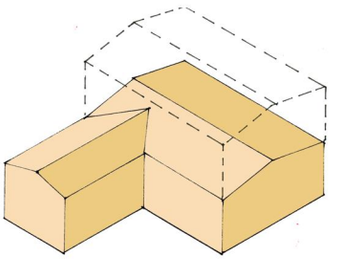
A TWO-STORY SIDE GABLE

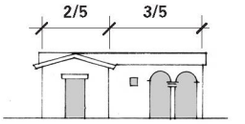


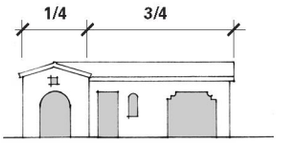




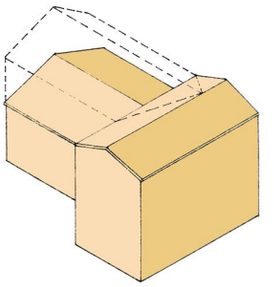
B ONE-STORY FRONT GABLE L

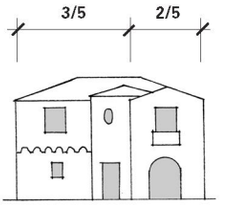


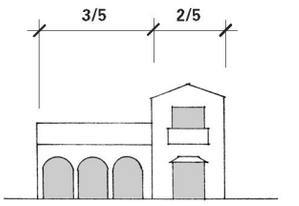


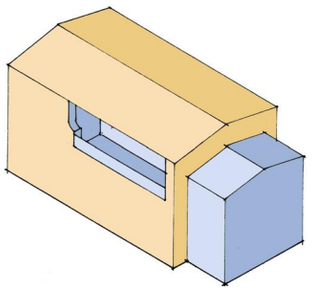


C TWO-STORY FRONT GABLE L

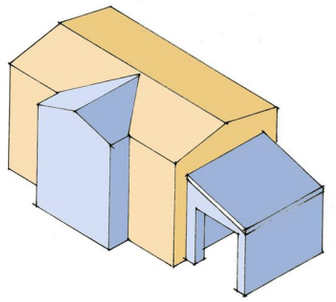




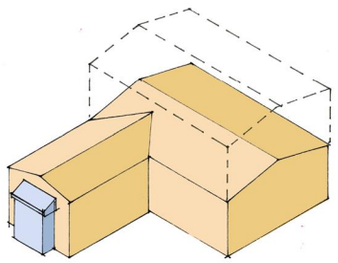




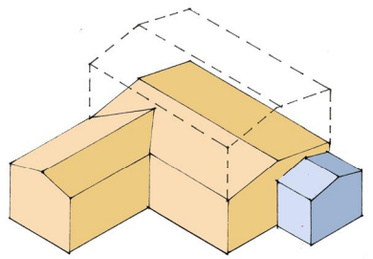
A1 Two-story side gable with inset porch and attached side wing



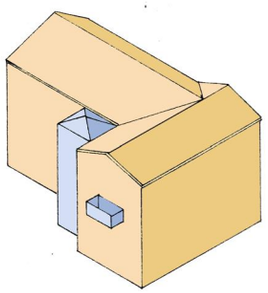
A2 Two-story side gable with attached side garage and two-story central bay



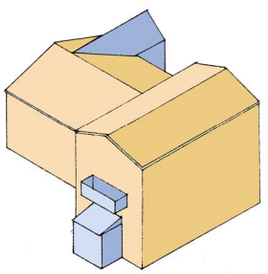
B1 One-story front gable L with side wing attached off-center



B2 One-story front gable L with protruding entry piece



C1 Two-story front gable L with street-facing balcony and a tower at the intersection of the L



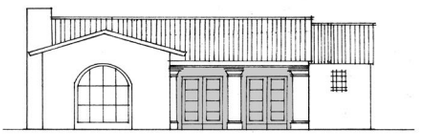
C2 Two-story front gable L with street-facing window and balcony, and additional rear wing

POSSIBILITIES

PRECEDENTS

TWO-STORY SIDE GABLE

ONE-STORY FRONT GABLE L



TWO-STORY FRONT GABLE L

MATERIALS

SIDING/CLADDING

» Stucco with handmade/formed appearance; skip-trowel not allowed

ROOFING

» Terra cotta barrel tile

» Multiple stacked tile at eaves

WINDOWS

» Energy-efficient wood, PVC clad, aluminum-clad, or aluminum

» True divided light appearance (¾-inch horizontal exterior muntins)

» Grilles shall be solid stock or wrought iron

COLUMNS AND ARCHES

» Stucco (square, rectangular, or round), or round cast stone/concrete

EXTERIOR STAIRS

» Terra cotta pavers for treads with stucco or decorative tile

» Risers, sloped or stepped stucco walls as guard-railing. Solid-stock metal rails with a wrought iron appearance are also permitted.

BALCONIES

» Metal with a wrought iron appearance or stucco with metal railings

EAVES

» V-groove sheathing with wood appearance

» Open eaves with wood appearance for rafter tails and soffit

» Stucco molded eaves are permitted.

EXTERIOR CEILINGS

» Plank and beam

GUTTERS

» Half-round metal or PVC

DOWNSPOUTS

» Round metal or PVC

SHUTTERS

» Flat paneled

» Plank

» Wrought iron hinges, shutter dogs encouraged

CHIMNEYS

» Stucco with handmade/formed appearance

FRONT YARD FENCES

» Prefinished metal, or masonry

REAR YARD FENCES

» Painted wood, prefinished metal, or masonry

COLORS

Colors to be selected from the approved Ellis Color Palette. The Ellis Color Palette includes a minimum of three colors for each house: main body, trim, and accent.

PHOTOVOLATIC PANEL GUIDELINES

Photovolatics may be used in the community. Multiple application techniques are possible:

A ROOF MOUNT

Photovolatics are mounted a few inches above the roof structure, during the initial installation of the roof. Choices about where to site panels are based on building orientation, surface pitch.

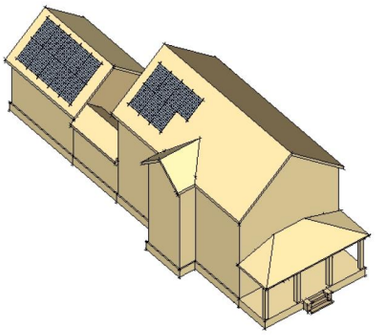
B BUILDING INTEGRATED PV ARRAY (BIPV)

Applications of photovolatic panels may be integral to the building system. Roof materials with PV cells can replace traditional roofing materials, as long as they are stylistically appropriate.

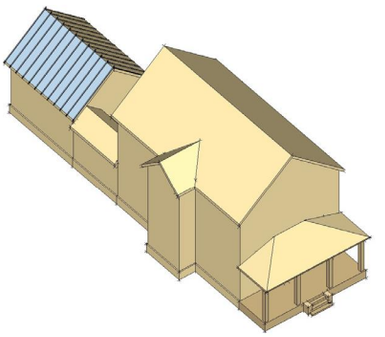
C SHADE STRUCTURE

Photovolatic panels may be applied to roof shade structures on private lots or in public parks and spaces. The application may be either mounted or integral.

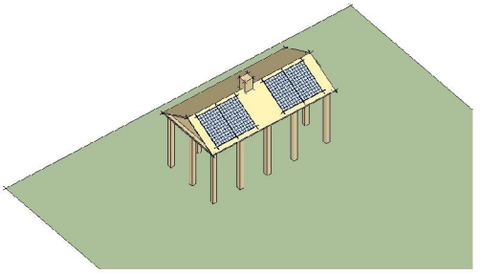
A ROOF MOUNT



B BUILDING INTEGRATED PV ARRAY (BIPV)



C SHADE STRUCTURE



	Flat	4:12	7:12	12:12	21:12	Vertical
South						
SSE, SSW						
SE, SW						
ESE, WSW						
East/West						

The graph to the right shows the optimal building orientation and photovolatic panel pitch to maximize electrical energy generation

DESIGN CONSIDERATIONS

» Place panels on southern-most facing roof surfaces whenever possible for optimal efficiency. Pitch of roof determines optimal solar capture (see chart on page 2|40).

DESIGN CONSIDERATIONS

» Material replacement can include standing seam metal, masonry tiles, and shingles

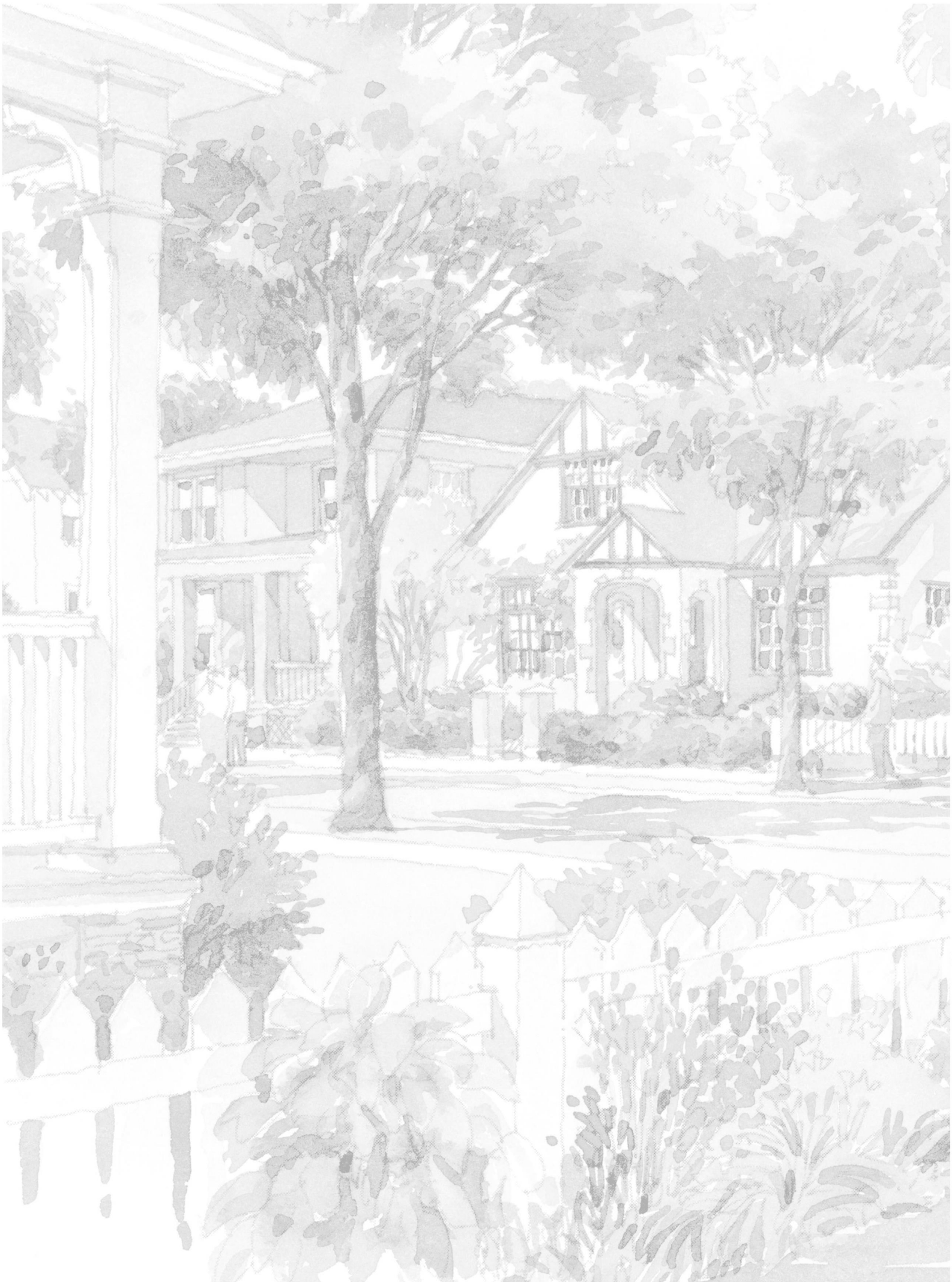
» Color and material should be follow guidelines for each style

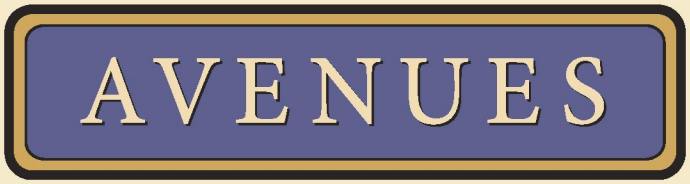
DESIGN CONSIDERATIONS

» Wiring underneath panels must be carefully concealed

» Vines and plantings must be trimmed and kept separate from wiring

» May include shading devices over rear or side porches





AVENUES

TRACY, CALIFORNIA

AVENUES
ADDITIONAL LANDSCAPE FEATURES/CHARACTER ELEMENTS AND SIGN PROGRAM

APPENDIX B

CONTENTS

EXECUTIVE SUMMARY | AVENUES

EXECUTIVE SUMMARY

AVENUES SIGN PROGRAM IS A DESIGN GUIDELINE FOR THE AVENUES.

PUBLIC PROPERTY SIGNS INCLUDE SIGNS IN THE PUBLIC RIGHT-OF-WAY, IN PUBLIC PARKS, AND ON PUBLIC PROPERTY, SUCH AS SPECIAL LANDSCAPE FEATURES.

PRIVATE PROPERTY SIGNS INCLUDE SIGNS ON PRIVATE PROPERTY.

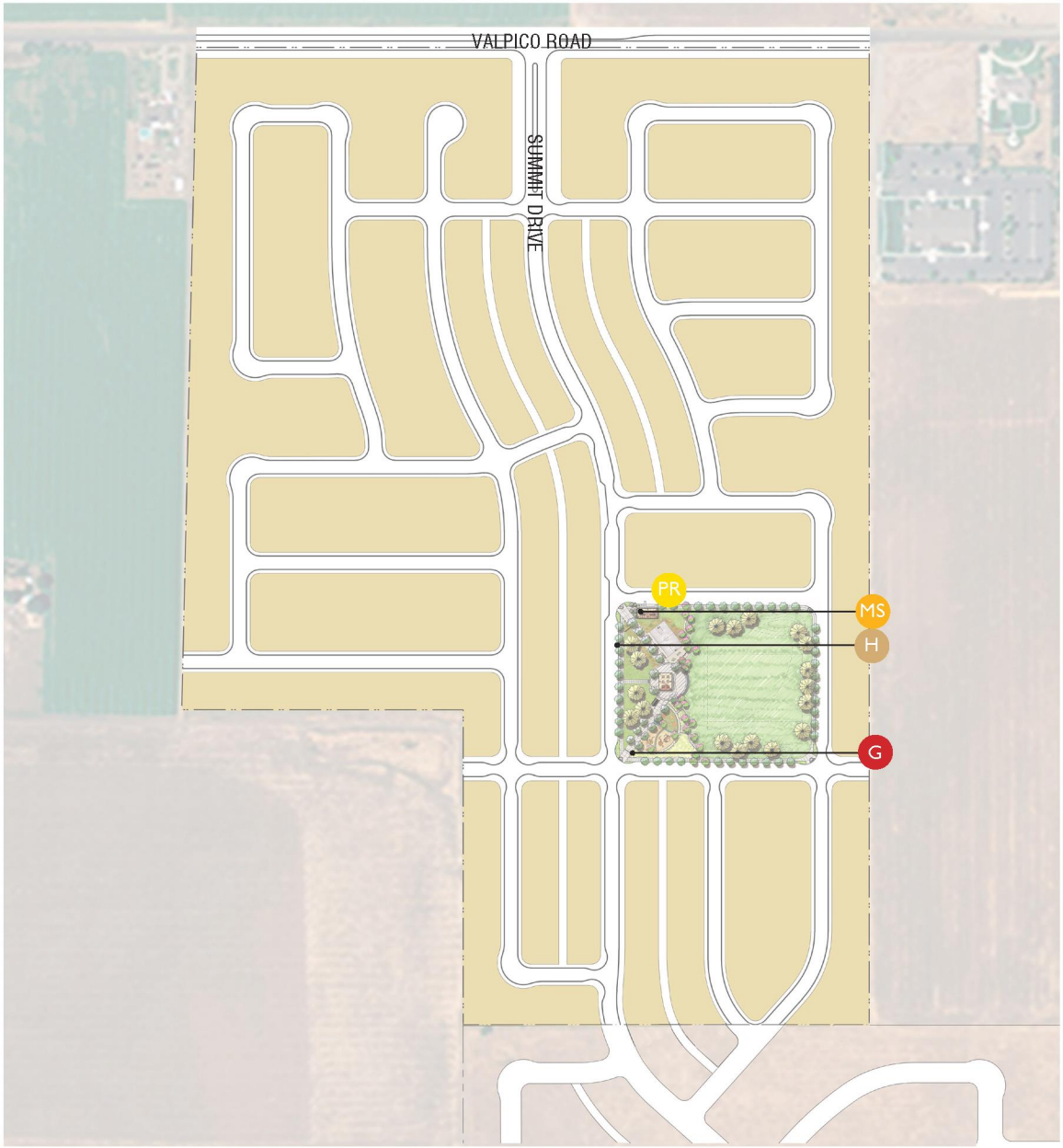
ADDITIONAL LANDSCAPE FEATURES/CHARACTER ELEMENTS AND SIGNS IN THE ELLIS SPECIFIC PLAN AREA SHALL BE REGULATED BY TITLE 10, ARTICLE 35 OF THE TRACY MUNICIPAL CODE, EXCEPT AS SPECIFIED IN SECTIONS 3.5.18 AND 4.8.2 OF THE AVENUES SPECIFIC PLAN AND THIS APPENDIX B: ADDITIONAL LANDSCAPE FEATURES/CHARACTER ELEMENTS AND SIGN PROGRAM. THE DESIGN OF ADDITIONAL LANDSCAPE FEATURES/CHARACTER ELEMENTS AND SIGNS SHALL BE PERMITTED AS SHOWN IN THE AVENUES SPECIFIC PLAN AND THIS APPENDIX B. THE APPROVAL PROCESS SHALL INCLUDE ONLY A BUILDING PERMIT, AND A SIGN PERMIT PROCESSED IN ACCORDANCE WITH TITLE 10, ARTICLE 35 OF THE TRACY MUNICIPAL CODE. FOR PURPOSES OF INDEMNIFYING THE CITY, ALL TEMPORARY SIGNAGE AND BANNERS TO BE LOCATED WITHIN STREET RIGHT-OF-WAYS, AS APPROVED IN THE ESP, WILL REQUIRE ONE ALL-INCLUSIVE ENCROACHMENT PERMIT.

ALL SIGN MATERIALS AND COLORS TO BE SELECTED BY THE DEVELOPER EPOA TO SELECT MATERIALS AND COLORS AS SIGNS ARE REPLACED.

SECTION 1: PUBLIC PROPERTY SIGNS

SIGN LOCATION PLAN

OVERALL



G SIGN TYPE G – ENTRY PORTAL

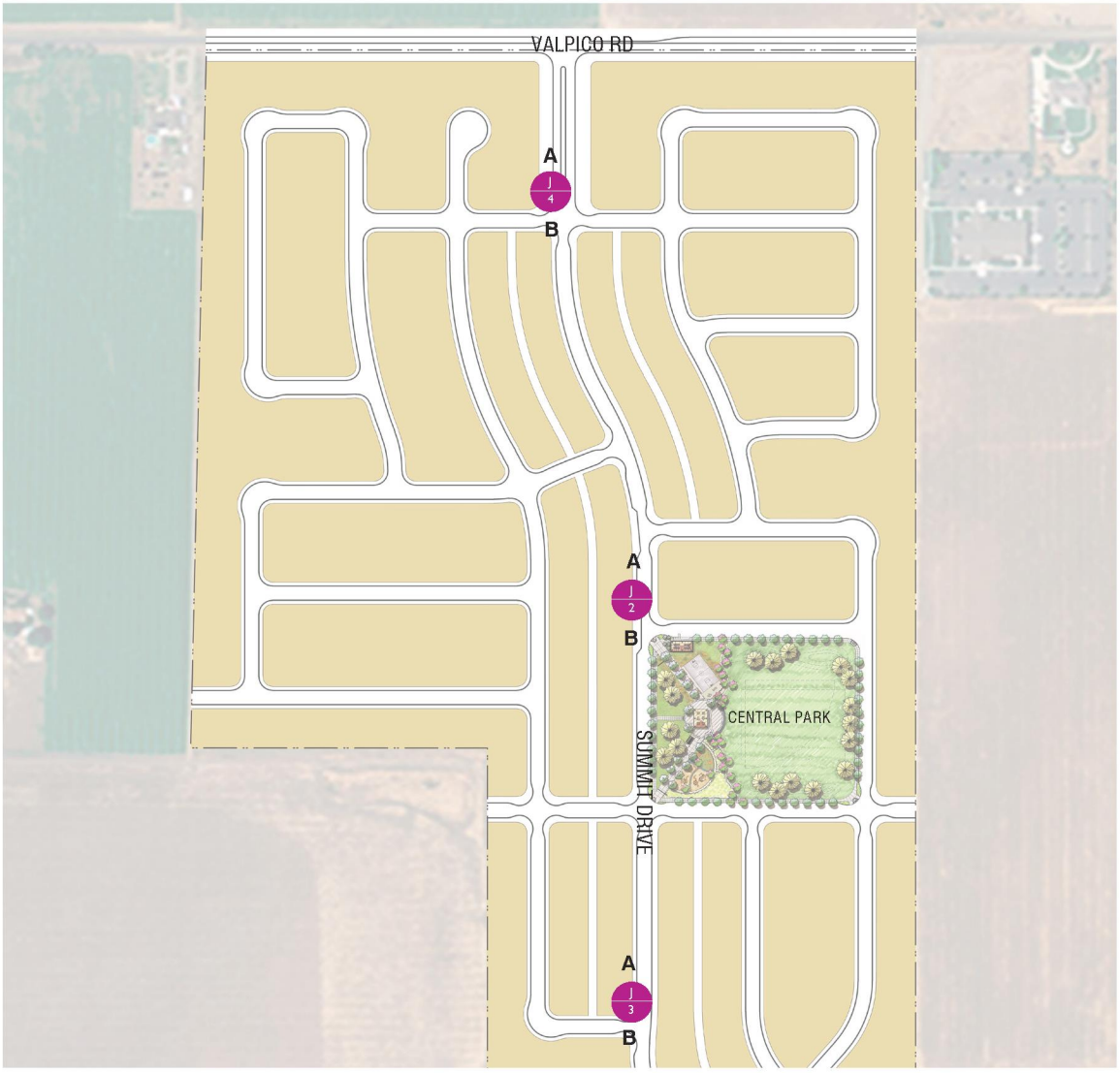
H SIGN TYPE H – SIGN WALL

MS MAILBOX SHADE STRUCTURE

PR PARKING REGULATORY, LOCATIONS TBD

SIGN LOCATION PLAN

J SIGN TYPE J



SIGN TYPE J MESSAGE SCHEDULE

J 4

SIDE A
^CENTRAL PARK | ^AQUATIC PARK
^VILLAGE CENTER | ^ DOG PARK

SIDE B
^ VALPICO ROAD

J 3

SIDE A
^VILLAGE CENTER | ^AQUATIC PARK
^WESTERN PARK | ^ DOG PARK

SIDE B
^ CENTRAL PARK
^ VALPICO ROAD

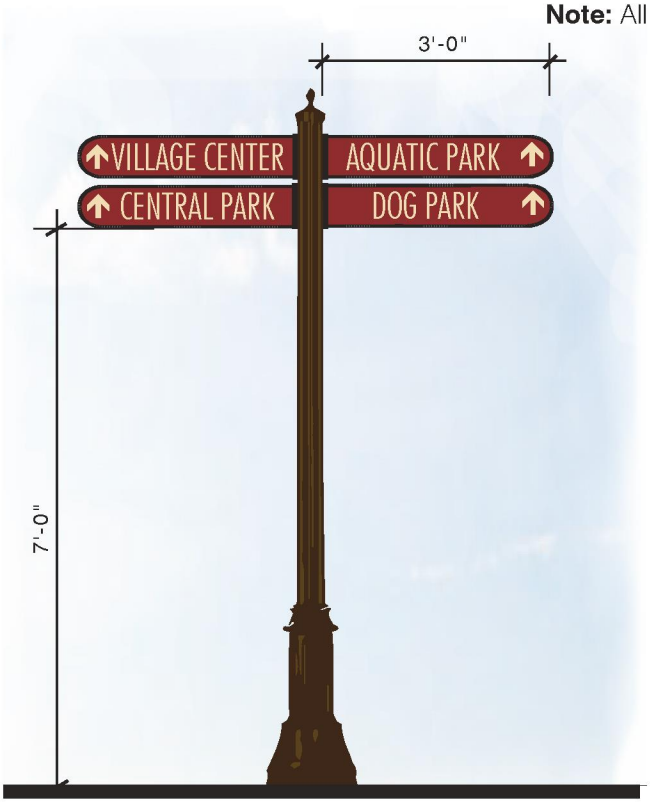
J 2

SIDE A
< CENTRAL PARK | ^AQUATIC PARK
^VILLAGE CENTER | ^ DOG PARK

SIDE B
^ VALPICO ROAD

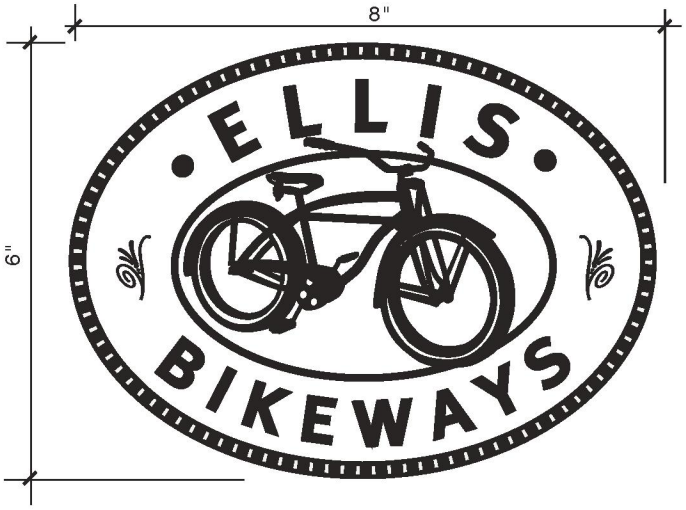
SIGN TYPES J, K, AND Q

Note: All dimensions are approximate



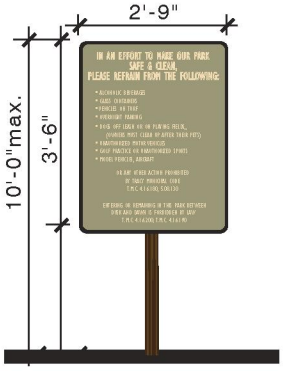
SIGN TYPE J

SIGN STANDARDS
Height: 9-10 feet
Individual blade area: 2 square feet, up to 3 per side
Lighting: Non-illuminated
Location: Public right-of-way (See Sign Location Plan: Sign Type J)



SIGN TYPE K

Location: Embedded in concrete of multi-use path, near crossings
Material: Metal

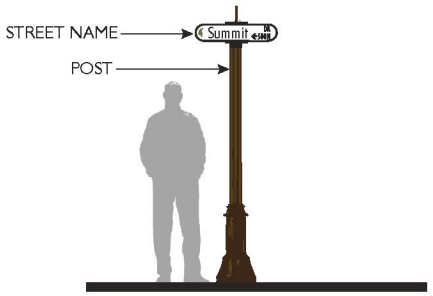


SIGN TYPE Q

SIGN STANDARDS
Maximum height: 10 feet
Maximum sign area: 10 square feet
Lighting : Non-illuminated
Location: Public right-of-way, special landscape features and parks. Locations TBD. No maxiumum number.

STREET NAME SIGN & REGULATORY SIGNS

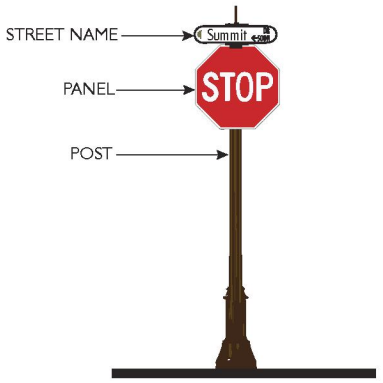
Note: All dimensions are approximate



1. Post: 3900 RICHMOND, 4" OD shaft, fluted, dark bronze

2. Panel Support: Classic Cross (CC07) with Classic 2-Way (2W06, #2 Post Stacker (PS05)

3. Street Name Panel is .125 aluminum
Vendor: Sherine Industries
Background shall be reflective
Custom artwork
Color: White
Font: Gill Sans MT Condensed
Letters: Black



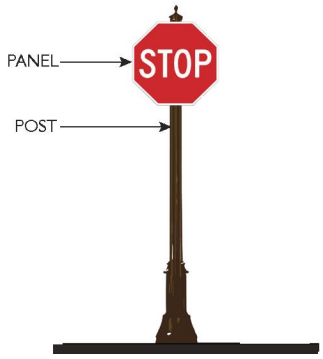
1. Post: 3900 RICHMOND, 4" OD Shaf, fluted, dark bronze

2. Panel Support: Classic Cross (CC07) with Classic 2-Way (2W06, #2 Post Stacker (PS05)
All regulatory signs shall be attached to post with part SB, Sternberg, sign bracket

3. Street Name Panel: .125 aluminum
Vendor: Sherine Industries
Background panel shall be reflective
Custom artwork
Color: White
Letters: Black

4. Panel: 30" min. stop sign by Hawkins Traffic. Panels to be consistent with MUTCD codes

5. Back panel color: Matthew's Paint MPC MP20308 Ancient Bronze Metallic

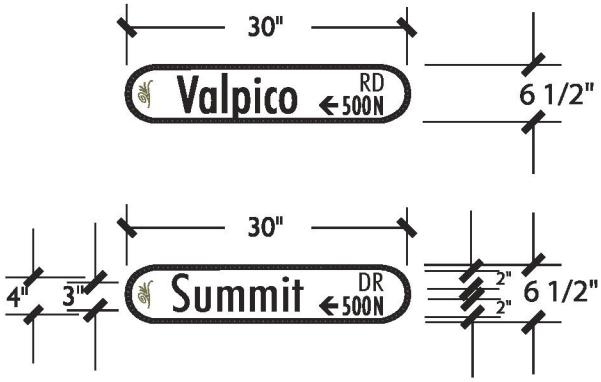


1. Post: 3900 RICHMOND, 4" OD Shaft, fluted, with BCC Ball Center Cap, dark bronze

2. Panel Support: All regulatory signs shall be attached to post with part SB, Sternberg, sign bracket

3. Panel: 30" min. stop sign by Hawkins Traffic Panels to be consistent with MUTCD codes

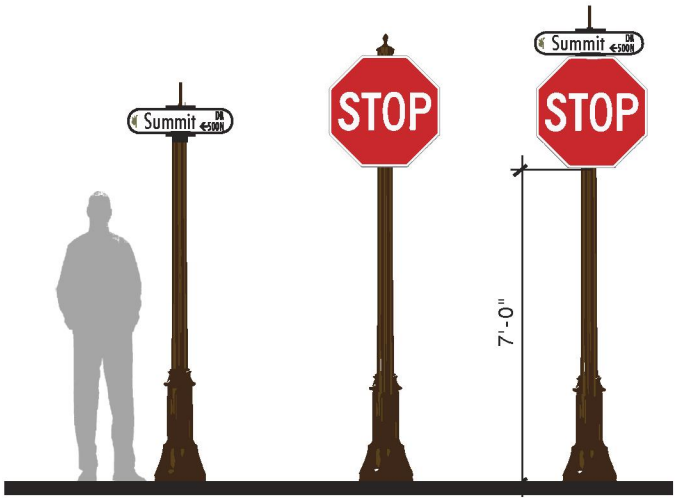
4. Back panel color: Matthew's Paint MPC MP20308 Ancient Bronze Metallic

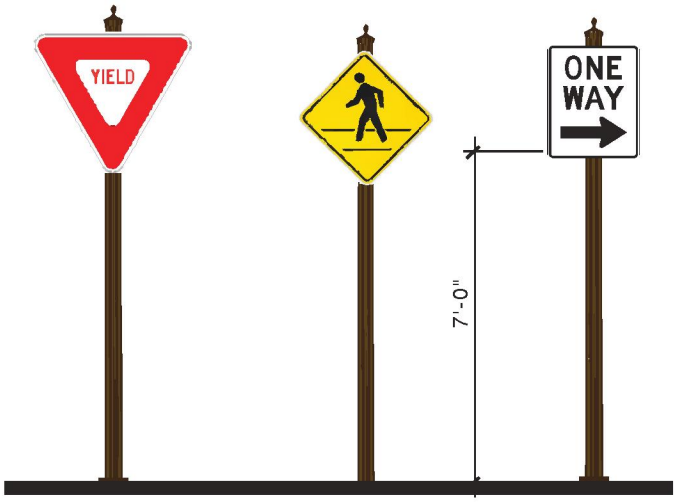


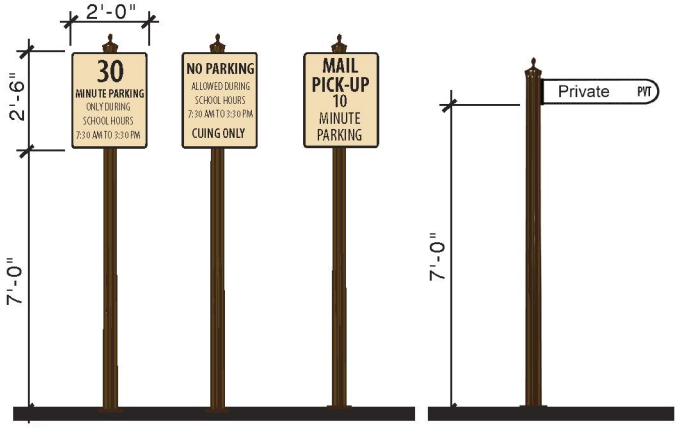
SIGN PANEL SPECIFICATIONS

STREET NAME SIGN & REGULATORY SIGNS

Note: All dimensions are approximate

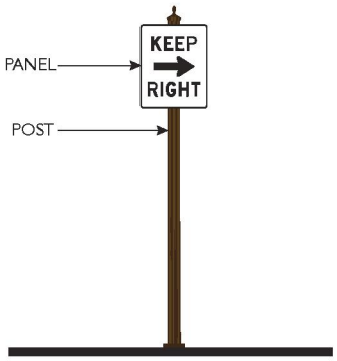






PR PARKING REGULATORY

PS PRIVATE STREET SIGN



REGULATORY SIGNAGE MAY INCLUDE:

- YIELD
- SPEED LIMIT
- KEEP RIGHT
- DO NOT ENTER
- ONE WAY SIGN
- ROUNDABOUT DIRECTIONAL, 2 CHEVRONS
- NO PARKING ANYTIME
- TURN
- YIELD AHEAD
- MERGE & LANE TRANSITION
- LANE ENDS
- THRU TRAFFIC MERGE LEFT
- PEDESTRIAN CROSSING
- CROSSWALK RIGHT/LEFT ARROW

1. Post: 450 LEXINGTON 4" OD shaft, fluted, with BCC Ball Center Cap, dark bronze

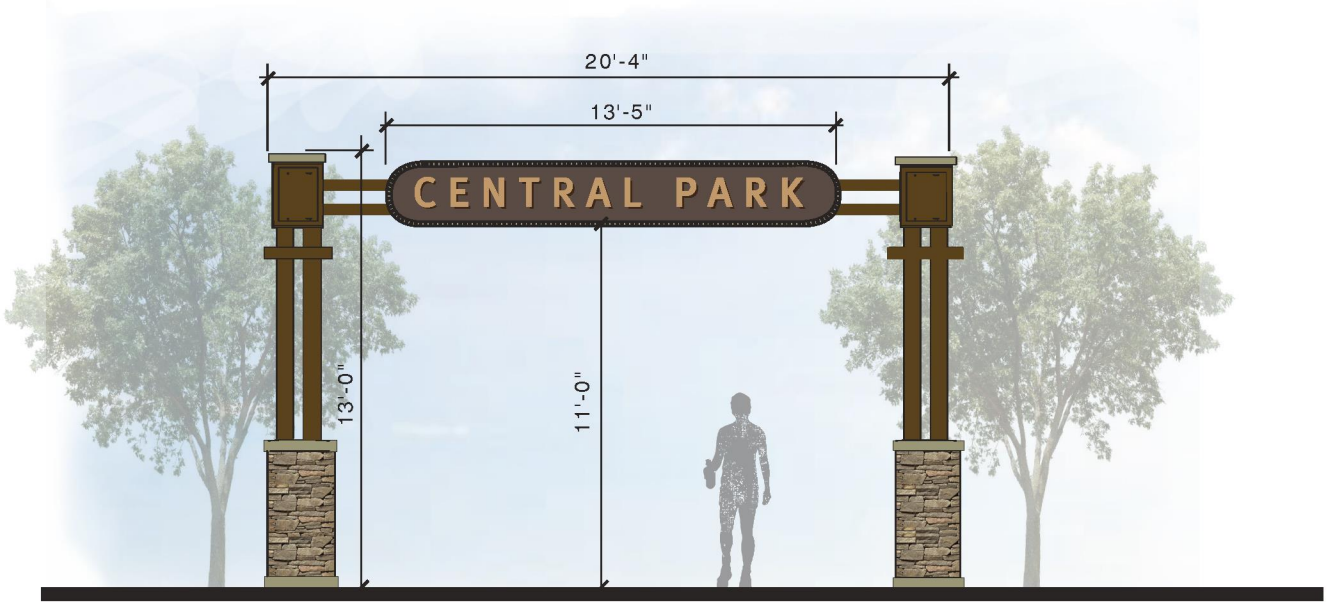
2. Panel Support: All regulatory signs shall be attached to post with part SB, Sternberg, sign bracket

3. Panel: by Hawkins Traffic
Panels to be consistent with MUTCD codes

4. Back panel color: Matthew's Paint MPC MP20308 Ancient Bronze Metallic

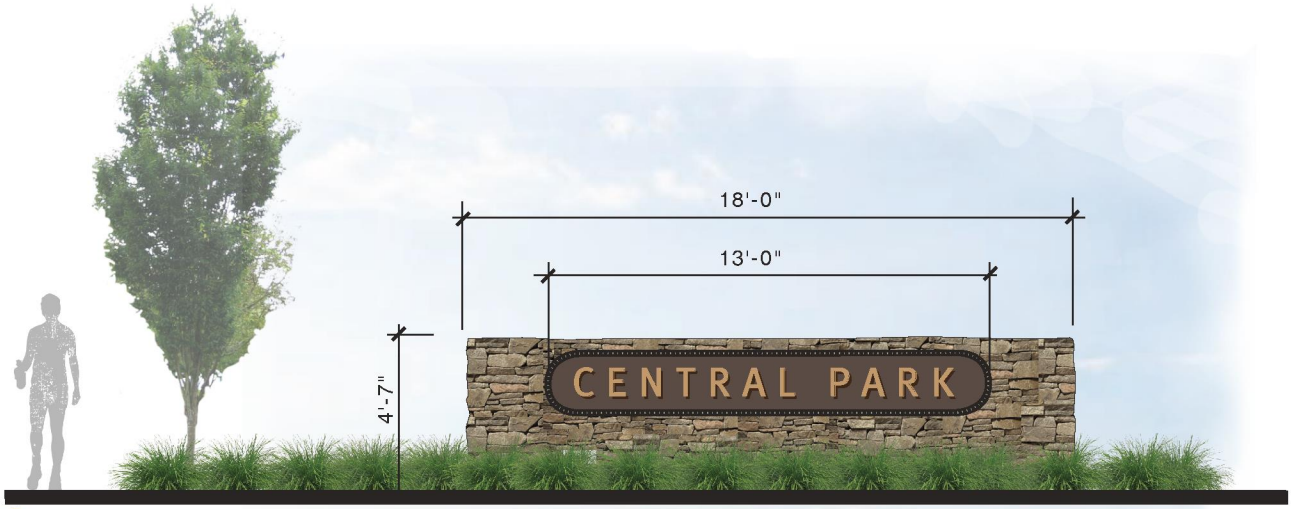
SIGN TYPES G AND H

Notes: 1. All dimensions are approximate
2. These sign types will be located in parks, per the Sign Location Plan, for the purpose of identifying the park.



G ENTRY PORTAL – SIGN TYPE G

SIGN STANDARDS
Maximum structure height: 14 feet
Maximum sign area: 30 square feet
Lighting : Externally illuminated
Location: Parks (see Sign Location Plan: Overall)



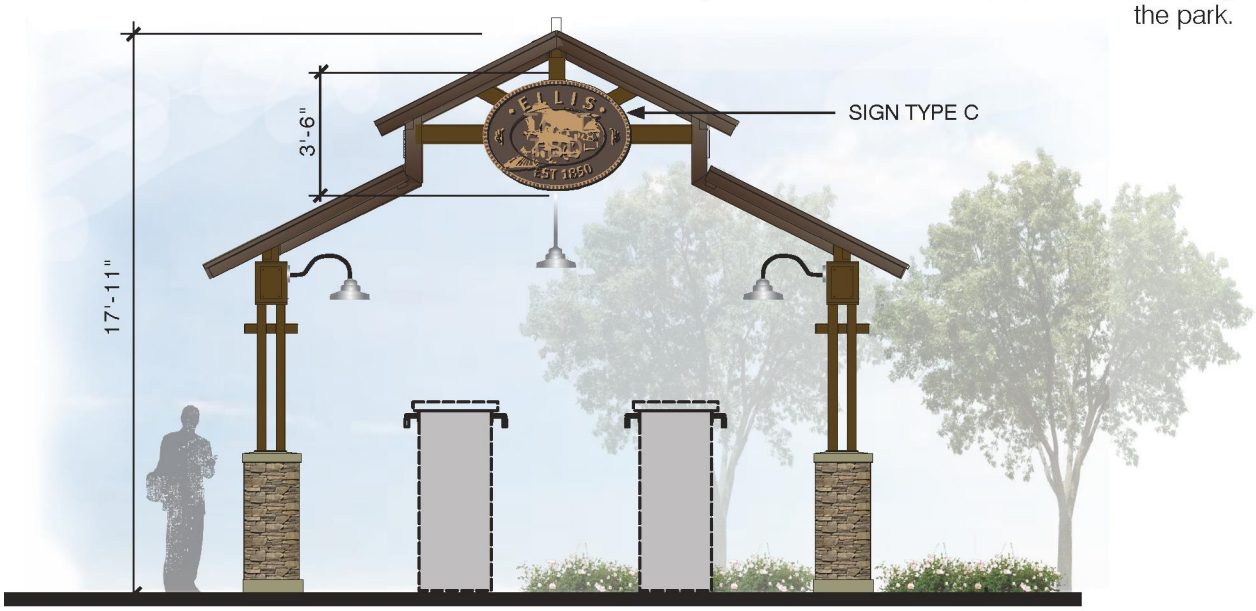
H WALL SIGN – SIGN TYPE H

Maximum structure height: 5 feet
Maximum sign area: 30 square feet
Lighting : Externally illuminated
Location: Parks (see Sign Location Plan: Overall)

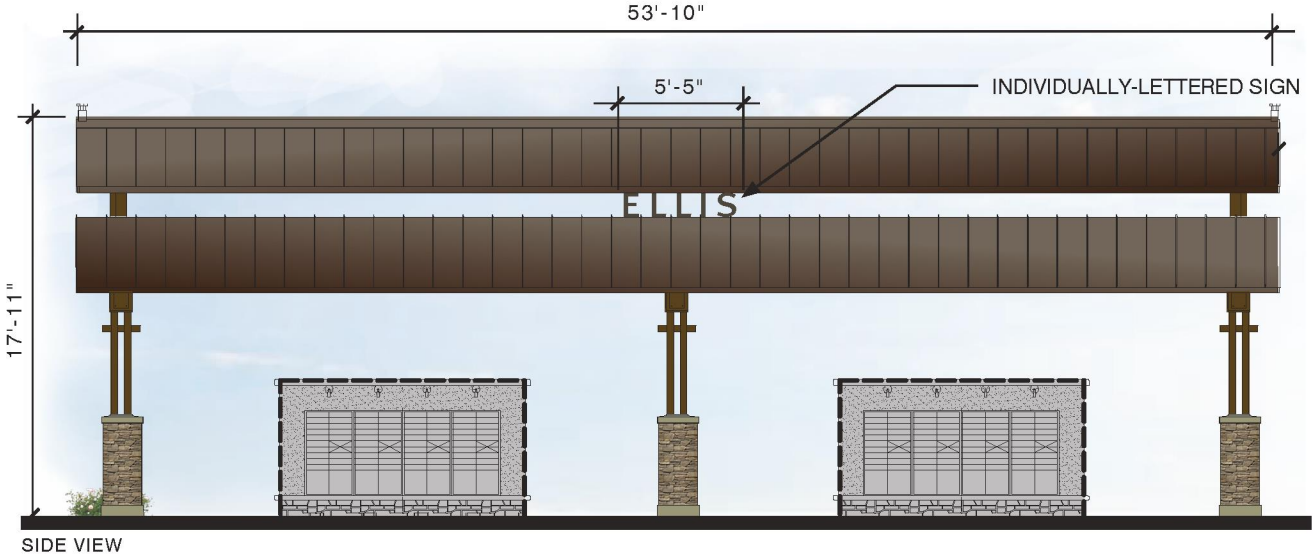
PARK CHARACTER ELEMENTS AND SIGNS

MAILBOX STRUCTURE MS

Note: 1. All dimensions are approximate
2. These sign types will be located in parks, per the Sign Location Plan, for the purpose of identifying the park.



FRONT VIEW



SIDE VIEW

Note: Mailbox structures are typically located in special landscape features, not parks.

SIGN STANDARDS
Maximum mailbox structure height: 20 feet
Maximum Sign Type C area: 20 square feet (each end of structure) for the Mailbox Structure
Maximum individually-lettered sign area: 10 square feet (both sides)
Lighting: Externally illuminated
Location: Proximate to parks (see Sign Location Plan: Overall)

SECTION 2: PRIVATE PROPERTY SIGNS

AVENUES

SIGN LOCATION PLAN

OVERALL

ES VALPICO ENTRY STRUCTURE

EP VALPICO ENTRY PORTAL

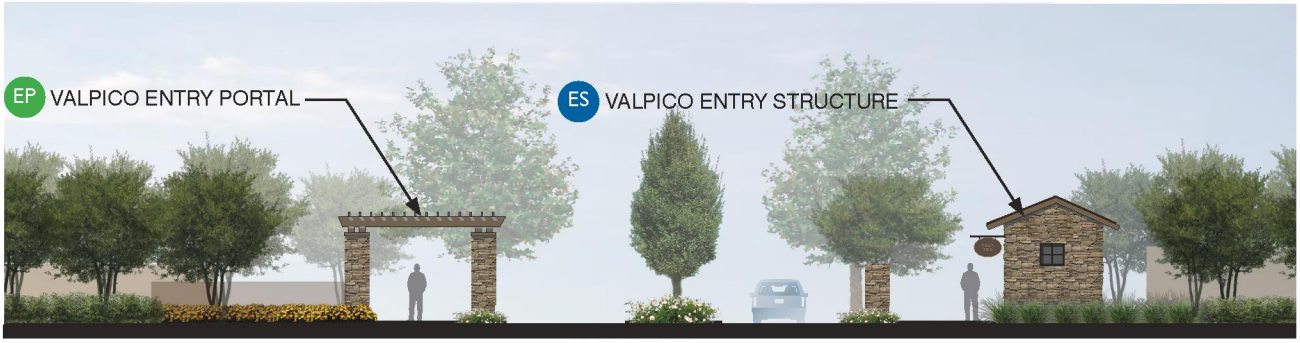
O SIGN TYPE O – FLAG SIGNS, LOCATIONS TBD

A SIGN TYPE A – TEMPORARY DEVELOPER SIGN

ENTRY AT VALPICO

EP VALPICO ENTRY PORTAL

Note: All dimensions are approximate



ELEVATION

VIEW LOOKING SOUTH FROM VALPICO ROAD

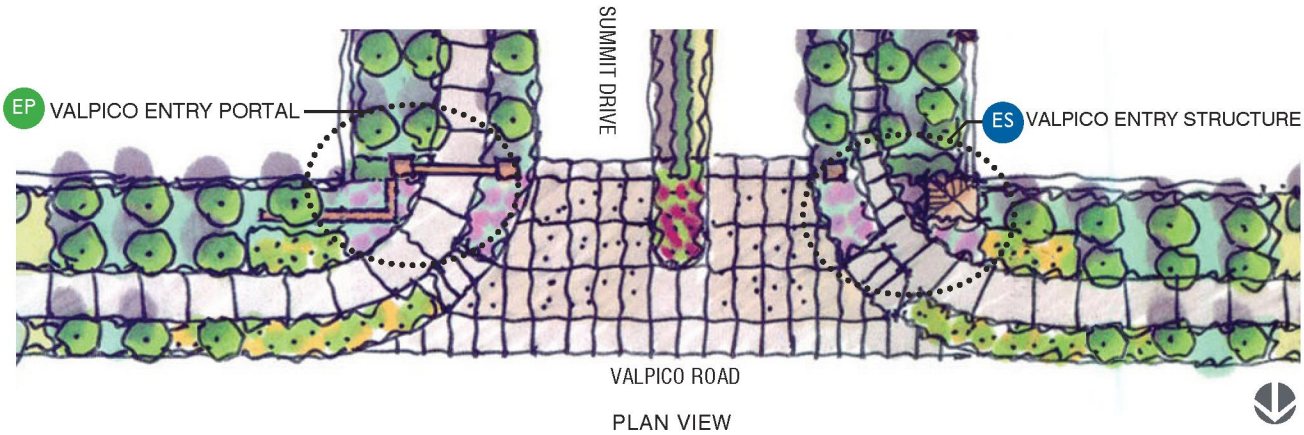
SIGN STANDARDS

Maximum structure height: 15 feet
Lighting: Non-illuminated
Location: Special landscape feature (see Sign Location Plan: Overall)

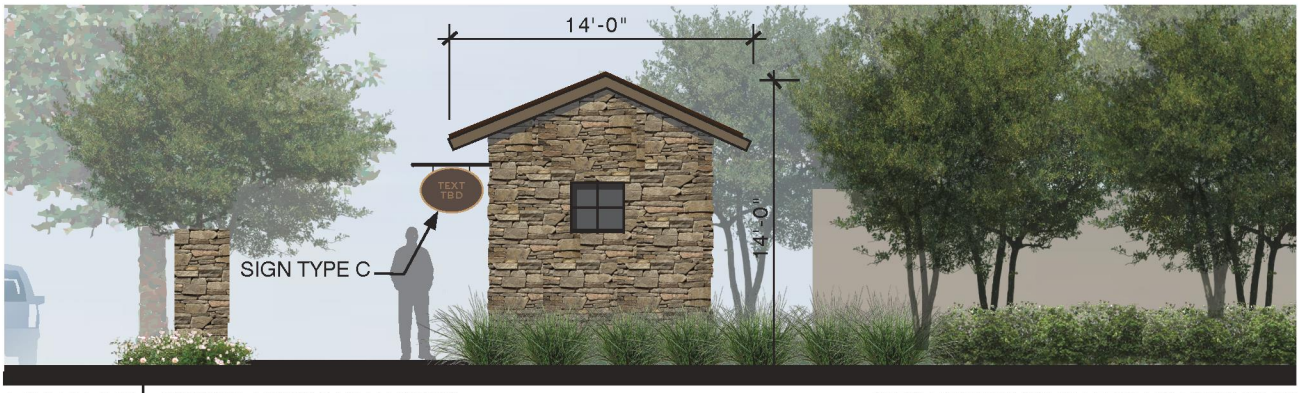
CHARACTER ELEMENT WITH LOGO

VALPICO ENTRY STRUCTURE ES

Note: All dimensions are approximate

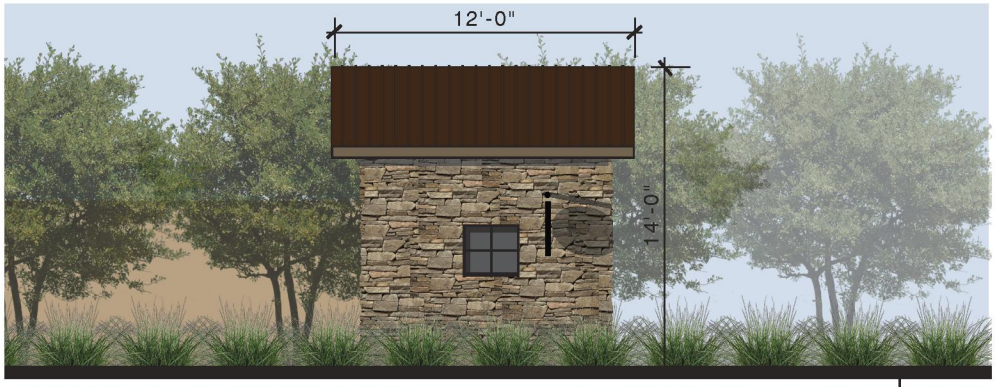


PLAN VIEW



PUBLIC ROW ← | → SPECIAL LANDSCAPE FEATURE

VIEW LOOKING SOUTH FROM VALPICO ROAD
Opposite side shall be substantially the same in design



VIEW LOOKING WEST FROM SUMMIT DRIVE
Opposite side shall be substantially the same in design

SPECIAL LANDSCAPE FEATURE ← | → PUBLIC ROW

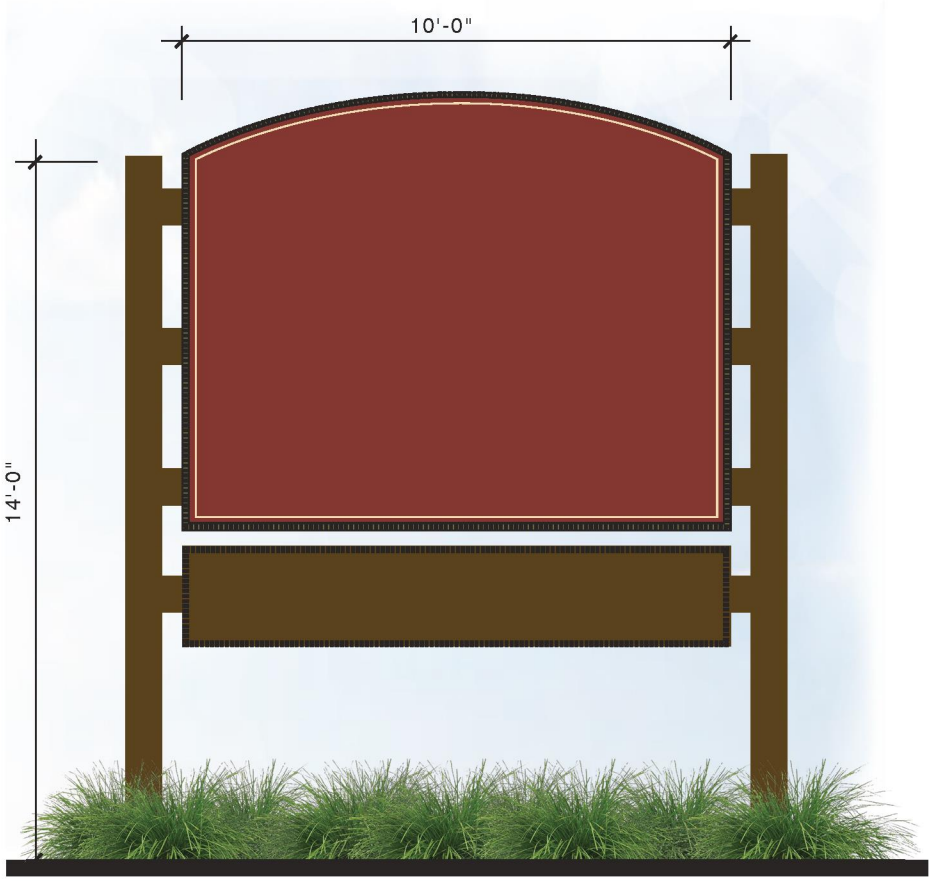
SIGN STANDARDS

Maximum character element height: 15 feet
Maximum Sign Type C area: 10 square feet (both sides)
Lighting of logo panel: Externally illuminated
Location: Special landscape feature (see Sign Location Plan: Overall)

SIGN TYPE A

A TEMPORARY DEVELOPER SIGN

Note: 1. All dimensions are approximate
2. Sign Type A is a temporary sign.



SIGN TYPE A EXAMPLE

SIGN STANDARDS

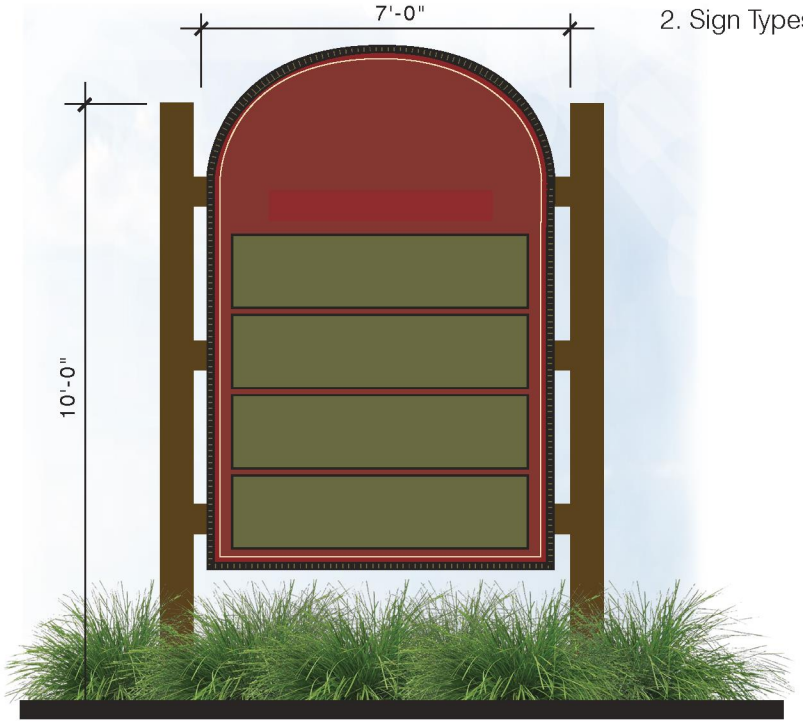
Maximum height: 15 feet
Maximum sign area: 100 square feet (each side)
Maximum number of signs permitted: 2 on each arterial or collector
Lighting: Non-illuminated or externally illuminated
Locations: Special landscape features and private property

Note: Signs shall be removed after completion of sales

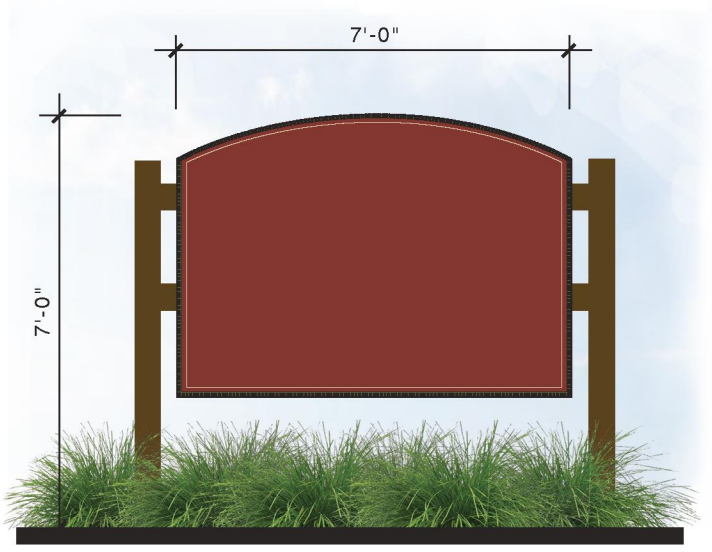
SIGN TYPES B AND D

TEMPORARY DEVELOPER SIGN

Note: 1. All dimensions are approximate
2. Sign Types B and D are temporary signs



SIGN TYPE B EXAMPLE



SIGN TYPE D EXAMPLE

SIGN STANDARDS

Maximum height: 10 feet
Maximum sign area: 50 square feet (each side)
Maximum number of signs permitted: 12
Lighting: Non-illuminated or externally illuminated
Locations: Public right-of-way, special landscape features and private property TBD

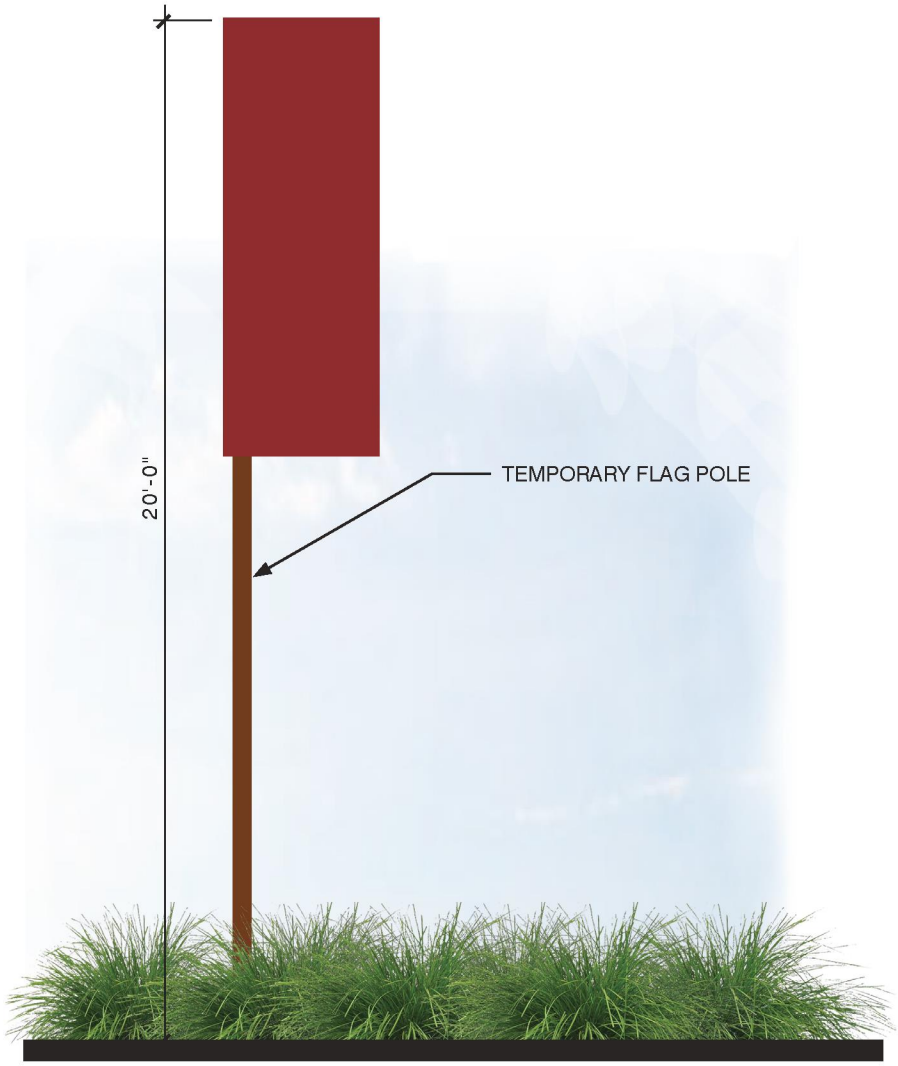
Note: Signs shall be removed after completion of sales

SIGN TYPE O

O FLAG SIGN

Note: 1. All dimensions are approximate

2. Sign Type O is a temporary sign.



SIGN STANDARDS

Maximum height: 20 feet
Maximum sign area: 25 square feet (each side)
Lighting: Non-illuminated
Locations: Up to 10 Sign Type O signs on temporary poles are permitted at each arterial or collector entrance and at each model home complex in public right-of-way, special landscape features, and on private property.

Note: Signs shall be removed after completion of sales