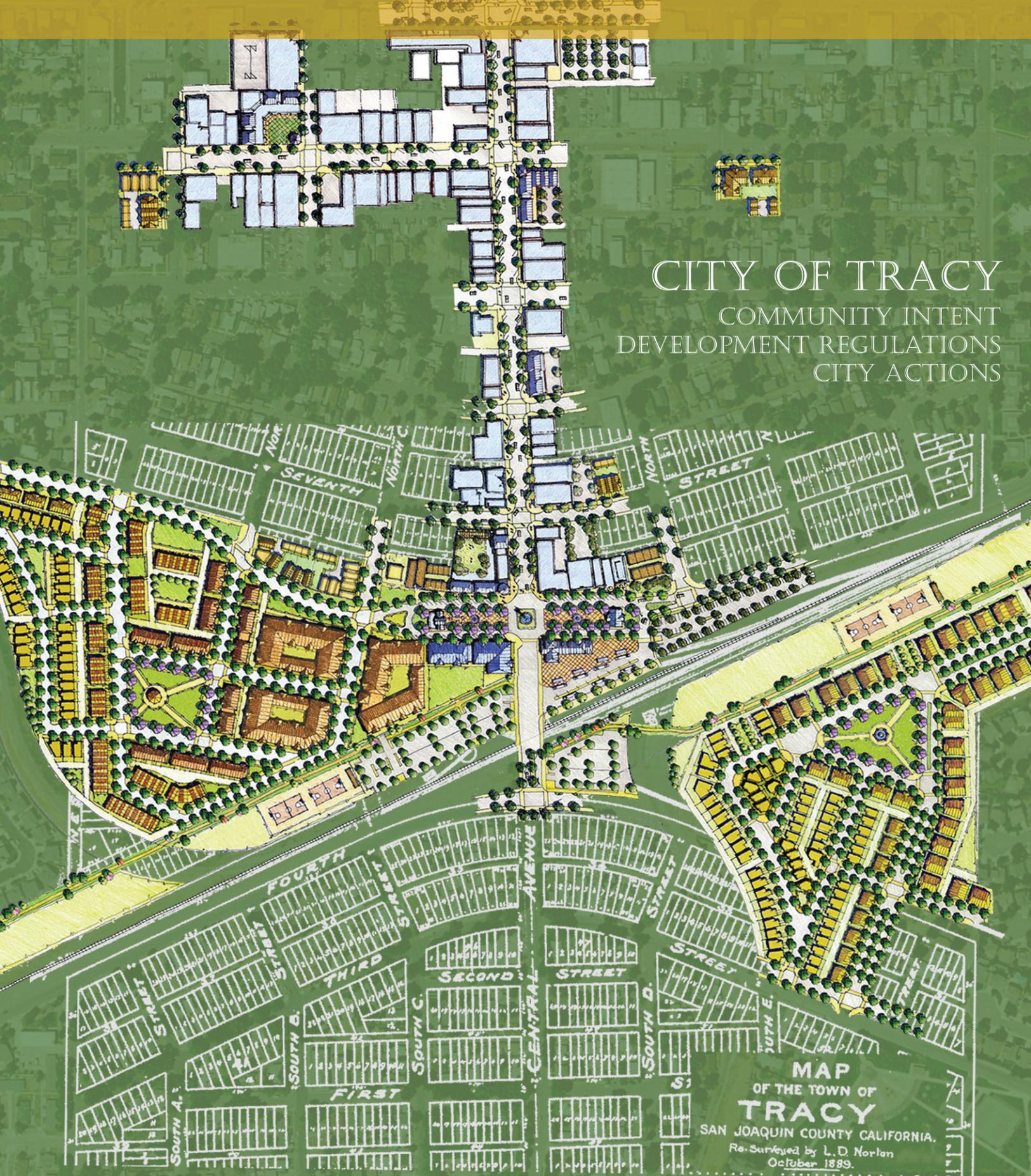


# DOWNTOWN SPECIFIC PLAN



CITY OF TRACY  
COMMUNITY INTENT  
DEVELOPMENT REGULATIONS  
CITY ACTIONS

MAP  
OF THE TOWN OF  
**TRACY**  
SAN JOAQUIN COUNTY CALIFORNIA.  
Re-Surveyed by L. D. Nolan  
October 1899.



CITY OF TRACY, CALIFORNIA

# DOWNTOWN SPECIFIC PLAN

PUBLIC REVIEW DRAFT

MARCH 2009

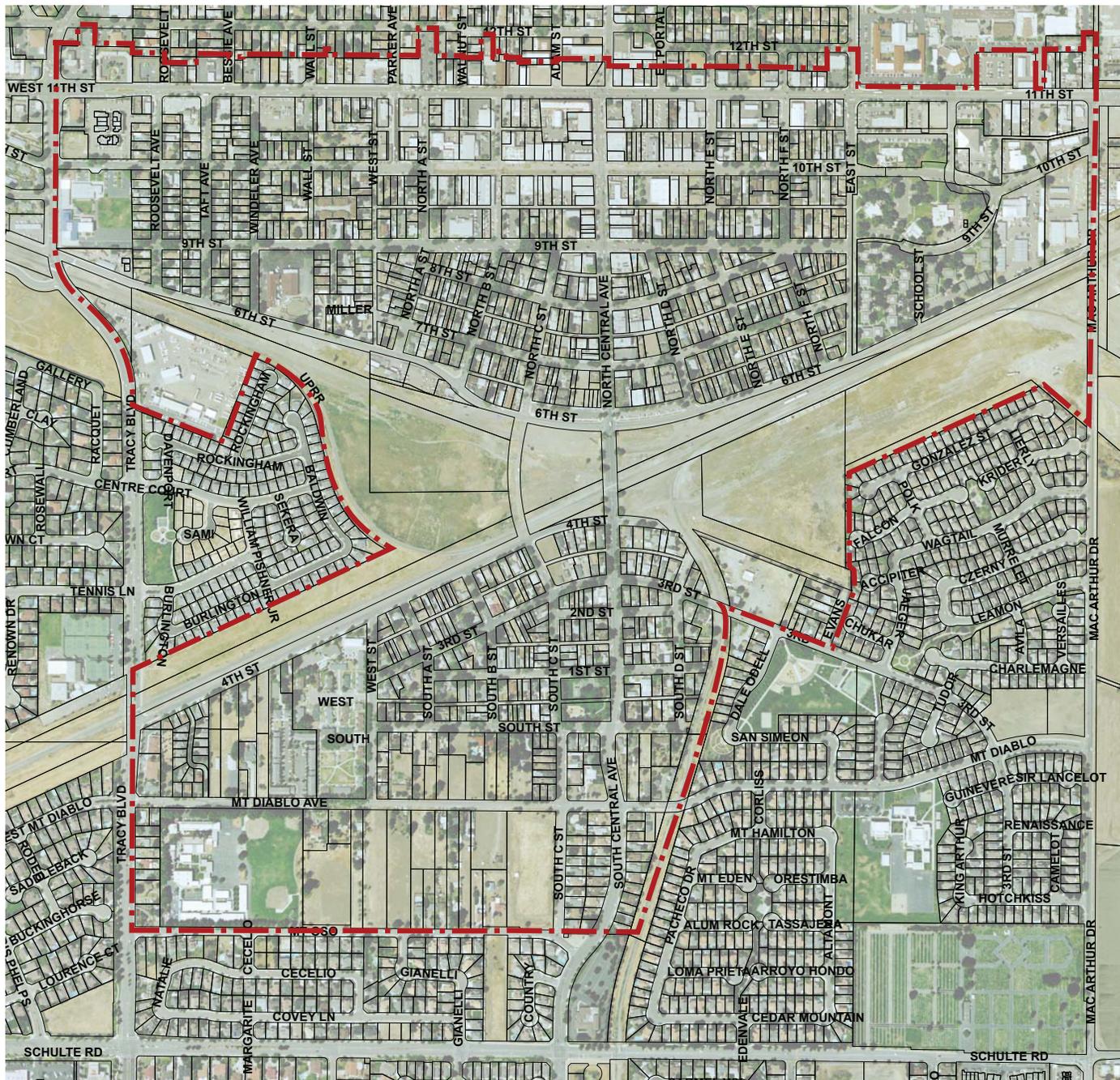


CENTRAL AVENUE IN TRACY, 1922

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# i.2. DOWNTOWN SPECIFIC PLAN AREA



## MAP LEGEND

 Specific Plan Area Boundary



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## 1.1. PURPOSE

The *Downtown Specific Plan* is established to orchestrate private and public investment activities in the “Heart of the City”. It establishes the primary means of zoning land use and development regulations on properties located within the Downtown Specific Plan Area. It also establishes the primary means of planning City actions and investments in support of the growth and continued revitalization of the Greater Downtown.

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## 1.2. DOWNTOWN SPECIFIC PLAN AREA

The Downtown Specific Plan Area refers to all private and public properties that come under the purview of the Specific Plan as indicated in Fig.i.2. – Downtown Specific Plan Area. The Plan Area consists of approximately 420 acres within the City’s historic center which is generally bounded to the north by Eleventh Street, to the east by segments of MacArthur Drive, and Evans Road, to the south by Mount Oso Drive, and to the west by segments of Tracy Boulevard and Fourth Street. The Specific Plan Area is bisected by two railroad right-of-ways owned by the Union Pacific Railroad, which currently are utilized for freight-transport and car storage. The railroad tracks run through the district on a northwest – southeast axis, and on a southwest northeast axis and coincide with portions of the Plan Area’s eastern and western boundaries.

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## 1.3. AUTHORITY

This *Downtown Specific Plan* is established in accordance with the City of Tracy Municipal Code: Chapter 10.20, and as enabled by Article 8 of the State of California Government Code (Section 65450-65457). This *Downtown Specific Plan* represents the implementation of the *City of Tracy General Plan* policy to prepare a Downtown Specific Plan.

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## 1.4. DOCUMENT ORGANIZATION

The *Downtown Specific Plan* consists of three mutually supportive “Books” or primary sections, as follows:

**Book I: Community Intent** describes the intended outcomes of the Plan. It describes the primary goals, the envisioned form that the future district will take, and the strategy to achieve those intended results.

**Book II: Development Regulations** establishes the primary means of regulating land use and development on privately owned properties located within the Downtown Specific Plan Area.

**Book III: City Actions** describes the planning investment of City resources to stimulate, promote, and support the desired growth and change in the Downtown Specific Plan Area.

In addition to these three primary sections, additional information upon which the primary specific plan information is founded can be found both in the appendices contained in this document as well as in the *Downtown Specific Plan – Compendium of Technical Reports*, separately bound.

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# BOOK I: COMMUNITY INTENT

This *Downtown Specific Plan* establishes a planning, design, and regulatory framework to improve the vitality, functionality and beauty of the City's downtown in accordance with the forces of the free market and the community's vision for its center. This first of the three "Books" contained in this Specific Plan describes the physical outcomes that the plan is intended to bring about as new investment creates change. This section of the Specific Plan also describes the means by which the community intends to instigate new investment and to reasonably guide the form of that investment to the mutual benefit of private and public interests. These intended physical plan outcomes and revitalization strategies form the basis of the regulations and public actions contained in the two subsequent Books of this Specific Plan. By making the community's intent clear, Book I is also intended to provide supplementary guidance for instances or opportunities not specifically covered by the development regulations or City actions contained in Books II and III.

---

## 1.1. INTENT

It is the intention of the City of Tracy and the purpose of this specific plan to create an urban district and provide a policy framework to positively effect the evolution of downtown, to reverse the forces of disinvestment, and to improve the vitality, character and civic beauty of its downtown, reviving its iconic image and function as the real "Heart of the City". More specifically, it is the community's intention to:

- 1) **Accelerate the revival of Downtown Tracy as a center of activity, a unique destination for goods and services, and as the primary iconic image that stands for Tracy.**
- 2) **Increase Downtown Tracy's share of City and regional investment in new homes, shops, restaurants, offices, lodging, art and cultural facilities, and entertainment.**
- 3) **Promote the development of a balanced and synergistic mixture of downtown uses.**
  - a) Instigate the addition of a significant number of residential units in the district, offering a wide range of high quality housing choices that complement the ones already available elsewhere in the City.
  - b) Accelerate investment in a wide range of unique retail, restaurant and entertainment offerings that serve the needs of the people who live and work Downtown, and that continue to attract a growing number of people from the larger City and region into the Downtown.
  - c) Promote the development of employment opportunities integrated into the fabric of the district, in close proximity to community services, transit, shops, services and a wide range of housing choices.
  - d) Instigate the development of civic, art and cultural facilities in the Downtown.
- 4) **Assist in the emergence of a delightful environment for strolling, outdoor dining, informal gathering, celebrating, taking the family on the weekend, sitting on a bench, and people watching.**
- 5) **Ensure that physical changes and additions all contribute to the distinctive identity and civic beauty of the Downtown.**

a) Ensure that buildings, signs and site improvements are designed to be visibly respectful of Downtown Tracy's history as the birthplace of the City, and responsive to its architectural character and climate.

b) Ensure that new physical changes bring out and add to Downtown's authenticity and hometown feeling by respecting the small-town character and scale of Downtown.

c) Set standards of quality for the design of new and renovated buildings and site improvements.

d) Ensure that, when mixing uses within a building or along a block, each building contributes to a cohesive pattern of streets, blocks, and sub-districts within the larger Downtown.

**6) Continue to enhance the visibility, accessibility and convenience of the Downtown to motorists, bicyclists, transit riders, and pedestrians.**

a) Continue to enhance automobile, pedestrian, bicycle, and transit connectivity to and from adjacent districts, corridors, and other parts of the City and region.

b) Integrate improvements to circulation, way-finding, parking facilities, and the pedestrian environment to make Downtown a "park-once and walk" district.

c) Integrate the new multi-modal station into the activity patterns, view sheds and pathways of the district, maximizing its position to serve and take advantage of the region's growing commitment to transit.

**7) Support sustainable, environmentally responsible development.**

According to the U.S. Environmental Protection Agency, "Sustainability is the ability to achieve continuing economic prosperity while protecting the natural systems of the planet and providing a high quality of life for its people." The City will support sustainable, environmentally responsible development by instigating the development of downtown as a park-once, walkable, mixed-use, multiple-destination district, featuring maximum efficiency of land use, enhanced transit facilities, and preserved open space, in which new buildings and site improvements are required to be increasingly resource conserving.

---

## **1.2. STARTING POINT: EXISTING CONDITIONS**

The condition of the Downtown Specific Plan Area at the inception of this Specific Plan is detailed in Appendix A. Ultimately, the implementation of the planning framework contained herein will result in sufficient modification of these conditions as to make this Plan obsolete. At that point, a newly updated *Downtown Specific Plan* will need to be prepared to engage the problems and opportunities presented by the modified existing conditions. As change occurs, the community intends to measure those changes against the conditions recorded herein to monitor the plan's success and the degree to which it remains sufficiently current.

---

## **1.3. THE ENVISIONED FUTURE DOWNTOWN**

This section provides an overview of the physical outcomes that are intended to result from implementing the combined regulations and planned public actions contained in Books II and III of this Plan.

The Downtown Specific Plan Area is composed of thousands of privately held properties and over several miles of public right-of-ways under public ownership. The overarching purpose of the Specific Plan is to orchestrate investment in changes made to this multiplicity of properties to produce greater value than any separate development could achieve, by providing a common purpose that all investors can rely upon, contribute to, and derive value from. This section describes the common purpose to which all investments shall be directed: a vision of the future that is sufficiently specific to provide a common purpose, yet broad enough to respond to opportunities and to the changes in the marketplace that will inevitably arise.

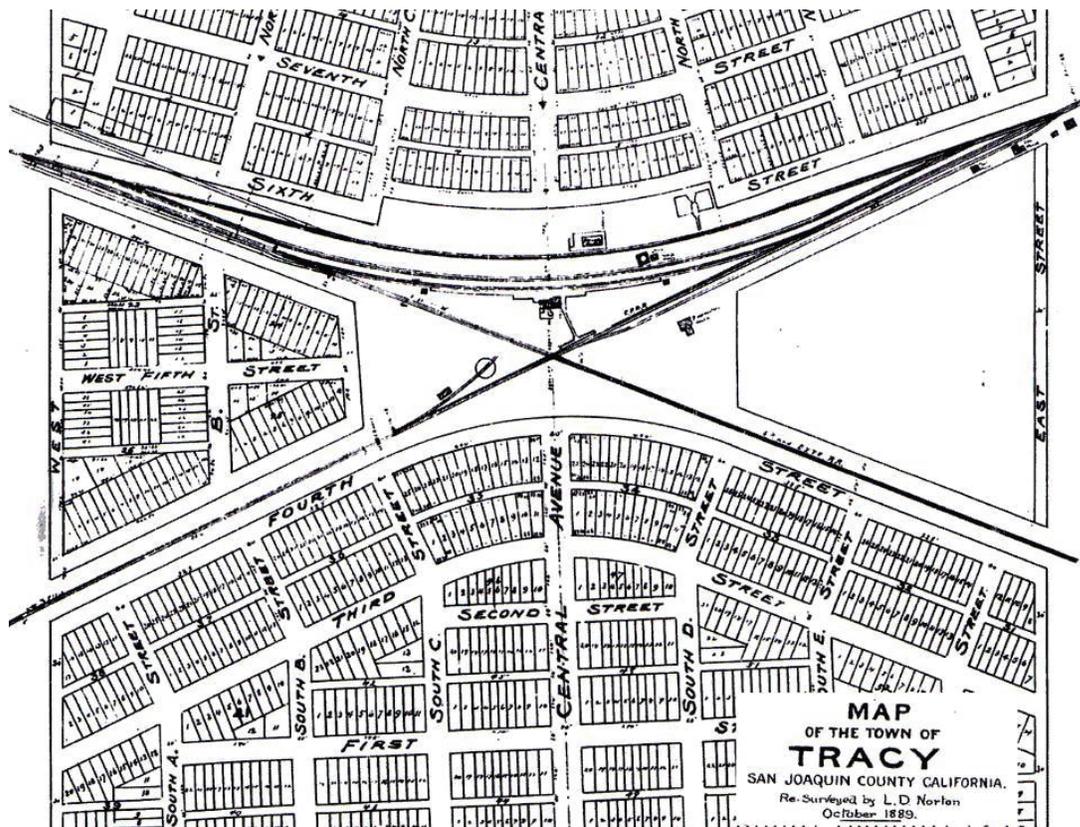
Note: The specific outcomes outlined and illustrated in this section describe the kind of change and character of development that is envisioned to result from the regulation established in Book II of this plan.

### 1.3.1. DOWNTOWN'S DISTRICT STRUCTURE

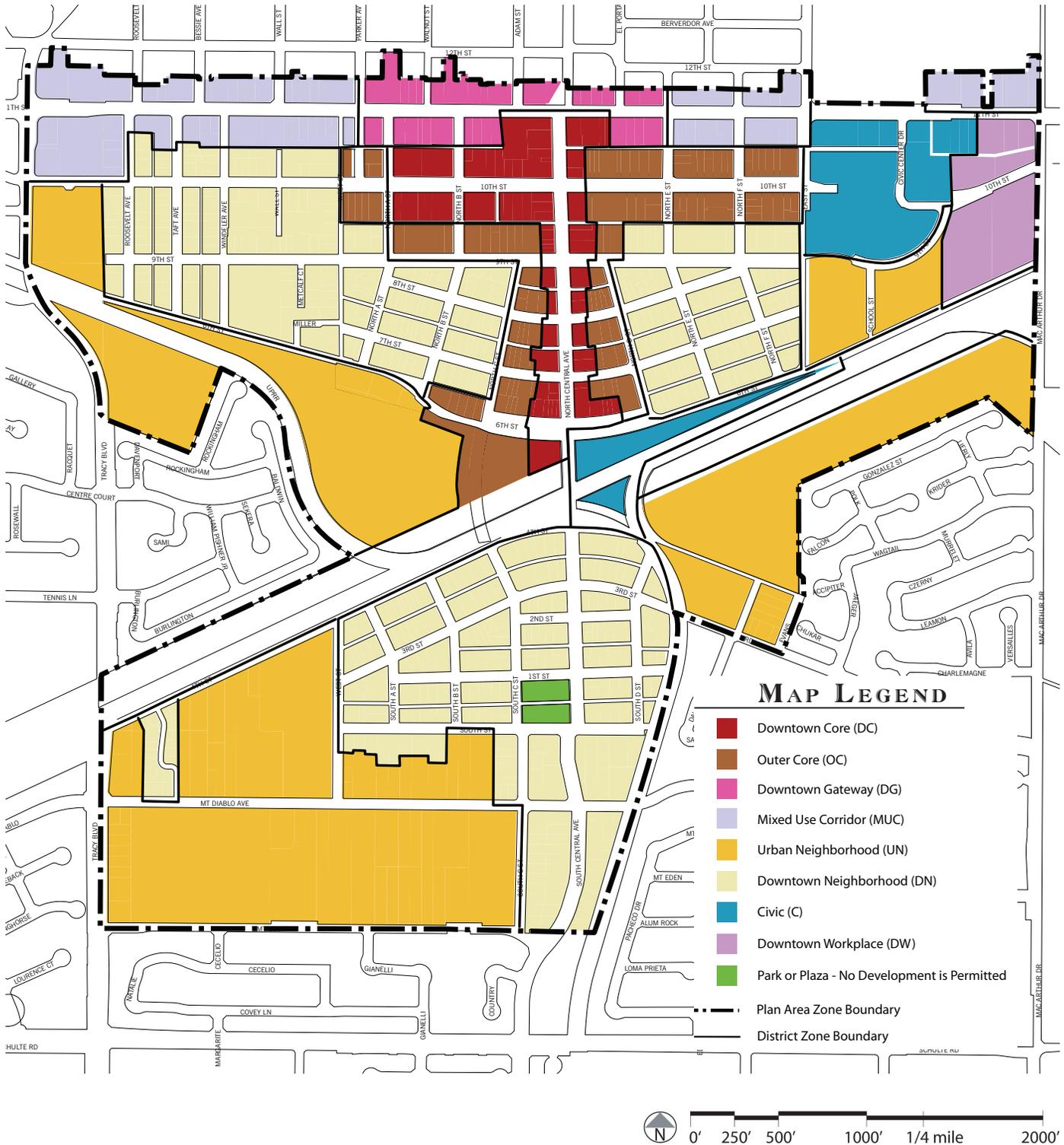
Downtown Tracy is the historic center of the community. Tracy's central retail district retains the scale and structure of traditional main streets in small cities, although Tracy's core shopping area is larger than most of these surviving districts. Tracy has also retained many of the residential neighborhoods that originally surrounded and supported main street businesses. The citizens of Tracy intend to rebuild the Downtown on the traditional framework of that history and scale.

Whereas much of the City is suburban in character, Downtown's character will be distinctly *urban*. This means that it will have a more compact development pattern, taller buildings set closer to each other and to the sidewalks, a greater mixture of uses and activities, much more pedestrian activity, and a preponderance of the built environment over the natural (or naturalized) environment, when compared with most other portions of Tracy. Downtown is also intended to be the most public district in the City, offering a wider variety of public spaces and civic buildings than any other City district.

While the Downtown Core will be the most urban district in the City, not all parts of the central district nor of the neighborhood areas associated with the Greater Downtown are or will be the same. The district becomes increasingly urban as one moves toward its center, the Downtown Core, and becomes less urban and increasingly residential in use as one moves out from that Core. The Downtown Core district is surrounded by residential areas that complete the Downtown. The locations of the various sub-areas, or "Districts" that make up Downtown are illustrated in Figure 1.2. Downtown's District Structure. The envisioned character of these Districts, which is built on their existing character in all but one case, is described in the following sections. Figure 1.1. 1889 Plat of Tracy shows the historic pattern of the Downtown Core. These Districts also form the basic organizing principle for the regulations contained in Book II – Development Regulations.



**FIG. 1.1. 1889 PLAT OF TRACY**  
*Downtown Tracy retains its historic pattern of pedestrian-scaled blocks.*



**FIG. 1.2. DOWNTOWN'S DISTRICT STRUCTURE**

### 1.3.2. THE DOWNTOWN CORE

If Downtown is the “Heart of the City”, then the Downtown Core is the “Heart of the Heart” of the City. Figure 1.3. Downtown Core District shows the boundaries of the district. Its compact and synergistic mix of activities, uses, buildings, and media will be the essence of the revitalized Core. The backbone of the Downtown Core is and will remain Central Avenue between 6<sup>th</sup> and 11<sup>th</sup> Streets, and 10<sup>th</sup> Street between Central Avenue and North A Street. As a modern “L-shaped Main Street,” the Central/10<sup>th</sup> spine will be distinguished by its lively pedestrian environment, featuring outdoor dining amenities, attractive shopfronts, street trees, decorative lighting and plenty of places to sit. Housing, lodging and office uses will be located on the upper floors where office workers, residents and visitors prize their convenient proximity to Downtown’s restaurants, shops and entertainment venues, and enjoy their views of the street life below. Curbside parking will offer convenient access to shops and buffer passers-by from moving traffic. Conveniently located public parking facilities will be distributed throughout the Core creating a “park once and walk” environment.

The Downtown Core will be the most urban part of the Specific Plan Area. Buildings will stand the tallest in the district and be built right up to the sidewalk with little or no space between them. Parking facilities will be increasingly located behind the shops on Central and 10<sup>th</sup>, and will ultimately be structured in garages rather than spread around in surface lots. Figure 1.9. Downtown Core: Build-out Illustrative gives a sense of Central Avenue and 10<sup>th</sup> Street as they will be when built out. Figures 1.4. through 1.7. show the intended character of development in the Core.

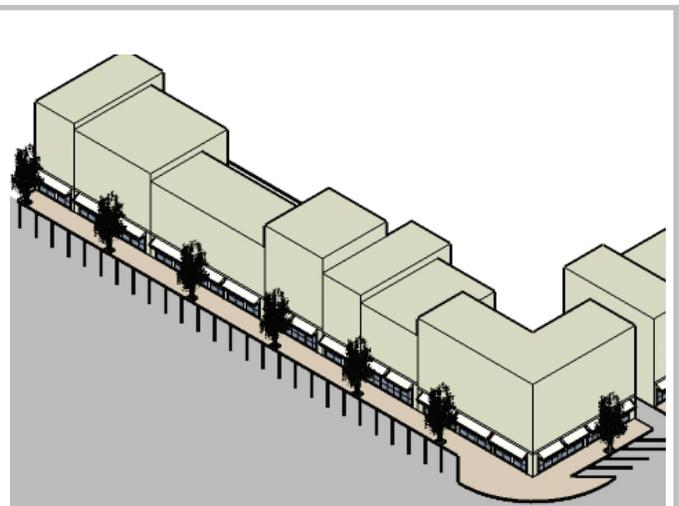
Because of its extensive territory, the northern part of the Downtown Core will be distinguished by a mild specialization in daytime-oriented specialty shops, while the southern part of the district will have a slight nighttime focus that will be anchored by the entertainment and restaurant establishments clustered around the Grand Theatre.

There will be two distinctive and recognizable gateways into the Downtown. At the north end, the Tracy Inn will be complemented by a companion gateway building (see Figure 1.10. 11th Street Gateway). At 6<sup>th</sup> and Central a tall landmark at the southern terminus of the Downtown Core will mark the southern entrance to the district and be visible all the way down Central in both north and south directions. Figure 1.8. shows the type of building that might mark the entrance.

*Downtown’s signature space: Station Square.* The renaissance of Downtown Tracy and its role as the community’s primary gathering place will be epitomized by the completion of Station Square at the confluence of Central Avenue and 6<sup>th</sup> Street, the historic birthplace of the City. Figures 1.11. and 1.12. show the envisioned character of Station Square. Station Square will expand the range of public places and activities offered in the district, and will crystallize the flavor of Downtown. Food, music, fountains, outdoor seating, sun and shade will draw people to the “Heart of the City” to feel a sense of shared community, and to linger in the comfort and enjoyment of a gracious urban district. Station Square will be shaped by surrounding buildings that reflect the history of the City as well as the primary ingredients of a new Downtown urban district. The historic facades along the Square’s northeastern quadrant will be complemented by the dramatic new multimodal station across the street. The



**FIG. 1.3. DOWNTOWN CORE DISTRICT**



**FIG. 1.4. DOWNTOWN CORE CHARACTER**

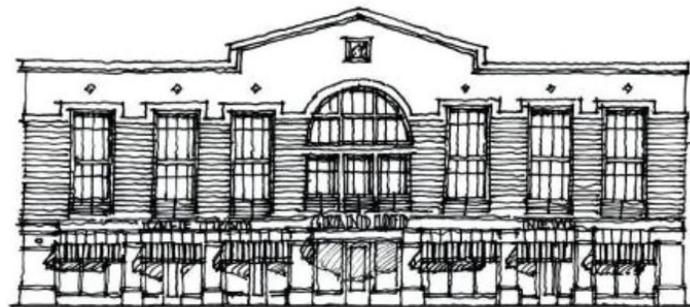
*Downtown buildings will be contiguous, multi-level structures with ground floor shopfronts, built to and oriented toward the sidewalk. Parking will be to the rear, and curbside parking will be provided.*

western quadrants defining Station Square will feature new mixed-use buildings on and across from the Bowtie site, containing ground-level shops and upper level homes and offices. People occupying the buildings and drawn to Station Square will populate the district in much greater numbers than has been seen for many years. Figure 1.13. shows the overall vision for Station Square.



**FIG. 1.5. CHARACTER OF DOWNTOWN DEVELOPMENT**

*The Downtown Core will be characterized by a synergistic mix of ground-level activity-generating uses, oriented to the public sidewalk.*



**FIG. 1.6. BUILDING PROTOTYPE SKETCH**

*The design of new buildings in the Downtown Core will reflect Downtown's historic character.*

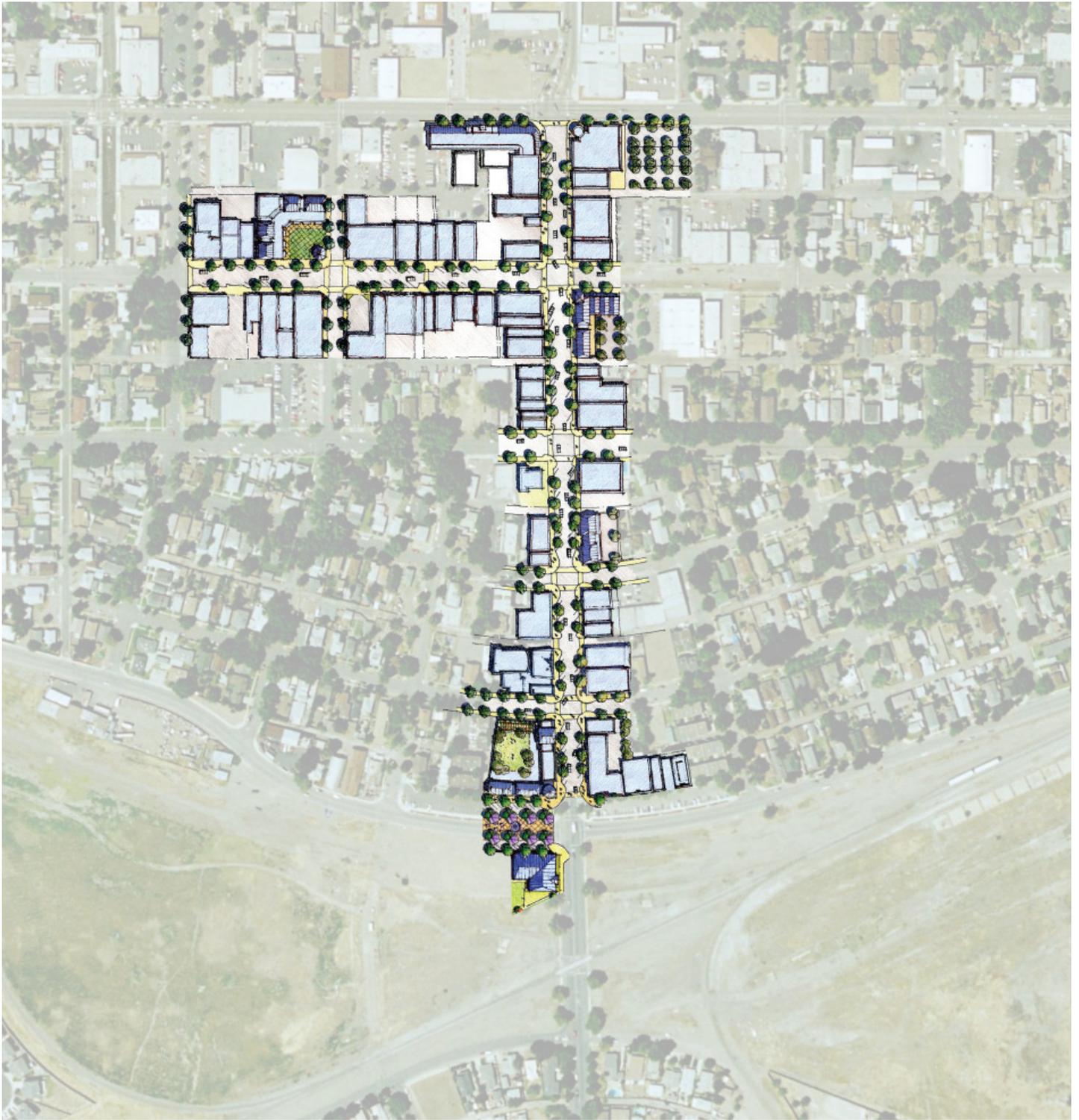


**FIG. 1.7. OUTDOOR DINING**

*Outdoor dining areas will feature comfortable seating, shade, and planters.*



**FIG. 1.8. GATEWAY DEVELOPMENT BUILDING TYPE**



**FIG. 1.9. DOWNTOWN CORE: "BUILD-OUT ILLUSTRATIVE"**



**FIG. 1.10. 11TH STREET GATEWAY**



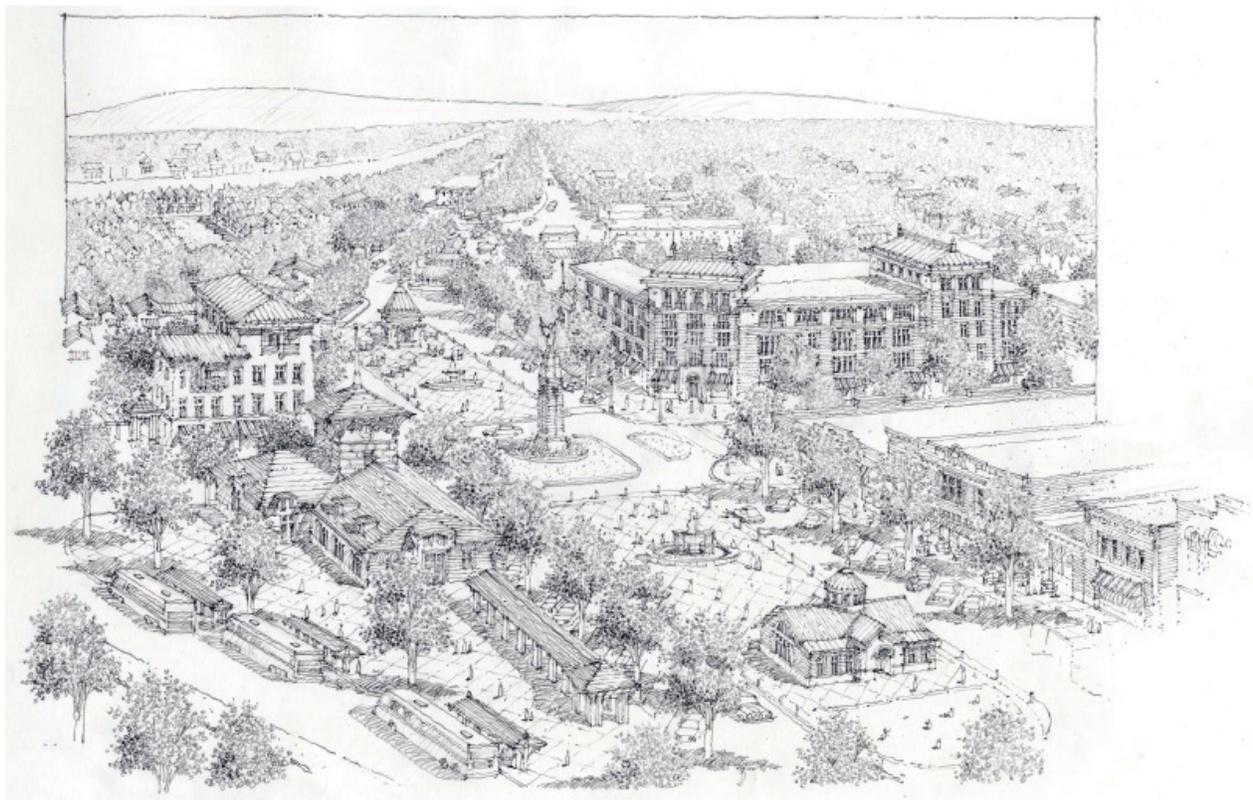
**FIG. 1.11. STATION SQUARE CHARACTER I**

*Station Square will provide an opportunity for formal and informal gatherings in a comfortable and appealing environment surrounded by shops, homes, offices, and civic amenities.*



**FIG. 1.12. STATION SQUARE CHARACTER II**

*Station Square will provide a comfortable and engaging place to linger in the Downtown for families and people of all ages.*



**FIG. 1.13. THE VISION FOR STATION SQUARE**

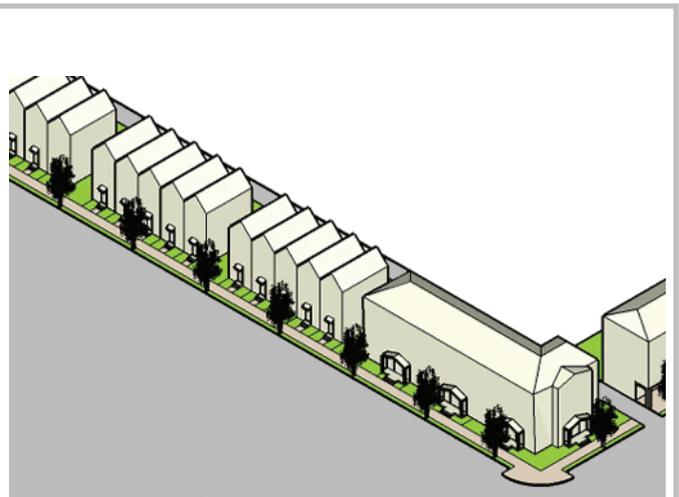
### 1.3.3. THE OUTER CORE

The Outer Core completes the part of the district that most people will primarily identify as “Downtown.” Figure 1.14. shows the boundaries of the Outer Core District. Downtown is distinguished from its surroundings by its urban character – by the obvious difference in development intensity, visible in the form of buildings built significantly closer together, closer to the sidewalk, with a greater mixture of uses. Figures 1.15. through 1.18. show the intended character of Outer Core development. The Outer Core shares all of these distinguishing physical characteristics with the Downtown Core, with two key differences. First, buildings in the Outer Core will more typically be single-use. Rather than featuring ground level retail or restaurant uses, the urban housing and offices in Outer Core buildings will more typically extend to the ground level. Second, the Outer Core provides a transition between the Downtown Core and the typically less urban and more exclusively residential uses beyond. In particular, the Outer Core will create a buffer between the activity and traffic in the Downtown Core and the more tranquil single-family neighborhoods. In another type of transition, the Outer Core contains the connection between the Downtown Core and the Civic Center - 10<sup>th</sup> Street between Central Avenue and East Street. This portion of 10<sup>th</sup> Street will be a special street featuring pedestrian amenities and building facades composed to project a more civic character to complement the Civic Center at its terminus. Figure 1.19. gives a sense of the type of buildings that will line this portion of 10<sup>th</sup> Street.

For those who would like to live or work in the center of the City, but who prefer not to do so directly “above the store” the Outer Core will provide a comfortable and attractive urban neighborhood for both living and working. It will offer a wide range of urban housing types not easily found elsewhere in town. Regulations governing the Outer Core will result in artfully composed urban buildings built close to the sidewalk, and featuring richly articulated windows and doorways, building forecourts, terraced urban gardens, front stoops and bay windows. Enforcing design standards that ensure that Outer Core blocks will be composed of similar building types will allow a combination of uses – homes, offices, lodging – that contribute to the convivial character of the district. And of course everyone in the Outer Core will be just a few minutes’ walk from shops, restaurants, cafes, and various nightlife amenities, as well as the Station Square multi-modal transit center.



**FIG. 1.14. OUTER CORE DISTRICT**



**FIG. 1.15. OUTER CORE CHARACTER**



**FIG. 1.16. OUTER CORE DEVELOPMENT**



**FIG. 1.17. RESIDENTIAL CHARACTER**

*Residential buildings in the Outer Core will be built close to the sidewalk.*



**FIG. 1.18. HOUSING TYPES**

*The Outer Core will offer a wide range of urban housing types not easily found elsewhere in town.*



**FIG. 1.19. 10TH STREET BUILDING PROTOTYPE**

*Along 10th Street, building facades will be composed to project a more civic character to complement the Civic Center at its terminus.*

### 1.3.4. ELEVENTH STREET: DOWNTOWN GATEWAY DISTRICT

Eleventh Street is the primary arterial roadway that connects the Downtown Core with the rest of the City. As new investment gradually replaces the older commercial strip development along that corridor, the segment between Parker Avenue and E Street that centers roughly on Central Avenue - will be distinguishable as part of the urban core of Downtown. Buildings in that segment will be taller and closer to the sidewalk than anywhere else along the 11<sup>th</sup> Street frontage. They will contain a mixture of urban office and residential buildings, perhaps a hotel and some large scale retail uses that help draw people to the Downtown Core. Buildings will be oriented toward the thoroughfare, with civic-scale entrances and grand-scale first floor façade composition designed to match the scale of a wide road and prominent address. Pedestrian walkways will be buffered from moving traffic by street trees, decorative boulevard lights and landscaping designed to project the image of a prominent city avenue. A new landmark building or gateway will ultimately be built at the intersection of 11<sup>th</sup> Street and Central Avenue marking the entrance to the Downtown Core. Figure 1.20. shows the boundaries of the District. Figures 1.21. through 1.23. show the intended character of the development.



FIG. 1.21. GATEWAY OFFICE



FIG. 1.22. GATEWAY ANCHOR

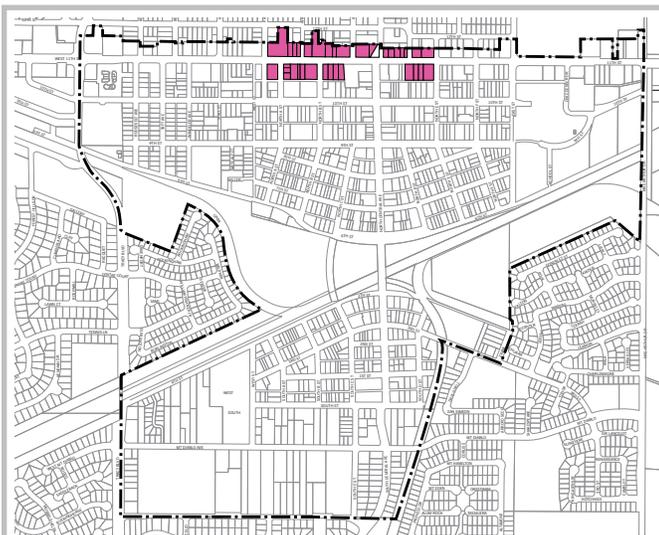


FIG. 1.20. DOWNTOWN GATEWAY DISTRICT

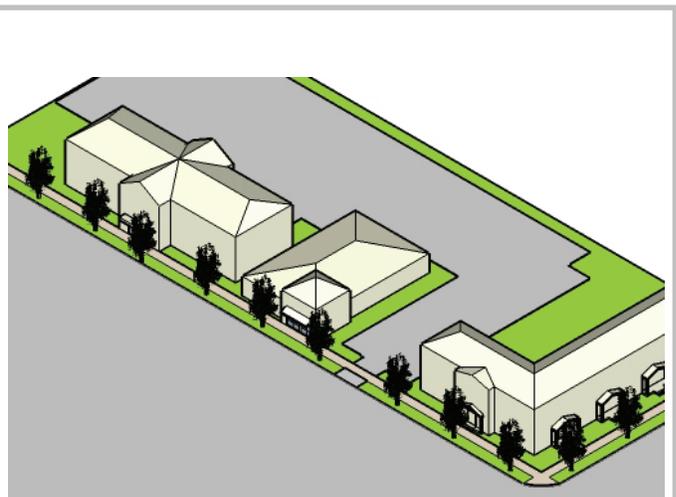


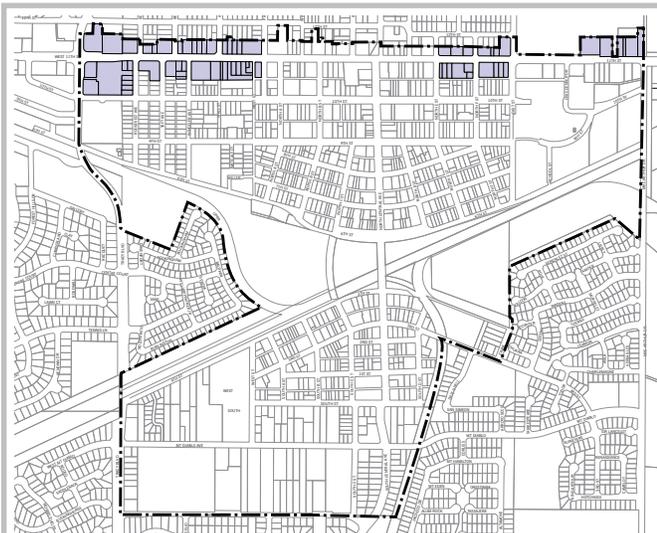
FIG. 1.23. DOWNTOWN GATEWAY CHARACTER

### 1.3.5. ELEVENTH STREET: MIXED USE CORRIDOR DISTRICT

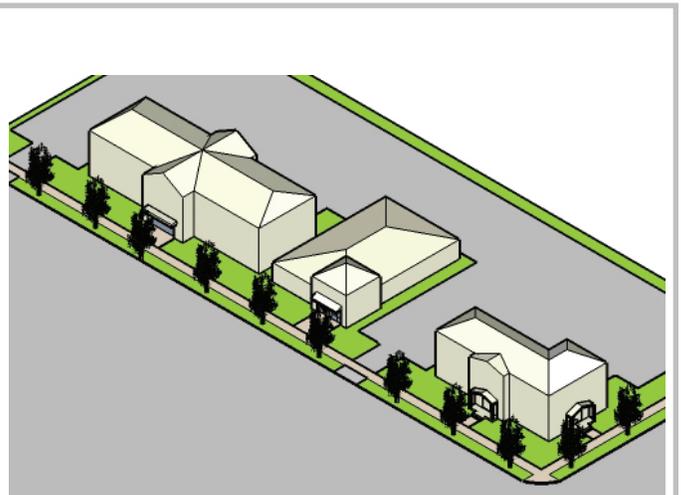
As 11<sup>th</sup> Street moves farther away from the Downtown Core, the uses on the corridor will transition from the urban character of the Downtown Gateway District toward the more suburban character of the portions of 11<sup>th</sup> Street that runs through the rest of the City. New investment in the Mixed Use Corridor District will still be somewhat more urban than the longer portions of the 11<sup>th</sup> Street corridor that lie outside of the Downtown Neighborhood, indicating the approach of the Downtown district. Buildings in the Mixed Use Corridor segment will not be as tall and will feature deeper front and side setbacks with more landscaping. To provide a pleasing transition to single-family homes located to the rear of development fronting 11<sup>th</sup> Street, buildings will provide additional step-backs in the building mass as well as deeper buffering rear yards. Figure 1.24. shows the boundaries of the District and Figures 1.25. and 1.26. show its intended character.



**FIG. 1.25. MIXED USE BUILDINGS**



**FIG. 1.24. MIXED USE CORRIDOR DISTRICT**



**FIG. 1.26. MIXED USE CORRIDOR CHARACTER**

### **1.3.6. CIVIC CENTER AND MULTI-MODAL STATION**

In addition to its historic character, urban form and street life, Downtown will distinguish itself from other City districts and neighborhoods by its civic character. Two visually prominent sites in the Downtown will be retained, in perpetuity, as sites for civic buildings and public facilities – the Civic Center site and the Multi-Modal Station site. Figure 1.27. shows the boundaries of the Civic Center and Multi-Modal Station, and Figure 1.28. shows the desired character of development.

#### **1) The Civic Center**

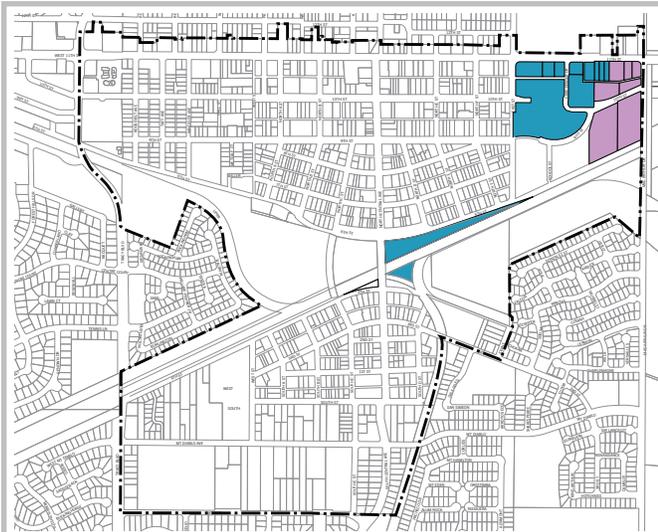
The Civic Center site is located at the visually prominent terminus of 10<sup>th</sup> Street, with a substantial segment of visible frontage along 11<sup>th</sup> street. The new City Hall provides a dramatic terminating view for 10<sup>th</sup> Street, and is complemented by other community buildings including the Police Headquarters, Senior Center, and the courts. As new buildings are added to the Civic Center site, new buildings will project a vivid civic imagery. The public plaza at the terminus of 10<sup>th</sup> Street will invite residents and visitors into the Civic Center and add to the range of public spaces offered in the Downtown. Along 11<sup>th</sup> Street, new buildings will orient toward the corridor with dramatic civic architecture that calls attention to the presence of the Civic Center and Downtown. Figure 1.29. shows the new City Hall.

#### **2) The Multi-Modal Station Area**

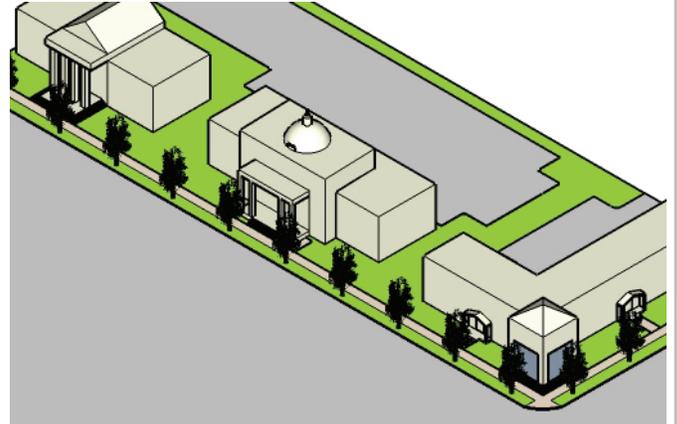
The Multi-Modal Station building will set the stage for Tracy's ultimate resurgence as a major point of access for regional and local transit facilities. The dramatic new station building will provide a highly visible Downtown landmark that expresses the City's architectural heritage and that contributes to the creation of a powerful southern gateway into the Downtown Core. The Multi-Modal Station Area will encompass the multi-modal station building, amenities for transit riders and pedestrians, and public parking areas serving Downtown patrons and transit riders. As structured parking becomes necessary with increased activity in the Downtown, attractive public garages, with articulated façades will replace surface lots. The station will also be the key civic presence presiding over Station Square, described and illustrated in Section 1.3.2 Downtown Core. Figure 1.30. shows the proposed Multi-Modal station building. Figure 1.13. The Vision for Station Square provides additional detail regarding the conceptual location of the spaces and station facilities.

### **1.3.7. DOWNTOWN WORKPLACE DISTRICT**

As shown in Figure 1.27., the eastern edge of the Specific Plan Area between 11<sup>th</sup> Street and the railroad tracks is a conglomeration of light industrial and distribution uses. These businesses are important to the economy of Tracy, however their location in the Downtown Neighborhood will come under increasing pressure as investment in Downtown increases. As change occurs in this area, new investment will take the shape of modern workspaces that will accommodate office, civic, medical, and/or live-work types of businesses of various scales. New development will feature buildings of a size and character compatible with the adjacent Civic Center. As development occurs, new internal streets will be provided to connect to existing streets, and reflecting the scale of downtown blocks. New development will feature artfully designed building façades oriented toward public sidewalks, with generous landscaping and some public open space. See Figures 1.28., 1.31., and 1.32. for the desired character of development.



**FIG. 1.27. CIVIC CENTER, MULTI-MODAL STATION, AND WORKPLACE DISTRICTS**



**FIG. 1.28. CIVIC CENTER AND WORKPLACE CHARACTER**



**FIG. 1.29. THE NEW CITY HALL**



**FIG. 1.30. PROPOSED MULTI-MODAL STATION**

*Image courtesy of The Surland Companies*



**FIG. 1.31. DOWNTOWN WORKPLACE OFFICE BUILDINGS**



**FIG. 1.32. DOWNTOWN WORKPLACE LIVE-WORK BUILDINGS**

### 1.3.8. URBAN NEIGHBORHOOD DISTRICTS

Responding to demand for housing offering a more “urban lifestyle,” new development in the Urban Neighborhood areas will present the opportunity to live within a few minutes’ walk of cafes, restaurants, entertainment, services, and transit. Figure 1.33. shows the District boundaries. In combination with these nearby destinations, greater densities will sustain a higher level of neighborhood vitality compared to more typical suburban neighborhoods. New Urban Neighborhood developments will include new public open spaces, adding to the appeal of these new neighborhood areas and to the range of public places accessible in the Downtown. Ideally, a healthy mix of residential building types - townhomes, duplex homes, small-lot single family homes, flats, and courtyard types - will widen the range of housing choices, complementing rather than competing with the City’s suburban single family neighborhoods.

New residences on what are primarily former underutilized or vacant sites will add a significant number of new residents living very close to the Downtown Core, adding customers and vitality to the district. By developing formerly vacant properties on a large scale with activity and new investment, the development of Urban Neighborhood areas will provide a highly visible indication of Downtown’s continuing renaissance.

Urban Neighborhood development provides the critical missing piece in the configuration of Tracy’s central city neighborhood by providing the necessary transition between the very urban core of the district and the quiet suburban single family residential development that surrounds it. Thus, development in Urban Neighborhood areas will not be as dense or as mixed-use as the Outer Core. Buildings will be separated by modest setbacks and oriented toward neighborhood streets of modest width. Covered parking will primarily be provided in rear-loaded alley garage structures, minimizing front yard concrete and curb-cuts. Front setbacks will be shallower than those found in typical single family neighborhoods, occasionally employing devices such as terraced gardens or low fences to provide the necessary buffer between private residences and public sidewalks. Entrances will be a mix of grand porticos, forecourts, stoops, porches and front doors. Figures 1.34. through 1.38. show the type of development that will characterize these neighborhoods.



**FIG. 1.33. URBAN NEIGHBORHOOD DISTRICT**



**FIG. 1.34. URBAN NEIGHBORHOOD CHARACTER**



**FIG. 1.35. HOUSING ORIENTATION**

*Homes in Urban Neighborhood Areas will be oriented toward the sidewalk, and will often feature stoop entrances.*



**FIG. 1.36. OPEN SPACE**

*New Urban Neighborhood developments will include appealing new public open spaces.*



**FIG. 1.37. NARROW STREETS**

*New streets constructed in new Urban Neighborhood areas will be sufficiently narrow to instigate very slow traffic speeds.*



**FIG. 1.38. HOUSING TYPES**

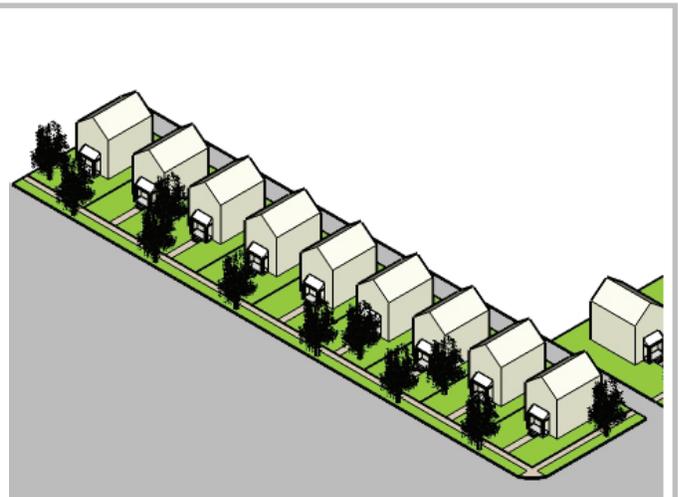
*Urban Neighborhood District Zones will feature a healthy mix of residential building types - from townhomes and flats to duplexes and small lot single-family houses.*

### 1.3.9. DOWNTOWN NEIGHBORHOOD DISTRICTS

The primarily single-family residential neighborhood areas surrounding the more urban development of the other Downtown Districts will remain over time as the revitalized Downtown increases the attraction of properties close to it. Figure 1.39. shows the boundary of the Downtown Neighborhood District. The historic pattern of small blocks and the mixture of housing types and styles of these Downtown Neighborhood areas will remain the foundation of their character and identity. Figures 1.40. through 1.43. show the desired character of these neighborhoods. New investment in these neighborhoods will be modeled after the small to medium scale of existing buildings like those shown in Figure 1.41. New homes and remodels/additions to existing homes will be designed using the historic features of the bungalows and farm houses that are prevalent throughout the area and generous green front and side yards will continue to be the norm. New, inappropriately located multi-family and commercial infill structures, which in recent years had encroached upon the tranquil environment of these neighborhoods, will no longer be permitted.



**FIG. 1.39. DOWNTOWN NEIGHBORHOOD DISTRICT**



**FIG. 1.40. DOWNTOWN NEIGHBORHOOD CHARACTER**



**FIG. 1.41. EXISTING DOWNTOWN NEIGHBORHOOD HOMES**



**FIG. 1.42. NEW SINGLE FAMILY HOMES**



**FIG. 1.43. NARROW TREE-LINED STREETS**

### 1.3.10. ENVISIONED DEVELOPMENT OF KEY INFILL SITES

Two areas of largely undeveloped, contiguous properties stand out in stark contrast to the rest of the primarily “built out” Downtown as shown in Figure 1.44.: Large Scale Opportunity Sites. These infill sites encompass the “Bowtie” properties, and a rather large area in the southern portion of the Greater Downtown that is the remnant of large agricultural-scale properties that formerly characterized the area prior to its urbanization. These two areas represent the Downtown’s best remaining potential to dramatically add to its vitality, and to accommodate large scale new investment. The community’s vision for the eventual development of these key areas is an expression of the application of the District framework described in the sections above.

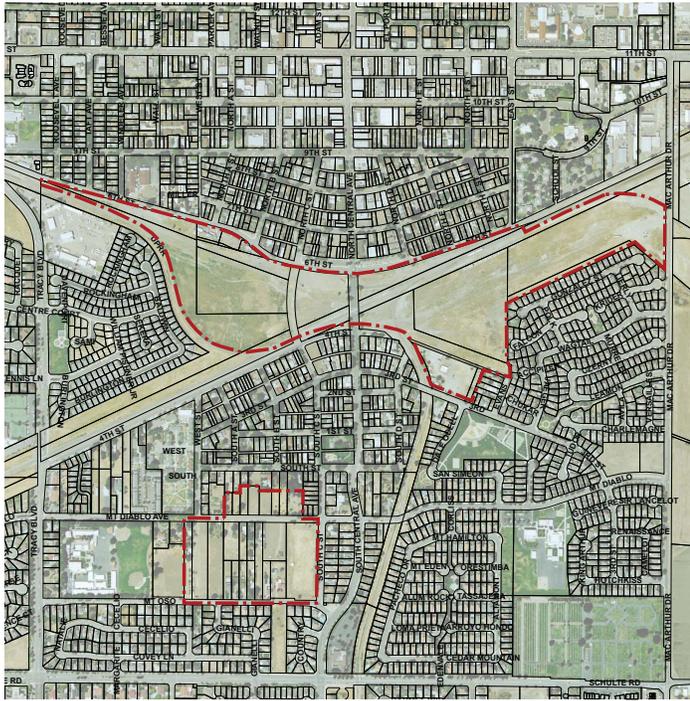
#### 1) The Bowtie

New development on the western portion of the Bowtie (the part north of the railroad tracks) will be an extension of the pattern of development of the Downtown Districts. Its northeastern corner – at the corner of Central and 6<sup>th</sup>, just across Central from the site of the new Multi-Modal Station, will become the southern terminus of the Downtown Core (and the southwestern quadrant of Station Square – see Section 1.3.2. Downtown Core). As development proceeds westward and further from the Downtown Core, it will decrease in density and mix. Thus, from east to west, the development will transition from Downtown Core, to Outer Core, to Urban Neighborhood fabric. See Figure 1.45. for the District boundaries.

South of the railroad tracks along 6<sup>th</sup> Street, new residential development on the eastern Bowtie property will form the northern edge of that portion of the neighborhood. As the new edge of the neighborhood between the existing single-family development and the railroad tracks, new development will be characterized by larger residential buildings and greater densities than the interior of the neighborhood – that is, the eastern Bowtie will provide an Urban Neighborhood District that creates a transition between the Downtown Neighborhood fabric and the railroad right-of way and Downtown Core beyond.

Rather than the usual homogenous development consisting of a uniform intensity, building type and land use within the boundaries of a single property, new development throughout the Bowtie properties will elaborate and extend the rich features and structure of a true downtown district and surrounding neighborhood. Blocks will be scaled and positioned as an extension of the historic pattern of Downtown blocks, and new streets will connect with existing streets. Where not currently connectable, new streets will be aligned to keep the possibility of future connections alive. New public open spaces will be connected to Downtown’s growing network of public streets and spaces. The result will be experienced as an authentic urban district rather than an isolated “development project.”

The accompanying images, Figures 1.46. through 1.51. illustrate the types of outcomes envisioned for the western and eastern Bowtie properties. *Note:* These diagrams are not intended to be used to guide the specific design of new development; they are included to indicate the character of envisioned development intended to result from the application of the development regulations in Book II.



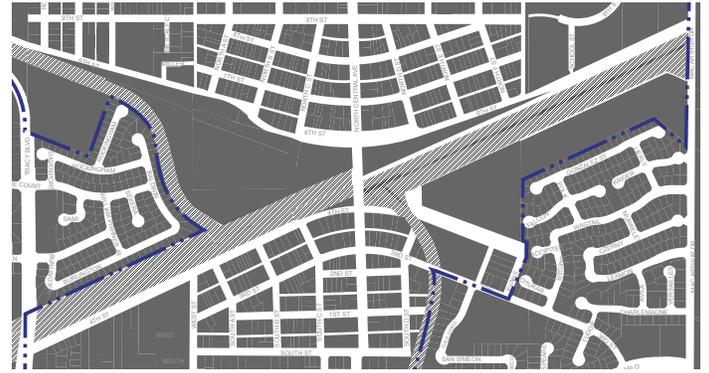
**FIG. 1.44. LARGE SCALE OPPORTUNITY SITES**



**LEGEND**

- |  |  |  |
|--|--|--|
| <span style="color: red;">■</span> Downtown Core         | <span style="color: lightblue;">■</span> Mixed Use Corridor      | <span style="color: orange;">■</span> Urban Neighborhood     |
| <span style="color: brown;">■</span> Outer Core          | <span style="color: blue;">■</span> Civic                        | <span style="color: green;">■</span> Park or Plaza           |
| <span style="color: pink;">■</span> Gateway Corridor     | <span style="color: purple;">■</span> Downtown Workplace         | <span style="color: blue;">— · — · —</span> Greater Downtown |
| <span style="color: lightpink;">■</span> Civic Boulevard | <span style="color: yellowgreen;">■</span> Downtown Neighborhood | <span style="color: grey;">—</span> Parcel Line              |

**FIG. 1.45. BOW-TIE DISTRICT BOUNDARIES**



**FIG. 1.46. EXISTING BLOCK AND STREET PATTERN**



**FIG. 1.47. ENVISIONED BLOCK AND STREET PATTERN**



**FIG. 1.48. ENVISIONED PUBLIC SPACE NETWORK**



**FIG. 1.49. WESTERN BOWTIE "BUILD-OUT ILLUSTRATIVE"**



**FIG. 1.50. EASTERN BOWTIE "BUILD-OUT ILLUSTRATIVE"**

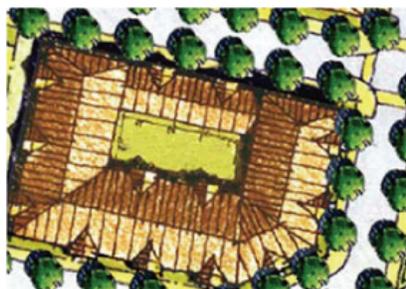
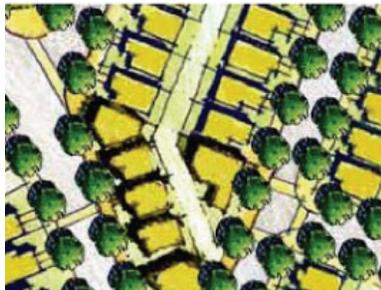
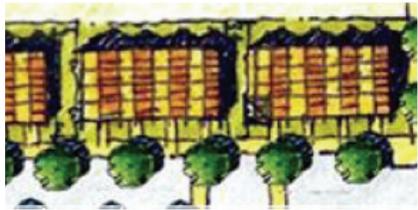


FIG. 1.51. DEVELOPMENT TYPES FOR THE BOWTIE "BUILD-OUT ILLUSTRATIVE"

## 2) Mt. Oso/Mt. Diablo Opportunity Area

The cluster of remnant agricultural-scale properties in the southern portion of the Specific Plan Area will be subdivided and redeveloped to extend and complete the patterns of development that surround this portion of the neighborhood. The prevalence of attached housing to the west of this area will be extended in a pattern of small residential blocks with homes facing interior neighborhood streets often paired with alley-loaded covered parking. Where new development occurs across from single family homes, new housing will be scaled appropriately in relation to their neighbors across the street. This area will also feature a new neighborhood green within a few minutes walk of the new homes, adding to the network of available public space in the neighborhood. The power line easement will also be improved as a green boulevard and linear

open space to serve the neighborhood. Figure 1.52. Mt. Oso/Mt. Diablo Opportunity Area Build-out Illustrative depicts the types of outcomes envisioned for these properties. As the power line crosses multiple properties in this area, optimal development will require coordination among the property owners. *Note:* This illustration is not intended to be used to guide the specific design of new development; it is included to indicate the character of envisioned development intended to result from the application of the development regulations in Book II.



**FIG. 1.52. MT. OSO/MT. DIABLO OPPORTUNITY AREA "BUILD-OUT ILLUSTRATIVE"**

## 1.4. REVITALIZATION STRATEGY

To revitalize the Downtown in keeping with the community's vision of its future, the City leadership intends to promote and guide new investment and change by employing municipal policies and resources strategically. Figures 1.53. and 1.54. illustrate the revitalization opportunities and strategies articulated in this section. Keeping in mind that strategy must always remain sufficiently nimble to respond to unexpected opportunities and to make best use of resources as they become available, the strategic priorities that the City leadership intends to pursue are the following:

### 1) Reposition Downtown to tap in to demand for Downtown lifestyle.

Capitalize on growing demographic and lifestyle trends favoring a preference for urban amenities and downtown centers to capture a larger share of regional investment in the Downtown. To capitalize on these trends, reposition the Downtown as the urban living choice for Tracy and the region. Simultaneously promote (1) dense housing options; (2) a wide range of entertainment and retail/restaurant offerings in an amenity-rich pedestrian environment; (3) growing, contemporary Civic Workplace district within walking distance of Downtown housing; (4) culture, arts and classes; and (5) better connections within and to the Downtown, particularly through enhancement of the public transit service and station amenities. Position Downtown as the convenient place to live, work, find entertainment, shop, and to meet.

### 2) Substantially increase the population of Downtown residents.

Promoting new housing within a half mile of the Downtown Core is the most critical and strategic opportunity in the effort to substantially reinvigorate Downtown Tracy. Increasing the number of households in Downtown is the surest way to support Downtown businesses and activate the street.<sup>1</sup>

- a) Stimulate residential investment Downtown by prioritizing entitlements exclusively for Downtown sites.
- b) Identify and enable key sites for medium and high-density residential infill and redevelopment.
- c) Facilitate the environmental remediation of the Bowtie properties to a residential level.<sup>2</sup>
- d) Ensure that new residential development adds to the appeal of downtown as a great place to live as well as to visit. Revise development regulations that specify physical

outcomes, including building types and disposition, block and street pattern, public open space, architectural character and identity.

- e) Expand the potential for residential infill throughout the district by extending residential entitlements more widely throughout the Specific Plan Area and increasing the intensity of residential entitlements wherever appropriate within the Specific Plan Area.

### 3) Target Tracy's strong family demographics

Growth in Tracy has been comprised largely of family households with children. All aspects of the Specific Plan should consider the needs of this population.<sup>3</sup>

- a) Plan for types of detached and attached housing that can accommodate families, especially starter homes.
- b) Target family-oriented retailers for recruitment (new) and expansion (existing).
- c) Program events that appeal to families.
- d) Design public improvements that consider the recreation needs of children.

### 4) Enhance the drawing power of the retail core

- a) Use land use policy to direct the first investments in the most essential types of retail development into the Downtown Core:
  - i) Require ground-level activity-generating uses - especially retail, food and drink, business and personal services, and entertainment uses - in the Downtown Core.
  - ii) Restrict the most activity generating types of retail uses to the Downtown Core until a self-sustaining critical mass is established. In particular, employ development regulations and other tools to stop the slow creep of commercial activity further east on 10th St. and other side streets.

<sup>1</sup> Derived from Strategic Economics, "Demographic Trends, Residential and Commercial Market Conditions," in *Downtown Specific Plan – Compendium of Technical Reports*, separately bound.

<sup>2</sup> A summary of planned City actions to implement this strategic priority are contained in Book III of this Specific Plan. For the full report on environmental remediation requirements for the Bow-Tie site prepared as part of the development of the *Downtown Specific Plan*, see EIP, "Bowtie Remediation Summary" and Ninyo and Moore, "Environmental Due Diligence Evaluation of the Bow-Tie, both in *Downtown Specific Plan – Compendium of Technical Reports*, separately bound.

<sup>3</sup> This quote and the basis of this section derived from Strategic Economics, "Demographic Trends, Residential and Commercial Market Conditions," in *Downtown Specific Plan – Compendium of Technical Reports*, separately bound.

b) Promote a compact clustering of shopfronts along Central Avenue and 10<sup>th</sup> Street. Focus revitalization efforts on the existing Downtown Core and avoid further expansion:

i) The size of Tracy's Downtown district is the result of its original role as the sole commercial district for the city located on the region's primary transportation thoroughfares, beginning with the train tracks and culminating with the development of 11<sup>th</sup> Street as part of the Lincoln Highway corridor. The development of alternative transportation thoroughfares significantly removed from Downtown Tracy, combined with the development of competing city and regional shopping centers along those routes, has provided new limits on the share of market demand that Downtown Tracy can command. The current size of Tracy's retail core is rather large in the context of this contemporary retail landscape. Land use and development policies should be focused simultaneously on limiting the expansion of the Core and increasing the number of people living and working close to the Downtown Core, while increasing Downtown's appeal and mix of uses.

c) Capture leakage:

i) As shopfront space becomes available, recruit select new businesses that provide goods and services that people are going outside the Downtown and City to purchase, that target Tracy's strong family demographics and that complement the existing mix of businesses in the Downtown Core. See 1.4.4d), below, for a more specific itemization of desirable uses to strengthen the existing mix of available shops in the Downtown Core.

d) Compensate for the relatively large size of the Downtown Core by clustering uses with similar peak times to maximize synergy and street life:

i) Focus recruitment efforts on encouraging more daytime-oriented retail businesses to locate on 10<sup>th</sup> Street and along the northern segments of Central Avenue and on encouraging more nighttime-oriented businesses, such as restaurants and entertainment, to locate along the southern portion of the district. More specifically:<sup>4</sup>

ii) Strengthen mix of uses – daytime

- Strengthen the concentration of arts and crafts stores and specialty home furnishings & home improvement;
- Stores focused on children & maternity, parenting merchandise and clothing;
- Traditional visual arts supplies to complement visual arts classes at the Grand Theater;
- Mail services business;
- Strengthen the concentration of specialty stores that reflect Tracy's demographics.

iii) Strengthen mix of uses – evening

- Restaurants that complement the existing mix;
- Restaurants with an entertainment component;
- An additional coffee bar/café for the South end of the district;
- A bubble tea shop; a gourmet ice cream shop;
- After-show venues such as a wine bar, and restaurants clustered close to the Grand Theater.

e) Put activity out on display and stimulate outdoor eating:

One of the key factors that draws people to urban areas is other people. Providing engaging “outdoor theater” is one of the primary means by which Downtown distinguishes itself from competing shopping areas. Revise public policies to allow and encourage outdoor dining, and plan public improvements to enhance opportunities for restaurant and café owners and operators to do so.

f) Enhance the convenience of Downtown and improve the location, efficiency and management of the parking supply in the Downtown Core:

Creating and managing a sufficient and effectively located parking supply is critical to the success of Downtown. Inefficiently located and managed parking can damage the appeal and vibrancy of the Downtown. Implement a parking management strategy that consolidates parking resources, distributes them evenly and effectively throughout the Downtown Core and improves the use of existing parking resources.

<sup>4</sup> Based on Strategic Economics, “Demographic “Trends, Residential and Commercial Market Conditions,” in *Downtown Specific Plan – Compendium of Technical Reports*, separately bound. For additional detail to guide efforts to enhance the mix of shops Downtown, refer to that document.

## 5) Make Downtown look and feel like the “Heart of the City”.

Given the wide range of City and regional shopping centers, be careful to distinguish Tracy’s Downtown from the other competing centers by emphasizing authenticity, civic buildings, great public places, connectivity, and historic character.

- a) Foster the development of an increasingly engaging and diverse network of public places in the district:
  - i) Complement the sidewalk and shopfront environment with an iconic gathering space in the Downtown Core – see 1.4.5)b) below.
  - ii) As development proceeds, particularly on large properties, add to the network of public spaces in the district.
  - iii) When considering investment in new civic buildings – libraries, post offices, senior centers, recreation centers, community centers, sports facilities, theaters, play houses, teen centers, court houses – place high priority on selecting a site in the Downtown (and to design civic buildings that look civic.).

b) Catalyze activity and investment with Station Square: Create a powerful new Downtown destination that will increase the draw of the Downtown to a wider population by combining the iconic and activity generating power of the new multi-modal station, an amenity-rich downtown plaza space at the historic birthplace of the City, a new downtown landmark, and new investment on the Downtown’s largest and most promising infill sites. See The Envisioned Future Downtown, Section 1.3., above, as well as Book III Planned City Actions – Section 3.2. for more detailed information.

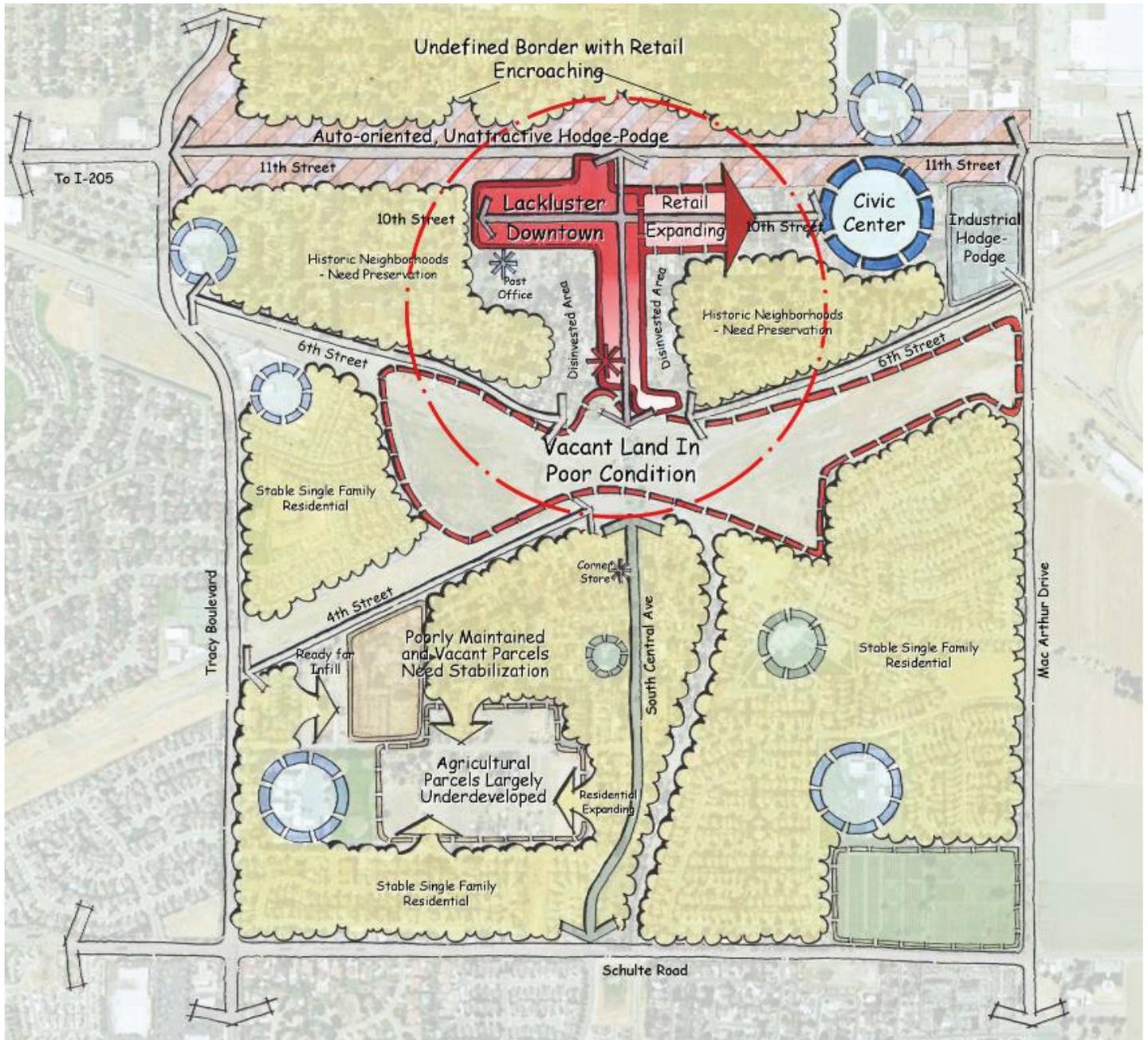
c) As regional transit is funded and extended, promote the revival of Downtown Tracy as a center for access to as many transit connections as possible:  
Investing in downtown transit facilities and supporting of regional investments to extend transit to Downtown Tracy also create an additional incentive for investors to develop dense housing in the Downtown - which is the primary strategic objective for Downtown, as noted in Revitalization Strategy 1.4.1) above.

d) Distinguish Downtown as an authentic and meaningful setting that embodies the identity of the Tracy community:  
Downtown Tracy has retained much of its historic character and has an impressive stock of historic buildings. This asset should be leveraged to further revitalization objectives. More specifically:

- i) Promote the renovation and enhanced visibility of historic buildings.
- ii) Ensure that each new building serves to bring out the character of downtown by providing clearly identifiable visual relationships to the existing historic buildings nearby.
- iii) Make Downtown’s history visible in the design of new public and private features of the district.
- iv) Capitalize on the character and integrity of Tracy’s historic single-family neighborhoods to attract people Downtown to live.

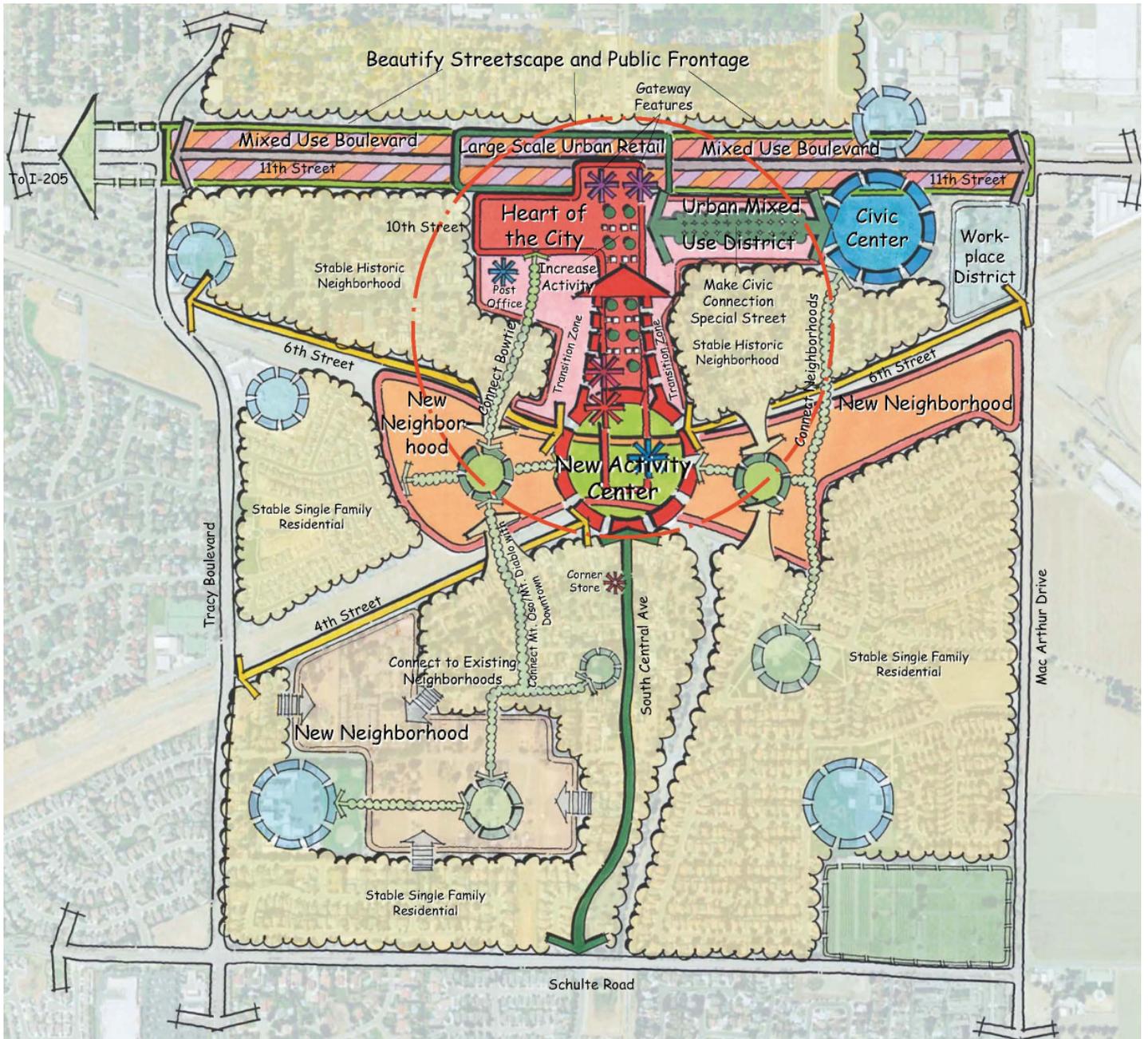
The integrity of the residential neighborhoods surrounding the core areas of Downtown is one of Downtown’s greatest potential assets. The scale and character of the homes in these neighborhoods account for the “home town feel” that is highly sought after by prospective home buyers that are disenchanted by the increasing placelessness of contemporary residential subdivision developments. However, many of the houses in these neighborhoods have been poorly maintained or are in need of renovation and updating to attract new home owners to the area. To make the most of these assets, the historic neighborhoods need to be improved and renewed.

- e) Enhance Downtown’s visibility and its iconic imagery: As the “Heart of the City”, it is important that Downtown be easy to find and that it leaves a very positive impression on everyone who sees it. It should look like a place one wants to explore, linger in, work in, live in.
  - i) Design new civic buildings to “look civic” and punctuate the fabric of downtown with towers, grand entrances, and special roof forms that emphasize the civic character of the district and that visibly express the character of the City.
  - ii) When the opportunities arise, make the most of new development along the 11<sup>th</sup> Street corridor to draw attention to the northern entrance to the Downtown Core – especially at the corners of 11<sup>th</sup> and Central.
  - iii) Plan the development of the Station Square area (see item 1.4.5.b) above) to ensure that new public and private investment in the various sites and projects in that area are composed to provide a unique and urbane Downtown setting that the community is proud of and that continues to draw residents and visitors to the “Heart of the City”.



**FIG. 1.53. REVITALIZATION OPPORTUNITIES**

*Revitalization efforts will target ongoing diffusion of downtown's retail core, poorly defined edges of residential areas, and large undeveloped properties.*



**FIG. 1.54. REVITALIZATION STRATEGY**

*The City intends to stimulate new private investment particularly on key infill sites and to complement that investment with public improvements to broaden the appeal of the district and to sharpen the form and market focus of each of its primary pieces.*

**6) Continue to streamline the development application, review, and approval process.**

Where exceptions are allowed in the Specific Plan, they should be applied in a careful manner to encourage exceptional design and creativity particularly responsive to Specific Plan goals and principles in a way not anticipated in the Specific Plan. Where new procedures are established, steps should be taken to streamline administrative review in instances of applicant conformance to the development regulations contained in Book II of this Specific Plan. Provide investors with complete and detailed processes and regulations required for City approval in a self-explanatory document available online and at the Development and Engineering Services Department.

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## 2.0. ORIENTATION

Book II contains the Development Regulations that govern development actions in the Specific Plan Area. Section 2.0 explains how the development regulations should be applied and used. The subsequent six sections, 2.1 – 2.6, present the regulations: 2.1 Districts, 2.2 Site Development Regulations, 2.3 Street and Open Space Regulations, 2.4 Parking Regulations, 2.5 Architectural Regulations, and 2.6 Signage Regulations.

### 2.0.1. APPLICABILITY

Development regulations established in this Plan are of two types, Standards and Guidelines.

Standards address those aspects of development that are essential to achieve the goals of the Specific Plan. They include specifications for site development and building design, permitted land uses, building heights, and setbacks. Conformance with Standards is mandatory. Such provisions are indicated by use of the words “shall,” “must,” or “is / is not permitted.”

Guidelines are intended to direct building and site design that results in the continuity of the valued character of Downtown Tracy. Guidelines are applied through the Development Review process.

Relationship to other City of Tracy Regulations. This Specific Plan is incorporated into the City’s Zoning Ordinance and serves as the zoning for all properties within the Specific Plan Area. In addition to the regulations contained in this Specific Plan, properties within the Specific Plan Area are subject to other applicable regulations of the City, including, but not limited to, those pertaining to accessory structures, nonconforming uses and structures, historic preservation, and outdoor dining.

## 2.0.2. HOW TO OBTAIN PROJECT APPROVAL

The review process for each type of development application is specified in the Tracy Municipal Code.

## 2.0.3. HOW TO USE THE DEVELOPMENT REGULATIONS

The Development Regulations in this document are applied to those properties within the Specific Plan Area.

The Districts Map (Fig. 2.1) shall be the basis for all regulations referencing Districts throughout the Development Regulations. See Fig. 2.0.3. “How to Use the Development Regulations” in addition to the text below for instructions on how to locate and review the Development Regulations that apply to a specific property.

### Review the regulations for new development.

- **Step 1:** Locate the property on the Fig. 2.1. Districts Map.
- **Step 2:** Note the District that the property is in.
- **Step 3:** Identify regulations for the applicable District as well as Specific Plan-wide regulations and definitions

### Development Regulations are divided into six sections:

**2.1. Districts** establish a series of Districts as the basic organizing principle for all Development Regulations (Fig. 2.1. Districts Map).

**2.2. Site Development Regulations** establish permitted and conditionally permitted land use, minimum and maximum building height, building placement/disposition, and each development’s frontage conditions.

**2.3. Street and Open Space Regulations** establish minimum requirements for New Streets and open spaces as well as regulations for landscaping of front, side, and rear yards and other on-site improvements to ensure that new development creates attractive and livable Downtown environments with amenity for pedestrians.

**2.4. Parking Regulations** establish parking type requirements to ensure that new development contributes to each District’s envisioned environment.

**2.5. Architectural Regulations** establish requirements for building massing and composition and are provided to ensure that new development will reinforce the essential scale and character of each District within the Plan Area.

**2.6. Signage Regulations** establish signage types and requirements for sign size, location, number and configuration.

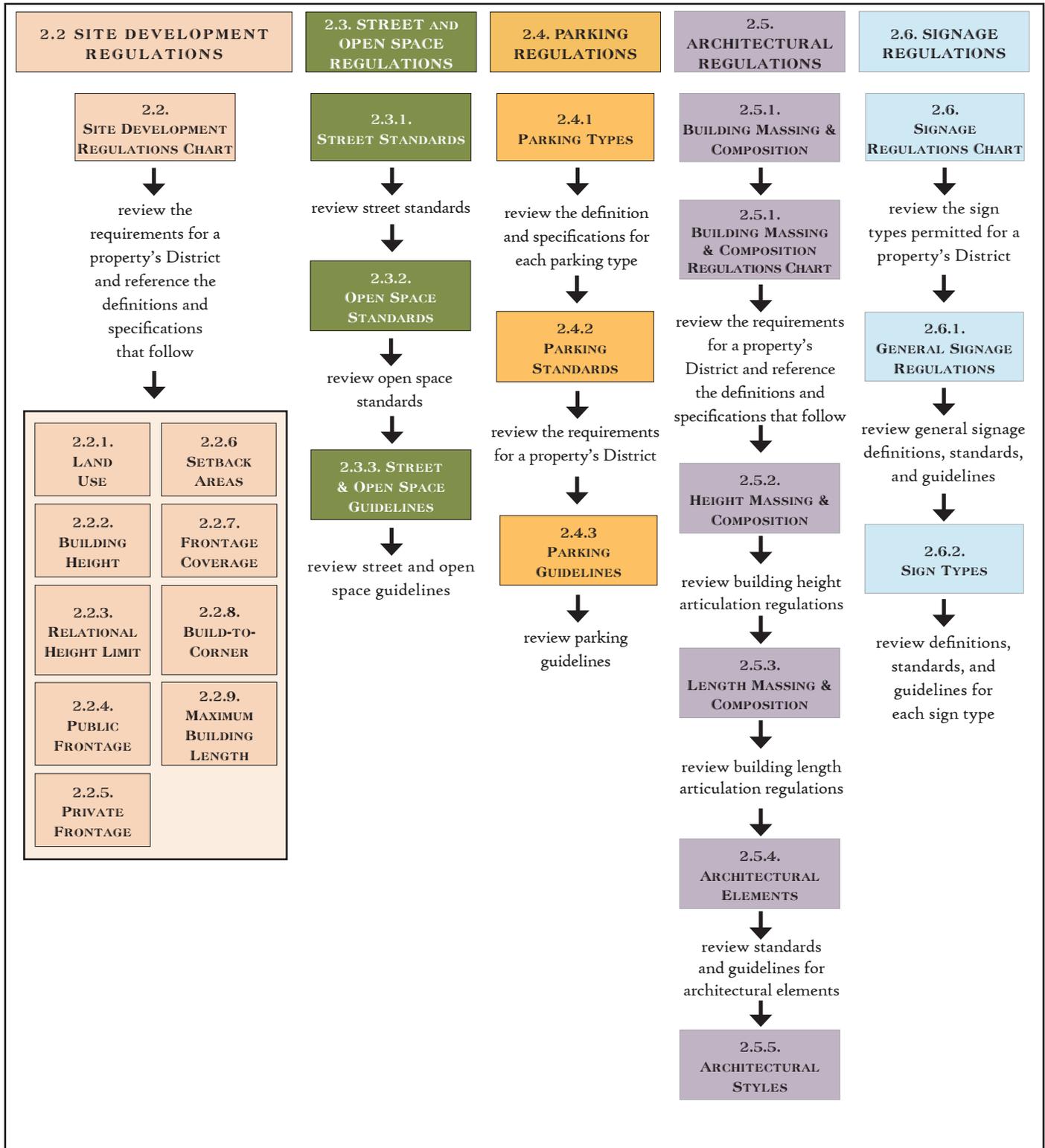
# FIG. 2.0.3. HOW TO USE THE DEVELOPMENT REGULATIONS

## 2.1. DISTRICTS

Review how Districts apply to parcels

Locate the property in question on the Districts Map (Fig. 2.1.) and identify the property's District(s)

Reference all regulations in section 2.2 - 2.6



## 2.1. DISTRICTS

To ensure that individual private actions are consistent with the intended patterns of development in the Plan Area, a series of Districts are established as the basic organizing principle for the regulations contained in this document (see Fig. 2.1. Districts Map).

A District is an area whose urban form has a unique character within the Plan Area. Districts are used to identify the criteria that distinguish one part of the Plan Area from another. These criteria range from more to less urban and form the basis for organizing all primary Development Regulations. Key Site Development, Street, Open Space, Parking, Architecture, and Signage regulations are all adjusted by District.

### 2.1.1. HOW DISTRICTS APPLY TO PARCELS

Every parcel or portion of a parcel in the Plan Area shall be regulated by one District designated as shown in the Fig. 2.1. Districts Map. All development on parcels or parcel portions is regulated by the designated District. Refer to the Site Development Regulations Chart to review the designated District's requirements. The parcels in Bowtie Area 1 are divided into multiple Districts. The boundaries for the Districts in these parcels are determined as follows:

#### a) Bowtie Area 1

Bowtie Area 1 consists of all the property owned by the Union Pacific Railroad Company (UP) and the three separately owned parcels on the western half of the Bowtie area. This area is divided into four Districts, which are delineated as follows and as shown in the Fig 2.1. Districts Map:

- i) The Downtown Core District extends approximately 200 feet from the North Central Avenue right-of-way line (this depth is approximately equal to the depth of development on the north-west corner of Central Avenue and 6<sup>th</sup> Street).
- ii) The Outer Core District extends from the boundary of the Downtown Core District to approximately 60 feet west of the City's utility easement on the parcel and approximately 60 feet south of the 6th Street right-of-way line along the length of the facing block (This depth is sufficient for development facing 6th Street between North C Street and North B Street and development facing the North C Street Utility Easement to be regulated by the Outer Core District).
- iii) The Downtown Neighborhood District and Outer Core Expansion Overlay both extend west from the boundary of the Outer Core District to cover the remaining portion of the parcel.

## 2.1.2. DISTRICTS ESTABLISHED

The following Districts are established for the Specific Plan.

### a) Downtown Core (DC)

- i) Includes parcels as designated on the Fig. 2.1. Districts Map.
- ii) Additional regulations apply to parcels within the Downtown Core District as indicated on the map with a thick black line.
- iii) Downtown Core development on the South-West corner of 6th St. & Central Ave. may not extend more than 200ft from the intersection as indicated on the Districts Map.

### b) Outer Core (OC) &

#### Outer Core Expansion Overlay (OCE)

- i) Includes parcels as designated on the Fig. 2.1. Districts Map.
- ii) Additional regulations apply to parcels within the Outer Core District as indicated on the map with a green line.
- iii) Outer Core Expansion Overlay (OCE): A developer may submit a request for Outer Core District regulations to be applied to any block in the OCE Overlay that is contiguous with or across the street from blocks within the Outer Core District.
  - (1) Upon approval of the request for Outer Core District expansion, the Outer Core District shall be applied to all properties identified in the approved request.
  - (2) The new boundary for the expanded Outer Core District shall be set mid-block or along Alleys where possible.
  - (3) Regulations for the Outer Core District shall apply to all development within the expanded Outer Core District identified in the approved request.
  - (4) Requests for Outer Core District expansion may be approved without a Specific Plan Amendment, and may be approved as part of a Development Review application.

### c) Downtown Gateway (DG)

- i) Includes parcels as designated on the Fig. 2.1. Districts Map.

### d) Mixed Use Corridor (MUC)

- i) Includes parcels as designated on the Fig. 2.1. Districts Map.

### e) Urban Neighborhood (UN) &

#### Urban Neighborhood Expansion Overlay (UNE)

- i) Includes parcels as designated on the Fig. 2.1. Districts Map.
- ii) Urban Neighborhood Expansion Overlay (UNE): A developer may submit a request for Urban Neighborhood District regulations to be applied to any block in the UNE Overlay that is contiguous with or across the street from blocks within the Urban Neighborhood District.
  - (1) Upon approval of the request for Urban Neighborhood District expansion, the Urban Neighborhood District shall be applied to all properties identified in the approved request.
  - (2) The new boundary for the expanded Urban Neighborhood District shall be set mid-block or along Alleys where possible.
  - (3) Regulations for the Urban Neighborhood District shall apply to all development within the expanded Urban Neighborhood District identified in the approved request.
  - (4) Requests for Urban Neighborhood District expansion may be approved without a Specific Plan Amendment, and may be approved as part of a Development Review application.

### f) Downtown Neighborhood (DN)

- i) Includes parcels as designated on the Fig. 2.1. Districts Map.

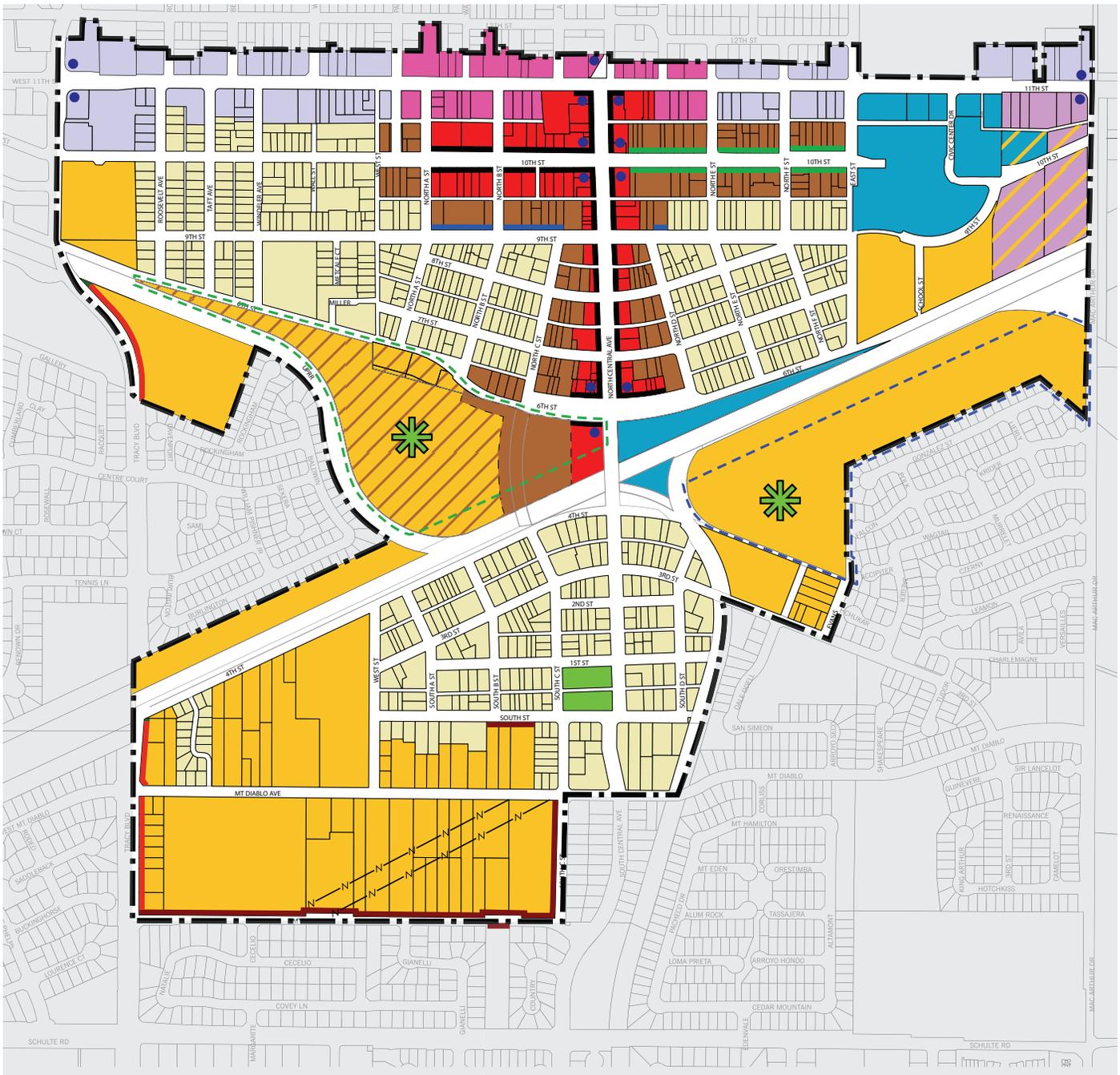
### g) Civic (C)

- i) Includes parcels as designated on the Fig. 2.1. Districts Map.

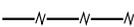
### h) Downtown Workplace (DW)

- i) Includes parcels as designated on the Fig. 2.1. Districts Map.

FIG. 2.1. DISTRICTS MAP



MAP LEGEND

- |   |   |   |  |   |   |
|---|---|---|--|---|---|
|  | Downtown Core (DC)                          |  | Plan Area Boundary   |  | Corner Entry Private Frontage Type Required - see section 2.2.5.3d) |
|  | Outer Core (OC)                             |  | Parcel Line  |  | Primary Public Open Space Required - see section 2.3.               |
|  | Downtown Gateway (DG)                       |  | Downtown Retail Required on Ground Floor - see section 2.2.1.                      |   |   |
|  | Mixed Use Corridor (MUC)                    |  | Special Sidyard Setback Required   |   |   |
|  | Urban Neighborhood (UN)                     |  | Special Private Frontage Encouraged - see section 2.2.5.2d)                        |   |   |
|  | Downtown Neighborhood (DN)                  |  | Special Maximum Building Length Required   |   |   |
|  | Civic (C)                                   |  | Special Frontyard Setback Required   |   |   |
|  | Downtown Workplace (DW)                     |  | Prelocated Power Line Easement - see section 2.3 Street and Open Space Regulations |   |   |
|  | Park or Plaza - No Development is Permitted |  | Bow-Tie Area - 1 - see section 2.3   |   |   |
|  | Outer Core Expansion Overlay (OCE)          |  | Bow-Tie Area - 2 - see section 2.3   |   |   |
|  | Urban Neighborhood Expansion Overlay (UNE)  |   |  |   |   |



## 2.2. SITE DEVELOPMENT REGULATIONS

This section contains the following *Site Development Regulations*:

- 2.2.1. Land Use
- 2.2.2. Building Height
- 2.2.3. Relational Height Limit
- 2.2.4. Public Frontage
- 2.2.5. Private Frontage
- 2.2.6. Setback Areas
- 2.2.7. Frontage Coverage
- 2.2.8. Build-to-Corner
- 2.2.9. Maximum Building Length

The Fig. 2.2. Site Development Regulations Chart lists all Site Development Regulations in the order that they appear in this Section (2.2.1 – 2.2.9) in the left column of the chart and the Districts established in Section 2.1. in the top row of the chart.

The requirements for each District can be determined by cross referencing each Site Development Regulation with the applicable District.

To understand the specific definitions and specifications that correspond to any of the Site Development Regulations in the Site Development Regulations Chart, turn to the corresponding Regulation number and name (the Regulation numbers and names are the same in the Development Regulations Charts as they are in Sections 2.2.1 thru 2.9.9).

## 2.2. SITE DEVELOPMENT REGULATIONS CHART

### 2.2. Site Development Regulations Chart

2.1 District	Downtown Core		Outer Core	Downtown Gateway
	Along	Typical		
<b>2.2.1: Land Use</b>				
<b>1 - Retail:</b>				
a) Downtown Retail	required - G	permitted	---	permitted (only larger than 10,000 sqft)
b) Neighborhood Center Retail	---	---	---	---
c) Commercial Corridor Retail	---	---	---	permitted (only along 11th St.)
d) Corner Store Retail	---	---	---	---
<b>2 - Civic, Quasi-Civic, &amp; Cultural</b>	permitted - U	permitted	permitted	permitted
<b>3 - Office</b>	permitted - U	permitted	permitted	permitted
<b>4 - Lodging</b>	permitted - U	permitted	permitted	permitted
<b>5 - Residential:</b>				
a) Live-Work	permitted - U	permitted	permitted	permitted
b) Multi-Family Housing	permitted - U	permitted	permitted	permitted
c) Attached Single-Family Housing	---	permitted w/ min 20 DU / net acre	permitted w/ min 20 DU / net acre	permitted w/ min 20 DU / net acre
d) Detached Single-Family Housing	---	---	---	---
<b>6 - Off-Street Parking Facilities</b>	permitted - T	permitted - T	permitted - T	permitted - T
<b>2.2.2: Building Height</b>				
<b>1 - Minimum</b>	2fl / 24ft	2fl / 24ft	2fl / 24ft	1fl / 20ft (only downtown retail) 2fl / 24ft (all other uses)
<b>2 - Maximum</b>	5fl / 59ft	5fl / 59ft	4fl / 48ft	4fl / 48ft
<b>2.2.3: Relational Height Limit</b>				
<b>1 - Single Family Homes</b>	not required	not required	required	required
<b>2 - Existing Buildings</b>	required	required	required	required
<b>2.2.4: Public Frontage</b>				
	not required	not required	not required	required along 11th St.
<b>2.2.5: Private Frontage</b>				
a - Shopfront	required	permitted	permitted	permitted
b - Encroachment Gallery	permitted w/ shopfront (only on 10th St.)	---	---	---
c - Arcade	permitted w/shopfront	permitted	permitted	permitted
d - Corner Entry	permitted / required at	permitted	permitted	permitted
e - Grand Portico	---	permitted	permitted	permitted
f - Forecourt	---	permitted	permitted	permitted
g - Grand Entry	---	permitted	permitted	permitted
h - Common Lobby Entry	limited	limited	limited	limited
i - Stoop	---	permitted	permitted	permitted
j - Porch	---	---	---	---
k - Front Door	---	---	---	---
l - Edge Treatment: Fenced	---	permitted	permitted/ required along	permitted
m - Edge Treatment: Terraced	---	permitted	permitted	permitted
n - Edge Treatment: Flush	---	permitted only for paved setback	permitted only for paved setback	permitted only for paved setback
<b>2.2.6: Setback Areas</b>				
<b>1 - Front Street Setback</b>	0 ft min. / 0 ft max.	0 ft min. / 5 ft max.	5 ft min. / 10 ft max.	0 ft min. / 10 ft max.
<b>2 - Side Street Setback</b>	N/A	N/A	5 ft min. / 5 ft max.	0 ft min. / 5 ft max.
<b>3 - Side Yard Setback</b>				
With Living Space Windows	N/A	N/A	10 ft min. / no max.	10 ft min. / no max.
Without Living Space Windows	0 ft min. / 0 ft max.	0 ft min. / 0 ft max.	0 ft min. (3 ft min required along ) / no max.	3 ft min. / no max.
<b>4 - Rear Yard Setback</b>	5 ft min. / no max.	5 ft min. / no max.	5 ft min. / no max.	5 ft min. / no max.
<b>5 - Alley Setback</b>	5 ft min. / no max.	5 ft min. / no max.	5 ft min. / no max.	5 ft min. / no max.
<b>6 - Public Open Space Setback</b>	10 ft min.	10 ft min.	10 ft min.	10 ft min.
<b>2.2.7: Frontage Coverage</b>				
	100%	90% min	90% min.	80 % min., except Retail 50% min.
<b>2.2.8: Build-to-Corner</b>				
	required	required	required	required
<b>2.2.9: Maximum Building Length</b>				
	N/A	N/A	240ft	240ft

**Legend:**

---	U: Upper Floors Only	G: Ground Floor Only	T: see Section 2.4. Parking Regulations for permitted parking types
Permitted: These elements are allowed, by right, unless otherwise specified in section 2.2.1. Land Use		Limited: This frontage may only be applied to access lobbies for upper floor uses that are different from the ground floor use	
Required: These are Required elements of all new development as indicated.		†: Minimum Density Requirement are Only Applied to Assembled Parcels or Existing Parcels Larger than 10,000 sqft	

## 2.2. SITE DEVELOPMENT REGULATIONS CHART

Mixed Use Corridor	Urban Neighborhood	Downtown Neighborhood	Civic	Downtown Workplace
---	---	---	---	---
permitted at specific locations - L	---	---	---	---
permitted (only along 11th St.)	---	---	---	---
---	permitted	permitted	permitted	permitted
permitted	permitted	---	permitted	permitted
permitted	---	---	permitted	permitted
permitted	---	---	---	permitted
permitted	permitted	---	---	permitted
permitted	permitted	---	---	---
permitted w/ min 20 DU / net acre	w/ min 20 DU / net acre	---	---	---
---	permitted w/ min 15 DU / net acre	permitted w/ min 5.9 DU / net †	---	---
permitted - T	permitted - T	permitted - T	permitted - T	permitted - T
1fl / 20ft	N/A	N/A	1fl / 20ft	1fl / 20ft
3fl / 37ft	3fl / 37ft	2fl / 26ft	3fl / 37ft	3fl / 37ft
required	required	not required	not required	not required
not required	not required	not required	not required	not required
required along 11th St.	not required	not required	required along 11th St.	required along 11th St.
permitted	permitted	permitted	---	---
---	---	---	---	---
permitted	---	---	permitted	permitted
permitted / required at ●	permitted	---	permitted	permitted / required at ●
permitted	permitted	---	permitted	permitted
permitted	permitted	---	---	---
permitted	permitted	---	---	permitted
limited	---	---	---	---
permitted	permitted	---	---	---
---	permitted	permitted	---	---
---	permitted	permitted	---	---
permitted	permitted	permitted	permitted	permitted
permitted	permitted	permitted	permitted	permitted
permitted	permitted	permitted	permitted	permitted
10 ft min. / 20 ft max.	10 ft min. / 15 ft max. 25 ft max. along <span style="color: red;">█</span>	15 ft min. / 25 ft max.	10 ft min. / 30 ft max.	10 ft min. / 20 ft max.
5 ft min. / 10 ft max.	5 ft min. / 15 ft max.	5 ft min. / 15 ft max.	5 ft min. / 15 ft max.	5 ft min. / 10 ft max.
10 ft min. / no max.	10 ft min.* / no max.	10 ft min. / no max.*	5 ft min. / no max.	5 ft min. / no max.
3 ft min. / no max.	3 ft min.* / no max.	3 ft min. / no max.*	5 ft min. / no max.	5 ft min. / no max.
10 ft min. / no max.	10 ft min. / no max.	10 ft min. / no max.	10 ft min. / no max.	10 ft min. / no max.
5 ft min. / no max.	5 ft min. / no max.	5 ft min. / no max.	5 ft min. / no max.	5 ft min. / no max.
10 ft min.	10 ft min.	10 ft min.	10 ft min.	10 ft min.
60% min.	75% min.	60% min	60% min	75% min
required	not required	N/A	N/A	required
240ft	150ft / except along <span style="color: red;">█</span> 60ft	N/A	N/A	N/A

\*: 1 foot minimum with a 4 foot minimum space between neighboring buildings on existing lots 30 feet wide or less

<span style="color: blue;">█</span> :Special Sideyard Setback Required	<span style="color: red;">█</span> :Special Maximum Building Length Required	<span style="color: green;">█</span> :see section 2.2.5.2d)
● : Required Corner Entry Locations (see section 2.2.5.)	L: Neighborhood Center Retail is permitted only at the intersections of 11th St. and Tracy Blvd. or 11th St and MacArthur Dr.	

## 2.2.1. LAND USE

For the purposes of this Plan, land uses have been classified into Use Categories. Each Use Category is permitted, required, or not permitted as specified in the Fig. 2.2. Site Development Regulations Chart.

The Use Category classification system is established below. Each Use Category is defined. Examples of permitted uses are listed for each Category. Conditional uses and regulations controlling other aspects of their development such as size and location are established where applicable. All uses listed are permitted by right, except those uses specifically listed as *Conditional*, which require a conditional use permit.

### 1) Retail

#### a) Downtown Retail

##### i) Definition

(1) Retail establishments that generate or rely primarily on pedestrian traffic and therefore typically specialize in the sale of small-scale foods and goods, the provision of services, sit-down dining experiences, or entertainment.

##### ii) Permitted Uses:

(1) Retail stores such as: department stores, supermarkets, pharmacies, and convenience stores.

(2) Specialty food sales such as: delicatessens, bakeries, butchers, chocolate/candy; general gourmet foods; ice cream; pastry/desserts; yogurt/dairy; wine shops and wine tasting and similar specialty foods.

(3) Specialty goods sales and services such as: cooking supplies/culinary; general housewares; decorator/arts and design centers (including tile, floor and wall coverings); hardware stores; antique stores; party supplies; lamps/lighting; household accessories; books/magazines/stationary; music/instruments. small crafts; specialty furniture; clothing/shoe stores; stereo/video or computers; cameras/photography; sporting goods; bicycle shops; outdoor/sports clothing and supplies; toys/games; cards/gifts; jewelry; watches/clocks/plants; beauty/cosmetics; flowers.

(4) Eating and drinking establishments such as:

- (a) Full service sit-down restaurants.
- (b) Restaurants including those serving alcoholic beverages or providing entertainment.
- (c) Beverage vendors serving coffee, smoothies, juices, and other non-alcoholic beverages.

(5) Entertainment & recreation uses such as:

- (a) Movie theaters and performing arts theaters.
- (b) Recreational uses such as bowling, roller-skating and ice-skating rinks.
- (c) Music venues, dance halls, billiard rooms, bars and nightclubs.

(6) Art galleries and display spaces with a retail component.

(7) Health and exercise clubs, dance studios, and karate studios – upper floors only.

(8) Banks and financial institutions.

(9) Business services - Establishments providing services to local businesses and residents such as:

- (a) computer and office supply, photocopy shops, photo finishers, and print shops - excluding sales and storage of heavy equipment.

(10) Personal services – Establishments providing services to local households such as such as:

- (a) photography studios, travel agencies, hair and nail salons, spas, beauty or barber shops, shoe repair.

iii) **Conditional Uses** - upon granting of a Conditional Use Permit:

(1) Health and exercise clubs, dance studios, and karate studios on ground level.

iv) **Special Conditions:**

(1) Minimum interior height for ground level retail of all types is 14 ft. from floor to ceiling. This may not be applied to use conversion in an existing building.

(2) Drive-up/drive-thru uses are not permitted.

(3) Adult businesses, as defined in the Tracy Municipal Code, are not permitted.

(4) Gas stations are not permitted.

(5) Auto sales and auto services/repair are not permitted.

## b) Neighborhood Center Retail

### i) **Definition**

(1) Retail consisting of convenience uses, small-scale shopping, and personal services that provide goods and services amenities to nearby residential neighborhoods.

### ii) **Permitted Uses:**

(1) Neighborhood serving retail & services featuring tenant spaces up to 5,000 s.f. per use, such as:

(a) small grocery stores, pharmacies, banks, hair and nail salons, beauty or barber shops, shoe repair, cafes and food sales (e.g. delicatessens, bakeries, butchers etc.) and especially residential convenience uses such as video rental & sales, florists, dry cleaners, laundromats, or business convenience uses such as copy shops, office supply, or photo developing.

(2) Eating and drinking establishments, featuring small tenant spaces up to 2,000 s.f. per use such as:

(a) Fast food restaurants without a drive-through.

(b) Restaurants including those serving alcoholic beverages.

(c) Beverage vendors serving coffee, smoothies, juices, and other non-alcoholic beverages.

(3) Grocery stores or supermarkets not exceeding 65,000 s.f.

(4) Health and exercise clubs.

(5) Banks and financial institutions.

(6) Business services such as:

(a) computer and office supply, photocopy shops, photo finishers, and print shops - excluding sales and storage of heavy equipment.

(7) Personal services such as:

(a) photo shops, travel agencies, hair and nail salons, spas, beauty or barber shops, shoe repair.

### iii) **Conditional Uses:** - upon granting of a Conditional Use Permit:

(1) Neighborhood serving retail & services exceeding 5,000 s.f. per use.

(2) Supermarket exceeding 65,000 s.f.

### iv) **Special Conditions:**

(1) Minimum interior height for ground level retail of all types is 14 ft. from floor to ceiling. This may not be applied to use conversion in an existing building.

(2) Drive-up/drive-thrus are not permitted.

(3) Gas stations are not permitted.

## c) Commercial Corridor Retail

### i) **Definition**

(1) Businesses providing services to industry, services that are industrial in nature, or services that are best suited to an auto-oriented environment.

(2) Businesses whose primary activity is the sale or repair of large scale / commercial goods that are not particularly well suited to pedestrian districts and that require close access by cars and trucks.

### ii) **Permitted Uses:**

(1) Retail sales & services such as:

(a) Party goods, art supplies, sporting goods, electronics or appliances, outdoor accessories, furniture, home furnishings, hardware, and home improvements stores; miscellaneous repair service uses with no outdoor storage, including plumbing services, laundry services, cleaning and janitorial service and supplies, vacuum cleaning and sewing repair, repair and rental shops; print and graphics supply and service, including typesetting, lithography, graphics and art services; warehouse retail, restaurant supply retail.

(2) Drive-up/drive-thru fast food restaurants.

### iii) **Conditional Uses:** - upon granting of a Conditional Use Permit:

(1) Uses featuring outdoor sales, merchandise, or display.

### iv) **Special Conditions:**

(1) Minimum interior height for ground level retail of all types is 14 ft. from floor to ceiling. This may not be applied to use conversion in an existing building.

(2) Outdoor auto/vehicle sales are not permitted.

(3) Auto services/repairs are not permitted.

(4) Gas stations are not permitted.

## d) Corner Store Retail

### i) **Definition**

(1) A small store or cluster of stores integrated into a larger building on the corner of a city block. Corner stores consist of convenience uses, small-scale shopping, and personal services that serve homes or businesses located within easy walking distance.

### ii) **Permitted Uses:**

(1) Corner store: A maximum 2,500 s.f. locally serving retail establishment that is located on the corner of a block and integrated into a larger mixed-use building.

(a) Corner store uses include the following: small grocery stores, pharmacies, banks, cafes and food sales, residential convenience uses such as video rental & sales, florists, dry cleaners or laundromats, or business convenience uses such as copy shops, office supply or photo developing.

### iii) **Conditional Uses** - upon granting of a Conditional Use Permit:

(1) Individual permitted uses larger than 2,500 s.f.

### iv) **Special Conditions:**

(1) Corner store retail development may not exceed 5,000 s.f. total.

(2) Corner store retail must be located on the corner of a block, and the entrance must face a public street, square, or plaza space.

(3) Minimum interior height for ground level retail of all types is 14 ft. from floor to ceiling. This may not be applied to use conversion in an existing building.

(4) Drive-up/drive-thrus are not permitted.

## 2) Civic, Quasi-Civic, & Cultural

### i) **Definition**

(1) Services (including education and utilities), cultural institutions and recreational facilities made available to the general public.

### ii) **Permitted Uses:**

(1) Educational, institutional, cultural, and entertainment facilities such as:

(a) Community theaters, performing arts centers, museums, and auditoriums.

(b) Libraries.

(c) Public recreation facilities.

(d) Community centers, civic centers/city hall, courthouses, senior centers, teen centers.

(e) Childcare facilities.

(f) Social service facilities.

(g) Churches and other places of worship.

(h) Sports stadiums.

(i) Fire and police stations.

(j) Transit facilities, terminals and stations.

(k) Educational facilities.

### iii) **Conditional Uses** - upon granting of a Conditional Use Permit in the Downtown Workplace only:

(1) Large-scale recreation uses such as roller/ice skating rinks, bowling alleys, and similar uses.

### 3) Office

#### i) Definition

(1) Workplace uses for businesses, individuals, and non-profit organizations.

#### ii) Permitted Uses:

(1) Offices such as:

- (a) Business and professional offices.
- (b) Data/telecommunication offices.
- (c) Educational and instructional facilities.
- (d) Exhibition, convention or other commercial assembly facilities.
- (e) Medical and dental offices.
- (f) Real estate agencies and general finance offices.
- (g) Insurance agencies and title companies.
- (h) Research & development offices.
- (i) Veterinary clinics, excluding outdoor activities.

#### iii) Conditional Uses: - upon granting of a Conditional Use Permit:

- (1) Health clinics.
- (2) Hospitals.

### 4) Lodging

#### i) Definition

(1) Short-term accommodation facilities.

#### ii) Permitted Uses:

(1) Hostels, hotels, bed & breakfasts, inns, and motels.

### 5) Residential

#### a) Live-Work

##### i) Definition

(1) A dwelling unit in which the occupant conducts a home-based business.

##### ii) Permitted Uses:

(1) Residential living space that also includes an integrated work space principally used by one or more residents: Work activity shall be limited to business (primarily office), the making of arts and crafts, including painting, graphic production, photography, print, ceramics, sculpture, needlework, tapestry making, pottery making, hand weaving and other activities compatible with residential use.

##### iii) Conditional Uses - upon granting of a Conditional Use Permit:

(1) Work activities that require hazardous assembly, including fabrication, manufacturing, repair or processing operations such as welding and woodworking, if determined that they will not be a nuisance to neighboring uses.

##### iv) Special Conditions:

- (1) Primary entrance from the sidewalk to residential living space shall be provided through work space.
- (2) Permitted work activities shall be subject to all applicable City, County and State regulations.
- (3) The maximum number of employees not including the owner/occupant is limited to two.

#### b) Multi-Family Housing

##### i) Definition

(1) Buildings designed as a residence for multiple households.

##### ii) Permitted Uses:

- (1) Multi-family residential such as:
  - (a) Owner occupied or rental dwelling units.
  - (b) Senior residential facilities.
  - (c) Boarding houses and dormitories.

### c) Attached Single-Family Housing

#### i) **Definition**

(1) Attached single-family dwelling units on separate parcels sharing common walls.

#### ii) **Permitted Uses:**

- (1) Owner occupied or rental dwelling units.
- (2) Second Dwelling Units.

### d) Detached Single-Family Housing

#### i) **Definition**

(1) A detached building designed as dwelling unit.

#### ii) **Permitted Uses:**

- (1) Owner occupied or rental dwelling units.
- (2) Second Dwelling Units.

## 6) Off-Street Parking Facilities

#### i) **Definition**

(1) Off-street parking facilities shall mean parking area located off any public right-of-way, alley, or private street, which is used or intended to be used for parking and/or storage of vehicles, access drives, aisles, and maneuvering.

#### ii) **Permitted Uses:**

- (1) Paid parking facilities.
- (2) Shared parking facilities.
- (3) Public parking facilities.
- (4) Private Parking Facilities.

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## 2.2.2. BUILDING HEIGHT

Height is defined for the purposes of this Plan as the vertical extent of the primary building mass. Height for structures is regulated by both the number of floors permitted, and by total feet permitted. New structures must meet the minimum and maximum for both floor and dimension requirements. Number of floors shall include all floors located above the average finished grade, and shall not include portions of the building substantially submerged or partly submerged below grade such as basements or podiums.

Height shall be measured from the average finished grade at the front building wall to the top of cornice, parapet, eave line of a peaked roof, or mansard roof ridge line (see Section 2.5.4. Architectural Elements for regulations governing roof design). Permitted minimum and maximum heights are indicated in the Fig. 2.2. Site Development Regulations Chart.

Habitable attics are only allowed for detached single-family homes and are not counted toward the number of floors. Attics are located above the roof eave line. They must be accommodated within the roof slope and may not have exterior vertical walls.

Portions of the building that are not part of the primary building mass, such as entrance porticos, bays and stoops, are not required to meet minimum height requirements. Parking podiums (as defined in Section 2.4.1. Parking Types) are not required to meet minimum height requirements. Portions of the building that extend above the primary building mass, such as dormers, roof-top cupolas, elevator and mechanical equipment enclosures, roof deck trellises, gazebos, and other special features, shall not exceed the maximum height requirement by more than 10 feet.

Accessory buildings, including non-dwelling units such as freestanding garages for individual residential units, service structures and tool sheds, shall not exceed one and one-half stories or 14 feet, whichever is less.

Corner entry private frontage (see Section 2.2.5.) shall not exceed the permitted maximum height by more than 20 feet.

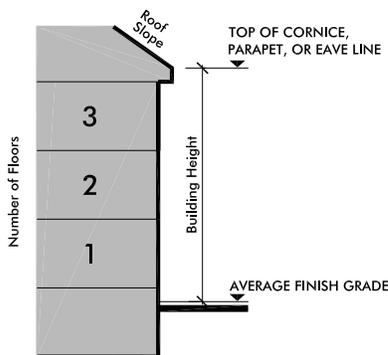


FIG. 2.2.2. BUILDING HEIGHT

## 2.2.3. RELATIONAL HEIGHT LIMIT

### 1) Relation to Single Family Homes

A *relational height limit to single-family homes* is established to create an appropriate height relationship between new development and existing single-family homes in the Downtown Neighborhood District and in the single-family neighborhoods surrounding the Specific Plan Area. This *relational height limit to single-family homes* shall be required for parcels located in Districts as indicated in the Site Development Regulations Chart.

Where the *relational height limit to single-family homes* is required, the following regulations apply:

- a) Where new development is on a parcel abutting a parcel with an existing single family home and located in the Downtown Neighborhood District or the area immediately outside the Specific Plan Area Boundary then the height of new development may not increase by more than 45 degrees when measured from the angle that originates at 15 feet above the applicable property line (creating a 1 to 1 height to setback ratio) as shown in Fig. 2.2.3.1)a) Relation to Single Family Homes (Abutting).

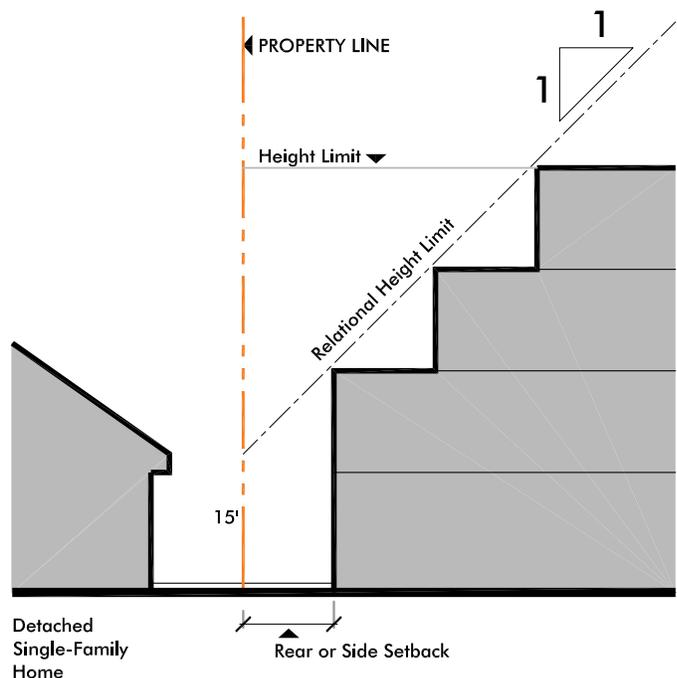
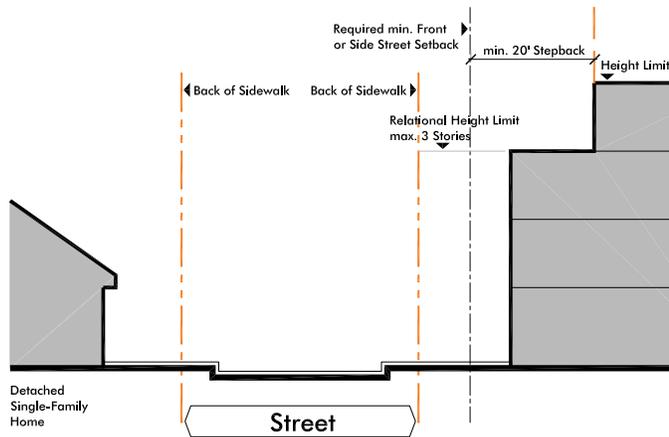


FIG. 2.2.3.1)a) RELATION TO SINGLE FAMILY HOMES (ABUTTING)

b) Where new development is on a parcel directly across the street from a parcel with an existing single family home and located in the Downtown Neighborhood District or the area immediately outside the Specific Plan Area Boundary then, as shown in Fig. 2.2.3.1)b) Relation to Single Family Homes (Across Streets), the height of new development:

- i) May not exceed a maximum of 3 stories within 20' of the required minimum Front or Side Street Setback, and
- ii) May increase in height up to the permitted height limit after a setback of 20' from the required minimum Front or Side Street setback.

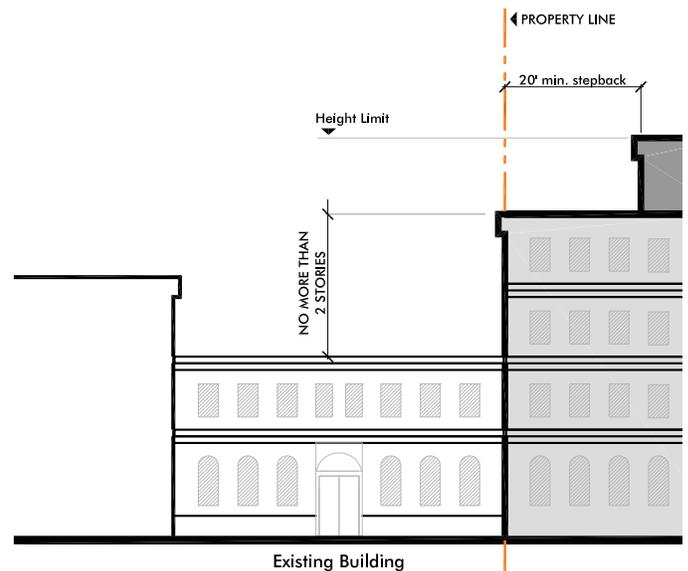


**FIG. 2.2.3.1)b) RELATION TO SINGLE FAMILY HOMES (ACROSS STREETS)**

## 2) Relation to Existing Buildings

A *relational height limit to existing buildings* is established in order to create an appropriate height relationship where new development is adjacent to existing buildings. This relational height limit shall be required for Districts as indicated in the Site Development Regulations Chart. Where this relational height limit is required, the limit is applied to new development on any parcels that abut another parcel with an existing building. On these parcels, a height limit is established no more than 2 stories above the height of the existing building. The new development may only extend above this height limit beyond a minimum 20 foot front and side setbacks as shown in the diagram below.

Corner towers, roof-top cupolas, balconies, bay windows, awnings, eaves, side trellises, and building or roof overhangs are permitted to encroach within the required step-back area up to a maximum of 6 feet.



**FIG. 2.2.3.2) RELATION TO EXISTING BUILDINGS**

## 2.2.4. PUBLIC FRONTAGE REGULATIONS

### 1) Definition

Public frontage is the area between the thoroughfare curb face and the back-of-sidewalk line, including the sidewalk and any sidewalk landscape areas as shown in Fig. 2.2.4.1) Public Frontage.

### 2) Regulation

Public Frontage improvements for 11<sup>th</sup> street should be designed and constructed as illustrated in the Fig. 2.2.4.2) 11<sup>th</sup> Street Public Frontage Section.

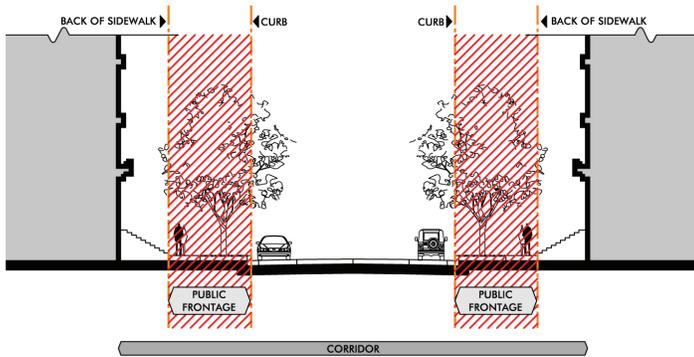


FIG. 2.2.4.1) PUBLIC FRONTAGE

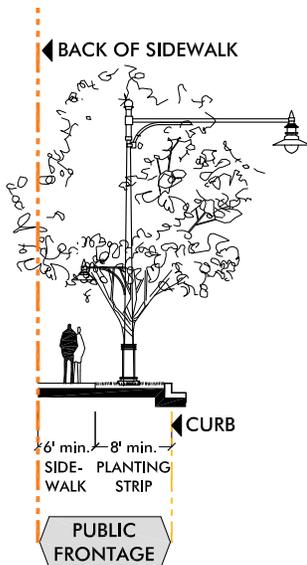


FIG. 2.2.4.2) 11<sup>TH</sup> STREET PUBLIC FRONTAGE SECTION

## 2.2.5. PRIVATE FRONTAGE REGULATIONS

### 1) Definitions

#### a) Private frontage

Private frontage is defined as the portion of a property between the primary building façade along any street and the back of sidewalk line (see Fig. 2.2.5.1) Private Frontage diagram).

For properties that abut public open spaces, private frontage along the public open space is defined as the portion of the property between the primary building façade along the public open space and the property line.

#### b) Building Orientation

A building is oriented to a street or public open space if it has a building entrance configured as a private frontage type that faces that street or open space.

#### c) Front Street and Side Street

Corner parcels must follow regulations for both Front Street and Side Street conditions. A Front Street is defined as the street with the higher hierarchy as follows:

- i) Central Avenue with a Black Line
- ii) 10<sup>th</sup> Street with a Black Line
- iii) 10<sup>th</sup> Street with a Green Line
- iv) 11<sup>th</sup> Street
- v) All other streets

Where a corner parcel is surrounded only by “other streets,” the applicant may determine which street to treat as a front street and which a side street.

A Side Street is a street along a corner parcel that is not a front street.

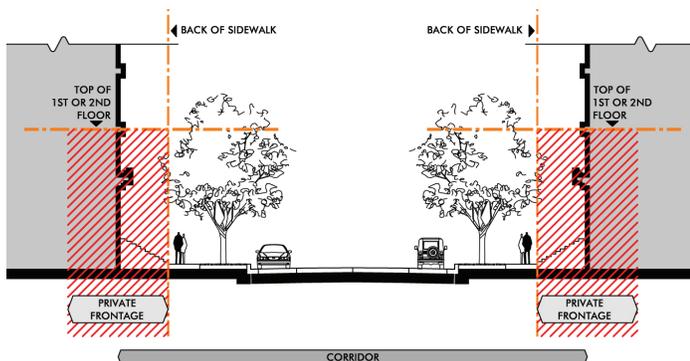


FIG. 2.2.5.1) PRIVATE FRONTAGE

### 2) Regulation

#### a) Building Orientation

All buildings in the Plan Area shall be located facing or fronting onto a new or existing street(s) and/or a public open space(s) (excluding alleys and passages). Parking structures, second dwelling units, and accessory buildings are permitted and encouraged to be located along alleys instead of streets or public open spaces.

#### b) Private Frontage Types

Private frontage types regulate the configuration of a building's primary entrance, the treatment of its front and side setback zones, as well as the type of features permitted to encroach into the required setback zones.

All buildings shall be designed to incorporate a private frontage type configured in compliance with the regulations as contained in this section.

A property's permitted and/or required private frontage types shall be limited to those frontage types specified for each District in the Fig 2.2 Site Development Standards Chart.

All permitted frontage types are allowed either alone or in combination with any other permitted frontage type within a single building.

Private frontage regulations apply along the full length of the property frontage, even where there is no building façade.

Reminder: Private frontage types that incorporate stairs must also refer to access and visibility requirements of the Americans with disabilities Act by means of providing alternate entrance(s) with level or ramped connections to the sidewalk, or by incorporating an ADA-compliant ramp additively to the design of the required private frontage type.

Private frontage types are a specific configuration of elements that define how private frontages may be designed. A property's permitted and required private frontage types are determined by District as shown within the Site Development Regulations Chart. All permitted private frontage types for a single District are allowed either alone or in combination with any other permitted frontage type within a single building or along the property frontage of the specified District.

### c) Corner Parcels

Corner Parcels must locate entrances along Front Streets. Entrances are permitted, but not required along the Side Streets. On Corner Parcels, the Front Street Private Entrance treatment shall extend along the entire length of the Front Street's back of sidewalk. The Side Street private frontage treatment shall extend along the remainder of the Side Street's back of sidewalk as shown in Figure 2.2.5.2)c) Private Frontage-Corner Parcel.

### d) Edge Treatments

Fenced edge, terraced edge, and flush edge are special edge treatments that are combined with private frontage types and establish a desirable relationship between landscaped front setback areas and the public sidewalk. When landscaping grand portico, forecourt, grand entry, common lobby entry, stoop, porch, and front door setback areas, an edge treatment must be selected from those permitted for the given District and applied to the setback area.

Special fenced edge treatment shown in Fig.2.2.5.2)d) Fenced Edge for 10<sup>th</sup> Street is encouraged as indicated within the Site Development Regulations Chart.

### e) Entrances

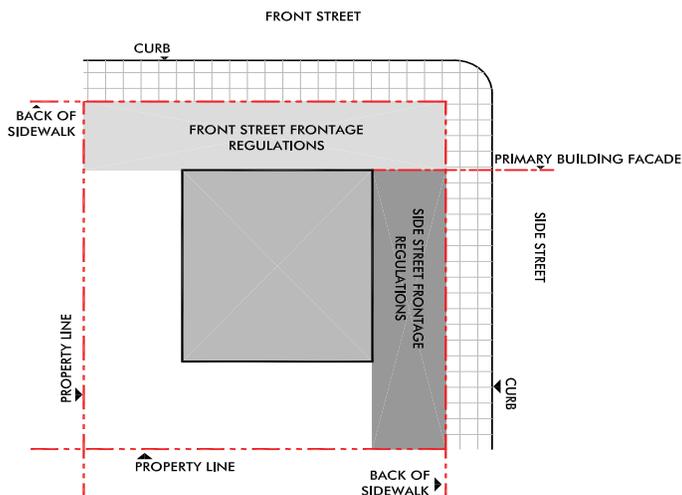
All ground floor residential units are encouraged to have entrances directly facing the street.

### f) Floor Level

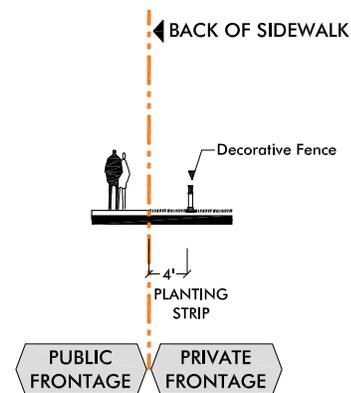
The floors of all living spaces fronting on streets shall be elevated a minimum of 18 inches above the sidewalk level.

### g) Encroachments

Any awning, structural or decorative element, or outdoor dining within or above the public right-of-way requires a prior encroachment permit from the City.



**FIG. 2.2.5.2)c) PRIVATE FRONTAGE - CORNER PARCEL**



**FIG. 2.2.5)d) FENCED EDGE FOR 10TH STREET**

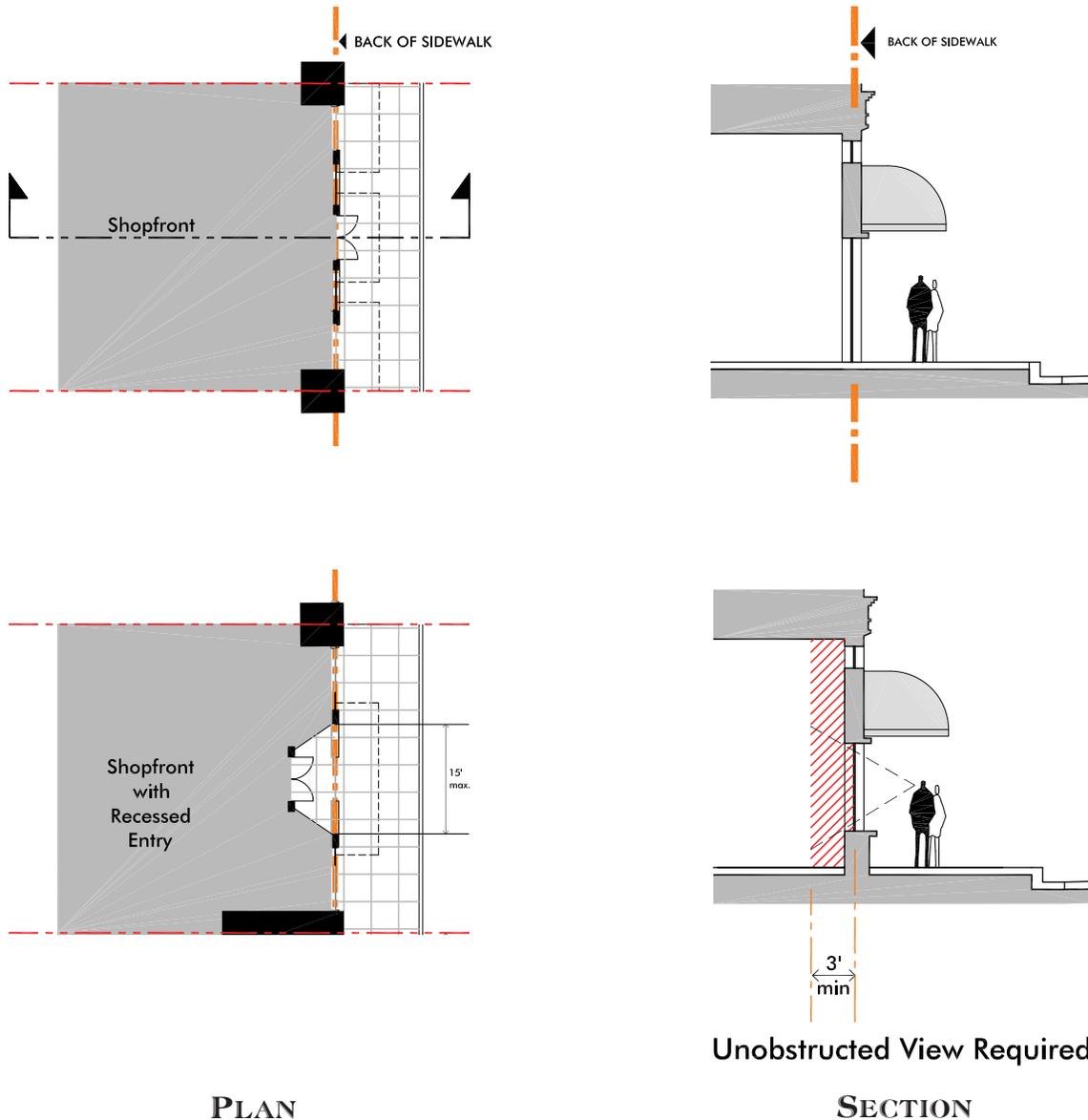
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## 2.2.5.3) PRIVATE FRONTAGE TYPE SPECIFICATIONS

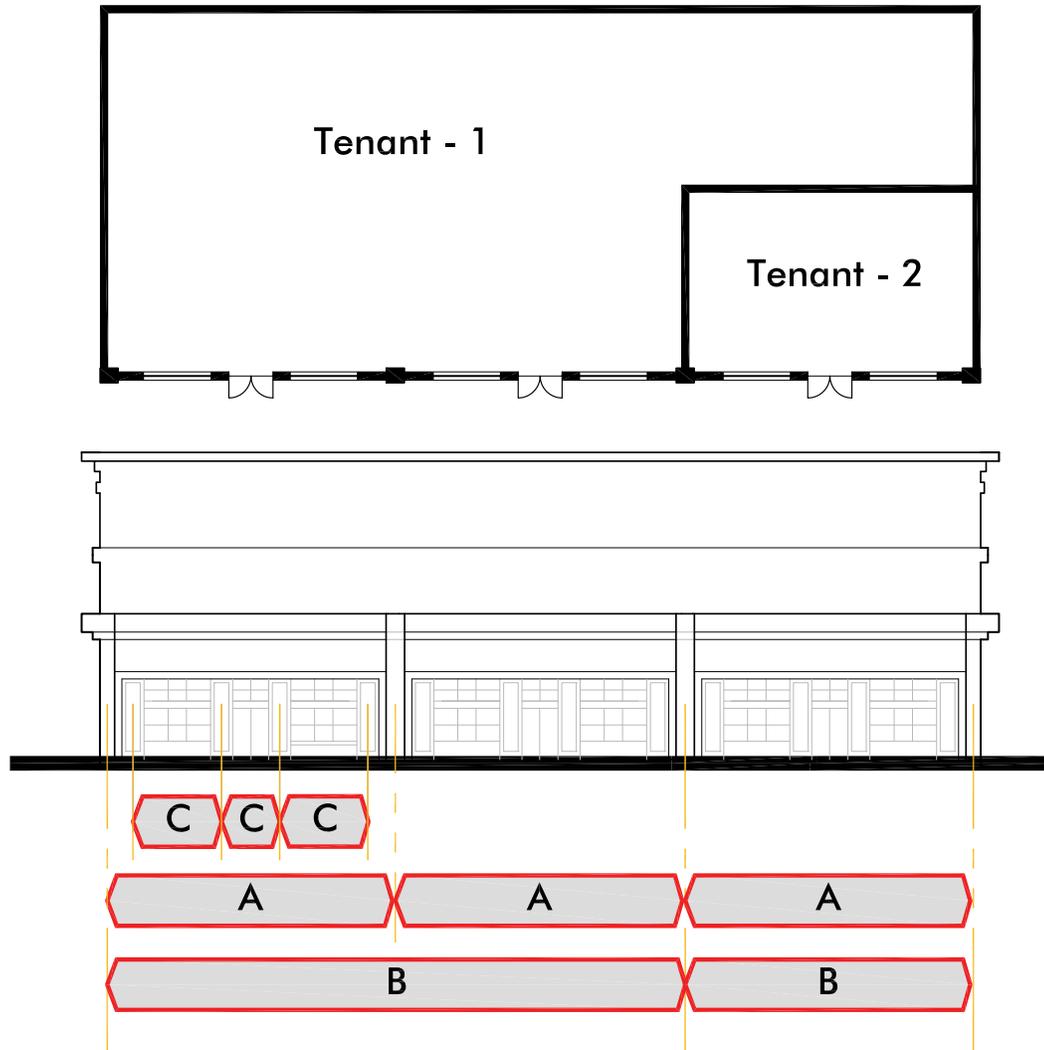
### 3) Private Frontage Type Specifications

#### a) Shopfront

The shopfront frontage type defines the primary treatment for ground-level commercial uses oriented to display and access directly from public sidewalks. Each shopfront must contain awnings and at least one building entrance. The shopfront shall have clear-glass display windows framed within storefront pilasters and base. A minimum 3 foot zone behind the window glazing must provide an unobstructed view of the establishment's goods & services. Entrances are constructed at sidewalk grade. Shopfront composition should include projecting signs, as well as window signs and awning signs. Close proximity to high volumes of pedestrian traffic make attention to craft and visual interest within the storefront façade important. Shopfront and awning design should vary from shopfront to shopfront. Shopfronts are built up to the back of the public sidewalk, and street setback areas must be paved as extensions of the sidewalk space. Awnings may extend horizontally over the sidewalk up to a maximum of 6 feet. Awnings must provide a minimum of 8 feet and a maximum of 12 feet clear height above sidewalk grade. Recessed entrances are permitted with a maximum width of 15 feet. The shopfront frontage type is specifically intended to provide block frontages with a multiplicity of doors and display windows - so shopfront length must generally be kept to a minimum and shopfront length, tenant length, and articulation increment shall not exceed the lengths shown in the 2.2.5.3) a) Shopfront Regulations Chart. Specific shopfront Articulation Elements Guidelines are in Section 2.5.3 Length Massing and Composition.



2.2.5 SHOPFRONT REGULATIONS		
2.1.District Zones	Downtown Core Along	Downtown Core Typical and All Other District Zones
	<b>A - Shopfront Length</b>	50' max.
<b>B - Tenant Length</b>	50' max.	N/A
<b>C - Articulation Increment</b>	25' max.	50' max.



A - Shopfront Length is the length of each Shopfront Frontage Type segment as measured from centerline to centerline of the articulation elements at either edge of the Shopfront segment.

B - Tenant Length is the length of each Tenant Frontage that faces directly onto a Front or Side Street.

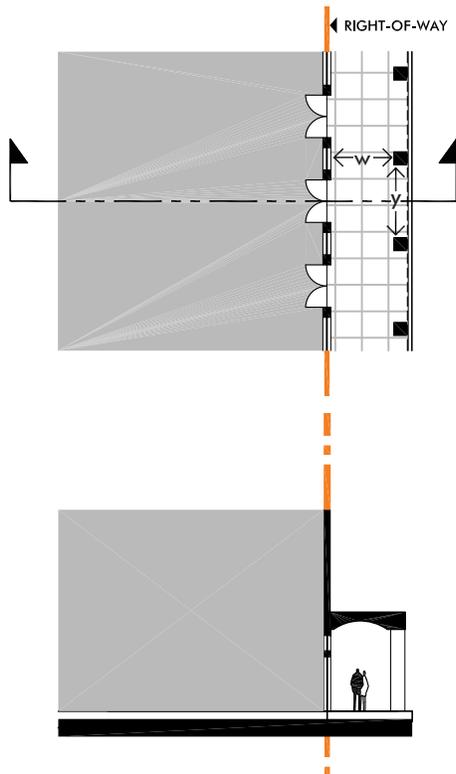
C - Articulation Increment is the length between each articulation element in a Shopfront segment as measured from centerline to centerline of permitted Shopfront Length Articulation Elements (see 2.5.3 Length Massing and Composition).

**FIG. 2.2.5.3)a) SHOPFRONT ELEMENTS IN PLAN AND ELEVATION**

## 2.2.5.3) PRIVATE FRONTAGE TYPE SPECIFICATIONS

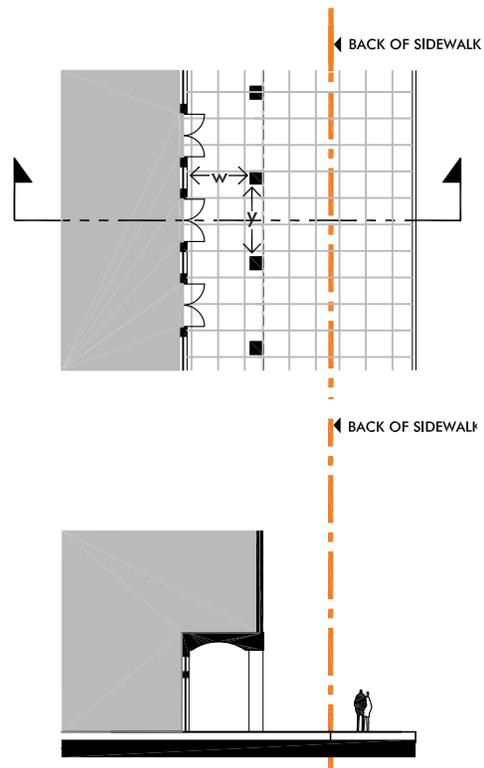
### b) Encroachment Gallery

An encroachment gallery is a one-story colonnade structure built over the public sidewalk and appended to the main building façade. This frontage type requires the ground floor to be constructed at or close to sidewalk grade, and so is not appropriate for buildings with ground-level residential use. Encroachment gallery frontages are appropriate for commercial uses, and shall be combined with shopfront frontage types. Encroachment galleries must feature blade signs and/or awning signs on the outer façade of the encroachment arcade to provide visibility for the ground-level shops within. Minimum gallery width ( $w$ ) is 10 feet as shown in plan, and maximum column spacing along the street ( $y$ ) is 15 feet as shown in plan. Encroachment galleries must overlap the entire sidewalk with columns located within 2 feet of the curbface to direct pedestrians traffic into the encroachment gallery space. Ceiling beams and light fixtures that are align with, connect to, or are centered between columns greatly enhance the quality of the space and are recommended.



### c) Arcade

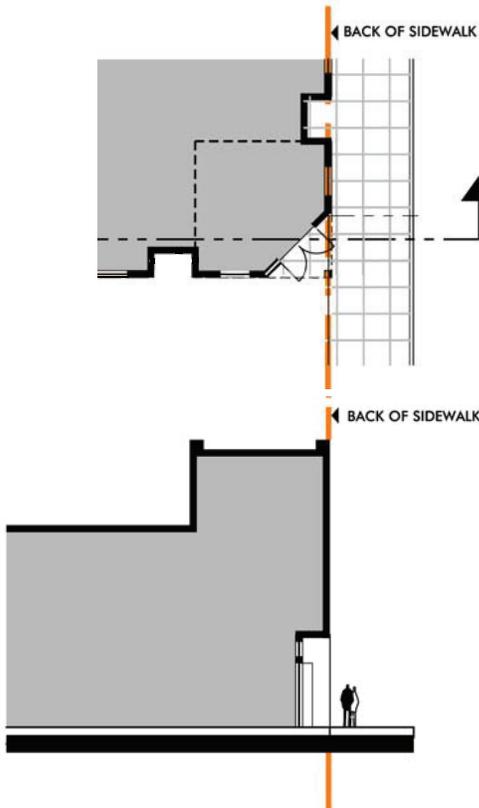
An arcade is a colonnaded space at the base of a building running along the sidewalk resulting in a covered sidewalk space. This frontage type requires the ground floor to be constructed at or close to sidewalk grade, and so is not appropriate for buildings with ground-level residential use. Minimum arcade width ( $w$ ) is 12 feet as shown in plan, and maximum column spacing along the street ( $y$ ) is 15 feet as shown in plan. Ceiling beams and light fixtures that are align with, connect to, or are centered between columns greatly enhance the quality of the space and are recommended. Street setback areas must be paved as extensions of the sidewalk space. Arcades shall be used for outdoor dining or display when combined with ground-floor retail. In such cases, arcades must feature blade signs and/or awning signs on the outer façade of the arcade to provide visibility for the ground-level shops within.



## 2.2.5.3) PRIVATE FRONTAGE TYPE SPECIFICATIONS

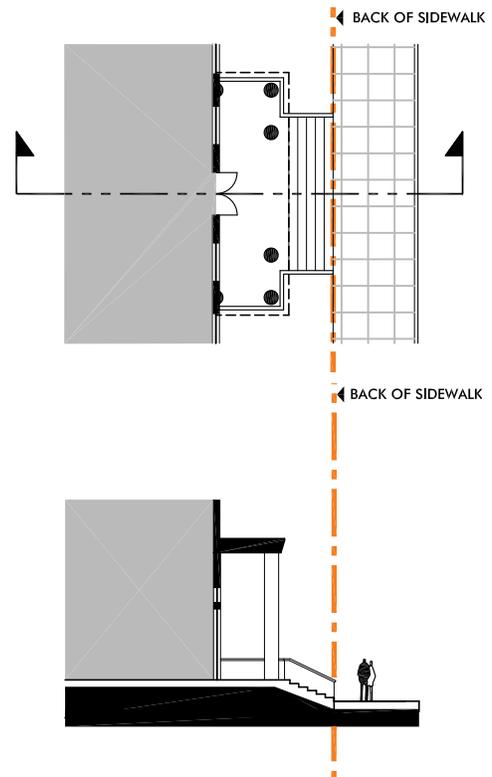
### d) Corner Entry

A corner entry is a distinctive building entry element to emphasize the corner of a building. This frontage differentiates the corner of the building primarily through vertical massing and articulation with elements such as a corner tower, which is created by articulating a separate, relatively slender mass of the building, continuing that mass beyond the height of the primary building mass, and providing the top of the mass with a recognizable silhouette. A corner entry mass may encroach into the required setback areas but may not encroach into the public right-of-way. Corner entry features may also exceed the permitted height limit by 20 feet. Other elements can be used to create a Corner Entry but must place a similarly significant emphasis on the corner. Such elements include façade projections/recessions, balconies, roof articulation, and changing repetitive façade elements such as window type.



### e) Grand Portico

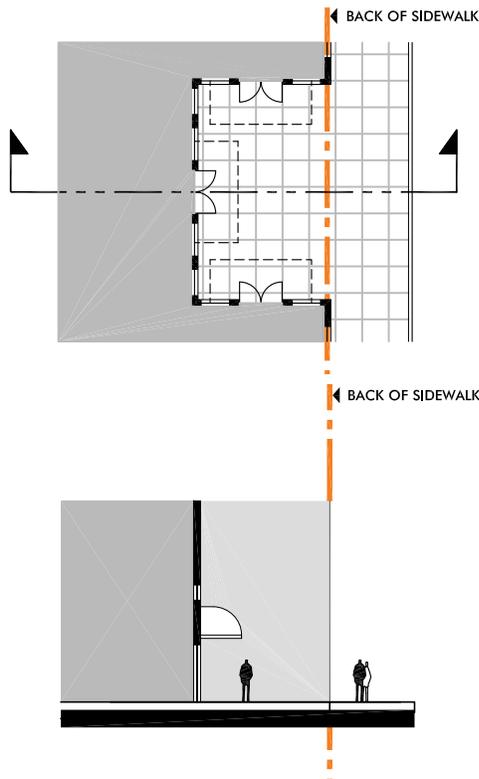
A grand portico is a roofed entrance supported by columns appended to the primary plane of the building's front façade. The portico may encroach into the front setback area. It is meant to project the image of an important community building and is therefore expressed at a grand scale. A grand portico is an appropriate frontage for civic buildings such as city halls, libraries, post offices, as well as for quasi-civic buildings such as hotels with ground level convention facilities, or movie theaters. This frontage type is not typically appropriate for residential buildings. A "grand stair" makes an excellent appendage to a grand portico frontage. Setback areas may be paved for retail, office and lodging and must be landscaped for all other uses.



## 2.2.5.3) PRIVATE FRONTAGE TYPE SPECIFICATIONS

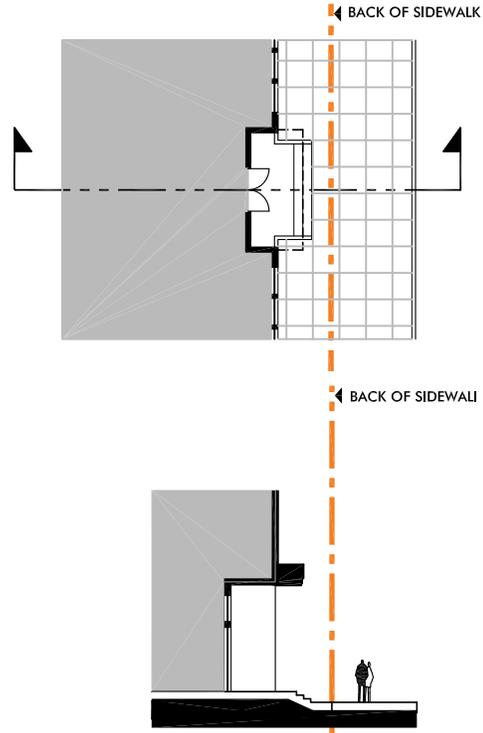
### f) Forecourt

A forecourt is a courtyard forming an entrance and lingering space for a single building or several buildings in a group, and opening onto the public sidewalk. The forecourt is the result of setting back a portion of the primary building wall. It must be enclosed on three sides by building masses on the same property, and therefore cannot be built on corners or adjacent to a building already set back from the sidewalk. The forecourt opening shall be a maximum of 30 feet wide. It may feature a decorative wall or fence on the sidewalk side that creates a gateway into the forecourt. A forecourt can be appropriate for ground floor or upper floor residential uses when combined with stoops or flush single entries, or can be combined with shopfront frontage types for retail and office developments. When combined with stoops the courtyard may be slightly raised from sidewalk grade and landscaped or paved, with a decorative wall along the sidewalk edge. When combined with retail, restaurant and service uses, all three sides of the courtyard must feature Shopfront entrances and display windows and the forecourt must be treated as an extension of the sidewalk space. Any setback area treatment is determined by the development's primary frontage type.



### g) Grand Entry

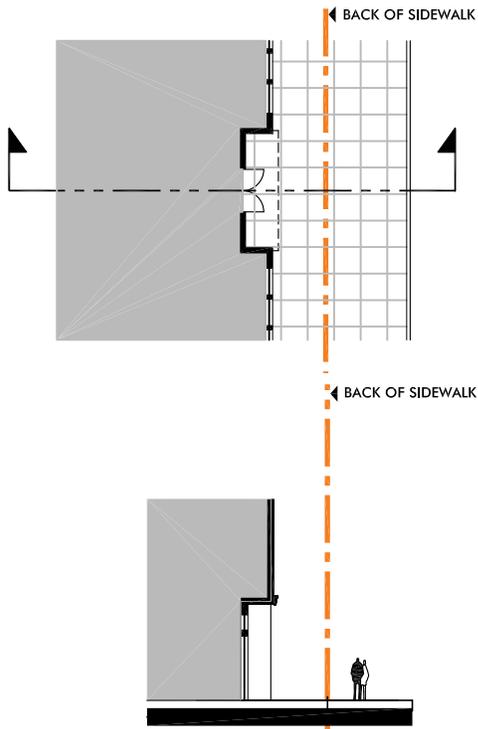
A grand entry is a primary entrance with a grand architectural expression. A grand entry should be prominent and easy to identify. Entrances may be inset slightly from the primary building wall and are typically raised above the sidewalk. This frontage type is appropriate for office and multi-family residential uses accessed from a common lobby. Setback areas may be landscaped, paved, or be a combination of landscaping and paving.



## 2.2.5.3) PRIVATE FRONTAGE TYPE SPECIFICATIONS

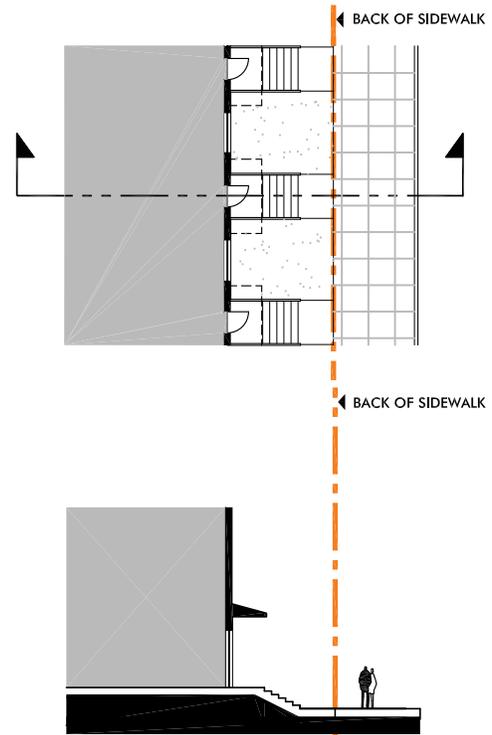
### h) Common Lobby Entry

A common lobby entry is a frontage type intended for limited use in buildings featuring ground level shopfronts, to provide access to private residential units, office spaces, or hotel rooms via a semi-public lobby space. The setback area treatment is determined by the development's primary frontage type. Entrances may be inset up to 5 feet from the primary building wall.



### i) Stoop

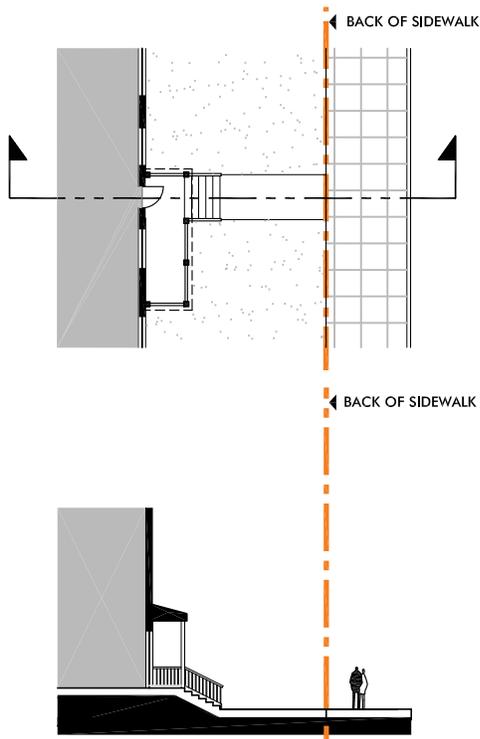
A stoop is an entrance stairway to a residence typically constructed close to the sidewalk. Stoops may feature a portico entrance at the top of the stair, and may encroach into the front setback area. Multiple stoops may be combined to increase the scale of the entrance. This frontage type is suitable only for residential use. Setback areas must be landscaped.



## 2.2.5.3) PRIVATE FRONTAGE TYPE SPECIFICATIONS

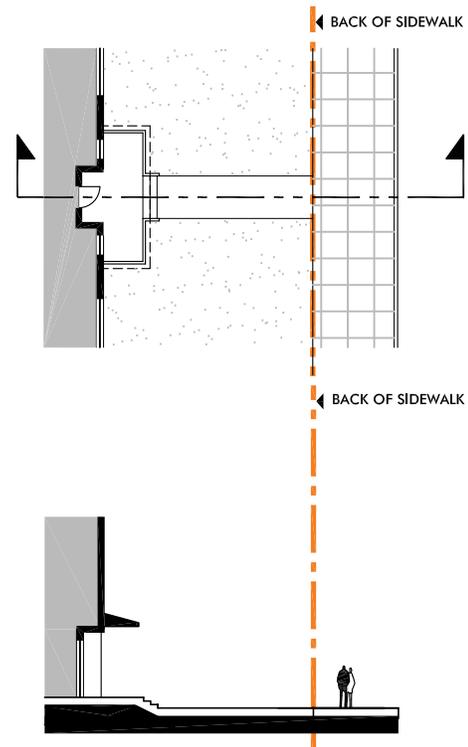
### j) Porch

A porch is a roofed space, open along two or more sides and attached to a building, commonly serving to shelter an entrance and provide a private outdoor space appended to a residence. Porches may serve multiple entrances. When expressed as a separate mass appended to the primary front building plane, the porch may encroach into the front setback zone. This frontage type is appropriate for residential use only. Setback areas must be landscaped.



### k) Front Door

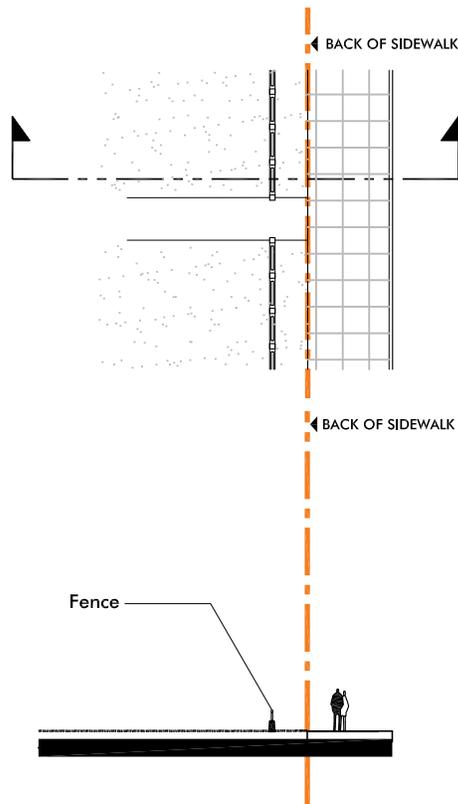
A front door features a residence's main entrance with a deep setback, creating a gracious open space along the property frontage. This frontage type is appropriate for residential use only. Setback areas must be landscaped.



## 2.2.5.3) PRIVATE FRONTAGE TYPE SPECIFICATIONS

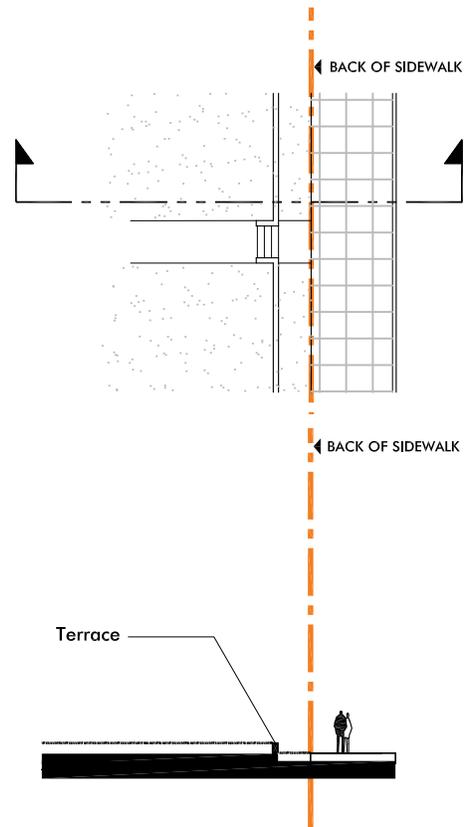
### l) Edge Treatment: Fenced

A fenced edge is an edge treatment characterized by a low decorative fence constructed at or very close to the edge of the public sidewalk. A low masonry base makes an excellent addition to the decorative fence. The fence may be located along the public sidewalk or setback as shown.



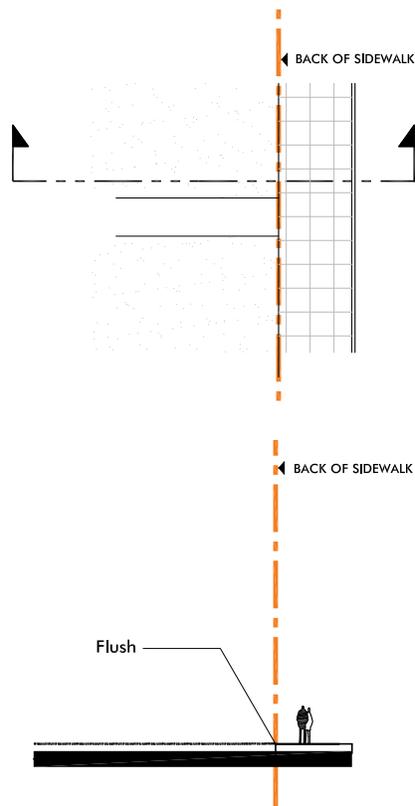
### m) Edge Treatment: Terraced

A terraced edge is an edge treatment characterized by a raised planted front yard and decorative low retaining wall at or very close to the edge of the public sidewalk. The retaining wall may be located along the public sidewalk or setback as shown.



### n) Edge Treatment: Flush

A flush edge is an edge treatment characterized by a landscaped front yard which is built at sidewalk grade and extends to the edge of the public sidewalk.



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## 2.2.6. SETBACK AREAS

### 1) Front Street Setback

Front street setback is defined as the required distance from the back of sidewalk line to a primary building façade along a front street. This is illustrated Fig.2.2.6.1) Front Street Setback.

Front street setback areas must be landscaped according to the principles set forth in Section 2.3, “Street and Open Space Regulations” except where exceptions are noted within the Private Frontage Standards for a particular Frontage Type. Several Frontage Types’ plan and section illustrations depict the front setback dimension with an “x”. The minimum and maximum number for that setback dimension shall be as specified within Fig. 2.2. Site Development Regulations Chart.

### 2) Side Street Setback

Side street setback is defined as the required distance from the back of sidewalk line to a primary building façade along a Side Street. This is illustrated in Figure 2.2.6.2) Side Street Setback.

Side Street setback areas must be landscaped according to the principles set forth in Section 2.3 Street and Open Space Regulations except where exceptions are noted within the private frontage standards for a particular frontage type. Several frontage types’ plan and section illustrations depict the setback dimension with an “x”. The minimum and maximum value for that setback dimension shall be as specified within Fig. 2.2. Site Development Regulations Chart.

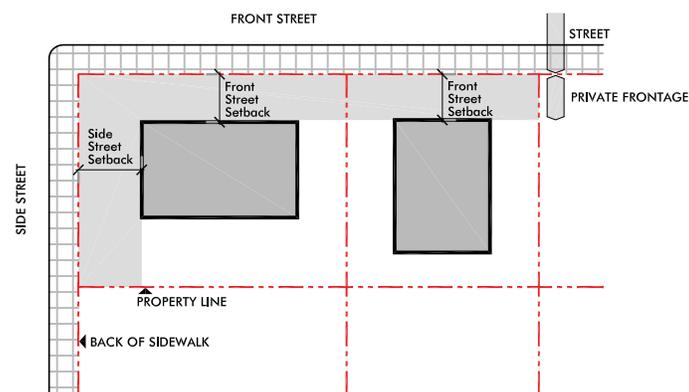


FIG. 2.2.6.1) FRONT STREET SETBACK & 2.2.6.2) SIDE STREET SETBACK

### 3) Side Yard Setback

Side yard setback is defined as the required minimum distance from the side property line to any building as shown in Fig.2.2.6.3) Side Yard Setback. The side setback area must be landscaped according to the principles set forth in Section 2.3. Street and Open Space Regulations. The minimum required setback dimension shall be as specified within Fig. 2.2. Site Development Regulations Chart.

### 4) Rear Yard Setback

Rear yard setback is defined as the required minimum distance from the rear property line to any building as shown in Fig.2.2.6.4) Rear Yard Setback. The required rear setback area must be landscaped according to the principles set forth in Section 2.3. Street and Open Space Regulations. The minimum required setback dimension shall be as specified within Fig. 2.2. Site Development Regulations Chart.

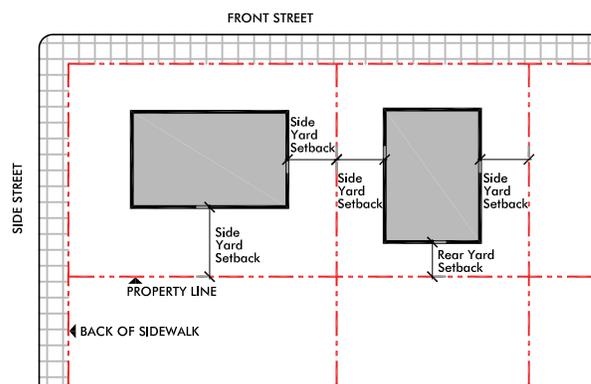


FIG. 2.2.6.3) SIDE YARD SETBACK & 2.2.6.4) REAR YARD SETBACK

## 5) Alley Setback

Alley setback is defined as the required minimum distance from the alley right-of-way to any building as shown in Fig.2.2.6.5) Alley Setback. The alley setback area must be landscaped according to the principals set forth in Section 2.3. Street and Open Space Regulations. The minimum required setback dimension is specified within Fig. 2.2. Site Development Regulations Chart.

## 6) Public Open Space Setback

Public open space setback is defined as the required minimum distance from the edge of a public open space to any building. The required setback area must be landscaped according to the principals set forth in Section 2.3. Street and Open Space Regulations. The minimum required setback dimension is specified within Fig. 2.2. Site Development Regulations Chart.

## 7) Encroachments

Entrance porticos, porches, stoops, stairs, balconies, bay windows, awnings, eaves, trellises, entrance overhangs and canopies are permitted to encroach into the required Front Street setback area up to a maximum of 6 feet.

Building overhangs such as awnings, eaves, trellises, entrance overhangs and canopies may extend horizontally into the public frontage area up to a maximum of 6 feet. These overhangs must provide a minimum of 8 feet clear height above sidewalk grade.

Balconies and bay windows may extend horizontally into the public frontage area up to a maximum of 2 feet. These overhangs must provide a minimum of 12 feet clear height above sidewalk grade.

Accessory structures such as freestanding trellises, gazebos, sheds, decks, and pools, shall be as regulated in Title 10 of the Tracy Municipal Code.

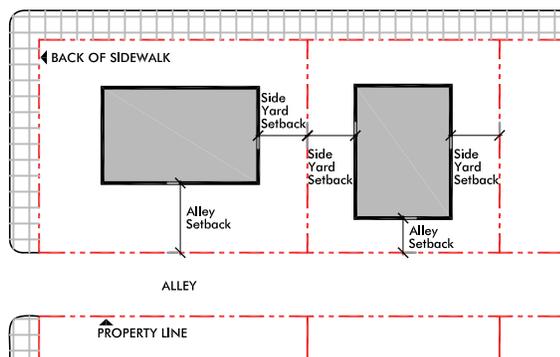


FIG. 2.2.6.5) ALLEY SETBACK

## 2.2.7. FRONTAGE COVERAGE

Frontage coverage is defined as the minimum percentage of the length of the frontage coverage zone that shall be occupied by a primary building façade(s). The frontage coverage zone is defined as the space between the minimum and maximum front street setback lines and the minimum side yard (without living space windows) or side street setback lines as shown in Fig.2.2.7. Frontage Coverage. Minimum frontage coverage percentages shall be as specified within Fig. 2.2. Site Development Regulations Chart.

In order to connect the public sidewalk with courtyards, parking lots, alleys, and other paseos in the interior or at the rear of a parcel, development may incorporate a paseo that counts towards the frontage coverage requirements. A paseo is a paved pedestrian walkway penetrating the building to connect the public sidewalk with the courtyards, parking lots, alleys and other paseos. The width of a paseo may not exceed 15 feet.

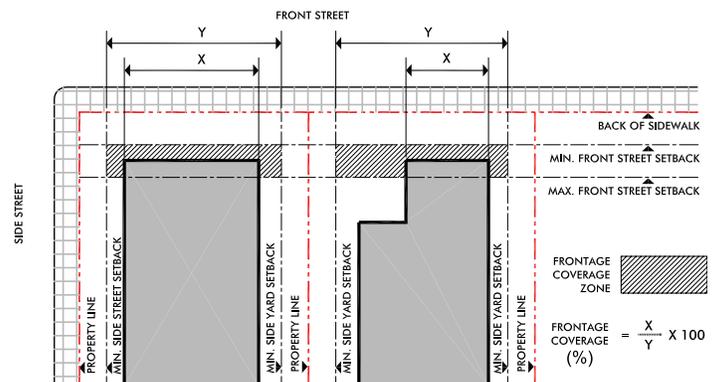


FIG. 2.2.7. FRONTAGE COVERAGE

## 2.2.8. BUILD-TO-CORNER

The build-to-corner requirement specifies that buildings must “hold the corner” of the parcel at the intersection of two streets. The build-to-corner location is defined by the required front street setback and side street setback lines as shown in Fig.2.2.8. Build-to-Corner. This requirement shall be as specified within Fig. 2.2. Site Development Regulations Chart.

Where the build-to-corner is required, all corner parcels must meet this requirement by siting the building at its street corner.

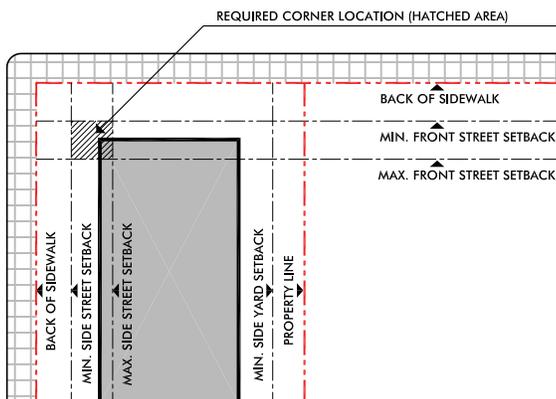


FIG. 2.2.8. BUILD-TO-CORNER

## 2.2.9. MAXIMUM BUILDING LENGTH

Maximum building length is defined as the maximum allowed length of a building fronting a street or public open space and shall be measured as shown in Fig.2.2.9. maximum building length. Maximum building length shall be as specified within Fig. 2.2. Site Developments Regulations Chart. Buildings shall not exceed this maximum length. A developer may build multiple buildings, each with an individual length that does not exceed the maximum building length.

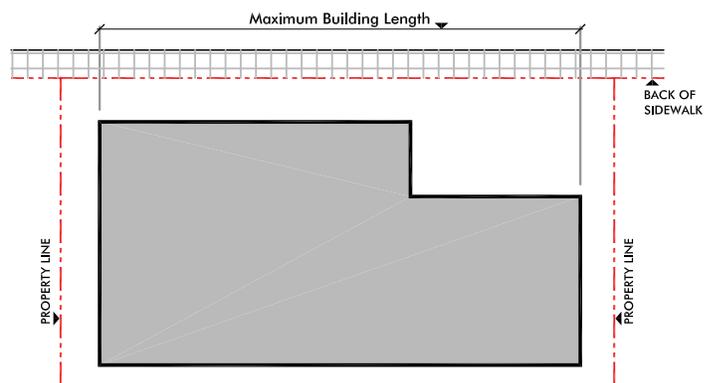


FIG. 2.2.9. MAXIMUM BUILDING LENGTH

## 2.3. STREET AND OPEN SPACE REGULATIONS

This section contains standards and guidelines designed to ensure that streets, blocks, open spaces, and landscaping throughout Downtown Tracy are provided and built with the quality and care necessary to provide the Downtown with proper accessibility and to ensure the development of a wide range of public places within Downtown as it intensifies.

In addition to regulatory policies for the provision, connectivity, and design of streets, this section provides standards and guidelines for on-site improvements such as the design and landscaping of all spaces including front, rear and side yards; screening for utility and service areas; as well as policies governing the treatment of furnishings, plant materials, and lighting within the Downtown.

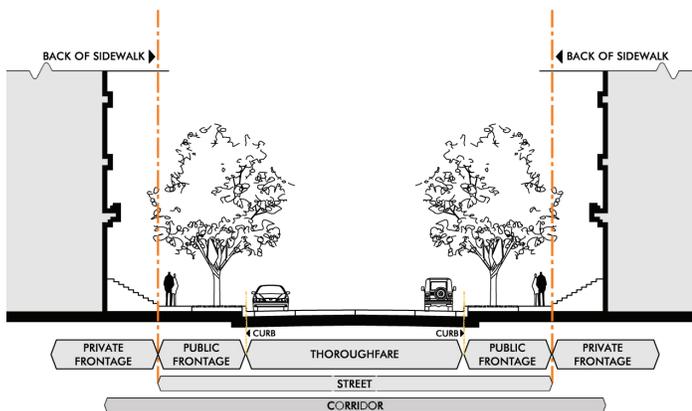


FIG. 2.3. CORRIDOR DEFINITION OF TERMS

### 2.3.1. STREET STANDARDS

The Street is defined as the area between the back of sidewalk lines. It includes the travel lanes, parking lanes and medians as well as the sidewalk and any sidewalk landscape areas, (see Fig.2.3. Corridor Definition of Terms).

Street standards determine the requirements for the provision, connectivity, and design of New Streets. They are established to enhance the connectivity of streets, to create safe and attractive streetscape environments, and to encourage walking throughout the Plan Area.

Streets can be publicly or privately owned and maintained. All New Streets within the Plan Area, both public and private, shall be designed and configured according to the following regulations.

#### 1) Street Provisions

New Streets are required as determined by maximum parcel and block size or power line easement regulations. If a New Street(s) is required on a property, review the requirements for the Connectivity and Design of New Streets in the sections that follow.

#### a) Maximum Block Size

##### i) Definitions

(1) Block size is a measure of the total length of the property lines along all block faces enclosed within the nearest surrounding publicly accessible streets or railroad right-of-ways.

(2) Block face is a measure of the length of the property line along a street or railroad right-of-way between two street intersections.

##### ii) Maximum Block Size Regulation

(1) The maximum block size regulation specifies the maximum total linear perimeter of contiguous property lines that form an individual city block resulting in limitations on the amount of contiguous property that may be developed within the boundaries of publicly accessible streets.

(2) Any development on a single properties or assemblages of contiguous properties with a perimeter larger than 1500 feet must, as part of new development, construct new publicly accessible streets in locations that result in the creation of city blocks with a perimeter smaller than 1500 feet.

(3) New streets must be designed, configured, and located in accordance with the standards specified in the following sections.

(4) Alleys and passages do not qualify as defining block faces.

iii) Exceptions

(1) Where a parcel is bounded on one or more faces by a railroad right-of-way or a subdivision wall outside the Specific Plan area, it may be developed with the following special provisions:

(a) Each side of the remaining block faces shall not exceed 500 feet in length.

(b) Alleys, passages or open spaces may be used in lieu of New Streets to define block faces as long as they allow access to the railroad right-of-way, or alleys along the railroad right-of-way.

(c) The length of dead end streets or cul-de-sacs that define a block face shall not exceed 200 feet in length.

(d) Fig.2.3.1. illustrates, step-by-step, how to introduce New Streets and open spaces on large parcels to help define smaller blocks.

**b) Pre-Located Power Line Easement Street**

In addition to New Streets required by maximum parcel and block size regulations,

i) Parcels containing power line easements shown in Fig.2.1. Districts Map are encouraged to build a New Street within the power line easement.

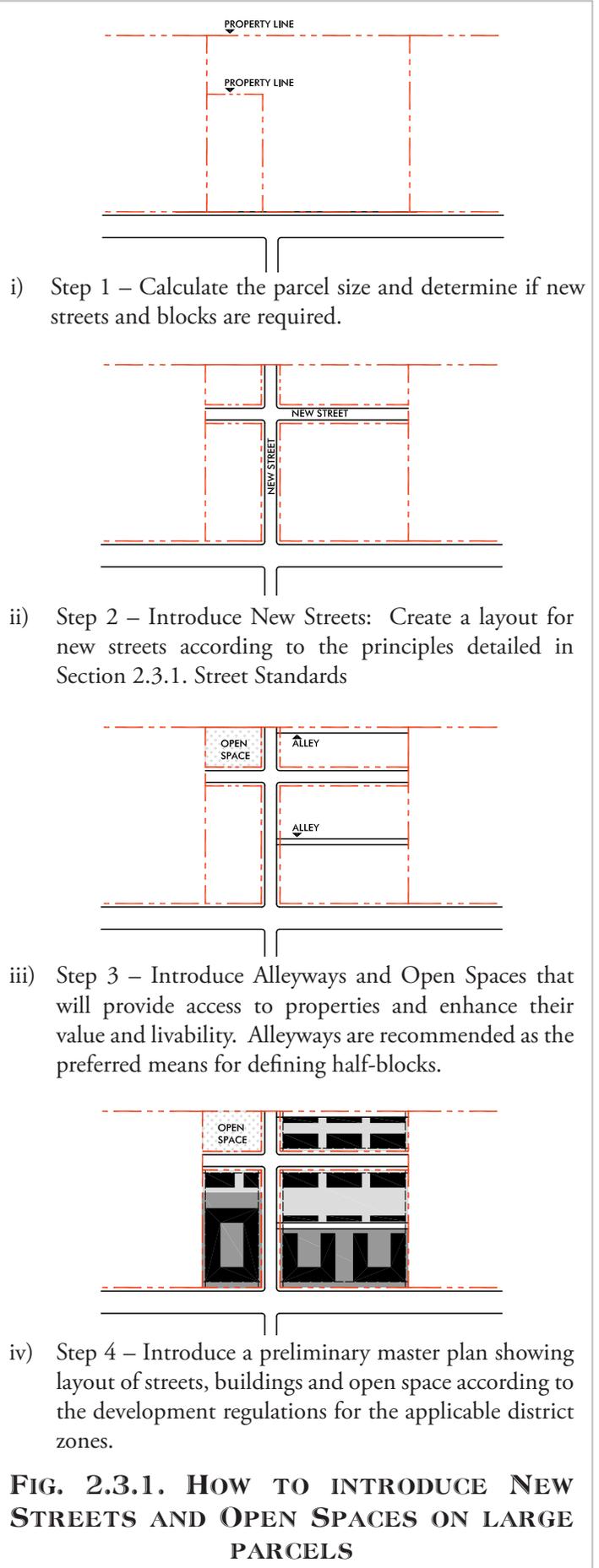
ii) New Streets within power line easements shall be connected to the street network as required in Section 2.3.1. Street Standards.

iii) Whenever possible, New Streets provided within the powerline easement should be designed as Parkway as indicated in Section 2.3.1.3)c).

iv) Public open space, parking area, or other uses compatible with the power lines may be built in lieu of the New Street if approved by the Development and Engineering Services Director.

**c) The Bowtie**

In addition to New Streets required by maximum parcel and block size regulations, at least one Neighborhood Avenue that connects two existing streets shall be provided in each of the following areas: Bowtie Area 1 and Bowtie Area 2.



**FIG. 2.3.1. HOW TO INTRODUCE NEW STREETS AND OPEN SPACES ON LARGE PARCELS**

## 2) Street Configuration

### a) Connectivity

- i) New streets shall connect with existing streets, align with existing intersection, and be configured to allow for future extension whenever possible.
- ii) Cul-de-sacs are permitted under the following conditions:
  - (1) Cul-de-sacs are permitted only when natural site conditions or utility easements prohibit connection to the street network.
  - (2) The length of cul-de-sacs shall not exceed 200 feet.
- iii) Dead-end streets are permitted under the following conditions:
  - (1) Within power line easements, dead-end streets are permitted so long as they are configured to allow for future extension onto adjacent properties.
  - (2) Dead-end streets are permitted so long as they are built as part of a larger development and the final street configuration is approved by the City. In such a case, the length of dead-end streets shall not exceed 300 feet.

### b) Abandonment

In order to maintain the accessibility provided by the block structure of the Downtown, existing public streets or alleys shall not be closed permanently unless the closure is part of a plan that will provide New Streets in equal or greater numbers.

## 3) Street Design

New Street types shall be designed as illustrated in the following street design sections. An applicant may propose modifications to the accompanying street designs provided that it can be shown that the modified street design satisfies or enhances the streetscape environment regarding each of the following stated goals.

New streets within the Plan Area are recommended to incorporate bike routes to accommodate bicycles. Appropriate pavement markings and signage shall be installed where appropriate.

Alleys and passages do not qualify as defining block faces except as specified in Section 2.3.1.1)a) Maximum Block Size.

## 2.3.1. STREET DESIGN SECTIONS

### a) Neighborhood Avenue

#### i) Purpose:

(1) Provide an attractive street to serve as a primary travel corridor within and between neighborhood districts. The Neighborhood Avenue is intended first and foremost to serve residential development and should provide a desirable setting for homes.

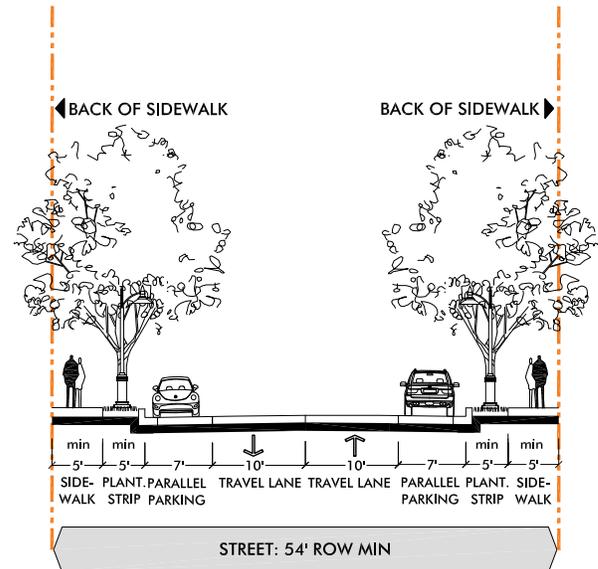
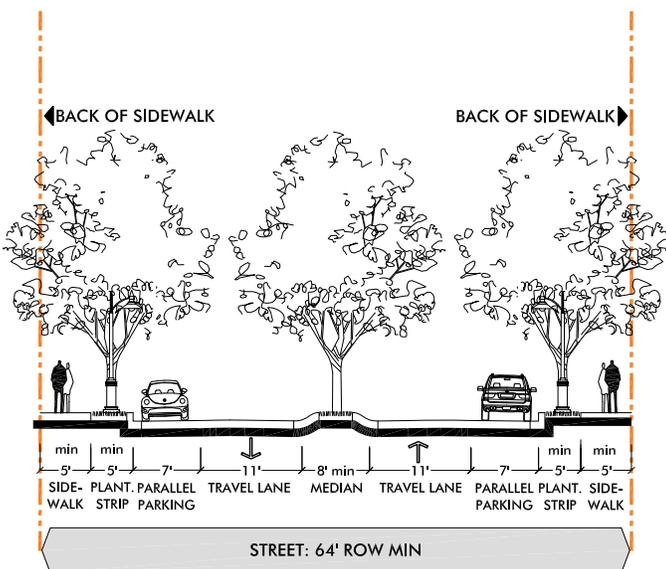
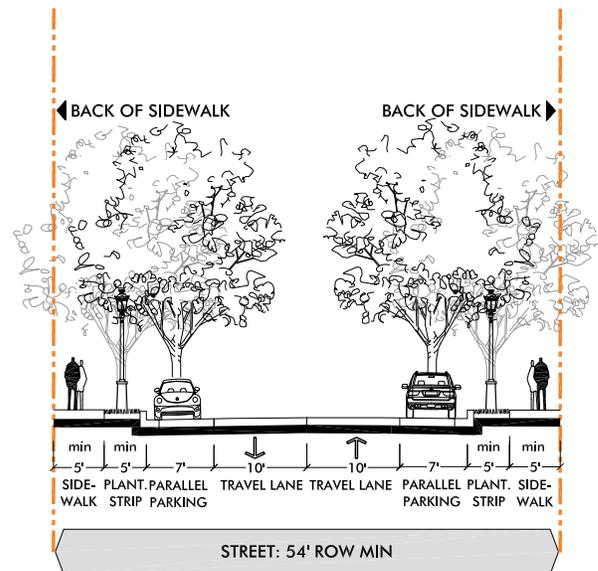
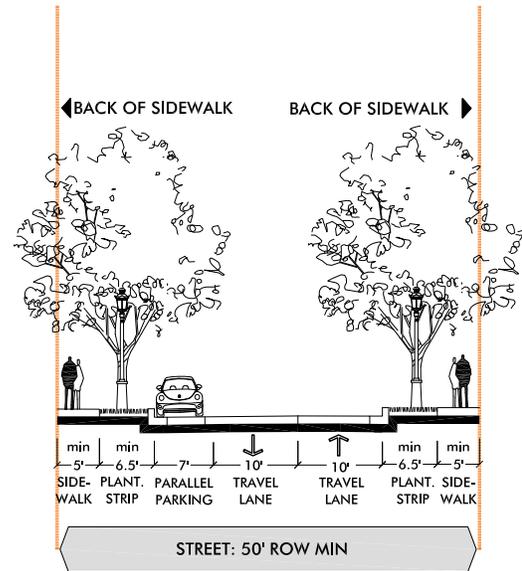
#### ii) Components:

(1) A Neighborhood Avenue shall have a single species of large, open-habit deciduous trees with maximum spacing of 40 feet on-center. Trees should be located in continuous planting strips a minimum of 5-foot wide located along the back of sidewalk.

(2) Trees in parking lanes should be located in planting wells with maximum spacing of 54 feet on-center. Where trees are located in parking lanes, trees within the planting strips are encouraged to be staggered between the trees in parking lanes and evenly spaced for the length of the avenue.

(3) Low lying, drought tolerant ground covers and shrubs may be located within the planting strips and planted medians.

(4) Pedestrian-scale decorative street lighting shall be provided within sidewalk at a maximum spacing of 80 feet on-center. Light source should be located 12-14 feet above finished grade.



### POTENTIAL NEIGHBORHOOD AVENUE ALTERNATIVES

## 2.3.1. STREET DESIGN SECTIONS

### b) Neighborhood Street

i) Purpose:

(1) Provide an intimate street for internal circulation within a residential neighborhood. The Neighborhood Street is intended as a narrow street to ensure slow moving vehicular traffic and create a livable environment.

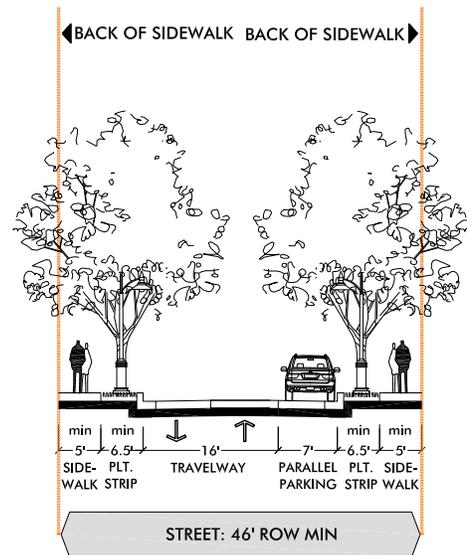
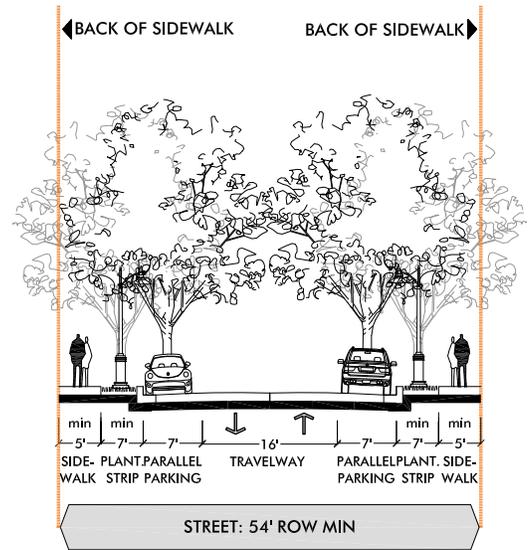
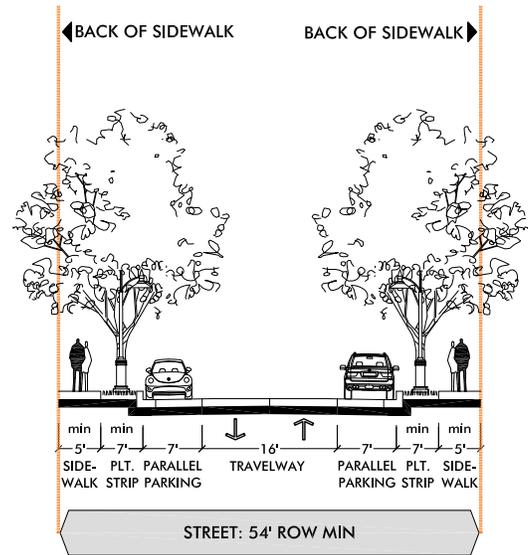
ii) Components:

(1) A Neighborhood Street shall have a single species of large, open-habit deciduous trees with maximum spacing of 30 feet on-center. Trees should be located in continuous planting strips a minimum of 6-feet wide located between curb and sidewalk.

(2) Trees in parking lanes should be located in planting wells with maximum spacing of 54 feet on-center. Where trees are located in parking lanes, trees within the planting strips are encouraged to be staggered between the trees in parking lanes and evenly spaced for the length of the street.

(3) Low lying, drought tolerant ground covers and shrubs may be located within the planting strips.

(4) Pedestrian-scale decorative street lighting shall be provided within the sidewalk at a maximum spacing of 90 feet on-center. Light source should be located 12-14 feet above finished grade.



### POTENTIAL NEIGHBORHOOD STREET ALTERNATIVES

### c) Parkway

#### i) Purpose:

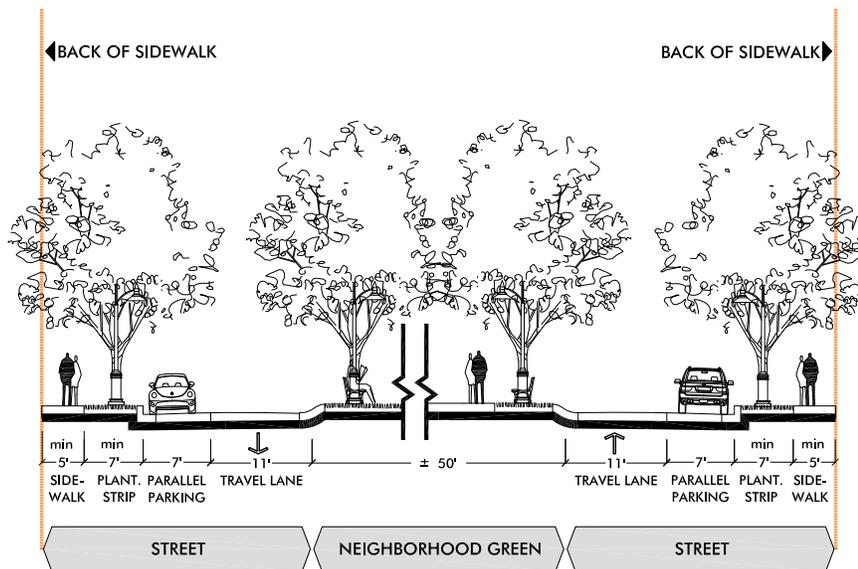
(1) Provide a centrally-located linear open space for public gathering as well as pedestrian and bike circulation, surrounded by a streetscape environment that enhances the value of its surrounding neighborhoods.

#### ii) Components:

(1) A Parkway shall have a single species of large, open-habit deciduous trees in planting strips and linear open space with trees planted at a maximum spacing of 40 feet on-center.

(2) Pedestrian-scale decorative street lighting shall be provided within the sidewalk and linear green at a maximum spacing of 80 feet on-center. Light source should be located 12-14 feet above finished grade.

(3) A linear green open space comprised primarily of grassy open space shall include public seating.



## 2.3.1. STREET DESIGN SECTIONS

### d) Alley

#### i) Purpose:

(1) New Alleys may be constructed to provide vehicular and pedestrian access to rear yard garages, second residential units and service areas.

#### ii) Components:

(1) Alley right-of-way shall be a minimum of 20 feet wide.

(2) The Alley must be entirely paved.

(3) Street lights compatible with those required on Neighborhood Streets shall be provided at a minimum spacing of 100 feet. Lighting fixtures may be freestanding, or may be attached to garage structures.



### e) Passage

#### i) Purpose:

(1) New Passages may be constructed to provide a pedestrian connection between frontage area and rear residential garages, second residential units, service areas and trails.

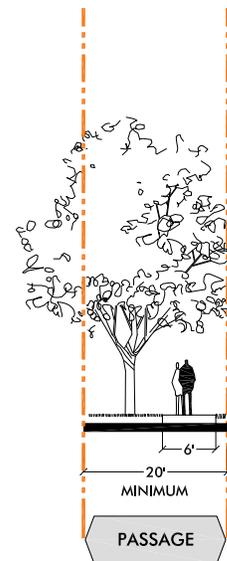
#### ii) Components:

(1) Passage right-of-ways shall be a minimum of 20 feet wide. The right-of-way must consist of a pedestrian walkway a maximum of 6-feet wide and continuous planting areas on both sides of the walkway.

(2) Street lights compatible with those required on Neighborhood Streets shall be provided at a minimum spacing of 100 feet.

(3) Fenced edge, terraced edge, or flush edge shall be constructed at the edge of a Passage.

(4) Passage setback is defined as the required distance from the passage right-of-way to the primary building. The minimum required setback shall be 5 feet.



### 2.3.2. OPEN SPACE STANDARDS

All new open space within the Plan Area, whether or not they are required by open space provision regulations, shall be designed and configured according to the following sections. Open Space standards set forth requirements for the provision and design regulations of open spaces, and landscape elements in the Plan Area.

These regulations are established to ensure a wide range of open spaces that complement the primary public streets and public spaces in each District.

#### 1) Provision

##### a) Public Open Space

- i) Public Open Spaces are outdoor spaces that are accessible to the public and include seating, lighting, landscaping, and hardscape, which may or may not be sheltered from the elements.
- ii) Public Open Spaces are privately owned and maintained.
- iii) Public Open Space is required as stated in the General Plan and specified in the 2.3.2 Open Space Provisions Chart.
- iv) Within the **Bowtie Area-1** and **Bowtie Area-2**, at least one **Primary Public Open Space** larger than ½ acre shall be provided for each Bowtie Area.

##### b) Private Open Space

- i) Private Open Spaces are privately controlled outdoor spaces that are extensions of private indoor space.
- ii) Private Open Spaces are privately owned and maintained.
- iii) Private open space is required as specified in the 2.3.2 Open Space Provisions Chart.
- iv) Required setback areas shall not be counted towards private open space provision requirements.

##### c) Public Park

- i) Public Park means all city parks, community buildings and grounds, athletic facilities, open space areas and other grounds and facilities.
- ii) Public Parks are owned or operated by the city for park, recreation or open space purposes.
- iii) The Public Park requirement is as specified in the 2.3.2. Open Space provision chart.

#### 2) Design

##### a) Private Open Space

- i) Private open space shall be provided in the form of yards, balconies, or patios whose primary access is from the dwelling served.
- ii) The minimum dimensions for private open space in any single direction shall be 4 feet if provided as part of a porch or balcony; and 8 feet if provided as a deck, yard, terrace or patio.

**2.3.2. OPEN SPACE PROVISIONS**

Use Categories	Public Open Space	Private Open Space	Public Open Space Location	Public Park
1 - Retail	N/A	N/A	N/A	N/A
2 - Civic, Quasi-Civic & Cultural	N/A	N/A	N/A	N/A
3 - Office	100 Sqft/1000 Sqft for development over 50k Sqft	N/A	On-Site or Off-Site if located within 500'	N/A
4 - Lodging	100 Sqft/room for development over 50 rooms	N/A	On Site	N/A
5 - Residential:	150 Sqft/DU for development over 20 DU	60 Sqft/DU minimum on Average	On Site	4 acres/ 1000 people
6 - Live-Work	150 Sqft/DU for development over 20 DU	N/A	On Site	N/A
7 - Auto Sales and Services	N/A	N/A	N/A	N/A

### 3) Landscaping

#### a) Setback Areas

- i) Front setback areas shall be treated in accordance with the following standards in addition to the standards stated in private frontage standards as specified in Section 2.2.5.
- ii) Front setback areas in front of all shopfront and arcade frontage types in the Plan Area shall be paved as extensions of the public sidewalk
- iii) Front setback areas that are not along shopfront or arcade frontages shall provide pathways connecting the public sidewalk to the front door(s) and to any parking areas, and shall otherwise be planted across the entire property frontage (in addition to other edge treatments required per private frontage standards for that District).
- iv) Front setback areas along 11<sup>th</sup> street that are not along shopfront or arcade frontages, shall provide planting with trees and/or shrubs that have a simple geometric and repetitive pattern.

#### 4) Walls and Fences

- i) Overall height of fences, walls, hedges and other landscape barriers located in the front yard shall not exceed 3 feet.
- ii) Chain link fencing, barbed-wire, razor-wire, and corrugated metal fencing shall not be permitted.

#### 5) Utility and Service Area Screening

- i) Utility, trash, recycling, food waste and service equipment, including satellite receiving dishes, transformers, and backflow devices, shall be located along alleys wherever possible and enclosed or screened from view by landscaping, fencing or other architectural means.
- ii) Trash facilities and recycling containers must always be within structural enclosures.
- iii) Rooftop equipment, vents, antennas, HVAC, and similar equipment shall not be visible from the public right of way, and must be integrated into the overall building design.

### 2.3.3. STREET & OPEN SPACE GUIDELINES

The following street and open space guidelines are provided to direct the composition and style of streets, open space, and other landscaped areas to ensure that all new development present in the Specific Plan Area reinforces the character and charm that is fundamental to Tracy's identity. New development should aim to embrace the design character set forth within these guidelines.

#### 1) Public Spaces

##### a) General

- i) Public spaces should provide a variety of seating options, areas of sun and shade for year-round climatic comfort, shelter, and night lighting to encourage public activity and ensure safety.
- ii) All public open spaces should be publicly accessible and connected to public sidewalks. They should abut public rights-of-way on at least one side and should be open to the public twenty-four hours a day.
- iii) All public open spaces should be visible from surrounding streets and avoid masses of shrubs around edges.

##### b) Primary Public Open Spaces

- i) **Primary Public Open Spaces** should be greens, squares, or plazas.
- ii) **Primary Public Open Spaces** should be centrally located within Bowtie Area 1 and Bowtie Area 2.
- iii) **Primary Public Open Spaces** should be located on Neighborhood Avenues.
- iv) **Primary Public Open Spaces** should abut public streets on at least three sides.
- v) **Primary Public Open Spaces** should abut or be directly across the street from development parcels on all sides.
- vi) In Bowtie Area 1 and Bowtie Area-2 public open spaces other than Primarily Public Open Spaces should consist of a variety of small open spaces such as greens, squares, plazas, playgrounds, or passages.

## 2) Paved Areas

- i) The grading of all paved areas and adjacent non-paved areas, the selection of paving materials, and the design of drainage facilities should consider paving permeability and be configured to allow water run-off to percolate back into native soil to the degree possible.
- ii) Paved areas shall incorporate best management practices to control stormwater as outlined in the National Pollution Discharge Elimination System (NPDES) Guidelines.

## 3) Walls and Fences

### a) Frontage Fences and Walls

- i) Front yard fences should employ a combination of thick and thin structural elements with thicker elements for supports and/or panel divisions. Fence posts and/or support columns should be defined using additional trim, caps, finials, and/or moldings.
- ii) All walls should have a cap and base treatment.
- iii) Frontage walls may occur as garden walls, planter walls, seat walls, or low retaining walls.
- iv) Entrances and pedestrian “gateways” should be announced by posts or pilasters, and may be combined with trellises, special landscaping, decorative lighting, public art or other special features.

### b) Screening Fences and Walls

- i) Side yards - defined as the portion of side setback areas behind the front setback area - and rear yards may contain landscape features that protect the privacy of the property’s occupants such as landscaping, trees and screening walls. Screening fences and walls may not exceed a height of six feet, and must be constructed of materials that are compatible with the architecture and character of the site. Natural colors, a cap or top articulation, and related dimensional post spacing increments should be used at screening fences to enhance compatibility.
- ii) Design elements should be used to break up long expanses of uninterrupted walls, both horizontally and vertically. Walls should include design elements such as textured concrete block, interlocking “diamond” blocks, formed concrete with reveals, or similar materials. Landscape materials should also be used to provide surface relief.

### c) Security Fences

- i) Use of security fences should be minimized, and limited to special locations where additional security is necessary, such as adjacent to the railroad tracks. Such security fences should not exceed 8 feet in height.
- ii) Security fences should be designed to maintain a visually open character to the extent possible. This may be accomplished by using metal picket or open grille fencing or by mounting metal picket or open grille fencing on top of a low masonry wall.

### d) Piers

- i) Piers are architectural elements of fences or walls that can add interest to and break up long expanses.
- ii) Piers are recommended to have a base, shaft and cap composition. Larger piers may be specially designed for gateway or other special locations, and these may incorporate ornamental plaques or signs identifying the building or business; public art such as panels or sculptural elements; and /or light fixtures. Piers may be topped by ornamental finials, light fixtures, or roof caps.
- iii) Recommended dimensions for masonry piers are approximately 18 inches per side or diameter, and the maximum spacing between piers should be 20 feet. Metal posts should be a minimum of 4 inches per side or diameter.

### e) Materials and Colors

- i) All fences and walls should be built with attractive, durable materials that are compatible with the character of Tracy (see Section 2.5).
- ii) Appropriate fence materials include wood, masonry, and metal.
  - (1) Wood picket fences are only recommended in Urban Neighborhood or Downtown Neighborhood Districts. For wood picket fences, a paint finish or vinyl coating should be applied.
  - (2) For iron or metal fences, recommended materials include wrought iron, cast iron, welded steel, tubular steel, or aluminum. Metal fences should be mounted on a low masonry wall, and/or between masonry piers.
- iii) Appropriate wall materials include stone, brick, precast concrete, textured concrete block, or formed concrete with reveals. A stucco finish may be used over a masonry core.

(1) Exposed block walls should be constructed with a combination of varied height block courses and/or varied block face colors and textures (e.g. a combination of split-face and precision-face blocks). Plain gray precision-face concrete block walls are not recommended. Design treatments and finishes previously described should be applied to these walls for improved visual compatibility with building architecture.

(2) An anti-graffiti coating is recommended for exposed masonry wall surfaces.

- iv) Piers and posts should be constructed of the same or a compatible material as the principal building(s).
- v) Support post or pier materials may differ from fence materials; e.g. metal fence panels combined with masonry piers. Recommended materials include brick, terra cotta, and stone, colored or decoratively treated cast-in-place concrete, precast concrete or concrete block, or stucco-faced concrete or concrete block.
- vi) Bollards are recommended to be cast iron, cast aluminum, and precast concrete. An anti-graffiti protective coating is recommended for precast concrete.
- vii) Colors and finishes of mechanical enclosures and equipment should be coordinated with colors and finishes of streetlights, fencing and other painted metal surfaces to be used on site, or with the associated building's material and color scheme.
- viii) Street and building-mounted metal furnishings should be powdercoated or painted with Waterborne Acrylic Polyurethane, such as Tnemec Series 1080 or similar product. For powdercoated finishes, a chemically compatible UV-protectant clear coat is recommended for prevention of color fading.

#### 4) Site Furnishings

- i) Public gathering places and other publicly accessible areas should be detailed with decorative, pedestrian-scaled site furnishings and equipment.
- ii) Seating, freestanding planters, ornamental trash and recycling receptacles, bike racks, drinking fountains, pergolas, trellises, heaters, umbrellas, wind screening, and decorative bollards are recommended.
  - (1) When designing seat walls with straight edges of more than 6 feet in length, consider how detailing can prevent skateboard damage.
- iii) Landscape structures and sculptural objects should reference the human scale in their overall massing and detailing.

- iv) Components should be made of durable high quality materials such as painted fabricated steel, painted cast iron, painted cast aluminum, and integrally colored precast concrete. Recycled materials should be used so long as the finish or look of the material is consistent with or similar to the finishes prescribed above. Masonry surfaces should be treated with an anti-graffiti coating. Metal surfaces should be coated with highly durable finishes such as aliphatic polyurethane enamel. An ultraviolet protectant clear coating is strongly recommended for dark or fugitive colors.

#### 5) Utility and Service Area Screening

- i) Trash facilities and recycling containers should consist of 7 foot high, masonry block walls with a metal door, solid and painted to match the building, it should be architecturally compatible or incorporated into the building.

#### 6) Plant Materials

- i) Plant materials should always be incorporated into new development site design to provide "softening" of hard paving and building surfaces.
- ii) Mature, existing trees should be preserved whenever possible.
- iii) Trees should be placed to maximize climate benefits and energy savings. Deciduous trees should be located on the west and southwest sides of buildings to allow sunlight to reach the building facade during winter months, and to provide shade during summer months.
- iv) Plant and landscape materials should be selected from native species as well as non-native/non-invasive species that are well adapted to the climatic conditions of Tracy. They should be resistant to local parasites and plant diseases. Turf is highly discouraged.
- v) Tree sizes should be suitable to lot size, the scale of adjacent structures, and the proximity to utility lines.
- vi) The use of structural soil planting beds for street trees within paved areas is strongly recommended in order to maximize the ability of the tree to thrive and perform well in the urban environment.
- vii) Both seasonal and year-round flowering shrubs and trees should be used where they can be most appreciated - adjacent to walks and recreational areas, or as a frame for building entrances and stairs.
- viii) In general, deciduous trees with open branching structures are recommended to ensure visibility to retail

establishments. More substantial shade trees are recommended in front of private residences.

- ix) Evergreen shrubs and trees should be used for screening along rear property lines, around trash/recycling areas and mechanical equipment, and to obscure grillwork and fencing associated with subsurface parking garages.
- x) The use of drip irrigation, gray water systems and other water-conserving methods of plant irrigation are strongly encouraged (see the City's Policy on Water Conservation).

## 7) Lighting

### a) Design

- i) Lighting fixtures should generally be directed downward from the horizontal plane of the light source to preserve a dark sky and prevent unnecessary light pollution. Exceptions may be made for uplit trees and architectural lighting.
- ii) Pedestrian-oriented areas, including walkways and paths, plazas, parking lots, and parking structures should be illuminated to increase safety and provide clear views both to and within the site.
- iii) All on-site and building-mounted lighting fixture design should be architecturally compatible with building design and with the character of the Downtown.
- iv) Unnecessary glare from unshielded or undiffused light sources should be avoided. Commercial buildings and landscaping can be illuminated indirectly by concealing light features within buildings and landscaping to highlight attractive features and avoid intrusion into neighboring properties.

### b) Material and Color

- i) Color and finish of lighting metalwork should match that of other site furnishings, and/or of the building's metalwork or trim work.
- ii) A chemically compatible UV-protectant clear coat over paint or powdercoat on metalwork is recommended for prevention of fading of dark or fugitive colors.
- iii) Color of lighting source types: in pedestrian-intensive areas, warm white, energy efficient source types (with color temperatures specified as 2700 degrees Kelvin to 3200 degrees Kelvin) such as metal halide, induction lighting, compact fluorescent, and light-emitting diode (LED) are strongly encouraged.

### c) Luminaire Types

- i) New area lighting fixtures shall be of the cutoff type to prevent light from being emitted above a horizontal line relative to the point of light source.
- ii) New fixtures should use a reflector and/or a refractor system for efficient distribution of light and reduction of glare.
- iii) New fixtures should not cause glare or transmit it to upper stories of buildings. House-side shields and internal reflector caps should be used to block light from illuminating residential windows.
- iv) Small decorative "glow" elements are permitted to emit a low amount of light above the horizontal.

### d) Height

- i) For building-mounted lights, maximum mounting height should be approximately 12 feet above finished grade.
- ii) For pole-mounted lighting at pedestrian plazas, walkways, and entry areas, a pedestrian-height fixture 10 to 14 feet in height from grade to light source should be used.
- iii) Bollard mounted lighting and stair lighting are also recommended for low-level illumination of walkways and landscaped areas.
- iv) Bollard illumination should be shielded or kept at a sufficiently low level to prevent glare impacts for passing motorists.
- v) In general, height of light sources should be kept low to maintain pedestrian scale and prevent spill light from impacting adjacent properties.

### e) Uplighting

- i) Building facade uplighting, roof "wash" lighting, and landscape uplighting should be operated on timers that turn off illumination entirely after 2 a.m. nightly.
- ii) Shielding and careful placement should be used to prevent spill light from being visible to pedestrians, motorists, and nearby residential dwelling windows.
- iii) Adjacent to single family homes, a combination of lower mounting height and luminaire shields should be used to protect residences from spill-light and glare.
- iv) Illumination levels of facade uplighting, roof wash lighting and landscape uplighting should use lower brightness levels where the illuminated facades, roofs or landscaping face residential buildings.

## 2.4. PARKING REGULATIONS

This section contains standards and guidelines to ensure that parking throughout the Downtown is convenient and accessible, accommodates all land uses, and reinforces the desired character of each District in the Downtown.

Following the Standards, parking design Guidelines are provided to help direct the composition and style of parking elements to ensure that all new development in the Plan Area reinforces the vision for the Downtown. New development should aim to embrace the design character set forth within these guidelines.

### 2.4.1. PARKING TYPES

A property's permitted parking types are determined by District as shown on Fig. 2.4. Parking Types Chart. For all parking types, parking shall be connected with the street by a driveway as stated under Access in Section 2.4.2 and 2.4.3. Parking types are defined as follows.

For detached single-family homes, only garages, car ports, or driveways shall be permitted.

2.4. PARKING TYPES CHART									
2.1. District Zone	Downtown Core		Outer Core	Downtown Gateway	Mixed Use Corridor	Urban Neighborhood	Downtown Neighborhood	Civic	Downtown Workplace
	Along 	Typical							
1 - Surface Parking									
a) Front	---	---	---	---	---	---	N/A *	---	---
b) Side	---	---	---	permitted only for Downtown Retail	permitted	---	N/A *	---	permitted
c) Rear	permitted	permitted	permitted	permitted	permitted	permitted	N/A *	permitted	permitted
2 - Parking Structure									
a) Exposed	---	---	---	permitted only for Downtown Retail	permitted	---	N/A *	---	permitted
b) Wrapped on Ground Level	---	permitted	permitted	permitted	permitted	permitted	N/A *	permitted	permitted
c) Wrapped on All Levels	permitted	permitted	permitted	permitted	permitted	permitted	N/A *	permitted	permitted
d) Partially Submerged Podium	---	permitted	permitted	permitted	permitted	permitted	N/A *	permitted	permitted
e) Underground	permitted	permitted	permitted	permitted	permitted	permitted	N/A *	permitted	permitted

Legend:	
---	Not Permitted
Permitted:	These elements are allowed, by right, as indicated.
	See Section 2.1. District Zones Map
*	only garages, car ports, and driveways are permitted

## 1) Surface Parking Lots

Surface parking lots shall not encroach into the private frontage area (see Section 2.2.5. Private Frontage).

### a) Front

A parking lot that is located between a building and the street.

### b) Side

A parking lot that is located in part or entirely along the side of a building, in a side yard, and fully or partially extends toward, but does not intrude into, the street setback area.

### c) Rear

A parking lot where a building(s) is located between the entire parking lot and the street. A rear parking lot does not extend beyond the rear wall of the primary building into side yard setback areas. Therefore, except where driveway access is provided, rear parking lots are screened from the street.

## 2) Parking Structure

### a) Exposed

An above-ground parking structure that is fully or partially exposed to the street on the ground level.

### b) Wrapped - Ground Level

An above-ground parking structure where non-parking uses are integrated into the ground level of the building along the parcel's entire street frontage(s).

The parking structure may be exposed to the street on upper levels.

### c) Wrapped - All Levels

An above-ground parking structure where non-parking uses are integrated into the building along the parcel's entire street frontage(s) on all levels of the building. The parking structure is totally hidden behind non-parking uses.

### d) Partially Submerged Podium

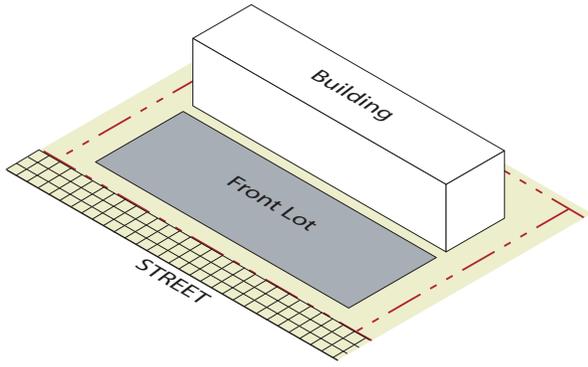
A parking structure built below the main building mass and partially submerged underground.

The parking podium may project above the sidewalk or average finished grade by a maximum of 5 feet.

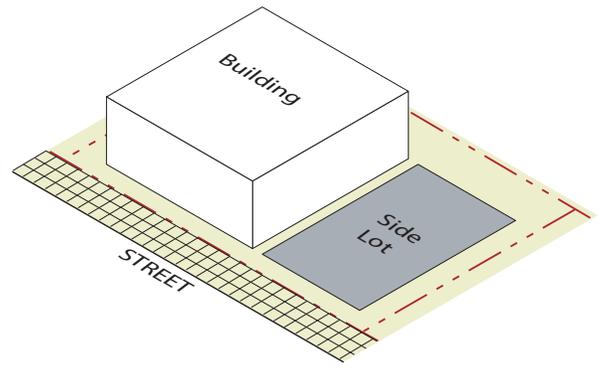
### e) Underground

A parking structure that is fully submerged underground and is not visible from the street.

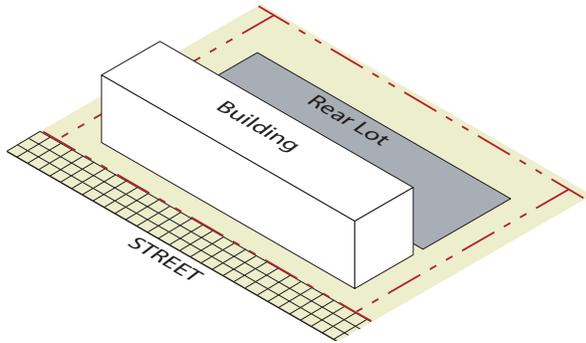
**FIG. 2.4.1. PARKING TYPES**



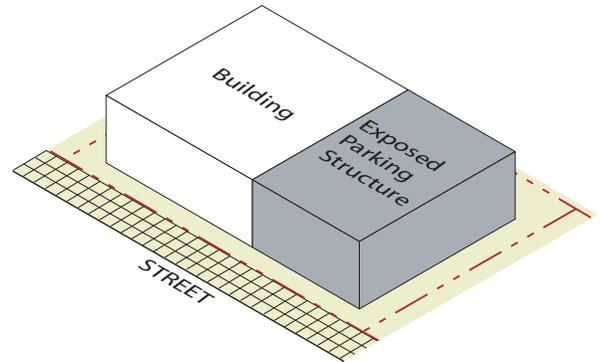
**1A) FRONT SURFACE PARKING LOT**



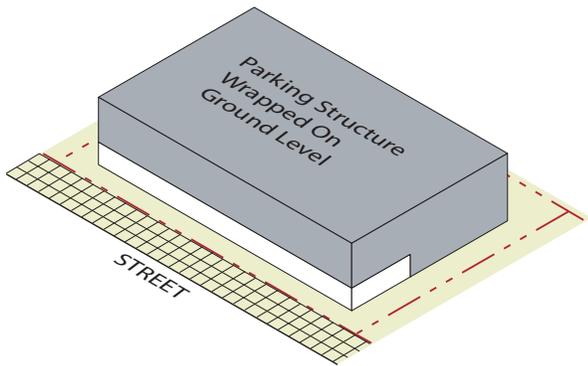
**1B) SIDE SURFACE PARKING LOT**



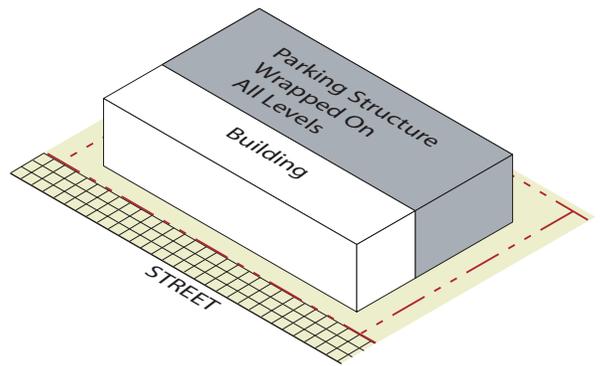
**1C) REAR SURFACE PARKING LOT**



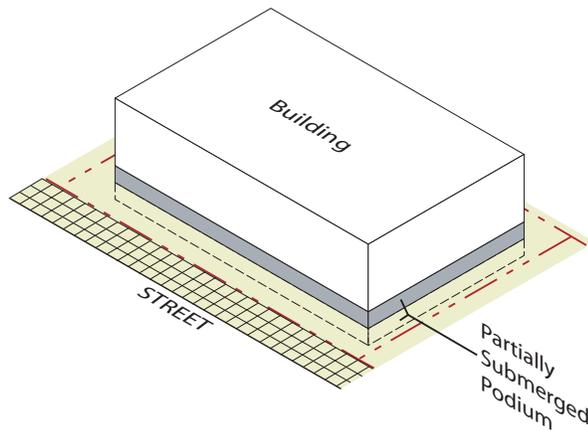
**2A) EXPOSED PARKING STRUCTURE**



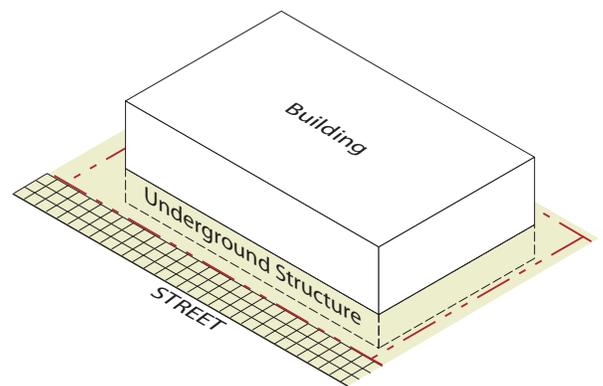
**2B) WRAPPED-GROUND LEVEL PARKING STRUCTURE**



**2C) WRAPPED-ALL LEVEL PARKING STRUCTURE**



**2D) PARTIALLY SUBMERGED PODIUM PARKING STRUCTURE**



**2E) UNDERGROUND PARKING STRUCTURE**

## 2.4.2. PARKING STANDARDS

### 1) Provision

- i) The parking provisions shall be as specified in Fig.2.4.2. Parking Provisions Chart.
- ii) The maximum permitted parking provision with surface parking by all new development and those proposing substantial modifications to existing buildings shall be as specified in Fig.2.4.2 Parking Provisions Chart. Parking spaces exceeding the maximum permitted parking provision may be provided with a parking structure or with approval of a conditional use permit.
- iii) New on-street parking spaces provided along New Streets (see Section 2.3.1.1) Street Provision) may be counted toward the minimum parking requirement for that property.
- iv) All or part of the parking requirement for retail and office development may be satisfied through payment of the City's in-lieu parking fee.
- v) Where an existing private lot is connected to a shared lot that is open for not-exclusive use, spaces that are provided in excess of the amount permitted may be leased to and counted toward the minimum requirements of other establishments.
- vi) When a fractional number occurs based on the standards from Fig.2.4.2. Parking Provisions Chart, round the number up to the nearest whole number.

2.4.2. PARKING PROVISIONS				
Use Categories	Minimum Required Parking	Maximum Permitted Surface Parking	Special Conditions	Location of Required Parking
<b>1 - Retail:</b>				
a) Downtown Retail	1.0 space/ 1000 Sqft of gross floor area	4.0 space/1000 Sqft of gross floor area	2.5 space/1000 Sqft minimum if provided for non-exclusive use	On-site or off-site within 500 ft
b) Neighborhood Center Retail	2.0 space/1000 Sqft	4.0 space/1000 Sqft of gross floor area	N/A	On-site
c) Commercial Corridor Retail	2.0 space/1000 Sqft	4.0 space/1000 Sqft of gross floor area	N/A	On-site
d) Corner Store Retail	N/A	0 space/1000 Sqft of gross floor area	No off street parking permitted	N/A
<b>2 - Civic &amp; Cultural</b>	As determined by City	4.0 space/1000 Sqft of gross floor area	N/A	N/A
<b>3 - Office</b>	2.0 space/1000 Sqft	2.0 space/1000 Sqft	N/A	On-site or off-site within 500 ft
<b>4 - Lodging</b>	1 space/room + additional required spaces *	1 space/room + additional required spaces *	N/A	On-site
<b>5 - Residential:</b>				
a) Live-work	1 space/unit + 1space/employee	N/A	N/A	On-site
b) Others	0.75 space/studio 1 space/1br unit 1.5 spaces/2br+ unit, 1 guest space/10 DU for Multi-Family residential	1.5 space/studio 2 space/1br unit 3 spaces/2br+ unit, 2.5 guest space/10 DU for Multi-Family residential	N/A	On-site

#### Legend:

DU: Dwelling Units
*: Additional spaces shall be required or permitted for accessory units such as restaurants, shops, etc, as specified by this chart
non-exclusive parking facilities shall be publicly shared

## 2) Location

The location of required parking shall be as indicated in Fig.2.4.2. Parking Provisions.

## 3) Access

- i) Access to parking facilities shall be provided from alleyways wherever possible.
- ii) Along any street, the maximum number of curb cuts associated with a single building must be 1 two-lane curb cut or 2 one-lane curb cuts. For fast food restaurants, 1 additional (one-lane drive-through exit) curb cut is allowed.
- iii) The maximum width of driveways/curb cuts is 12 feet for a one-lane and 24 feet for a two-lane driveway.
- iv) The total width of parking access openings on the ground level of structured parking may not exceed 30 feet.
- v) Driveways shall be setback a minimum of 5 feet from adjoining property lines, and a minimum of 3 feet from buildings.

## 4) Parking Lots

- i) Parking lots built to the required building set back line must provide a decorative wall, fence, shrub, or hedge along the set back line to define the edge of the parking lot (see Street and Open Space Regulations for walls and fences in Section 2.3).
- ii) Parking lots shall be illuminated to increase safety and provide clear views both to and within the site. Lighting and planting plans shall be coordinated to avoid light pole and tree conflicts.
- iii) Surface parking lots shall be buffered from adjacent development with landscaping, utilizing shrubs, hedges or trees a minimum of 3ft wide and 5 ft tall.
- iv) In order to provide shade and add trees to the Downtown, trees shall be planted in surface parking lots to subdivide continuous rows of parking stalls at a minimum spacing of 1 tree every 5 spaces.
  - (1) Trees shall be located between the sides of angled or perpendicular parking stalls. Trees planted between two abutting head-to-head parking stalls do not satisfy the requirement.
  - (2) Trees shall be planted in curbed landscape islands or in flush tree wells with tree guards.

- v) Lots shall provide clear pedestrian circulation routes to main building entrances and sidewalks. These routes shall be designed to include sidewalks and walkways with a minimum 5 foot width and be separated from vehicular areas by curbing and trees.

## 5) Parking Structures

Parking structures shall be located and designed to minimize their impact on public streets and public spaces. See Section 2.5 for detailed standards and guidelines regulating parking structures, parking podiums, and garages.

### 2.4.3. PARKING GUIDELINES

#### 1) Access

Exterior driveway surfaces should be paved with non-slip, attractive surfaces such as interlocking unit pavers or scored and colored concrete.

#### 2) Parking Lots

- i) Trees in parking areas should be large and have a high-branching, broad-headed form to create maximum shade.
- ii) Curbed planting areas should be provided at the end of each parking aisle to protect parked vehicles from turning movements of other vehicles.
- iii) Landscaping in parking lot interiors and at entries should not obstruct a driver's clear sight lines to oncoming traffic.
- iv) The main pedestrian route from a parking lot to a building entrance should be easily recognizable, accessible, and demarcated by special paving or landscaping, such as a shaded promenade, trellis, or ornamental planting.
- v) Parking lots should utilize permeable paving and bio-filtration swales wherever possible.

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## 2.5. ARCHITECTURAL REGULATIONS

This section of Architectural Regulations within this document ensures that new and renovated Downtown buildings embody architectural characteristics that maintain desired human scale, rhythm, and urban characteristics of Tracy's Downtown architecture. The goal is to build on the best efforts of previous generations, while allowing for and encouraging creativity on the part of developers and designers.

The regulations in this section are organized according to the following summary descriptions:

### 2.5.1. Building Massing and Composition

The architectural regulations in this document begin with building massing and composition as the most basic aspects of a building's physical presence within the Downtown District. A building's mass - its three-dimensional bulk as allowed by its permitted development envelope - can be *massed* and *composed* to affect its scale and character within its District as seen by pedestrians on foot, drivers and passengers in vehicles, and workers, residents and customers in neighboring Downtown buildings.

Downtown Tracy is composed of a variety of buildings in terms of building heights, materials, and design character, but most have a small town, "human-scaled" character. This has meant that the buildings have been either similar in scale to a single family home or if larger, are not more than 2 to 3 times the size of a single family home. Most are less than 3 stories tall; most are not greater in "footprint" size than the typical downtown parcel (typically, no wider than 50 feet at the street face and not much longer than 100 feet deep back from the street); and most have intermediate architectural articulations

and/or subdivisions that "break down" the horizontality and verticality of surfaces and masses to a scale that is comfortable for a human being walking on the street. They also display a variety of windows, doors, and other architectural openings that convey a sense of accessibility and activity.

Buildings that have featureless walls next to public streets and spaces intended to be active or massive and/or very long facades out of scale with adjacent and nearby traditional buildings of Downtown are typically thought of as lacking human scale. These characteristics are incompatible with intended livable qualities of Downtown Tracy.

The standards and guidelines in this section are intended to ensure and promote "human-scaled" characteristics in the design of new buildings and sites in Downtown Tracy, even when larger projects may be proposed. These massing and composition standards and guidelines have been developed specifically for conditions within the Plan Area boundaries.

### 2.5.2. Height Massing and Composition & 2.5.3. Length Massing and Composition

In these sections, diagrams that show the minimum required locations of articulations or subdivisions of façade height and length illustrate the standards of massing composition. Additional diagrams illustrate a range of examples of types of massing articulations; they are guidelines in that the different types shown accomplish the intent of reinforcing desired scale characteristics, but the types of massing elements are not limited to the ones shown. The intent of their presentation is not to “legislate” them as specific features, dimensions and shapes of these articulations; nor will use of the recommended articulations guarantee that “good architecture” will result – the latter is dependent on the skill of the designers. Instead, the range of elements presented is intended to convey that they should be substantial in nature and equivalent in visual impact to those shown. Designers and builders of new or renovated buildings in the Downtown District should either use the types of articulations suggested, or develop and submit their own that meet the same intent of serving as integral, human scale reinforcing, and well-composed parts of a building’s overall architectural expression.

### 2.5.4. Architectural Elements

This section addresses recommended treatments for additional architectural elements beyond the minimum required height and length massing articulations. They are generally common and universal aside from style, consisting of elements such as walls, building entries, doors, windows, roofs, materials, and colors. In many cases these elements have been developed from Downtown Specific Plan workshop discussions, carrying forward Tracy residents and stakeholders’ preferences for preserving and extending the desired Downtown character. Design standards and guidelines are laid out in a format similar to preceding sections on site development and open space design.

### 2.5.5. Architectural Styles

This architectural style section is provided as a means for owners, developers, and designers to become aware of prevalent architectural styles found throughout Downtown Tracy, and to help guide the stylistic character of new and renovated buildings to extend and build on the best that is there. As in many historic downtowns in Northern California, the architecture of Downtown Tracy is made up of buildings from different periods and architectural styles that add up to an eclectic mix. But also like others, Tracy’s Downtown has recognizable concentrations of particular architectural expressions, and many residents and stakeholders hold these dear. The “Character Workshop” held on October 9, 2006 (see Appendix), revealed that a broad consensus exists among many Tracy residents and stakeholders regarding preferences for the architectural and stylistic characteristics of new buildings that “fit” (and also not fit) with Downtown; these are described in detail herein. Project owners, developers, architects, and builders are strongly encouraged to design new buildings or renovations that are within one of these styles, that reinterpret them, or strongly complement them.

The individual style descriptions identify their most basic characteristics and are provided as preliminary design guidance. They are only a start, however – consultation with specialized books and manuals is recommended for obtaining provide more detailed information. In addition, more detailed design guidelines for renovations and additions to designated historic buildings are found in Section 2.5.6. Proposed building designs whose stylistic character strongly differs from those identified will possibly be subjected to a longer review process, as preliminary planning review and public review bodies will consider designs in comparison with identified Downtown architectural character and styles.

Note: It cannot be overemphasized that for the design of new buildings or building renovations in Downtown Tracy, the services of a qualified Architect experienced in the design of urban Downtown buildings, well-versed in architectural styles, and familiar with the historic and urban character of Downtown Tracy and other Central Valley towns is strongly recommended.

## 2.5.1. BUILDING MASSING AND COMPOSITION

Building massing and composition regulations are determined by District as shown in the Fig.2.5.1. Building Massing and Composition Regulations Chart and control the minimum required articulation of a building's height and length.

For the purposes of this plan, a building's massing may be composed of the following elements:

### 1) Streetwall:

The plane of a façade that fronts upon a street, extending from the ground up to the streetwall eave line (see Fig.2.5.1.)

### 2) Side Wall:

The plane of a façade that fronts upon a side yard or side property line, extending from the ground up to the side wall eave line. (see Fig.2.5.1.)

### 3) Rear Wall:

The plane of a façade that fronts upon a rear yard, rear property line, or railroad right-of-way extending from the ground up to the rear wall eave line. (see Fig.2.5.1.)

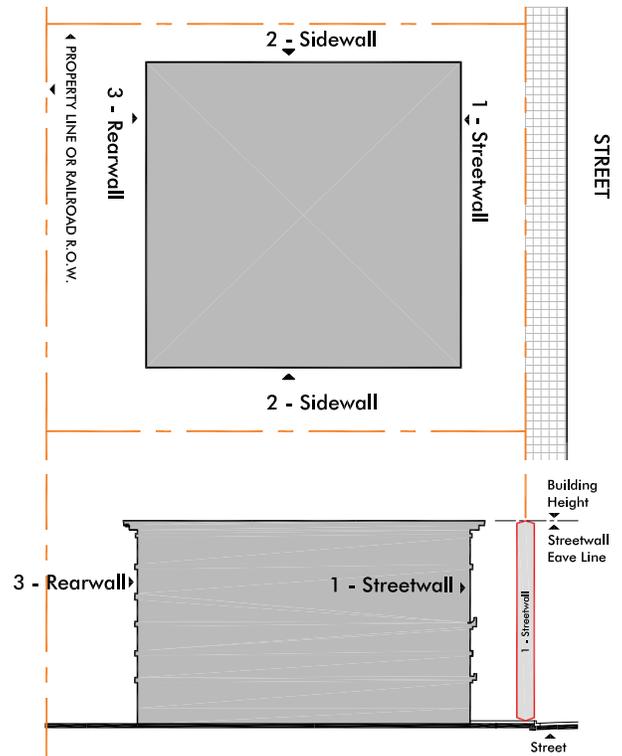


FIG. 2.5.1. SUMMARY OF ELEMENTS IN PLAN & SECTION

### 2.5.1. BUILDING MASSING & COMPOSITION REGULATIONS CHART

2.1. District Zone	Downtown Core	Outer Core	Downtown Gateway	Mixed Use Corridor	Urban Neighborhood	Downtown Neighborhood	Civic	Downtown Workplace
2.5.2. Height Massing & Composition								
1) Streetwall Massing Element								
a) Base	required	required	required	required	required only for buildings longer than 60'	---	required	required
b) Top	required	required	required	required	required	required	required	required
2) Side & Rear Wall Articulation	(See Section 2.5.2.2)							
2.5.3. Length Massing & Composition								
1) Streetwall Increment	100 ft max	120 ft max	120 ft max	150 ft max	80 ft max	40 ft max	120 ft max	150 ft max
3) Side, Rear, & Rail Wall Increment	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**Legend:**

Required : These are Required elements of all new development as indicated.

## 2.5.2. HEIGHT MASSING AND COMPOSITION

The objective of this section is to ensure that all new or renovated Downtown buildings have a well-formed “base” and a “top.” A building base provides form and definition to the pedestrian-scale public room of its adjacent Downtown street spaces. A building’s top or cap contributes to a distinctive skyline and overall massing of the Downtown District, whether seen immediately looking up from the street below or at a distance from another part of the city.

The requirements that follow outline minimal measures to compose the vertical mass of building facades.

The use and implementation of further articulations outlined in Section 2.5.4. “Architectural Elements” and 2.5.5. “Architectural Styles” are strongly recommended to create well-integrated and attractive architecture.

### 1) Streetwall Height Massing Element

#### a) Base Element:

A substantial horizontal articulation of the streetwall shall be applied within the first floor (or in the case of buildings above 4 stories, optionally within the second floor as well), to form a horizontal “base” of the façade that strongly defines the pedestrian-scale space of the street and is well-integrated into the overall façade composition. See Section 2.5.4.1)a) Architectural Elements – Façade – Building Base for means of implementation.

#### b) Top Element:

A substantial horizontal articulation of the streetwall shall be applied at the top of the uppermost floor of the facade, to result in termination of the façade that provides an attractive façade skyline and a completion of the upper façade composition. This “cap” shall be architecturally integrated with any sloping roof volume (if used) that occurs above the eave line.

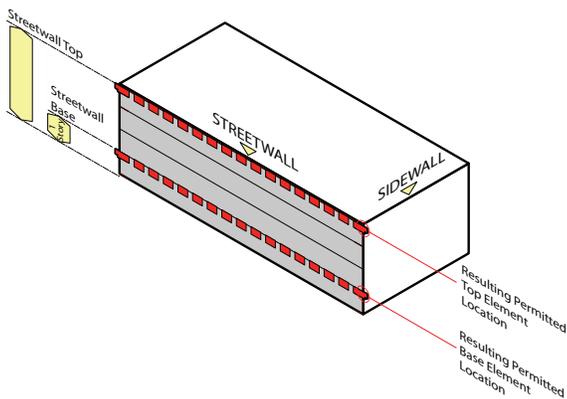


FIG. 2.5.2. HEIGHT MASSING & COMPOSITION ELEMENTS

### 2) Side Wall and Rear Wall Height Massing Element

- i) Requirements for side and rear wall height Massing are the same as those for streetwall in the following cases:
  - (1) Where building wall to building wall clearance is more than 10 feet.
  - (2) Where a side or rear yard of greater than 5 feet exists and the adjacent property has no building volume providing horizontal obstruction.
  - (3) Where the side or rear wall faces upon a public open space or active open space such as a plaza or courtyard.
- ii) The minimum requirement for height massing Elements may be satisfied by flush wall height massing treatments in the following case:
  - (1) Where building wall to building wall clearance is more than 5 feet and no greater than ten feet.
- iii) Flush wall height massing treatments shall consist of one or more of the following elements which match vertical increments used on the streetwall(s) of the building:
  - (1) Integral color change between increment of base and portion of wall above, and/or between increment of top element and portion of wall below.
  - (2) Horizontal score lines matching top, bottom, and/or other lines of streetwall horizontal articulation.
  - (3) Horizontal façade recess(es) matching top, bottom, and/or other lines of streetwall massing elements.
- iv) *No side and rear wall height massing is required in the following case:*
  - (1) Where building wall to building wall clearance is 5 feet or smaller.

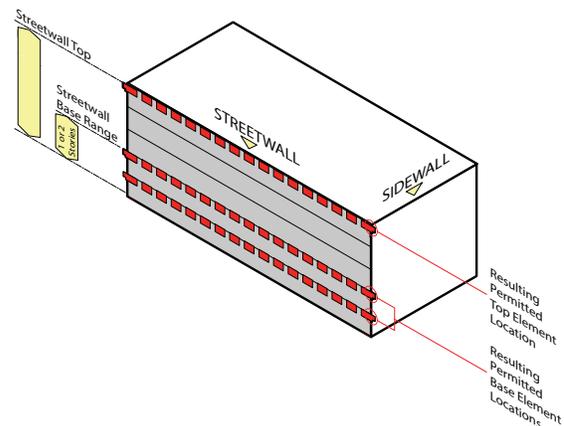


FIG. 2.5.2. HEIGHT MASSING & COMPOSITION ELEMENTS

### 3) HEIGHT MASSING ELEMENTS IN SECTION

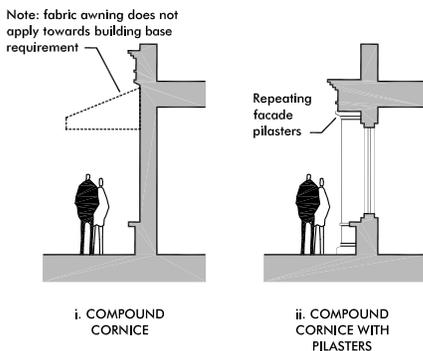
#### 3) Height Massing Element Guidelines

The following are examples of top element types that may be used to satisfy the required streetwall height massing requirement:

*Note: Fabric awnings are not counted towards a required height massing element.*

##### a) Cornice

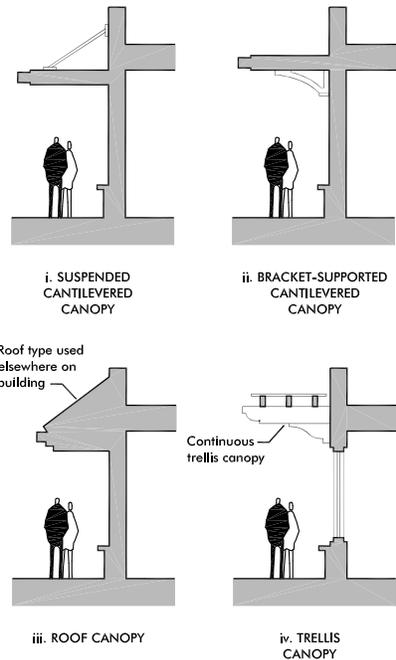
A cornice may be applied as the top of streetwall façade or a building base as a built-up material articulation that steps forward from the façade plane into the right-of-way or required setback. This step provides a significant opportunity for shadow lines and façade delineation; to this end, a minimum of three cornice “steps” or layers should be used. This element can be used on a façade independently or can be located atop a series of pilasters which are placed at regular intervals (usually to dictate bay width).



#### A) CORNICES

##### b) Canopy

A canopy element serves as an intermediate or final height massing element or “lid” at a ground floor façade, or as a streetwall cap. Its purpose is to provide shade or cover for pedestrians or sidewalk dining and/or to establish a strong horizontal massing element and “shadowline” in the facade. It can be a continuous horizontal element, a series of repeated elements (typically above shopfront windows), or a single “feature” element occurring at a structure’s main or secondary entrance. A canopy and its related building components should be constructed of an accent building material (such as metal, tempered glass, or roof material used elsewhere on building) that is compatible with the primary building material.

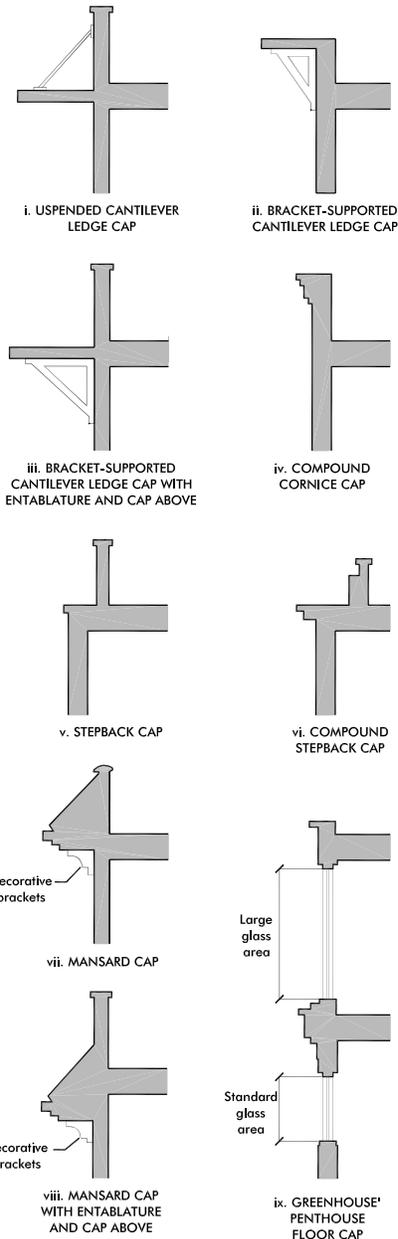


#### B) CANOPIES

### 3) HEIGHT MASSING ELEMENTS IN SECTION

#### c) Shaped Parapet

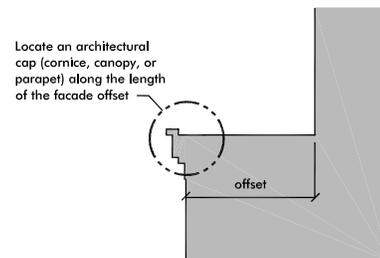
A shaped parapet is the freestanding upper extension of the streetwall extending above the point where the roof intersects behind it. A shaped parapet provides visual completion to the top of a building façade and develops a distinct and recognizable skyline for the building. The form of a shaped parapet may be unrelated to the roof form behind it. In many cases, the form of a shaped parapet has traditionally been symmetrical. Generally, shaped parapets and their related components should be constructed of the primary wall cladding (such as brick, stone, or stucco) or an accent building material (such as wood or metal) that is compatible with the façade composition.



#### C) SHAPED PARAPET

#### d) Façade Offset

A façade offset creates a horizontal plane break where a portion of the façade steps back in order to break the building into smaller volumes. Generally, a façade offset applies a cornice, canopy, or shaped parapet along the edge of the offset to add visual interest and appropriately define the resulting building volume.



#### D) FACADE OFFSET

### 2.5.3. LENGTH MASSING AND COMPOSITION

The objective of this section is to provide minimal requirements to ensure that the length of any new or renovated building façade in the Downtown is in keeping with the historic scale of Downtown facades.

The requirements that follow outline minimal measures to compose the horizontal mass of building facades. Further building articulation as outlined in Section 2.5.4. architectural elements is strongly recommended to create well integrated and attractive architecture.

#### 1) Streetwall Length Increment

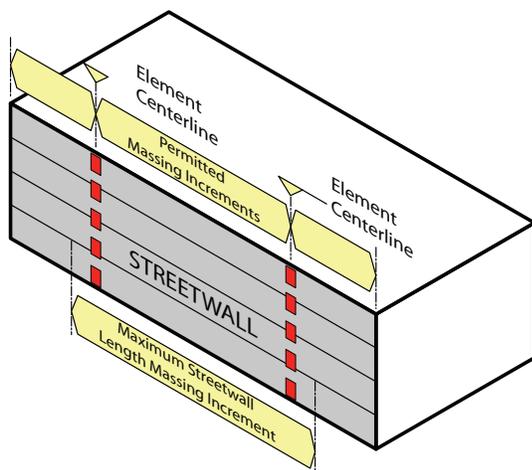
The maximum streetwall length massing increment shall be as shown in Fig. 2.5.1. Building Massing and Composition Regulations Chart. When a notch or pilaster/pier is used for the massing element, measurement of the horizontal increment shall be from centerline to centerline of elements.

#### 2) Side Wall & Rear Wall Length Increment

There are no length massing increment regulations applied to side, and rear walls.

#### 3) Length Massing Elements Standards

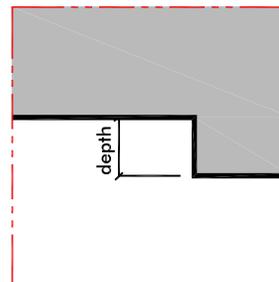
The following are permitted length massing element types. All permitted element types may be used either alone or in combination with any other permitted element type to satisfy the streetwall length increment requirement.



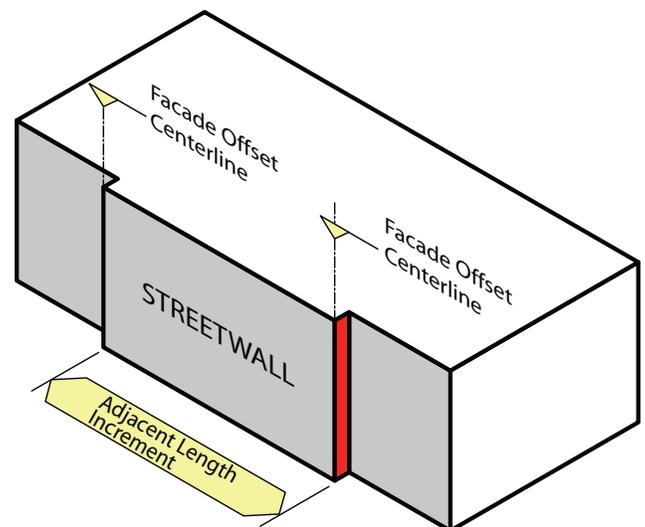
#### a) Façade Offset

##### i) Streetwall or shopfront:

- (1) The horizontal depth of a façade offset shall be a minimum of 5% of the width of the largest adjacent horizontal façade segment. (see diagram)



Minimum offset depth = 5% of longest adjacent length increment

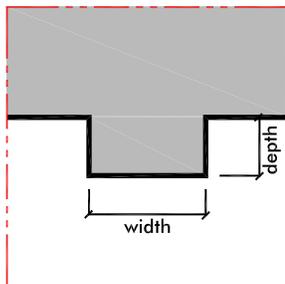


## FIG. 2.5.3. LENGTH ARTICULATION ELEMENTS

### b) Pilaster/Pier

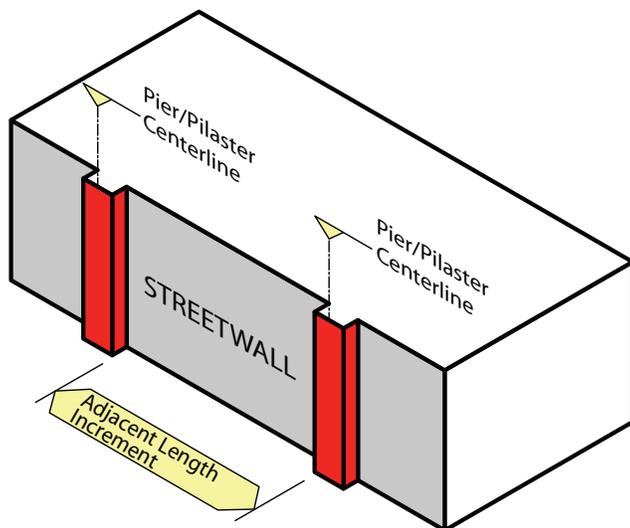
#### i) Shopfront only:

(1) The horizontal width of a protruding pilaster or pier shall be a minimum of 5% of the width of the largest adjacent horizontal façade segment. The setback of wall surface from the face of the pilaster or pier shall be a minimum of 25% of the pier width (see diagram). Pilasters/piers shall not protrude into the public right-of-way.



Minimum pier width =  
5% of the largest adjacent  
shopfront increment

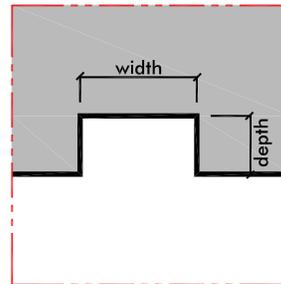
Minimum pier depth =  
25% of pier width



### c) Notch

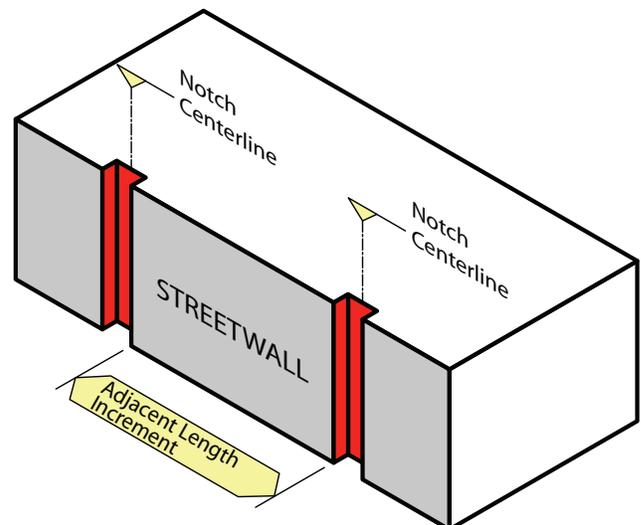
#### i) Streetwall or shopfront:

(1) The width of a façade notch shall be a minimum of 5% of the width of the largest adjacent horizontal façade segment. The depth of the notch shall be at least 25% of the notch width (see diagram).



Minimum notch width =  
5% of the largest adjacent  
shopfront increment

Minimum notch depth =  
25% of notch width



## 2.5.4. ARCHITECTURAL ELEMENTS

This section contains architectural standards and design guidelines to guide the design of architectural elements used within new buildings throughout the Plan Area. In accordance with the Site Development Standards set forth in Section 2.2., the following regulations and suggestions will ensure that new buildings maintain the quality and character of Tracy while providing ample opportunities for creativity and choice. Standards and guidelines regulating architectural elements are identified as they apply to a particular building type, such as residential, are noted accordingly.

In addition to the following architectural guidelines, application of sustainable or “Green Building” guidelines, such as those found in the *Leadership in Energy and Environmental Design (LEED) Green Building Rating System™* (<http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>), the *National Association of Homebuilders Model Green Home Building Guidelines* (<http://www.nahbrc.org/greenguidelines>), are encouraged until such time future City of Tracy “green building” ordinances and guidelines may potentially be enacted.

Note: These guidelines also apply to freestanding parking structures, whether serving municipal, commercial or residential uses.

### 1) Façade

#### a) Building Base

A base treatment is a horizontal articulation of the lower part of a building façade’s design that serves to establish a human scale for pedestrian users and passers-by, and aesthetically “ties” a building to the ground. The guidelines outlined below are intended to supplement and provide clarity and additional direction for the Streetwall Base requirements set forth in Section 2.5.1. Building Massing and Composition, as articulated in the section on streetwall height articulation.

##### i) Standards

There are no building base standards.

##### ii) Guidelines

- (1) Base treatments should be applied to all sides of the building that are visible from streets and public open spaces.
- (2) Base treatments on additions and accessory buildings should be carried over from the primary building, or applied in a manner compatible with the primary building where it is not originally present.
- (3) At a minimum, base treatment should occur at one of the following scales:

- (a) At the scale of the pedestrian, a base treatment should be created at a height between nine (9) inches and six (6) feet.
  - (b) At the scale of the building, the entire ground floor (or a higher portion of the lower portion of the façade) should be visibly articulated to read as a base that “anchors” the building to the ground.
- (4) A base treatment does not need to be the same on all sides of a building. The building base should be created by any one or combination of the following treatments:
- (a) A horizontal projection (or visible thickening) of the wall surface, which may be accompanied by a change of material and/or color; this may be an exterior version of a “wainscot.”
  - (b) A “heavier” design treatment, such as a darker color and/or stronger, more permanent material, for the base portion of the façade than for the portions above.
  - (c) A horizontal architectural line or feature at or below the top of the first story, such as a belt course or secondary cornice (related to or repeating the pattern of an upper cornice) separating the first two floors.
  - (d) A ground level gallery or arcade with columns, either recessed into the building volume or attached to the exterior may be used. Column spacing should be regular and related to the structural bay of the building.
- (5) A Residential building base may be created by any one or combination of the following treatments:
- (a) A visibly thicker and continuous base portion of the wall along the ground, where the wall above the base sets back.
  - (b) A material and/or color change of the base wall relative to the building wall above. The base material should generally be heavier (e.g. of darker color and/or a heavier or more permanent material) than portions of the building above.
  - (c) A horizontal architectural feature at or below the top of the first story, such as an intermediate cornice line or protruding horizontal band.
- (6) Parking podiums: Where parking podiums are part of the design of a residential development, they should be designed as the building’s base or part of the building’s base, with wall textures, colors, and dimensional

modules that are coordinated with the architecture of the residential portion of the building above. Materials, detailing and design elements should be used to break up a monotonous façade.

## b) Wall Cladding

### i) Standards

There are no wall cladding standards.

### ii) Guidelines

(1) Materials used should be appropriate to the architectural style and building type. Authentic materials and methods of construction should be used to the degree possible. Where simulated materials are used for reasons of economy, they should be durable and closely match proportions, surface finishes, and colors of original materials.

(2) Wall cladding materials on additions and accessory buildings should be carried over from the primary building.

(3) If the building mass and pattern of windows and doors is complex, a simple palette of wall materials, textures and/or colors should be used. If the building volume and the pattern of wall openings are simple, additional wall materials, textures and articulation may be utilized.

(4) For individual buildings or portions of buildings intended to appear as individual buildings, materials used as primary cladding should be limited in number – one or two maximum in most cases.

(5) Primary commercial building wall materials: Materials to be used as the primary cladding on buildings include:

(a) Brick: Yellow, tan or other lighter red-colored brick are characteristic brick colors in Tracy and its region. Full size brick veneer is preferable to thin brick tile. When used, brick veneers should be mortared to give the appearance of full-depth brick. Detailing should avoid the exposure of sides of veneer tiles; wrap-around corner and bullnose pieces should be used to further minimize the appearance of veneer. An anti-graffiti coating should be applied at the ground floor level.

(b) Wood: Horizontal sidings such as clapboard and tongue-in-groove; vertical siding such as board and batten; and other horizontal sidings such as smaller wood shingles and shakes are acceptable.

Larger, more rustic styles of shingles and shakes should not be used. Trim elements should be used for all wood siding types. Timber detailing and exposed bracing may be used where appropriate to the style. “T1-11” plywood panel siding is not recommended unless detailed with additional trim to emulate a board and batten style.

(c) Fiber-Cement or Cementitious Siding: These are exterior siding products composed of portland cement, ground sand, cellulose fiber and sometimes clay, mixed with water and cured in an autoclave. They are available in planks, panels and shingles and are an acceptable substitute for wood siding when used in the formats described above under “Wood.” Extra care must be taken to insure that installing workers are properly trained, proper tools are used for cutting, and non-rusting hardware is used for fastening. Earlier generation wood siding substitute products such as hardboard, oriented-strand board and asbestos board should not be used.

(d) Stucco or EIFS: Stucco, cement plaster or stucco-like finishes such as EIFS are acceptable finishes for upper stories only at street exposures. They may be used at ground floor portions of rear or side service and parking exposures, however the ground floor street façade cladding materials should continue to be used as a building base and accent material. Close attention should be paid to detail and trim elements for a high quality installation; for EIFS, high-density versions should be specified at the ground floor level to resist impacts. Very stylized or highly textured surface textures are not recommended. The pattern of joints should be architecturally coordinated with the overall facade composition, and sealant colors should be coordinated with surface and other building colors. At the ground floor level, window and door trim elements should not be made from stucco, cement plaster or EIFS; they should instead be made of wood, metal, precast concrete or other contrasting durable materials. An anti-graffiti coating should be applied at the ground floor level.

(e) Stone, stone veneers, cast stone, terra cotta, precast concrete, glass fiber reinforced concrete (GFRC): As well as wall cladding, these materials should be used as a wall base or wainscot materials and for copings, trim, and special decorative elements. Improperly simulated or contradictory finishes should not be used – for example, use of molded concrete or other materials to simulate a random rubblestone wall appearance while being

still “panelized” with visible straight-line panel joints. An anti-graffiti coating should be applied at the ground floor level.

(f) Ceramic tile: Glazed and unglazed tile should be limited in use to a facade cladding or decorative wall accent material. Grout color should be coordinated with tile and other building colors.

(g) Profile and Other Sheet, Rolled and Extruded Metal: As wall cladding, these wall systems should be used as a secondary or accent materials (see below). A high quality, fade-resistant coating system or paint such as Kynar, Tnemec, etc. is recommended.

(6) Primary residential building wall materials: Materials to be used as the primary cladding on buildings include:

(a) Wood: Wood is the predominant material of most existing residential structures in Tracy and should be widely used in the architectural design of new residential structures. Horizontal sidings such as clapboard and tongue-in-groove; vertical siding such as board and batten; and other horizontal sidings such as smaller wood shingles and shakes may be suitable. The larger, more rustic styles of shingles and shakes should not be used. Trim elements should be used for all wood siding types. Timber detailing and exposed bracing may be used where appropriate to the style. “T1-11” plywood panel siding is not recommended unless detailed with additional trim to emulate a board and batten style.

(b) Fiber-Cement or Cementitious Siding: These are exterior siding products composed of portland cement, ground sand, cellulose fiber and sometimes clay, mixed with water and cured in an autoclave. They are available in planks, panels and shingles and are an acceptable substitute for wood siding when used in the formats described above under “Wood.” Extra care must be taken to ensure that installing workers are properly trained, proper tools are used for cutting, and non-rusting hardware is used for fastening. Earlier generation wood siding substitute products such as hardboard, oriented-strand board and asbestos board should not be used.

(c) Brick: Full size brick veneer is preferable to thin brick tile. When used, brick veneers should be mortared to give the appearance of full-depth brick. Detailing should avoid the exposure of sides of veneer tiles; wrap-around corner and bullnose

pieces should be used to further minimize the appearance of veneer.

(d) Stucco or EIFS: Stucco, cement plaster or stucco-like finishes such as EIFS may be used. Attention should be paid to detail and trim elements for a high quality installation; for EIFS, high-density versions should be specified at the ground floor level to resist impacts. Highly textured surface textures are not recommended. The pattern of joints should be architecturally coordinated with the overall facade composition, and sealant colors should be coordinated with surface and other building colors.

(e) Stone, stone veneers, cast stone, terra cotta, precast concrete, glass fiber reinforced concrete (GFRC): may be used as a wall cladding material, when detailed appropriately for residential character – generally with a more modest scale than for commercial character. Improperly simulated or contradictory finishes should not be used – for example, use of molded concrete or other materials to simulate a random rubblestone wall appearance while being still crisscrossed with visible straight-line panel joints. An anti-graffiti coating should be applied at the ground floor level.

(7) Wall accent materials are recommended to add interest and variety at a more intimate scale, for example, at individual storefronts, along architectural elements such as cornices, on portions of buildings or walls. Materials recommended for use as accents include brick, wood, stone, and ceramic tile as listed above, and also include:

(a) Ceramic tile: Glazed or unglazed tile may be used as a decorative wall accent material. Grout color should be coordinated with tile and other building colors.

(b) Terra Cotta: Terra cotta tile ornamental and trim components should be used in coordination with appropriate architectural styles such as Spanish and Mission Revival, Mediterranean, etc.

(c) Stone, stone veneers, cast stone, terra cotta, precast concrete, glass fiber reinforced concrete (GFRC): These materials should be used as a wall base or wainscot materials and for copings, trim, and special decorative elements. Improperly simulated or contradictory finishes should not be used – for example, use of molded concrete or other materials to simulate a random rubblestone wall appearance while being still crisscrossed with visible straight-line panel joints.

(d) Profile, Corrugated, and Other Sheet, Rolled and Extruded Metal Surfaces: Where used, sheet metal should be detailed with adequate thickness to resist dents and impacts, and should have trim elements to protect edges.

(e) Fiber-reinforced plastics (FRP), cast glass fiber composites (“fiberglass”): These materials often are used in molded reproductions of carved wooden or cast metal architectural ornamentation such as column capitals and bases, architectural columns, cornices, and other trim. They may be used if their appearance closely approximates the type of painted wood element for which they are intended to substitute, and are otherwise coordinated in color and composition with the selected architectural style. They should be located above or away from highly-trafficked areas.

(8) Building base, parking podium, or above ground parking structure materials: Bases of larger buildings and parking podiums may be clad or built with materials that extend down from the residential portions of the building above. Building bases may also be built with contrasting materials of a more substantial and permanent character than the residential portions of the building above. Residential Building bases may also be built with contrasting materials of a more substantial and permanent character than the residential portions of the building above. Visible facades of above-ground parking structures, if not clad, should display quality materials of a substantial and permanent character that are complementary and sympathetic to surrounding pedestrian-scaled architecture – not utilitarian portland cement. Such substantial and permanent materials and treatments include:

(a) Precast Concrete: The location and spacing of panel and expansion joints should be incorporated into the facade composition. Castings should be shaped to form architectural profiles that create bases, cornices, pilasters, panel frames, and other elements contributing to facade composition and human scale. Cement type, mineral pigments, special aggregates and surface textures should be exploited in precast concrete to achieve architectural effects. Grout and sealant colors should be coordinated with castings and other building colors. An anti-graffiti coating should be applied at the ground floor level and wherever exposed facade surfaces may be accessible from upper floors through wall openings.

(b) Poured-in-Place Concrete: Long surfaces of uninterrupted flat concrete walls shall not be used. The use of textured form liners, pigments, stains, and/or special aggregates should be used to create rich surfaces. At a minimum, the design of exposed concrete walls should incorporate the location and spacing of formwork tie-holes, expansion joints and control joints into the facade composition. To the degree possible, formwork should shape architectural profiles of walls that create bases, cornices, pilasters, panel frames, and other elements contributing to facade composition and human scale. Concrete walls may also be clad with other finish materials such as stucco and patterned to match other building walls. The architectural treatment of poured concrete that is used as a building architectural base should be extended to concrete used elsewhere in the project for sitework material. An anti-graffiti coating should be applied at the ground floor level and wherever exposed facade surfaces may be accessible from upper floors through wall openings.

(c) Concrete Block: Where concrete blocks are used on a building base, as a sitework material, or as the primary wall surface material for a parking structure, creativity in selecting block sizes, surface textures, stacking/bonding patterns, and colors is recommended. In the case of a building base, facade composition should be coordinated with the architecture of primary building walls above. To alleviate an institutional (i.e. “project” or “prison”) appearance, a plain stack-bond block pattern of standard size blocks should be avoided. Instead, decorative treatments such as alternating block courses of differing heights, alternating surface textures (e.g. precision face and split face) and/or compositions of colored blocks should be used, along with matching cap and trim pieces. Grout colors should be coordinated with block and other building colors. An anti-graffiti coating should be applied at the ground floor level and wherever exposed facade surfaces may be accessible from upper floors through wall openings.

## c) Façade Composition

### i) Standards

- (1) All façade projections such as balconies, porches, window bays, trellises, and awnings shall have a minimum height clearance of eight feet (8'-0") above the sidewalk below.
- (2) Façade projections shall be limited to six feet (6'-0") into the required setback or right-of-way.
- (3) Overall wall composition for streetwalls shall contain at least 30%, but no more than 80%, glazing in order to provide daylighting into tenant space. Overall wall composition for Side and Rear walls does not have a minimum glazing requirement.

### ii) Guidelines

- (1) Buildings should be "four-sided", meaning that all facades including rear, and side facades are to be considered visible (unless facing "blind" onto an adjacent party wall) and should be treated with an architectural façade composition.
- (2) Large expanses of "blank" façade walls should not appear on buildings and structures. Where visible façade segments are not "active" with frequent storefronts, windows, and/or door openings, vertical articulation such as pilasters and columns and horizontal articulation such as cornices and belt courses should be applied to subdivide the wall surface into increments that extend the human-scaled architectural character and cadence of more active façade areas. Other ornamentation such as wainscots, bases, and decorative light sconces should be extended from active facades.
- (3) Horizontal ornament such as awnings or belt courses, string courses or cornice lines should be carried across adjacent facades to unify various building masses and convey the sense of a consistent building wall.
- (4) Covered outdoor spaces, awnings and arcades are encouraged to protect pedestrians from summer heat and winter rain. These items should be located above the display windows and below the storefront cornice or sign panel.
  - (a) Storefront Awnings: Colored fabric mounted awnings supported by a metal structural frame or permanent architectural awnings utilizing materials from the building architecture are both acceptable. Internally illuminated fabric awnings should not be used. For a sequence of storefronts or windows, a sequence of discrete awnings or canopies for each

storefront or building bay should be used, rather than one continuous run-on awning. Awnings should not cover up intermediate piers, pilasters, or other vertical architectural features.

(b) Trellises, Marquees and Architectural Canopies: Materials, colors, and form should be derived from the building architecture, i.e. a trellis painted the same color as a building's trim scheme is appropriate.

(5) Ornamental wall-mounted outdoor lighting (sconces) may be used to accent entries, mark a sequence of repeating pilasters, or serve as a "centerpiece" for a façade panel.

(6) Alcoves, balconies and porches are encouraged at upper stories to create architectural interest, a regional architectural context, and to provide outdoor spaces for upper story tenants.

(a) Protrusions such as balconies and porches may be used on second and higher stories if the overall projection and encroachment into the public right-of-way and/or required setbacks conforms to the regulations established in Section 2.2.6. Protrusions of this type should extend no greater than 2 feet from the face of the building. Alcoves used in conjunction with these elements increases the usability of this element, while providing visual interest to the façade composition.

(b) Balconies and porches may be used on second and higher stories if the overall height clearance from the bottom of the soffit and fascia board to the sidewalk below is 12 feet or greater.

(c) Balcony and porches should be constructed of materials and proportions related to the overall façade composition.

(7) Window Bay Projections are encouraged at upper stories as they create architectural interest and a regional architectural context. They also serve to increase usable internal floor space for upper story tenants.

(a) Window Bay Projections may be used on second and higher stories if the overall projection and encroachment into the public right-of-way or required setback conforms to the regulations established in Section 2.2.

(b) Window Bay Projections may be considered a "primary wall material" or an "accent wall material" and conform to the Wall Cladding guidelines above.

## d) Composition of Openings and Façade Elements

### i) Standards

There are no composition of openings and façade elements standards.

### ii) Guidelines

Surface features and façade elements should be located and arranged according to the building's architectural style. At a minimum, they should be organized according to the building's overall proportions and structural bay spacing in order to create a harmonious pattern of elements across the façade.

- (1) Unifying architectural approaches should be used to lay out a window pattern across a facade, such as aligning windows by using common sill or header lines.
- (2) At attached residential dwellings, facades of attached residences within the same project should be distinct and even different, but also should maintain unifying elements such as a common window header or sill line, and/or aligned vertical centerlines of windows and doors between upper and lower floors.
- (3) Shading devices such as building overhangs, latticework and trellises should be incorporated into facades where appropriate, especially at south-facing facades.

## e) Windows

### i) Standards

There are no Windows standards.

### ii) Guidelines

Windows should be designed to be in keeping with the character and the architectural style of the building. Windows throughout a building's facades should be related in design, operating type, proportions, and trim. They should be used as architectural elements that add relief to the façade and wall surface.

#### (1) Form:

(a) Window openings, operating types (single-hung, casement, etc.) and proportions of window frames and members should be designed in accordance with the selected architectural style.

(i) Curtain-wall window walls (i.e. a façade or portion of a façade of one story or greater height consisting of 100% glazing and mullions, where glazing panels may either be transparent windows or opaque spandrel panels) should not be used as primary wall cladding or as a building base. Curtain-wall window walls may be used on upper stories as a secondary wall cladding (i.e. when a building stepback occurs per Section 2.2.3.).

(ii) Other than when used as storefront glazing, continuous horizontal bands of windows (sometimes referred to as "ribbon" windows) that extend the full width of a building façade should be prohibited.

(iii) Where greater privacy is desired for ground floor restaurants or professional services, large storefront windows should be divided into smaller units or panes. An "industrial sash" type of multi-pane window may be used where appropriate with the building's architectural style.

(iv) A vertical proportion of windowpanes or window openings (3:2 to 2:1 height: width ratio) should typically be used. Openings may be composed of a series of vertically proportioned panes or frames.

(v) Commercial clerestory and transom windows are recommended to provide a continuous horizontal band or row of windows across the upper portion of a storefront.

(vi) Windows should generally maintain consistency in shape and in location across a

façade, and be coordinated with facades of adjacent buildings. Unifying patterns should include a common window header line or sill line, and/or aligned vertical centerlines of windows and doors. The overall effect should create a harmonious pattern across the street wall.

(vii) Windows on the upper floors should be smaller in size than storefront windows on the first floor, and should encompass a smaller proportion of facade surface area. Exceptions to this may occur when a curtain-wall system is used on upper floor wall areas.

(viii) At freestanding parking structures, long-span façade openings with a height: width ratio that is more horizontal than 1:3 should not be used. Vertically proportioned window-like openings (3:2 to 2:1 ratio) are strongly encouraged, to continue the pattern of pedestrian-scaled building facades. If horizontally proportioned openings are used, vertical pilasters, columns, or other elements should be applied to subdivide the horizontal proportion into smaller vertically proportioned openings.

(b) Where possible, consider how shade structures, window orientation, and opening size can be utilized as part of a building's Daylighting & Passive Solar Heating program.

(2) Glazing:

(a) Depth of glazing: Window frames shall not be flush with walls. Glass should be inset a minimum of three (3) inches from the surface of the exterior wall and/or frame surface to add relief to the wall surface.

(b) Where multi-pane windows are utilized, "true divided light" windows or sectional windows should be used, especially at the ground floor. "Snap-in" muntins (i.e. detachable vertical or horizontal glass plane dividers or glass pane dividers sandwiched between layers of glass) should not be used in commercial, mixed-use or civic buildings.

(i) Window trim: Shaped frames and sills should be used to enhance openings and add additional relief. They should be proportional to the glass area framed, as where a larger window should have thicker framing members. Upper story windows and parking structure "window" openings should be detailed with architectural

elements such as projecting "lug" sills, molded surrounds, and/or lintels.

(ii) Window accessories such as window boxes for plants, fabric awnings, etc. should be considered for additional articulation and interest, in coordination with the selected architectural style. Decorative grillework is recommended for parking structure openings, to add detail and help "break down" the scale.

(iii) At additions and accessory buildings: window should be of the same style as the main building, including opening mechanisms and trim.

(3) Materials:

(a) If horizontal or vertical aluminum sliding windows are used, assemblies with extrusions and frame members of minimum one and one-half inches (1.5") exterior width dimension should be used, to avoid an insubstantial "cheap motel" appearance common to aluminum sliding windows.

(b) Clear glass should be used. If tinted glazing is used, light tints and green, gray or blue hues should be used.

(c) If solar or heat control is desired, reflective glazing and/or reflective adhesive films should not be used. Nonreflective types should be selected instead. Low emissivity glass and external and internal shade devices are other options that should be used as well.

(d) "Lug sills" (protruding window sills) should not be formed of rigid foam or other substrates sprayed with stucco or other wall finish material. They should be instead constructed with a permanent material such as painted wood, painted FRP, metal, precast concrete, GFRC, terra cotta, or stone.

## f) Main Entrances

### i) Standards

(1) To contribute to the public and pedestrian realm, building entrances shall be prominent and easy to identify.

(2) The main pedestrian entrance of a building shall be located at the primary street façade of the building, public open space, or forecourt, shall be easily visible and recognizable, and shall be architecturally treated in a manner consistent with the building style.

(3) At mixed-use buildings, entrances to residential, office or other upper story uses shall be clearly distinguishable in form and location from retail entrances.

### ii) Guidelines

(1) Entrances should incorporate one or more of the following treatments:

(a) Marked by a taller mass above, such as a modest tower, or within a volume that protrudes from the rest of building surface;

(b) Accented by special architectural elements, such as columns, overhanging roofs, awnings, and ornamental light fixtures;

(c) Indicated by a recessed entry or recessed bay in the facade. Recommended treatments include special paving materials such as ceramic tile; ornamental ceiling treatments, such as coffering; decorative light fixtures; and attractive decorative door pulls, escutcheons, hinges, and other hardware.

(d) Sheltered by a projecting canvas or fabric awning, or as a permanent architectural canopy utilizing materials from the primary building.

(2) Entrances to upper-story uses should incorporate one or more of the following treatments:

(a) Located in the center of the façade between storefronts, as part of a symmetrical composition.

(b) Aligned with prominent façade elements of upper stories, such as an expressed or embedded entrance tower.

(c) Accented by architectural elements such as clerestory windows, sidelights, and ornamental light

fixtures, and identified by signage and/or address numbering.

(d) Indicated by a recessed entrance, vestibule or lobby distinguishable from storefronts.

## g) Secondary Entrances

### i) Standards

(1) Secondary entries, such as side or rear building entries shall not be more architecturally prominent or larger than the front entry.

### ii) Guidelines

(1) Side or rear building entries should be visible and easy to find, but visually secondary to main entrances

(2) Secondary entries should be easy to find, particularly for customers or visitors accessing them from parking lots.

(3) The design of the side or rear entry should be architecturally related to the front entry, such as in use of materials and proportions.

(4) Secondary entries should be enhanced with detailing, trim and finish consistent with the character of the building.

## h) Loading and Service Entrances

### i) Standards

(1) Service entrances shall not face primary streets when a secondary street, alley, or parking lot entrance location is possible. All service entrances and associated loading docks and storage areas shall be located to the side or rear of the building.

(2) Portions of the building facade containing service or truck doors visible from the public street shall be designed to include attractive and durable materials and be integrated into the architectural composition of the larger building facade design. Architectural treatments, materials, and colors shall be extended from building facade areas into the facade portion containing truck doors to avoid creating a gap in architectural expression and to maintain a high-quality appearance.

### ii) Guidelines

(1) Loading and services entrances should not intrude upon the public view or interfere with pedestrian activities.

## i) Entrance Doors

### i) Standards

There are no entrance doors standards.

### ii) Guidelines

- (1) Doors are the one part of the building façade that patrons and visitors will inevitably see and touch, and should be well-detailed and made of durable high quality materials.
- (2) Doors at storefronts should include windows of substantial size that permit views into the establishment.
- (3) Doors at storefronts should match the materials, design and character of the display window framing. High quality materials such as crafted wood, stainless steel, bronze, and other ornamental metals are encouraged.
- (4) Detailing such as carved woodwork, stonework, or applied ornament should be used, to create noticeable detail for pedestrians and drivers. Doors may be flanked by columns, decorative fixtures or other details.
- (5) Doors and doorways leading to upper story uses, such as residential or office uses should be distinguishable from those leading to retail establishments.
- (6) If utilized at storefront windows, doors, and loading docks, roll-up security doors should be detailed to conceal door housings and tracks and provide an attractive and finished appearance for all exposed components. The roll-up door housing should not protrude more than 6 inches from the building façade plane.
- (7) Doors at residential mixed-use buildings should match or complement the materials, design and character of the primary building, as well as convey the residential character of the building.
- (8) Doors at residential uses should incorporate high quality materials such as crafted wood, stainless steel, bronze, and other ornamental metals.
- (9) Where possible, entrance doors at attached residential units should vary in color and/or design from unit to unit to further distinguish the individual identity of each residence.
- (10) At live-work units, if roll-up security doors are used, they should be detailed to conceal door housings and tracks and provide an attractive and finished appearance for all exposed components. The roll-up door housing should not protrude from the façade plane.

## j) Garage Doors

### i) Standards

There are no garage doors standards.

### ii) Guidelines

For residential garage doors at mixed-use buildings and for all commercial use garage entrance doors, single-car garage doors are strongly recommended to avoid projecting an automobile-dominated appearance to the street or alley. The following are recommended design treatments:

- (1) Door design treatments such as ornamental panelization or vertically proportioned segmentation and detail should be used to minimize the apparent width of the entrance – in accordance with the selected architectural style.
- (2) Framing elements such as trellises above openings and ornamental framing around the edges of openings are recommended.
- (3) Where double car width doors are used, a width of eighteen feet (18'-0") should not be exceeded.
- (4) At live-work facades, garage or studio doors should be compatible with a residential character. Large featureless doors should be avoided. Glazed multi-panel doors may also be used to impart a residential scale.
- (5) At garage entrances of parking podiums and freestanding parking structures: Vehicle entrances should be treated with architectural articulation and landscape materials, to “mark” an important and frequently used common entrance and make it easily recognizable. Architectural treatment of garage entrance openings should include “notching” the mass of the structure or podium at the entry, applying architectural framing to the opening, trellising with or without plant materials, ornamental door grillework, ornamental lighting and signage, etc., consistent with the architectural style of the building.

## 2) Roofs

### a) Roof Types

#### i) Standards

(1) Roofs shall match the principal building in terms of style, detailing and materials. They shall contribute expressive and interesting forms that complement and add to the overall character of Tracy.

(2) Flat or shallow pitched roofs are permitted to be used and shall be designed with one or more of the treatments stated in Guidelines, below.

(3) Mansard roofs (i.e. a flat-topped roof that slopes steeply down on all four sides, thus appearing to sheath the entire top story of the building) shall only be acceptable as follows:

(a) Buildings with a mansard roof shall be a minimum of 2 stories and 26' in height measured from the mean height level between the eaves and the ridge.

(b) The maximum slope shall be no steeper than three feet of rise for every two feet of run (3:2).

(c) The minimum height of mansard roofs (from eave to roof peak) shall be one (1) typical building story height or thirty percent (30%) of the building façade height as measured to the eave, whichever is smaller.

(d) Mansard roofs shall fully enclose the perimeter of a building. Where a break in the horizontal run of mansard roof occurs, an architectural termination is recommended (e. g. the roof intersects into a tower).

(e) Mansard roofs shall include a cornice at the eave line where the roof overhang depth is less than two (2) feet, and an edge termination at the peak.

#### ii) Guidelines

(1) All pitched and continuous sloping roof forms (i.e. without flat horizontal portions) are encouraged. These include gable, hip, and pyramidal roofs.

(2) Deeply sloping roof forms, such as gable, hip, and pyramid roofs, and curved roofs, such as barrel vaults, should be limited to prominent or special buildings, such as civic or performing arts facilities.

(3) Flat or shallow pitched roofs should be ornamented with shaped parapets, caps, or cornice treatments, using one of the methods below:

(a) The primary cornice should be decorated or bracketed with parapets, finials, or simple decorative panels or molding.

(b) An architecturally profiled cornice and/or expressed parapet cap should be used to terminate the top of the parapet wall.

(c) Surface mounted cornices, continuous shading elements, or trellises should be used to strengthen a parapet wall design.

(d) Sheet metal parapet caps or coping should provide a formed (compound folded) overhanging edge termination and a heavy gage sheet metal thickness selected to avoid "oilcanning" distortion. Single layer, flush sheet metal parapet caps should not be used.

(4) "Green" Roofs (i.e. using a growth medium to support plants as the primary exposed roof surface) and Rooftop Gardens are encouraged on flat or shallow sloped sections of a roof behind ornamented parapets, caps, or other cornice treatments, providing insulation, storm-water management, usable green space, or visual interest to the building .

(5) Smaller and lower subsidiary roofs may be used at storefronts, attached to a taller façade wall behind; these should match the principal building in terms of style, detailing and materials.

(6) Roof overhangs for both flat and sloping roofs are encouraged to add depth, shadow and visual interest, and can be used to create a streetwall top as defined in Section 2.5.1. They should be designed as follows:

(a) At roof overhangs, vertical roof edge fascia over eighteen (18) inches in height are recommended to be subdivided or accented by additional horizontal layers, stepbacks, trim, and other detailing.

(b) Brackets and corbels (i.e. decorative supporting pieces designed to bear the weight of projected overhangs), or other expressed roof overhang supports (whether structural or nonstructural) are encouraged to add richness to detailing. The spacing module of repeating supports should relate to the building's structural bay spacing or window mullion spacing.

(c) The soffit (i.e. the underside surface of the roof overhang) should be designed as a visible feature and incorporated into the overall architectural composition. Soffit beams, coffers, light fixtures and other design articulation are encouraged.

(7) At freestanding parking structures, the “skyline” at the roof deck should be designed and shaped to create an interesting visual profile, as follows:

(a) At stair and/or elevator towers, special roof forms such as sloped or curved roofs are encouraged.

(b) Along parapet edges, cornices, shading elements, and/or trellises are encouraged to provide additional visual interest. The height of parapet walls and/or guard railings may be varied in coordination with the overall façade composition but should be tall enough to conceal vehicles.

(c) Due to their highly visible location, light poles and fixtures at roof parking decks should be specified or designed as decorative fixtures, architecturally coordinated with the style of the building.

(8) Variations of the roof and/or eave line should be used to mark main building entrances and also to differentiate between individual units within attached residential buildings.

(9) Where possible, consider how roof form and orientation can be utilized as part of a building’s Daylighting & Passive Solar Heating program.

## b) Roof Materials

### i) Standards

There are no roof materials standards.

### ii) Guidelines

(1) Roof materials should match or complement the existing context of the project area.

(2) Roof materials that should be used include:

(a) Terra Cotta or Concrete Tile: Red tile roofs are encouraged for Mediterranean or Spanish Revival architectural styles. Projects are recommended to use authentic terra cotta barrel tiles and avoid simulated products.

(b) Slate or slate-like materials such as concrete tile: For simulated materials, exaggerated high-relief surface textures should not be used.

(c) Tar and Gravel, Composition, or Elastomeric Roofs (at flat roof locations): Light, reflective colors (including “cool roofs”) are recommended to minimize heat gain within the buildings. Roof surfaces utilizing these materials should be screened from view from adjacent buildings and sites by parapet walls (see following section, “Roof Equipment and Screening”).

(d) Asphalt shingles: Projects using asphalt shingles should use the highest quality commercial grade materials, and be provided with adequate trim elements. Lightweight asphalt shingles should not be used.

(e) Sheet metal shingles, such as copper, zinc, and alloys.

(f) Metal Seam Roofing: Finishes should be anodized, fluorocoated or painted. Copper, zinc, and other exposable metal roofs should be natural or oxidized. Photovoltaic (solar power) shingles. Where installed together with other non-photovoltaic shingles, care should be taken to match size and spacing of shingles.

(3) Roof materials that should not be used include:

(a) Corrugated sheet metal, unless used as an accent roofing material.

(b) Stamped sheet metal used to simulate Mediterranean or Spanish roof tiles.

(c) Wood shakes or shingles.

## c) Roof Equipment and Screening

### i) Standards

(1) Roof mounted mechanical equipment such as heating and cooling equipment and receiving dishes shall be completely screened by architectural enclosures or enclosed within roof volumes.

(2) Site-mounted mechanical equipment shall be screened. Screening shall be integrated as part of a project's site and building design. Chain-link fencing for mechanical equipment shall not suffice as a screening treatment.

(3) To reduce glare, light colored roofs (including "cool roofs") shall be completely screened from view as seen from adjacent streets, sites or buildings. Screening shall be provided by architectural enclosures that are derived from the building's architectural expression, such as parapet walls or other screening treatment.

### ii) Guidelines

(1) For screening of roof-mounted equipment such as heating and cooling equipment, antennae, and receiving dishes:

(a) Items should be located behind parapets, recessed into the slope of roof hips or gables, or enclosed within roof volumes.

(b) Materials, architectural styles, colors and/or other elements from the facade composition should be used to integrate the screening into the building's architecture.

(c) In the design of screening enclosures, use of dimensional increments of window spacing, mullion spacing, or structural bay spacing taken from the facade composition is recommended.

(2) Where possible, downspouts should be concealed within walls. For exposed downspouts, their location, spacing, materials, and colors, and gutters, scuppers, and other visible roof drainage components should be incorporated into the architectural composition of the facade and roof. An architectural placement scheme is recommended; haphazard placement should be avoided.

(3) Wall-mounted mechanical equipment (such as fan vents, meters, etc.) should be incorporated into the architecture of the building or screened by enclosures. Site-mounted equipment (including trash enclosures) should be screened by architectural enclosures and/or landscaping, depending on context. Architectural styles, materials, colors, and other elements from the roof and facade composition should be used carefully integrate screening features with the building.

### 3) Color

#### i) Standards

There are no color standards.

#### ii) Guidelines

Colors that reflect the City's relationship with the surrounding landscape should be considered and care should be taken so that drab earth tones are not used. Paint colors for any new building and modifications of paint colors of any existing building shall be reviewed by the City (if subject to Development Review) for compliance with the guidelines established below.

##### (1) General Guidelines

(a) Primary building colors, used at building walls, garden walls, and other primary building elements, should be restrained and neutral in hue. Stark, extreme colors such as white or black should not be used as primary wall colors.

(b) Secondary color should complement the primary building color, and may be a lighter shade than the body color, or use more saturated hues. Secondary color can be used to give additional emphasis to architectural features such as building bases or wainscots, columns, cornices, capitals, and bands; or used as trim on doorframes, storefront elements, windows and window frames, railing, shutters, ornament, fences, and similar features.

(c) Accent colors may be more saturated in color, or brighter in tone, and used to highlight special features such as doors, shutters, gates, ornament, or storefront elements. Bright colors should be limited to retail establishments, and used sparingly at fabric awnings, banners, window frames, or special architectural details. A restrained use of bright colors allows display windows and merchandise to catch the eye and stand out in the visual field.

(d) Colors should be compatible with other buildings in the surrounding area. Colors of adjacent buildings should be taken into consideration, especially where new structures are adjacent to historic buildings.

(e) Fluorescent colors should not be used on building materials.

(f) At attached residential units, primary and secondary building colors may contain slight variations in color from unit to unit, to further distinguish the individual identity of each residence.

## 2.5.5. ARCHITECTURAL STYLES

This section contains discussions on architectural styles appropriate throughout the plan area. The architectural styles are divided into 1) Commercial, Civic, and Mixed Use Architecture, and 2) Residential Architecture.

The goal of this section is to strengthen Downtown's "sense of place" and architectural character by building on its heritage. The Architectural Styles discussed here are included to provide a basis for reinforcing and strengthening the character of predominant building fabric in the project area in the design of new buildings and development, whether through the full emulation and/or interpretation of one of the predominant building styles. Where a predominant downtown architectural style is not used, the information is intended to provide guidance for architects and developers to make sensitive reference to, incorporate, and/or harmonize with characteristics of predominant architectural styles such as (but not limited to) massing, horizontal and vertical scale increments, façade composition, roof form, architectural elements, materials, and colors.

### 1) Styles of Commercial, Civic, and Mixed Use Architecture

#### a) Neoclassical Revival Styles

(1895 – 1935)

##### i) Features of the Neoclassical Revival styles:

(1) Neoclassical Revival styles (including Beaux-Arts) are monumental and civic. They were revivals of Greek, Roman and Renaissance classical architecture inspired by influences such as the Chicago World's Fair of 1892 and earlier Classical Revival Styles in the United States. Examples in Downtown Tracy include the West Side North Bank of Tracy (47 West 6<sup>th</sup> Street), Bank of Italy building (628 Central Avenue), Tracy Fire Department (835 Central Avenue), Pacific Telephone building (924 Central Avenue), and Bank of Tracy building (801 Central Avenue).

(2) The style(s) were applied primarily to offices, banks, and civic buildings – often with the intent of conveying a sense of permanence, solidity, and civic importance. Colonial revival styles in residential architecture served a similar function.

(3) Building massing is typically composed of one simple rectangular volume; where applied, additions are also of simple volumes. The style is easily adapted to unusual sites.

(4) Symmetrical treatment is typically applied to both building mass and front facade composition. The roof type is often secondary to the presence of a strong horizontal cornice capping the public facades.

(5) Proportions of façade segments and of individual features (windows, doors, etc.) are more vertical than horizontal, with a sense of classical proportion – often incorporating the "golden section."

(6) Window and door openings are generally composed to align both horizontally and vertically on facades; symmetrical façade arrangements are common.

(7) The front entrance is centered or has a prominent place on the front façade, and organizes the facade. A colonnaded portico is typically used to give emphasis to the front entry.

(8) Window and door shapes are simple and rectangular. The forms, proportions, and ornamentation of window and door frames, columns, pilasters, capitals, and cornices are taken from the Doric, Ionic or Corinthian orders.

(9) Wall cladding is light-colored stone (limestone, granite) or stucco with classical trim; in contemporary construction, precast concrete and glass fiber reinforced concrete (GFRC) cladding are used as well.

# 1) STYLES OF COMMERCIAL, CIVIC, AND MIXED USE ARCHITECTURE



# 1) STYLES OF COMMERCIAL, CIVIC, AND MIXED USE ARCHITECTURE

## b) Early 20th Century Commercial Style

(1900 - 1930)

### i) Features of the Early 20th Century Commercial Style:

(1) The Early 20th Century Commercial Style was a simple, economical and adaptable style that arose in reaction to the perception of overly ornate Victorian and Neoclassical styles. It incorporated classical principles of base, shaft and capital organization of massing and façade composition but without the classical orders, using simplified elements instead.

(2) The style was applied to all types of commercial and mixed-use buildings. Examples in Downtown Tracy include the William Schmidt Building (15-21 East 6<sup>th</sup> Street), the Clark Building (600-622 Central Avenue), 807-821 Central Avenue, and the Waksmuth Block (724-738 Central Avenue).

(3) Building massing is typically composed of one simple volume; where applied, additions are also of simple volumes. The style is easily adapted to unusual sites.

(4) Roofs are flat, hipped, or gabled. A false front commonly hides the roof profile at the storefront façade.

(5) Front facades are flat with a shaped parapet at the roofline, occasionally with a projecting cornice instead or as well. The parapet is well-detailed with a continuous parapet cap or a built-up cornice.

(6) Wall materials of the primary building are generally patterned masonry wall surfaces (brick, tile, etc.). Stucco (above the ground floor) and painted horizontal wood siding are also used with strong trim elements.

(7) All buildings and all storefronts have a base.

(8) Ground floor storefronts are contained within a large opening in the primary wall material. They may continue to use that material, or in many cases the storefront has its own architecture and materials distinct from the building yet complementary to it as well.

(9) Storefront glazing is composed of large panes of shop windows, with a continuous horizontal band of commercial clerestory windows above shop windows and the entrance door.

(10) Fabric awnings are often used at commercial clerestory windows (preferably above them); they should be divided into segments to match window divisions rather than “run-on” as a single continuous awning.

(11) Façade windows above or outside the storefront are usually symmetrically composed in relation to the storefront, sometimes in groups.

(12) The front entrance to upper story uses is distinct from the storefronts, and is attractively detailed to be recognizable as not a storefront component.

(13) Window and door shapes are simple and rectangular.

(14) High quality materials such as glazed ceramic tile, painted carved wood, bronze door hardware, etc. are located at the ground level where customers and tenants come in contact with the building.

# 1) STYLES OF COMMERCIAL, CIVIC, AND MIXED USE ARCHITECTURE



# 1) STYLES OF COMMERCIAL, CIVIC, AND MIXED USE ARCHITECTURE

## c) Spanish Mission Revival / Mediterranean Style

(1915 – 1935)

- i) Features of Spanish Mission Revival and Mediterranean Styles:
  - (1) Spanish Mission Revival and Mediterranean styles (and their sub-styles such as Spanish Colonial Revival) were period revivals that became popular in California beginning in the 1920s. The historic heritage of the California Missions, the exotic imagery of Spain and Mexico in movies, and California's climate being likened to that of the Mediterranean were sources of inspiration.
  - (2) These styles were applied widely to commercial, civic, mixed-use, and residential buildings. Examples in Downtown Tracy include the Tracy Inn (24 West 11<sup>th</sup> Street), The Marguerite (18 West 8<sup>th</sup> Street) and 3 East 11<sup>th</sup> Street.
  - (3) Building masses are composed of simple rectangular stucco-clad volumes or combinations of simple volumes, punched by deeply recessed openings for windows and doors, many of them arched.
  - (4) A variety of proportions of overall building masses and individual features (windows clusters, porches, etc.) are used.
  - (5) Roofs are typically finished in fired clay red "barrel" tile, sometimes mixed in with flat roofs with parapet walls with a shaped top profile.
  - (6) Both formal and informal arrangements of window and door openings are used; arched openings are used individually and in sequence as arcades.
  - (7) Storefront designs similar to those used within the Early 20th Century Commercial Style can occur within storefront openings on facades. Storefront materials and colors such as ceramic tile, dark painted woods, and dark metals are selected in coordination with overall building colors.
  - (8) Wall colors are white or light earth tones (cream, ochre, tan, etc.)
  - (9) Dark painted or stained wood and dark metal (wrought ironwork) are used as trim and ornamental elements in Mission and Spanish styles, while light or colored trim may also be used in Mediterranean styles.

# 1) STYLES OF COMMERCIAL, CIVIC, AND MIXED USE ARCHITECTURE



## d) Art Deco & “Exotic” Revival Decorative Styles

(1920 – 1950)

### i) Features of Art Deco and Exotic Revival Styles:

(1) Art Deco and its related styles (Streamline Moderne, WPA Moderne, etc.) and related exotic decorative styles (Gothic, etc.) emerged in architectural and commercial fashion in between the First and Second World Wars. They were inspired by the spread of machine technology and changes in popular taste. Examples of Art Deco and related styles in Downtown Tracy include the Grand Theatre (713 Central Avenue), Tracy Hall of Justice Building (15 West 8<sup>th</sup> Street), and 1025 Central Avenue.

(2) These styles were applied widely to commercial, civic, mixed-use, and residential buildings – sometimes as a “modernization” of an older building with an earlier style.

(3) Building masses are composed of simple rectangular volumes or combinations of simple volumes, with flat roofs.

(4) Wall planes are smooth with banded windows and “extruded” cornices and overhangs, angled or faceted piers, and ornamental shapes at entrances, rooflines, and around windows.

(5) Horizontal proportions are often emphasized, with slender verticals as periodic accents, or major vertical towers. Edges are sometimes rounded for a “streamline” effect.

(6) Other ornamental motifs of Art Deco include fan-like shapes, stepped or zigzag elements, scalloped edges, chevrons, repetitive geometric shapes, and stylized foliage; these are often applied to decorative panels.

(7) The exotic decorative styles used references to Gothic and other ornament solely to decorate conventional commercial building masses and facades.

(8) Storefront designs similar to those used within the Early 20th Century Commercial Style can occur within storefront openings on Deco and Revival facades.

(9) Wall colors are white, tan, or light to medium pastel colors, with occasional use of glazed terra cotta tile.

(10) Polished metal, glass block, and other industrial elements are used as trim and ornamental elements in Art Deco and related styles; more traditional contrasting color trim may also be used in both Deco and Revival styles.

# 1) STYLES OF COMMERCIAL, CIVIC, AND MIXED USE ARCHITECTURE



# 1) STYLES OF COMMERCIAL, CIVIC, AND MIXED USE ARCHITECTURE

## e) Contemporary Styles

(1950s – present)

### i) Features of Contemporary Styles:

(1) For the purposes of this Plan, Contemporary Styles comprise those architectural styles that draw on Modernism, Post-Modernism, and other current styles in practice today. Most Contemporary Styles have drawn upon contemporary building materials, modern construction methods, and simple geometric forms to create a visual identity that is moderately to strongly distinct from historic architectural styles. Examples in Downtown Tracy include the Tracy Press building (145 West 10<sup>th</sup> Street) and Tracy Police Department (1000 Civic Center Drive).

(2) In some cases and especially in “Post Modern” styles after 1980, designs have drawn upon other historical styles previously described in this document for inspiration or emulation, but their scale and use of materials is not limited to the roots of those historical styles. Examples in Downtown Tracy include the new City Hall (333 Civic Center Plaza) and the West Park Professional Center (southeast corner of 11<sup>th</sup> Street and Tracy Boulevard).

(3) Contemporary Styles have been used on all building types, including commercial, residential, industrial, and civic uses – sometimes as a “modernization” of an older building with an earlier style. They have frequently been used on building types outside of Downtown Districts (such as office park campus buildings, suburban schools, and industrial buildings) and in many cases, their typically simple building volumes, minimal surface articulation and relief, and unornamented detailing have conflicted with the intimate and human-scaled characteristics of traditional styles that have best supported successful downtown urbanism.

(4) As mentioned above, building massing and form of Contemporary Styles typically feature simple volumes, often using geometric forms. They may be asymmetrical or symmetrical in organization. They do not necessarily follow strict proportional guidelines.

(5) Building elements such as walls, windows, and roofs are often expressed as individual planes or forms. Windows can often be expressed as “voids” between walls, or act as entire wall planes (such as curtain walls). Where they are expressed as openings in walls, they are typically composed as a series of rhythmically or strategically placed “punched openings” for compositional reasons.

(6) Flat roofs are used in many cases, but shaped roofs are often treated as geometric forms or volumes that may “stand out.” Examples include barrel vaults, angled planes, curved planes, and extended overhangs. They may be accented with special materials such as sheet metal or tile.

(7) Walls are typically clad without significant ornamentation, such as continuous planes of stucco or concrete; sheet metal and other non-traditional claddings may be used.

(8) Contemporary Styles employ a wide palette of building materials. Metal cladding, concrete, glass, tile and other materials may be used in unconventional ways for aesthetic purposes. Panelized wall systems may be implemented to create a composition with gridded proportions. Materials as well as colors are often used to define building volumes or even functions.

(9) Building colors are typically composed of contrasting hues and tones, with individual building elements or forms emphasized through use of an accent color. Strong, saturated hues are often used to play off of neutral hues.

# 1) STYLES OF COMMERCIAL, CIVIC, AND MIXED USE ARCHITECTURE



### 2) Styles of Residential Architecture

#### a) Eastlake, Stick, Queen Anne, Victorian

(1883 – 1900s)

##### i) Features of the Victorian style(s):

(1) What many people think of as “Victorian” styles include Eastlake, Stick, Queen Anne, Queen Anne Cottage, and Victorian styles. In Downtown Tracy, many examples of these are simple cottages that are influenced by these styles, in contrast to larger homes found in other cities that exhibit a full-blown execution of these styles.

(2) The style is applied to both commercial/mixed-use and residential buildings. Examples in Downtown Tracy include 21 East 8<sup>th</sup> Street, 757 North A Street, and 647 West Street.

(3) They are mostly characterized by asymmetrical and picturesque massing and are somewhat more horizontal in comparison to its predecessor style of Italianate.

(4) The Queen Anne Cottage style is a simpler version of Queen Anne applied to smaller homes.

(5) Porches, gables, protruding window bays, angled or rounded corners, and turrets are freely composed to create complex volumes and surfaces.

(6) Roofs are composed of a series of gable-roofed volume in both perpendicular and parallel orientation. A prominent main gable often dominates the front façade. Often, a “sub-gable” nests within the main gable, and repeats its slope and décor.

(7) Front porches are often decorated with elaborate latticework panels and turned columns and spindles.

(8) The style introduced curved surfaces, merging shapes and volumes.

(9) Wall cladding often includes several types of wood siding on any one façade; scalloped shingles on upper levels and horizontal and/or vertical wood siding below is a typical arrangement.

(10) Rich multi-color combinations of wall cladding and trim colors were used, with a particular palette of late 19th Century colors.

## 2) STYLES OF RESIDENTIAL ARCHITECTURE



### b) Craftsman Bungalow / California Bungalow

(1905 – 1925)

#### i) Features of Craftsman and Bungalow Styles:

(1) The Craftsman Bungalow and California Bungalow styles emerged after the turn of the century to satisfy tastes for greater simplicity and natural forms, and many Downtown Tracy homes were built in these styles. Influences from other styles typically used for larger homes can be seen applied to Bungalow styles, including Shingle Style and Colonial Revival homes of the east, and the Arts and Crafts movement and its related informal lifestyle.

(2) These styles were applied primarily to residential buildings. Examples in Downtown Tracy include 84 East 7<sup>th</sup> Street, 127 West 7<sup>th</sup> Street, and 85 West 8<sup>th</sup> Street.

(3) Building massing is typically composed of one low simple gable-roofed rectangular volume; where applied, additions are also of simple volumes.

(4) Front facades typically have a central shallow pitched gable roof perpendicular to the street; on occasion it is parallel to the street with a dormer above. In the former case, a sub-gable may be offset from the main gable to create a front entry or porch.

(5) Proportions of both the overall building mass and of individual features (windows clusters, porches, etc.) are horizontal.

(6) Window and door openings are generally composed to align both horizontally and vertically on facades; symmetrical façade arrangements are common.

(7) “Elephant” columns (relatively stout-proportioned, tapered columns) and double columns at entry porches are a common feature; other decorative elements include ornamental brackets to support roof overhangs.

(8) Craftsman Bungalows are typically clad with wood shingles or siding, while California Bungalows are typically surfaced with light-colored stucco. In both cases, trim is painted wood of a contrasting light or dark color.

## 2) STYLES OF RESIDENTIAL ARCHITECTURE



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## 2.6. SIGNAGE REGULATIONS

This section contains standards and guidelines for signage to ensure that signs installed in the Specific Plan Boundary are consistent with the overall quality and character of new development anticipated for the Downtown. Regulations include permitted sign types as well as sign size, location, materials, illumination, color, and design.

### 2.6.1. GENERAL SIGNAGE REGULATIONS

The following definitions, standards, and guidelines shall apply to all signs, regardless of type.

#### 1) Definitions

- a) **Animation:** More than one change in sign's message or lighting within a single twenty-four (24) hour period.
- b) **Awning:** A fabric-covered structure mounted on the face of a building above a window, entrance, or storefront opening.
- c) **Canopy:** An architectural structure made of permanent materials such as metal, wood, etc. mounted on the face of a building above a window, entrance, or storefront opening.
- d) **Exposed Incandescent Bulb Illumination:** The illumination of a sign by incandescent bulbs which are intended to "spell out" letters and numerical characters and/or provide graphic accents, are mounted directly to the face of the sign, and whose light-emitting surfaces are directly visible.
- e) **Exposed Neon Tube Illumination:** The illumination of a sign by neon tubes which are intended to "spell out" letters and numerical characters and/or provide graphic accents, are mounted directly to the face of the sign, and whose light-emitting tubes are directly visible.
- f) **Exposed LED Illumination:** The illumination of a sign by use of Light Emitting Diode (LED) sources which are intended to "spell out" letters and numerical characters and/or provide graphic accents, are mounted directly to the face of the sign, and whose light emitting surfaces are directly visible.
- g) **External Illumination:** The illumination of a sign by projecting light on to the face of the sign from a light source located outside of the sign, such as "gooseneck" lamps; light sources are shielded from direct view.
- h) **Halo Illumination:** The illumination of a sign by projecting light behind an opaque letter or emblem onto the backing panel which results in the appearance of "halo" of

light around the letter or emblem; light sources are shielded from direct view.

- i) **Internal Illumination:** The illumination of a sign by projecting light through translucent panel(s) from a light source within an enclosed sign cabinet.
- j) **Illuminated Open Channel Letters:** The use of letter-shaped forms to create lettering within a sign, which are individually enclosed on the sides and back and are open at the vertical front and containing light sources to illuminate the letter-shaped volume.
- k) **Readerboard:** A sign panel or portion of a sign panel configured to display changeable words and letters.
- l) **Sign Type:** A distinct physical form of sign in terms of configuration, placement, orientation, and size, independent of message content.
- m) **Valance:** The vertical front face of a fabric awning, parallel to the face of the building to which it is mounted.
- n) **Window Area:** Any window pane or group of window panes contained entirely within glazing separators (muntins, mullions, piers, columns, etc.) of one and one quarter (1 ¼) inches or greater in width. Multiple window panes divided by glazing separators less than one and one quarter (1 ¼) inches in width shall be considered to be a single window area.

## 2) Standards

In addition to the Tracy Municipal Code Sign Ordinance, these sign regulations shall apply and where there is a conflict, these regulations shall take priority.

- a) Sign types shall be permitted according to District Zone, as indicated in Fig.2.6. Signage Regulations Chart.
- b) Sign types not listed in this Section are not permitted.
- c) Unless otherwise noted, a sign permit is required for all types listed. For each establishment, one and one-half (1 ½) square feet of total sign area shall be allowed for each linear foot of street frontage. This standard shall be known hereafter as the Linear Frontage Ratio. Unless otherwise noted, all signs (including temporary signs) shall count toward the total sign area permitted based on the Linear Frontage Ratio. For multi-tenant buildings, each establishment shall be calculated individually. For corner establishments, each facade shall be calculated individually. Permitted sign area based on the linear frontage of one establishment or façade shall not be placed on another establishment or facade.
- d) A double-faced sign with parallel planes, back-to-back, not more than 24 inches apart, shall count as a single sign, and only one side shall be counted for the total area.
- e) Signs shall not display animation unless otherwise noted, except standard barber poles and time and temperature signs.

f) Electronic readerboard signs shall not be permitted, except as a permitted time and temperature sign, as part of a permitted marquee sign, or as an indoor sign contained within a cinema or theatrical box (ticket) office.

g) Commercial messages which identify, advertise, or attract attention to a business, product, service, or event or activity sold, existing, or offered elsewhere than upon the same property where the sign is displayed are expressly prohibited.

h) In the event that a sign falls under more than one sign definition found within this Section, the more restrictive sign regulations shall apply.

i) All issues not specifically addressed herein including sign application approval process shall be addressed pursuant to Chapter 10.08, Article 35 “Signs” of the Tracy Municipal Code.

j) In the event of a conflict between this Section and any other City code, the provisions of this Section shall apply.

k) Unless otherwise specified, standards and guidelines for lettering shall apply to alphanumeric symbols, character graphics, and logos.

l) Any awning sign, blade sign, portable sign, or projecting sign which projects into or sits upon the public right-of-way requires a prior encroachment permit from the City.

**2.6. SIGNAGE REGULATIONS CHART**

2.1. District	Downtown Core	Outer Core	Downtown Gateway	Mixed Use Corridor	Urban Neighborhood	Downtown Neighborhood	Civic	Downtown Workplace
1 - Grand Projecting Sign	P						P	
2 - Marquee Signs	P						P	
3 - Wall Sign	P	P	P	P	P	*2	P	P
4 - Roof Sign	P	P	P	P				P
5 - Monument Sign		M1	M1	M2	M1		M2	M2
6 - Portable Sign	P							
7 - Blade Sign	P	P	P	P	P	*2	P	P
8 - Projecting Sign	P	P	P	P	P	*2	P	P
9 - Awning Face Sign	P	P	P	P	P	*2	P	P
10 - Awning Valance Sign	P	P	P	P	P	*2	P	P
11 - Awning Side Sign	P	P	P	P	P	*2	P	P
12 - Above Awning Sign	P	P	P	P	P	*2	P	P
13 - Under Awning Sign	P	P	P	P	P	*2	P	P
14 - Canopy Fascia Sign	P	P	P	P	P	*2	P	P
15 - Above Canopy Sign	P	P	P	P	P	*2	P	P
16 - Under Canopy Sign	P	P	P	P	P	*2	P	P
17 - Café Umbrella Sign	P	P	P	P	P	*2	P	P
18 - Recessed Entry Sign	P	P	P	P	P	*2	P	P
19 - Window Sign	P	P	P	P	P	*2	P	P
20 - Building Identification Canopy Fascia Sign	P	P	P	P	P	*2	P	P
21 - Building Identification Wall Sign	P	P	P	P	P	*2	P	P
22 - Building Identification Window Sign	P	P	P	P	P	*2	P	P
23 - Storefront Operations Window Sign	P	P	P	P	P	*2	P	P
24 - Temporary Window Sign	P	P	P	P	P	*2	P	P
25 - Temporary Wall Sign	P	P	P	P	P	*2	P	P

P : These signs are allowed, by right as indicated	: Not Permitted
	*2 :Signs permitted at corner stores only.
M1 :Maximum area of 12 square feet	M2 :Maximum area of 24 square feet

### 3) Guidelines

a) In general, natural construction materials such as wood, metals, ceramic, glass, and stone should be used for visible components of signs. Synthetic materials should only be used if they are designed to be indistinguishable from the recommended natural materials, or if they have a secondary or minor visual presence. Large plastic panels are strongly discouraged. Materials subject to yellowing from light exposure or age such as polycarbonate should not be used.

b) Internally illuminated “can” signs consisting of rectangular enclosures with large translucent plastic sign faces should not be used. If used, one of the following treatments should be applied:

- A sheet metal or opaque sign surface with letters “cut out” so that only letter shapes or outlines are illuminated from within by translucent surfaces;
- Or, a color scheme of translucent panels with dark colored background with light colored letters.

c) Recommended exposed and non-exposed illumination (light source) types include incandescent, halogen, neon, warm-white encapsulated compact fluorescent, warm-white encapsulated induction lamps, and LED light sources. Exposed spiral-tube compact fluorescent, fluorescent tube, metal halide, and cold-cathode light sources should only be used for non-exposed illumination, i.e. where lamps are shielded from view. High pressure sodium and low pressure sodium light sources are not recommended due to their color. The use of energy-efficient illumination sources is encouraged.

d) For legibility, contrasting colors should be used for the color of the background and the color of the letters or symbols. Light letters on a dark background or dark letters on a light background are most legible.

e) Colors or color combinations that interfere with the legibility of the sign copy should be avoided. Too many colors can confuse the message of a sign.

f) Fluorescent colors should not be used as predominant colors in permanent signs or on their structural supports (except as required for municipal traffic and public safety signs). When fluorescent colors are used as part of temporary signage, they should be limited to 10 square feet of sign area per façade per establishment.

g) Sign design, including color, should be appropriate to the establishment, conveying a sense of what type of business is being advertised.

h) The location of all permanent signs should be incorporated into the architectural design and composition of the building. Placement of signs should be considered an

integral part of the overall facade design. Locations should be carefully composed and align with major architectural features.

i) Storefront signage should help create architectural variety from establishment to establishment. In multi-tenant buildings, signage should be used to create interest and variety.

j) All signs (including temporary signs) should present a neat and aligned appearance.

k) All signs (including temporary signs) should be constructed and installed utilizing the services of a professional sign fabricator.

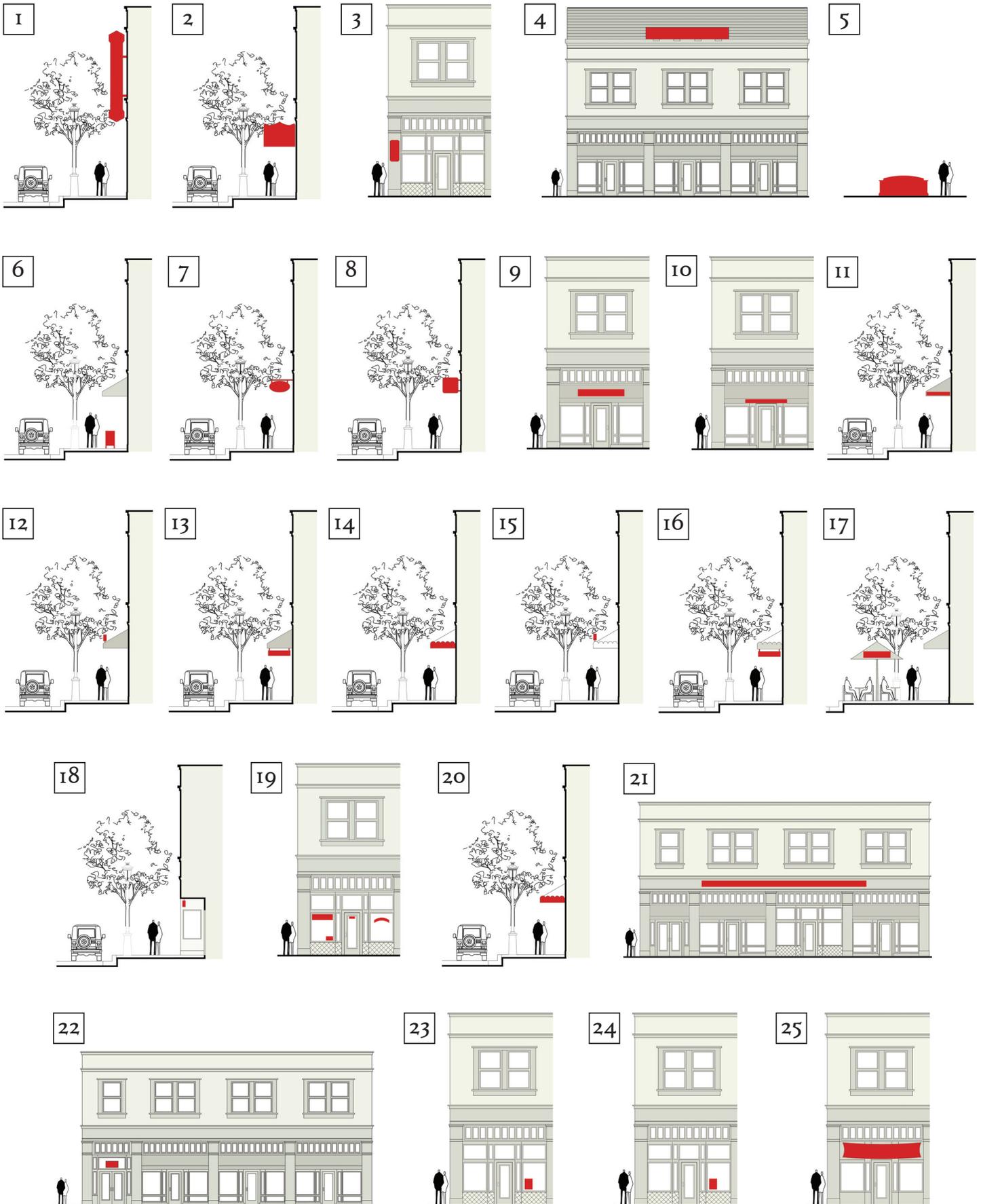
### 2.6.2. SIGN TYPE STANDARDS & GUIDELINES

A property's permitted sign types are determined by District Zone as shown on the Fig.2.6.Signage Regulations Chart. Specific restrictions are noted on the chart for a particular combination of District Zone and Sign Type. For the purposes of this plan, the following Sign Types are established (see the summary of Sign Types on the opposite page):

1. Grand Projecting Sign
2. Marquee Sign
3. Wall Sign
4. Roof Sign
5. Monument Sign
6. Portable Sign
7. Blade Sign
8. Projecting Sign
9. Awning Face Sign
10. Awning Valance Sign
11. Awning Side Sign
12. Above Awning Sign
13. Under Awning Sign
14. Canopy Fascia Sign
15. Above Canopy Sign
16. Under Canopy Sign
17. Café Umbrella Sign
18. Recessed Entry Sign
19. Window Sign
20. Building Identification Canopy Fascia Sign
21. Building Identification Wall Sign
22. Building Identification Window Sign
23. Storefront Operation Window Signs
24. Temporary Window Sign
25. Temporary Wall Sign

Standards and Guidelines for each Sign Type are listed on the pages that follow.

## 2.6.2. SUMMARY OF SIGN TYPES



## 2.6.2. SIGN TYPES

### 1) Grand Projecting Sign

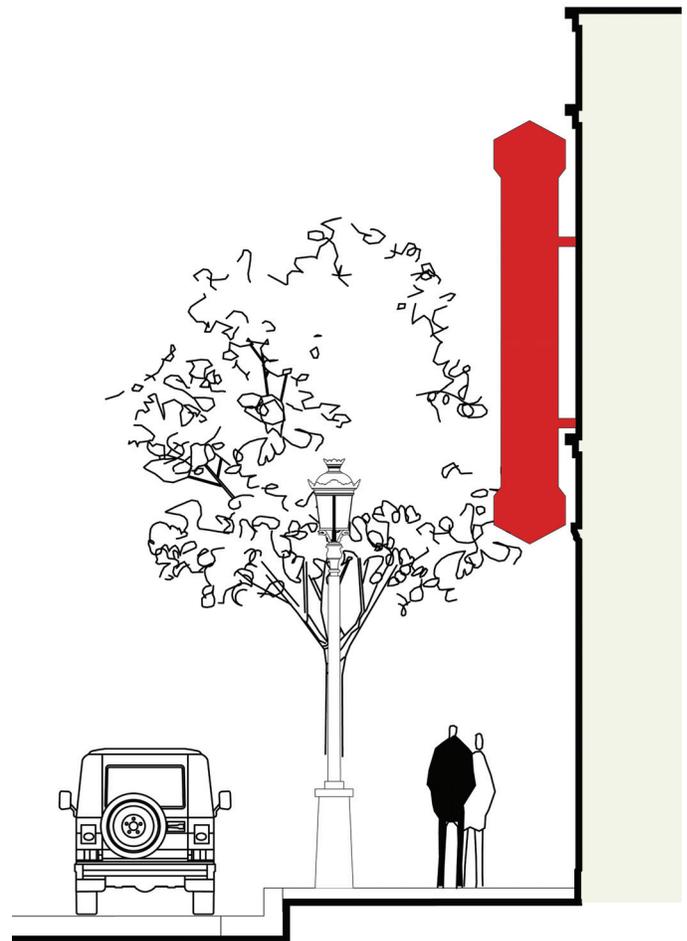
Grand Projecting Signs are tall, vertically oriented signs which project from the building perpendicular to the façade and which are structurally integrated into the building.

#### a) Standards

- i) Only one Grand Projecting Sign shall be permitted per establishment.
- ii) The area of Grand Projecting Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.
- iii) Grand Projecting Signs shall be no taller than 30 feet from the bottom-most part of the sign to the tallest part of the sign.
- iv) Only the following types of establishments may use animation on Grand Projecting Signs: night clubs, movie theaters, and live performance theaters with a capacity of greater than 200 persons. When used, animation shall consist of flashing or chase lights only; light sources shall be of incandescent, neon, or LED type only. Flashing xenon “strobe” lights and rotating lights shall not be permitted.
- v) Grand Projecting Signs shall project no more than 6 feet from the façade of the building.
- vi) No portion of a Grand Projecting Sign shall be lower than 12 feet above the level of the sidewalk or other public right-of-ways over which it projects.
- vii) Letter width shall not exceed two-thirds (2/3) of the sign width.
- viii) No portion of a Grand Projecting Sign shall extend more than 10 feet above the roofline.

### b) Guidelines

- i) As prominent “landmark” features, the position of Grand Projecting Signs should be architecturally composed relative to important features of the building’s façade design – for example, located symmetrically within the façade, or aligned with the primary entrance.
- ii) Exposed materials used in Grand Projecting Signs should be metal and paint only.
- iii) Grand Projecting Signs should be illuminated by exposed neon tube illumination, exposed incandescent bulb illumination, and/or LED illumination only.
- iv) Letters should be oriented right-side-up and stacked in a single upright row with the first letter being at the top of the sign and the last letter being at the bottom.



1) GRAND PROJECTING SIGN

## 2.6.2. SIGN TYPES

### 2) Marquee Sign

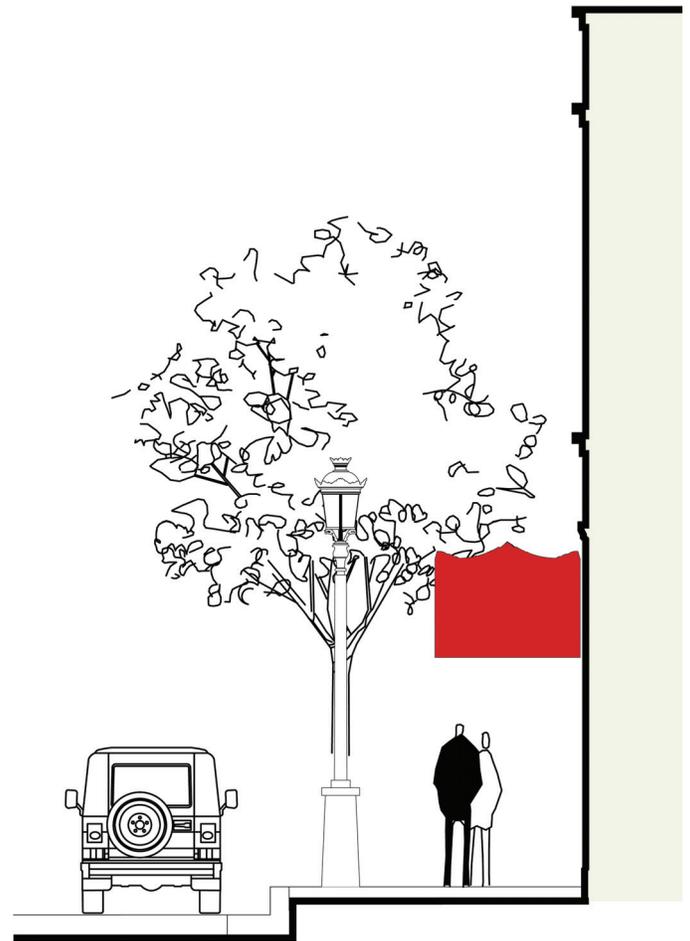
Marquee Signs are large, canopy-like structures mounted over the entrance to a theater that include one or more readerboards.

#### a) Standards

- i) Marquee Signs shall be permitted only at movie theatres, live performance theatres, or night clubs - with a capacity of 200 persons or greater.
- ii) Marquee Signs shall only be located directly above the primary public entrance of the theatre.
- iii) Only one Marquee Sign shall be permitted per establishment.
- iv) The area of Marquee Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.
- v) Marquee Signs shall have no more than three faces. The total area of all faces of a marquee sign shall not exceed 500 square feet.
- vi) Marquee Signs may use animation of sign lighting. When used, animation shall consist of flashing or chase lights only; light sources shall be of incandescent, neon, or LED type only. Flashing xenon “strobe” lights and rotating lights shall not be permitted.
- vii) Marquee signs shall project no more than 12 feet from the façade of the building.
- viii) No portion of a Marquee Sign shall be lower than 8 feet above the level of the sidewalk or other public right-of-ways over which it projects.

#### b) Guidelines

- i) Exposed materials used in Marquee Signs should be metal and paint only, with the exception that plastic may be used for readerboards.
- ii) Marquee Signs should be illuminated by exposed neon tube illumination, exposed incandescent bulb illumination, and/or LED illumination only, with the exception that readerboards may use internal illumination.



2) MARQUEE SIGN

## 2.6.2. SIGN TYPES

### 3) Wall Sign

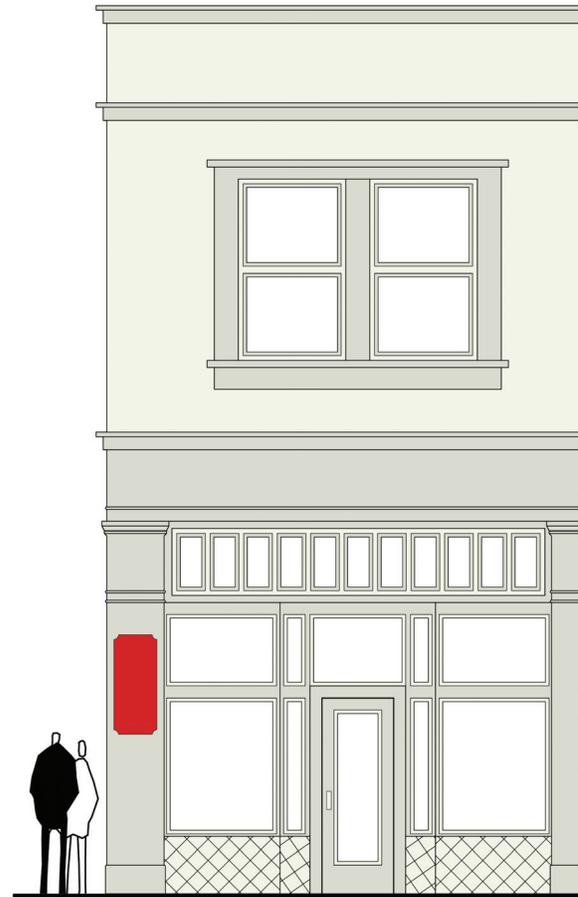
Wall Signs are signs which are located on, and parallel to, a building wall.

#### a) Standards

- i) Wall Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.
- ii) Wall Signs shall only be mounted on a wall area below the second floor level.
- iii) No Wall Sign shall exceed 150 square feet in size.
- iv) The following types of establishments may use animated Wall Signs: night clubs, movie theaters, and live performance theaters with a capacity of greater than 200 persons. When used, animation shall consist of flashing or chase lights only; light sources shall be of incandescent, neon, or LED type only. Flashing xenon “strobe” lights and rotating lights shall not be permitted.
- v) Wall Signs shall project no more than 1 foot from the façade of the building.
- vi) Menu or Menu Case Wall Signs: Discrete wall-mounted signs or sign cases containing restaurant menus:
  - (1) Shall be mounted at the ground floor façade of a restaurant or café with indoor or outdoor seating.
  - (2) Shall be limited to the size of two pages of the menu utilized by the restaurant plus the frame.
  - (3) Shall not protrude more than 3 inches from the façade. Lettering shall not exceed 1 inch in height.
  - (4) Shall not exceed one sign or sign case per façade.
  - (5) Shall not count towards the total sign area permitted based on the Linear Frontage Ratio.
  - (6) Shall be illuminated by indirect illumination only.
- vii) Barber poles:
  - (1) Any barber shop shall be entitled to display one barber pole in addition to other permitted signs.
  - (2) Barber poles may be internally illuminated and may be mechanically rotated.
  - (3) Shall not count towards the total sign area permitted based on the Linear Frontage Ratio.

#### b) Guidelines

- i) Exposed materials used in wall signs should be wood, ceramic, metal, and paint only. Exception - movie theaters or live performance theaters with a capacity of greater than 200 persons may use plastic for readerboards. Wall signs may also be painted directly onto the façade of the building or inscribed into the façade of the building.
- ii) Wall signs should be illuminated by external, exposed neon tube, exposed incandescent bulb, exposed LED, or halo illumination only. Internally illuminated “can” signs with large translucent plastic panels should not be used.
- iii) Where individual letters are used, letters should be three dimensional, created by raised letter forms mounted to the building façade or sign panel, or by incised openings cut out from the sign panel.



### 3) WALL SIGN

## 2.6.2. SIGN TYPES

### 4) Roof Sign

Roof Signs are signs which are erected on a roof or atop a parapet wall, and are completely supported by the building, they typically announce the name of the building or major tenant.

#### a) Standards

- i) Roof Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.
- ii) Roof Signs shall not exceed a maximum height of 4 feet above the eave of the roof, but in no case shall any part of the sign be higher than the peak of the roof.
- iii) No Roof Sign shall exceed 40 square feet in size.
- iv) Roof Signs shall not project beyond the façade of the building.

#### b) Guidelines

- i) Exposed materials used in Roof Signs should be wood, metal, and paint only.
- ii) Roof Signs should be illuminated by external, halo, or exposed neon tube illumination only. Internally illuminated “can” signs with large translucent plastic panels should not be used.



4) ROOF SIGN

### 5) Monument Sign

Monument Signs are signs which are mounted on the ground and are flush or have a clearance from the ground of not more than 2 feet, and supported by a solid base, one or more uprights, braces, columns poles, or similar structural components.

#### a) Standards

- i) Monument Signs shall only be permitted for non-residential or multifamily residential uses with a dedicated ground floor entrance.
- ii) Monument signs shall not have more than two faces.
- iii) Monument Signs shall not exceed a maximum height of 4 feet above grade.
- iv) Monument Signs shall not exceed 24 square feet maximum area or 12 square feet maximum area according to district zone location (see chart).
- v) The sign area of a Monument Sign shall apply towards the Linear Frontage Ratio.

#### b) Guidelines

- i) The architectural design of a Monument Sign should be an extension of the building's architecture, or strongly complementary to the building's architecture in form, materials, and color.
- ii) Exposed materials used in Monument Signs should be wood, metal, stone, brick, concrete (including precast and GFRC), and/or paint. Plastics should not be used.
- iii) Monument Signs should be illuminated by external or halo illumination only. Internally illuminated “can” signs with large translucent plastic panels should not be used.



5) MONUMENT SIGN

## 2.6.2. SIGN TYPES

### 6) Portable Sign

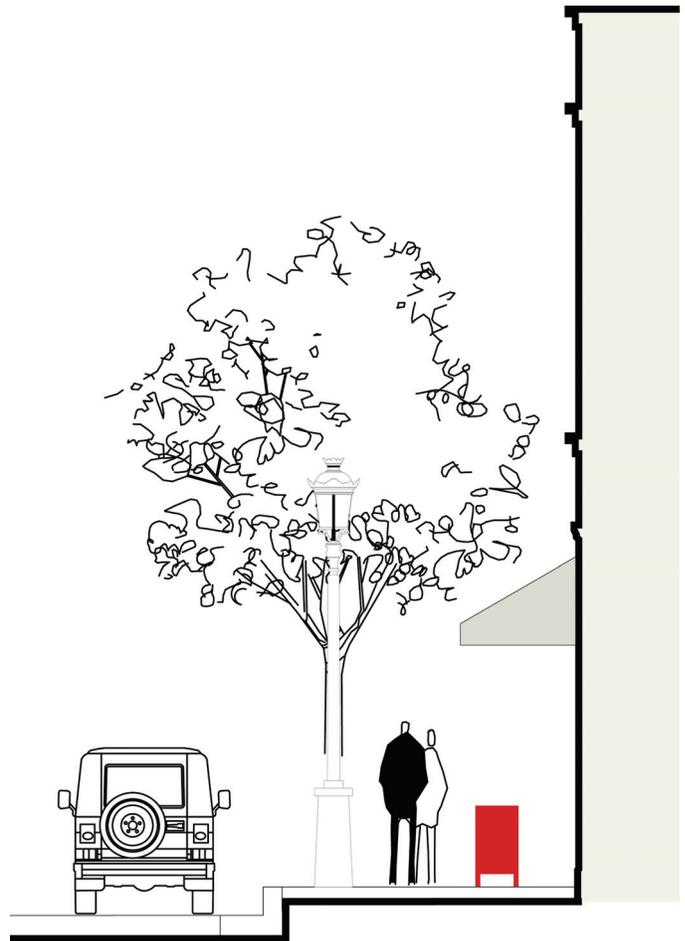
Portable signs are signs used at the sidewalk frontages of shopfronts to display menus and special offerings to pedestrians, within permitted districts.

#### a) Standards

- i) Portable Signs shall only be permitted for street-fronting ground floor storefront establishments with a dedicated street entrance within designated District Zones.
- ii) One Portable sign shall be permitted per business' primary entry way or tenant length.
- iii) A Portable Sign shall be located within the sidewalk directly in front of the business. For ground floor shopfronts located within paseos or passageways connecting to the public sidewalk, portable signs may be placed either within the passageway in front of the shopfront, or where the passageway meets the sidewalk.
- iv) Portable signs shall not reduce the minimal legal clear sidewalk or pathway width and shall not obstruct nor divert the primary path of pedestrian travel. Portable signs shall not obstruct curbside access from transit stops, marked drop-off locations, or parked cars to the sidewalk.
- v) Portable signs shall be limited to the following types:
  - (1) A-Frame signs:
    - (a) Height – 3 feet maximum above grade.
    - (b) Area – maximum area 18 inches x 24 inches per face.
  - (2) Menu stand:
    - (a) Height – 4 feet maximum above grade.
    - (b) Area – Shall be limited to the size of two pages of the menu utilized by the restaurant plus the frame
- vi) Portable Signs shall be stored indoors by the business after hours of operation.

#### b) Guidelines

- i) Exposed materials used in Portable Signs should be wood, metal, slate, and paint only. Plastic should not be used.
- ii) Slate chalkboards are recommended for A-Frame Signs with writable panels; white dry-erase boards should not be used.
- iii) If illuminated, Portable Signs should be illuminated by low brightness external illumination only.



6) PORTABLE SIGN

## 2.6.2. SIGN TYPES

### 7) Blade Sign

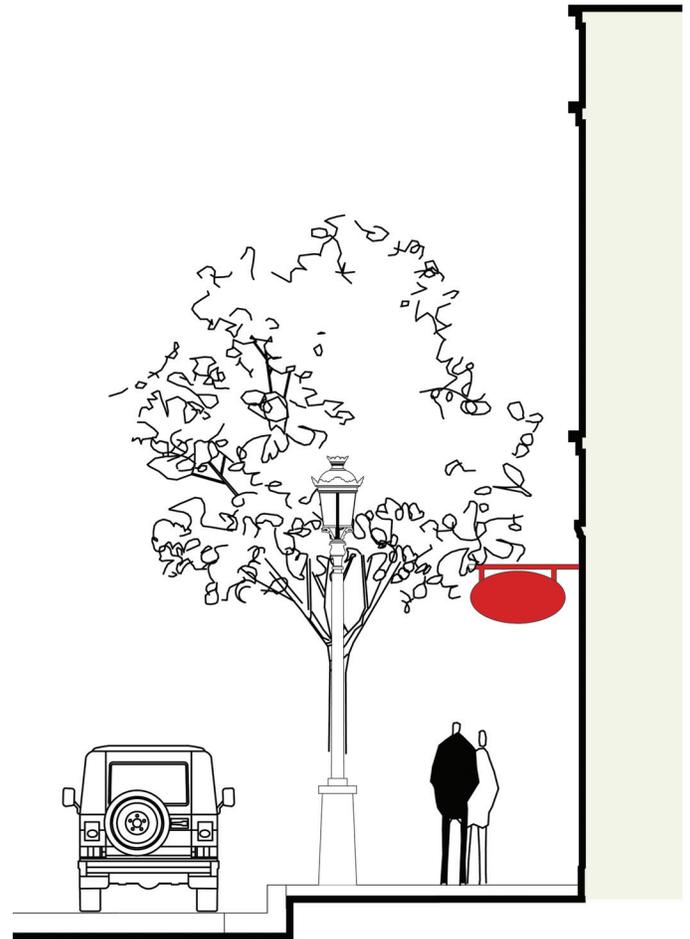
Blade Signs are signs which are oriented perpendicularly to the building façade and which are suspended under a bracket, armature, or other mounting device.

#### a) Standards

- i) Blade Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.
- ii) Blade Signs shall only be mounted on the wall area below the second floor.
- iii) No Blade Sign shall exceed 16 square feet in size.
- iv) Blade Signs shall project no more than 4 feet from the façade of the building.
- v) No portion of a Blade Sign shall be lower than 8 feet above the level of the sidewalk or other public right-of-ways over which it projects.

#### b) Guidelines

- i) Exposed materials used in Blade Signs should be wood, metal, and paint only.
- ii) Blade Signs should be illuminated by external illumination only.



7) BLADE SIGN

## 2.6.2. SIGN TYPES

### 8) Projecting Sign

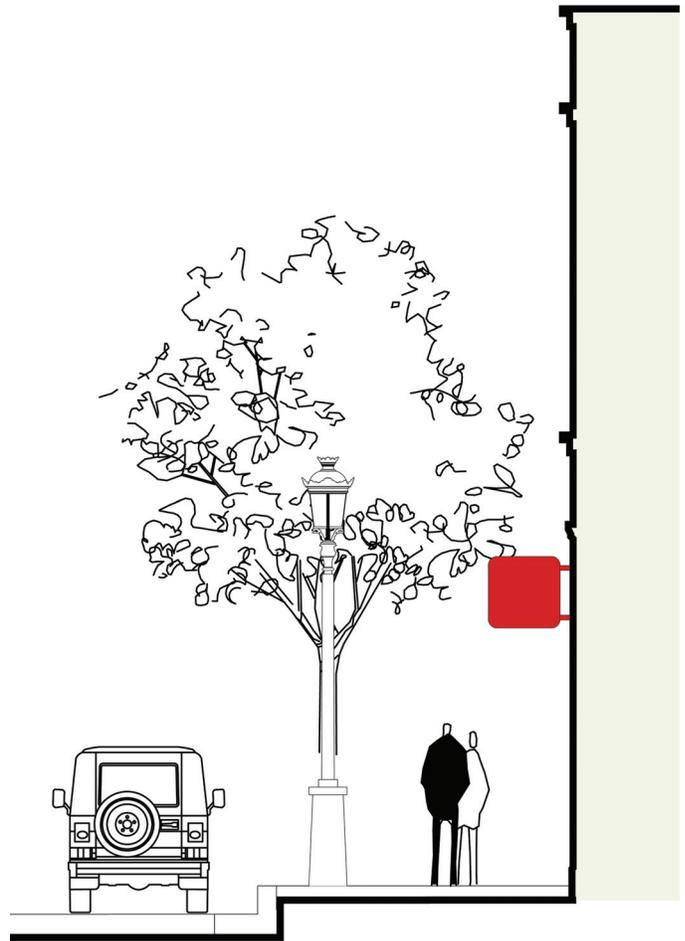
Projecting Signs are cantilevered signs which are structurally affixed to the building and oriented perpendicularly to the building façade.

#### a) Standards

- i) Projecting Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.
- ii) Projecting Signs shall only be mounted on wall area below the second floor level.
- iii) No Projecting Sign shall exceed 16 square feet in size.
- iv) Projecting Signs shall project no more than 4 feet from the façade of the building.
- v) No portion of a Projecting Sign shall be lower than 8 feet above the level of the sidewalk or other public right-of-ways over which it projects.

#### b) Guidelines

- i) Exposed materials used in Projecting Signs should be wood, metal, and paint only.
- ii) Projecting Signs should be illuminated by external illumination, exposed neon tube illumination, exposed incandescent bulb illumination, exposed LED illumination, or halo illumination. Internally illuminated “can” signs with large translucent plastic panels should not be used.
- iii) Projecting Signs incorporating a distinctive shape relating to the business are recommended, as well as signs utilizing three-dimensional and well-crafted designs.



8) PROJECTING SIGN

## 2.6.2. SIGN TYPES

### 9) Awning Face Sign

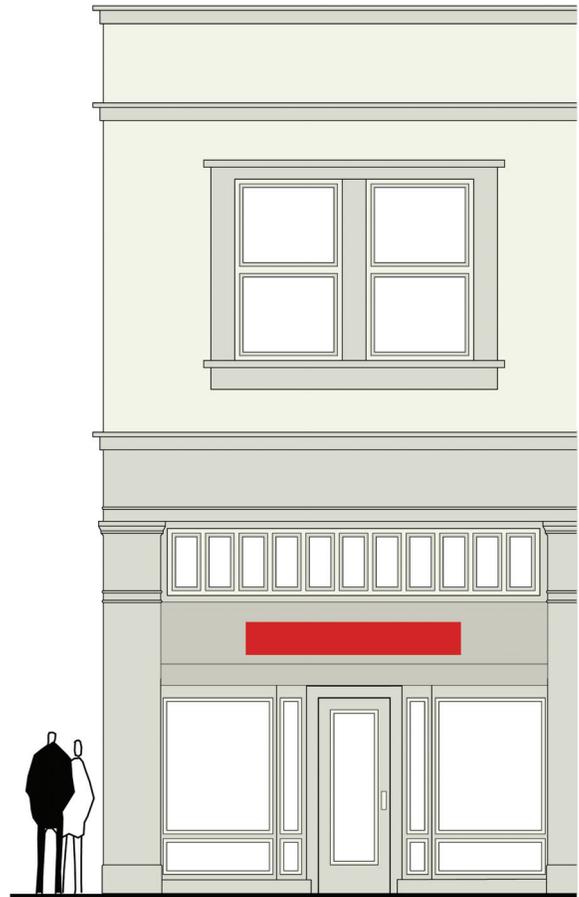
Awning Face Signs are signs applied to the primary face of an awning, including sloped awning faces and vertical “box” awning faces.

#### a) Standards

- i) Awning Face Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.
- ii) Awning Face Sign shall not exceed 20% of the area of the awning face.
- iii) Awning Face Signs shall project no farther from the building than its associated awning.
- iv) No portion of an Awning Face Sign shall be less than 8 feet above the level of the sidewalk or other public right-of-ways over which it projects.

#### b) Guidelines

- i) Awning Face Signs should consist of vinyl or paint applied directly to the awning.
- ii) Awning materials should be canvas or nylon; plastic should not be used.
- iii) Awning Face Signs should be illuminated by external illumination only.



9) AWNING FACE SIGN

## 2.6.2. SIGN TYPES

### 10) Awning Valance Sign

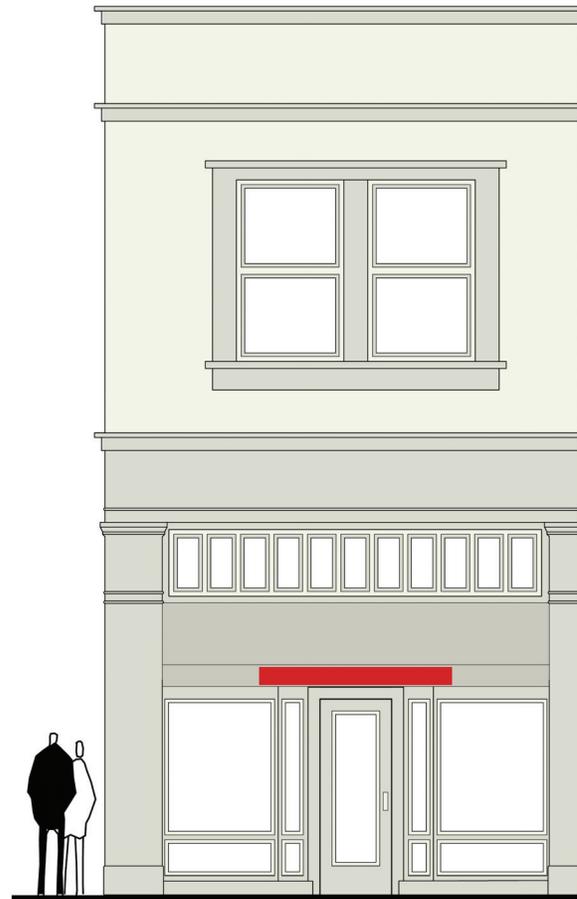
Awning Valance Signs are signs applied to the awning valance.

#### a) Standards

- i) Awning Valance Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.
- ii) Lettering for Awning Valance Signs shall include only one line of lettering and graphics not to exceed two-thirds ( $2/3$ ) the height of the valance or 12 inches, whichever is less.
- iii) The width of lettering for Awning Valance Signs shall not exceed  $2/3$  of the Awning Valance width.

#### b) Guidelines

- i) Awning Valance Signs should consist of vinyl or paint applied directly to the awning.
- ii) Awning materials should be canvas or nylon; plastic should not be used.
- iii) Awning Valance Signs should be illuminated by external illumination only.



10) AWNING VALANCE SIGN

## 2.6.2. SIGN TYPES

### 11) Awning Side Sign

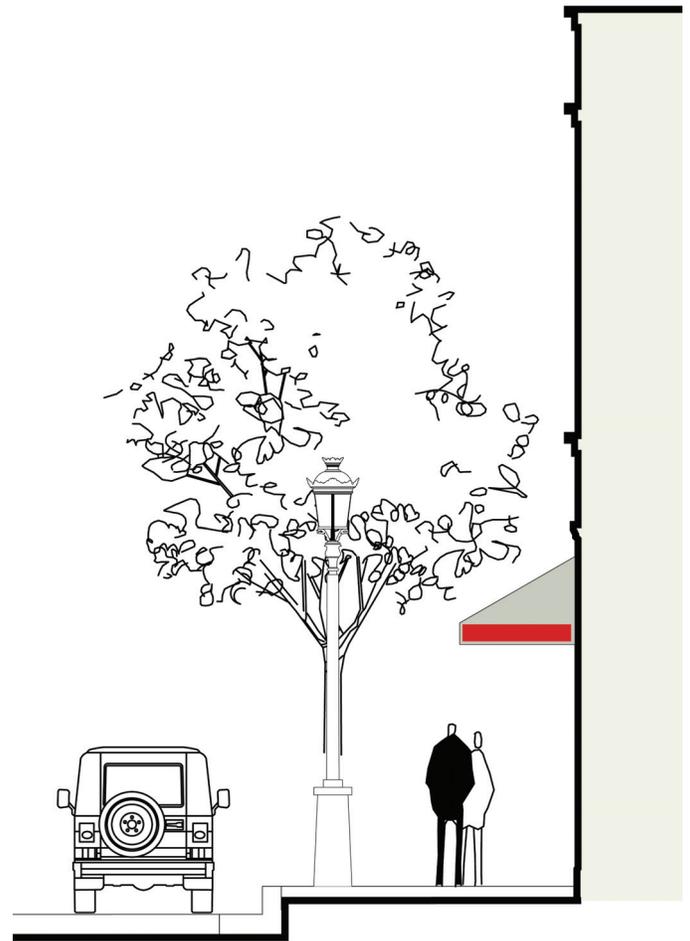
Awning Side Signs are signs applied to the side panel of an awning.

#### a) Standards

- i) Awning Side Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.
- ii) Lettering for Awning Side Signs shall not exceed 12 inches in height with total sign area not to exceed 20% of the area of the awning side area.
- iii) Awning Side Signs shall project no farther from the building than its associated awning.
- iv) No portion of an Awning Side Sign shall be less than 8 feet above the level of the sidewalk or other public right-of-ways over which it projects.

#### b) Guidelines

- i) Awning Side Signs should consist of vinyl or paint applied directly to the awning.
- ii) Awning materials should be canvas or nylon; plastic should not be used.
- iii) Awning Side Signs should be illuminated by external illumination only.



11) AWNING SIDE SIGN

## 2.6.2. SIGN TYPES

### 12) Above Awning Sign

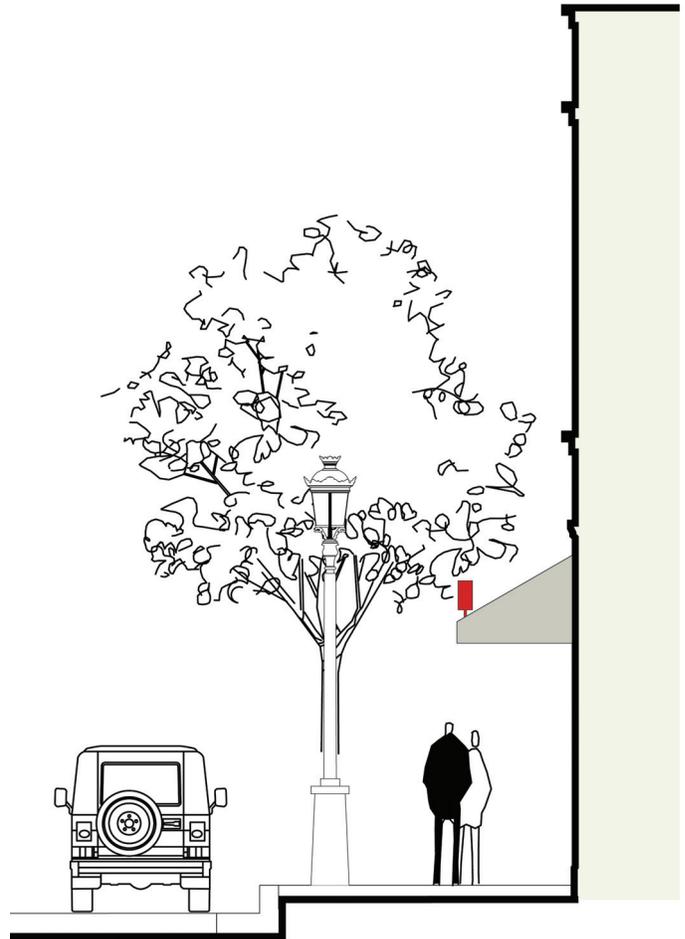
Above Awning Signs are signs which are mounted above the upper edge of a valance of an awning and oriented parallel to the building wall surface.

#### a) Standards

- i) Above Awning Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.
- ii) Above Awning Sign height shall not exceed one and one-half ( $1\frac{1}{2}$ ) times the valance height, and sign width shall not exceed two-thirds ( $\frac{2}{3}$ ) of the awning width.
- iii) Above Awning Signs shall project no farther from the building than its associated awning.
- iv) No portion of an Above Awning Sign shall be less than 8 feet above the level of the sidewalk or other public right-of-ways over which it projects.
- v) Lettering for Above Awning Signs shall include one line of lettering only.

#### b) Guidelines

- i) Materials used in Above Awning Signs should be wood, metal, and paint only.
- ii) Above Awning Signs should be illuminated by external illumination only.



12) ABOVE AWNING SIGN

## 2.6.2. SIGN TYPES

### 13) Under Awning Sign

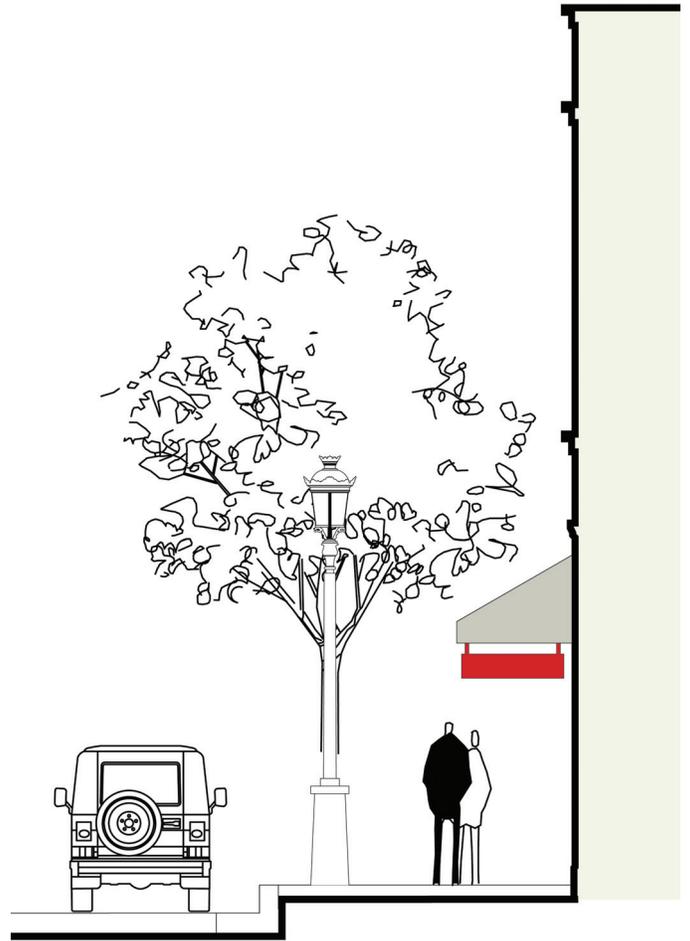
Under Awning Signs are signs which are suspended under an awning, perpendicular to the building facade.

#### a) Standards

- i) Under Awning Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.
- ii) Under Awning Signs must be located adjacent to a public entrance from a City sidewalk.
- iii) No more than one Under Awning Sign shall be permitted per establishment per façade.
- iv) The area of Under Awning Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.
- v) No Under Awning Sign shall exceed 3 square feet in size.
- vi) Under Awning Signs shall project no farther from the building than its associated awning.
- vii) No portion of an Under Awning Sign shall be less than 8 feet above the level of the sidewalk or other public right-of-ways over which it projects.

#### b) Guidelines

- i) Materials used in Under Awning Signs should be wood, metal, and paint only.
- ii) Under Awning Signs should be illuminated by external illumination only.



13) UNDER AWNING SIGN

## 2.6.2. SIGN TYPES

### 14) Canopy Fascia Sign

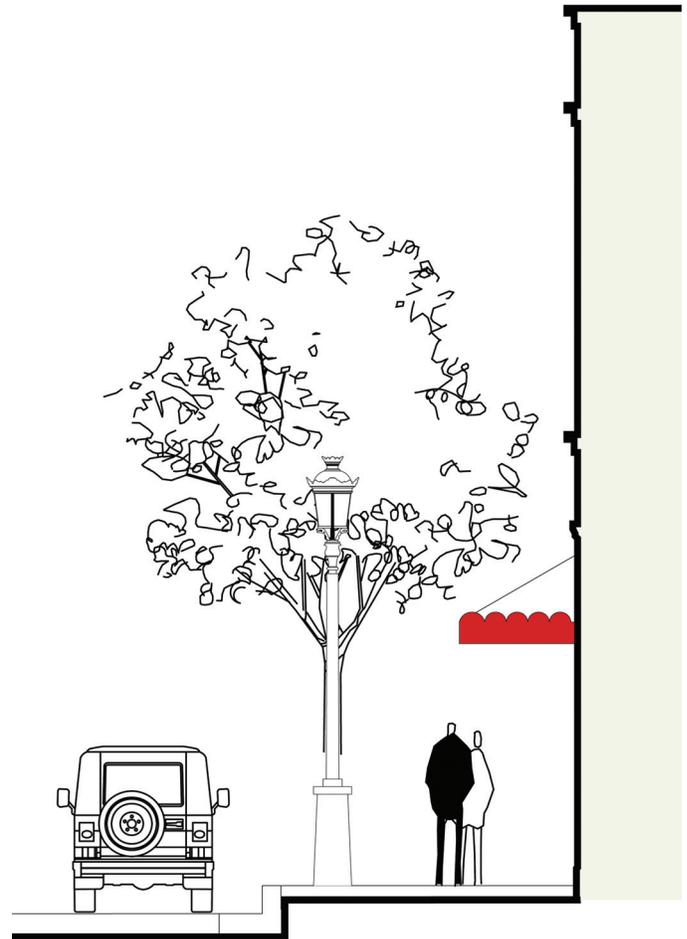
Canopy Fascia Signs are signs that are mounted to the front or side fascia of a canopy and contained completely within that fascia.

#### a) Standards

- i) Canopy Fascia Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.
- ii) The height of Canopy Fascia Signs shall not exceed two-thirds ( $2/3$ ) the height of the fascia or 12 inches, whichever is less.
- iii) The width of Canopy Fascia Signs shall not exceed two-thirds ( $2/3$ ) of the canopy width.
- iv) Canopy Fascia Signs shall project no farther from the building than its associated canopy.
- v) No portion of a Canopy Fascia Sign shall be less than 8 feet above the level of the sidewalk or other public right-of-ways over which it projects.
- vi) Canopy Fascia Signs shall consist of only one line of lettering articulated as individual letters mounted directly to the canopy.

#### b) Guidelines

- i) Materials used in Canopy Fascia Signs should be metal and paint only.
- ii) Canopy Fascia Signs should be illuminated by external, halo, exposed LED, or exposed neon tube illumination only.



14) CANOPY FASCIA SIGN

## 2.6.2. SIGN TYPES

### 15) Above Canopy Sign

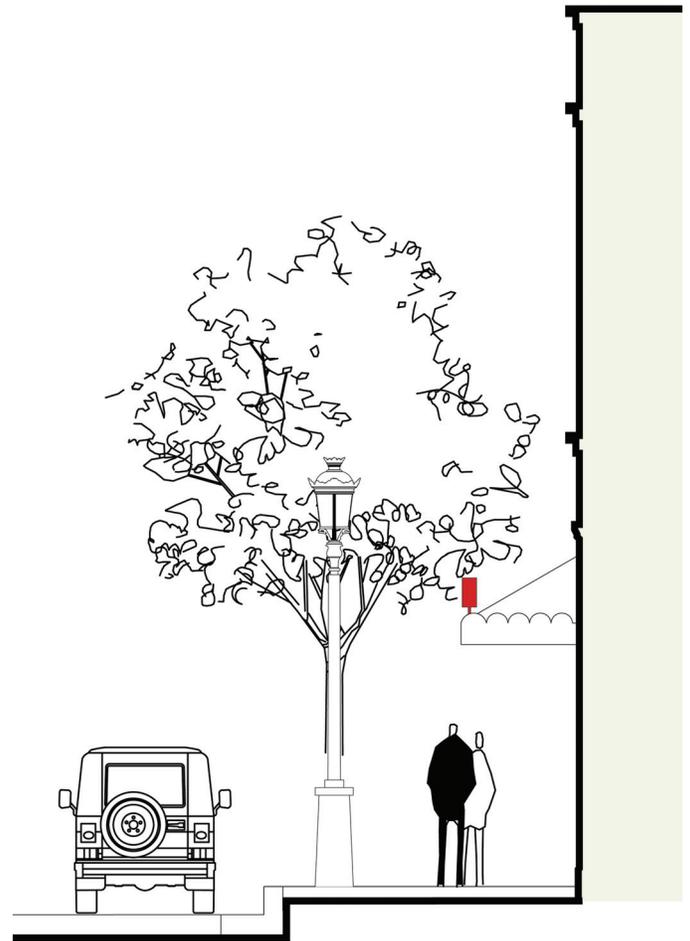
Above Canopy Signs are signs which are mounted partially or entirely above the front fascia of a canopy and oriented parallel to the building wall surface.

#### a) Standards

- i) Above Canopy Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.
- ii) The height of Above Canopy Signs shall not exceed one and one-half ( $1\frac{1}{2}$ ) times the height of the fascia or 24 inches whichever is less.
- iii) The width of Above Canopy Signs shall not exceed two-thirds ( $\frac{2}{3}$ ) of the canopy width.
- iv) Above Canopy Signs are permitted only above the front fascia of a canopy.
- v) Above Canopy Signs shall project no farther from the building than its associated canopy.
- vi) No portion of an Above Canopy Sign shall be less than 8 feet above the level of the sidewalk or other public right-of-ways over which it projects.
- vii) Lettering for Above Canopy Signs shall include only one line of lettering using individual letters only.

#### b) Guidelines

- i) Exposed materials used in Above Canopy Signs should be wood, metal, and paint only.
- ii) Above Awning Signs should be illuminated by external, halo, exposed neon tube, exposed incandescent bulb, or exposed LED illumination only.



15) ABOVE CANOPY SIGN

## 2.6.2. SIGN TYPES

### 16) Under Canopy Sign

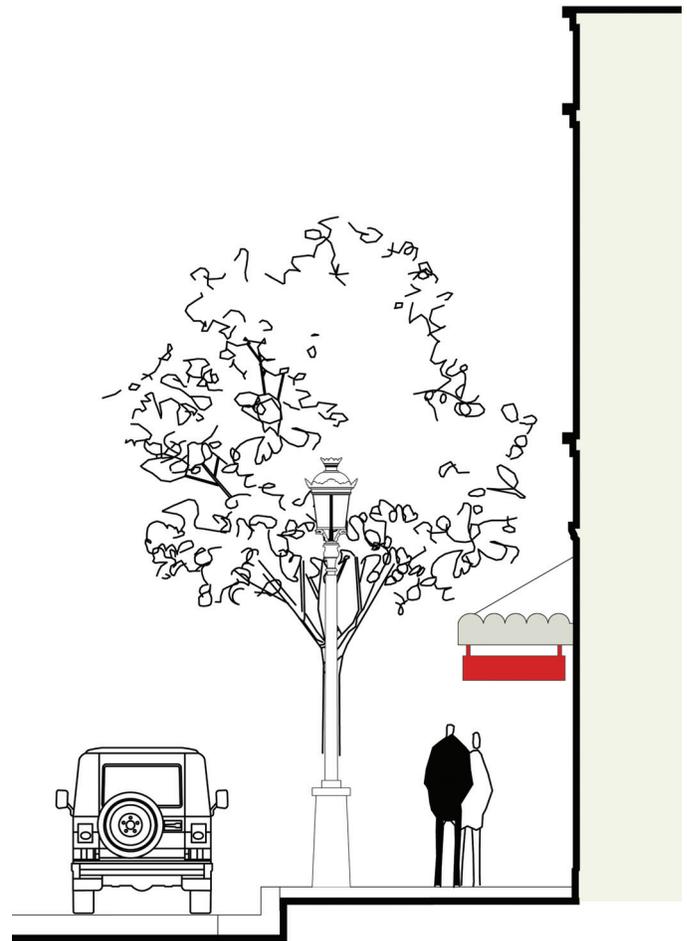
Under Canopy Signs are signs which are suspended under a canopy, perpendicular to the building facade.

#### a) Standards

- i) Under Canopy Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.
- ii) No more than one Under Canopy Sign shall be permitted per establishment per façade.
- iii) Under Canopy Signs must be located adjacent to a public entrance from a City sidewalk.
- iv) The area of Under Canopy Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.
- v) Under Canopy Signs shall not exceed 3 square feet in area.
- vi) Under Canopy Signs shall project no farther from the building than its associated canopy.
- vii) No portion of an Under Canopy Sign shall be less than 8 feet above the level of the sidewalk or other public right-of-ways over which it projects.

#### b) Guidelines

- i) Exposed materials used in Under Canopy Signs should be wood, metal, and paint only.
- ii) Under Canopy Signs should be illuminated by external illumination only.
- iii) Under Canopy Signs incorporating a distinctive shape relating to the business are encouraged, as well as signs utilizing three-dimensional and well-crafted designs.



16) UNDER CANOPY SIGN

## 2.6.2. SIGN TYPES

### 17) Café Umbrella Sign

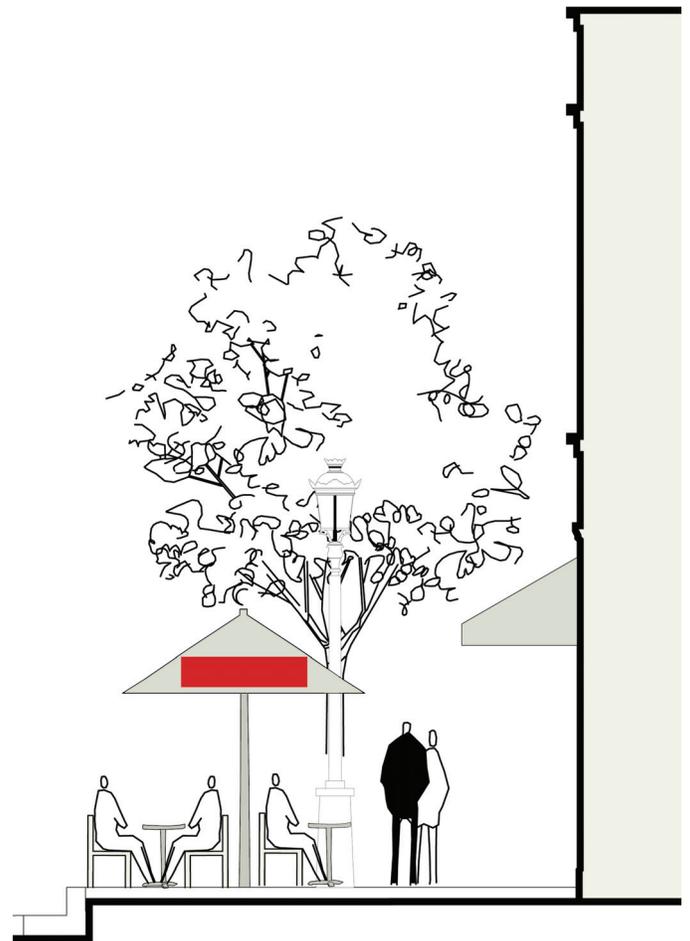
Café Umbrella Signs are signs which are applied directly to the fabric of freestanding outdoor café table umbrellas visible from public right-of-ways.

#### a) Standards

- i) Café Umbrella Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.
- ii) Café umbrella signs shall only be permitted to display the name and/or a business logo of the business. Generic advertising such as a product name shall not be permitted.
- iii) The maximum area of total signage shall not exceed 10% of the area of the umbrella surface.
- iv) The area of café umbrella signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.
- v) Sign letter height shall be a maximum of 6 inches.
- vi) A business logo shall not exceed one square foot in area.

#### b) Guidelines

- i) The color combination of signs and umbrella fabric should be simple and contrasting for legibility and avoidance of visual clutter.



17) CAFE UMBRELLA SIGN

## 2.6.2. SIGN TYPES

### 18) Recessed Entry Sign

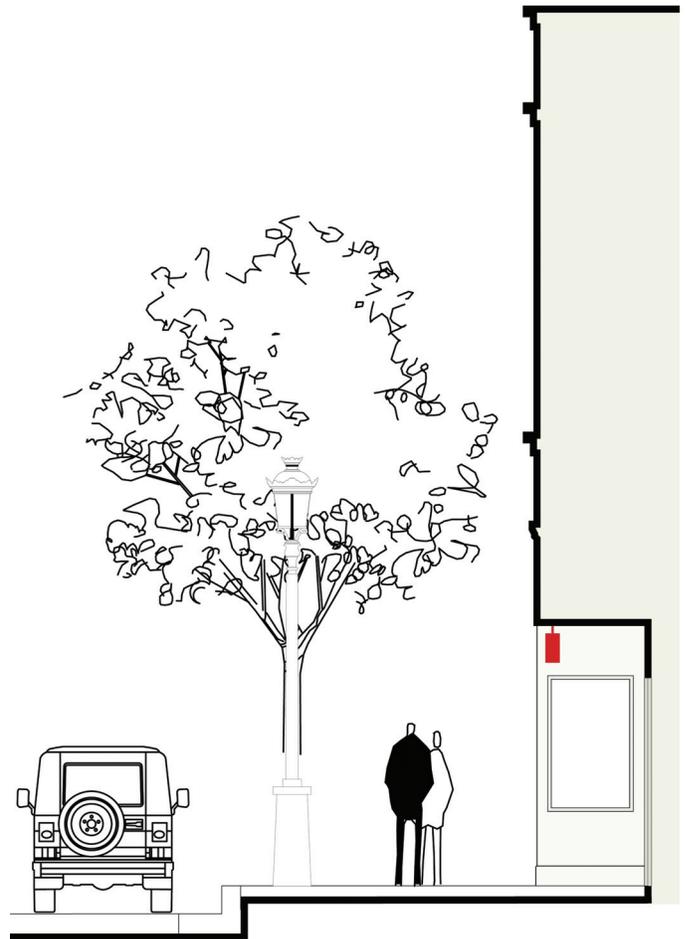
Recessed Entry Signs are signs which are oriented parallel to the building façade and which are suspended over a recessed entry.

#### a) Standards

- i) Recessed Entry Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.
- ii) No Recessed Entry Sign shall exceed 20 square feet in size.
- iii) Recessed Entry Signs shall not project beyond the façade of the building.
- iv) No portion of a Recessed Entry Sign shall be lower than 8 feet above the level of the sidewalk.

#### b) Guidelines

- i) Exposed materials used in Recessed Entry Signs should be wood, metal, and paint only.
- ii) Recessed Entry Signs should be illuminated by external illumination only.



**18) RECESSED ENTRY SIGN**

## 2.6.2. SIGN TYPES

### 19) Window Sign

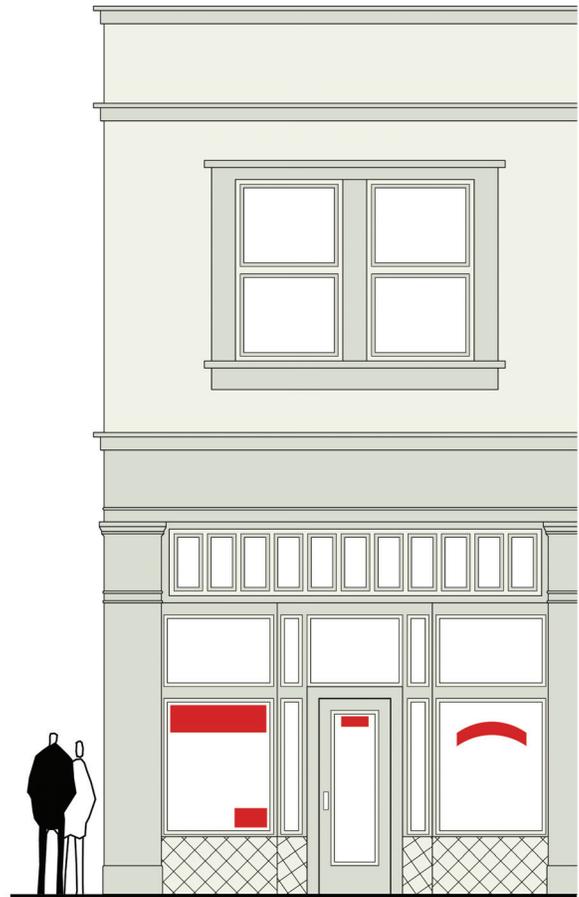
Window Signs are signs which are applied directly to a window or mounted or suspended directly behind a window.

#### a) Standards

- i) Window Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.
- ii) Window Signs shall be permitted on windows below the second floor level only.
- iii) No more than 25% of any individual window area shall be covered or otherwise occupied by signage.
- iv) The letter height of each Window Sign shall not exceed 12 inches.

#### b) Guidelines

- i) Ground floor Window Signs should consist of gold or silver leaf, vinyl, or paint applied to the glass, neon mounted or suspended behind the glass, or framed and mounted paper signs. For metallic leaf or vinyl signs, a drop shadow behind letters is recommended to increase visibility.
- ii) If illuminated, Ground floor Window Signs should be illuminated by exposed neon tube illumination only.



19) WINDOW SIGN

## 2.6.2. SIGN TYPES

### 20) Building Identification Canopy Fascia Sign

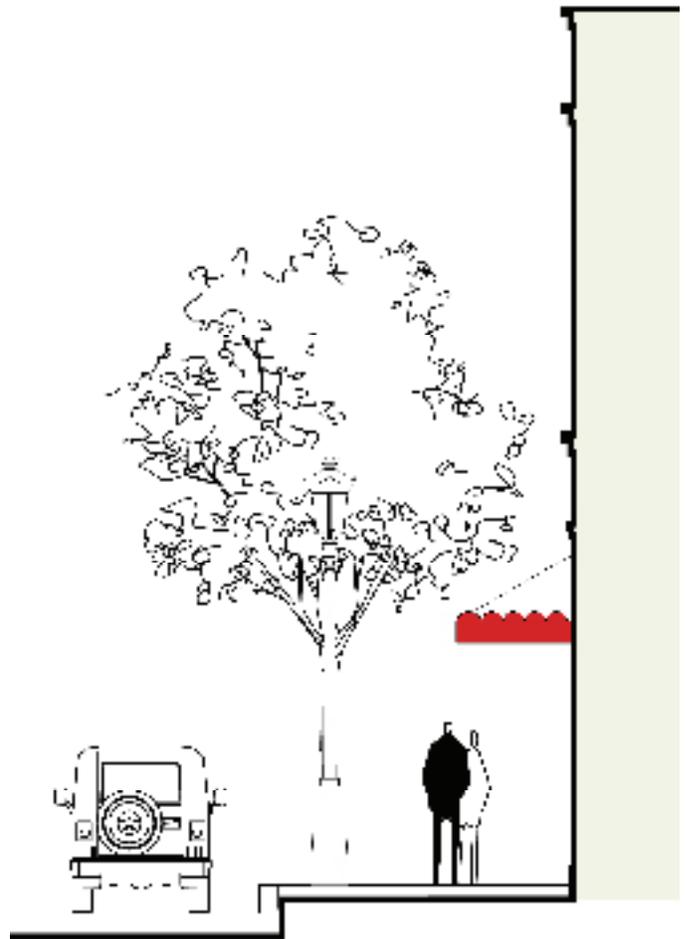
Building Identification Canopy Fascia Signs are signs which are mounted to the front or side fascia of a canopy and contained completely within that fascia which announce the name and/or address number of a building.

#### a) Standards

- i) Building Identification Canopy Fascia Signs shall only be permitted for non-residential or multifamily residential uses with a dedicated ground floor entrance.
- ii) Building Identification Canopy Fascia Signs shall be located only on the fascias of a canopy above the primary building entrance and shall be located entirely within the canopy fascia.
- iii) Only one canopy per façade may have Building Identification Canopy Fascia Signs.
- iv) The area of Building Identification Canopy Fascia Signs shall not count towards the total sign area permitted based on linear frontage.
- v) Building Identification Canopy Fascia Signs shall not exceed one line of lettering. Sign height shall not exceed two-thirds ( $2/3$ ) the height of the fascia or 12 inches, whichever is less.
- vi) Building Identification Canopy Fascia Signs shall project no farther from the building than its associated canopy.
- vii) No portion of a Building Identification Canopy Fascia Sign shall be less than 8 feet above the level of the sidewalk or other public right-of-ways over which it projects.
- viii) Lettering for Building Identification Canopy Fascia Signs shall include only one line of lettering using individual letters only.

#### b) Guidelines

- i) Building Identification Canopy Fascia Signs should consist of metal letters, vinyl or paint applied to a canopy, or may be inscribed into the canopy.
- ii) Building Identification Canopy Fascia Signs should be illuminated by external illumination or halo illumination only.



20) BUILDING IDENTIFICATION CANOPY FASCIA SIGN

## 2.6.2. SIGN TYPES

### 21) Building Identification Wall Sign

Building Identification Wall Signs are signs located on and parallel to a building wall that announce the name and/or address number of a building.

#### a) Standards

- i) Building Identification Wall Signs shall only be permitted for non-residential or multifamily residential uses with a dedicated ground floor entrance.
- ii) Building Identification Wall Signs shall be located only on the frieze, cornice, or fascia area of storefront level; frieze, cornice, fascia, parapet of the uppermost floor; or above the entrance to main building lobby.
- iii) Only one building identification wall sign shall be permitted per building per street-facing façade.
- iv) The area of Building Identification Wall Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.
- v) Building Identification Wall Signs shall be no taller than 24 inches in height.
- vi) Building Identification Wall Signs shall project no more than 1 foot from the façade of the building.

#### b) Guidelines

- i) Building Identification Wall Signs should be inscribed into the façade, painted onto the façade, or constructed of individual metal letters.
- ii) Building Identification Wall Signs should be illuminated by external illumination or halo illumination only.



**21) BUILDING IDENTIFICATION WALL SIGN**

### 22) Building Identification Window Sign

Building Identification Window Signs are signs applied directly to a window or mounted or suspended directly behind a window that announce the name and/or address number of a building.

#### a) Standards

- i) Building Identification Window Signs shall only be permitted for non-residential or multifamily residential uses with a dedicated ground floor entrance.
- ii) Building Identification Window Signs shall only be located on a transom window above a primary entrance, or the glazed area of primary door.
- iii) Only one Building Identification Window Signs shall be used per building per street-facing façade.
- iv) The area of Building Identification Window Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.
- v) No more than 25% of any individual window area shall be covered or otherwise occupied by signage.
- vi) The letter height of each Building Identification Window Sign shall not exceed 12 inches and must be taller than 4 inches.

#### b) Guidelines

- i) A Building Identification Window Sign should consist of vinyl, paint, or gold leaf applied to the glass only.
- ii) A Building Identification Window Sign should be illuminated by external illumination only.



**22) BUILDING IDENTIFICATION WINDOW SIGN**

### 23) Storefront Operation Window Sign

Storefront Operation Window Signs consist of two types:

- i) OPEN/CLOSED signs displaying the words “OPEN” and/or “CLOSED,” suspended directly behind a storefront window
- ii) Signs displaying hours of operation of the business.

#### b) Standards

- i) Storefront Operation Window Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.
- ii) Only one OPEN/CLOSED Sign may be used per ground-floor entrance.
- iii) The total area of Storefront Operation Window Signs per entrance shall not exceed 4 square feet in size.
- iv) The area of Storefront Operation Window Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.
- v) Illuminated Storefront Operation Window Signs may be illuminated by exposed neon tube illumination only.



**23) STOREFRONT OPERATIONS  
WINDOW SIGN**

## 2.6.2. SIGN TYPES

### 24) Temporary Window Sign

Temporary Window Signs are signs which are applied directly to a window or mounted or suspended directly behind a window and are designed, constructed and intended for display on private property for a period of not more than 90 consecutive days per year. Examples include “grand opening,” “special sale,” and seasonal signage.

#### a) Standards

- i) Temporary Window Signs shall be located only on ground floor windows on building facades which face a public street or a parking lot.
- ii) Temporary Window Signs may not exceed 6 square feet in size.
- iii) Temporary Window Signs shall not cause the total amount of the window area covered with signage to exceed 25%.
- iv) Temporary Window Signs which satisfy the above standards and General Standards do not require a permit.

#### b) Guidelines

- i) Temporary Window Signs should be constructed of paint applied directly to the glass or framed paper signs placed behind the glass.
- ii) Temporary Window Signs should not be illuminated.
- iii) Temporary Window Signs which satisfy the above guidelines General Guidelines do not require a permit.



24) TEMPORARY WINDOW SIGN

## 2.6.2. SIGN TYPES

### 25) Temporary Wall Sign

Temporary Wall Signs are signs which are located on, and parallel to, a building wall and are designed, constructed, and intended for display on private property for a period of not more than 90 consecutive days per year. Examples include “grand opening,” “special sale,” and seasonal temporary banner signage.

#### a) Standards

- i) Temporary Wall Signs shall only be mounted on a wall area below the second floor level which faces a public street or a parking lot.
- ii) A maximum of one Temporary Wall Sign is allowed per establishment.
- iii) Temporary Wall Signs shall not exceed 32 square feet in area.
- iv) Temporary Wall Signs shall project no more than 1 foot from the façade of the building.

#### b) Guidelines

- i) Materials used in Temporary Wall Signs should consist of a flexible vinyl material with grommet holes installed around the edges to accommodate attachment to a building.
- ii) Temporary Wall Signs should not be illuminated.



### 27) TEMPORARY WALL SIGN

# BOOK III: CITY ACTIONS

Book III of the *Downtown Specific Plan* describes the steps the City will undertake to implement the Community Intent for Downtown as articulated in Book I. In conjunction with the regulatory controls contained in Book II, the actions described in Book III have been identified as desirable and strategic investments of limited public resources – including both funding and staff time – to bring new investment in and to accelerate the revitalization of Downtown. The actions listed here represent the City’s current, best thinking about how to move the revitalization process forward and will be used as a guide to prioritize investments on an ongoing basis. However, these steps are intended to be flexible so as to allow for opportunities that cannot be predicted at this time. As vision becomes reality and Downtown is revived as the heart of the community, new and different actions may be required and implemented. Thus, the specific means and order in which City actions will be undertaken to implement the Specific Plan will depend upon the resources available, the priorities agreed upon annually by the City Council, and the opportunities that arise, both anticipated and unexpected. Book III is divided into four types of City Actions: Capital Improvements, Private Sector Coordination, Planning Actions and Programs, and Implementation Measures Program.

## **3.1. SUMMARY OF STRATEGIC ACTION PRIORITIES**

The city intends to support and promote the revitalization of Downtown by applying its resources strategically, as they become available and as market opportunities arise. Keeping in mind that the natural shifts in such opportunities and resources typically require a measure of flexibility in approach, the following priorities<sup>1</sup> are established as guidelines for the revitalization-oriented actions that are detailed in subsequent sections of Book III:

### **3.1.1. HIGHEST PRIORITY ACTIONS**

**1) Place highest priority on promoting the redevelopment of the Western Bowtie with residential development in as dense a form as the market will provide.**

**2) Transform the Southern terminus of the Downtown Core into an exciting anchor destination:**

- Make the most of the Grand Theater to attract new downtown offerings;
- Construct the Multi-modal Station;
- Build “Station Square” & the Downtown Landmark;
- Promote mixed-use infill/redevelopment on the northwest corner of Central and 6th Street;

**3) Focus on improved use of the existing building stock by providing incentive programs that promote:**

- Preservation & Rehabilitation of existing buildings in a way that builds on the strongest elements of downtown’s visual and historic character
- Recruitment of select businesses that capture leakage and enhance the mix of businesses in the Downtown Core.
- Improvement of existing businesses occupying downtown shopfronts

**4) Put activity out on display by stimulating outdoor eating:**

Assist interested restaurants & cafes to provide outdoor eating and associated amenities in their enfronting sidewalks or parking zones.

### **3.1.2. MEDIUM-TERM ACTIONS**

**1) Once a significant amount of market rate housing is added to the Downtown that better reflects the income profile of the City as a whole<sup>2</sup>, promote the addition of more specialty, high-end retail in Downtown shopfronts.**

**2) Promote investment in a new mixed-use development on the parking lot at 8th and Central.**

### **3.1.3. LONG-TERM ACTIONS**

**1) Promote the development of mixed use buildings on available sites in the Downtown Core featuring ground level shopfronts and upper level residential condominiums.**

<sup>1</sup> The prioritized actions contained in this section do not address the revitalization priorities (comprehensively listed in Book I – “Revitalization Strategy”) achieved by the adoption of this Specific Plan.

<sup>2</sup> For more detailed information about this issue as well as for the market-basis of many of these priorities, refer to Strategic Economics, “Demographic “Trends, Residential and Commercial Market Conditions,” in *Downtown Specific Plan – Compendium of Technical Reports*, separately bound.

## 3.2. CAPITAL IMPROVEMENTS

The primary goal of the community intent articulated in Book I is to make Downtown into the center of Tracy. It should be a beautiful and inspiring place that represents the City's history and values while serving the community needs for goods, services and public places. The following capital improvements have been identified as key investments for the City to make to create the physical environment that will sustain the downtown as the beating heart of Tracy. They are listed in order of priority from highest to lowest.



FIG. 3.1. MULTI MODAL STATION SITE FROM ABOVE

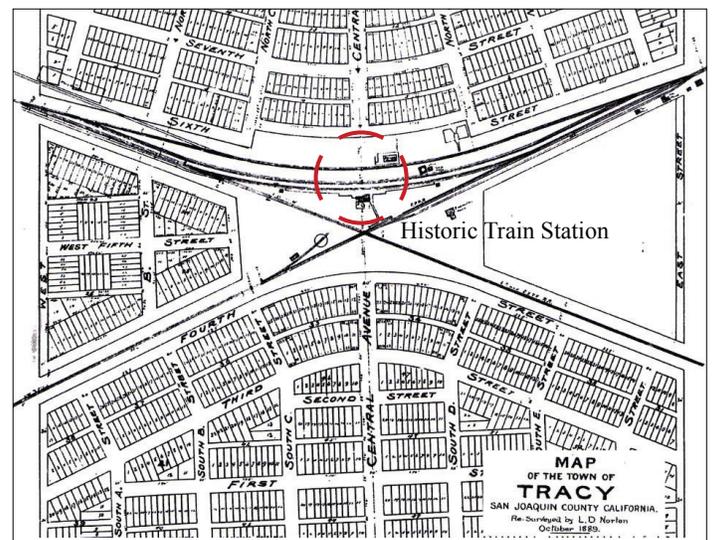


FIG. 3.2. BOW-TIE HISTORIC PLAN

### 3.2.1. CREATE A CENTRAL GATHERING PLACE AND GATEWAY TO DOWNTOWN WITH MULTI-MODAL ACCESS

#### 1) Multi-Modal Transit Station

The City has acquired land just southeast of the intersection of Central Avenue and 6<sup>th</sup> Street on the Bowtie to build a multi-modal transit station. The new station will be built at this iconic location at the crossroads of the railroad tracks where the historic train station once stood. See Fig. 3.2. Bowtie Historic Plan and Fig. 3.3. Southern Pacific Passenger Depot - Early 1900's. The new station will connect the Downtown Core to the rest of the city and to the region with multi-modal transit service. It will also serve as an anchor for the retail development on Central Avenue and for prospective residential development in the Bowtie area. The new multi-modal station will be programmed to accommodate local and regional busses, taxis, shuttles, parking, and future rail operations. Fig. 3.1. Multi Modal Station Site from Above gives an aerial perspective showing the location for the new station in relationship to Central Avenue and the Bowtie.

The Multi-Modal Station building will be integrated with Station Plaza, the new central gathering place described

below, that will mark the southern entrance to the Downtown Core. The new station and plaza will be built as part of a coordinated effort that includes the reconfiguration of 6<sup>th</sup> Street and Central Avenue intersection to ensure proper traffic circulation and provide angled on-street parking. Additionally, the station will include a significant new parking lot that will accommodate both transit users and downtown visitors.

The multi-modal transit station will be housed in a single, landmark building at the intersection of Central Avenue and 6<sup>th</sup> Street. The building will be designed to showcase this important new public amenity as well as to draw the eye of pedestrians on Central Avenue to the station. The main entrance will be marked with a tower that will be visible from a distance particularly from Central Avenue. The new station will have comfortable waiting areas for transit passengers with restroom facilities, concessions and ticket vending area as well as offices and facilities for transit staff and three conference rooms to serve as spaces for community functions and civic events.

A transit plaza accommodating a bus terminal with seven bus bays will also be built. Design refinements for the transit station are underway as of the preparation of this plan and the City plans to begin construction by 2008. Figs. 3.4., and 3.5. Multi-modal Transit Station Elevations show a design of the transit station.



FIG. 3.3. SOUTHERN PACIFIC PASSENGER DEPOT - EARLY 1900'S



FIG. 3.4. MULTI-MODAL TRANSIT STATION CENTRAL AVENUE ELEVATION



FIG. 3.5. MULTI-MODAL TRANSIT STATION 6TH STREET ELEVATION

## 2) Station Plaza

The best downtowns are characterized by a network of great public places with a series of special settings that accommodate the phenomenon of community. In the City of Tracy, citizens have expressed their hopes for such a space that will provide a new public green or plaza, that has activities for Tracy residents and downtown customers, particularly families. Tracy residents have also expressed a desire to create new energy and to call attention to the southern portion of the Downtown Core, where there is an important concentration of historic resources recalling the city's railroad past.

“Station Plaza,” is envisioned as the new central gathering space located at the intersection of 6<sup>th</sup> Street and Central Avenue, where currently public surface parking lots exist. This beautiful, grand plaza will create an important and visually stunning gateway announcing the southern entrance to the Downtown Core for people coming from all directions along 6<sup>th</sup> Street and Central Avenue. A tall landmark feature on a central island will call attention to the public space and terminate the view of Central Avenue at the southern end of the downtown shopping area.

The new public space will create a nexus of activity that draws shoppers, workers and residents from Central Avenue and the surrounding neighborhoods. The new center of activity will have dining and interactive activities for children. It will provide a convenient location for community events and will be designed to accommodate formal and informal gatherings. Station Plaza will function as the community's primary “outdoor living room.”



FIG. 3.6. STATION PLAZA BEFORE

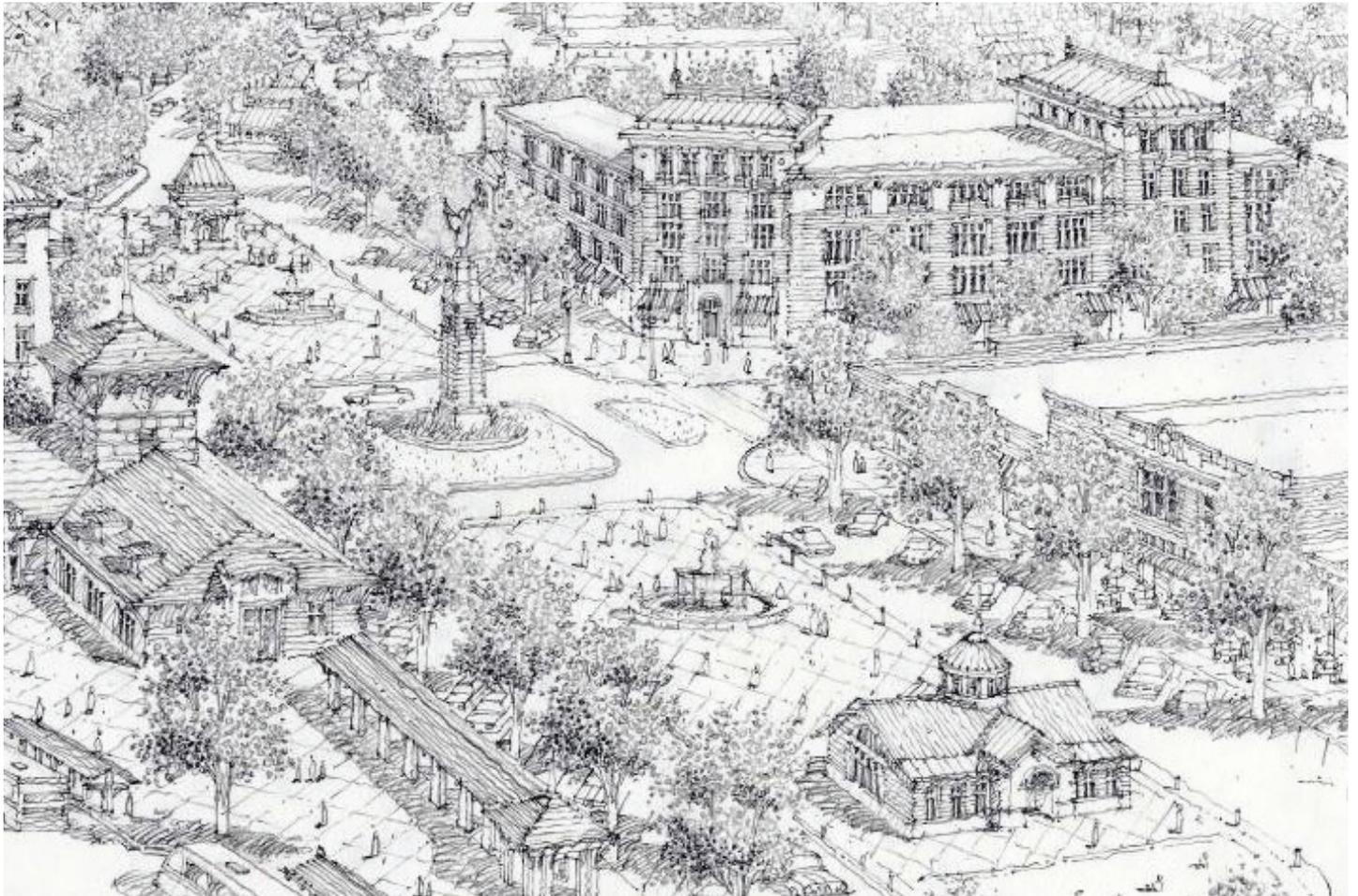
Station Plaza will be sited in the middle of 6<sup>th</sup> Street. The public right-of-way will be reconfigured to accommodate the new space along with a one way couplet surrounding the plaza and slowing traffic. New angled parking will be provided along the sidewalk on three sides of the plaza replacing the current surface parking lots on the north side of 6<sup>th</sup> Street. A passenger drop off area will be created on the fourth side to accommodate transit users. It will feature two distinct spaces, one each to the east and west of Central Avenue, and have both paved and landscaped spaces enhanced with large, open habit shade trees.

New buildings or pavilions will enclose the plazas at each end, framing views of the square and providing space for vendor kiosks offering food service, other activity-generating offerings or new civic uses. Comfortable tables and chairs will be placed throughout the plazas to allow for outdoor dining and appealing seating areas. Night lighting will allow evening activity to continue on warm evenings. An interactive fountain and perhaps other engaging features will be designed as an integral piece of the plaza to attract families to the new square. Figs 3.6. and 3.7. Station Plaza – Before and After , and Fig. 3.8. “Birds-Eye Perspective” of Station Plaza – Looking Toward the Northwest illustrates the plaza concept.

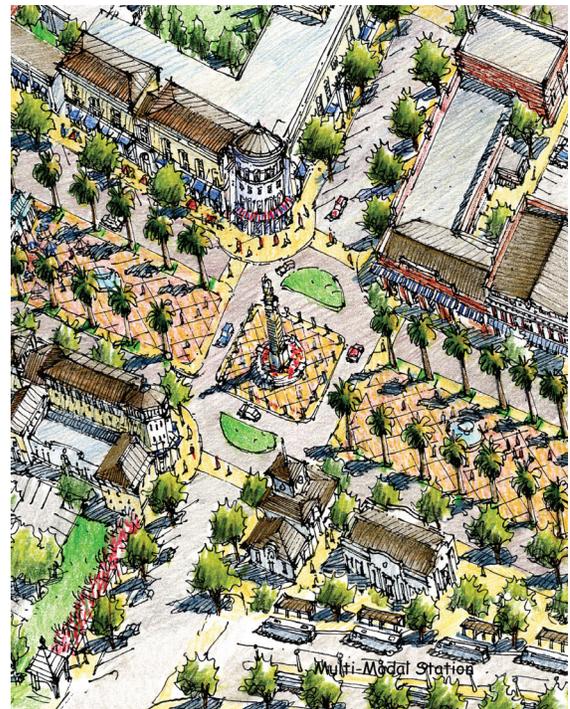
The City will realign 6<sup>th</sup> Street so that Station Plaza, future transit and automobile traffic can be properly accommodated within the public right-of-way. Using the current surface parking lots on the north edge of 6<sup>th</sup> Street and a dedication of land from the western portion of the Bowtie parcels, the intersection of 6<sup>th</sup> Street and Central Avenue will be enlarged to accommodate the grand plaza described above as well as any required traffic improvements needed to accommodate bus and automobile traffic. The street will be reconfigured as a one way couplet with angled parking on three sides and a passenger drop off area on the south east corner.



FIG. 3.7. STATION PLAZA AFTER



**FIG. 3.8. "BIRDS-EYE PERSPECTIVE" OF STATION PLAZA - LOOKING TOWARD THE NORTHWEST**



**FIGS. 3.9. AND 3.10. LANDMARK EXAMPLES**

### **3.2.2. DEVELOP THE OPEN SPACE NETWORK**

In addition to the requirements for public Open Space Provisions in Book II the City will explore opportunities to provide new parks for the Downtown. Working with the Union Pacific Rail Road and other property owners of the Bowtie parcels, City Staff will determine if it is possible to lease or set an easement on the land within the Congressional Land Grant area (located 200' from either side of the center line of the railroad tracks) or other portions of the Bowtie to create new parks. This new open space amenity is envisioned as an active recreational facility, such as basketball courts and may be located on either or both east and west sides of Central Avenue.

### **3.2.3. IMPROVE THE BICYCLE NETWORK**

The City of Tracy has made a commitment to improve its bicycle network. Specifically, General Plan Objective OSC-4.3 states that the city will “establish a regional parkway system that meets recreational, open space and transportation needs.” In addition, the City has adopted The Bikeways Master Plan to establish a trail network for bicycle transportation. The following City Actions support these commitments.

#### **1) Multi-Use Trail in the Congressional Land Grant Area**

Under the policies stipulated under General Plan Objective OSC-4.3 the City makes a commitment to “pursue the conversion of underutilized rail corridors into multi-use trails.” Fig. 3.12. Existing Open Space Network shows the current open space resources in the Specific Plan Area.

In compliance with this policy, the City will work with the Union Pacific Railroad or other future owner of the railroad right-of-way in the Bowtie area to create a multi use path and linear park within the Congressional Land Grant area along the railroad tracks. This path will be designed to accommodate many types of recreational uses and will provide a major new component of the existing bicycle network, connecting the Downtown Core, multi-modal station and downtown residential neighborhoods to other local destinations to the east and west of downtown. Additionally, the trail will be designed to allow frequent connections to the surrounding street network to better connect the new amenity to the surrounding neighborhoods. A fence will be placed along the railroad edge to provide safety for trail users and future rail passengers alike. A conceptual alignment is depicted in Fig. 3.13. Envisioned Open Space Network Established Through Public Open Space Requirements and City Actions and Fig. 3.11. Potential Future Pedestrian and Bike Path within the Congressional Land Grant Area.

## 2) Network Improvements

Although the City of Tracy already has an extensive network of bikeways, the current network has many gaps that make it challenging to access the Downtown by bicycle. Because of the importance of alternative modes of transportation within the district, the City will seek to improve the network of designated bikeways in the Specific Plan area. The proposed improvements will expand Tracy's bicycle network with increased connections to surrounding neighborhoods and destinations and enhance the bicycling experience within the downtown. The City will develop new or improve existing bicycle facilities in the Specific Plan area as resources become available in compliance with the Bikeways Master Plan and based on the following priorities:

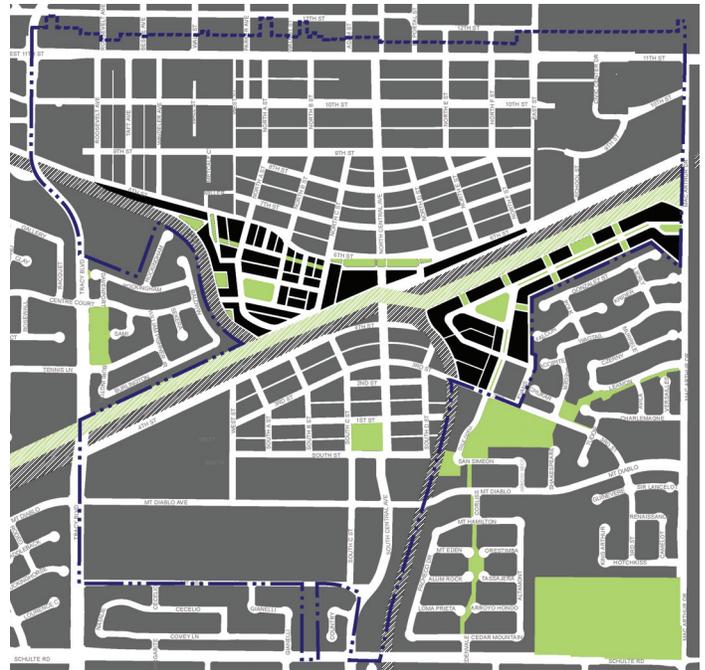
- Reduce potential hazard to bicyclists, particularly at crossings of moderate to heavy traffic streets.
- Create new connections between existing routes to key destinations both within and outside the study area. In particular, the city will strive to enhance connections to the Downtown Core and civic destinations such as schools and other civic buildings.
- Introduce new facilities into portions of the Specific Plan area that currently lack facilities including the Bowtie and residential neighborhoods in the south western quadrant.



**FIG. 3.11. POTENTIAL FUTURE PEDESTRIAN AND BIKE PATH WITHIN THE CONGRESSIONAL LAND GRANT AREA**



**FIG. 3.12. EXISTING OPEN SPACE NETWORK**



**FIG. 3.13. ENVISIONED OPEN SPACE NETWORK ESTABLISHED THROUGH PUBLIC OPEN SPACE REQUIREMENTS AND CITY ACTIONS**

## 3.3. PUBLIC INFRASTRUCTURE

Improvements to the City's existing storm drainage, water, wastewater, and roadway systems would be necessary to serve the projected development within the Downtown Specific Plan Area. These improvements are described in detail in the following infrastructure analysis reports, which were completed by various consultants for the Downtown Specific Plan area and are included in the Downtown Specific Plan Compendium (a separately bound document):

- Storm Drainage Technical Report
- Water Supply Assessment
- Technical Memorandum – Hydraulic Analysis (water)
- Wastewater Infrastructure Analysis
- Transportation and Traffic Analysis

The City conducted infrastructure studies for storm drainage, water, wastewater and roadway systems to evaluate the existing main-line systems and determine the necessary backbone infrastructure improvements to serve the projected downtown developments. These studies were based on projections for potential development within the Downtown Specific Plan Area of approximately 1,288 residential units, 110,700 square feet of retail space, 107,800 square feet of office space, and 8,800 square feet of civic space.

Since all the required improvements will not be completed at one time and will be completed in phases as funds become available, subsequent analyses will be required to determine when each of the improvements are triggered by new developments. In addition, the infrastructure analysis completed with this specific plan only analyzed backbone infrastructure and did not analyze how the individual projects or small groups of projects will be served or connected with the backbone infrastructure. Prior to development of individual projects or a small group of projects within the Downtown Specific Plan Area, the connections to the main backbone infrastructure need to be identified and constructed on a case by case basis.

### 3.3.1. STORM DRAINAGE

The City is divided into various drainage basins. Each basin represents an area that utilizes common infrastructure to serve its drainage needs. Improvements to the City's existing storm drainage system are necessary to adequately serve the projected development within the Downtown Specific Plan Area. The recommended improvements are described in the Storm Drainage Technical Report, which is included in the Downtown Specific Plan Compendium.

The collection system capacities of all major storm drainage systems have been reviewed and existing available capacities in these collection systems are utilized for the Downtown Specific Plan Area developments. The Downtown Specific Plan Area is further subdivided into various subzones with detention basins to allow controlled outflows into the City's existing storm drainage system. These sub-basins are 1A, Y, U, 1B, V1 & V2, X and Z, and sub-basin 2 as shown in Fig. 3.14. Temporary on site retention facilities will be required at the time of development of properties if the downstream storm drainage line has not been constructed.

The recommendations only address the backbone facilities needed to serve the redevelopment of the Downtown Specific Plan Area. Storm drain sizes that are less than 18" diameter will also be needed, but they will need to be addressed on a project by project basis.



## 1) Mt. Oso/Mt. Diablo Area

### a) Sub-basin 1A

The majority of the Mt. Oso/Mt. Diablo area is proposed to drain to the north via new storm drains as opposed to draining west to the Westside Channel. The only portions of the Downtown Specific Plan Area that are proposed to continue to utilize the Westside Channel system are the existing South School hardscape area (western portion) and the residential frontage along Tracy Blvd. between Mt. Oso Avenue and Mt. Diablo Avenue. New storm drains will need to be constructed on major streets within the Mt. Oso/Mt. Diablo area to connect to the main storm drain as shown in the Storm Drainage Technical Report.

The storm run off from the Mt. Oso/Mt. Diablo area and the development of land uses set forth in the Downtown Specific Plan will create a need for a new detention basin (DET 1A) for discharge attenuation to prevent existing downstream City storm drains to the north from surcharging. The proposed and strategic location for the detention basin (DET 1A) is within the existing Union Pacific Transportation Company (UPTC) corridor extending along the north side of 4th Street between Tracy Blvd. and the west Bowtie area. It is proposed to become a linear parkway and function as a joint-use detention basin. Attenuated flows will be discharged via a new storm drain force main to the existing 15” storm drain that crosses the UPTC right-of-way at C Street via the pump station that will serve DET 1A.

Temporary onsite retention measures can be used until such time as the DET 1A linear parkway detention basin and contributing storm drains are constructed.

### b) Sub-basin Y, U, & 1B

Storm runoff from sub-basin Y will be connected to the existing 18” storm drain to the east in Mt. Diablo Avenue. Sub-basin U water shed area will be connected to the existing 30” storm drain in Mt. Diablo Avenue. Sub-basin 1b water shed will be connected to the existing 24” storm drain in Central Avenue.

## 2) Bowtie Area

### a) Sub-basin V1/V2

Sub-basin V1 and V2 (which includes the western portion of the Bowtie area west of the alignment of C Street) is a part of the 2-square mile area that is covered in the City’s Drainage Agreement with WSID. This area will construct new detention basin DET V prior to connecting to an existing 18” storm drain originating at Beechnut Avenue and Tracy Blvd. as its point of outfall connection. A pump station and force main will be required to drain DET V via a new storm drain force main or a gravity line to the existing 18” storm drain in Beechnut Avenue at Tracy Boulevard.

### b) Sub-basin X and Z

Sub-basins X and Z are proposed to drain to the trunk line storm drain in MacArthur Drive that discharges to the Eastside Channel.

In Sub-basin X, properties will drain into an existing 24” storm drain draining into an existing 48” storm drain in MacArthur Drive.

In Sub-basin Z, the East portion of East Bowtie area (Sub-basin Z) will drain to the existing 48” storm drain in MacArthur Drive.

### c) Sub-basin 2

The eastern portion of the West Bowtie area (between C street and Central Avenue) and the west portion of the East Bowtie area will drain to the existing 15” storm drain in the C Street alignment and the existing 24”/30” storm drain in Central Avenue.

### 3) Existing Downtown Area

Sub-basin W is an existing subdivision on the southwest corner of Tracy Blvd. and 11th Street. It currently drains to 11th Street and east (via existing storm drains), but is located in the 2-square mile area covered by the City's Drainage Agreement with WSID. A new storm drain extending west in 11th Street from 10th Street to connect with an existing 30" storm drain at Lincoln Blvd. will be required.

Any significant redevelopment in areas south of 9th Street and east of E Street within Sub-basin 2 will need a new storm drain in 9th Street between E Street and East Street. This storm drain will be connected to the existing storm drains at the intersection of "E" Street and Ninth Street.

A storm drain system to serve Sub-basins 5a and 5b and provide conveyance to existing storm drains to the north. The new storm drain system will include: an 18" storm drain in Tracy Blvd. from 10th Street to 11th Street, a new storm drain in 11th Street from Tracy Blvd. east to Bessie Avenue, a new storm drain in West Street between 9th Street and 11th Street, a new storm drain extending west in 11th Street from West Street to Bessie Avenue, and a new storm drain extending north in Bessie Avenue from 11th Street, connecting to an existing 36" storm drain at Eaton Avenue.

#### 3.3.2. WATER

The Water Supply Assessment (WSA), which was performed by West Yost Associates and is included in the Downtown Specific Plan Compendium, demonstrates that the City's existing and future water supplies are sufficient to meet the City's existing and projected future water demands, including those future water demands associated with the Downtown Specific Plan.

Improvements to the City's existing water distribution system are necessary to adequately serve the projected development within the Downtown Specific Plan Area. The recommended improvements are described in the Technical Memorandum – Hydraulic / Analysis (water) report prepared by West Yost and Associates, which is included in the Downtown Specific Plan Compendium. The major water line improvements are listed below:

- Pipeline A: Upsizing the existing 8-inch diameter pipeline along East Street,
- Pipelines B and C: Upsizing the existing 6-inch diameter pipeline along Sixth Street, from Roosevelt Avenue to East Street,
- Pipeline D: Upsizing the existing 6-inch diameter pipeline along Roosevelt Avenue, between Sixth Street and Ninth Street,
- Pipeline E: Adding a new pipeline along Sixth Street between Roosevelt Avenue and Tracy Boulevard,
- Pipeline F: Upsizing the existing 4-inch diameter pipeline along Tracy Boulevard, near the intersection with Fourth Street,
- Pipeline G: Adding a new pipeline, connecting existing 12-inch diameter pipelines between Macarthur Drive and Jaeger Street,
- Pipeline H: Upsizing the existing 6-inch diameter pipeline along Fourth Street, between Tracy Boulevard and West Street,
- Pipelines I and J: Upsizing the existing 6-inch diameter pipeline along Third Street, between Evans Street and D Street,
- Pipeline K: Adding a new pipeline along Mount Diablo Avenue between C Street and West Street, and
- Pipeline L: Adding a new pipeline connecting the end of Ninth Street into the existing 12-inch diameter pipeline in Tracy Boulevard.

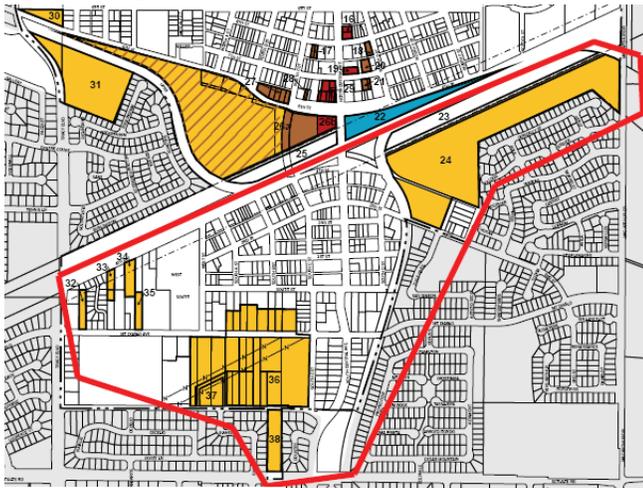
The above improvements to the water distribution system will be necessary as development occurs within the Downtown Specific Plan Area. Specific triggers for the improvements will need to be evaluated on a project by project basis prior to approval of any project within the Downtown Specific Plan Area, unless all of the improvements as listed in the Technical Memorandum – Hydraulic Analysis (water) report are completed upfront along with the new connections from the specific project site to the main line backbone water distribution network pipes listed in this section. The sizes for the water pipes are approximate only. Final sizes will be determined during the design process.

### 3.3.3. WASTEWATER

The wastewater system within the Downtown Specific Plan Area consists of a series of systems, some of which contain capacity and some of which require improvements before any new developments within the Downtown Specific Plan Area can connect to them. The Wastewater Infrastructure Analysis report, which was completed by CH2MHill and is included in the Downtown Specific Plan Compendium, identifies in detail the backbone main sewer collection system to serve developments of sub areas within the Downtown Specific Plan Area. However, the wastewater collection system within these sub areas needs to be reviewed for retrofits or improvements to effectively connect to the main sewer lines prior to approval of any development on a case by case basis.

#### 1) Mt. OSO/Mt. Diablo Area

The areas south of Sixth Street including the eastern Bowtie as shown in Fig. 3.15. will tie into the Eastside Sewer system. In order to accommodate the flows from these new developments, a stretch of existing East-Side sewer trunk main along MacArthur Boulevard between north of Mt. Diablo and north of Sixth Street needs to be upgraded to a 24" line as shown in Fig. 3.16.



**FIG. 3.15. AREAS TO TIE INTO THE EASTSIDE SEWER SYSTEM**



**FIG. 3.16. LOCATION OF NEW WASTEWATER LINE**

#### 2) Areas around Central Avenue

The areas north of Sixth Street are indicated on Fig. 3.17. and are in close proximity to the Central Avenue pipeline.

In order to accommodate the entire proposed development in the Central Avenue area, a stretch of existing 15-inch pipeline on Central Avenue between Eleventh Street and Lowell needs to be paralleled with a new pipeline or replaced with a larger size.

As an alternative to the improvements to the Central Avenue pipeline, flows from potential future development sites within this area could be discharged into the existing 8-inch sewers on Parker Avenue and Bessie Avenue. New 8" connection pipes will be constructed from these sites up to Parker and Bessie Avenue sewer pipes.

#### 3) Other Areas

These sites, shown on Fig. 3.18., will discharge to smaller sewers within the Downtown streets eventually discharging into the future Grant Line Road sewer. No developments will occur in this area until the Grant Line Road sewer main is constructed to serve this and additional existing areas within the city.



**FIG. 3.17. AREAS AROUND CENTRAL AVENUE**



**FIG. 3.18. AREAS SERVED BY THE GRANT LINE ROAD SEWER SYSTEM**

### 3.3.4. ROADWAYS

Regional access to Downtown Tracy is primarily provided by three major freeways: Interstate 205 (I-205), Interstate 580 (I-580), and Interstate 5 (I-5) with five freeway interchanges providing access to the major arterials to Downtown Tracy. Downtown Tracy is generally bounded by four major arterial roads: Eleventh Street to the north, Schulte Road to the south, MacArthur Drive to the east, and Tracy Boulevard to the west.

Improvements to the City's existing transportation system are considered necessary to provide an acceptable level of service for the projected development within the Downtown Specific Plan Area. The recommended improvements are described in the Transportation and Traffic Analysis report, which is included in the Downtown Specific Plan Compendium and summarized as follows:

- Add a westbound left-turn lane on the Sixth Street westbound approach to Tracy Boulevard. This mitigation would improve LOS at this intersection to C, under both future baseline and future cumulative conditions.
- Modify signal timing (adjusting signal splits) at the intersection of Eleventh Street/Tracy Boulevard. This would reduce LOS from E to D, under both future baseline and future cumulative conditions.
- Synchronize controllers at the intersections along Schulte Road. Existing signals along Schulte Road are uncoordinated. Synchronizing the signals would improve the LOS to D at the intersection of Schulte Road/Tracy Boulevard, under both future baseline and future cumulative conditions.
- Three study area intersections: Sixth Street/Central Avenue, Fourth Street/Central Avenue, and Sixth Street/MacArthur Drive would operate at LOS E/F under both the future baseline and the future cumulative with Specific Plan conditions. Per the City's approved General Plan Policy, LOS E is acceptable in the Downtown and Bowtie area. New traffic signals are potential mitigation measures at these currently unsignalized intersections. However, per policy P2 of CIR-1.3 of the General Plan, the City may allow individual locations to fall below the City's LOS standards in instances where the construction of physical improvements would be infeasible, prohibitively expensive, significantly impact adjacent properties or the environment, or have a significant adverse effect on the character of the community.

## 3.4. PRIVATE SECTOR COORDINATION

While the City has the ability to invest directly to improve the public realm and can set the regulatory foundation for achieving high quality development, it must work collaboratively with the private sector in order to achieve the desired redevelopment and revitalization of the Downtown. Such collaborations are necessitated by the fact that private parties, from single family home owners to the Union Pacific Railroad, own the vast majority of land in the downtown and hold the exclusive right to decide when and to what extent they will develop their property. In addition to their regulatory authority to determine the parameters of development, the City can work closely with the private sector to support and encourage development that is beneficial to the downtown. The following actions articulate the steps the City will take to work with the private sector to make Downtown into a livable, vibrant and accessible “Heart of the City”.

### 3.4.1. FACILITATE RESIDENTIAL DEVELOPMENT IN THE BOWTIE

In order to capitalize on the opportunity for downtown revitalization presented by the Bowtie properties – namely as the single biggest opportunity for substantial residential development – the City will actively coordinate with the regulatory agencies, Union Pacific Railroad and other private landowners or developers as follows:

#### 1) Environmental Remediation

Environmental remediation of the Bowtie is necessary to enable the construction of residential development on this site. The Department of Toxic Substances (DTSC) is the regulatory agency responsible for overseeing remediation efforts. This agency determines the necessary extent and method for site remediation based on the land uses proposed for the site and must ultimately certify the results of any clean-up effort to enable development. DTSC requires property owners to follow specific steps through the remediation process but allows flexibility as to the how these steps are achieved. Additional information about this process is provided in the *Bowtie Remediation Summary*, prepared by EIP Associates, a division of PBSJ and the *Environmental Due Diligence Evaluation of the Bowtie*, prepared by Ninyo and Moore together with EIP. Both reports are provided in full in the *Compendium*.

In order to expedite and facilitate the remediation process, the City will coordinate with DTSC, Union Pacific Railroad (UP) and potential developers as detailed in the *Bowtie Remediation Summary* (cited above) and summarized below. In brief the City will:

- Continue to maintain regular communications with DTSC to track the UP’s Voluntary Clean-up program currently underway.
- Emphasize to DTSC the City’s intention to create residential neighborhoods on the Bowtie properties and engage in discussions about how to achieve this end in the most efficient way possible.
- Stay abreast of the most recent investigations of environmental contamination to understand the sources of contamination on the site.
- Review and advocate for adequate and appropriate characterization of contaminants in documents (e.g. the Human Health Risk Assessment to be prepared by the UP as part of the voluntary clean-up program) presented to DTSC as part of the remediation process.
- Facilitate the process for residential developers to obtain approvals from the state to develop the Bowtie lands.

## 2) Residential Development Costs

Due to environmental contamination and the current cost of land acquisition, construction and materials, the City anticipates that it may be infeasible to develop the Bowtie parcels with the desired quality and type of residential neighborhoods. Therefore, non-developer funds will likely be necessary to augment private sector investment in residential development. If the City determines that such subsidies or incentives would be advantageous, staff will explore potential incentives and/or non-developer funding sources for these investments.

### 3.4.2. PROMOTE MIXED-USE INFILL IN DOWNTOWN CORE

The Downtown Core, is a vibrant and active part of the downtown but it needs more investment, particularly in the form of mixed use buildings, landmark architecture and public space to improve the district's vitality, visibility and appeal. For this reason, the City will work with landowners on key sites to encourage desirable new development. Key opportunity sites for new development include the following locations:

- Vacant parcels at the northwest corner of 6th Street and Central Avenue
- The Great Plate at the northeast corner of 7th Street and Central Avenue
- The parking lot at northeast corner of 8th Street and Central Avenue
- Northwest, southwest and southeast corner parcels at 10th Street and Central Avenue
- Southeast corner parcel at Eleventh Street and Central Avenue



FIG. 3.19. CENTRAL AVENUE & 11TH STREET - EXISTING CONDITIONS



FIG. 3.20. CENTRAL AVENUE & 11TH STREET - ENVISIONED FUTURE

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## **3.5. PLANNING ACTIONS AND PROGRAMS**

Section 3.5 describes the measures that the City will pursue in addition to Capital Improvements and Private Sector Coordination to realize the downtown revitalization goals articulated in Book I. These planning actions and programs encompass a broad range of City actions including but not limited to setting priorities, establishing incentives and programs, adopting or amending regulations.

### **3.5.1. EXPAND THE POTENTIAL FOR RESIDENTIAL INFILL IN DOWNTOWN**

The City will strive to bring more housing to the downtown. In addition to the regulations in Book II, which expand the residential entitlements within the Downtown, the City will prioritize the distribution of Residential Growth Allotments to the Specific Plan area. Additionally, the City will continue to identify and enable key sites for residential infill and redevelopment beginning with the Bowtie as described in Section 3.4.1 Facilitate Residential Development in the Bowtie.

### **3.5.2. ATTRACT NEW BUSINESSES TO THE DOWNTOWN**

Tracy's Economic Development staff will continue recruiting new retail businesses for Downtown. However, rather than trying to compete with other shopping centers and districts in the city, these recruitment efforts will be specifically focused on businesses that help to solidify Downtown Tracy's unique market niche as a specialty retail district with restaurants and other businesses that cater to young families and/or provide synergy with the Grand Theater. The types of businesses that Tracy will concentrate on recruiting include, but not be limited to, the following:

- Specialty home furnishing stores
- Home improvements stores
- Arts and crafts businesses
- Ethnic restaurants such as Pakistan/Indian and Japanese
- Family restaurants with an entertainment component, such as Gameworks;
- An additional coffee shop/café to the southern end of 6th Street
- Bubble tea shop
- Wine bar
- Other retailers that target growing families, such as parenting and children's merchandisers
- Retailers that build off of the day-time programming at the Grand Theater, such as a visual arts supply store
- Additional convenience and daily needs shopping such as Mailboxes Etc., once significant new housing has been built in the Project Area

### 3.5.3. ENCOURAGE OUTDOOR DINING

The City will review its existing outdoor dining provisions in the Tracy Municipal Code and revise as necessary to encourage the many restaurants on Central Avenue and 10<sup>th</sup> Street to create outdoor dining opportunities. During the development of the Outdoor Dining program the City will consider possible incentives to restaurant owners to open such spaces (e.g. providing outdoor furniture (such as tables and chairs, umbrellas and planters or other buffers), installing infrastructure to support dining areas, and allowing restaurants to use parking spaces in front of their buildings to increase the space available for dining). The program will include a simple application process to ensure that valuable sidewalk and roadway space is equitably allocated and that sufficient space remains for pedestrian circulation and design standards to make sure that outdoor eating facilities are attractive and functional. Fig. 3.21. and Fig. 3.22. show the desired character of the outdoor dining environment along Central Avenue.



**FIG. 3.21. DESIRED CHARACTER OF OUTDOOR DINNING**



**FIG. 3.22. DESIRED CHARACTER OF OUTDOOR DINNING**

### 3.5.4. MANAGE DOWNTOWN PARKING

The City of Tracy may consider developing a Downtown Core Parking Management Plan that refines the use and enforcement of current parking spaces and provides guidance for the development of new parking facilities in the Downtown Core and Outer Core District Zones. The Downtown Core Parking Management Plan would cover the area shown in Fig. 3.23. and would address the following issues:

- Time Limited Parking
- Public Use of Private Parking Supply
- Employee Parking
- Event Parking
- Wayfinding and Signage
- Parking Pricing
- Residential Parking Permit Program
- Additional Parking Supply and Management

Each of these issues are described below and discussed in detail in the *Tracy Downtown Specific Area Plan - Parking Analysis* prepared by Walker Parking May 1, 2007 (available from the City of Tracy Planning Department under separate cover).



FIG. 3.23. THE DOWNTOWN CORE PARKING MANAGEMENT PLAN AREA

#### 1) Time Limited Parking

In the short-term, the City will continue to manage the downtown parking supply through the enforcement of existing 2-hour time limits in the Specific Plan area. Additionally, the City will explore means to increase enforcement resources, employ the most effective enforcement tools available and ensure that enforcement is friendly and fair.

As development and activity increases in the Downtown Core, the City will periodically evaluate the effectiveness of the existing time limits and determine whether additional unrestricted parking spaces will be converted to 2-hour limited parking.

#### 2) Public Use of Private Parking Supply

The City will create a program to convert as much of the existing private parking supply for retail and office uses in the downtown into publicly accessible parking lots. In order to create incentives for private lot owners to open their private parking lots to the public the City may explore the use of:

- Potential lease and/or purchase agreements
- Shared parking arrangements
- Amendments to the Parking Assessment District (PAD)

Regardless of the approach, in any of these scenarios, property owners will be compensated through the City or PAD for the spaces they make available to the public parking supply. The City may explore the possibility of retaining a third-party facilitator to assist them in working with stakeholders to create consensus about the best approach to opening the private parking supply to the public.

#### 3) Employee Parking

The City will work with business owners to broker shared parking arrangements between downtown businesses and private parking lot owners to create a dedicated and convenient parking supply for employees in the Downtown Core and Outer Core District Zones. The City will work with private lot and business owners to locate employee parking facilities within a 900- to 1,000-foot walking radius (representing just over a five-minute walk on average) in order to ensure that the most convenient spaces will be available for customers and visitors.

#### **4) Event Parking Plan**

The City will establish an overflow parking plan for special events (Grand Theater, private venue concerts, etc.) that attract large crowds. This plan will include a coordinated effort between businesses and the City to minimize the extent to which multiple events occur at the same time, encourage the utilization of public and private facilities that are typically utilized on weekdays, and disseminate parking information, particularly during large scheduled events, among other measures.

#### **5) Wayfinding and Signage**

The City will review its existing signage and wayfinding program for parking and create a program to improve the ability of downtown visitors to find parking facilities. Such a program might include additional signage and maps to be distributed by downtown businesses that show motorists where they may park and guide drivers to key destinations once they have parked.

#### **6) Parking Pricing**

As Specific Plan developments are implemented and densities intensify in the Downtown Core and Outer Core District Zones, the City will establish parking pricing as a primary tool for the management of the public parking system and the funding of future parking supplies. Parking Pricing means that motorists pay directly for using parking facilities. This strategy will be established as a parking management strategy intended to reduce parking and mobility problems, recover parking facility costs, and raise revenue to fund local transit programs or downtown improvements.

#### **7) Residential Parking Permit Program**

The City will evaluate the need to establish a residential parking permit program to address potential spillover parking in the residential areas surrounding the Downtown Core that may occur as downtown densities increase and the demand for parking intensifies.

#### **8) Additional Parking Supply and Management**

The City will develop a plan to provide additional public parking lots and/or structures in the Downtown Core as they become necessary due to intensification of the Downtown Core and Outer Core District Zones. The plan will:

- Provide a mechanism to determine when new public parking resources are needed.
- Identify potential locations and opportunities for the development of future parking supply.

Determine the most appropriate method to finance new construction and operating costs for new public parking resources. Potential financing measures include: in lieu parking fees, parking assessment district fees, on-street meters, public parking lot fees, bonds, and the municipal general fund.

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## **3.6. ADMINISTRATIVE ACTIONS**

Section 3.6 describes administrative actions that the City should pursue to effectively implement the Specific Plan as well as financing measures.

### **3.6.1. CHANGES TO REGULATIONS AND ORDINANCES TO IMPLEMENT THE SPECIFIC PLAN**

The City should pursue changes to regulations and ordinances in order to effectively implement the Specific Plan. These changes may include the following:

- Amend the Development Review section of the Zoning Ordinance to require development review for a new single-family or two-family home located within the Specific Plan Area
- Amend the Off-Street Parking section of the Zoning Ordinance regarding the CBD Zone parking in-lieu fee and the Downtown Incentive Area
- Consider amending the sidewalk dining provisions of the Zoning Ordinance to encourage outdoor dining as envisioned in the Specific Plan

### **3.6.2. FINANCING MEASURES TO IMPLEMENT CITY ACTIONS**

In order to finance the capital improvements and other programs recommended by the Specific Plan, the City should consider various funding mechanisms including, but not limited to: assessment districts, development impact fees, transportation enhancement funding (e.g. Measure K funds), and Community Development Agency assistance.

- Potential projects to fund include the following:
- Station Plaza (6th Street and Central Avenue)
- Multi-use trail/ linear park (Congressional Land Grant Area of the Bowtie)
- Environmental remediation of the Bowtie Area/ Facilitation of residential development in the Bowtie
- Downtown Tracy Incentive Program to attract key new businesses to the Downtown
- Public infrastructure improvements to water, wastewater, storm drain, and roadway systems

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## A.1. INTRODUCTION

Today, the Tracy economy is strong and diversified and houses approximately 83,000 residents. Although, the City of Tracy is one of the most desirable locations to live in the Central Valley, it does not have a Downtown to match.

In order to achieve the goals of the Tracy community for Downtown, it is vital to understand the condition of the Downtown at the time that the Specific Plan was prepared, the forces of growth and change affecting Downtown in 2006 and 2007, and the history of Downtown's development. The Specific Plan represents the community's best effort to engage these factors in an organized way for the purpose of instigating beneficial change that is built on the things already present that are valued by the community.

The existing conditions in the district today presents many challenges that need to be addressed to accomplish the community's goals. Fortunately, Tracy's Downtown also has several characteristics that present opportunities for redevelopment and renewal. Downtown's key challenges and opportunities are briefly summarized in this section. The rest of this Appendix provides a detailed analyses of the condition of the Downtown at the inception of this Specific Plan Area.

These conditions provide the Starting Point from which the policies, regulations and strategies in this plan have been developed. Ultimately, the implementation of the planning framework contained herein will result in sufficient modification of these conditions as to make this Plan obsolete. At that point, a newly updated Urban Design and Specific Plan will need to be prepared to engage the problems and opportunities presented by the modified existing conditions. As change occurs, the community intends to measure those changes against the conditions recorded herein to monitor the degree to which the Plan remains sufficiently current.

Much of the information contained in this Appendix is based on the technical reports prepared by the consultant team as part of the Specific Plan process. These reports are presented under separate cover in the *Downtown Specific Plan – Compendium of Technical Reports* (The Compendium) available from the City. Specific reports are referenced in the relevant sections below.

### A.1.1. CHALLENGES

For many years, Tracy's Downtown shopping area has plodded along as a stable and diverse but unexciting place that has succeeded in part due to its history and the fondness that residents have for their old main street. Since the departure of the railroad station in the 1960s, the Downtown has struggled with a number of obstacles to success including:

- A lack of activity caused by a dearth of destinations and residences and holes in the urban fabric.
- Poor visibility from the nearby areas and a relatively out of the way location.
- An ill defined identity that makes it difficult for the retail district to compete with newer shopping areas.
- Inadequate connectivity with the surrounding neighborhoods.
- A historic but deteriorating building stock.
- Competing growth, both commercial and residential, at the edge of town near new arterials and freeways.
- An inadequate public realm to encourage people to linger and enjoy Downtown's amenities or accommodate special events that regularly take place in the retail district.
- Regulatory hurdles to redevelopment including overly expansive commercial zoning, prohibitive residential zoning and restrictions on the amount of new housing that can be built in the City.
- An inefficient parking management strategy that puts excessive demands on individual property owners without delivering satisfactory public facilities.
- Vacant land at the base of the retail district that presents an imposing physical barrier between nearby neighborhoods and the Downtown's shopping area.
- A perception that Downtown is unsafe.
- Environmental contamination – a legacy of the railroads – and other barriers that make vacant land difficult and costly to redevelop.

## A.1.2. OPPORTUNITIES

Although these barriers are formidable, Downtown Tracy also has significant opportunities for new development and revitalization, including:

- Strong city-wide growth in population, income and education.
- Recent City efforts to channel major public and private investment into Downtown, including new public buildings, housing, entertainment venues, transit facilities, and street improvements.
- Opportunity sites for new development, particularly the vacant railroad lands known as the Bow-Tie.
- A strong housing market that includes demand for Downtown housing products such as townhouses and condominiums.
- Potential to develop niche markets that serve the needs of Tracy's households as well as a regional demand for household specialty items.
- Many beautiful historic commercial buildings and housing stock in the surrounding neighborhoods, which make up a largely intact and significant historic district.

## A.2.2. THE CITY

The City of Tracy is home to approximately 83,000 people. The city is largely composed of neighborhoods, most of which were built in the last several decades as the historically agricultural town exploded into a city. Tracy has a number of job centers, including the North East Industrial Area, the Civic Center just east of downtown, and North Tracy Boulevard between West Lowell Avenue and West Eaton Avenue, where hospitals and medical offices are concentrated. Additionally, two planned business areas are identified in the 2006 General Plan, the Tracy Gateway Business Park to the west of town and a business and industrial center to the south adjacent to the ACE commuter Train Station.

There are several retail nodes throughout Tracy – the West Valley Mall, Tracy Market Place, the Eleventh Street corridor, and the Downtown Core. There are several smaller neighborhood centers scattered throughout the City as well. The city's key civic area is the newly renovated Civic Center, located just east of downtown. In addition, there are a number of public buildings spread throughout town and the City is working with local higher educational institutions to develop a large educational facility to the east of town along the railroad line. Fig. A.2. City Structure shows the composition of the City.

## A.2. CONTEXT

### A.2.1. TRACY IN THE REGION

The City of Tracy is in California's Central Valley, strategically located halfway between Sacramento and the Bay Area. Fig. A.1. Regional Map shows the location of Tracy in the region. From the Bay Area, Tracy is the first community over the Altamont Pass, located approximately 1 ¼ hours by car from San Francisco and about the same distance from Sacramento. The City of Tracy is situated between Interstate 580 and Interstate 5, two of the most important trucking and commuter routes running through the Central Valley. The town itself is located along Interstate 205 approximately 5 miles from each of these interstates. This proximity to Bay Area and Sacramento jobs makes Tracy very attractive to people with jobs outside the city. Thus, a high proportion of city residents spend a considerable amount of time away from the community and in their cars.

Tracy residents also have rail access to the Bay Area and Sacramento via the Altamont Commuter Express (ACE), which runs along the southern edge of town. Additional commuter service may be available in the future along rail lines at the southern terminus of Central Avenue in an area known as the Bow-Tie. Currently regional bus routes, operated by San Joaquin County Regional Transportation Department, connect downtown Tracy to surrounding communities.



FIG. A.1. REGIONAL MAP

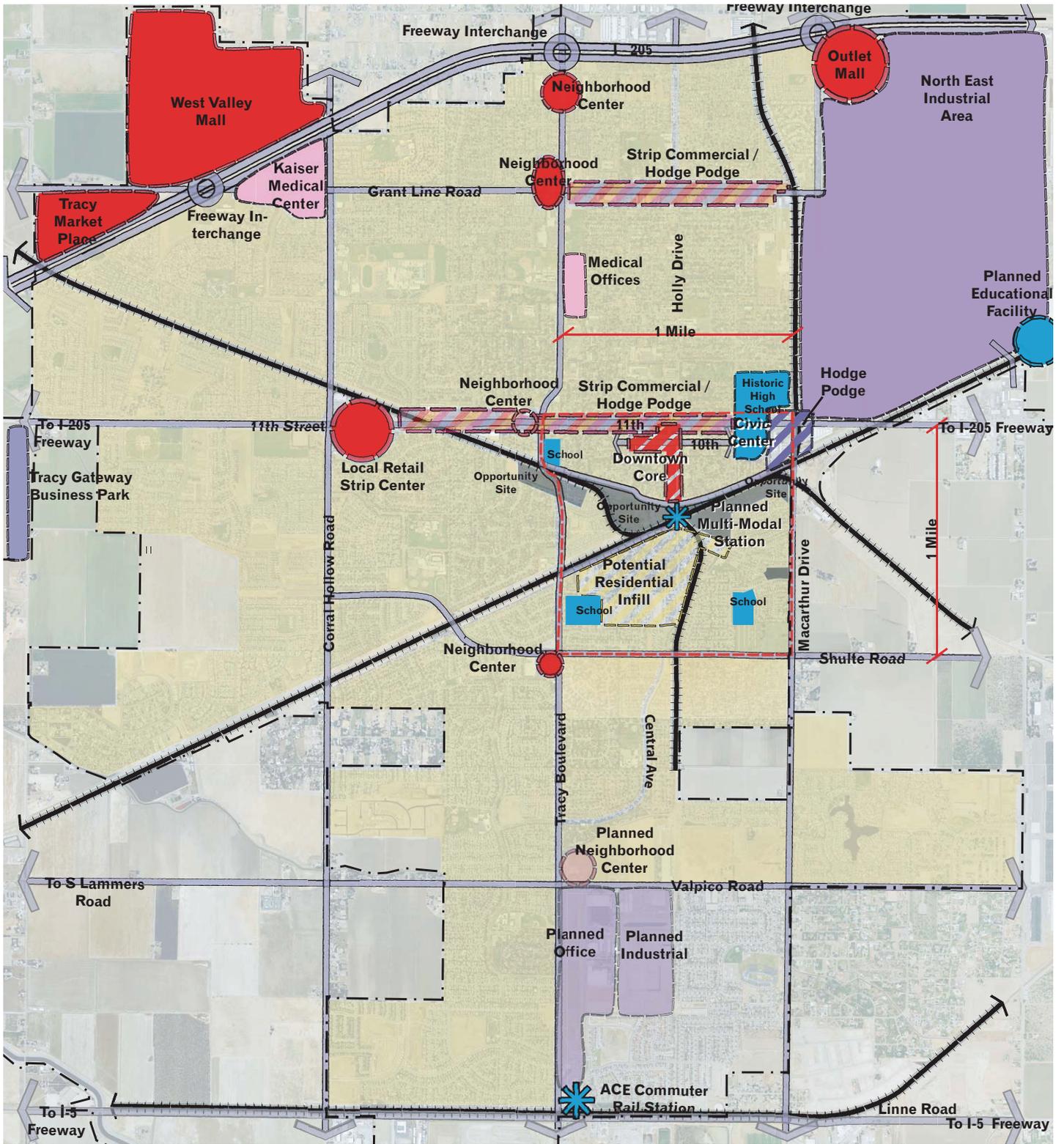


FIG. A.2. CITY STRUCTURE

### A.2.3. THE EVOLUTION OF DOWNTOWN

Central Avenue between East and West Streets, and Eleventh and Sixth Streets has long been the historic center of Tracy. The town was founded in 1878 by the Southern Pacific Railroad at the junction of their two major lines, which crossed at the base of Central Avenue just below Sixth Street. The first buildings in Tracy were brought to or built near the railroad junction along the north edge of the rail yards. In 1894, the headquarters of the Central Pacific Railroad was moved from Lathrop to the rail yards at the base of Central Avenue. The roundhouse, which was moved as part of this effort and shown in Fig. A.3., would eventually service 35 to 40 trains per day. At the height of rail activity, 28 passenger trains passed through Tracy daily.

In 1898, a fire destroyed many of the original buildings and now just 10 buildings remain from the early settlement. After the fire, businesses again were built to line Sixth Street. As the town grew, businesses crept northward up Central Avenue. City Hall was built at Ninth Street and Central Avenue in 1917. Fig. A.4. shows Central Avenue in 1922. Many of these later buildings are still standing and in use.

While the railroad junction was the impetus for the formation of the City and was the focus of downtown in the early years, Tracy has also enjoyed a long history as an agricultural center. Beginning with the establishment of the West Side Irrigation District in 1915, crops, orchards and dairy farms have surrounded the downtown. Later agricultural manufacturing companies located on the outskirts of town as well. Along with the railroads, these industries brought workers to Tracy who lived around and shopped in the downtown.

The downtown retail district was surrounded by residential neighborhoods from the outset. The first residents of Tracy established their homes on the northern side of the railroad junction, first locating along Sixth Street then moving northward. These neighborhoods, built with a mixture of modest cottages and bungalows in the Eastlake, Stick and Late Victorian styles, housed almost all of Tracy's residents within a short walk of Downtown businesses. Several houses from these neighborhoods remain, and are among the oldest surviving structures in Tracy.

In the early part of the 20<sup>th</sup> Century, the impact of motor vehicles began to have a marked impact on the downtown. In 1914 Eleventh Street became part of the Lincoln Highway and businesses began to move northwards from the rail yards towards this new transportation artery. By the 1920s, downtown businesses stretched between Sixth Street and Eleventh Street serving both rail and automobile traffic. The importance of the automobile was underscored by the relocation in 1927 of the prominent Tracy Inn from Sixth and Central, where railroad activity was focused, to its current

location at Eleventh and Central where automobile traffic was rapidly bringing in new types of travelers and customers. Fig. A.5. shows an aerial view of Tracy in 1934.

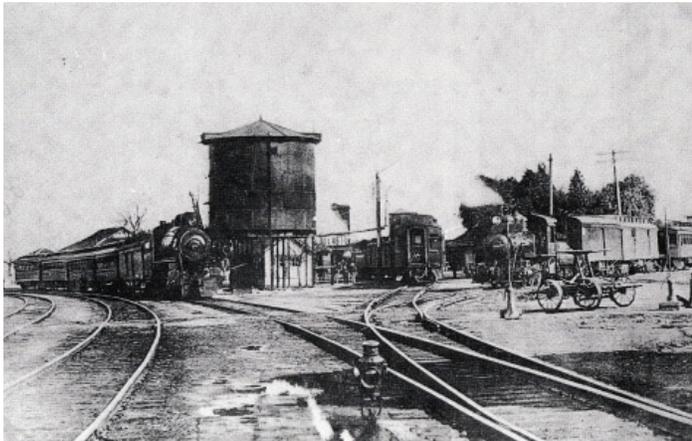
Downtown experienced another key shift with the conversion of freight trains from steam to diesel in the 1950s. The new diesel engines did not require the sprawling facilities of the steam era so the railroad buildings in the Specific Plan Area were demolished following the establishment of a new rail yard on the east side of town in 1961. The demolition of the downtown rail yards marked the removal of the key anchor for businesses at the southern end of the Downtown retail district and business in the southern half of downtown suffered as a result.

Throughout the early part of the 20<sup>th</sup> Century, growth in Tracy remained slow and concentrated near the Downtown retail district. However, by mid-century, residents were beginning to be pulled away from the historic center as food processing plants and other factories began locating on the outskirts of town. The Tracy Defense Depot, built to the south and west of town during World War II created thousands of jobs and brought new residents to the area. However, much of the new residential development was moving away from the Downtown Core.

By the early 1970s, highway improvements to 11<sup>th</sup> street and new freeways brought more people to Tracy. I-5, I-580 and I-205 were all completed in the vicinity of Tracy between 1965 and 1971, greatly improving regional access. These improvements drew retail and residential development away from the center of town towards the outskirts where new facilities were located. Hillman & Covello's "Cities and Towns of San Joaquin County", estimates that I-205 diverted 20,000 cars a day from the main streets of Tracy after its completion. With the construction of these new road facilities, the downtown retail district was distanced from the main flow of regional traffic and business suffered. However, in 1985, the City of Tracy was still only 25,000 people and most of these were concentrated around the downtown retail district.

Regional development in the late 1980s brought a growth spurt as people moved to Tracy to seek a more affordable alternative to Bay Area home prices and to enjoy a less hectic pace of life. This was the beginning of a steady period of growth for Tracy. However, these new residents no longer looked for housing near the downtown. Rather, they sought homes near the freeways that would take them to jobs in the Bay Area and the new retail malls and strip centers that were locating at busy interchanges. As the Tracy population and economy became more diverse residential development began to sprawl ever farther from the Downtown. The trend away from downtown continued in the 1990s as distribution facilities located on the outskirts of town.

Starting in the early 1990s, City staff recognized this trend away from the downtown and began a series of planning and capital improvement efforts to revitalize the downtown. These efforts included the *Downtown Urban Design and Implementation Plan*, *General Plan Update*, streetscape improvements of Central Avenue and 10<sup>th</sup> Street, the Civic Center Expansion, and the renovations of the historic Fire Station and Grand Theatre.



**FIG. A.3. HISTORIC RAILROAD**



**FIG. A.4. CENTRAL AVENUE - 1922**



**FIG. A.5. TRACY - 1934**

## A.3. THE DOWNTOWN DISTRICT STRUCTURE

The *Downtown Specific Plan* is focused on a one mile square area in the center of Tracy. This area is bounded to the north by Eleventh Street, to the west by Tracy Boulevard, Schulte Road to the south and Macarthur Drive to the east. Today, the district is broken up into four distinct districts: the Downtown Retail District, the Civic Center and Industrial Area, Eleventh Street and the surrounding residential neighborhoods. This section describes each of these districts. Fig. A.6. Downtown District Structure shows these four districts.

### A.3.1. DOWNTOWN RETAIL DISTRICT

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

- Downtown lacks a key major destination or attraction to bring people Downtown.
- Community members have strongly expressed their desire for an iconic public space with interactive activities for families as well as spaces for relaxation and enjoyment. However, there are a very limited number of locations where such a plaza could be accommodated.
- The intersection of Central Avenue and Sixth Street is the most historic part of the retail district. Some of the most beautiful buildings in the City are located at this intersection. However, these buildings are invisible to most of the people visiting the shopping core because they are located the farthest from Eleventh Street and face onto the barren space of the Bow-Tie.
- The southern entrance to the retail district is not marked by any distinguishing landmarks or gateways.

Fig. A.7. and Fig.A.8. show the character of Central Avenue and 10<sup>th</sup> Street.

### A.3.2. CIVIC CENTER AND INDUSTRIAL AREA

At the eastern gateway to Tracy, the City has recently invested significant resources in renovating and expanding the Civic Center, which houses the newly constructed City Hall, along with the pre-existing Police Headquarters, Parks and Community Services Building, a Community Center, and a Senior Center. The Tracy Branch of the San Joaquin County Superior Courthouse is adjacent to these community buildings and Tracy High School is located across Eleventh Street. All of these services make up a major employment center for Tracy, one which the City and County plan to expand in the coming years.

Just south and east of the Civic Center, is a small industrial area with a mix of distribution, commercial and auto-serving uses. This area is a remnant of a once, much larger industrial district that thrived off of access to the railroad.

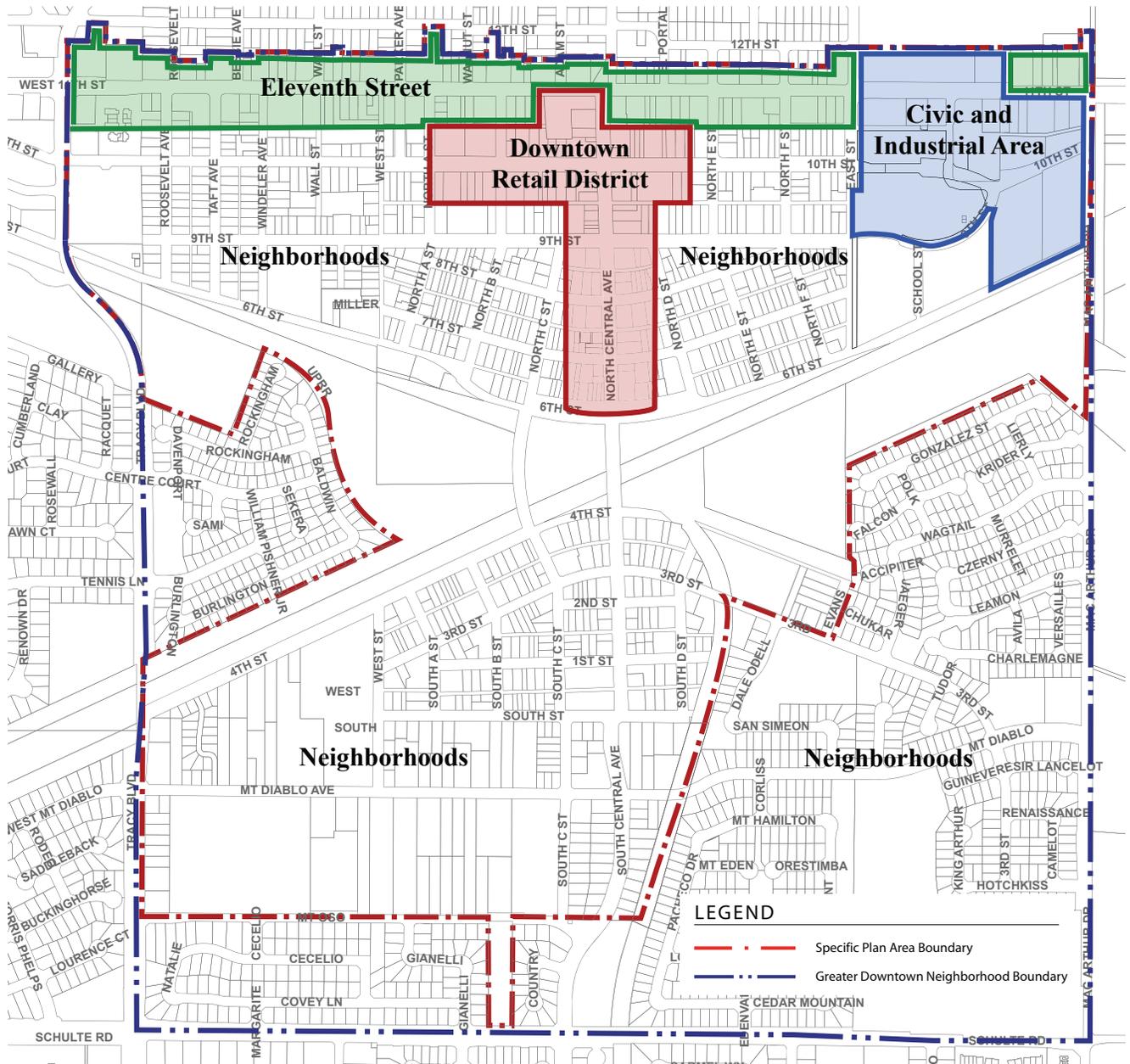
Fig. A.9. shows the new City Hall and Fig. A.10. shows the character of the industrial area.



FIG. A.7. THE CHARACTER OF CENTRAL AVENUE



FIG. A.8. THE CHARACTER OF 10TH STREET



**FIG. A.6. DOWNTOWN DISTRICT STRUCTURE**



**FIG. A.9. NEW CITY HALL (IMAGE TO BE UPDATED)**



**FIG. A.10. THE CHARACTER OF INDUSTRIAL DISTRICT**

### A.3.3. ELEVENTH STREET

Just to the north of downtown is Eleventh Street, a commercial strip that provides the major connection to downtown from the freeway and surrounding areas. This large arterial road is auto-dominated, with high traffic volumes, little landscaping and narrow sidewalks which are uncomfortable for pedestrians. The hodgepodge of uses that line the street have no consistent character. They cover the range from drive-ins and auto service stations, to small scale office and medical buildings. There is little to no distinction between the downtown segment of the corridor and the other segments of the road. The Figs. A.11. and A.12. shows the character of 11<sup>th</sup> Street.



**FIG. A.11. THE CHARACTER OF 11TH STREET**

### A.3.4. NEIGHBORHOODS

From the City's beginning, the Downtown retail district has been surrounded by residential neighborhoods. Today, the Specific Plan area is largely made up of residential neighborhoods. These areas are predominantly built out with small single-family homes mixed interspersed with larger homes and multi-family dwelling buildings. While the neighborhoods in the northern part of the study area retain their historic integrity, much of the older residential building stock throughout the downtown has deteriorated. In the areas closest to Central Avenue and 10<sup>th</sup> Street, some of the historic residential character of the neighborhoods is being compromised by the conversion of homes to commercial uses. In the older areas south of the Bow-Tie, deterioration is particularly apparent. The Figs. A.13. and A.14. show the character of residential neighborhoods.



**FIG. A.12. THE CHARACTER OF 11TH STREET**



**FIG. A.13. THE CHARACTER OF RESIDENTIAL NEIGHBORHOODS**



**FIG. A.14. THE CHARACTER OF RESIDENTIAL NEIGHBORHOODS**

## **A.4. DOWNTOWN CONDITIONS**

### **A.4.1. DOWNTOWN IS GROWING**

The information in this section is based on the *Demographic Trends, Residential and Commercial Market Conditions* prepared by Strategic Economics and presented separately in the Compendium.

#### **1) Families/Children are Key**

Since 1990, the City of Tracy has been steadily growing faster than the county as a whole. The influx of new residents has changed the makeup of the city. Today, Tracy is more ethnically mixed, has more family households, higher incomes and educational attainment, and more people that own their homes than in previous years. In the City as a whole, the largest demographic is children (33 percent), followed by 35 to 49 year olds (26 percent). Both of these cohorts grew significantly between 1990 and 2006 and gained in their share of the total population. The age cohort of individuals between 25 and 34 years of age grew the least of any cohort during the time period, and lost considerable share of the population.

#### **2) Growth is slower and more mixed in Downtown than elsewhere**

While the Downtown Specific Plan area is also growing, it is doing so more slowly than the City as a whole. Although growth is slower than elsewhere in the city, there are a growing number of people who are moving downtown. In 1990, approximately 1,500 households lived in the Downtown Specific Plan Area. By 2006, close to 2,500 households lived in the same area. More than half of the households in Downtown today are families with children. Some of the households moving Downtown are being accommodated in the new subdivisions that are being built just outside the plan area to the south. Others are moving into the historic areas and renovating or demolishing existing housing.

#### **3) Downtown is more Diverse than the City as a Whole**

The mix of people living Downtown diverges somewhat from the citywide trends. For instance, the growth in educational attainment and home ownership of downtown residents, while positive, has been happening more slowly than in other areas. There is a higher proportion of Latinos living in downtown than in the city overall, although their numbers are decreasing over time. In the Specific Plan Area, there has also been a sharp increase in the baby boomer cohort (50 to 64) and stagnation in the population of children and youth between 2000 and 2006.

Perhaps the most striking difference between the population in the downtown and in other parts of Tracy is that people who live downtown have actually experienced a decrease in income over the past decade as opposed to the overall increase that is taking place in the rest of the City. Although the downtown population is increasing, income in the Plan Area remains much lower than in the City as a whole: in 2000, the real median household income was almost \$20,000 less than the city-wide median and current year estimates, show that the Plan Area median has since decreased. Educational attainment in the Plan Area also is not as advanced as in Tracy as a whole, although, the educational attainment of residents of both the City and the Plan Area rose considerably over the last six years.

## A.4.2. THE RETAIL DISTRICT IS STABLE BUT NEEDS IMPROVEMENT

Tracy's Downtown retail district is a stable, sizable and diverse shopping, eating and small office center. The northern portion of the Core, which has a slight concentration of daytime uses, is more successful than the southern half of the area, which houses the area's few evening destinations. Over the last few years, the City has made significant investments in the Downtown retail district to help improve the retail performance. The City has installed new streetscapes along Central and 10<sup>th</sup>, brought the Fire Department's headquarters to Central Avenue, and supported the renovation of the Grand Theater, a new performing arts center built in a historic building. Although business has improved considerably since the mid-1990s as a result of these improvements, there are significant opportunities for further improvement. Additional information about the commercial market conditions in the downtown is available in the *Demographic Trends, Residential and Commercial Market Conditions* report referenced above.



**FIG.A.15. THE GRAND THEATER  
(IMAGE TO BE UPDATED)**



**FIG. A.16. NEW STREETSCAPES ALONG  
10TH STREET**

### 1) Retail District has a Good Mix of Businesses but lacks vitality

The 142 storefront spaces in the Downtown include a good mix of diverse businesses that serve multiple distinct markets and few vacancies. The mix of retailers, service businesses, convenience retail (markets and pharmacies), restaurants and minimal community uses is generally well-balanced, although existing businesses could be performing more strongly and the high number of office uses in storefront space threatens the vitality of Downtown.

Although, there is a good mix of businesses, the area overall lacks vitality. Walking down Central Avenue at noon on a weekday, one may see a crowd of downtown employees walking around 10<sup>th</sup> and Central on their lunch breaks. However, this activity does not spread the length of Central Avenue, nor does it last throughout the day. There are many shops, particularly on 10<sup>th</sup> Street and on Central above 8<sup>th</sup> Street that are busy during lunch hours, but many of these stores, particularly the restaurants and the few night time uses in the southern part of the Core, lack customers at other times, particularly in the evenings and on weekends.

The predominant types of new businesses in the Downtown over the past two years have been office uses and restaurants. The increase in office uses is a reflection of that offices garner higher lease rates than retail. Unfortunately, offices bring the level of activity and synergy amongst businesses down. The high number of office uses in storefront space, over a quarter of the total storefronts, threatens Downtown's on-going revitalization. On the other hand, the increase in restaurants is very positive as restaurants can be both destinations and support other retail and retail service businesses. There are concentrations of two different types of retail that present an opportunity for further strengthening: arts and crafts stores and specialty home furnishings and home improvement. Both of these types of retail can be excellent destination niches that, in sufficient numbers, allow for comparison bringing shoppers from across Tracy and beyond. Fig. A.17. Existing Retail District Uses shows the land uses by building in the downtown.



FIG. A.17. EXISTING RETAIL DISTRICT USES

## 2) Retail District is too big and activity is diluted

While the number and mix of businesses is strong, the district is weakened by the spread of businesses over ten blocks that include many non-retail or restaurant uses. Parking lots, storefront office, sub-optimal retailers and vacant lots dilute the concentration of activity in the district, making it less inviting for shoppers to explore the district. Office uses are desirable on the upper floors of downtown buildings, as they bring people downtown for lunch and convenience shopping. However, in storefront space, they deaden the street and create boring stretches of façade for pedestrians. Parking lots on Central Ave. interrupt the street wall and create blank and boring gaps that discourage pedestrians from walking the district. Many buildings in downtown with otherwise beneficial uses present blank walls to the street or have only one entrance in an otherwise unbroken building façade. These blank building faces diminish the attractiveness of downtown and breakup shopfronts that otherwise encourage people to stroll and window shop. Fig. A.18. Holes in the Downtown Fabric and Fig.A.21. Parking and Vacant Lots shows locations where vacant or parking lots disrupt the street wall. Fig. A.22. Pattern of Activity illustrates the location of office and shopfront doors. The large spaces between doors in some locations discourage pedestrians.

### a) Lease rates and sales are too low to support new businesses/mixed use

Downtown retail district must compete with surrounding retail districts for new business. The more auto-oriented parts of Tracy better address the preferences of large floorplate, chain retailers for highly visible locations near freeways or on high traffic arterials with large parking lots. Downtown has a hard time competing with these attributes as is made clear by the fact that lease rates in the Downtown are lower than those of both malls and strip centers. Retail lease rates have been increasing in Downtown Tracy over the past 3 – 5 years, in part due to the physical improvements that the City has invested in, and in part due to increasing competition from small office uses.

Current sales revenue in downtown is also lower than it should be (\$35 per square foot versus \$100 per square foot in competitive Downtowns). Since the late 1990s revitalization efforts in the Downtown have resulted in incremental increase in taxable retail sales. Although this increase is a positive sign, downtown commercial lease rates and sales revenues are not currently sufficient to support new single use development and would negatively affect the viability of new mixed-use development. Indeed, significant, new mixed-use in-fill development is unlikely to become prevalent until the quality of downtown retail becomes more consistent, existing buildings are renovated and the strength of the condominium market is established through single-use developments. Fig. A.2. City Structure shows local retail clusters.

### b) Tracy shoppers are going elsewhere for many goods

Tracy is “leaking” sales in the following categories: food stores (i.e. grocery), eating and drinking places, home furnishings and appliances, building materials and farm implements, service stations, specialty and other retail. Leaked sales represent consumer expenditures that local residents are traveling elsewhere to make. Because the city is not immediately surrounded by other jurisdictions with significant shopping agglomerations, some of these categories are good targets for new businesses in the downtown

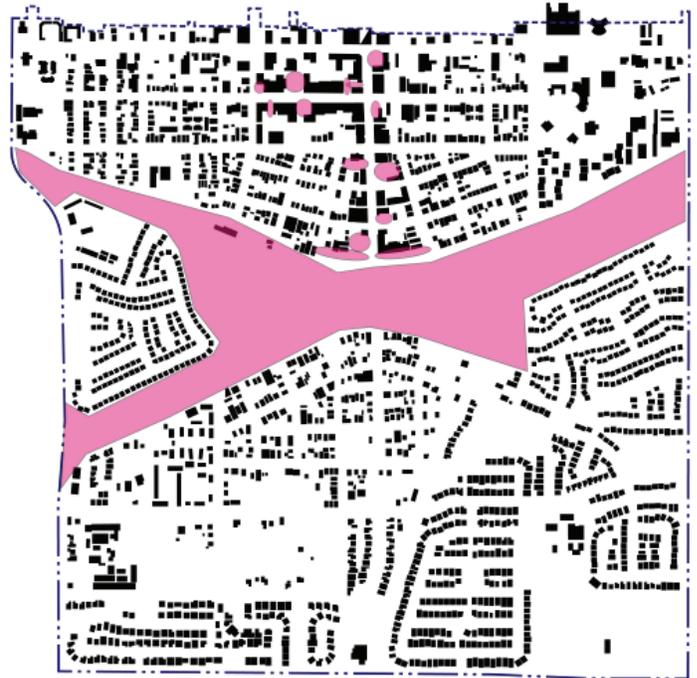


FIG. A.18. HOLES IN THE DOWNTOWN FABRIC



**FIG. A.19. HOLES IN THE DOWNTOWN FABRIC**



**FIG. A.20. HOLES IN THE DOWNTOWN FABRIC**



**FIG. A.21. PARKING AND VACANT LOTS**



**FIG. A.22. PATTERN OF ACTIVITY**

### 3) The retail district is hard to find

Although the historic downtown of Tracy is supposed to be the “Heart of the City”, its location and the development surrounding the district make the Downtown Core difficult to find. Central Avenue is located approximately two and a quarter miles from the nearest freeway off ramp. At the northern end of the street, the entrance to the Downtown Core is at the corner of Central Avenue and 11<sup>th</sup> Street, a major arterial of the city.

Although upwards of 20,000 cars pass this corner every day, the entrance to Tracy’s shopping district is obscured. Development along this segment of 11<sup>th</sup> Street is little different than that of other segments of the corridor and thus provides no clues that passersby are approaching the Downtown district. Additionally, this main entrance to Downtown has no landmark or gateway feature that announces the start of the retail district. Instead, one of the two key corners has been developed as a parking lot. (See Figs. A.23., A.24. and A.25.)

The southern entrance to Central Avenue is equally unmarked. There are no distinguishing characteristics on 6<sup>th</sup> Street that announce that people are approaching the commercial main street. There is a vacant parcel on one of the key corners at this end of Central as well. People approaching the district from the south are greeted by barrenness of the Bow-Tie.



### 4) Downtown lacks pedestrian connections

Not only is Central Avenue difficult to identify, it is difficult to get to, particularly on foot. The Bow-Tie is not only visually unappealing, it is a physical barrier between the southern neighborhoods and the Downtown Core. Its wide expanse is crisscrossed by railroad tracks and lacks both street crossings (except Central itself) and pedestrian paths (see Fig. A.28.). The residential neighborhoods that are closest to the downtown retail district from the south turn their backs away from the Downtown Core by limiting the number of streets that connect to the area and hiding behind sound walls designed to separate residents from the empty railroad yard. (See Fig. A.27.)

Neighborhoods to the north and west of downtown are little better connected. These residential areas are cut off from Central and 10<sup>th</sup> by 11<sup>th</sup> Street and N. Tracy Boulevard, two large auto-dominated with few pedestrian amenities or crossings, and sound walls separating residential neighborhoods from fast moving traffic. To the east, MacArthur Drive marks the city boundary, outside of which is open farm land or industrial parcels. Fig.A.26. Existing Block Structure shows the lack of connections and barriers for pedestrians.



FIG. A.23., A.24. & A.25. THE ENTRANCE TO THE DOWNTOWN CORE



**FIG. A.26. EXISTING BLOCK STRUCTURE**



**FIG. A.27. RESIDENTIAL NEIGHBORHOOD ALONG RAILROAD TRACKS**



**FIG. A.28. LACK OF PEDESTRIAN CONNECTION**

## 5) Zoning regulations allow too much retail

A key factor that diminishes the ability of the Downtown Core to revitalize is the spread of retail uses into surrounding residential areas and east along 10<sup>th</sup> Street towards the Civic Center. The spread of retail establishments throughout the downtown is encouraged by the existing zoning ordinance in the Downtown, which allows retail in a very large area surrounding the Downtown Core. This abundance of commercially-zoned land drains activity from Central Avenue and 10<sup>th</sup> Street, the heart of the area. (See Section 1.10. for a discussion of the economic issues facing the Downtown Core.)

The spread of retail is not only bad for Tracy's retail core; it also endangers the integrity of the surrounding residential neighborhoods. The residential areas immediately adjacent to Central Avenue and 10<sup>th</sup> Street are already struggling to retain the cohesive character, which makes them attractive as a place to live. In areas like these that are struggling against destabilization, land owners become unsure of the future character of their neighborhoods. Expansive retail zoning encourages many uncertain owners to bet that the area will change to commercial uses and thus convert their properties to retail uses. If it is not curtailed, this trend will further destabilize neighborhoods. Fig.A.29. Retail Zoning Entitlements shows the current zoning entitlements for retail in the downtown.

## A.4.3. DOWNTOWN IS NOT SUFFICIENTLY SUPPORTED BY HOUSING

The Downtown Core is surrounded by residential neighborhoods that house a little over 7,700 people. These neighborhoods are relatively low density and do not bring enough residents within walking distance of downtown to sustain all of the businesses on Central Avenue and 10<sup>th</sup> Street. The lack of people living in the Downtown retail district proper and its immediate environs means that no one is looking after the street when business owners go home. As a result, the district feels unsafe and uncared for. Additional information about the residential market conditions in the downtown is available in the *Demographic Trends, Residential and Commercial Market Conditions* report referenced above.

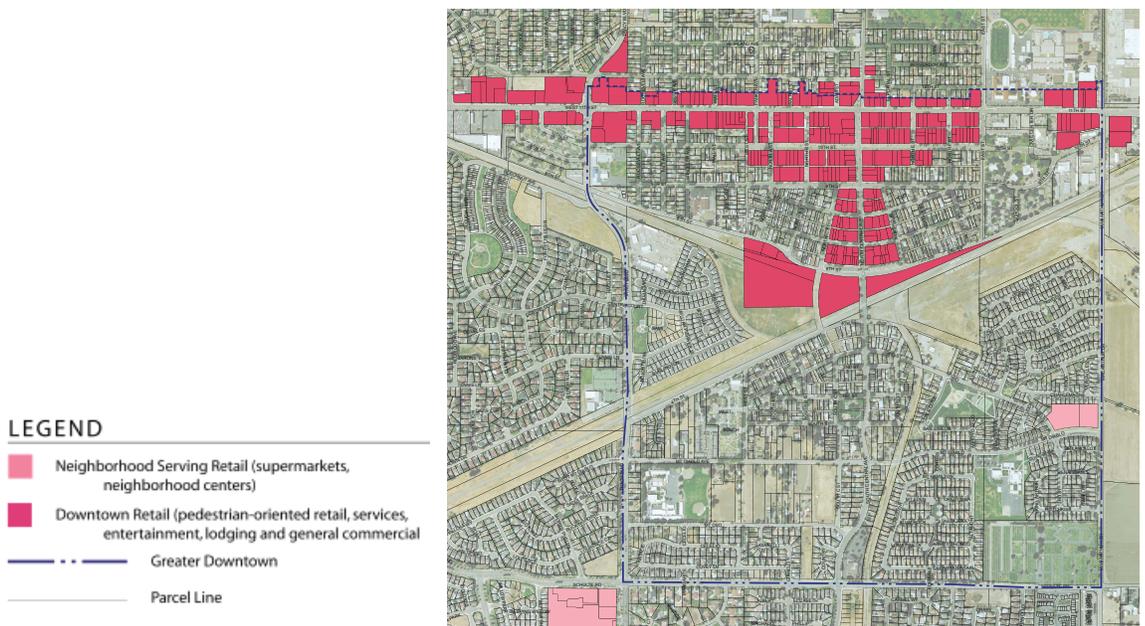
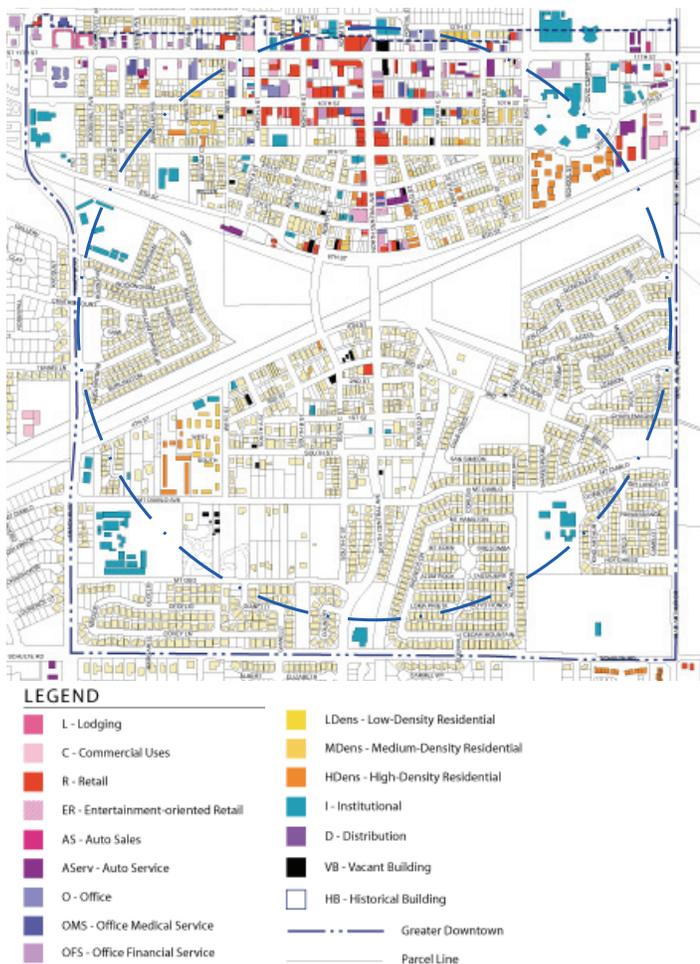


FIG. A.29. RETAIL ZONING ENTITLEMENTS

## 1) Strong demand for downtown housing cannot be met with available supply

Residential market analysis, conducted by Strategic Economics, indicates that there is a strong demand for more growth in downtown Tracy. However, their analysis indicates that downtown growth is happening more slowly than in the rest of Tracy. Strategic Economics found that the reason that Downtown has lagged behind the rest of Tracy is not because people moving to Tracy do not want to live downtown, but rather that there is a limited supply of appropriate housing units. Upper-story housing in the retail district is negligible, neighborhoods to the east and west of the district are almost exclusively detached single family houses and the retail district is separated from the neighborhoods to the south and north by the Bowtie parcels and 11th St (see Fig. A.30.). Strategic Economics found very strong demand for housing in Tracy as a whole, especially for starter homes and all detached and attached housing that can accommodate families. They also found that there are good opportunity sites in Downtown and that there is growing interest and market demand for for-sale, attached housing types.



**FIG. A.30. LACK OF HOUSING SUPPLY IN DOWNTOWN**

## 2) There are regulatory constraints to downtown housing

The current zoning ordinance does not allow ground floor residential development in the Downtown Core, on most of the Bow-Tie, or along Eleventh Street – key areas for residential development in the downtown. South of the Bow-Tie, allowed densities are too low (12.0 dwelling units/acre) to bring in new multi-family development that would be beneficial to businesses in the retail center. Fig. A.31. Residential Zoning Entitlements shows where and what densities of housing are currently allowed.

New growth in the Specific Plan area has been limited due to the Growth Management Ordinance (GMO). The GMO reserves 100 units per year to be entitled within a priority area that includes, but is significantly larger than, the Downtown Specific Plan Area. Strategic Economics found that the GMO priority area covers too large an area to achieve significant revitalization for the downtown. According to their analysis, the Downtown has the potential to absorb all of the priority area housing units between 2006 and 2013, the period during which entitlements are severely restricted, and that prioritizing residential development in this way would be extremely beneficial for downtown revitalization.



**FIG. A.31. RESIDENTIAL ZONING ENTITLEMENTS**

#### A.4.4. VULNERABILITY TO CHANGE

There are a few key opportunity sites in the Downtown Specific Plan Area as well as several vacant parcels and parking lots that provide development opportunities. Fig. A.32. through Fig.A.35. show pictures of some key locations. These sites are further described below.

##### 1) Bow-Tie site

The area known as the Bow-Tie presents the single biggest opportunity for the revitalization of downtown Tracy. Currently, there are 64 acres of vacant land on the Bow-Tie site where the railroad station and train yards used to stand. Approximately 20 acres of the land has been set aside in a Congressional Land Grant easement for transportation purposes. However, the remaining 44 acres could be developed as residential development although there are some obstacles to such development. These include:

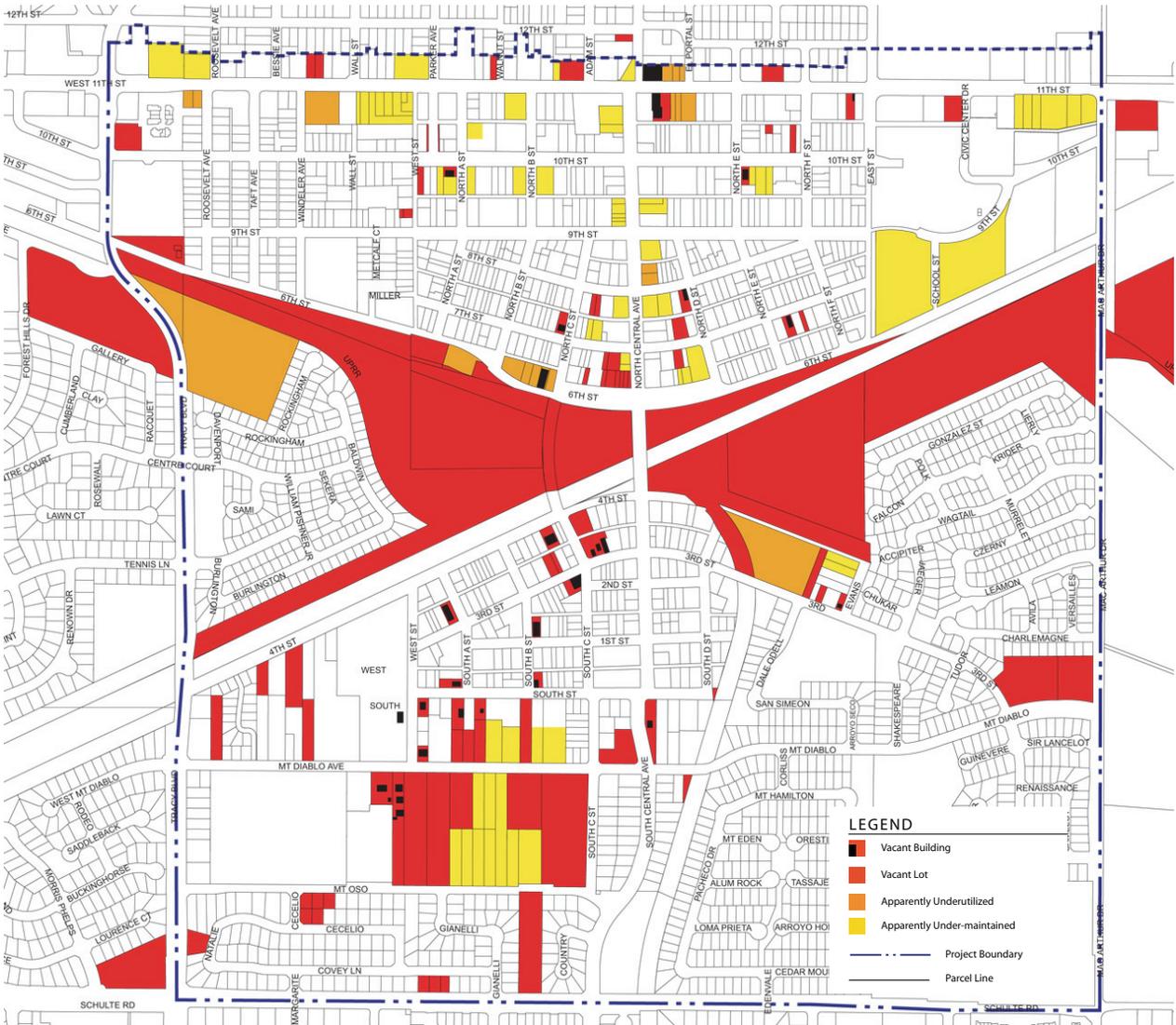
- Railroad tracks still crisscross the site, although those that are still in use only serve as storage lines. There is however, the possibility that new commuter rail service will be brought to downtown along these existing tracks.
- The Bow-Tie area also has potential environmental hazards, remaining from the site's historical uses, which would need to be satisfactorily remediated to allow residential development. The environmental hazards of the Bow-Tie site are more fully evaluated in the *Opportunities and Constraints: Tracy Downtown Specific Plan*, prepared by EIP a division of PBSJ (EIP) and in the *Environmental Due Diligence Evaluation and Removal Action Comparative Analysis* report prepared by Ninyo and Moore. Both reports are discussed more fully below and are provided in full in the Compendium.
- Remediation projects can be extremely costly and time consuming. Unless aided by the city, developers are likely to be discouraged from redeveloping the site due to the challenges involved. EIP prepared the *Bow-Tie Remediation Summary*, available in the Compendium, that discusses these challenges more fully.
- The vacant parcels of the Bow-Tie are a blight on the Downtown. This empty and poorly maintained land presents an unsightly expanse of barren space at the entrance to the retail district, separating existing neighborhoods from the shopping area and contributing to the perception that Downtown is unsafe.
- The Bow-Tie area is the site in the entire Downtown district with the best potential to attract new development, particularly housing, which makes it a key opportunity site. Redevelopment of the Bow-Tie parcels is thus a critical step for the revitalization of Downtown.



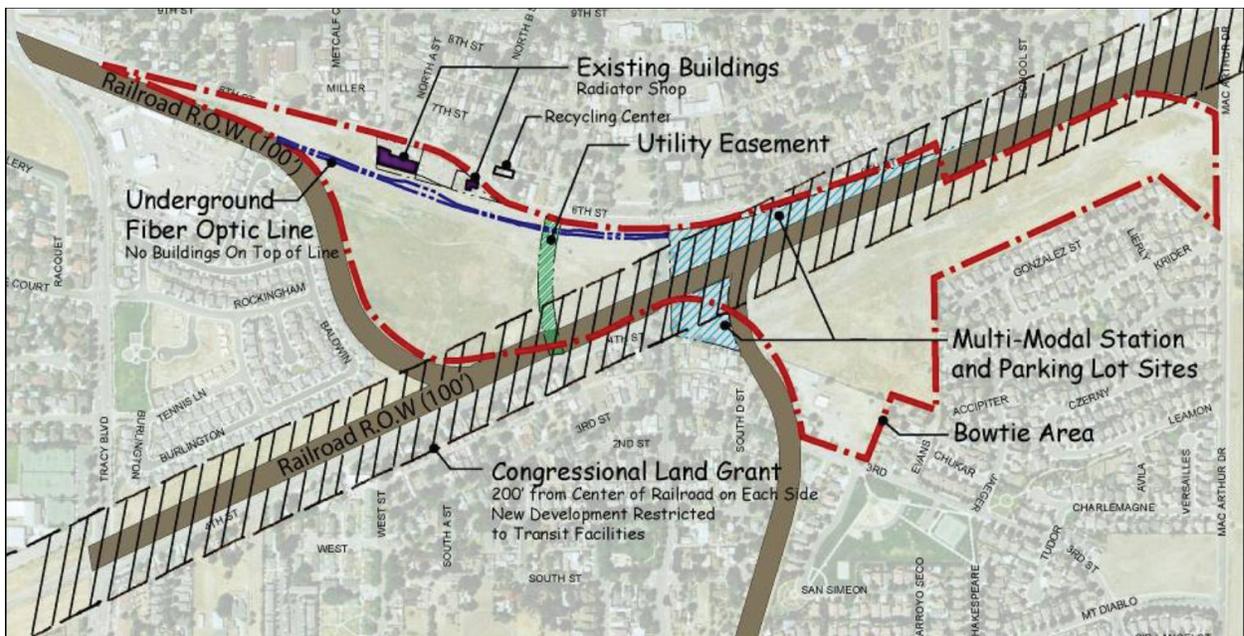
**FIG. A.32. THE EXISTING CONDITIONS OF THE BOW-TIE**



**FIG. A.33. THE EXISTING CONDITIONS OF THE BOW-TIE**



**FIG. A.34. VULNERABILITY TO CHANGE**



**FIG. A.35. THE EXISTING CONDITIONS OF THE BOW-TIE**

## 2) Sites in the retail district

Tracy's retail district is substantially built out but there are opportunities for redevelopment. The one vacant parcel, located at the corner of Sixth Street and Central Avenue presents the single biggest building opportunity in the retail center for development in the near term. Additionally, there are a number of stable businesses (i.e. The Great Plate, Big O Tires Fig.A.36.) that are not fully utilizing the potential of the parcels on which they are located.

In the mid-term, there is more opportunity for development on the 30-plus off-street parking lots in the area. These lots are currently being used by private landowners who restrict their use to customers of the businesses within their buildings, which is a highly inefficient. New parking management strategies could free these lots up for new development.

At the corner of Eleventh Street and Central Avenue, there is one such private parking lot that presents a particularly prominent opportunity for the Downtown. This lot is well maintained and used. However, its location at the entrance to the downtown shopping core makes the site a potentially important location to create a landmark building that marks the entrance to the "Heart of the City". (See Fig. A.37.)

## 3) Residential infill sites

The southwest quadrant of the plan area has several large tracts of undeveloped land and several large parcels with little development. These agricultural remnants are a great opportunity for the City to bring in much needed housing into Downtown. (See Fig. A.38.)



**FIG. A.36. THE PRIVATE PARKING LOT AT 11TH STREET AND CENTRAL AVENUE**



**FIG. A.37. A VACANT PARCEL AT CENTRAL AVENUE AND 6TH STREET**



**FIG. A.38. LARGE TRACTS OF UNDEVELOPED LAND**

### A.4.5. MORE PUBLIC SPACE IS NEEDED DOWNTOWN

Central Avenue and a portion of 10<sup>th</sup> Street have benefited from a new streetscape that the City installed between 2004 - 2008. While the new, wider sidewalks provide an attractive street frontage, the district has no other public spaces to attract people to the downtown. The City has also recently invested in the new Civic Center, which includes attractive outside spaces. However, the Civic Center is not close enough to Central Avenue to be used by downtown shoppers. Thus, there are no major gathering spaces in the Core, particularly, no spaces that appeal to families with children, a key demographic in Tracy.

In the larger downtown Specific Plan Area there are also few open areas or parks. Although new areas, just outside of the Specific Plan area do have parks, the historic neighborhoods around the Downtown Core lack these important urban facilities. The lack of sufficient park space is reflected in the fact that many downtown residents use the open area of the Bow-Tie as an impromptu recreation area. Fig. A.39. Existing Open Space Network shows the existing open spaces and public facilities in the downtown.

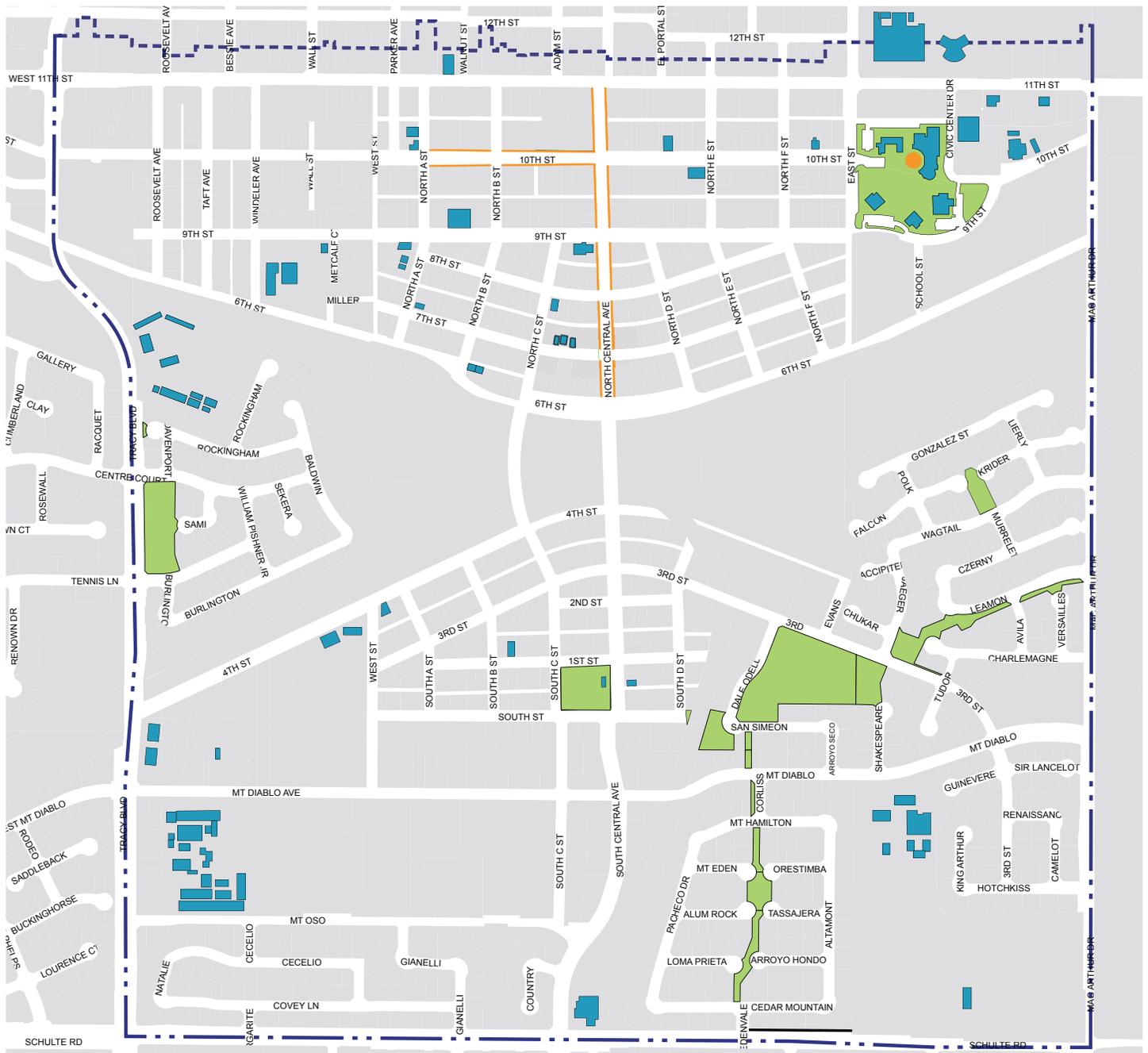


FIG. A.39. EXISTING OPEN SPACE NETWORK

## A.4.6. DOWNTOWN TRACY HAS A STRONG HISTORIC CHARACTER

The architecture in Downtown Tracy retains much of its historic integrity. There are a remarkable number of properties from Tracy's early history, many of which were part of the original City. For more information see the *Historic Resources Evaluation Report and Preservation Guidelines – Downtown Tracy Specific Plan* report prepared by Carey & Co. and presented in the Compendium.

### 1) Retail District

The Downtown retail district, retains many commercial buildings from the turn of the 20<sup>th</sup> Century. The historic fabric in this area is reflected in the short block faces, commercial block buildings, and small shop fronts. Buildings are one to two story commercial buildings, many with traditional facades made from brick, frequent store entrances and large windows. There is a particularly nice concentration of historic buildings on Sixth Street, between North C and North D streets, including the William Schmidt Building (1912), the IOOF Building (1898), and the West Side Bank of Tracy (1910-11). Although their dates of construction are generally later than the buildings along Sixth Street, the remaining historic commercial buildings on both sides of Central, from Sixth Street to Eleventh Street, also retain sufficient integrity to lend Central Avenue much of the town's early character. The architecture along 10<sup>th</sup> Street is much newer than in the rest of the Downtown Core. These buildings are also one to two story commercial buildings, although they generally have less articulation and detail than the older buildings on Central Avenue and Sixth Street. Figs. A.40. and A.41. shows the historic character of the buildings in the retail core.



FIG. A.41. HISTORIC BUILDINGS ALONG 6TH STREET

### 2) Neighborhoods

Neighborhoods in the Specific Plan area are also historic. The neighborhoods closest to the Downtown Core are the most historic and have a mix of small multi-family buildings, bungalows and larger single family homes. Single-family homes are particularly well-represented in these areas, with several concentrations of houses that are 100 years old or more. Most of these houses, moreover, appear to retain a high degree of historic integrity. The residential areas south of the railroad tracks developed later than the rest of the City. The older houses in this area were built between 1920 and 1945. Many of these remain, though quite a few of these are in poor condition. In recent years, new subdivisions of low-density single family homes have been built around these older homes. There are also some agricultural tracts in this area, remnants from Tracy's agricultural history. Fig. A.42. shows one of the historic buildings in the Downtown Specific Plan Area.



FIG. A.40. HISTORIC BUILDING ALONG CENTRAL AVENUE



FIG. A.42. HISTORIC RESIDENTIAL BUILDING

### 3) Eleventh Street, the Civic Center and The Industrial Area

The remaining areas of the Specific Plan area – Eleventh Street, the Civic Center and industrial area – are made up of buildings from different periods and of different architectural styles that add up to an eclectic mix. Buildings on Eleventh Street are largely auto-oriented although they range in style from Mission/Spanish revival (see Fig. A.43.) to 1950s drive-in to modern office buildings. Buildings in the Civic Center are modern and larger scale than those in the surrounding areas. These are laid out in a park-like setting. The buildings in the industrial area are mostly tilt-up construction surrounded by parking lots.



**FIG. A.43. HISTORICAL MUSEUM ALONG 11TH STREET**

#### **A.4.7. MAJOR DOWNTOWN ROADWAYS OPERATE AT ACCEPTABLE CONDITIONS**

CHS Consulting Group conducted a complete analysis of the Transportation and Traffic conditions in the downtown. The existing conditions presented in their report show that existing major roadways in the vicinity of Downtown Tracy operate at acceptable conditions. Additionally there appears to be substantial capacity available at the major intersections. The complete report by CHS Consulting Group, entitled *Tracy Downtown Specific Plan – Existing Conditions Report* is available in the Compendium.

#### **A.4.8. RAILROAD TRACKS ARE AN OPPORTUNITY AND A CONSTRAINT FOR DOWNTOWN**

One of the biggest constraints for Downtown Tracy appears to be the railroad tracks, which limits the number of roadway crossings. Increasing the number of crossings is extremely difficult and costly and likely prohibited. However, these tracks provide the opportunity to bring commuter rail service to the downtown. The *Existing Conditions Report* by CHS, presented in the Compendium, discusses these issues in more detail.

#### **A.4.9. DOWNTOWN PARKING RESOURCES NEED TO BE BETTER MANAGED**

Walker Parking Consultants conducted a parking analysis as part of the Tracy Downtown Specific Plan. Broadly, the study found that:

1. The downtown parking supply is generally underutilized even during peak demand periods.
2. However, because some parking facilities demonstrated higher utilization rates than the overall average, the actual availability of specific parking resources varies depending on location, level of convenience (walking distance between parking space and destination) and restrictions (time limits, reserved parking only, etc.).
3. While parking throughout the downtown can be characterized as experiencing moderate peak period parking demand overall, there are a number of on and off-street parking facilities that do experience demand in excess of the effective supply limits. These include a number of block faces that are up to 100 percent occupied during peak periods. These concentrated “parking problems” are sometimes perceived to be more widespread than they actually are because they can cause an employee or visitor to the downtown to park outside of their desired walking distance expectation.
4. Thus, while public parking is available in Downtown Tracy during peak periods of demand, a person wanting to park in the Downtown Core during these times may perceive that parking conditions are worse than what the survey findings indicate. This generally has to do with the walking distance that may be required to get from a parking space to a destination.
5. Employees and residents in the area immediately surrounding the downtown use a large proportion of the unrestricted public parking resources, which contributes to the perception that parking supply is constrained.
6. As Tracy grows, and the downtown becomes more successful, the parking supply will need to be closely monitored and managed in terms of management, distribution, and supply.

The complete report, entitled *Tracy Downtown Specific Plan Area – Parking Analysis* and accompanying Appendix are available in the Compendium.

#### **A.4.10. ENVIRONMENTAL CONDITIONS**

EIP a division of PBSJ (EIP), conducted an analysis of the environmental conditions in the downtown, relying extensively on the proposed City of Tracy Draft General Plan Update (GPU) and proposed General Plan Update Revised Draft Environmental Impact Report (GPU EIR). Their analysis and findings are presented in the *Opportunities and Constraints: Tracy Downtown Specific Plan*, which is available in the Compendium.

This document assesses setting information and provides a discussion of environmental opportunities and constraints in regards to air quality, biological resources, cultural resources, geology, hazardous materials, hydrology and water quality, noise, and utilities for the proposed City of Tracy Downtown Specific Plan. The area of focus for this assessment is defined by the area bounded by Eleventh Street to the north, Mount Oso Avenue to the south, Tracy Boulevard to the west, and MacArthur Drive to the east. Particular attention is focused on the Bowtie Area where the greatest amount of undeveloped land exists. The 64-acre Bowtie Area is between Sixth Street to the north, Fourth Street to the south, Tracy Boulevard to the west, and MacArthur Drive to the east. Each topic is addressed in terms of background data, an assessment of the Plan Area’s setting, and a discussion of opportunities and constraints for the proposed Downtown Specific Plan.

Additionally, Ninyo and Moore prepared the *Environmental Due Diligence Evaluation and Removal Action Comparative Analysis* report (Due Diligence report), which provides a detailed evaluation of the conditions of the Bow-Tie Area with regards to hazardous materials. The Due Diligence report summarizes the findings of past environmental reports with regards to site investigations and characterizations, discusses data gaps, presents remedial options for soil and outlines order of magnitude costs for those options. The Due Diligence report is also included in the Compendium.

# APPENDIX B: WORKSHOP SUMMARY

The Planning Process was organized around a series of Community Workshops and City Council Study Sessions. This section provides a list of the dates and focus of those sessions, followed by a summary of comments received from community members at each of the Community Workshops.

- April 4, 2006 - City Council Study Session #1: Stimulating Investment and Beneficial Change with Specific Plans
- June 8, 2006 - Community Workshop #1: Existing Conditions and Aspirations for Downtown
- July 17, 2006 - Community Workshop #2: Downtown Revitalization Framework
- August 15, 2006 – City Council Study Session #2: Downtown Revitalization Framework – Preliminary Recommendations
- October 9, 2006 - Community Workshop #3: Character Workshop
- January 11, 2007 - Community Workshop #4: Guiding Development on the Bow-Tie Properties
- March 15, 2007 - Community Workshop #5: Downtown Vision and Revitalization Strategy
- March 21, 2007 – City Council Study Session #3: Downtown Vision and Revitalization Strategy
- Following are summaries of the community comments received at each of the community workshops.

## 1) **Workshop #1 Summary**

JUNE 8, 2006 - WORKSHOP #1: EXISTING CONDITIONS AND ASPIRATIONS

Attendance: 30 – 45 people: approximately half business owners and half property owners with a small number of residents.

### a) Goals for a successful downtown expressed at the meeting included:

1. Attract people to downtown from:
  - \*\*Neighboring cities and tourism
  - \*\*\*\*Increased housing in the Downtown Area
  - \*\*Families and commuters
2. Bring more housing to the downtown.  
Comments included:
  - Investment in the existing community, for the people that live downtown already, should be a priority. Investments to entice people to come to Tracy from neighboring communities can come later.
  - \*\*Increase High density housing in the downtown
  - Need more Residential Growth Allotments downtown
3. \*\*\*\*Increase Foot Traffic on Central Avenue
4. Increase the congestion in downtown so that people slow down and shop like in Truckee.
5. \*\*\*Fill in patches in the downtown fabric
  - Ground floor uses should generate activity on Central Avenue
6. Expand the activities that will appeal to commuters and families such as:
  - \*\*Late night shops and restaurants (comedy clubs, music venues, restaurant variety, fine dining, Dave and Busters)
  - \*\*Weekend activities: breakfast place (e.g. Stacks restaurant), ice cream (Cold Stone Creamery)
  - \*Family activities that are kid and teen oriented (fast-food or a bowling alley, Gameworks)
  - \*\*Every day activities: Trader Joes, Payless Shoes
7. Increase the visibility of downtown:
  - from 11th street
  - \*\*of 6th street shops
  - into individual shops such as has been done in the lamp store on 10th
8. Provide amenities such as:
  - \*\*\*\*Large gateway elements like the tower or archway proposed in the Urban Design and Implementation Plan, particularly down at 6th street
  - \*Public restrooms or event restrooms- port-o-let
  - \*\*Central Infrastructure – P.A. System
  - \*Easily visible banners and signage
  - \*\*Outside seating
  - \*\*Directories, kiosk
  - “Upper Scale” Events: Less with beer booths and more events such as “Champagne and Chocolate Stroll” and music or jazz festival
  - Interpretive historical elements playing up trains and historic museum
9. Increase promotion for downtown
10. Integrate the railroad history into downtown redevelopment. For instance:
  - Create terminating vistas like a train station that you can see
  - Rehabilitate the railroad
  - Create a rail road dining attraction
  - Increase opportunities to utilize the railroad

b) Concerns about the success of downtown included:

1. \*\*Although many people were interested in attracting chain stores others were concerned that such Big Names do not define the character of downtown. Several people said that they want to maintain the authenticity of downtown.
2. \*\*\*\*Several attendees mentioned that the 6th street end of Central lacks identity and amenities . They expressed disappointment that plans for a Sixth Street landmark were not realized.
3. Participants had several concerns about the upkeep and safety in the downtown such as:
  - \*\*\*Many buildings need maintenance and improvement
  - \*\*\*\*Nighttime safety and business security is lacking
  - \*\*\*\*\*Storefronts need to be made more attractive
  - The condition of some of the alleys in downtown reduced the quality of the place

c) Downtowns/Districts that participants listed as models for a revitalized Tracy:

- Pleasanton
- Lodi
- Santana Row
- Livermore
- Truckee

d) Participants were also concerned with the condition of Eleventh Street. Their comments included:

1. 11th Street needs beautification
2. There is no parking on 11th Street, which makes it difficult to access the storefronts and makes traffic move very quickly
3. Central Avenue is not visible from 11th street

e) Several people were concerned about the process for the Specific Plan. Concerns included:

1. The time frame for the project (12-18 months) is too long
2. Previous projects were unsuccessful, why will this one be any different?
3. The City should maintain open communication with the community for the process by making power point presentations available and informing the community about future workshops
4. That senior citizens need to be more included in the process
5. The community would like to feel guaranteed that projects discussed will reach a conclusion
6. City policies concerning allowable housing units is in conflict with the community's needs

## 2) Workshop #2 Summary

JULY 17, 2006 WORKSHOP #2: DOWNTOWN REVITALIZATION FRAMEWORK

Attendance: 100 – 115 people attended the community workshop. (Attendance at the second workshop was more than double the attendance of the first workshop.)

Overall, community members were very positive about the concepts presented at the workshop. In particular, there seemed to be a general consensus that the proposed district zone plan meets downtown needs, that more housing should be encouraged downtown and that more dining and activities for kids would be a great benefit for the district.

Most people present expressed positive impressions of the proposed central gathering space at 6th and Central. These attendees commented on the positive draw that such a plaza would create for the downtown in particular if it included outdoor dining and interactive features that would be attractive to children.

Some attendees expressed concerns about the plaza idea such as the fear that such an investment would only benefit the south side of Central and could damage business for the northern portion of the main street. A few of those concerned said they were comforted by the idea that the southern portion of the street would have a nighttime focus and thus would make it more of a complement to the northern part of the street. The other main worry about the plaza was whether there would be enough parking for new uses proposed.

Although the parking consultant, Ron Foster of Walker Parking, found that there is enough parking for downtown even with the proposed development, attendees were split about the issue. Some participants were concerned that they were not able to find parking spaces right in front of stores and that new development around 6th would create a parking problem. However, more attendees commented on the proliferation of parking lots in downtown, expressing concern that the area would turn into a sea of parking and would encroach on neighboring housing areas and prove a detriment to the vitality of the business area. Most agreed that employees should not be allowed to park in prime spots though they thought that accommodations for workers needed to be made not too far away.

Again the group was split on safety and security. There are many people who feel that downtown is unsafe. Still others who work or shop downtown said that they have not had problems.

### 1. General Comments

- Everything presented looks great
- \*I hope this project will happen soon, it looks to the future of Tracy.

### 2. District Zone Plan

- \*\*I love the zoning [district zone] plan

### 3. Housing Downtown

- The housing plan is great although I think it will be a challenge to achieve.
- It is good to allow existing housing to transform into businesses.
- The City should be promoting housing in downtown, especially on the Bowtie. However, it seems that policy is getting in the way of this happening.
- The area for Residential Growth Allotments (RGAs) is too big. The City is currently pursuing a policy to place a maximum on the number of units downtown. I do not think this is a good idea.

### 4. Central Avenue

#### 4.1. General Comments

- I like the plaza idea
- The proposal for the plaza is scary. I worry that it will kill the existing downtown.
- Through traffic should be able to pass freely around the plaza.
- The plaza concept is a little much.
- \*\*\*\*\*The City lacks a draw to downtown. The plaza idea is an awesome start. The plaza will be the downtown gathering place.
- I hope Date Palms will be used in the plaza.
- I like the plaza idea but feel there should be more investment in the existing downtown
- I like the idea that the southern part of Central will have a slight specialty in nighttime uses, while the northern part will have a slight specialty in daytime uses. This will make it possible for both areas to thrive.
- \*There should be more walking downtown
- \*\*There should be more dining downtown, as much as possible.

- \*There should be grocery stores, a Trader Joes, bakeries, restaurants in the downtown because if these are available people will go downtown.
- Downtown should not be a tourist town. It should be a place for people to conduct their business.
- \*\*There should be things for kids to do downtown, like a jungle gym, interactive fountain or old train car (e.g. Dr. Powers Park Engine) that kids can climb on. There should also be space for parents to sit, eat, etc. while they watch their kids.
- Signage on Central is unattractive, with big sale signs and Cell Phone posters.
- The most beautiful buildings in the downtown are at 6th street. They should be made more visible.
- I would like to see a monument at 11th and Central.

#### 4.2. Parking, Traffic and Transportation

##### Parking

- Expanding the parking lot at 9th and Central Avenue is a mistake. When the houses that are currently there are bought and demolished the new parking lot will look like a football field in the middle of downtown.
- \*The City has purchased too much land for parking downtown. We don't want parking lots everywhere.
- I hope that the Specific Plan will include a mechanism to enforce parking regulations.
- I have never had trouble parking downtown.
- \*Employees should not be allowed to park in the prime spots, they should park on the perimeter.
- Parking is encroaching on the homes around downtown.
- Lots are poorly managed.
- The parking evaluation should take school kids into account. During the winter, school traffic causes more congestion on Central Avenue.
- There are times when I can not find a parking space right near my work.

##### Traffic and Transportation

- \*I would like to see more crossings over the Railroad to connect Central to surrounding neighborhoods and help traffic I would like to see grade changes or underpasses evaluated to provide more north/south travel options.
- \*\*Reduce the amount of driving and/or slow driving on Central Avenue so that it is more like Tiburon or Livermore where people park once and walk around.
- At 6th and Central, linear parkways should be integrated into the transportation system to allow for more local transportation.

#### 4.3. Safety and Security

- The area around and in downtown doesn't feel safe. There are gangs, people that drink publicly and derelict properties.
- I own property downtown and have no trouble with gangs.

### 3) Workshop #3 Summary

OCTOBER 9, 2006 - COMMUNITY WORKSHOP #3:  
CHARACTER WORKSHOP

The City held a public workshop to generate a community vision for what it means to build “The Tracy Way.” The Tracy Character Workshop consisted of a picture review session followed by roundtable discussions and group presentations. During this workshop, the community outlined their preferences for the aspects of landscape and landscape elements, building colors and materials, and buildings that combine to form “Tracy Character”

The results of the character workshop were used as the basis for the Architectural Standards and Guidelines within this Specific Plan. These regulations will be built in the style and character that is fundamental to Tracy’s Heritage.

## Character Categories Evaluated

- Landscape & Landscape Elements
- Building Colors and Materials
- Buildings

Downtown Urban Design & Specific Plan

## Character Workshop Summary

Community Workshop #3  
Took place October 9, 2006



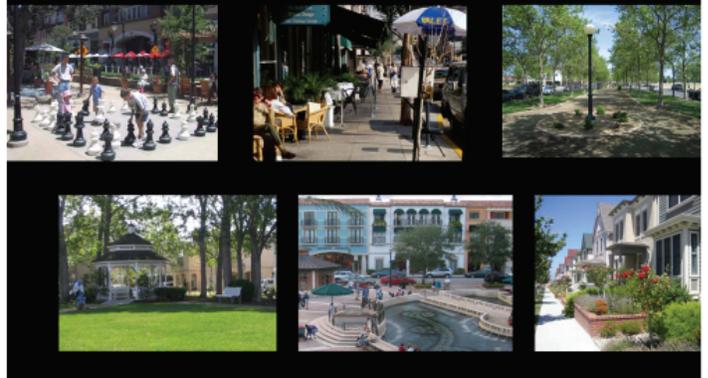
## Results

- 35 - 40 participants attended
- 4 groups chose Greatest Hits  
(one group was bilingual English/Spanish)
- Significant commonality among images selected

## Workshop Activities

- Individuals review pictures
- Individuals select personal Greatest Hits
- Groups meet and agree on Greatest Hits
- Groups discuss “Things to Avoid”
- Groups report back

## Greatest Hits Summary: Landscape and Landscape Elements



## Greatest Hits Summary: Building Colors and Materials



## Landscape and Landscape Elements Tracy Character Image 1



- Positive Features:
- Activity generating use
  - Memorable space
  - Walkability
  - Outdoor seating
  - Nice fixtures and flowers
  - Interactive feature
  - Landscaping

## Greatest Hits Summary: Buildings



## Landscape and Landscape Elements Tracy Character Image 2



- Positive Features:
- Gathering space
  - Comfortable
  - Appropriate for downtown residential
  - Peaceful landscaping
  - Family friendly

## Greatest Hits Details

- Each of the following pictures were selected by at least one group
- Yellow stars (★) at top of slide indicate the number of groups that selected that image
- Total groups: 4

## Landscape and Landscape Elements Tracy Character Image 3



- Positive Features:
- Walkability
  - Circular planter
  - Classic fixtures
  - Greenery

**Landscape and Landscape Elements  
Tracy Character Image 5**

★★★★



- Positive Features:**
- Activity generating space
  - Water feature
  - Not many cars
  - Gathering space
  - Attractive paving

**Building Materials and Colors  
Tracy Character Image 8**

★★



- Positive Features:**
- Traditional architecture
  - Mission/Spanish style
  - Soft earth-tones
  - Historic character
  - Neutral colors
  - Textured facade

**Landscape and Landscape Elements  
Tracy Character Image 6**

★



- Positive Features:**
- Wide sidewalks
  - Walkability
  - Nice flowers
  - Setback distance
  - Roof and massing variation

**Building Materials and Colors  
Tracy Character Image 9**

★★★★



- Positive Features:**
- Feels "rich"
  - Formal and clean
  - Ageless and classic
  - Cornice detailing
  - Low maintenance
  - Brick facade

**Building Materials and Colors  
Tracy Character Image 7**

★



- Positive Features:**
- Warm and bright colors
  - Traditional materials
  - Mix of colors blend into surroundings

**Building Materials and Colors  
Tracy Character Image 10**

★



- Positive Features:**
- Historic Tracy feel
  - Copper downspouts
  - Stucco
  - Tile roof

**Building Materials and Colors**  
Tracy Character Image 11



- Positive Features:**
- Bright
  - Friendly and warm
  - Stately
  - Informal nature
  - Articulation

**Buildings**  
Tracy Character Image 14



- Positive Features:**
- Mixed use
  - Dormers
  - Roof design
  - Detailing

**Building Materials and Colors**  
Tracy Character Image 12



- Positive Features:**
- Awnings/shade
  - Color variety
  - Material variety
  - Outdoor seating

**Buildings**  
Tracy Character Image 15



- Positive Features:**
- Classic
  - Craftsmanship
  - Window trim
  - Cornice
  - Mixed Use
  - Architectural detail
  - Nice awning

**Buildings**  
Tracy Character Image 13



- Positive Features:**
- Belongs
  - Affordable
  - Original detailing
  - Roof style
  - Wood siding
  - Bay window
  - Raised porch
  - Historical feel

**Buildings**  
Tracy Character Image 16



- Positive Features:**
- Appealing shapes
  - Corner aspect
  - Turrets and circular aspects
  - Variation of facade

## Buildings Tracy Character Image 17



- Positive Features:
- Engages street
  - Small variations in buildings
  - Flat roofs
  - Traditional
  - Mix of materials

## Building Materials and Colors

- Cheap materials
- Awnings that hide buildings
- Garish signage
- Too many colors
- Bad window framing
- Too much stucco



## Things to Avoid

- Each of the following slides summarizes the key elements that participants identified as "Things to Avoid" by category

## Buildings

- Buildings squeezed onto lots
- Inconsistent building features
- Unnecessary architectural elements
- Sterile Architecture



## Landscape and Landscape Elements

- Narrow sidewalks
- Unfriendly railings
- Sparse Landscaping
- Too much paving
- Features that exclude
- Barriers
- Ugly walls
- High maintenance costs



#### 4) Workshop #4 Summary

JANUARY 11, 2007 - COMMUNITY WORKSHOP #4: GUIDING DEVELOPMENT ON THE BOW-TIE PROPERTIES

Attendance: 30-35 people attended the community workshop. (A half of the attendance at the workshop came to a workshop for the Specific Plan first time.)

Overall, community members were very positive about the concepts on the Bowtie presented at the workshop. In particular, there seemed to be a general consensus that the Bowtie should be a mixed-use district and that it should be integrated into the existing neighborhoods by extending the existing street and block pattern into the Bowtie.

Most people present expressed positive impressions of the proposed mid-density housing in the Bowtie that will support the downtown commercial activity. Some people also expressed their desire for office development for which less remediation effort is required. A few people expressed concerns about new housing such as the fear that new housing would cause traffic congestion on a narrow 6th Street.

The concept of a series of inter-connected public outdoor spaces was well accepted. Many people also supported the proposed bike path on the Congressional Land Grant Area. There were some people who desired to create a larger open space such as Tracy "Golden Gate Park" by limiting new housing in the area.

Some people brought up questions about the conditions of soil and water contamination in the Bowtie. Although further investigation and coordination between stakeholders are needed to specify the necessary time and effort for remediation, people understood that it is possible to make the Bowtie suitable for office or residential development. Participants appreciated the effort by City staff for coordinating with stakeholders and expressed their desire for continuous coordination.

#### a) Land Use

1. \*\*Like more housing in downtown.
2. New dense housing in Livermore is nice.
3. Add upper floor housing on 9th and 10th Street.
4. New housing on a narrow 6th Street will cause traffic congestion.
5. Attract people to the downtown by creating parks, not housing.
6. Incorporate more office space in the Bowtie.
7. Make immediate changes to the Bowtie with office development for which less remediation is necessary.
8. Taller buildings (2-3 stories) with offices are good in the Bowtie.
9. More ground floor retail is necessary in the Bowtie.
10. Create ordinances that push businesses into the Bowtie from other areas of the downtown.
11. \*More retail, restaurants, and cafes that are open late are good. Many stores close at 5pm now.
12. Create more youth-oriented activities.
13. Create a public swimming pool for low-income residents of the southwest part of the downtown.
14. Generate synergy between retail, lodging, housing and recreation and achieve "Convenience Living" in downtown.
15. More retail on the ground floor and residential and office above to make Downtown "Transport Center."

## b) Street & Block Pattern

1. \*Connect new streets to existing street network.
2. Grade-separation on Tracy Boulevard may be good.
3. Create safer, recessed sidewalks.
4. Maintain trees along existing planting strips.
5. No Sycamore trees. They are too messy.
6. Make 11th and 9th one-way couplet. (east-bound 11th and west-bound 9th). (comments after Workshop)

## c) Special Public Outdoor Space

1. \*\*Like the idea of linear park along the railroad.
2. Create a bike path weaving through the Bowtie avoiding “dirty areas.”
3. Create a bike path extending further west beyond Tracy Boulevard on the Union Pacific land and terminate it with a park on the west side of Central Avenue.
4. \*\*Create more parks and open spaces and connect them each other.
5. Create Tracy’s “Golden Gate Park” in the Bowtie and Congressional Land Grant Area.
6. Need more relaxing space.
7. \*Locate larger open spaces closer to Central or 6th. Street to make it available for more people.
8. \*\*Widen the linear park with a bike path by using more land within the Congressional Land Grant area.

## d) Building Types and Disposition

1. \*\*\*4-5 stories for Downtown Core, 3 stories for Urban Neighborhood, and 2 stories for Downtown Neighborhood sounds right.
2. 21years ago, garages are behind houses. We should learn from the past.

## e) Architectural Character & Identity

1. “Make it our own,” the design should be authentic to Tracy in order to develop an identity.
2. Incorporate existing “good design.”
3. Rediscover good design in the European style.

## f) General

1. \*Overall concept on the Bowtie is great.

## g) Others

1. Memorialize those who have died as associated with the Bowtie.
2. Reevaluate opportunity sites east of MacArthur Drive.
3. The City needs to push Union Pacific to clean up the Bowtie.
4. Investigate possibility of purchasing the Congressional Land Grant land rather than leasing

## 5) Workshop #5 Summary

MARCH 15, 2007 - COMMUNITY WORKSHOP #5: DOWNTOWN VISION AND REVITALIZATION STRATEGY: COMMUNITY COMMENTS SUMMARY

Attendance: About 40 people attended the community workshop. (More attendance than Workshop #4.)

Overall, community members were very positive about the concepts for downtown revitalization presented at the workshop. This workshop was mainly a summary of all of the four previous workshops. It went over what the overall concept was going to be for the downtown, Bowtie included, based on the feedback gathered from the previous workshops.

A few new topics as well as additional details were discussed in this presentation. In the previous workshop concerns were brought up about the conditions of the soil and water contamination in the Bowtie. These concerns were addressed at this workshop with supplemental information and people seemed satisfied with what is presently being done to address this.

Historic resources in the Plan area and how the Specific Plan is going to address them was also discussed at this workshop. The recommendations for these historic resources were well received. The comments on this issue were mainly addressing additional ideas on ways to help protect the historic resources.

### a) Façade Improvements Incentive program

1. Concern with getting landlords to follow what the Plan wants
2. \*\*Support for the façade improvements incentive program as a way to improve the image of downtown
3. Would like signage standards and guidelines incorporated in the façade improvements program
4. Should use the stick (regulations) and the carrot(subsidy) to make façade improvements happen.

### b) Historic Resources Preservation

1. Impressed with historic resources preservation and the idea of using the existing historic buildings as a starting point for the design of the new buildings in the Plan area.
2. Concern that the existing survey of historic buildings is not accurate enough and needs to be updated.
3. Property owners who own historic buildings should not be allowed to tear it down, but have the opportunity to get a low interest loan and renovate the property based on a set of guidelines.
4. Would like a stop gap measure placed on the renovation/destruction of existing historic buildings until the new historic character plan is put in place.

### c) The Bowtie Remediation

1. Plan development around “hot spots” e.g. plan residential units away from contaminated areas and place development requiring less clean up near the contaminated areas.
2. Concern that clean up of the contaminated areas is going to take longer than anticipated and delay development longer than planned for.

#### d) General

1. Concern for existing retail and commercial property owners who own buildings outside of the new designated commercial zone, e.g. on 10th Street on east side of Central Avenue. It is felt that getting rid of retail entitlement and rezoning these properties to residential, office and lodging will place limitations on the property owners. Some of these property owners have expressed a dislike to the Plan as it is proposed for this reason.
2. \*\*\*Support for plan for the downtown concept that has been proposed and feel people should put their support behind it.
3. Concern about placing housing close to the railroad, worried it will become "low income" housing.
4. Concern that the City needs to make some private parcels parking lots as more retail is added to the downtown main street..
5. Excitement for the Civic Art, think private developers should help fund this program.

#### e) Others

1. The downtown needs a record store to help support the art community
2. Desire for artist live/work units.
3. \*Desire for a hotel or bed and breakfast close to Grand Theater/ Downtown
4. Need to address the downtown crime issue.
5. Concern about location of existing re-cycling center and questions about the possibility of relocation of it.
6. Take the historic steam engine from Dr. Powers Park and relocate it to the new Central Plaza that will be located in downtown.
7. Between 3rd and 6th Street on Central Ave add another public space based on a "Round House" design.

# GLOSSARY

This chapter sets forth definitions of certain words or phrases used in this Specific Plan in order to promote consistency and uniformity in their usage, thereby facilitating the interpretation of this Plan. The meaning and construction of words and phrases as set forth in this chapter shall apply throughout the Plan unless the context clearly indicates otherwise. Definitions contained in Chapter 10.08 of the city's Municipal Code shall be applicable except when in conflict with definitions contained in this chapter or elsewhere in this Specific Plan, in which case this Specific Plan's definitions shall prevail.

## **Accessory Building:**

A freestanding building or structure which is located on the same lot and customarily, incidental and subordinate to the Primary Building or to the use of land. Where an accessory structure is attached to the primary building in a substantial manner, as by a roof or common wall, such structures shall be considered to be a portion of the Primary Building. Typically accessory building use includes vehicular parking, storage of lawn and garden equipment, storage of household items, play house or green house. Accessory structures may include habitable area such as a home office, recreation room, guesthouse, and sleeping room(s).

## **Active Living Spaces:**

Habitable spaces such as dining rooms, living rooms, or bed rooms that accommodate living activities.

Active living spaces do not include kitchens, bathrooms, partially submerged basements, or utility spaces.

## **Active Open Space:**

Any side yard, courtyard, or other open space that is accessed directly by primary entrance(s) to housing units or office spaces.

## **Alley:**

A vehicular right-of-way located within a block to the rear of parcels providing access to service areas and parking, and often containing utility easements.

## **Alley Setback:**

The required minimum distance from an alley's right-of-way to any building.

## **Articulation:**

The use of architectural elements to create breaks in the horizontal and vertical surfaces or masses of buildings.

## **Block:**

An aggregate of land, including parcels, passages, rear lanes and alleys, bounded by streets or railroad right-of-ways. A passage, rear lane, or alley does not constitute the boundary of a Block.

## **Block Perimeter:**

The total length of the public right-of-ways along all block faces.

## **Building:**

A permanent, structure having a roof. Buildings include both habitable and un-inhabitable structures (e.g. parking structures).

## **Building Composition:**

A building's spatial arrangement of masses and architectural elements in relation to each other and the building as a whole.

## **Building Disposition:**

The placement and orientation of a building or buildings on a parcel.

## **Building Envelope:**

The maximum space a building or buildings may occupy on a parcel.

## **Building Function:**

The uses accommodated by a building and its lot.

## **Building Height:**

The vertical extent of a building measured in feet and stories, not including a raised basement or a habitable attic.

## **Building Mass:**

Part or all of a building's three dimensional bulk.

## **Building Orientation:**

The direction that the primary building facade of a building faces.

## **Building Placement:**

The location of a building on a parcel.

## **By Right Permit:**

A proposal for a building or community plan that complies with this Specific Plan and may thereby be processed administratively, without public hearing.

**Context:**

Physical surroundings, including a combination of architectural, natural and civic elements that establish a specific district, neighborhood, or block character.

**Corridor:**

The combination of all elements that characterize a roadway. This consists of all elements within the public right-of-way/ street (the vehicular realm / thoroughfare and the pedestrian realm / public frontage) as well as each adjacent property's private frontage.

**Director:**

City's Development and Engineering Services Director or his/ her designee.

**District Zone:**

An area as defined in the District Zones Map whose urban form has a unique character within the Plan Area. The range of District Zones forms the basic organizing principle for the Plan's regulations.

**District Zones Map:**

The map that designates District Zones and determines which regulations within this document apply to each property within the Plan Area.

**Driveway:**

A vehicular lane within a parcel, usually leading to a garage or parking area.

**Dwelling Unit:**

Any building or portion thereof that contains living facilities including all of the following: provisions for sleeping, a kitchen, and sanitation for not more than one household.

**Enfront:**

To be located along a frontage line.

**Entrance or Entry**

A point of pedestrian access into a building.

**Façade (streetwall, sidewall, rearwall):**

The exterior wall of a building.

**Front Entrance:**

The main point of pedestrian access into a building.

**Front Street:**

The street that a building's primary entrance is oriented towards.

**Front Street Setback:**

The distance from the back-of-sidewalk to the primary building façade along a front street.

**Front Yard:**

The area that results from a front street or side street setback.

**Frontage Coverage:**

The minimum percentage of the length of the frontage coverage zone that shall be occupied by the front façade of the primary building.

**Frontage Coverage Zone:**

The space between the minimum and maximum front street setback lines and the minimum side or side street setback lines.

**Frontage Line:**

A property line that coincides with a street public right-of-way.

**Frontage Type:**

A specific configuration of elements that define how public or private frontages may be designed.

**Guidelines:**

Principles that provide direction regarding the preferred method of addressing specified design considerations. Conformance with guidelines is recommended but not required.

**Historic Resource:**

A building, site or feature that is a local, state, or national historic landmark, or anything that is determined to be a Historic Resource under CEQA.

**House Scale:**

To be roughly equivalent in size and mass to a detached single family house.

**Human Scale:**

To have the size, height, bulk, massing, or detailing that creates a comfortable relationship to humans.

**Liner Building/Uses:**

A portion of a building, with distinct, habitable uses located along a property frontage such that it conceals the larger building behind. Typically, liner uses are located along parking garages or large format/anchor retail buildings.

**Multi-Family:**

The use of a site for two or more dwellings per building.

**Municipal Code:**

A collection of regulations that guide local government.

**Net Density (DU / Net Acre):**

The number of dwelling units per acre of land allotted for development and excluding streets, public open spaces, and other public facilities.

**Open Space:**

Land that may be used for passive or active recreation. There are a wide range of open space types including parks, plazas, landscaping, lawns and other configurations.

**Parcel:**

An area of land under single ownership.

**Parking Lot:**

A paved area, usually divided into individual spaces, intended for parking vehicles.

**Parking Structure:**

A building containing one or more levels of parking.

**Passage:**

An at-grade pedestrian connector passing between buildings, providing shortcuts through long blocks and connecting sidewalks or front yards to rear yards, parking areas, and open spaces. Passages may be roofed over.

**Path:**

A pedestrian (or bike) way traversing a park area, with landscape matching the contiguous open space.

**Plan Area:**

The land whose boundary includes all the properties that must adhere to the regulations within this document.

**Planter Strip:**

An element of the public frontage, located in between the sidewalk and the thoroughfare curb face, which accommodates landscaping, including street trees.

**Primary Building:**

A main/principal building on a lot, including parking structures and excluding accessory buildings or structures, whose streetwall is located within the frontage coverage zone.

**Primary Building Façade:**

The main/principal façade of a building that faces a front street.

**Primary Building Mass:**

The most prominent portion of the Primary Building's 3-dimensional bulk.

**Primary Entrance:**

The main/principal point of pedestrian access into a building.

**Private Frontage:**

1) The portion of a property between the back of sidewalk line and the primary building facade along any Street.

2) Portions of all primary building facades up to the top of the first or second floor, including building entrances, located along and oriented toward a street or active open space.

Physical elements of the Private Frontage include, but are not limited to a building's primary entrance treatments, setback areas and property edge treatments.

**Property:**

An individual/owner's land, including land improvements and any permanent fixtures on the land including buildings, trees and other fixtures.

**Property Line:**

The boundary that legally and geometrically demarcates a property.

**Public Frontage:**

The area between a thoroughfare curb face and the back of sidewalk line. Physical elements of the Public Frontage include, but are not limited to the type of curb, sidewalk, planter strip, street tree and streetlight.

**Public Right-Of-Way:**

For purposes of this Specific Plan, any area dedicated or subject to public fee ownership or an easement for public use for vehicular and/or pedestrian travel including, but not limited to, streets, alleys, and sidewalks.

**Public Right-Of-Way Line:**

The boundary that legally and geometrically demarcates the Public Right-Of-Way.

**Rear Yard:**

The area on private property that results from a rear yard setback.

**Rear Yard Setback:**

The distance required between a rear property line and any structure on the property.

**Regulations:**

Both standards and guidelines.

**Second Dwelling Unit:**

A separate, detached, complete housekeeping unit with kitchen, sleeping and full bathroom facilities, located on the same parcel as a Primary Building but subordinate in size.

**Services:**

Activities and, in some instances, their structural components that relate to the maintenance and basic functioning components of each land use. These activities may include, but are not limited to, trash and recycling areas and aboveground components of wet and dry utilities.

**Shopfront:**

A specific private frontage type. Shopfronts are the primary treatment for ground-level commercial uses, designed for active ground floor activities including retail, dining, personal, and other consumer services.

**Sidewalk:**

The paved area of the public frontage dedicated exclusively to pedestrian activity.

**Side Setback:**

See Side Yard Setback

**Side Street:**

A street along a corner parcel that is not a front street.

**Side Street Façade:**

The façade of a building that typically faces a side street.

**Side Street Setback:**

The distance or range of distances (expressed in both minimum and maximum) required from the back-of-sidewalk to the building façade along a side street.

**Side Yard:**

The area that results from a side yard setback.

**Side Yard Setback:**

The distance required between a side property line and any structure on the property.

**Sign:**

Any writing (including letter, word, or numeral), pictorial representation (including illustration or decoration), emblem (including device, symbol, or trademark), flag (including banners or pennants), or any other device, figure, or similar character, including its structure and component parts, which is used for, intended to be used for, or which has the effect of identifying, announcing, directing, or attracting attention for locational, advertising, or other informational purposes, including subject matter attached to, printed on, or in any other manner represented on a building or other structure or device.

**Significant:**

An important part or area, or a large quantity.

**Single Family:**

The use of a site for one dwelling within one building.

**Standards:**

Rules or provisions that specify requirements. Conformance with standards is mandatory.

**Story:**

A habitable level within a building as measured from finished floor to finished ceiling. Attics and raised basements are not considered stories for the purposes of determining building height.

**Street:**

The combination of all elements within the public right-of-way: the vehicular realm / thoroughfare and the pedestrian realm / public frontage.

**Street Type:**

A specific configuration of elements that define how streets may be designed.

**Streetscape:**

The composition and design of all elements within the public right-of-way: the vehicular realm / thoroughfare (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) and the amenities of the pedestrian realm / public frontage (sidewalks, street trees and plantings, benches, streetlights, etc.).

**Streetwall:**

The plane of a building façade that fronts upon a street, extending from the ground up to the streetwall eave line.

**Tandem Parking:**

An off-street parking arrangement where one vehicle is parked behind the other.

**Thoroughfare:**

The portion of the street between curbs that includes all vehicular lanes, including travel lanes, turn lanes, parking lanes.

**Townhouse:**

A home that is attached to one or more other houses, and which sits directly on a parcel of land that is owned by the owner of the house.

**Urban Design Concept:**

This district structure which serves as the conceptual basis for the regulations contained in Book II.

**Use (as a verb):**

To occupy property in any manner or to establish, carry out, maintain or continue any activity or development on property regardless of whether the activity or development is established, carried out, maintained or continued in a manner that utilizes buildings or structures on property.

**Zoning Ordinance:**

Land use regulation enacted by the city that define the development standards for different zones. These standards establish permitted and conditional uses and provide regulations for density, height, lot size, building placement and other development standards.