



ELLIS SPECIFIC PLAN

Tracy, California

Prepared for
The City of Tracy

Submitted by
The Surland Companies

DECEMBER 2008
Amended December 2012



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Contents

SECTION 1: INTRODUCTION

- 1.1 Vision 1
- 1.2 Assumptions, Principles, and Objectives 2
 - 1.2.1 Assumptions 2
 - 1.2.2 Guiding Principles 3
 - 1.2.3 Objectives 3
- 1.3 Project Description 4
- 1.4 Specific Plan Authorization 5
 - 1.4.1 State Authority 5
 - 1.4.2 City of Tracy Authority 5
- 1.5 Relationship to Other Plans 5
 - 1.5.1 City of Tracy General Plan 5
 - 1.5.2 City of Tracy Infrastructure Master Plans 6
 - 1.5.3 County and City Airport Plans 6
 - 1.5.4 Zoning 6
- 1.6 Plan Adoption 8
- 1.7 CEQA Compliance 8
- 1.8 How to Use the Modified Specific Plan and Pattern Book 8

SECTION 2: SITE AND CONTEXT

- 2.1 Project Location 1
- 2.2 Existing Land Use 1
- 2.3 Historic Context 4
- 2.4 Description of Site/Site Analysis 5
 - 2.4.1 Biological Considerations 5
 - 2.4.2 Cultural History 5
 - 2.4.3 Land Form 5
 - 2.4.4 Geology 5

SECTION 3: LAND USE

- 3.1 Land Use Concept 1
- 3.2 Land Use Plan 2
 - 3.2.1 General Description 2
 - 3.2.2 Residential Land Use 4
 - 3.2.3 Mixed-Use Land Uses 7
 - 3.2.4 Commercial Land Uses 7
 - 3.2.5 Public Facilities 8
- 3.3 Development Program 8
- 3.4 Phasing 9
 - 3.4.1 Description of Phases (Neighborhoods) 9
 - 3.4.2 Village Neighborhood (Phase 1) 10
 - 3.4.3 Garden Neighborhood (Phase 2) 11
 - 3.4.4 Town & Country Neighborhood (Phase 3) 12
- 3.5 General Land Use Regulations 13
 - 3.5.1 Purpose and Applicability 13
 - 3.5.2 Permitted Uses 13
 - 3.5.3 Neighborhood Center Retail 15
 - 3.5.4 Commercial Corridor Retail 15
 - 3.5.5 Civic, Quasi-Civic, and Cultural 16
 - 3.5.6 Office 16
 - 3.5.7 Lodging 16
 - 3.5.8 Residential — Live/Work 16
 - 3.5.9 Residential – Multi-Family Housing 17
 - 3.5.10 Residential – Attached Single-Family Housing 17
 - 3.5.11 Residential — Detached Single-Family Housing 17
 - 3.5.12 Limited Use 17
 - 3.5.13 Height Limits 18
 - 3.5.14 Parking/Loading/Bike Parking 19
 - 3.5.15 Underground Utilities 20
 - 3.5.16 Residential Lot Type Diversity 20
 - 3.5.17 Resource Conservation Measures 22

- 3.5.18 Sign Regulations 22
- 3.5.19 Fencing 22
- 3.5.20 Outdoor Merchandise Display or Storage 23
- 3.5.21 Special Requirements 23
- 3.5.22 Subdivision 23

SECTION 4: INFRASTRUCTURE

- 4.1 Vehicular Access 1
 - 4.1.1 Street Network and Hierarchy 2
 - 4.1.2 Regional Arterial: Lammers Road 10
 - 4.1.3 Entry Street 14
 - 4.1.4 Regional Arterial: Corral Hollow Road 16
 - 4.1.5 Entry Street 18
 - 4.1.6 Entry Street 20
 - 4.1.7 Community Street 22
 - 4.1.8 Community Street 24
 - 4.1.9 Community Street 26
 - 4.1.10 Village Center Street 28
 - 4.1.11 Neighborhood Street 30
 - 4.1.12 Neighborhood Street 32
 - 4.1.13 Neighborhood Street 34
 - 4.1.14 Neighborhood Street 36
 - 4.1.15 Neighborhood Street 38
 - 4.1.16 Neighborhood Street 40
 - 4.1.17 Lane 42
- 4.2 Pedestrian System Plan 44
- 4.3 Bicycle System Plan 46
- 4.4 Public Transportation 49
- 4.5 Parking Network 50
- 4.6 Parks Network 51
 - 4.6.1 Family Swim Center 54
 - 4.6.2 Village Green 58
 - 4.6.3 Cottage Park 59

4.6.4 Homestead Park 60

4.6.5 Central Park 61

4.6.6 Western Park 62

4.6.7 Carol's Rose Garden 63

4.6.8 The Orchard 64

4.6.9 Native Preserve 66

4.6.10 Boulder Park 68

4.6.11 Sports Park 69

4.6.12 Railroad Park 70

4.6.13 Nature Park 71

4.6.14 Butterfly Park 72

4.7 Special Landscape Features 73

4.7.1 Ellis Drive Entry at Corral Hollow Road 73

4.7.2 Middlefield Road Entry at Corral Hollow Road 76

4.7.3 Lammers Road Entry at Ellis Drive 78

4.7.4 Corral Hollow Road Streetscape at Commercial Edge 79

4.7.5 Corral Hollow Road Streetscape at Family Swim Center 79

4.7.6 Lammers Road Streetscape 80

4.7.7 Northern Edge at Commercial and Village Center 81

4.7.8 Union Pacific Railroad Edge 82

4.8 Lighting, Signage and Furnishings 83

4.8.1 Lighting 83

4.8.2 Signage 84

4.8.3 Furnishings 86

4.8.4 Streetscape Types 86

4.8.5 Street Trees 87

4.9 Utilities 91

4.9.1 Domestic Water Distribution 91

4.9.2 Wastewater Generation 91

4.9.3 Wastewater Treatment 91

4.9.4 Wastewater Conveyance 92

4.9.5 Storm Drain Peak Flow 94

4.9.6 Storm Drainage Conveyance 94

4.9.7 Stormwater Quality/Best Management Practices 96

4.9.8 Solid Waste Disposal 96

4.9.9 Energy 96

SECTION 5: INFRASTRUCTURE FUNDING AND PHASING

5.1 Introduction 1

5.2 Public Facilities Funding Sources 1

5.3 Uses Of Public Facilities Funds 2

5.4 Phasing 3

5.5 Maintenance and Operations 3

5.6 Implementation 4

SECTION 6: PLAN REVIEW

6.1 Entitlement Process 1

6.2 Subdivisions 1

6.3 Ellis Pattern Book Certification 1

6.4 Interpretation of the Modified Ellis Specific Plan 2

6.5 Minor Variations to the Modified Ellis Specific Plan or Pattern Book 3

6.6 Amendments to the ESP or Pattern Book 4

6.7 Modified Specific Plan Compliance and Enforcement 4

GLOSSARY

APPENDIX

A Ellis Pattern Book: Urban Design Associates

Section 1 Introduction



Introduction

1.1 VISION

The vision for Ellis is to create a village with a broad mix of residential housing types and densities, neighborhood parks, and an opportunity to include a Family-Oriented Swim Center (Family Swim Center) serving as a Community Park. Ellis will be a pedestrian-friendly, connected, planned development. A Village Center with commercial and office /professional uses will be located adjacent to the proposed Family Swim Center and will serve as the focal point of community activities. These uses will all be within walking distance of each other. The plan is also designed to accommodate a multimodal transit hub (Transit Center), with ACE train and Tracer bus service and commercial space in the event such a use becomes desirable and feasible. Ancillary and low-intensity commercial uses are included as well.

The Modified Ellis Specific Plan (ESP) pertains to a 321-acre parcel identified as Traditional Residential-Ellis (TR-Ellis) in the City of Tracy General Plan. The area is located between Lammers Road and Corral Hollow Road along the north side of the Union Pacific rail line.



Figure 1.1 The Vision for Ellis



Figure 1.2 View of the proposed Family Swim Center

Drawing from the City’s past and looking to the City’s future, the Ellis project represents an opportunity for the City of Tracy to bring back a piece of its history and create an integrated addition to the community based on the *Community Character Element* of the City of Tracy General Plan.

In order to achieve this vision for Ellis, the ESP establishes a context for the orderly and efficient development of the project area. The purpose of the ESP is threefold:

- To fulfill the vision, implement the principles, and meet the intent of the statistical profile for land uses for TR-Ellis set forth in the General Plan;



Figure 1.3 Pedestrian-oriented spaces create a hometown feel.

- To set forth the community character and imagery envisioned for Ellis and to define the supporting development standards and design guidelines which will be necessary to achieve the Ellis vision; and
- To incorporate the goals and objectives of the *Community Character Element* of the General Plan.

1.2 ASSUMPTIONS, PRINCIPLES, AND OBJECTIVES

A set of assumptions and principles has been identified to establish a planning context for the Modified Ellis Specific Plan. These assumptions and principles form the basis for developing project objectives, which in turn create the framework for the Modified Ellis Specific Plan.

1.2.1 Assumptions

The Modified Ellis Specific Plan has been developed based upon the following assumptions:

- The General Plan identifies the Ellis Specific Plan Area as TR-Ellis, a portion of the previously approved South Schulte Specific Plan area.
- The Modified Ellis Specific Plan will use an Revised Environmental Impact Report (Revised EIR) under CEQA as its environmental compliance.
- The development standards and design guidelines within the Modified Ellis Specific Plan (ESP) will be tailored to achieve the Ellis community vision.



Figure 1.4 View of the Ellis site

- The ESP will incorporate the goals and objectives of the *Community Character Element* of the City of Tracy General Plan which provides a vision for how development should look, feel, and function in an effort to maintain the City of Tracy’s unique character and sense of place.

1.2.2 Guiding Principles

Principles that have guided the development of the Modified Ellis Specific Plan include:

- Develop and implement the Master Plan in a way that allows Ellis to become a unique community with a distinct character and style.
- Create the Village Center area as an integrated, multi-use village center. The Village Center shall promote businesses that are small, local, and neighborhood-serving. The scale of the Village Center shall be complementary to the existing downtown of Tracy.
- Base development guidelines on the precedents found in traditional towns of northern California to ensure that Ellis becomes a place of memorable beauty and lasting urban quality.

1.2.3 Objectives

The following objectives have been identified for the project and have guided preparation of the Modified Ellis Specific Plan and its implementation program:



Figure 1.6 View of the multi-use Village Center



Figure 1.5 Front porches create a sense of community.

- Provide a mix of housing options, including single-family and multi-family dwellings, to help assure the economic feasibility of the development, provide for a mix of housing options in terms of affordability, and provide a varied urban form.
- Create a range of job and economic development opportunities for local individuals and business enterprises, particularly for residents and businesses located in the City of Tracy.
- Provide a mix of commercial, office/professional, institutional, recreational, and residential uses in close proximity, and at the maximum density feasible within ranges established by the General Plan, in order to create an appealing walkable urban environment served by transit that addresses the concepts and practices of sustainability and smart growth, especially in the Village Center.
- Create new public recreational and public open spaces.
- Utilize a variety of architectural styles for all land uses.
- Create a series of neighborhoods with a unique identity that is compatible, but distinguishable, from other areas in the City of Tracy.
- Construct a project that will maintain the Surland Companies’ strong reputation in the community for high quality development.



Figure 1.7 Landscaped, pedestrian-friendly streets create memorable places (Highland Avenue, Tracy).

1.3 PROJECT DESCRIPTION

The Ellis project creates a residential village with a Village Center and proposed Family Swim Center. The ESP includes a comprehensive land use plan for the development of approximately 321 acres. The ESP includes a mix of residential, commercial, office/professional, institutional, and recreational uses. The plan will accommodate a maximum of 2,250 residential units (minimum 1,000 units) not including secondary residential units; 60,000 square feet of retail and office use in the Village Center, 120,000 square feet of ancillary commercial uses; and, consistent with City requirements, approximately 4 acres per 1,000 people of parks. The plan consists of four basic design components: the Village Center, Family Swim Center, Neighborhoods, and Neighborhood Parks.

Village Center

The Village Center is a focal point of community activity and is designed to accommodate a mix of retail, office, and residential uses. Retail services that are envisioned will be primarily neighborhood-serving.

Family-Oriented Swim Center

The proposed Family Swim Center is a family-friendly recreation destination for the City of Tracy serving as a Community Park. The facility may include a competition pool, recreation pool, sprayground, water slide, wet play structure, lazy river, and flow rider, along with support facilities such as showers, locker rooms, and a ticket area.

Neighborhoods

The plan contains a series of compact, well-organized, pedestrian-friendly neighborhoods, linked by a comprehensive system of local streets, and pedestrian and bicycle paths. Residential areas within neighborhoods include a diverse mix of housing types.

Neighborhood Parks

Public space is fundamental to the ESP. A variety of parks serve a mix of recreational needs essential to the daily life of residents. In addition, parks serve as important spaces that organize and unite each of the residential neighborhoods.

1.4 SPECIFIC PLAN AUTHORIZATION

1.4.1 State Authority

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

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

- The distribution, location, and extent of the uses of land within the area covered by the ESP. **(Section 3: Land Use and Section 4: Infrastructure)**
- The proposed distribution, location, and extent of major components of public and private transportation, wastewater conveyance, water drainage, solid waste disposal, energy, and other essential facilities needed to support the land uses proposed in the ESP. **(Section 4: Infrastructure)**
- Standards and Criteria by which development will proceed and standards of conservation, development, and utilization of natural resources. **(Section 3: Land Use and Appendix A: Ellis Pattern Book)**
- A program of implementation measures including development regulation, capital improvements, public works projects, and financing measures. **(Section 3: Land Use and Section 5: Infrastructure Funding and Phasing)**

The Modified Ellis Specific Plan has one appendix:

- **Appendix A**
Ellis Pattern Book: Urban Design Associates

1.4.2 City of Tracy Authority

Under Section 10.20.010 Authority for Specific Plans of the Tracy Municipal Code under the California Planning and Zoning Law, the City Council is authorized to prepare, adopt and implement a Specific Plan for any area covered by the City of Tracy General Plan. (Gov't Code 65450 and following. This includes areas within the City boundaries, the City's sphere of influence, or the General

Plan planning area. (Ord. No. 1126, § 1, 11-18-2008) ... As set forth in the General Plan, the Modified Ellis Specific Plan's General Plan designation is TR-Ellis. "The Traditional Residential-Ellis (TR-Ellis) designation applies to the Modified Ellis Specific Plan, which is located at the northwest corner of Corral Hollow and Linne Road, and consists of Traditional Residential and Commercial land uses for up to 2,250 residential units, including parks and a potential family-oriented swim center.

1.5 RELATIONSHIP TO OTHER PLANS

As set forth in greater detail herein, this Modified Specific Plan fulfills the goals, objectives, and policies of the General Plan. It is also consistent with the San Joaquin County Airport Land Use Plan, and the 1998 Master Plan for the Tracy Municipal Airport. The Modified Specific Plan contains considerable detail related to the regulations and guidelines required to implement the vision of a new community at Ellis.

1.5.1 City of Tracy General Plan

The General Plan was adopted by the City Council in July 2006 and amended in February 2011. The Traditional Residential-Ellis (TR-Ellis) Designation covers approximately 287 gross acres and shall include between 1,000 and 2,250 total residential units, for an overall site density of between 4 and 9 units per gross acre in accordance with the General Plan. In a departure from the previous General Plan adopted in 1993, the General Plan envisions that the City will preserve its 'hometown feel' by creating residential neighborhoods with a sense of place that are diverse, attractive, safe, walkable, and affordable. In pursuit of this vision, the updated General Plan contains an extensive *Community Character Element*. It is a primary objective of the Modified Specific Plan not only to comply with the General Plan, but also to become a project for the implementation of the General Plan with its *Community Character Element*.

As noted in Section 1.1, one of the purposes of the ESP is to fulfill the vision, implement the principles, and comply with the criteria for land uses for TR-Ellis set forth in the General Plan.

The General Plan states that the TR-Ellis Designation is to provide guidance regarding the vision and mix of land uses while allowing flexibility in the location of land uses to provide for the mixing of housing.

The ESP residential land use designations are consistent with the General Plan land use designations. The Traditional Residential-Ellis (TR-Ellis) Designation covers approximately 287 gross acres and includes between 1,000 and 2,250 total residential units, for an overall site density of between 4 and 9 units per gross acre in accordance with the General Plan. The ESP includes a Village Center as outlined in the General Plan and provides for the required park acreage.

1.5.2 City of Tracy Infrastructure Master Plans

The City is in the process of updating its master plans for water, wastewater, storm water, and roads to be consistent with, and to implement, the General Plan. The Modified Specific Plan implementation includes a Finance and Implementation Plan (FIP) that establishes the project's fair share of development impact fees, and addresses the infrastructure needs of the Ellis community in such a manner as to correspond to the infrastructure master plans under development to the extent practicable. Because the Modified Specific Plan was developed prior to the new infrastructure master plans, the proponents of this Modified Specific Plan worked closely with the City to ensure that the Modified Specific Plan's implementation would be incorporated in the baseline assumptions of the infrastructure master plans under development.

1.5.3 County and City Airport Plans

The Tracy Municipal Airport is located to the southeast of the Ellis community. Land uses within certain zones in the vicinity of the airport are regulated by the San Joaquin County Airport Land Use Commission

(ALUC). The San Joaquin Council of Governments serves as the ALUC and has adopted the San Joaquin County Airport Land Use Plan, the latest version of which was adopted in 2009. In 1998, the City of Tracy adopted the Master Plan for the Tracy Municipal Airport (Tracy Airport Master Plan).

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

1.5.4 Zoning

This document serves as the zoning document for the property contemplated within the ESP area.

MODIFIED ELLIS SPECIFIC PLAN ZONING SUMMARY			
LAND USE DESIGNATION	GROSS ACRES	UNITS /GROSS ACRES***	RANGE OF UNITS ALLOWED / MAXIMUM NON-RESIDENTIAL SF
Residential Mixed*	284.7	4 to 9	1,000 to 2,250
Village Center*	5.7	0 to 9	0 to 50 units/ 60,000 sf
Commercial*	4.4	NA	40,000 sf
Limited Use*	26.2	NA	80,000 sf
Total	321		ESP includes 1,000 and maximum of 2,250 residential units ** and 180,000 SF non-residential
* ** *** Note	<p>Acres for public rights-of-way parks and special landscape features are included within Gross Acres Calculations designations</p> <p>Not including secondary residential units</p> <p>Units per gross acre is to be calculated less Swim Center, School Site, Outer Approach Zone, and Pipeline encumbered acres</p> <p>Consistent with City requirements, the ESP includes a park dedication of 4 acres per 1,000 people. Ellis will feature 3 park acres per 1,000 population generated of Neighborhood Parks and 1 park acre per 1,000 population generated of Community Parks (4 park acres per 1,000 population generated total).</p>		

Table 1.1 ESP Zoning Summary

1.6 PLAN ADOPTION

This Modified Specific Plan is intended to be adopted by City Council as an ordinance of the City of Tracy establishing a Specific Plan Zone over the Ellis Specific Plan Area. Specific Plan zoning is authorized by California Government Code Sections 65450 et seq. and Section 10.20, Specific Plans, of the Tracy Municipal Code provides for Specific Plan zoning. Upon adoption of the Modified Specific Plan, the Plan Area will be located within the sphere of influence of the City, but outside of the City boundaries. The Specific Plan zoning will therefore constitute ‘pre-zoning’ within the meaning of Section 10.20.040 of the Tracy Municipal Code and will automatically become the zoning of the property upon annexation of the Ellis Specific Plan Area to the City.

1.7 CEQA COMPLIANCE

Adoption or amendment of a specific plan constitutes a project under the California Environmental Quality Act (CEQA). An Revised Environmental Impact Report (Revised EIR) was prepared in accordance with CEQA to analyze the potential environmental impacts of the proposed Ellis development. The Revised EIR was prepared in conjunction with the development of the Modified Specific Plan, and mitigation measures were incorporated into the Plan as potential impacts were identified. The Revised EIR addresses the environmental impacts associated with the Modified Specific Plan, the development of specified off-site infrastructure facilities, the adoption of a General Plan amendment, annexation of the Ellis Specific Plan Area into the City, construction of the project, and the impacts of the built-out community. The project site, its background, and details of the project are described within the body of this Modified Specific Plan.

1.8 HOW TO USE THE MODIFIED SPECIFIC PLAN AND PATTERN BOOK

Upon adoption, the Modified Specific Plan will serve as a regulatory tool in the development of Ellis. It is a document to be used by designers, developers, builders, planners, and regulators. The Modified Specific Plan incorporates a Pattern Book (Appendix A) that sets forth standards for the development of buildings on lots. Together, the Modified Specific Plan with the Pattern Book comprise the administrative document governing the development of the Ellis community. The body of the Modified Specific Plan generally governs horizontal development of lots with their land uses, parks, public landscaping, roads, and utilities; the Pattern Book generally governs the vertical development on established lots, including the placement of buildings on lots and the exterior architecture of buildings. Section 6: Plan Review describes the process of developing the Ellis community using the Modified Specific Plan and the Pattern Book, from site design through building permit.

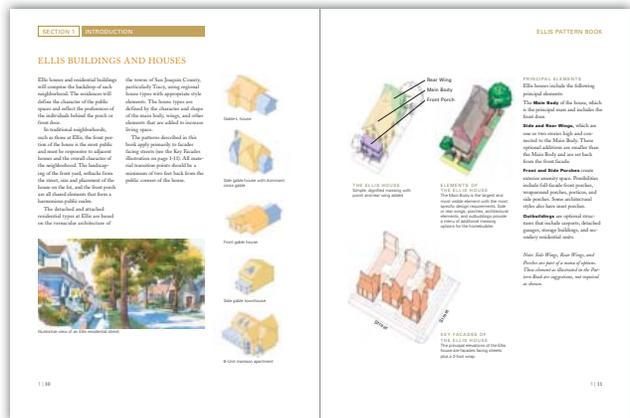


Figure 1.8 Example page from the Ellis Pattern Book (Appendix A)

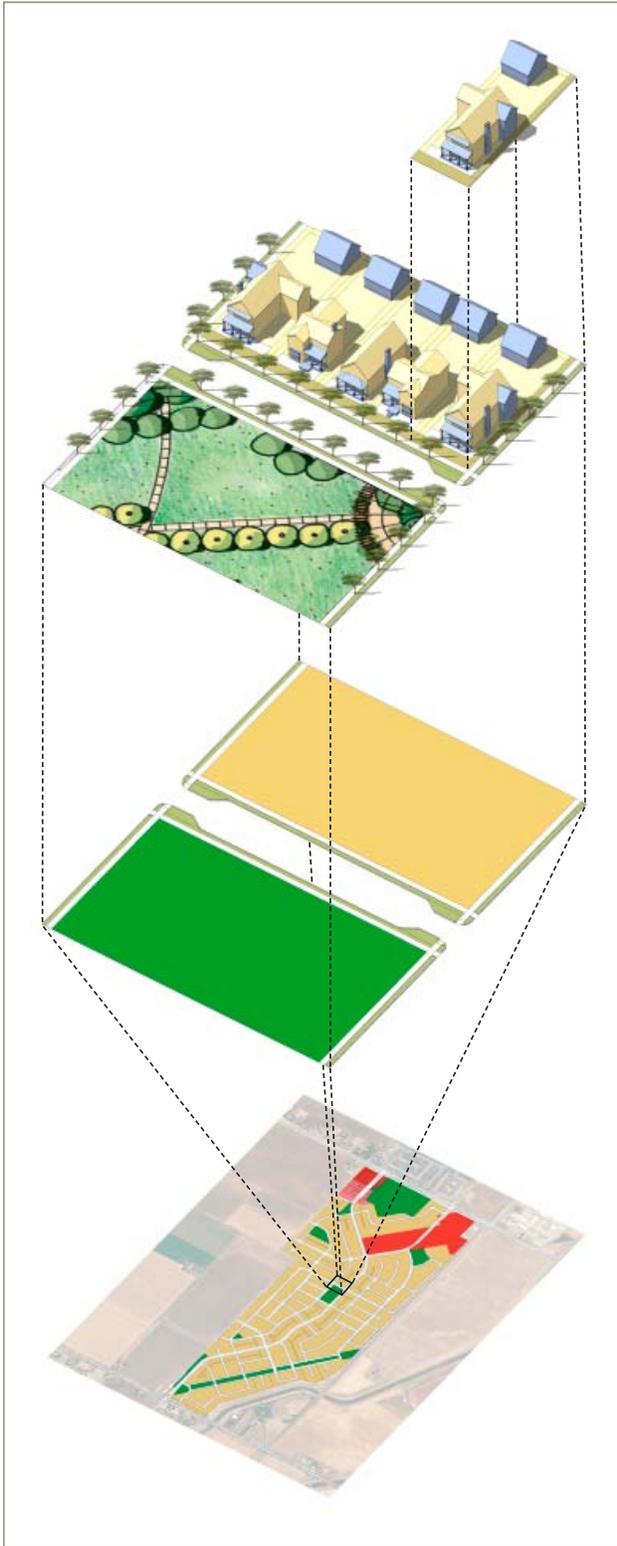


Figure 1.9 From House to Community

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Section 2

Site and Context



Photo: Images of America: Tracy

Site and Context

2.1 PROJECT LOCATION

In the general vicinity of a former railroad village, the Modified Ellis Specific Plan (ESP) consists of a 321-acre portion of the former South Schulte Specific Plan area. The Ellis Specific Plan Area is bounded by agricultural land on the north, the Union Pacific Railroad on the south, the Delta Mendota Canal to the southwest, Corral Hollow Road on the east, and Lammers Road on the west. The area was originally settled by railroad workers but has been uninhabited for approximately 130 years since the coaling station that gave rise to the village closed in 1878.

Ellis is situated 60 miles east of San Francisco in the heart of California’s Northern San Joaquin Valley. Ellis is adjacent to and contiguous with the Edgewood development within the City of Tracy.

2.2 EXISTING LAND USE

The proposed Ellis Specific Plan Area, defined in the City of Tracy General Plan as TR-Ellis, is partly in agricultural use and largely underdeveloped. A residence and a small tree nursery are located within the site. The parcel is accessible from Lammers Road to the west, which currently dead-ends just north of the Delta Mendota Canal, and Corral Hollow Road to the east.



Figure 2.1 Location Map

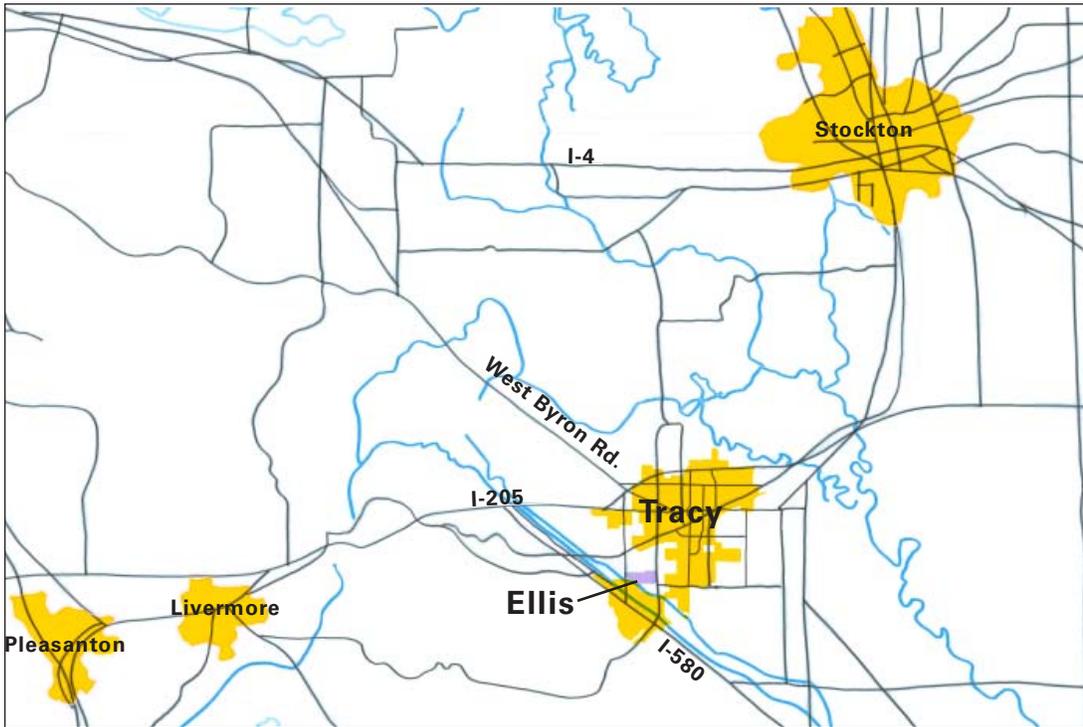


Figure 2.2 Regional Map

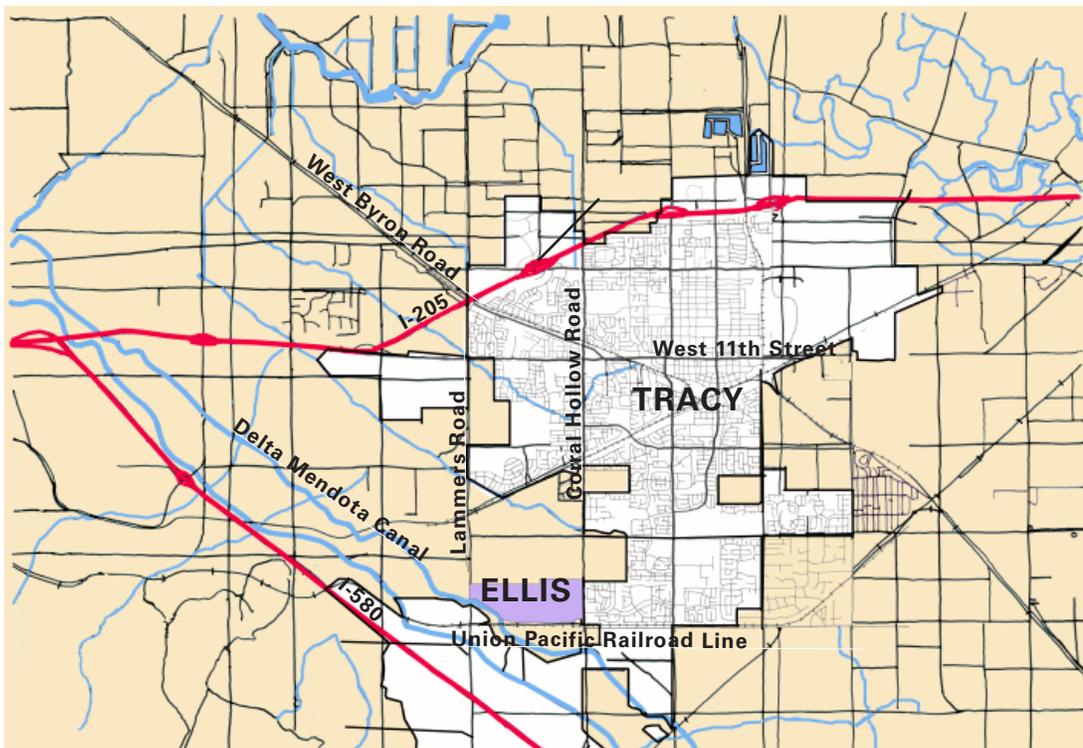


Figure 2.3 Vicinity Map



Figure 2.4 Ellis Specific Plan Area

Ellis is situated on relatively flat, underutilized lands just north of the Coastal Range, in the heart of the Northern San Joaquin Valley. The parcel is proximate to the interstate highway system, with direct access to San Jose, San Francisco, Stockton, and Los Angeles. An MCI Telecommunications facility (switching station) is located adjacent to the southeastern corner of the Plan Area. Edgewood, a residential development,

is located east of (adjacent to) the Ellis Specific Plan Area, across Corral Hollow Road. West of the Plan Area, across Lammers Road, the area is characterized by very low-density residential development. South of Linne Road and east of Corral Hollow Road, there are aggregate mining and concrete production operations. The Tracy Municipal Airport is located to the southwest.



Photo: Images of America: Tracy

Figure 2.5 Photo of the Independent Order of Odd Fellows, the first fraternal organization in the area, established in September 1870.

2.3 HISTORIC CONTEXT

Ellis was settled in approximately 1850 following the establishment of a rail line that ran from Sacramento, through the City of Stockton, the present City of Tracy, over the Altamont Pass, through the Niles Canyon, and then by ferry service to San Francisco.

Due to the volume of business being handled on the rail line, a coaling station was established at the foot of the grade rising to the Altamont Pass that passed through the Livermore Hills. The new station was called Ellis. Ellis became home to telegraph operators, railroad employees and their families, and consisted of about forty buildings by 1870. The new residents of Ellis quickly established several social organizations and religious congregations.

The settlement of Ellis was brief, however. In 1878, construction began on a new rail line from Oakland,

through Port Costa and Martinez, to connect with the Central Pacific Railroad east of the Livermore Hills. The connection between the two railroads was located at a point three miles east of Ellis, where the Tracy station began to develop. The railroad owners saw no need to keep open the coaling station in Ellis. Some of the families moved back to Lathrop while others moved toward the new station at Tracy, the new town. Along with the families, many of the buildings from Ellis were moved to Tracy. The schools, social organizations, and religious congregations that the residents of Ellis had established continued to exist and grow in Tracy as well. Upon the demise of Ellis, Tracy became the new center of Tulare Township.

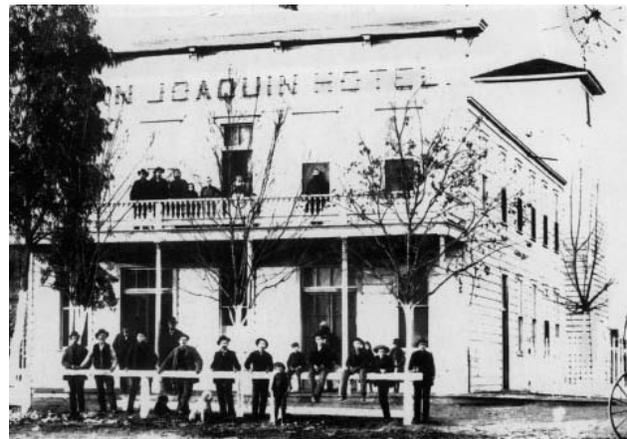


Photo: Images of America: Tracy

Figure 2.7 The San Joaquin Hotel moved from site vicinity to Tracy.



Photo: Images of America: Tracy

Figure 2.6 Willow Schoolhouse opened in the Ellis District in 1867.



Photo: Images of America: Tracy

Figure 2.8 Fabian and Co. was one of the first businesses near Ellis.

Unfortunately, a series of devastating fires destroyed most of the buildings moved from the original coaling station to the new town. Some historical photos exist of several of the original buildings moved from Ellis to their new site in Tracy. Among these were a schoolhouse, three hotels, and a few small businesses. Even though the original site of Ellis is barren now, its short-lived history was the beginning of a longer history for the City of Tracy.

2.4 DESCRIPTION OF SITE /SITE ANALYSIS

2.4.1 Biological Considerations

The Ellis Specific Plan Area falls within the purview of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) developed by the San Joaquin Council of Governments.

The developer will work with the City to implement the SJMSCP as it relates to the Ellis Specific Plan Area. There are no wetlands within the ESP boundary. A Phase I Assessment has been completed and no environmental contamination was found.

2.4.2 Cultural History

The first inhabitants of the San Joaquin Valley were Native Americans. Like other native Californians, the Yokuts were displaced by settlers that came with the development associated with railroad construction throughout California.

2.4.3 Land Form

The site is partially bounded to the south by the Delta Mendota Canal, which supplies water to the Central Valley. The site area is currently characterized by open fields on a relatively flat agricultural plain. The Union Pacific Railroad is elevated at the southwest corner of the site.

2.4.4 Geology

Ellis is located within the relatively monolithic Central Valley geologic region, which is dominated by Cenozoic nonmarine (continental) sedimentary rocks and alluvial deposits. The entire County of San Joaquin is excluded from the fault zones identified under the Alquist-Priolo Earthquake Fault Zone Act and the entire northern portion of the Central Valley is generally outside of any region of significant seismic activity.

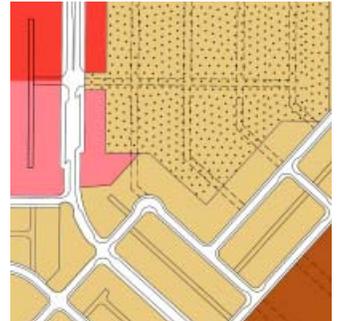


Photo: Images of America: Tracy

Figure 2.9 Castle Hotel moved from the Ellis vicinity to Tracy in 1878.

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Section 3 Land Use



Land Use

3.1 LAND USE CONCEPT

The proposed project is a comprehensive land use plan (Specific Plan per Government Code Section 65450 et seq.) for the development of approximately 321 acres defined in the City of Tracy General Plan as TR-Ellis (Figure 3.2). The ESP includes a broad mix of residential housing types and densities, neighborhood parks, a Village Center, ancillary and low intensity commercial uses, and an opportunity to include a Family-Oriented Swim Center (Family Swim Center) serving as a Community Park. A multimodal transit hub (Transit Center), with ACE train and Tracer bus service will be incorporated in the event such a use becomes desirable and feasible.

The plan will accommodate a minimum of 1,000 to a maximum of 2,250 residential units, not including secondary residential units; 180,000 square feet of retail, office, and other commercial uses; and, consistent with City requirements, 4 acres per 1,000 people of parks.

The ESP includes 1,000 to 2,250 residences (as noted above) to be built on 321 gross acres. The overall site density will be between 4 and 9 units per gross acre.

Three residential neighborhoods, the Village Neighborhood, Garden Neighborhood, and Town & Country Neighborhood, will comprise Ellis (Figure 3.3). Each neighborhood will have its own distinct sense of place, reinforcing the General Plan goal of creating a hometown feel. All neighborhoods will have a grid of pedestrian-scaled streets. A system of neighborhood parks will be integrated into the residential street grid.

Blocks are sized to support a mix of housing types all designed to meet a wide range of income and family needs. When completed, the three neighborhoods will include a spectrum of housing opportunities. Each of the three residential neighborhoods will feature neighborhood-scale parks to serve as central greens.



Figure 3.1 The Ellis Village Center

The community will be constructed using traditional neighborhood design principles, creating a pedestrian-friendly network of streets and parks. In certain cases, garages will be kept off the street and will be accessed by way of rear driving lanes, also known as alleys. The architecture of all buildings will represent a number of residential styles historically popular in the Tracy region.

The Ellis Pattern Book (architectural and site design guidelines) was created to guide the design of all buildings (see Appendix A). This document calls for a mix of regional vernacular architectural styles such as: Craftsman, Farmhouse Victorian, Colonial Revival, European Country, Mediterranean Revival, and Spanish Colonial.

A system of parks will provide the community with both active and passive recreation opportunities. Generally, parks range in character from urban to rural, and in use from active to passive. These amenities vary in scale and are designed to provide a sense of place, providing each neighborhood with a central focus.

All of the streets will be publicly owned and maintained. These streets will be built to the standards established by the ESP.

Table 3.1 on page 6 of this section provides a summary of the proposed land use designations at Ellis.

3.2 LAND USE PLAN

3.2.1 General Description

The General Plan Land Use Designation for the residential uses in the ESP area is Traditional Residential-Ellis (TR-Ellis), depicted in the General Plan Land Use Designations (Figure 3.4). The ESP Zoning Summary (Figure 3.6) illustrates the general location and relationship of all the primary land use areas. This Land Use Designations diagram will serve as the main reference and guideline for all future planning work and implementation activities in the Specific Plan Area.

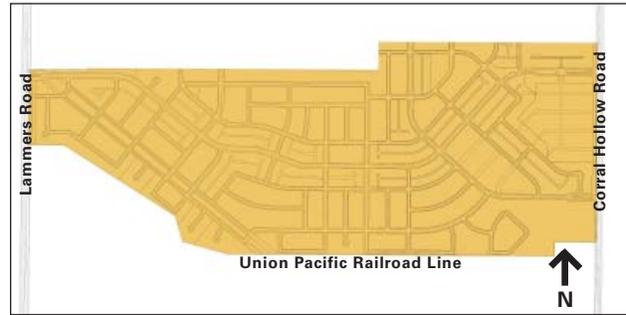


Figure 3.2 Ellis Property Boundary, 321 Acres

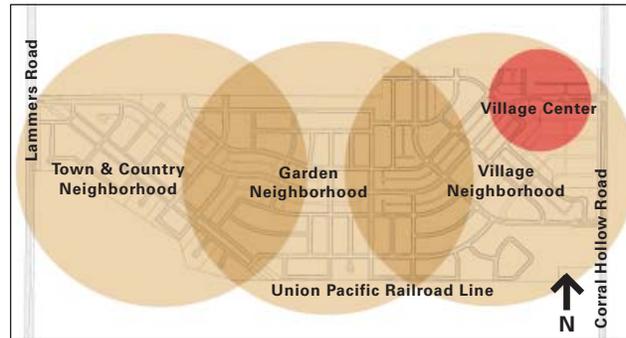


Figure 3.3 Ellis' three neighborhoods and Village Center

The Modified Specific Plan proposes a residential community that will provide a wide variety of housing types and lifestyle choices. Residential is the predominant land use. The residential land uses will be supported by parks, commercial uses, and a mixed-use Village Center.

All residential units are planned at a low to high density to facilitate the construction of many relatively affordable housing types.

The highest density units will be located near the Village Center, neighborhood parks, and possibly to the east and south edges of the community. Low- and moderate-density units will be located throughout the neighborhoods.

The Modified Specific Plan and the Pattern Book provide the development regulations for Ellis. Development topics not covered by the Modified Specific Plan or the Pattern Book are regulated by Title 10 of the Tracy Municipal Code (TMC) or other City standards as applicable (See Section 6.7 of the ESP).

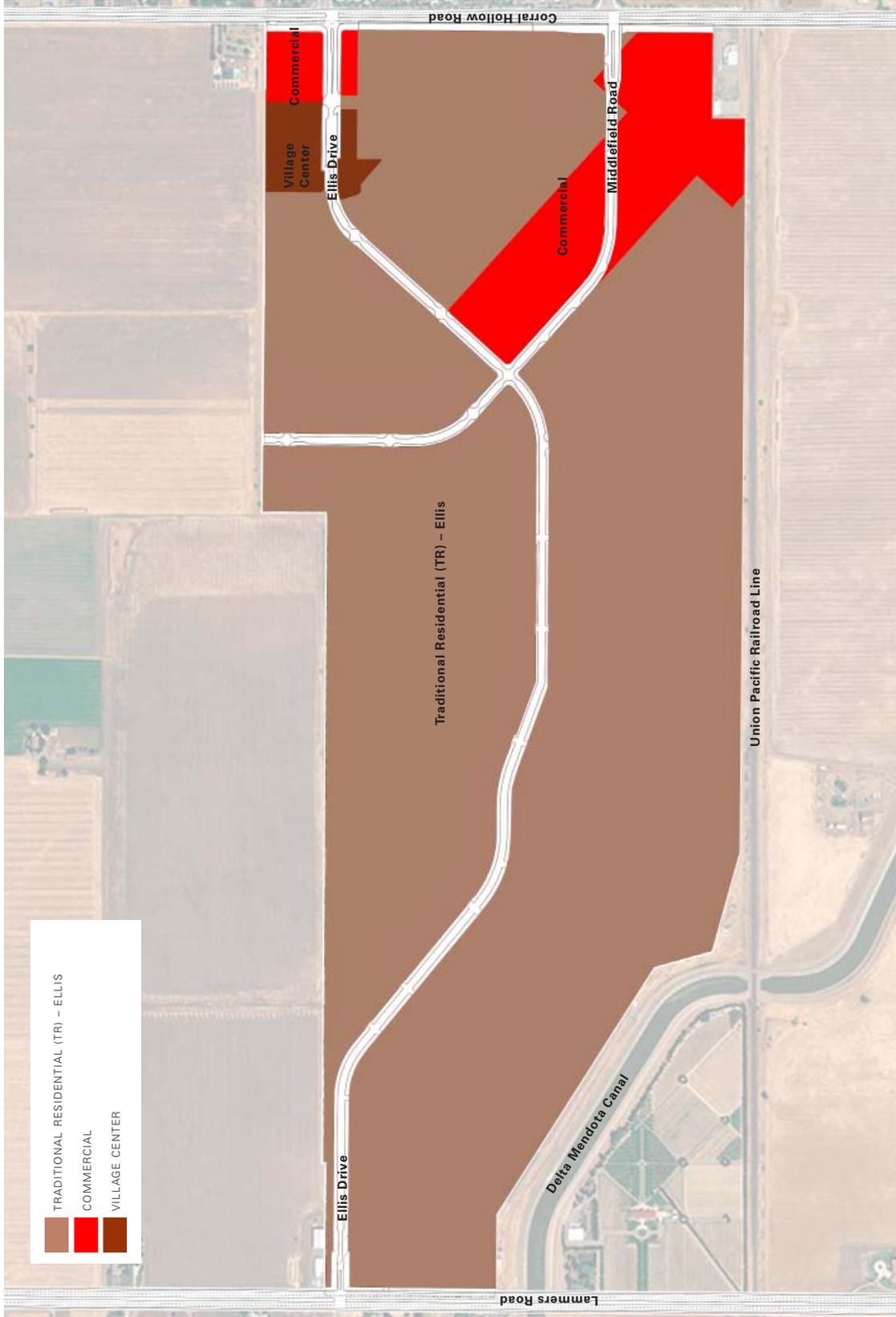


Figure 3.4 General Plan Land Use Designations



Figure 3.5 Illustration of Ellis neighborhood

3.2.2 Residential Land Use

The goal of the mixing residential densities is to provide a range of housing choices to the residents of Tracy. The Ellis community will be characterized by three residential neighborhoods that are all in proximity to the Village Center: the Village Neighborhood, Garden Neighborhood, and Town & Country Neighborhood. The Village Center will be built out over time in response to market demand.

The primary Residential Land Use Designation for Ellis is Traditional Residential–Ellis (TR-Ellis). Per the General Plan, TR areas consist of a mix of residential densities and housing types reminiscent of traditional neighborhoods, ranging from single-family detached housing to attached medium and high density housing types, sometimes adjacent to (or above) retail, commercial, or other compatible uses. TR allows a mix of a wider range of housing types, lot sizes, and density ranges compared with typical Residential Very Low (RVL), Residential Low (RL), Residential Medium (RM), and Residential High. The primary zoning for Ellis is Residential Mixed. Consistent with TR-Ellis, Residential Mixed requires lot types to be intermixed. The resulting community character will project a “hometown feel”, including moderate building setbacks, variety in house size, sitting porches, and a mix of architectural styles. Lot types range from higher density mansion apartments to lower density 100 foot wide detached single-family

lots. The exact location of each lot type shall be established at the time of Tentative Map approval, based on the mixing criteria in the ESP and Pattern Book. These mixing criteria are documented in Residential Lot Type Diversity (Section 3.5.16). Zoning standards are associated with the lot types documented in the Pattern Book.

Housing Diversity by Design

All residential land uses are planned around a concept known as ‘diversity by design.’ Diversity by design is achieved by emphasizing a variety of housing types and sizes, classic architecture in simple forms, wonderful public space, and walkable access to parks. Diversity is thus accomplished without sacrificing the kinds of amenities that today’s homebuyers and renters desire.

Blocks in Ellis are sized to support a mix of housing types all designed to meet a wide range of income and family needs. When completed, Ellis will have a spectrum of housing opportunities.

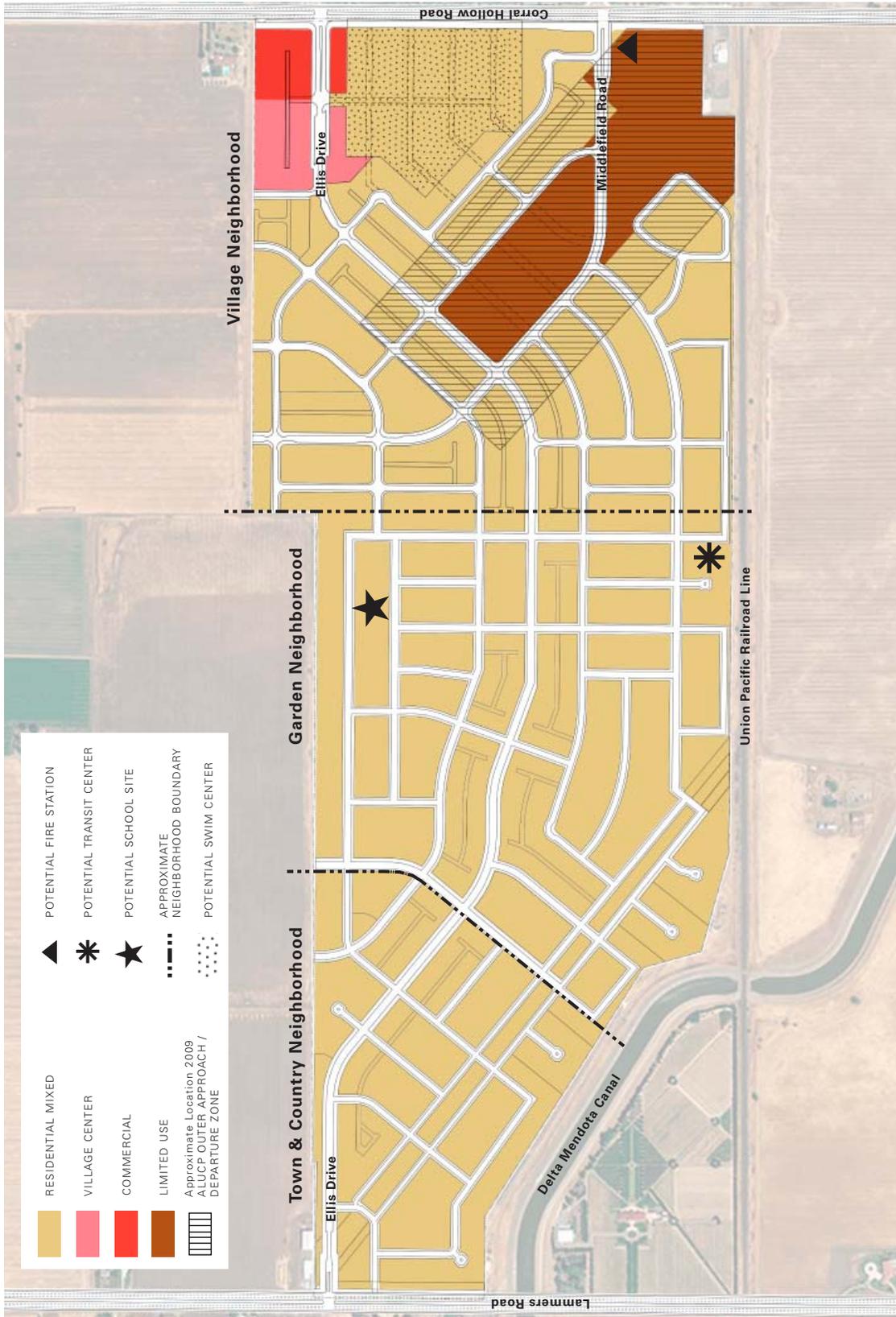


Figure 3.6 ESP Zoning Summary
 Note 1: Pursuant to the City of Tracy General Plan, parks and special landscape features are allowed within residential land use designations. The precise location of such facilities will be determined upon approval of detailed plans. For an illustration showing the approximate location of parks and special landscape features, see Section 4, Figure 4.49.
 Note 2: Pursuant to the City of Tracy General Plan, lanes are allowed within residential land use designations. The precise location of such facilities will be determined upon the approval of detailed plans. Diagrams in the ESP are illustrative and not intended to indicate the percent or location of lane loaded lots. In general, lanes are encouraged parallel to higher traffic interior streets and along view corridors.

MODIFIED ELLIS SPECIFIC PLAN ZONING SUMMARY			
LAND USE DESIGNATION	GROSS ACRES	UNITS /GROSS ACRES***	RANGE OF UNITS ALLOWED / MAXIMUM NON-RESIDENTIAL SF
 Residential Mixed*	284.7	4 to 9	1,000 to 2,250
 Village Center*	5.7	0 to 9	0 to 50 units/ 60,000 sf
 Commercial*	4.4	NA	40,000 sf
 Limited Use*	26.2	NA	80,000 sf
Total	321		ESP includes 1,000 and maximum of 2,250 residential units ** and 180,000 SF non-residential
<p>* Acres for public rights-of-way parks and special landscape features are included within Gross Acres Calculations designations</p> <p>** Not including secondary residential units</p> <p>*** Units per gross acre is to be calculated less Swim Center, School Site, Outer Approach Zone, and Pipeline encumbered acres</p> <p>Note Consistent with City requirements, the ESP includes a park dedication of 4 acres per 1,000 people. Ellis will feature 3 park acres per 1,000 population generated of Neighborhood Parks and 1 park acre per 1,000 population generated of Community Parks (4 park acres per 1,000 population generated total).</p>			

Table 3.1 ESP Zoning Summary

3.2.3 Mixed-Use Land Uses

Village Center (VC)

Permitted uses for the Village Center are described in Section 3.5.2 and listed in Table 3.3. The plan will accommodate up to 60,000 square feet of non-residential uses in the Village Center, as well as up to 50 high-density residential units, possibly in a mixed-use configuration with residential over commercial. Residential units in the Village Center may be apartments, townhouses, condominiums, and/or live/work units.

Access to the Village Center for most vehicles will be by way of Ellis Drive. Visitor parking will be on-street and behind shops and connected to Ellis Drive via pathways. Sidewalks will link the Village Center directly to adjacent residential neighborhoods and the bikeway network.

Live/work units may be located within the Village Center. The live/work building type is designed to accommodate residential space above ground-floor, non-residential uses. Ground-floor live/work uses at Ellis may include artist studios, offices, and/or retail space (see Section 3.5.2 Permitted Uses).



Figure 3.7 Illustration of the Village Center

3.2.4 Commercial Land Uses

Commercial (C)

The northeast corner of the Plan Area is designated for up to 40,000 square feet of commercial uses. A full list of Permitted Uses for this land use may be found under General Land Use Regulations (Section 3.5).

Limited Use (LU)

The Limited Use designation is intended to allow for up to 80,000 square feet of development within the Tracy Airport Outer Approach/Departure Zone. Uses are restricted to low-intensity active recreation (e.g., jogging trails), agricultural production and sales (with restrictions on gathering), and construction business, nurseries, recreational vehicle and boat storage, personal storage units, and art studios (with restrictions on gathering). See Section 3.5.2 Permitted Uses.



Figure 3.8 Illustrative Plan of the Village Center

3.2.5 Public Facilities

A minimum of 4 acres per 1,000 people will be dedicated to public use as parks (see Table 3.1). A description of all of the public facilities, public uses, and associated land use designations for Ellis follows.

POLICE: The Tracy Police Department will serve Ellis.

FIRE: The South County Fire Authority will serve Ellis.

TRANSIT CENTER: The ACE Train and Tracer bus service may serve Ellis via a multimodal transit hub. The ESP includes a potential 5-acre site along the existing rail line, approximately halfway between Corral Hollow and Lammers Roads within the TR-Ellis area. Uses on this site would include a train stop, bus transfer stop, and commuter parking spaces sufficient to serve the transportation uses.

SCHOOLS: The Jefferson School District and Tracy Unified School District are responsible for providing elementary schools for the residents of Ellis. The construction of a new elementary school may be necessary to serve the residents of Ellis. If the District determines that an elementary school in the Ellis area is necessary, Ellis will provide a potential 12- to 16-acre site for purchase by the District within the ESP boundary.

PARKS (P): A portion of the ESP Area is reserved for parks. Consistent with City requirements, the ESP includes a park dedication of 4 acres per 1,000 people. Ellis will feature 3 park acres per 1,000 population generated of Neighborhood Parks and 1 park acre per 1,000 population generated of Community Parks (4 park acres per 1,000 population generated total). The Family Swim Center will be used as credit for the Community Park requirement if built.

The park system is designed to serve a broad cross-section of residents by providing a diverse mix of active and passive recreational opportunities. It is also designed to be in compliance with the City of Tracy General Plan requirements and State of California's Quimby Act.

The proposed Family Swim Center is an allowable use in Residential Mixed. Uses in the Family Swim Center may include a competition swimming pool, recreation pool, wet play structures, recreational rivers, and support facilities.

Neighborhood parks are also an allowable use in Residential Mixed. Figure 4.55 shows an illustrative distribution of neighborhood parks. The precise location of such facilities will be determined upon submittal of detailed plans.

For illustrative descriptions of the parks, see Section 4.6 Parks Network.

3.3 DEVELOPMENT PROGRAM

As stated previously in this chapter, the development program consists of a mix of uses including commercial, residential, parks, and public uses. In addition to the land use allocations presented earlier, this subsection contains a detailed breakdown of the mix of housing densities proposed for Ellis. Ranges of densities are provided in each land use category in order to ensure flexibility in designing and subdividing individual neighborhoods. The minimum number of residential units in Ellis shall not be lower than 1,000 and shall not exceed 2,250 units. This maximum does not include secondary residential units.

Housing Program

Table 3.2 contains the proposed Approximate Housing Mix Program for Ellis. This mix is intended to appeal to a broad spectrum of current and prospective residents of the area, at various income levels.

Non-Residential Program

Table 3.2 also contains the Non-Residential Program. The planned mix includes a blend of neighborhood-oriented retail and commercial uses.

3.4 PHASING

3.4.1 Description of Phases (Neighborhoods)
 The Ellis Specific Plan Area is divided into three neighborhoods defined by density, intensity, and character. The neighborhood boundaries, development ideas, and land uses are summarized in this section. In general, each neighborhood approximately represents a phase of development. Development is expected to begin in the respective neighborhoods in the order indicated, but the build-out of the neighborhoods is expected to overlap significantly. The Ellis Pattern Book (Appendix A) provides development standards and design guidance. The neighborhoods described in this section are subject to future refinements as detailed development plans are finalized.

APPROXIMATE HOUSING MIX PROGRAM	
LAND USE DESIGNATION	NO. OF UNITS ALLOWED
Residential Mixed	1,000 to 2,250
Village Center	0 to 50
Total	2,250 maximum
NON-RESIDENTIAL SQUARE FOOTAGE	
LAND USE DESIGNATION	MAXIMUM SQUARE FOOTAGE
Village Center	60,000 sf
Commercial	40,000 sf
Limited Use	80,000 sf
Total	180,000 sf

Table 3.2 Housing Program/Non-Residential Square Footage

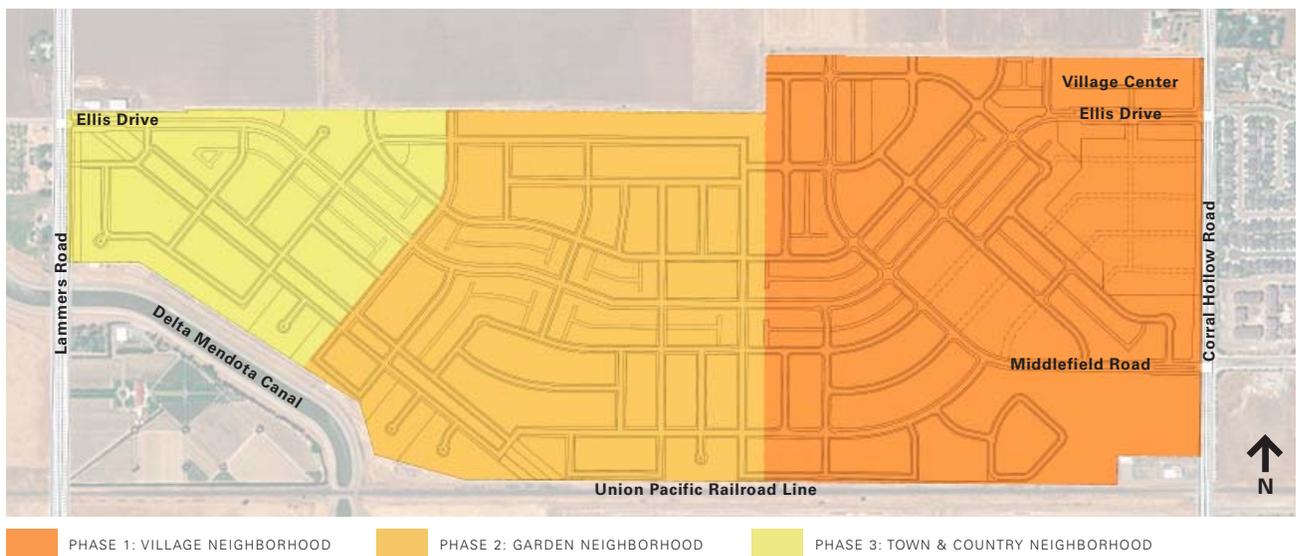


Figure 3.9 Illustrative Phasing Diagram



Figure 3.10 Illustrative View of Village Center



Figure 3.11 Illustrative View of the Village Neighborhood

3.4.2 Village Neighborhood (Phase 1)

General Description

The Village Neighborhood will include the land in the eastern portion of the Plan Area. Phase 1 is adjacent to Corral Hollow Road to the east, the railroad line to the south, Phase 2 to the west, and agricultural land to the north.

The commercial program will be built out over time in response to market demand.

Land Use

This section of the community will contain a mix of uses. The Modified Specific Plan will accommodate up to 60,000 square feet of non-residential space in pedestrian-oriented main street buildings in the Village Center.

Housing in the Village Center may occur in attached and detached unit types and/or mixed-use or live/work buildings.

The Village Neighborhood may also contain the Family Swim Center. Public parks will be the primary gathering places for Ellis residents and the citizens of Tracy. They will serve as a venue for hosting competitions, community events, concerts, and festivals. Defining elements of the neighborhood include:

- Family Swim Center
- Neighborhood retail
- A mix of residential uses
- Neighborhood parks
- Minimal building setbacks



Figure 3.12 Village Neighborhood (Phase 1)



Figure 3.13 Illustrative View of the Garden Neighborhood

3.4.3 Garden Neighborhood (Phase 2)

General Description

The Garden Neighborhood will be located in the central portion of the Plan Area. This Phase is adjacent to the Union Pacific Railroad line to the south and agricultural land to the north.

Land Use

The Garden Neighborhood will include a mix of single-family detached and possibly attached unit types. Units will be organized around a series of centrally-located neighborhood parks and connected to the Village Center by community and neighborhood streets, sidewalks, and paths. Supporting uses will include both active and passive recreational uses.

Primary access to the neighborhood will be from the main east-west Community Streets. These streets provide direct connections to Lammers and Corral Hollow Roads. Defining elements of the neighborhood include:

- Interconnected street network
- A mix of housing types and lot sizes
- Moderate building setbacks
- Themed neighborhood parks



Figure 3.14 Town & Country Neighborhood (Phase 2)



Figure 3.15 Illustrative View of Town & Country Neighborhood

3.4.4 Town & Country Neighborhood (Phase 3)

General Description

The Town & Country Neighborhood will be located in the western portion of the Plan Area. Phase 3 is defined by Lammers Road to the west, agricultural land to the north, Phase 2 to the east, and the Delta Mendota Canal to the south.

Land Use

The Town & Country Neighborhood is unique in the sense that it provides a transition of density from the Garden Neighborhood to off-site, low-density residential and agricultural uses. It will include detached unit types. Generally, this neighborhood will feature lower-density residential uses sited on, and adjacent to, a series of parks and open spaces.

Primary access to the neighborhood will be from Lammers Road. Defining elements of the neighborhood include:

- High percentage of Residential Mixed Low land use
- Quiet residential streets
- Rural landscape design

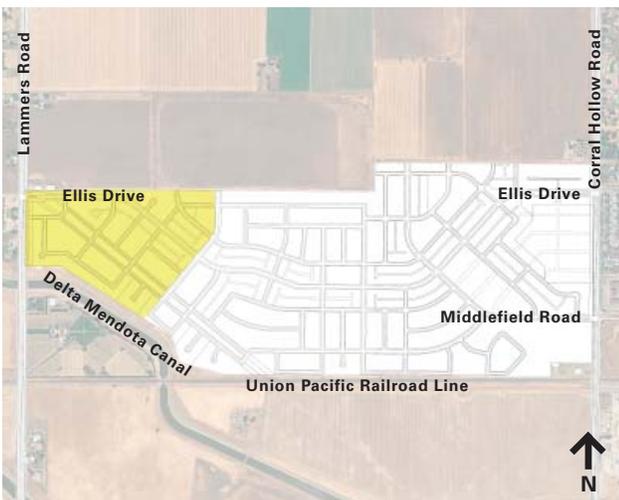


Figure 3.16 Garden Neighborhood (Phase 3)

3.5 GENERAL LAND USE REGULATIONS

3.5.1 Purpose and Applicability

The purpose of this section is to provide land use development standards that apply throughout the Ellis Specific Plan Area. The following sections describe property development standards including permitted uses, height limits, parking, underground utilities, resource conservation measures, sign regulations, fencing, and special landscape requirements. Design guidelines are included in the Ellis Pattern Book (Appendix A). All improvements shall follow the Tracy Municipal Code (TMC) unless specified herein. The permit review process however is described in ESP Section 6: Plan Review.

It is anticipated and understood that, in order to meet the objectives of the *Community Character Element* of the General Plan and fully implement the objective of a mix of housing types, there may be minor variations to both the ESP and Pattern Book as the Modified Specific Plan moves through the implementation process. Any variation other than a minor variation as determined by the Development and Engineering Services Director must receive Planning Commission and City Council review in accordance with the TMC as a Specific Plan Amendment.

3.5.2 Permitted Uses

This section sets forth the uses permitted within each of the land use designations listed below and described in Section 3.2.

For the purposes of this Modified Specific Plan, all permitted and conditionally permitted uses have been classified into Use Categories. These categories are described in Table 3.3. They include permitted and conditional uses for each category, as well as other aspects of their development such as size. All uses listed are permitted by right, except those uses specifically listed as *Conditional*. Conditional uses are defined as those which require special consideration of their impacts on the neighborhood and land uses

in the vicinity and/or of their physical organization and design. A conditional use shall obtain Conditional Use Permit (CUP) approval in accordance with the TMC.

All permitted uses are allowed either alone or in combination with any other permitted uses within a parcel. If a proposed use is not explicitly listed below, the Development and Engineering Services Director may determine the use is permitted, conditionally permitted, or prohibited, based on the purpose and intent of this Modified Specific Plan and the proposed use's similarity to the listed uses which are described on the following pages.

Use Category		Village Center	Commercial	Limited Use	Residential Mixed	Parks
1	Retail:					
	a) Neighborhood Center Retail	permitted – G	–	–	–	–
	b) Commercial Corridor Retail	–	permitted	–	–	–
2	Civic, Quasi-Civic, and Cultural	permitted	–	–	permitted	permitted
3	Office	permitted – U	–	–	–	–
4	Lodging	permitted	permitted	–	–	–
5	Residential:					
	a) Live/Work	permitted <i>(Ground-floor Residential is Conditional)</i>	–	–	–	–
	b) Multi-Family Housing with Common Entry	permitted <i>(50 DUs maximum over the entire Village Center)</i>	–	–	permitted	–
	c) Attached Single-Family Housing with Individual Entry	permitted	–	–	permitted	–
	d) Detached Single-Family Housing	–	–	–	permitted	–
6	Limited Use	–	–	permitted	–	–

Table 3.3 Permitted Uses

Legend		
- Not Permitted	G: Ground Floor Only	U: Upper Floors Only
Permitted: These elements are allowed, by right, unless otherwise specified.		
Conditional: Uses require CUP approval as specified in the TMC		

3.5.3 Neighborhood Center Retail

Permitted Uses

- 1** Neighborhood-serving retail and services for which the nearby residential neighborhoods are intended to be the primary customers, featuring smaller scale uses up to 5,000 s.f. per use, including but not limited to grocery stores, clothing stores, pharmacies, banks and financial institutions (excluding check cashing stores), hair and nail salons, beauty or barber shops, shoe repair, cafes and food sales (e.g., delicatessens, bakeries, butchers, etc.), and residential convenience uses such as book stores, florists, dry cleaners, laundromats, or business convenience uses such as copy shops or office supply.
- 2** Eating and drinking establishments, for which nearby residential neighborhoods are intended to be the primary customers, featuring small-scale uses up to 2,000 s.f. per use including the following uses:
 - a) Fast food restaurants without a drive-through
 - b) Restaurants
 - c) Beverage vendors serving coffee, smoothies, juices, and other non-alcoholic beverages
- 3** Health and exercise clubs
- 4** Business services — businesses that generate a significant amount of foot traffic, such as computer and office supply, photocopy shops, and print shops — excluding sales and storage of heavy equipment
- 5** Personal services — especially those types of services that are particularly neighborhood-oriented — including the following and similar services: travel agencies, hair and nail salons, spas, beauty or barber shops, shoe repair
- 6** Childcare facilities

Conditional Uses

- 1** Retail and services exceeding 5,000 s.f. per use.

Special Conditions

- 1** Drive-ups and drive-throughs are not permitted.

3.5.4 Commercial Corridor Retail

Permitted Uses

- 1** Everything in Neighborhood Center Retail, plus commercial sales and services up to 20,000 s.f., including the following:
 - a) Establishments selling or servicing goods such as groceries, party goods, art supplies, sporting goods, electronics or appliances, outdoor accessories, furniture, home furnishings, hardware, and home improvement stores
 - b) Commercial services such as 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, etc. Industrial uses and services are not permitted.
 - c) Print and graphics supply and service, including typesetting, graphics and art services, etc.
 - d) Warehouse retail, restaurant supply retail, and warehouse-scale buying club retail
- 2** Eating and drinking establishments, featuring medium-scale uses up to 6,500 s.f. per use including the following uses:
 - a) Drive-in/drive-through fast food restaurants
 - b) Dine-in/carry-out restaurants, including those serving alcoholic beverages
 - c) Drive-in/drive-up beverage vendors serving coffee, smoothies, juices, and other non-alcoholic beverages
 - d) Gas stations with convenience stores

3 Decorative water tower

Conditional Uses (upon granting of a CUP)

- 1** Uses featuring outdoor sales, outdoor/self storage
- 2** Uses exceeding 20,000 square feet per use

Prohibited

- 1** Permanent outdoor merchandise displays
- 2** Car dealerships/sales
- 3** Auto repair, including tires, batteries, and accessories

3.5.5 Civic, Quasi-Civic, and Cultural

Permitted Uses

- 1** Cultural and entertainment facilities including community theaters, performing arts centers, museums, and auditoriums
- 2** Libraries
- 3** Public recreation facilities, including parks and swim centers (as noted on Fig. 3.6)
- 4** Community centers, senior centers, teen centers
- 5** Childcare facilities
- 6** Social service facilities
- 7** Places of public assembly, including places of worship
- 8** Fire and police stations
- 9** Transit facilities, terminals, and stations
- 10** Educational facilities
- 11** Post office

3.5.6 Office

Permitted Uses

- 1** Business and professional offices
- 2** Data/telecommunication offices
- 3** Educational and instructional facilities

- 4** Exhibition, convention or other commercial assembly facilities

- 5** Medical and dental offices

- 6** Real estate agencies and general finance offices

- 7** Insurance agencies and tile companies

- 8** Research and development offices

- 9** Indoor veterinary clinics

3.5.7 Lodging

Permitted Uses

- 1** Hostels, hotels, motels, and bed & breakfasts

3.5.8 Residential – Live /Work

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.
- 2** Primary access from the public sidewalk to residential living space shall be provided through work space
- 3** Permitted work activities shall be classified as a business and shall be provided through work space

Conditional Uses (upon granting of a CUP)

- 1** Work activities that require hazardous assembly, including fabrication, manufacturing, and repair or processing operations such as welding and woodworking
- 2** Ground-floor residential uses in the Village Center

Special Conditions

- 1** The maximum number of employees onsite not including the owner/occupant is limited to two.

- 2 Once established, Live/Work may not be converted to a solely commercial or business use. However, Live/Work units may revert to solely residential use, subject to the granting of a CUP.

3.5.9 Residential – Multi-Family Housing (common entry)

Permitted Uses

- 1 Buildings used as a residence for multiple households where dwelling units are accessed from a common lobby entry or shared hallway
- 2 Senior residential facilities

3.5.10 Residential – Attached Single-Family Housing (individual entry)

Permitted Uses

- 1 Buildings used as a residence for multiple households where all dwelling units have a dedicated entrance accessed directly from the public sidewalk or publicly accessible open space

3.5.11 Residential – Detached Single-Family Housing

Permitted Uses

- 1 A detached building used as a residence for one household
- 2 Secondary Residential Units. The lot upon which the unit is located shall have an area of at least 4,800 square feet.

3.5.12 Limited Use

Permitted Uses

All uses permitted in the Outer Approach/Departure Zone per the 1998 Tracy Municipal Airport Master Plan and the 2009 San Joaquin County Airport Land Use Compatibility Plan (ALUCP), including outdoor/self storage (conditional approval not required).

ALUCP Outer Approach/ Departure Zone
 Defined in Section 3.1.1. (d) of the 2009 San Joaquin County Aviation System Airport Land Use Compatibility Plan (ALUCP), as Zone 4, Outer/Approach Departure Zone situated along extended runway centerline beyond Zone 3. Approaching aircraft are usually at less than traffic pattern altitude in Zone 4. Prohibited Uses and other conditions within the Outer Approach/Departure Zone are limited to those identified in Table 3A of Section 3.1.1. - of the 2009 San Joaquin County Aviation System Airport Land Use Compatibility Plan.

3.5.13 Height Limits

This section sets forth the building height limit and permitted number of stories within each of the land use designations described in Section 3.2. Ellis building height regulations are documented in Table 3.4.

BUILDING HEIGHT LIMITS			
LAND USE DESIGNATIONS	DESCRIPTION	LOT TYPE A	LOT TYPE B
RM	Residential Mixed		
	Low	2-1/2 stories	35 feet
	Medium	3 stories	40 feet
	High	3 stories	50 feet (1)
VC	Village Center	3 stories	45 feet (1)(4)
C	Commercial	2-1/2 stories	35 feet (3)(4)
LU	Limited Use	2 stories	35 feet
P	Parks	1 story	30 feet (2)(4)

TABLE CATEGORY KEY	
A	Permitted number of stories
B	Building height limits as defined by the Tracy Municipal Code (TMC)

NOTES
Residential finished floors should be a minimum 18 inches above adjacent public sidewalks
(1) Towers, parapet walls, and other architectural or ornamental features may extend above the permitted building height. All roof-mounted mechanical equipment, including but not limited to: HVAC equipment, vents, skylights, fans, hoods, antennas, satellite dishes, and access hatches or ladders shall be at or below the height of the exterior parapet wall and not visible from any public right-of-way
(2) No maximum number of stories or height limit for the Family Swim Center
(3) One freestanding water tower landmark may extend up to 40 feet high
(4) Flag poles are permitted in Village Center, Commercial, and Parks at heights up to 50 feet

Table 3.4 Height Limits

3.5.14 Parking /Loading /Bike Parking

Off-Street Parking Requirements

Off-street parking shall be provided in the ESP in accordance with the City of Tracy off-street parking requirements (Tracy Municipal Code, Article 26) except as otherwise specified below.

Ellis will provide the minimum amount of parking required. Off-street parking for land uses in the Village Center shall be shared use. Shared-use parking refers to spaces that are available to multiple functions in close proximity, which are unlikely to require the same spaces at the same time, such as Commercial and Village Center residential. Privately-owned parking areas shall not prohibit use by customers of other Ellis properties. The standard parking requirement is reduced by a factor according to the type of use and peak hours of demand, and is reflected in Table 3.5

Off-street Parking Requirements. Shared-use parking shall be constructed in the form of landscaped parking lots that are separated from public roads; however, the following standards may be used to meet the parking requirements:

- 1 Shared-use parking standards will be used to meet the parking requirements of the mixed-use Village Center.
- 2 Off-street parking is not required on the same parcel as the non-residential use.
- 3 If the Transit Center is implemented, the parking requirement will be determined in conjunction with the relevant transportation authorities.

Loading Space

Loading spaces shall be provided in the ESP in accordance with the City of Tracy loading space require-

OFF-STREET PARKING REQUIREMENTS		
LAND USE DESIGNATION	DESCRIPTION	MINIMUM OFF-STREET PARKING REQUIREMENT
RM	Residential Mixed	2.0 non-tandem per unit for single-family 1.5 non-tandem per unit for multiple-family 2.0 non-tandem per Live/Work unit 1.0 non-tandem per Secondary Residential Unit*
VC	Village Center	1.0 per 250 sf of gross non-residential floor area 1.0 per 60 sf of assembly area 1.0 per 45 sf of customer area and 1.0 per 250 sf of all other areas for dining and drinking uses 1.25 non-tandem per unit for residential (no guest parking required)
C	Commercial	1.0 per 250 sf of gross non-residential floor area 1.0 per 45 sf of customer area and 1.0 per 250 sf of all other areas for dining and drinking uses
LU	Limited Use	1.0 per 250 sf of occupied building space
P	Parks	None

*Secondary Residential Units require a minimum of 1 additional parking space (not required to be covered or enclosed)

Table 3.5 Off-street Parking Requirements

ments (Tracy Municipal Code, Article 26) except as otherwise specified below.

Loading spaces for uses within the Village Center (VC), Commercial (C), and Limited Use (LU) land use areas will be provided for in accordance with the following allowances and requirements:

- 1 No off-street loading spaces for non-residential uses are required for occupancy of 5,000 or less square feet of gross floor area.
- 2 Loading and unloading is permitted within the on-street parking lane of the public right-of-way during off-peak hours for occupancy of up to 5,000 square feet of gross floor area.
- 3 Loading and unloading areas must be designated and posted.

Landscaping Requirements for Parking Areas

- 1 Landscaping in parking areas shall be provided in the ESP in accordance with the City of Tracy landscaping requirements (Tracy Municipal Code, Article 26) except as otherwise specified below.
- 2 The minimum width of any landscape area within a parking lot shall be 6 feet.
- 3 In all landscape areas, low shrubs, ornamental grasses, perennials, annuals, and/or groundcover must be installed in addition to canopy trees. Turf is not permitted. All landscape areas within a parking lot must be irrigated.
- 4 Three-foot-high screening of parking lots is required from public rights-of-way.

Bicycle Parking Areas

Designated bicycle parking areas for Village Center (VC), Commercial (C), Limited Use (LU), and Multi-Family within Residential Mixed (RM) zoning, and for the Family Swim Center, shall be provided in accordance with the following standards:

A Required number of slots:

MULTI-FAMILY – 0.5 spaces per multiple-family unit

VILLAGE CENTER (VC) – 1 space per 20 required parking spaces

COMMERCIAL (C/LU) – 1 space per 20 required parking spaces

FAMILY SWIM CENTER (P) – 1 space per 20 required parking spaces

- B A sidewalk is required to connect bike parking areas to bike lanes and /or bike trails.
- C Equipment racks that allow the bike frame and at least one wheel to be locked to the rack are required.
- D Bicycle parking areas must be as well-lit as vehicle parking lots and should be located in areas visible from paved sidewalks and the intended destination.

3.5.15 Underground Utilities

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

3.5.16 Residential Lot Type Diversity

Residential diversity refers to the criteria that will be used to establish the location of various residential lot types to encourage an interesting and compatible neighborhood mix and to discourage the domination of a sub-area by only one or only a few lot types. The ESP residential mixing requirements are as follows:

Attached Types

- 1 No more than 200 apartment units or condominium units located together.
- 2 No more than 800 linear feet of one lot type along the same street face without a break. A break is defined as a physical interruption. Breaks must be a minimum of 200 linear feet and can be created by the use of a park or another lot type.

Detached Types

- 3 No more than 1,200 linear feet of one lot type along the same street face without a break. A break is defined as a physical interruption. Breaks must be a minimum of 200 linear feet and can be created by use of a park or another lot type. Street rights-of-way can also be part of a break.

Note:

- 1 Within each neighborhood (Village, Garden, and Town & Country) there shall be a minimum of four different lot types. A single lot type may represent up to 50% of the lot mix.
- 2 Approved lot types are documented in the Pattern Book. Front-loaded versus Rear-loaded lots constitutes two different lot types.
- 3 For housing diversity requirements please refer to Pattern Book.

TR-ELLIS – RESIDENTIAL MIXED			
LOT TYPE	RESIDENTIAL MIXED LOW	RESIDENTIAL MIXED MEDIUM	RESIDENTIAL MIXED HIGH
Townhouse			X
Live /Work			X
Mansion Apartments			X
Courtyard			X
Green Court			X
30 R			X
40 R		X	
45 R		X	
50 R		X	
50 F		X	
55 R		X	
55 F		X	
60 R		X	
60 F		X	
65 R	X		
65 F	X		
70 F	X		
80 F	X		
100 F	X		
GENERAL DIVERSITY REQUIREMENTS			
Single-Family Lots		Courtyard and Green Court Lots	
30 or fewer lots = 1 floor plan/2 elevations		52 or fewer lots = 2 floor plans/2 elevations	
31 to 50 lots = 2 floor plans/2 elevations		53 or more lots = 3 floor plans/3 elevations	
51 or more lots = 3 floor plans/3 elevations			

Table 3.6 TR-Ellis – Residential Mixed

3.5.17 Resource Conservation Measures

Ellis has been designed and planned with environmental sustainability measures in mind. Such measures include compliance with new water efficiency standards for landscaping, walking paths, community connectivity, and Class 1 bike paths. Non-residential development will be consistent with the requirements for Neighborhood Electric Vehicles (NEV). Ellis is also located on a commuter rail line with a current transit stop less than two miles away.

Building plans shall show characteristics of each feature, material, component and manufactured devices proposed to be installed to meet current building energy efficiency standards.

3.5.18 Sign Regulations

All signs in the Village Center, Commercial, and Limited Use land uses will be regulated under Title 10, Article 35 of the Tracy Municipal Code except as otherwise specified in the following:

Monument Signs (in the Village Center)

Up to two monument signs are permitted on each corner parcel at the proposed intersection of Corral Hollow Road and Ellis Drive, per 10.08.4460- Standards by Sign Type, subparagraph “c”.

Furthermore, any business may construct and maintain one off-site monument sign if all provisions of subparagraph “g” are met with the exception of the recorded easement requirement. The maximum area of each sign is twenty-four (24) square feet.

Projecting Signs (along Corral Hollow Road)

One projecting sign is permitted on each character element (water tower and silo) at the proposed intersections of Corral Hollow Road and Ellis Drive/ Middlefield Road. The maximum area of each sign is one-hundred twenty (120) square feet (see Section 4.7 Special Landscape Features). Signs may be internally or externally lit.

Sign Structures

Permanent sign structures to support temporary signs are permitted in Commercial and Village Center land use areas (see 4.8.2 Signage).

Murals

- 1 Maximum height: None
- 2 Maximum area: No maximum
- 3 Permitted zones: All zones
- 4 Restrictions: Limited to community name, logo, and date established. Village Center name, logo, and directional arrow are also permitted.
- 5 Sign permit needed: No

Architectural Accents

- 1 Maximum height: None
- 2 Maximum area: Fifty (50) square feet
- 3 Permitted zones: All zones
- 4 Sign permit needed: No

Monument Signs

- Maximum height in the LU Zone: Six (6) feet
- Maximum height in the TR-Ellis Zone: Four (4) feet

Directional Signs

Maximum height: Twelve (12) feet

Residential Subdivision Signs

One temporary real estate sign for Ellis is permitted at each entrance from an arterial or collector street. In addition, up to five additional temporary real estate signs are permitted anywhere within the ESP boundary.

3.5.19 Fencing

Fencing shall be provided in the ESP in accordance with the City of Tracy fencing requirements (Tracy Municipal Code, Article 24) except as otherwise specified below. The permitted maximum height within any required front yard shall be no greater than three feet

measured vertically from the top of the fence to the grade of the sidewalk nearest the property line. Model home fencing may extend into the public right-of-way to include public sidewalks in fenced areas.

A screening fence or boundary wall six feet (6') to ten feet (10') in height, measured from the finished grade of the commercial property line, separating the commercial zone property from adjoining residential zones, shall be permitted around both permanent and temporary outdoor/self storage uses.

3.5.20 Outdoor Merchandise Display or Storage
Permanent outdoor display or storage of merchandise, equipment, supplies (including automobiles, trailers, and other vehicles), or other material is prohibited unless explicitly approved by the City through Pattern Book Certification or approved through a Temporary Use Permit, regulated under the TMC.

3.5.21 Special Requirements

Railroad

The minimum permitted setback to habitable space from the centerline of the Union Pacific Railroad track shall be 100 feet.

Pipelines

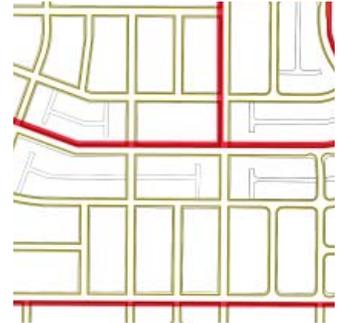
The minimum permitted setback to habitable space from the centerline of the existing Pacific Gas & Electric (PG&E) and Chevron easement shall be 100 feet.

3.5.22 Subdivision

All subdivisions shall be generally conforming to the layout on Figure 3.6 ESP Zoning Summary. Diagrams in the ESP are illustrative and not intended to represent the precise final layout. The exact location of blocks, streets, lanes, and public facilities will be determined upon the approval of detailed plans. In general, typical blocks will be approximately 200 feet wide by 500 feet long and streets/lanes are based on the types documented in Section 4.

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Section 4 Infrastructure



Infrastructure

4.1 VEHICULAR ACCESS

Ellis is located adjacent to the current City limit of the City of Tracy and will be annexed into the City. Ellis has close proximity to Interstate 580, which connects the Central Valley with the East Bay and the Bay Area farther to the west. Ellis also has access to Interstate 205, running east/west, and has access to Interstate 5, running to Los Angeles and other points south. More immediate to the Ellis parcel, the area is connected to the City of Tracy by Lammers Road and Corral Hollow Road. Corral Hollow is a city arterial, however Lammers Road currently terminates at the southwestern edge of Ellis, near the Delta Mendota Canal. Lammers Road is planned to be improved to a six-lane expressway in the future. Urbanization of Ellis will require improvements to streets both within and beyond its boundary, particularly Lammers Road. East/west community streets will also provide main connections for the Ellis community to Corral Hollow and Lammers Roads, and therefore connectivity to the City of Tracy itself.

The land use concept for Ellis contains a framework for circulation consisting of both a Primary Street Network and an Internal Street Network (Figures 4.1 and 4.2). Proposed access to the community will be provided by new main entrances from Corral Hollow Road and Lammers Road, the main north /south arterials defining the edges of Ellis. A main community street, named Ellis Drive, will align with Peony Road, connecting the new community to the residential development to the east. Ellis Drive will lead from the Village Center and proposed Family Swim Center to Lammers Road. Lammers Road will provide access to Ellis on the western edge of the community. A second main community street will align with the existing signaled intersection of Corral Hollow Road and Middlefield Road. This street will also be called Middlefield Road and will lead from

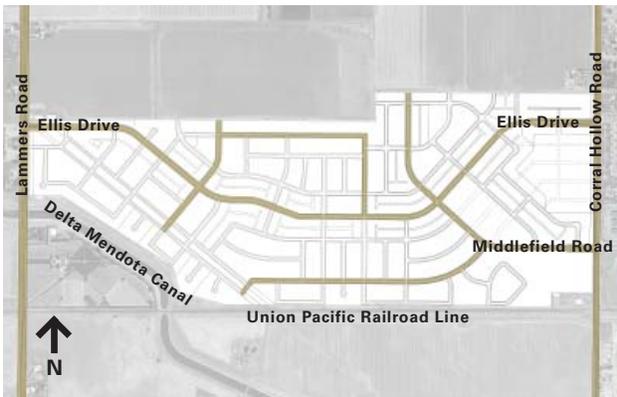


Figure 4.1 Primary Street Network

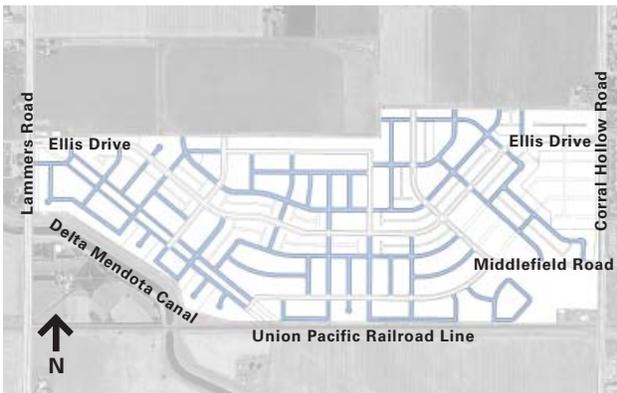


Figure 4.2 Internal Street Network

Corral Hollow Road to the north, through the Village Neighborhood, and may eventually connect to future community streets to the north of the ESP area. Through the environmental review process, including the City's certification of the ESP Revised Environmental Impact Report (Revised EIR), mitigation measures will be adopted and incorporated into the project to ensure compliance with, and implementation of, the City's General Plan goals, objectives, and policies concerning traffic congestion and other circulation issues, in accordance with the Ellis Program's Finance and Implementation Plan.

4.1.1 Street Network and Hierarchy

A grid pattern of different street types (see Figure 4.7 Street Hierarchy), each with a different character and function, will serve the transportation needs of the community. With sidewalks on all streets, and bike-ways on many, the streets will become the armature for the pedestrian and bicycle network as they connect the residential neighborhoods, and parks within and beyond Ellis.

All streets will accommodate movement of emergency vehicles (including Fire and Public Safety vehicles).

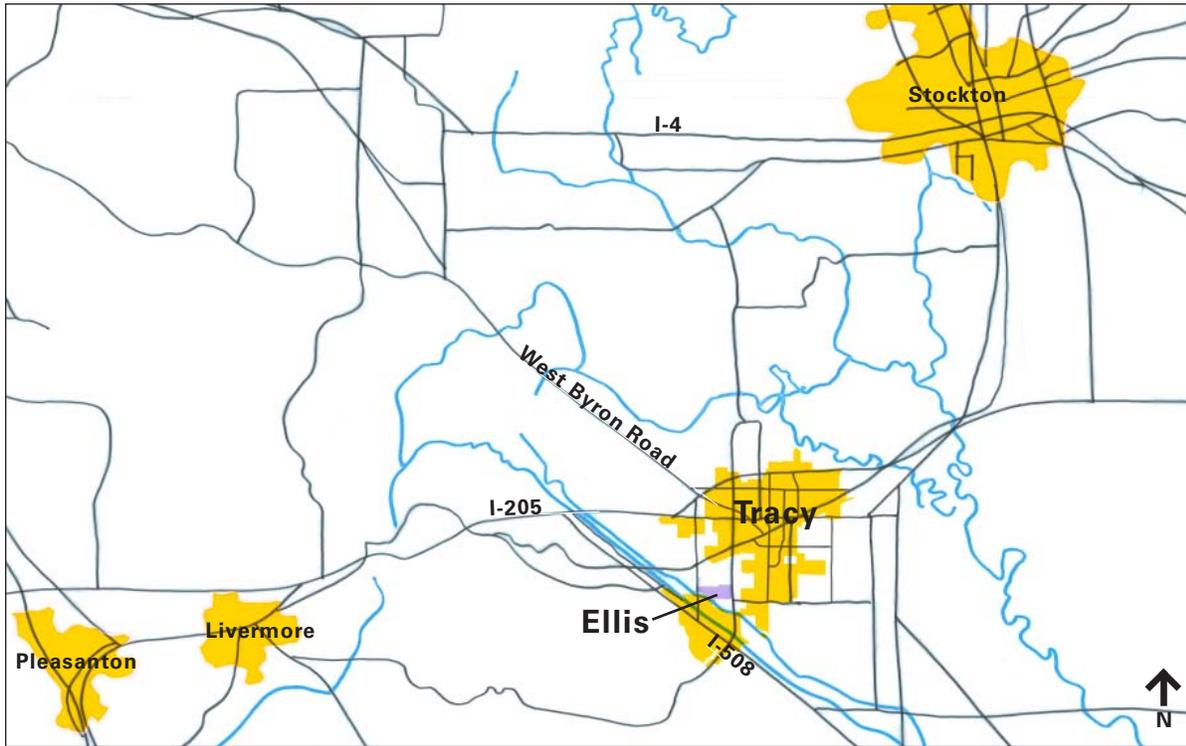


Figure 4.3 Regional Roads

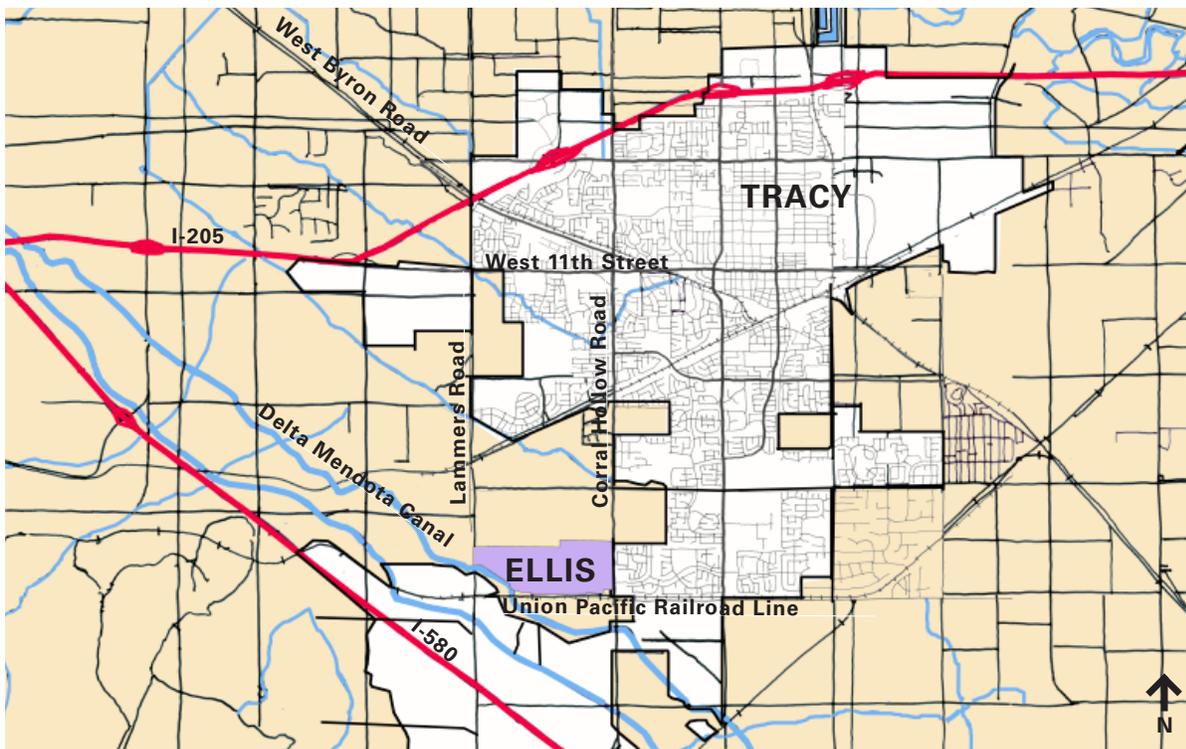


Figure 4.4 Vicinity Roads

In order to create pedestrian-friendly streets, the project design includes pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming measures. The ESP traffic calming menu of measures includes: traffic signals, all-way stop signs, two-way stop signs, on-street parking, bulb-outs at intersections, speed tables, traffic circle with all-way stops, knockdowns, chicanes, medians, closures (cul-de-sacs), diverters, education, forced turn lanes, etc. Figure 4.5 illustrates some of these techniques. More detailed measures may be utilized in specific areas, such as specially lit crosswalks in the

Village Center, to promote safety. 100% of streets and intersections will be considered for improvements. The final type and location of all traffic-calming elements will be determined at the time of Vesting and Tentative Map approval. All streets will be publicly owned and maintained and will be built to the standards established by the ESP.

Figure 4.8 through 4.13 identify streets by type: Regional Arterial, Entry, Community, Village Center, Neighborhood, and Lanes.. The City is to accept dedicated streets and lanes, with the final location to be determined during Vesting and Tentative Map development.

Controlling Vehicle Movement



Narrowing the Street



Deflecting the Vehicle Path



Figure 4.5 Traffic-Calming Measures



Figure 4.6 Pedestrian-friendly Streets

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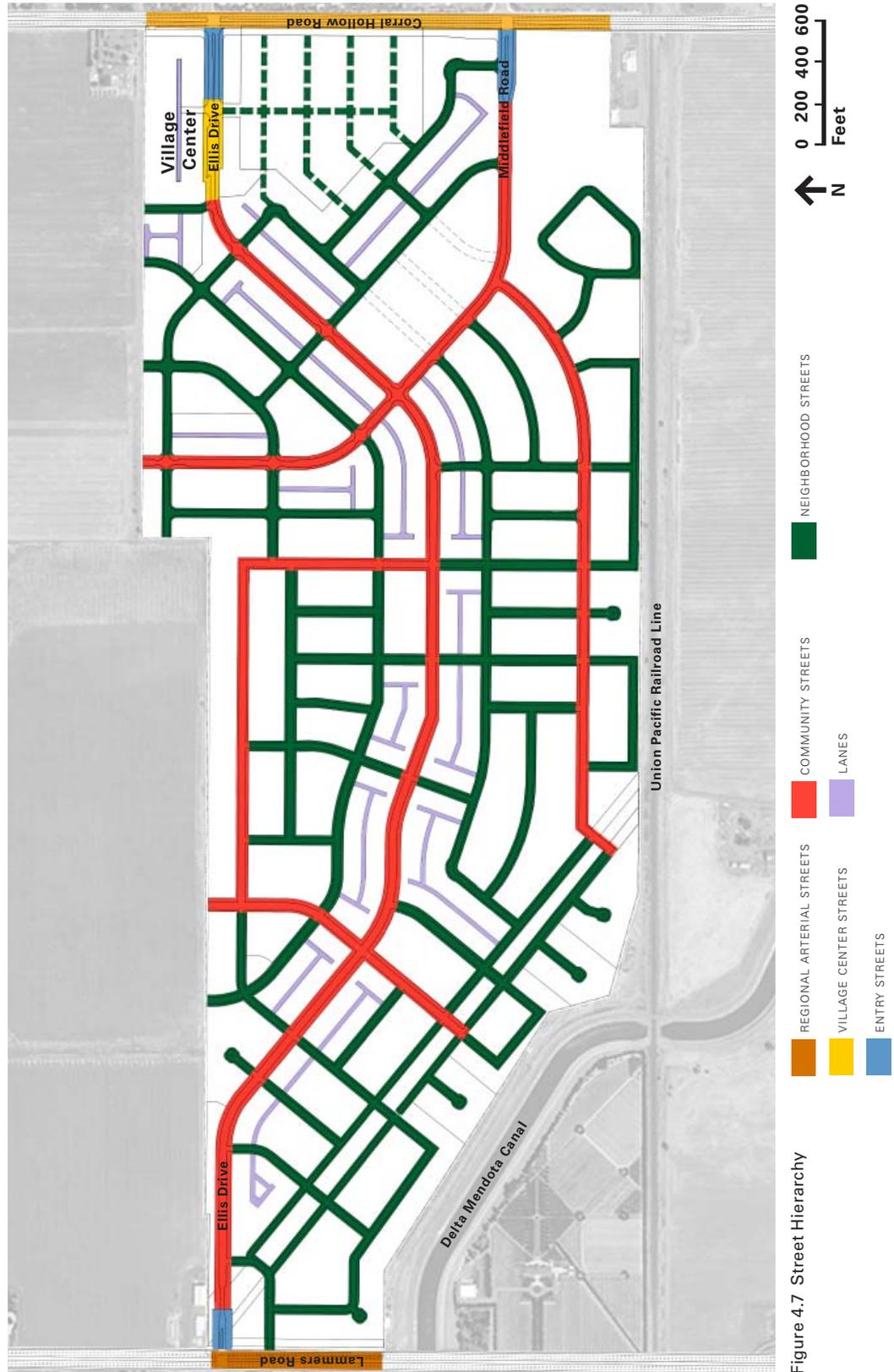


Figure 4.7 Street Hierarchy



Figure 4.8 Regional Arterial Streets

REGIONAL ARTERIAL A REGIONAL ARTERIAL B



Figure 4.9 Entry Streets

ENTRY STREET A ENTRY STREET B
ENTRY STREET C



Figure 4.10 Community Streets

- COMMUNITY STREET A
- COMMUNITY STREET B
- COMMUNITY STREET C



Figure 4.11 Village Center Street

- VILLAGE CENTER STREET A

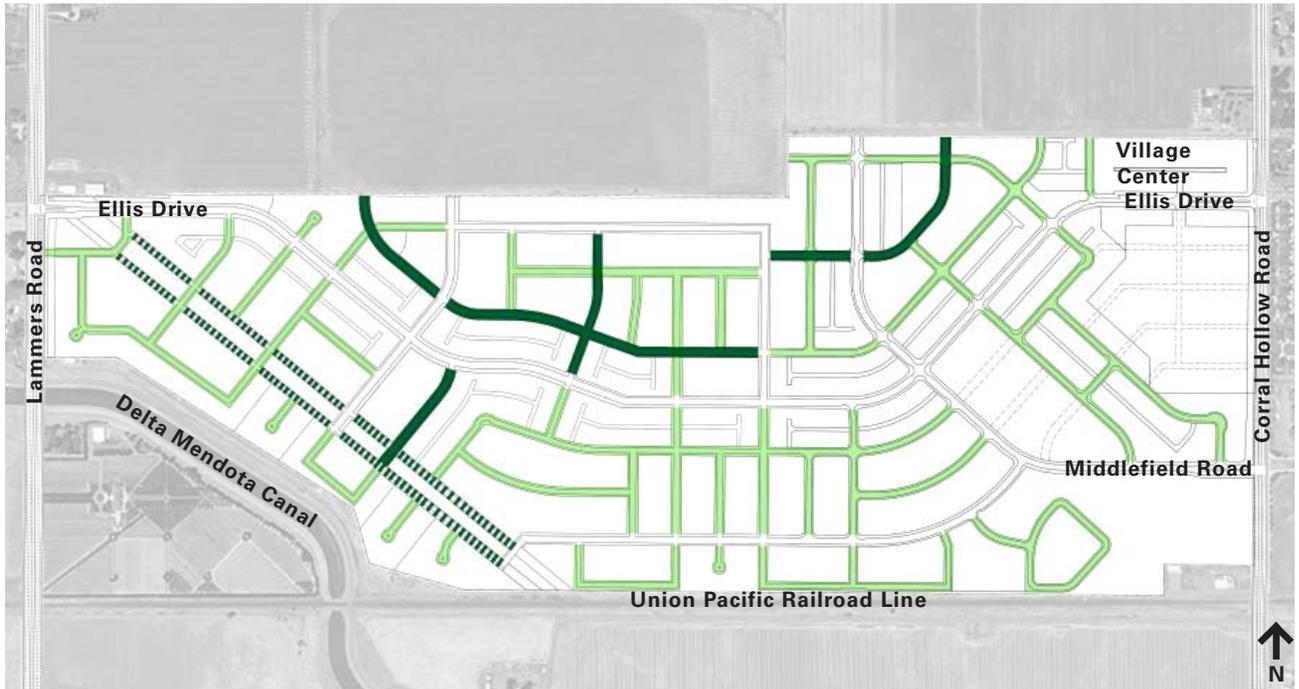


Figure 4.12 Neighborhood Streets

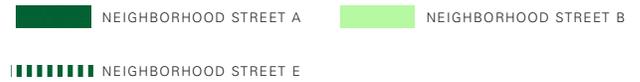


Figure 4.13 Lanes



Pursuant to the City of Tracy General Plan, lanes are allowed within residential land use designations. The precise location of such facilities will be determined upon the approval of detailed plans. Diagrams in the ESP are illustrative and not intended to indicate the percent or location of lane loaded lots. In general, lanes are encouraged parallel to higher traffic interior streets and along view corridors.

4.1.2 Regional Arterial: Lammers Road

Designation: A (Cross-section at the time of connection of Ellis Drive to Lammers Road)

Definition

Lammers Road is an existing undivided two lane roadway that serves as a major north/south connection for the City of Tracy and is located on the western boundary of the City’s existing developed area. The only on-street bicycle lanes within Lammers Road are located on the eastern side of the roadway in the segment north of Eleventh Street. The posted speed limit within the City is 45 miles per hour. Lammers Road is designated as a future expressway in the 1994 Roadway Master Plan. The Ellis project will be responsible for construction of the connection of Ellis Drive to Lammers Road per street section shown in Figure 4.15.

MOVEMENT	Free
DESIGN SPEED	45 MPH
TRAVEL LANES	Two-way, two lanes; dedicated turn lane at intersection
PARKING	None
R.O.W. WIDTH	180 feet
TRAVEL LANE WIDTH	12 feet
CURB TYPE	None
SIDEWALK WIDTH	None
BICYCLE LANE	None
PARK STRIP	None
LANDSCAPE	Double row of street trees underplanted with low water use grasses with backdrop of columnar trees planted in a windrow; transitional area to be planted with low water use grasses and/or shrubs (irrigated); see Section 4.7.3, 4.7.6 and Tables 4.1, 4.2, and 4.3



Figure 4.14 Key Plan: Regional Arterial – Lammers Road, Designation A (Cross-section at the time of connection of Ellis Drive to Lammers Road)

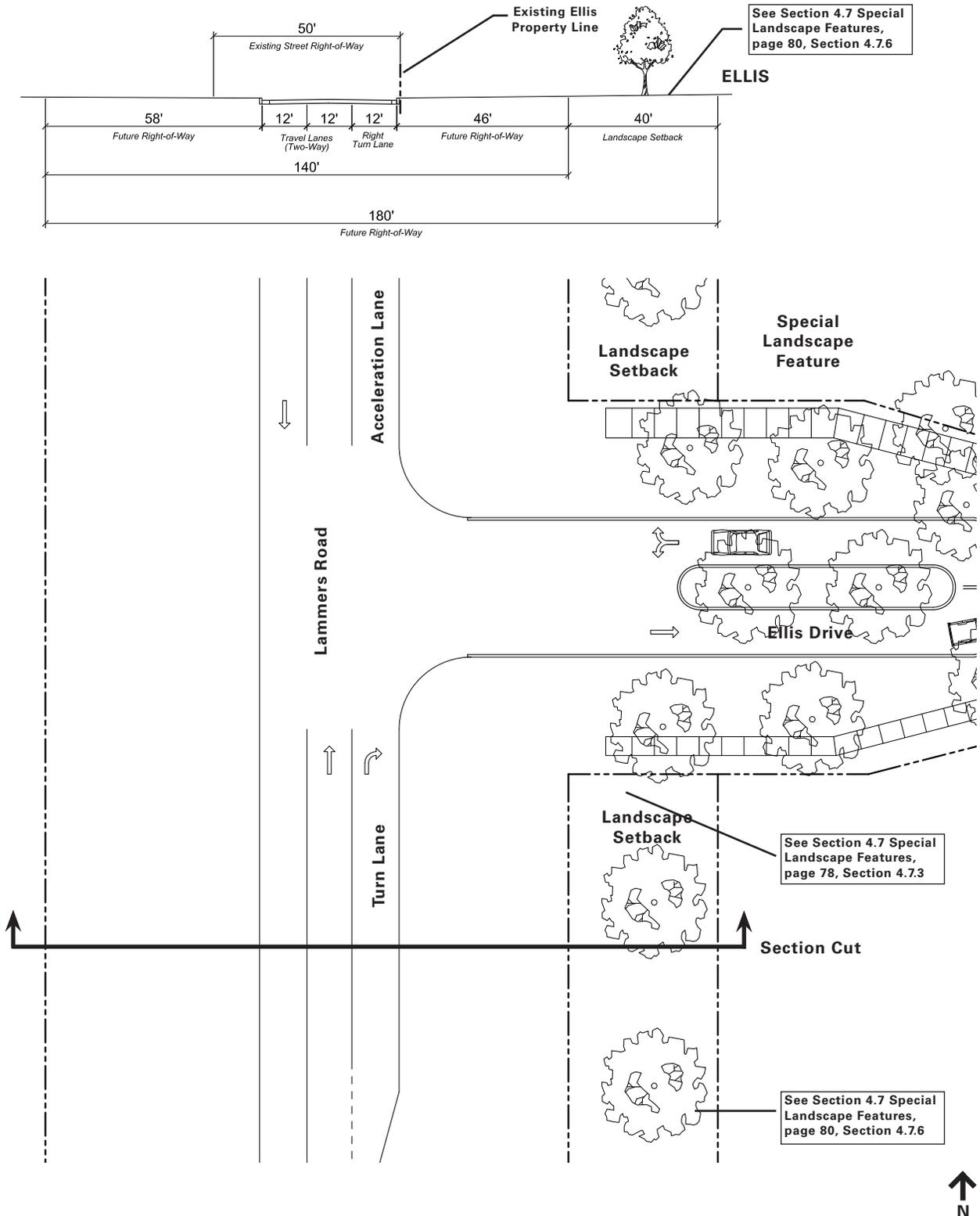


Figure 4.15 Existing Section and Plan: Regional Arterial – Lammers Road, Designation A (Cross-section at the time of connection of Ellis Drive to Lammers Road)

Designation: A (Final Build-out)

Definition

Lammers Road is designated as a future expressway and may be built to such standards in final build-out. According to the City of Tracy General Plan, expressways are designed to prioritize traffic movement with very limited access. This type of road has a 1/4 mile minimum spacing of access points and traffic control at major intersections provided by grade-separated facilities.

MOVEMENT	Free
DESIGN SPEED	45 MPH
TRAVEL LANES	Two-way divided roadway, six lanes with dedicated turn lanes at intersection
PARKING	None
R.O.W. WIDTH	180 feet
TRAVEL LANE WIDTH	12 feet
CURB TYPE	Raised
SIDEWALK WIDTH	10-foot multi-use path, one side
BICYCLE LANE	Class 2, both sides
PARK STRIP	6 feet at curb and 30 foot dedicated landscape setback behind sidewalk on the east side only
LANDSCAPE	Double row of street trees underplanted with low water use grasses and/or shrubs, and backed by a windrow of columnar trees (irrigated); see Section 4.7.6 and Tables 4.1, 4.2, and 4.3



Figure 4.16 Key Plan: Regional Arterial – Lammers Road, Designation A (Final Build-out)

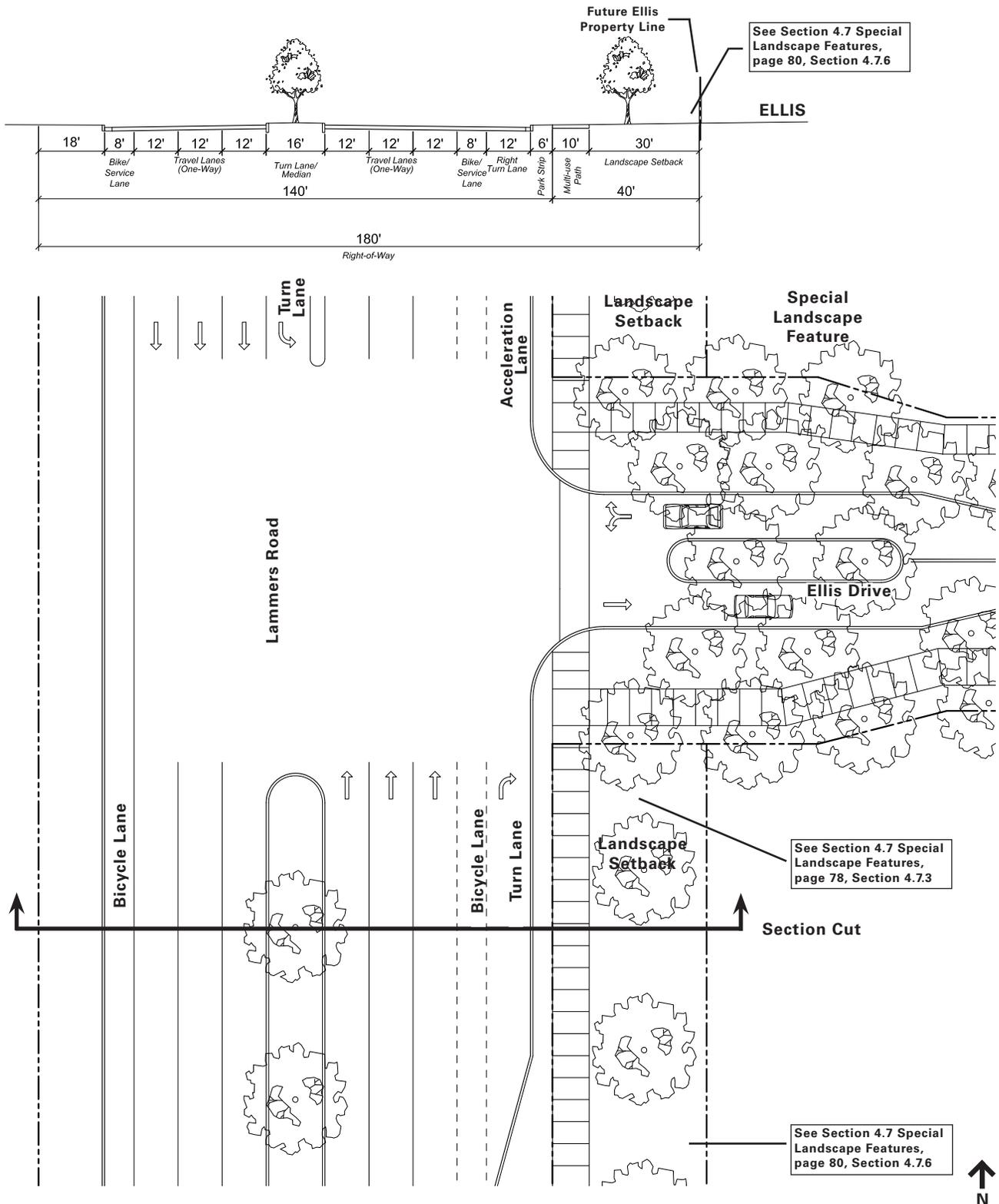


Figure 4.17 Build-out Section and Plan: Regional Arterial – Lammers Road, Designation A (Final Build-out)

4.1.3 Entry Street

Designation: A

Definition

Ellis Drive will be a primary entrance accommodating the largest traffic volumes entering and exiting the community from Lammers Road. Adjacent uses include special landscape features and residences. This street will have large trees in both the median and the park strip to celebrate the entrance. No on-street parking is allowed. A signal will be constructed at this new intersection prior to final build-out of Lammers Road.

MOVEMENT	Free
DESIGN SPEED	25 MPH
TRAVEL LANES	Two-way, two lanes maximum
PARKING	None
R.O.W. WIDTH	86 feet
TRAVEL LANE WIDTH	12 feet minimum
CURB TYPE	Raised
SIDEWALK WIDTH	8 feet on one side; 10-foot multi-use path on the other side
BICYCLE LANE	Class 1, one side
PARK STRIP	10 feet at curb on both sides
LANDSCAPE	Double row of street trees underplanted with low water use grasses, shrubs, and/or groundcover (irrigated); planted median with trees (irrigated); see Section 4.7.3 and Tables 4.1, 4.2, and 4.3



Figure 4.18 Key Plan: Entry Street A

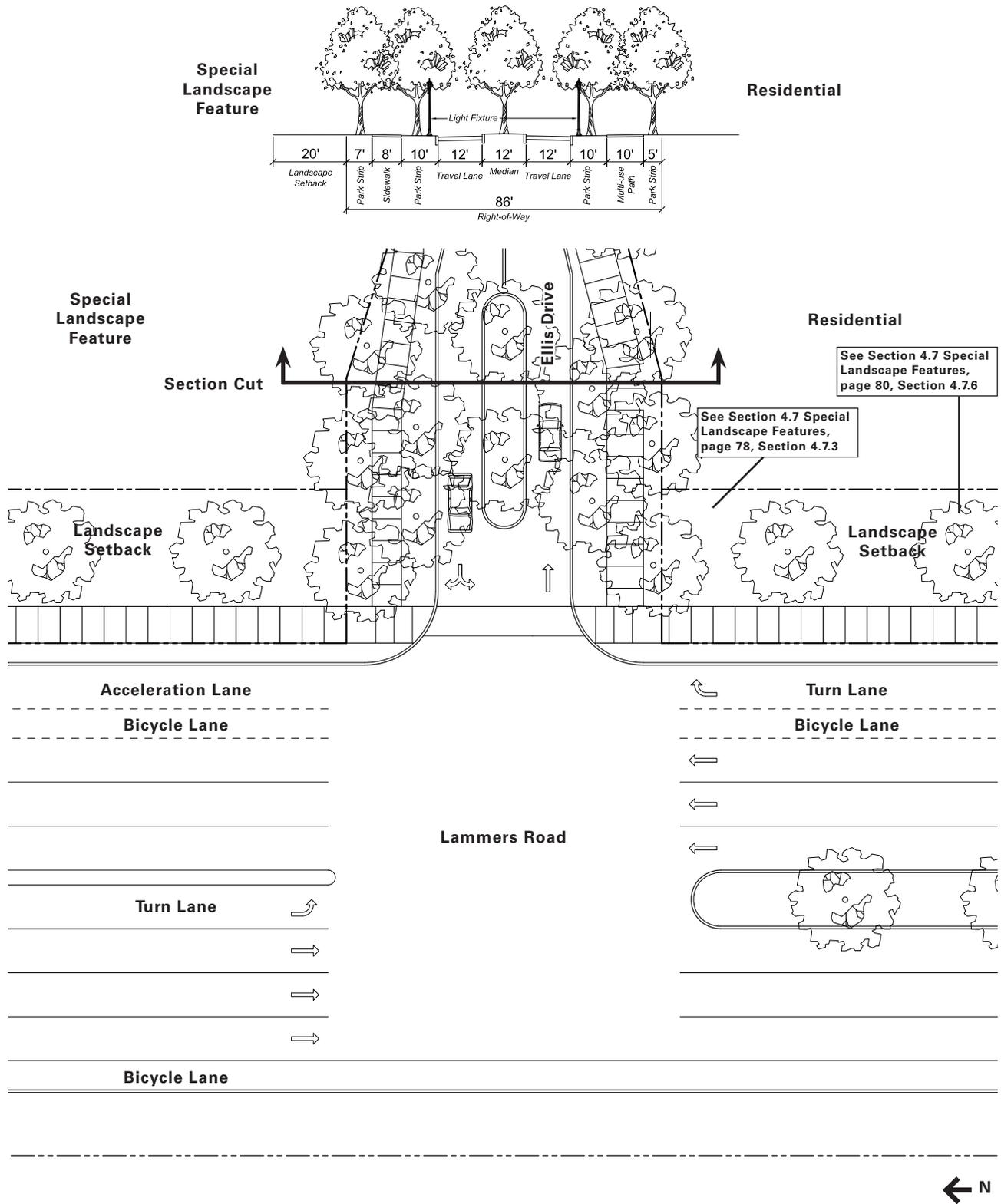


Figure 4.19 Proposed Section and Plan: Entry Street A

4.1.4 Regional Arterial: Corral Hollow Road

Designation: B (Interim Condition)

Definition

Corral Hollow Road is an existing roadway that serves as a major north/south connection for the City of Tracy. Along the eastern boundary of the ESP, Corral Hollow Road is an undivided two lane roadway with an on-street bike lane, curb, gutter and sidewalk along the western side of the roadway. The posted speed limit along the project frontage is 45 miles per hour. Corral Hollow Road is designated as a major arterial in the City of Tracy General Plan. Major arterials are intended to serve as the major routes of travel within the city. Arterials can provide some direct but limited access to adjacent parcels. These limitations can include restrictions on spacing and turn movements into and out of driveway locations. Major arterials can also serve as bicycle and pedestrian routes. In its final build-out, this road has dedicated left and right turn lanes in both the north and southbound directions.

MOVEMENT	Free
DESIGN SPEED	45 MPH
TRAVEL LANES	Two-way divided roadway, four lanes with dedicated turn lanes at intersection
PARKING	None
R.O.W. WIDTH	130 to 150 feet
TRAVEL LANE WIDTH	12 feet
CURB TYPE	Raised
SIDEWALK WIDTH	10-foot multi-use path on the west side, 5-foot existing sidewalk on the east side
BICYCLE LANE	Class 2, both sides
PARK STRIP	7 feet at the curb and 18-foot dedicated landscape zone behind sidewalk on the west side, existing park strips on the east side are of variable width
LANDSCAPE	Double row of street trees with single row of evergreen background trees; underplanted with low water use grasses, shrubs, and/or groundcover (irrigated); tree pattern broken in areas to allow views into commercial sites; planted median with trees (irrigated); see Sections 4.74, 4.75 and Tables 4.1, 4.2, and 4.3



Figure 4.20 Key Plan: Regional Arterial B – Corral Hollow Road, Designation B (Interim Condition)

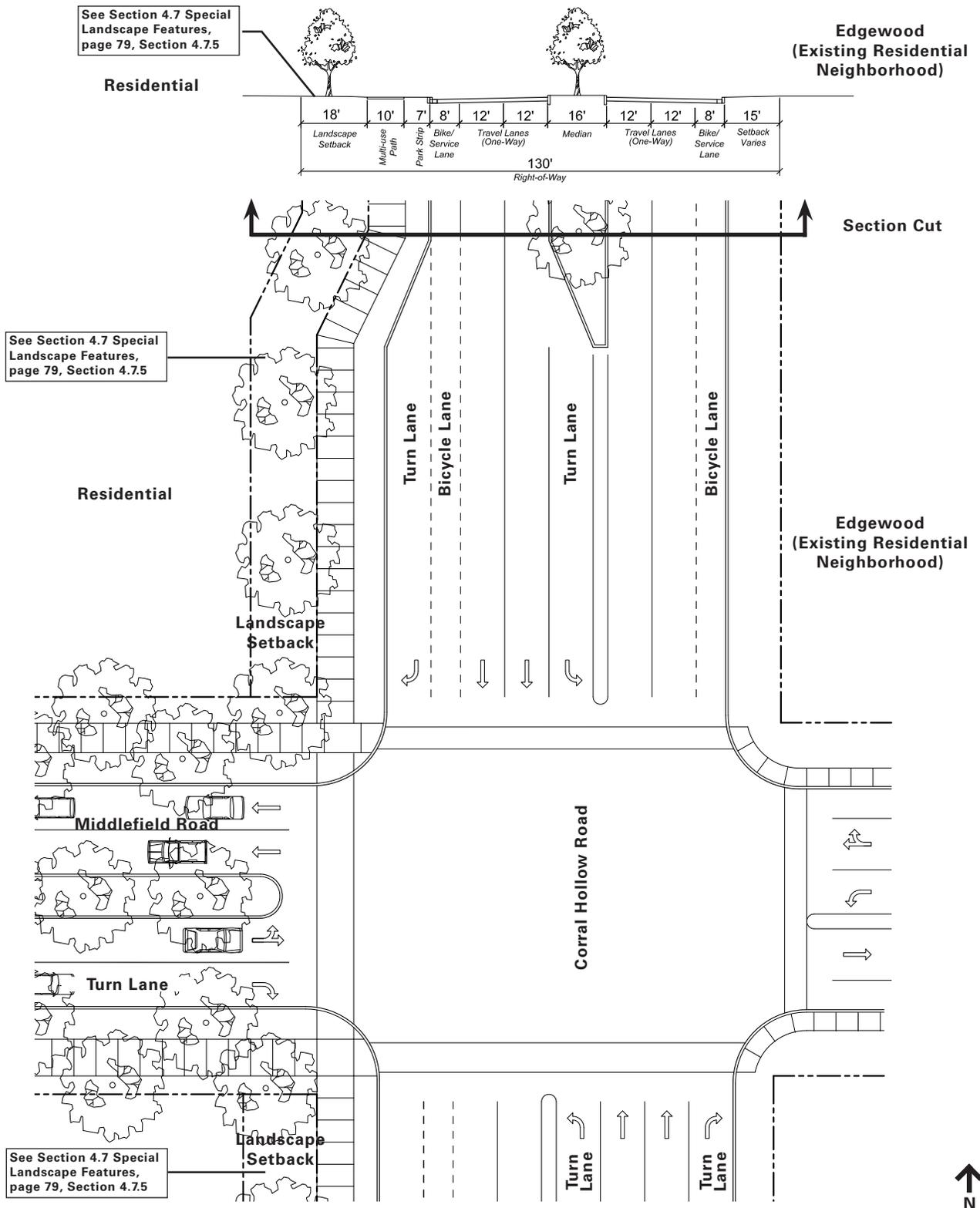


Figure 4.21 Interim Section and Plan: Regional Arterial – Corral Hollow Road, Designation B (Interim Condition)

4.1.5 Entry Street

Designation: B

Definition

Middlefield Road will be a primary entrance accommodating high traffic volumes entering and exiting the community from Corral Hollow Road. Adjacent uses are residential. This street will have large trees in both the median and in the park strips to celebrate the entrance. No on-street parking is provided. Middlefield Road within the ESP will extend existing Middlefield Road from its current terminus at the existing signalized intersection with Corral Hollow Road to the west and north through the Village Neighborhood. The existing signal will be modified to accommodate the expanded intersection.

MOVEMENT	Free
DESIGN SPEED	25 MPH
TRAVEL LANES	Two-way divided roadway, three lanes
PARKING	None
R.O.W. WIDTH	91 feet
TRAVEL LANE WIDTH	12 feet minimum
CURB TYPE	Raised
SIDEWALK WIDTH	10-foot multi-use path on one side; 5-foot sidewalk on other side
BICYCLE LANE	Class 1, one side
PARK STRIP	10 feet, both sides
LANDSCAPE	Special landscape treatment featuring palms, accent planting and iconic elements (irrigated); see Section 4.7.2 and Tables 4.1, 4.2, and 4.3



Figure 4.22 Key Plan: Entry Street B

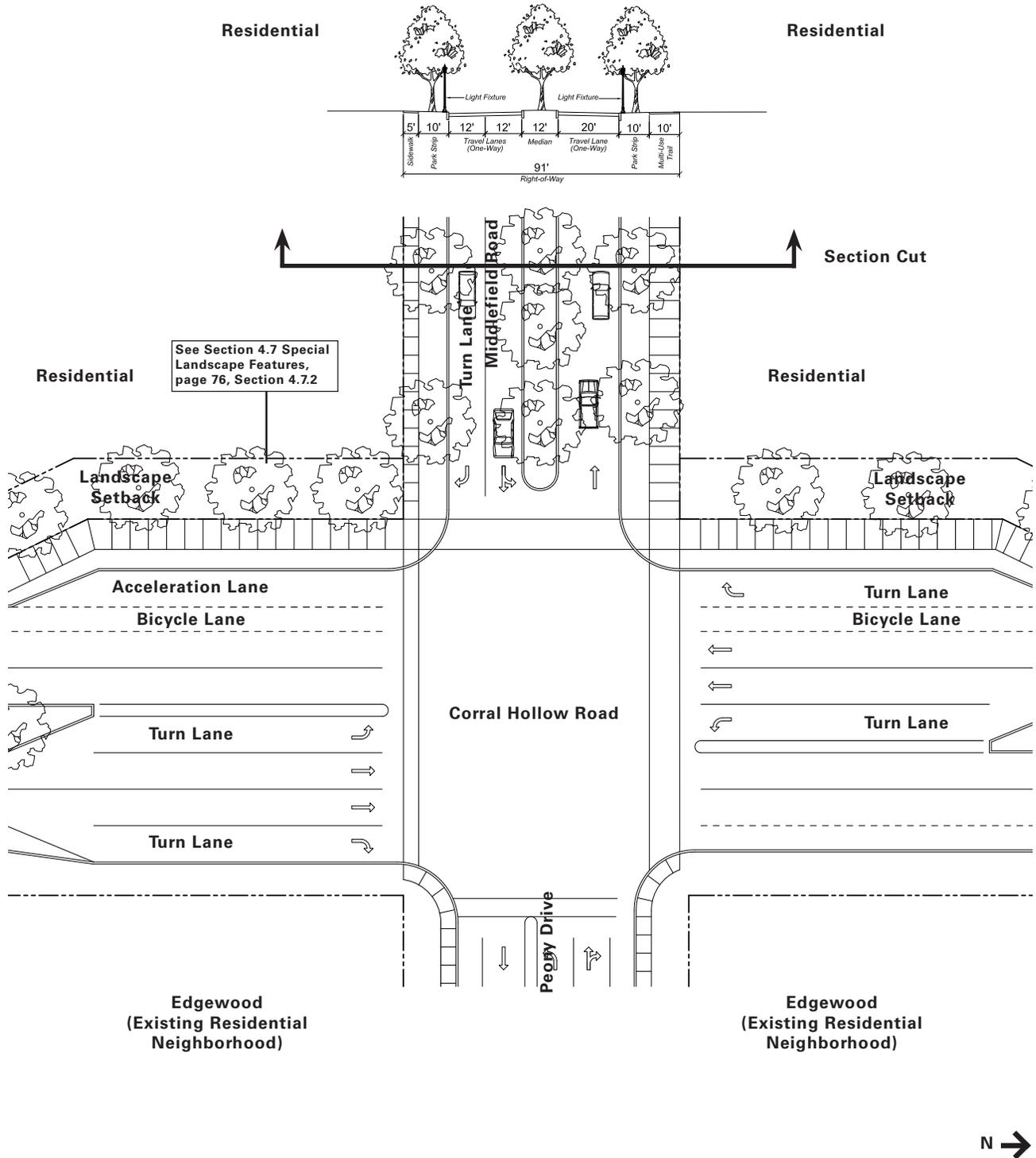


Figure 4.23 Proposed Section and Plan: Entry Street B

4.1.6 Entry Street

Designation: C (Ellis Drive)

Definition

Ellis Drive will be a primary entrance accommodating high traffic volumes entering and exiting the community from Corral Hollow Road. Adjacent uses include commercial uses and the Village Center. This street will have large trees in both the median and the park strip to celebrate the entrance and organize traffic entering the Village Center and Family Swim Center. No on-street parking is permitted. This street will align with the existing non-signalized intersection at Peony Drive. A signal will be constructed at this expanded intersection prior to the final build out of Corral Hollow Road.

MOVEMENT	Free
DESIGN SPEED	25 MPH
TRAVEL LANES	Two-way divided, three lanes
PARKING	None
R.O.W. WIDTH	96 feet
TRAVEL LANE WIDTH	12 feet minimum
CURB TYPE	Raised
SIDEWALK WIDTH	10-foot multi-use path on one side; 10-foot sidewalk on other side
BICYCLE LANE	Class 1, one side
PARK STRIP	10 feet, both sides
LANDSCAPE	Special landscape treatment featuring palms, accent planting, and iconic elements (irrigated); see Section 4.7.1 and Tables 4.1, 4.2, and 4.3



Figure 4.24 Key Plan: Entry Street C (Ellis Drive)

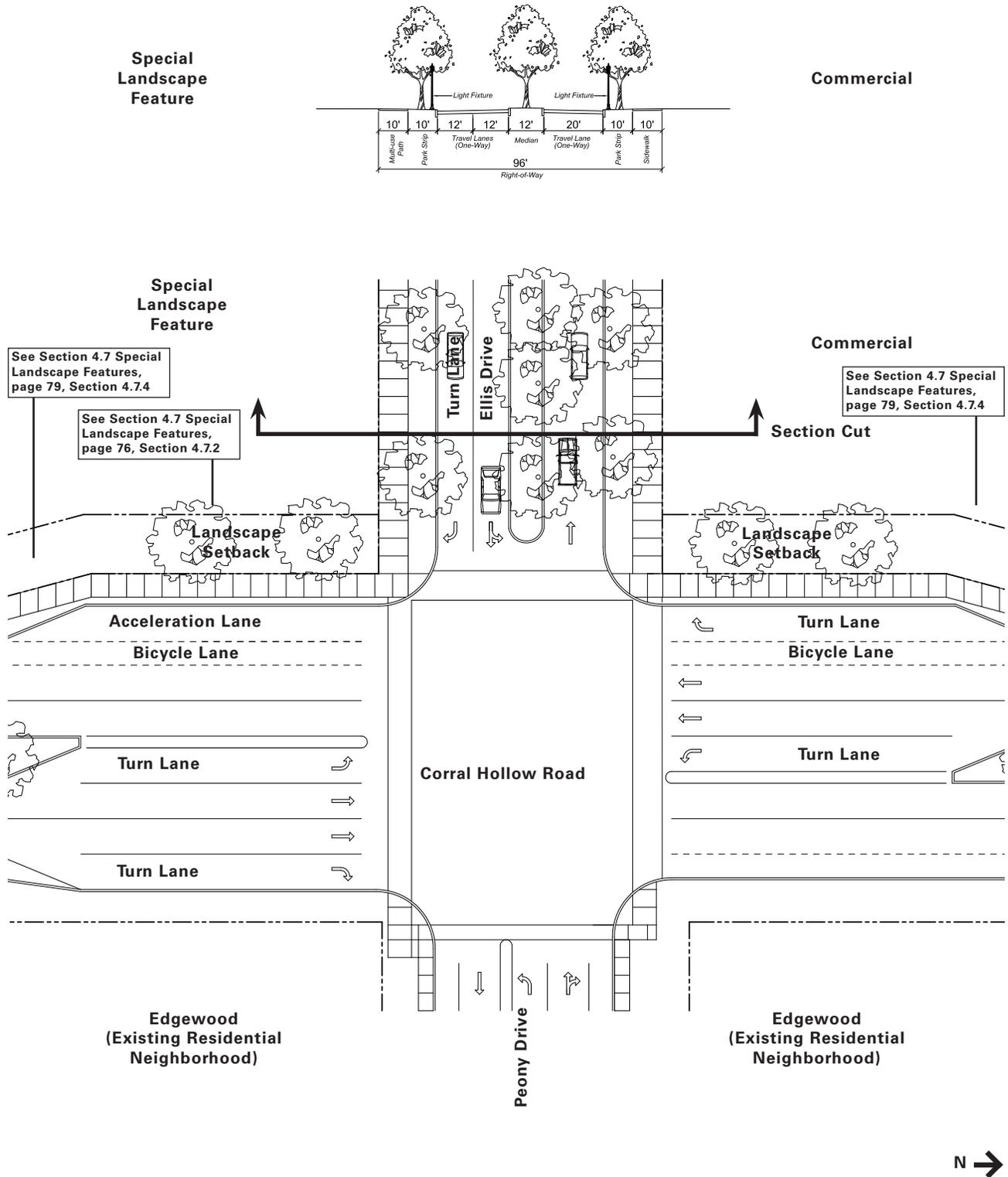


Figure 4.25 Proposed Section and Plan: Entry Street C (Ellis Drive)

4.1.7 Community Street

Designation: A

Definition

This street will be a link providing the main access for vehicles and bicycles across the community. Adjacent land uses will include residences, parks, commercial use, and the Village Center. On-street parking will be permitted on both sides of the street. A Class 1 bicycle lane on one side will be provided along the length of the street. This street shall employ several traffic control measures (as defined in Figure 4.5) in order to facilitate pedestrian connectivity as it creates the signature address of the community.

MOVEMENT	Free
DESIGN SPEED	25 MPH
TRAVEL LANES	Two-way, two lanes
PARKING	Parallel, both sides; offset by park strip on opposite side
R.O.W. WIDTH	68 feet
TRAVEL LANE WIDTH	11 feet
CURB TYPE	Raised
SIDEWALK WIDTH	8 feet on one side; 10-foot multi-use path on other side
BICYCLE LANE	Class 1, one side
PARK STRIP	6–14 feet, both sides, or varies depending on the inclusion of parking
LANDSCAPE	Single row of street trees with low water use grasses, shrubs, and groundcover (irrigated); pedestrian access through landscape strip to be provided as necessitated by parking; see Tables 4.1, 4.2, and 4.3



Figure 4.26 Key Plan: Community Street A

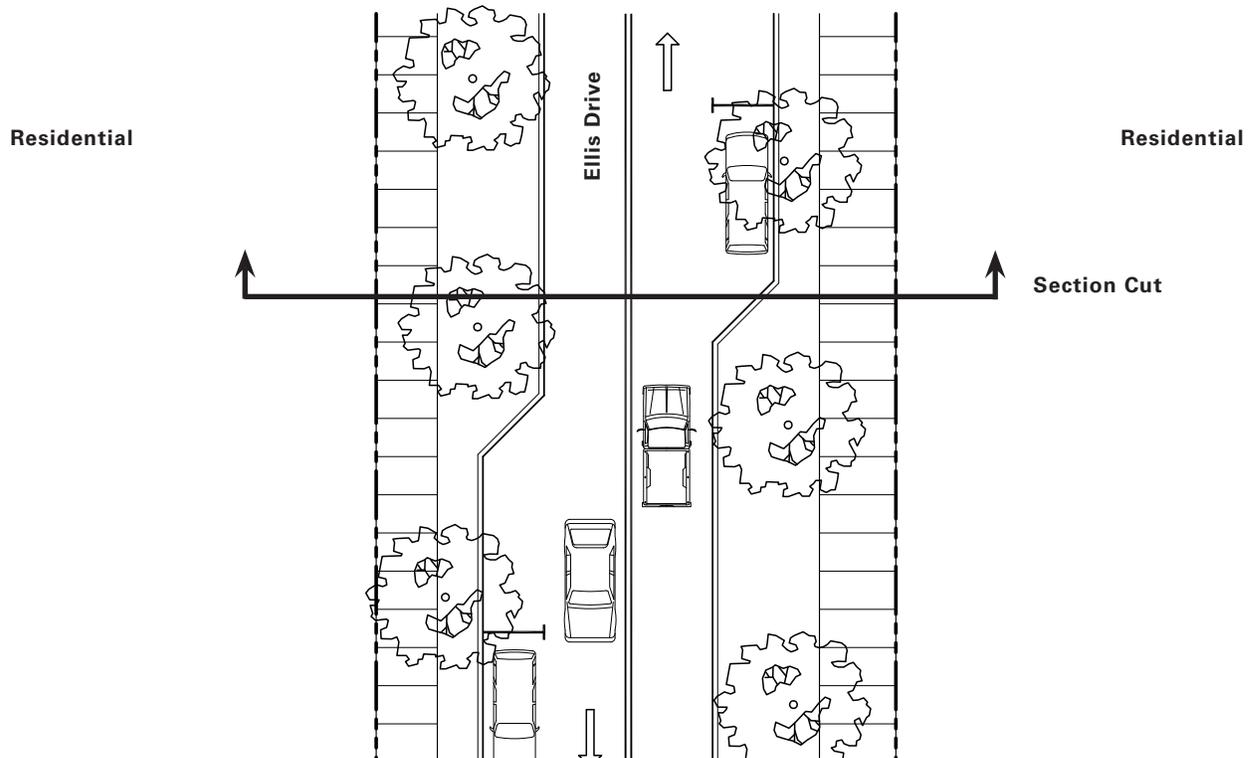
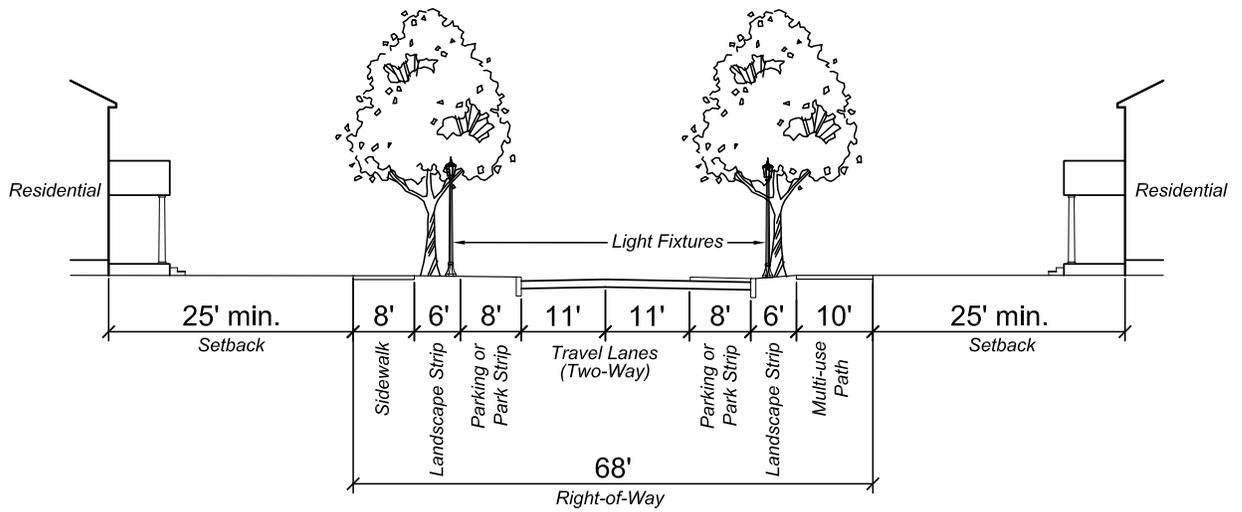


Figure 4.27 Proposed Section and Plan: Community Street A

4.1.8 Community Street

Designation: B

Definition

As a street running along the edges of neighborhoods and through the community, its adjacent land uses will include various types of residences, as well as parks and special landscape features. In addition to providing connectivity, the street is designed to connect to potential future development north of Ellis. On-street parking will be provided on both sides. A Class 1 bicycle lane on one side will be provided along the length of the street.

MOVEMENT	Free
DESIGN SPEED	25 MPH
TRAVEL LANES	Two-way, two lanes
PARKING	Parallel, both sides; offset by park strip on opposite side
R.O.W. WIDTH	65 feet
TRAVEL LANE WIDTH	11 feet
CURB TYPE	Raised
SIDEWALK WIDTH	5 feet on one side; 10-foot multi-use path on the other
BICYCLE LANE	Class 1, one side
PARK STRIP	6–14 feet, both sides, or varies depending on the inclusion of parking
LANDSCAPE	Single row of street trees with low water use grasses, shrubs, and groundcover (irrigated); pedestrian access through landscape strip to be provided as necessitated by parking; see Tables 4.1, 4.2, and 4.3

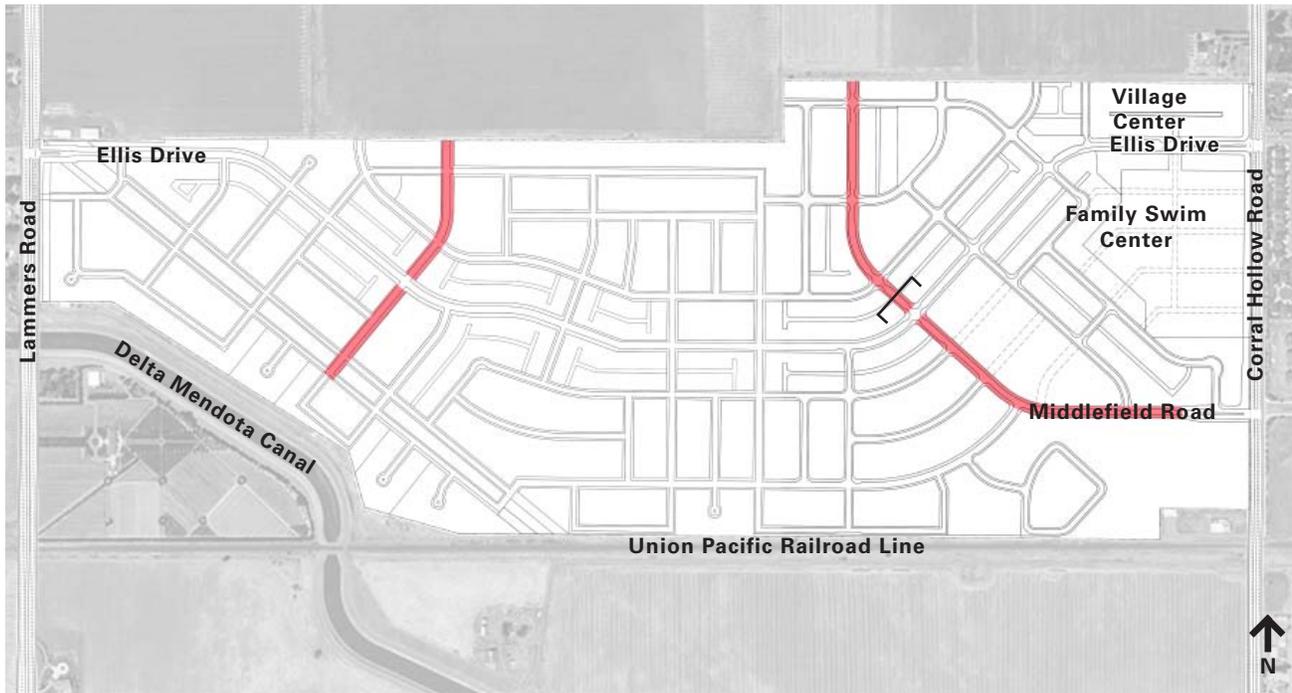


Figure 4.28 Key Plan: Community Street B

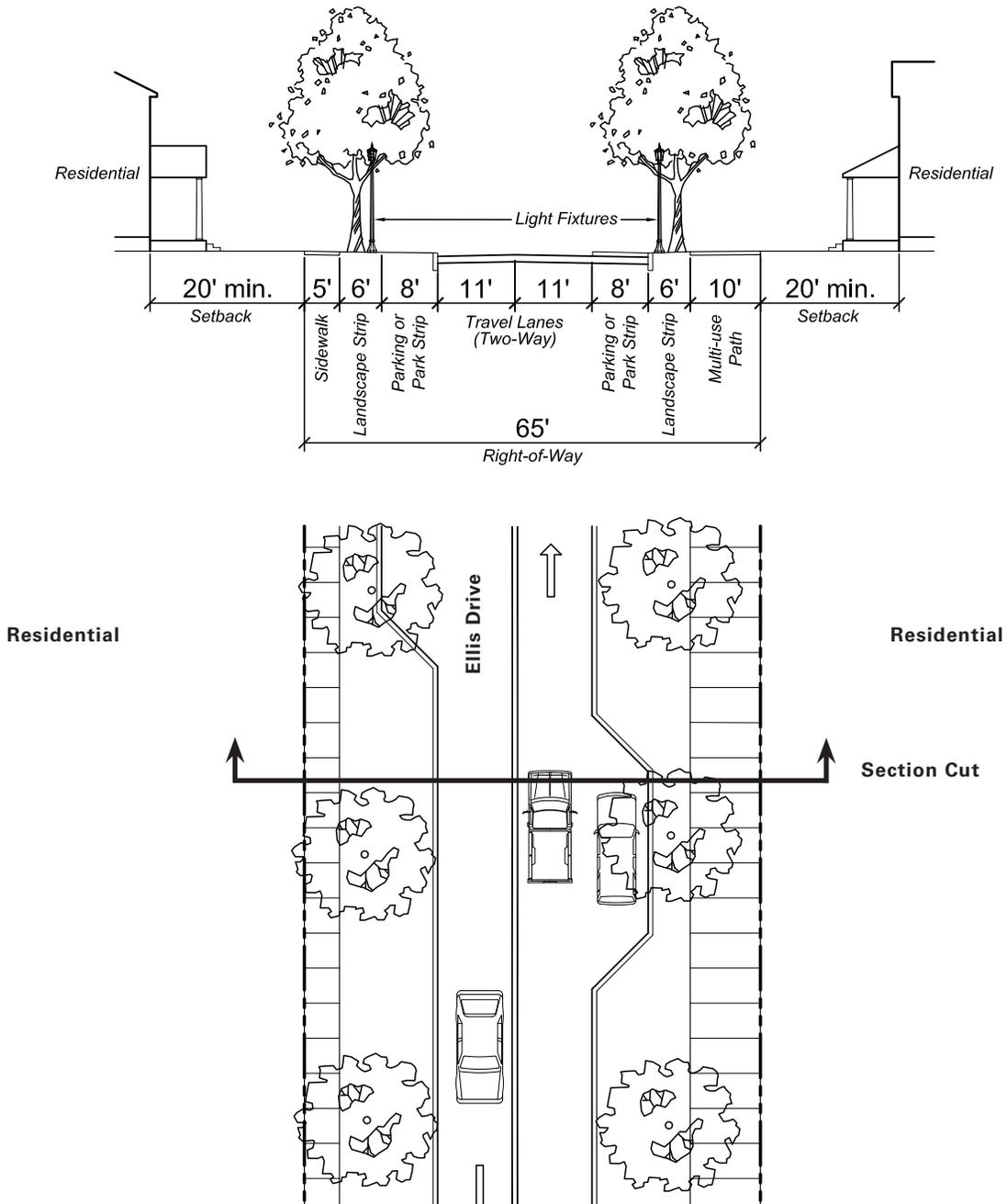


Figure 4.29 Proposed Section and Plan: Community Street B

4.1.9 Community Street

Designation: C

Definition

As a street running near the edges of the community, its adjacent land uses will include various types of residences, as well as parks and special landscape features. In addition to providing main connections through the community, the street is designed to provide a strong pedestrian connection between parks. On-street parking will be provided on both sides. A Class 1 bicycle lane on one side will be provided along the length of the street.

MOVEMENT	Free
DESIGN SPEED	25 MPH
TRAVEL LANES	Two-way, two lanes
PARKING	Parallel, both sides
R.O.W. WIDTH	63 feet
TRAVEL LANE WIDTH	10 feet
CURB TYPE	Raised
SIDEWALK WIDTH	5 feet on one side; 10-foot multi-use path on the other
BICYCLE LANE	Class 1, one side
PARK STRIP	6 feet, both sides
LANDSCAPE	Single row of street trees with low water use grasses, shrubs, and groundcover (irrigated); pedestrian access through landscape strip to be provided as necessitated by parking; see Tables 4.1, 4.2, and 4.3

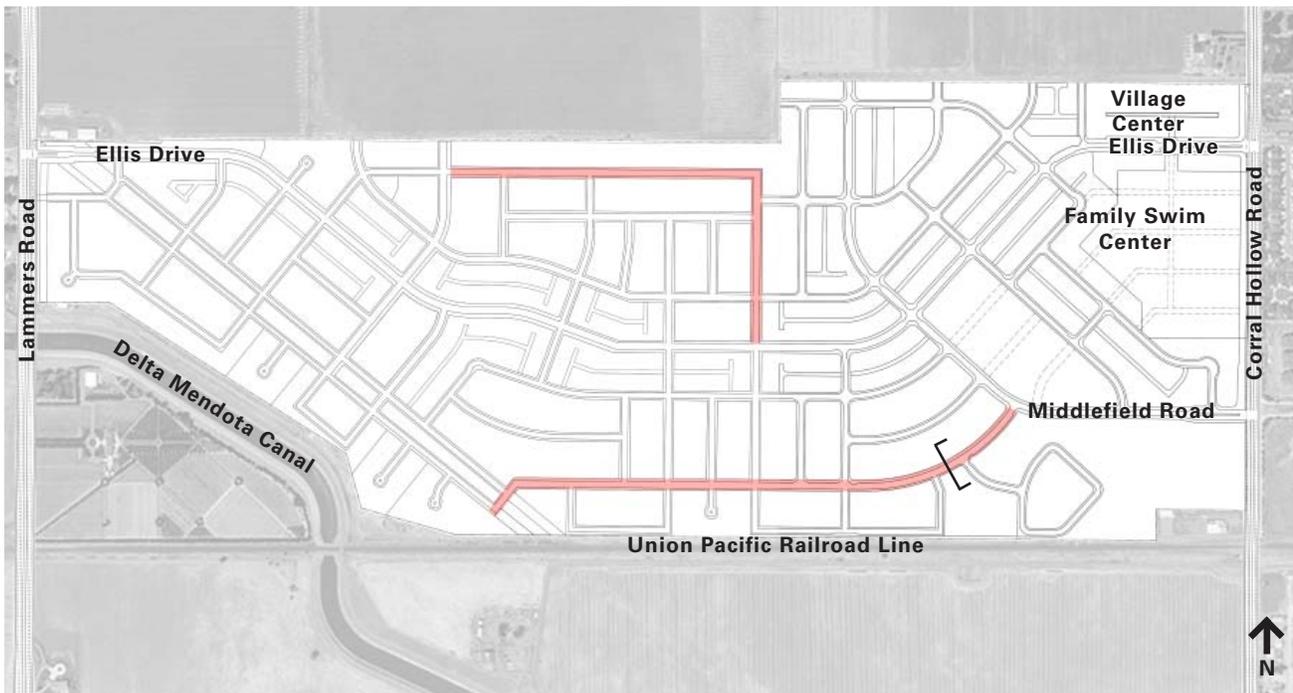


Figure 4.30 Key Plan: Community Street C

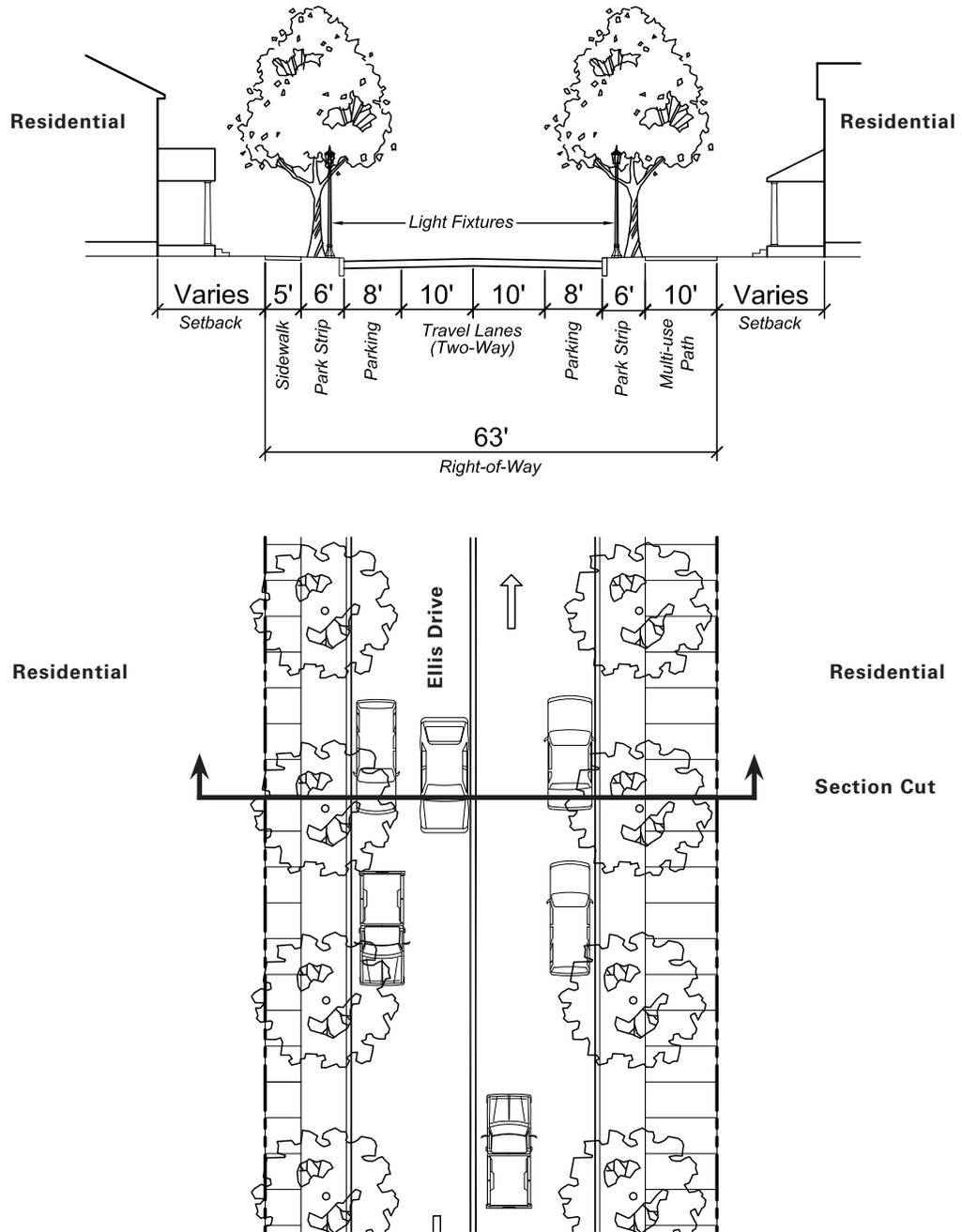


Figure 4.31 Proposed Section and Plan: Community Street C

4.1.10 Village Center Street

Designation: A (Alternate)

Definition

This street is designed to encourage pedestrian and commercial activity in the heart of the Village Center. Adjacent land uses will include retail, civic, office, and residential uses. Diagonal on-street parking is provided to support active uses and create a main street environment. Wide sidewalks will be located in front of Village Center buildings to accommodate outdoor dining and other such uses. Trees near curbs will provide shade without reducing the usable width for pedestrians. Bulbouts and associated crosswalks, located at corners and mid-block, will facilitate pedestrian street crossings and will help calm traffic.

MOVEMENT	Free
DESIGN SPEED	25 MPH
TRAVEL LANES	Two-way, two lanes maximum
PARKING	Diagonal, both sides
R.O.W. WIDTH	100 feet
TRAVEL LANE WIDTH	12 feet
CURB TYPE	Raised
SIDEWALK WIDTH	20 feet on both sides
BICYCLE LANE	Class 3 in street
PARK STRIP	None
LANDSCAPE	Single row of street trees (irrigated) in grates and islands; see Tables 4.1, 4.2, and 4.3



Figure 4.32 Key Plan: Village Center Street A (Alternate)

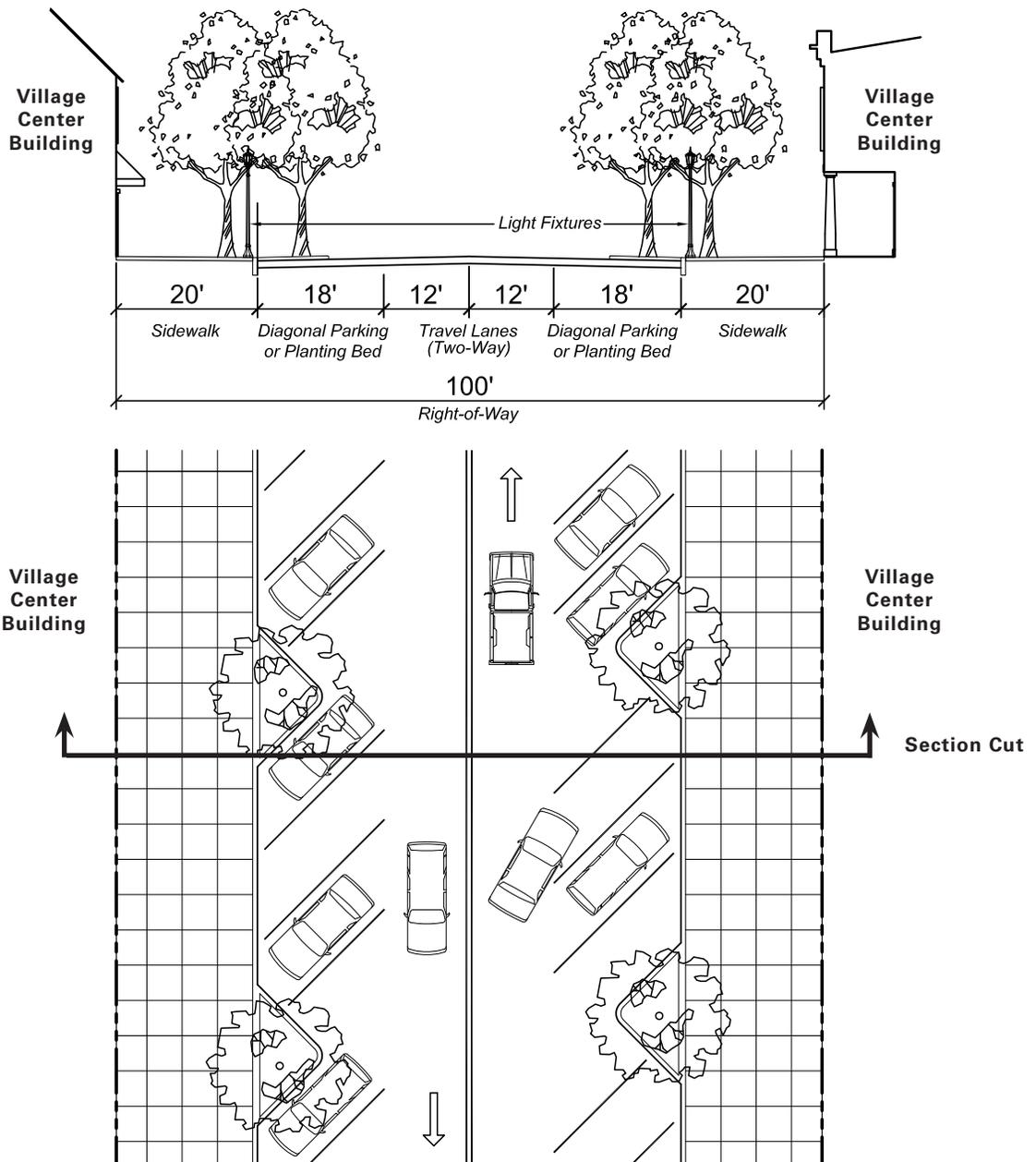


Figure 4.33 Proposed Section and Plan: Village Center Street A (Alternate)

4.1.11 Neighborhood Street

Designation: A

Definition

This will be a moderate-scale street providing local access throughout the community. It accommodates on-street parking on both sides.

MOVEMENT	Free
DESIGN SPEED	25 MPH
TRAVEL LANES	Two-way, two lanes
PARKING	Parallel, both sides
R.O.W. WIDTH	56 feet
TRAVEL LANE WIDTH	10 feet
CURB TYPE	Raised
SIDEWALK WIDTH	4 feet, both sides
BICYCLE LANE	None
PARK STRIP	6 feet, both sides
LANDSCAPE	Single row of street trees with low water use grasses, shrubs, and groundcover (irrigated); pedestrian access through landscape strip to be provided as necessitated by parking; see Tables 4.1, 4.2, and 4.3

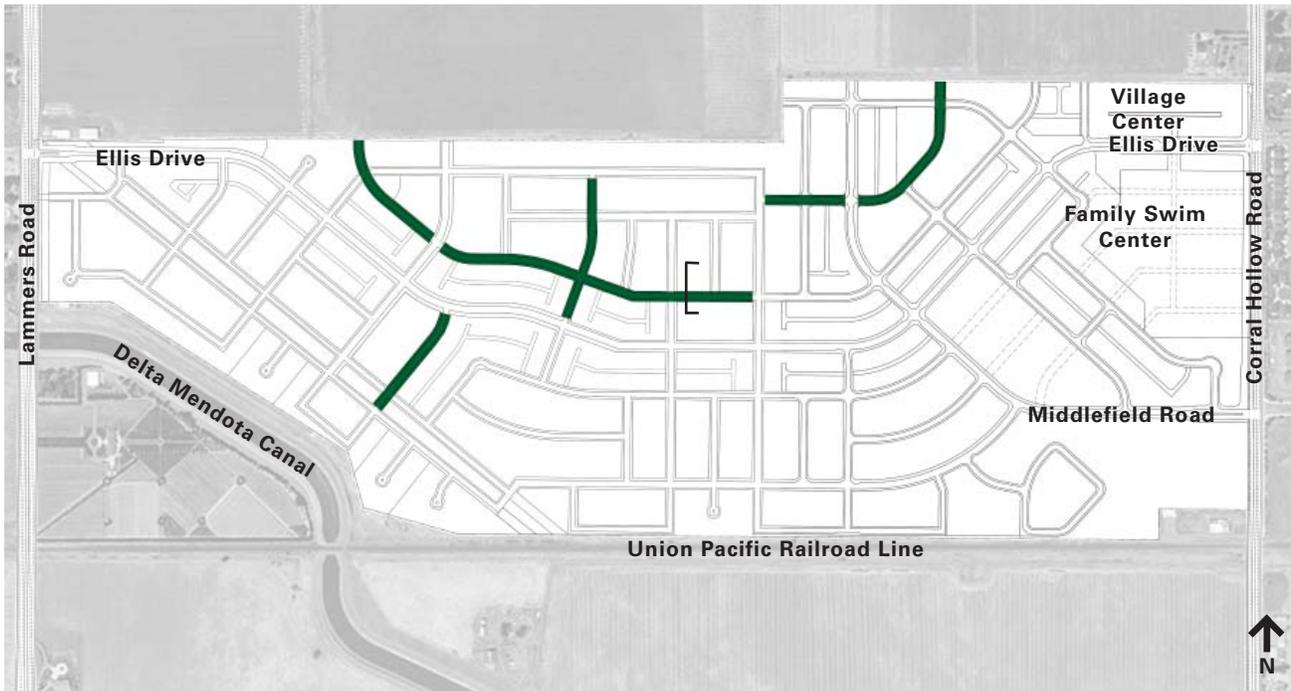


Figure 4.34 Key Plan: Neighborhood Street A

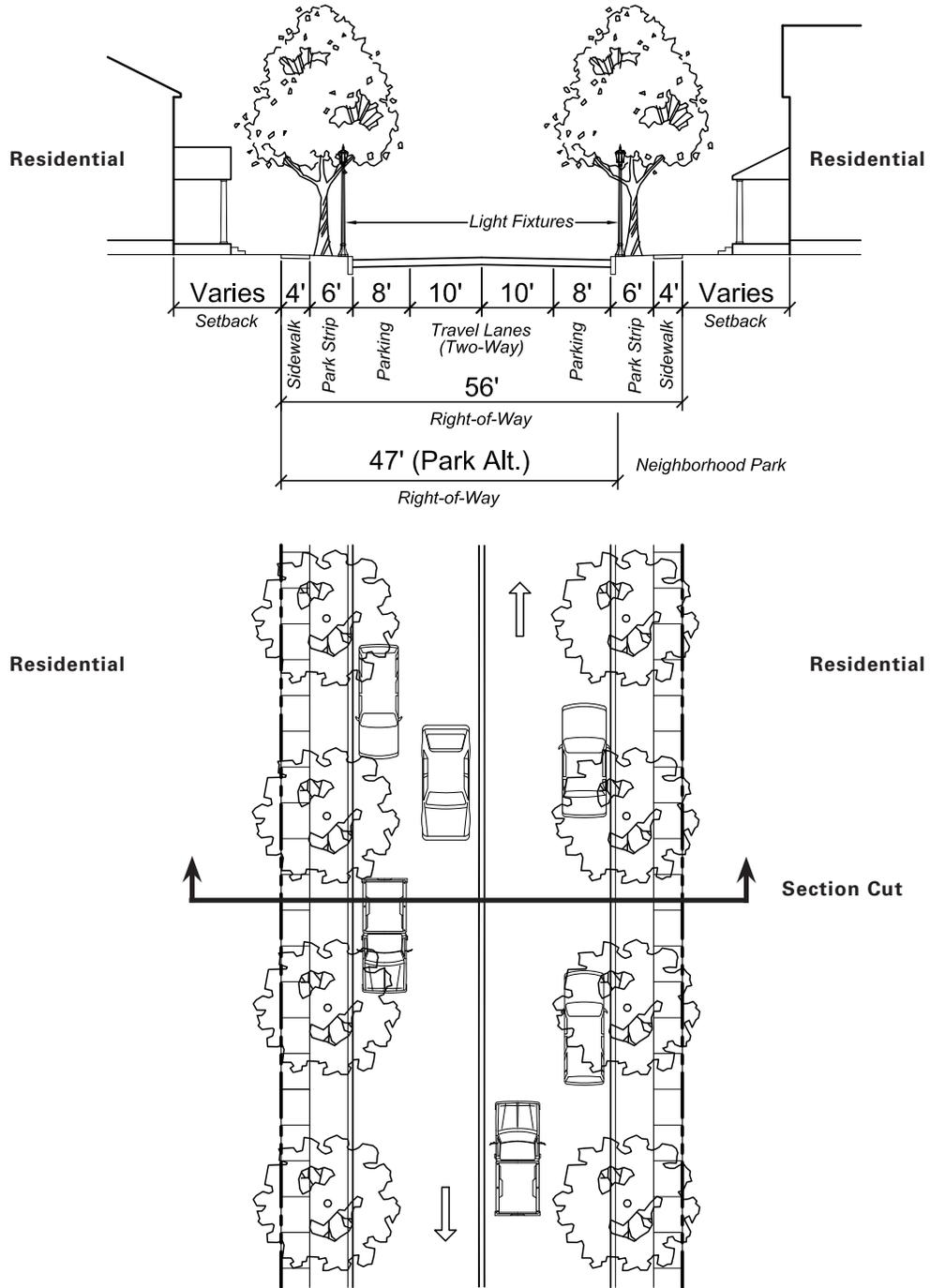


Figure 4.35 Proposed Section and Plan: Neighborhood Street A

4.1.12 Neighborhood Street

Designation: B

Definition

This local street will be a small-scale street providing access throughout the community. The street accommodates on-street parking on one side. Street cross-section B may replace street cross-section A when traffic volumes permit.

MOVEMENT	Free
DESIGN SPEED	25 MPH
TRAVEL LANES	Two-way, two lanes
PARKING	Parallel, one side
R.O.W. WIDTH	48 feet
TRAVEL LANE WIDTH	10 feet
CURB TYPE	Raised
SIDEWALK WIDTH	4 feet, both sides
BICYCLE LANE	None
PARK STRIP	6 feet, both sides
LANDSCAPE	Single row of street trees with low water use grasses, shrubs, and groundcover (irrigated); pedestrian access through landscape strip to be provided as necessitated by parking; see Tables 4.1, 4.2, and 4.3

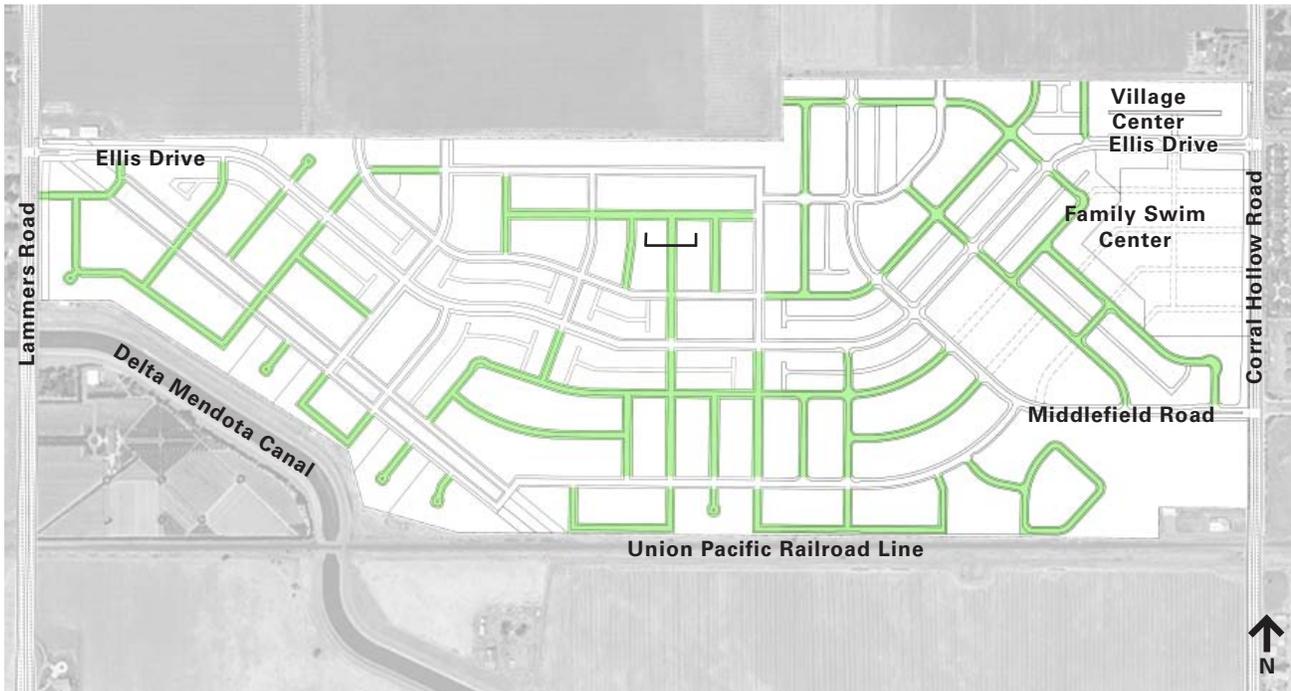


Figure 4.36 Key Plan: Neighborhood Street B

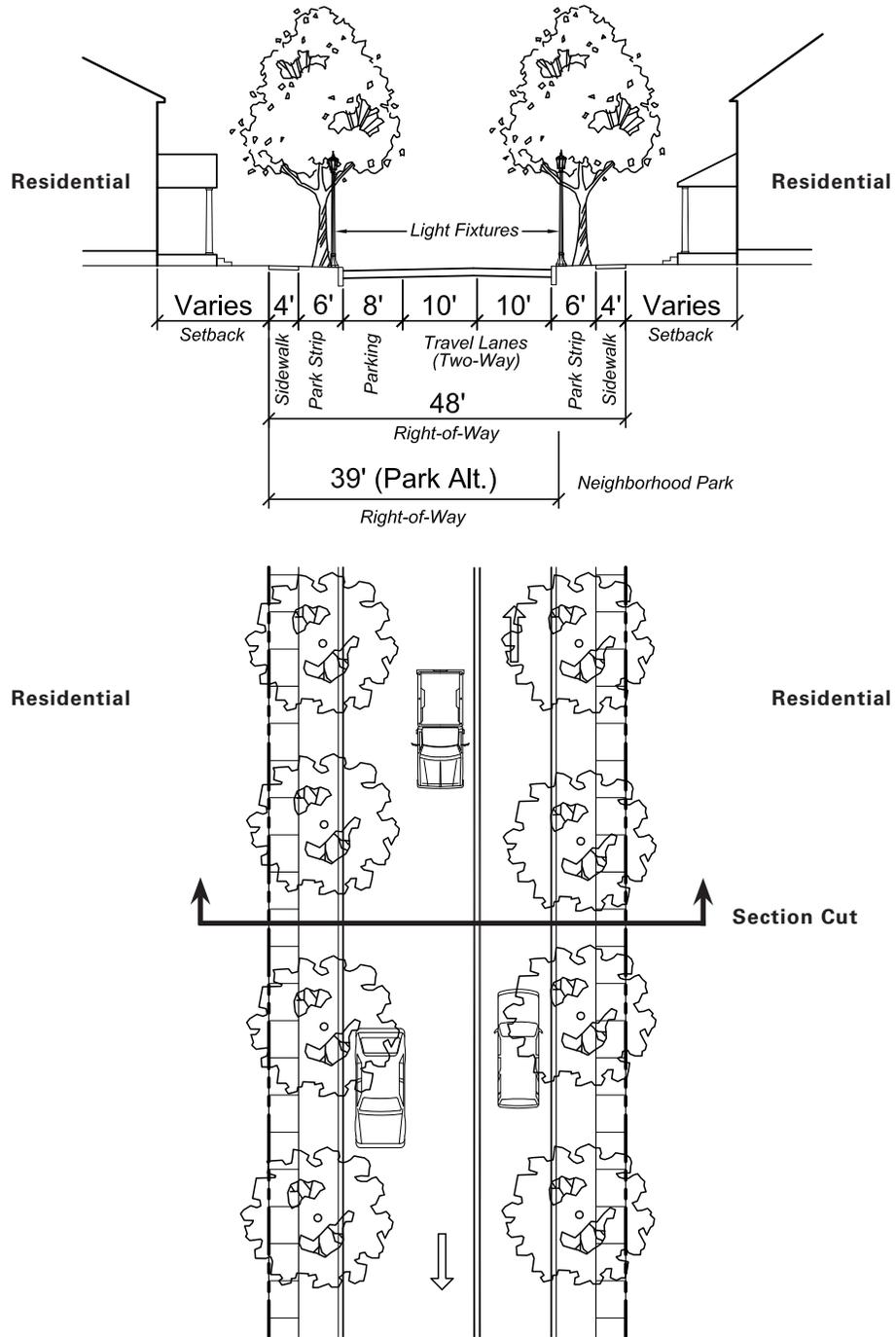


Figure 4.37 Proposed Section and Plan: Neighborhood Street B

4.1.13 Neighborhood Street

Designation: E

Definition

This residential boulevard has one lane of one-way traffic on either side of a median, as well as parallel parking along its length. The median, or Native Preserve, is located within the public right-of-way, with no sidewalks on its edges.

MOVEMENT	Free
DESIGN SPEED	25 MPH
TRAVEL LANES	One-way, one lane on either side of median
PARKING	Parallel, one side each direction
R.O.W. WIDTH	Varies (due to median width)
TRAVEL LANE WIDTH	12 feet
CURB TYPE	Raised
SIDEWALK WIDTH	4 feet, one side each direction
BICYCLE LANE	None
PARK STRIP	7 feet, both sides in both directions
LANDSCAPE	Single row of street trees with low water use grasses, shrubs, and groundcover (irrigated); pedestrian access through landscape strip to be provided as necessitated by parking; see Section 4.6.9 and Tables 4.1, 4.2, and 4.3



Figure 4.38 Key Plan: Neighborhood Street E

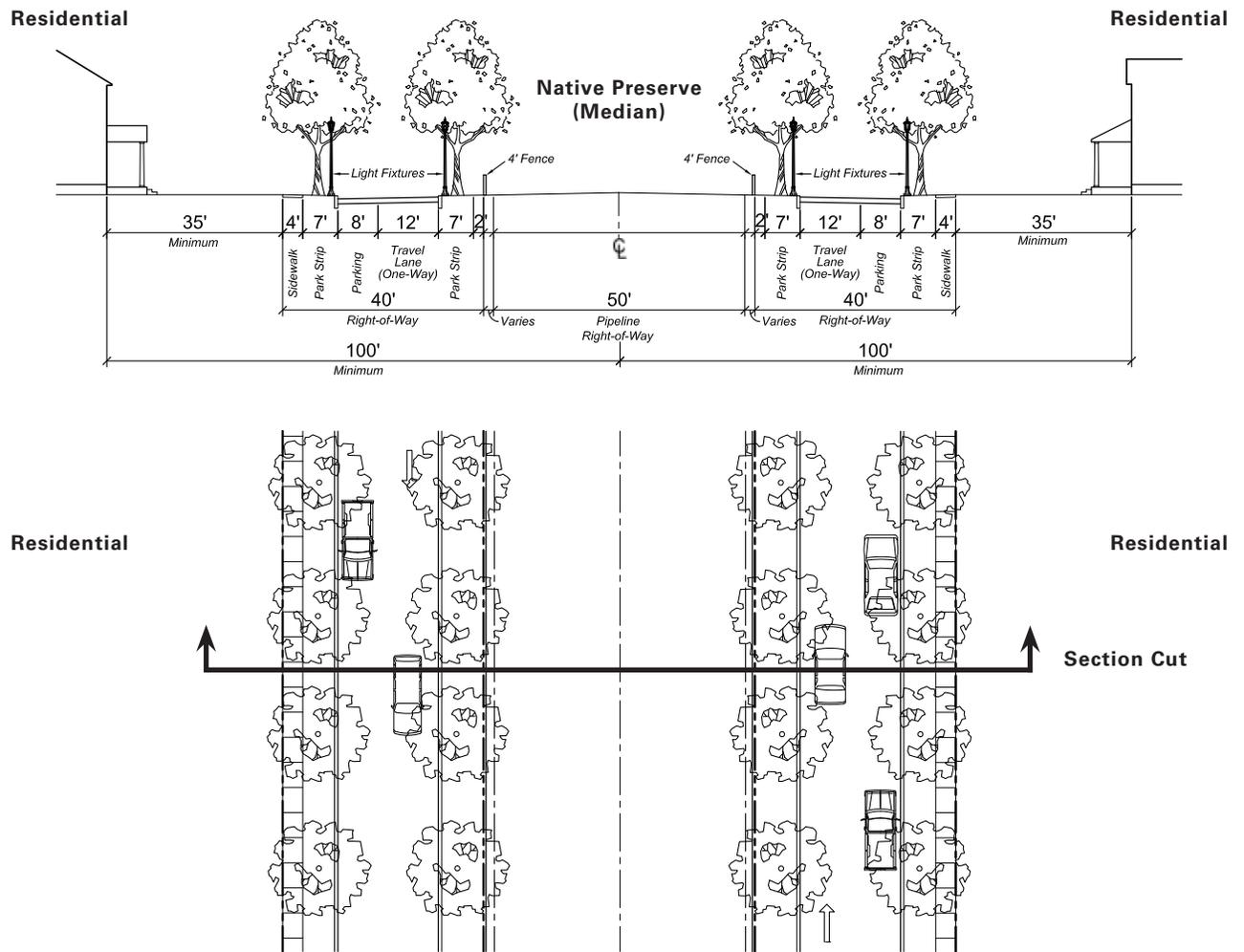


Figure 4.39 Proposed Section and Plan: Neighborhood Street E

4.1.14 Neighborhood Street

Designation: H

Definition

This local street will be a small-scale, one-way street providing access throughout the community. The street accommodates on-street parking on both sides.

MOVEMENT	Free
DESIGN SPEED	25 MPH
TRAVEL LANES	One-way
PARKING	Parallel, both sides
R.O.W. WIDTH	46 feet
TRAVEL LANE WIDTH	10 feet
CURB TYPE	Raised
SIDEWALK WIDTH	4 feet, both sides
BICYCLE LANE	None
PARK STRIP	6 feet, both sides
LANDSCAPE	Single row of street trees with low water use grasses, shrubs, and groundcover (irrigated); pedestrian access through landscape strip to be provided as necessitated by parking; see Tables 4.1, 4.2, and 4.3



Figure 4.40 Key Plan: Neighborhood Street H

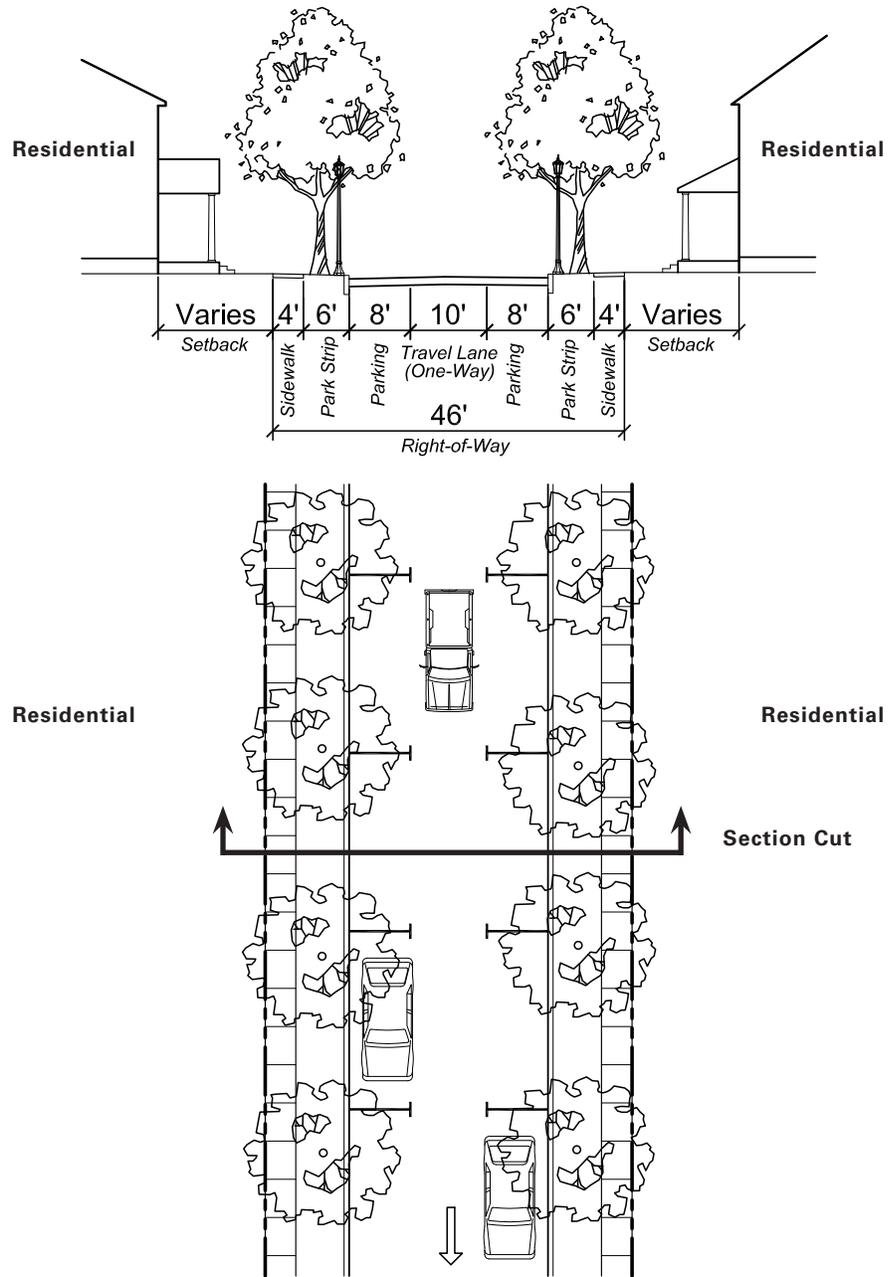


Figure 4.41 Proposed Section and Plan: One-Way Street Parking Both Sides

4.1.15 Neighborhood Street

Designation: I

Definition

This local street will be a small-scale, one-way street providing access throughout the community. The street accommodates on-street parking on one side.

MOVEMENT	Free
DESIGN SPEED	25 MPH
TRAVEL LANES	One-way
PARKING	Parallel, one side
R.O.W. WIDTH	38 feet
TRAVEL LANE WIDTH	10 feet
CURB TYPE	Raised
SIDEWALK WIDTH	4 feet, both sides
BICYCLE LANE	None
PARK STRIP	6 feet, both sides
LANDSCAPE	Single row of street trees with low water use grasses, shrubs, and groundcover (irrigated); pedestrian access through landscape strip to be provided as necessitated by parking; see Tables 4.1, 4.2, and 4.3



Figure 4.42 Key Plan: Neighborhood Street I

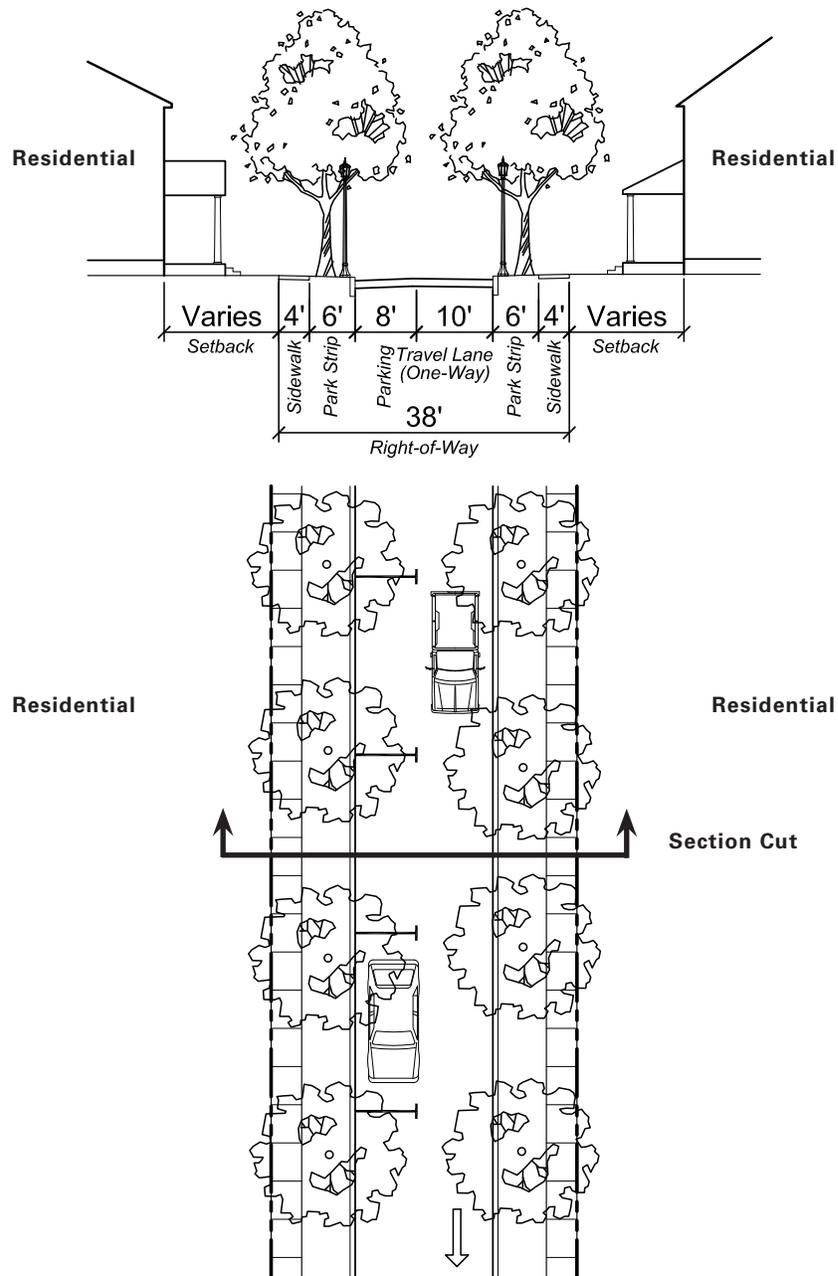


Figure 4.43 Proposed Section and Plan: One-Way Street Parking One Side

4.1.16 Neighborhood Street

Designation: J

Definition

This local street will be a small-scale street providing access throughout the community. The street does not accommodate on-street parking.

MOVEMENT	Free
DESIGN SPEED	25 MPH
TRAVEL LANES	Two-way, two lanes
PARKING	None
R.O.W. WIDTH	40 feet
TRAVEL LANE WIDTH	10 feet
CURB TYPE	Raised
SIDEWALK WIDTH	4 feet, both sides
BICYCLE LANE	None
PARK STRIP	6 feet, both sides
LANDSCAPE	Single row of street trees with low water use grasses, shrubs, and groundcover (irrigated); see Tables 4.1, 4.2, and 4.3



Figure 4.44 Key Plan: Neighborhood Street J

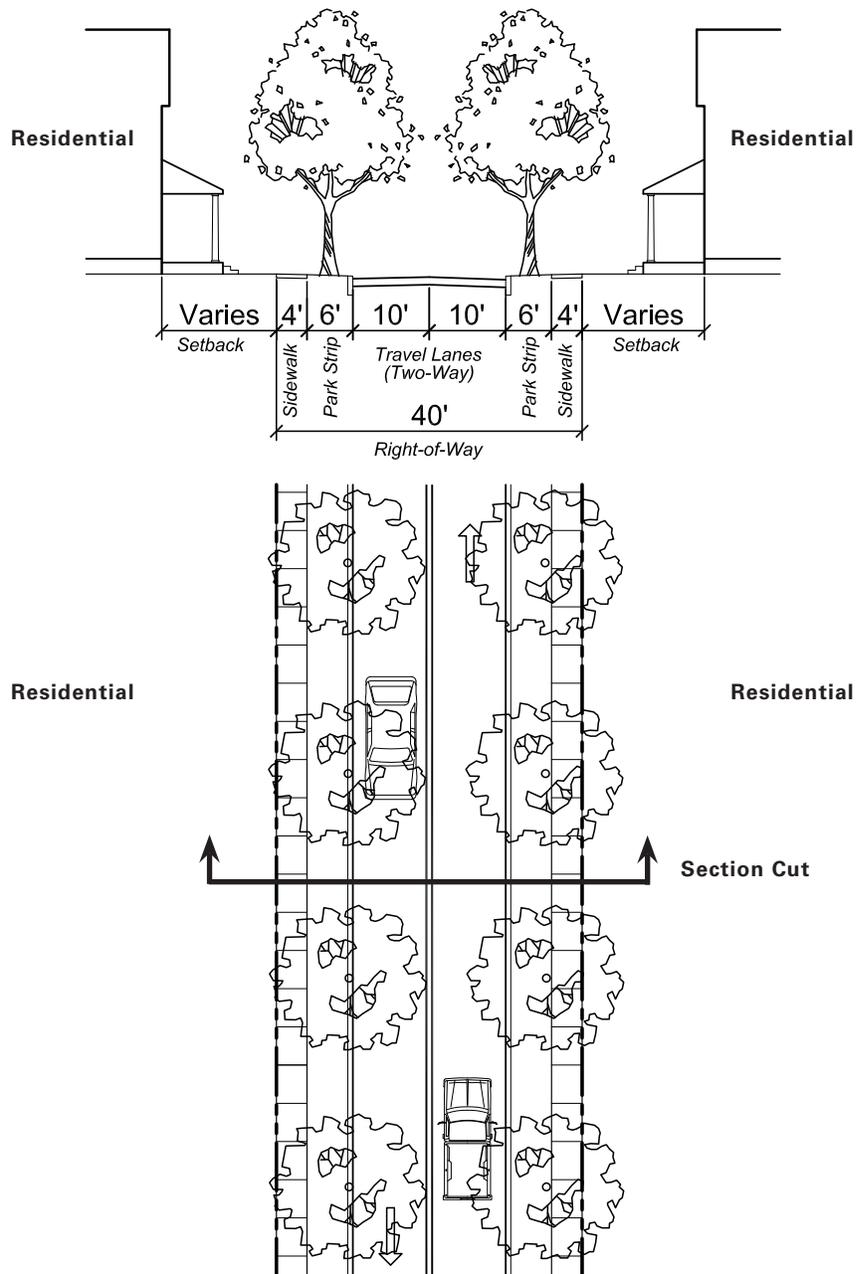


Figure 4.45 Proposed Section and Plan: No Parking C

4.1.17 Lane

Designation: A

Definition

The lane will provide primary access to off-street residential parking. Lanes are designed to accommodate trash collection and dry utilities. Dead-end lanes may not extend farther than 150 feet from a public street.

MOVEMENT	Yield
DESIGN SPEED	10 MPH
TRAVEL LANES	One-way
PARKING	None
R.O.W. WIDTH	22 feet
TRAVEL LANE WIDTH	14 feet
CURB TYPE	Rolled
SIDEWALK WIDTH	None
BICYCLE LANE	None
PARK STRIP	4 feet, both sides
LANDSCAPE	Low water use grasses, shrubs, and groundcover in park strip (irrigated)



Figure 4.46 Key Plan: Lane A

Pursuant to the City of Tracy General Plan, lanes are allowed within residential land use designations. The precise location of such facilities will be determined upon the approval of detailed plans. Diagrams in the ESP are illustrative and not intended to indicate the percent or location of lane loaded lots.

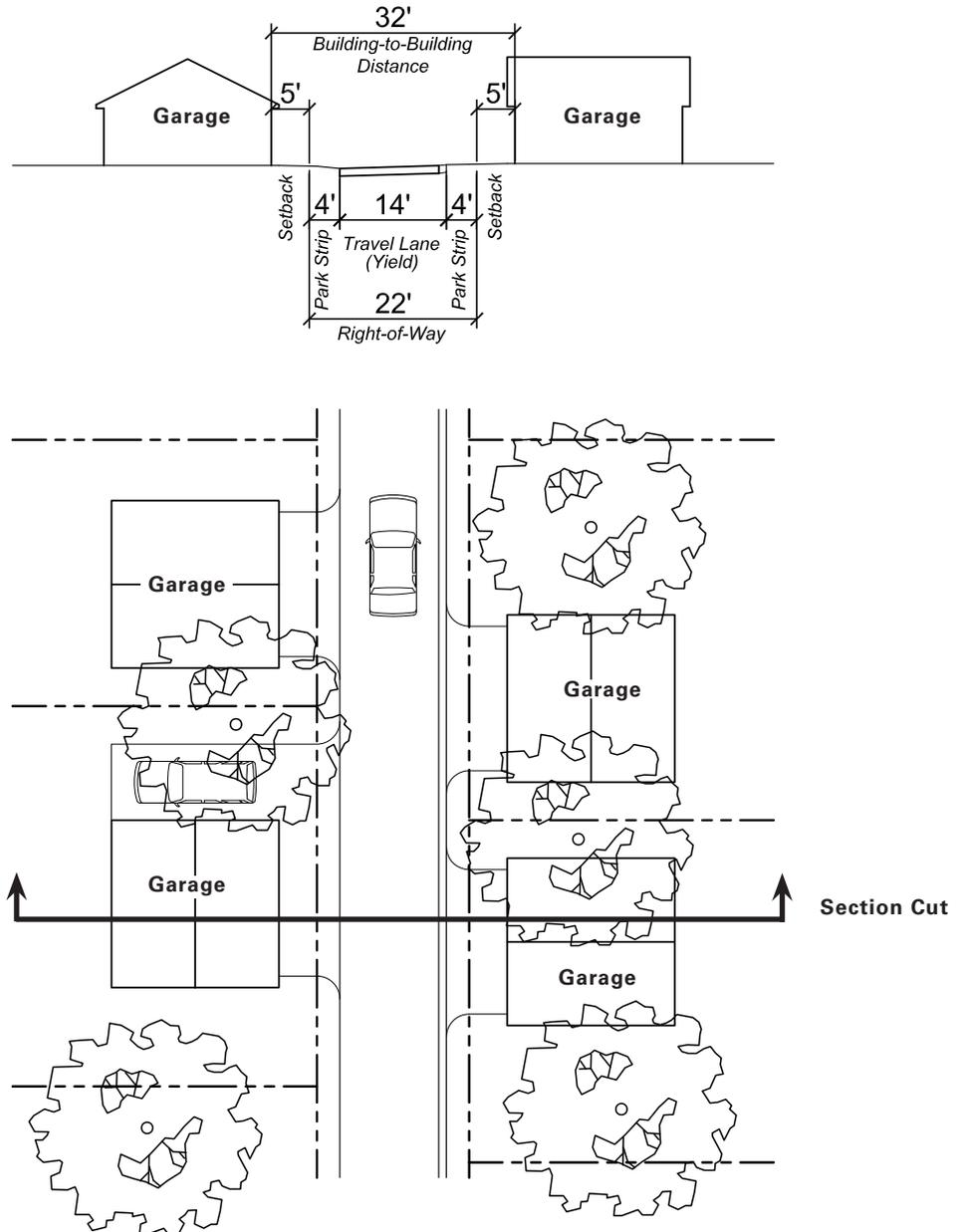


Figure 4.47 Proposed Section and Plan: Lane A

4.2 PEDESTRIAN SYSTEM PLAN

The streets, blocks, and parks of Ellis will be designed to accommodate the needs of pedestrians and cyclists (Figure 4.48 Area Wide Pedestrian Plan and 4.49 Pedestrian and Trail Systems Plan).

Ellis will have a diverse and well-developed pedestrian circulation network. All streets in the community will have sidewalks on at least one side; many will have sidewalks on both sides. The network of sidewalks and paths will connect the Village Center with the residential neighborhoods. Paths and trails will extend the pedestrian system through the natural areas and parks.

The pedestrian network will be enhanced by traffic-calming strategies at critical locations. The traffic calming will occur where pedestrians might conflict with automobiles.



Figure 4.48 Area Wide Pedestrian Plan

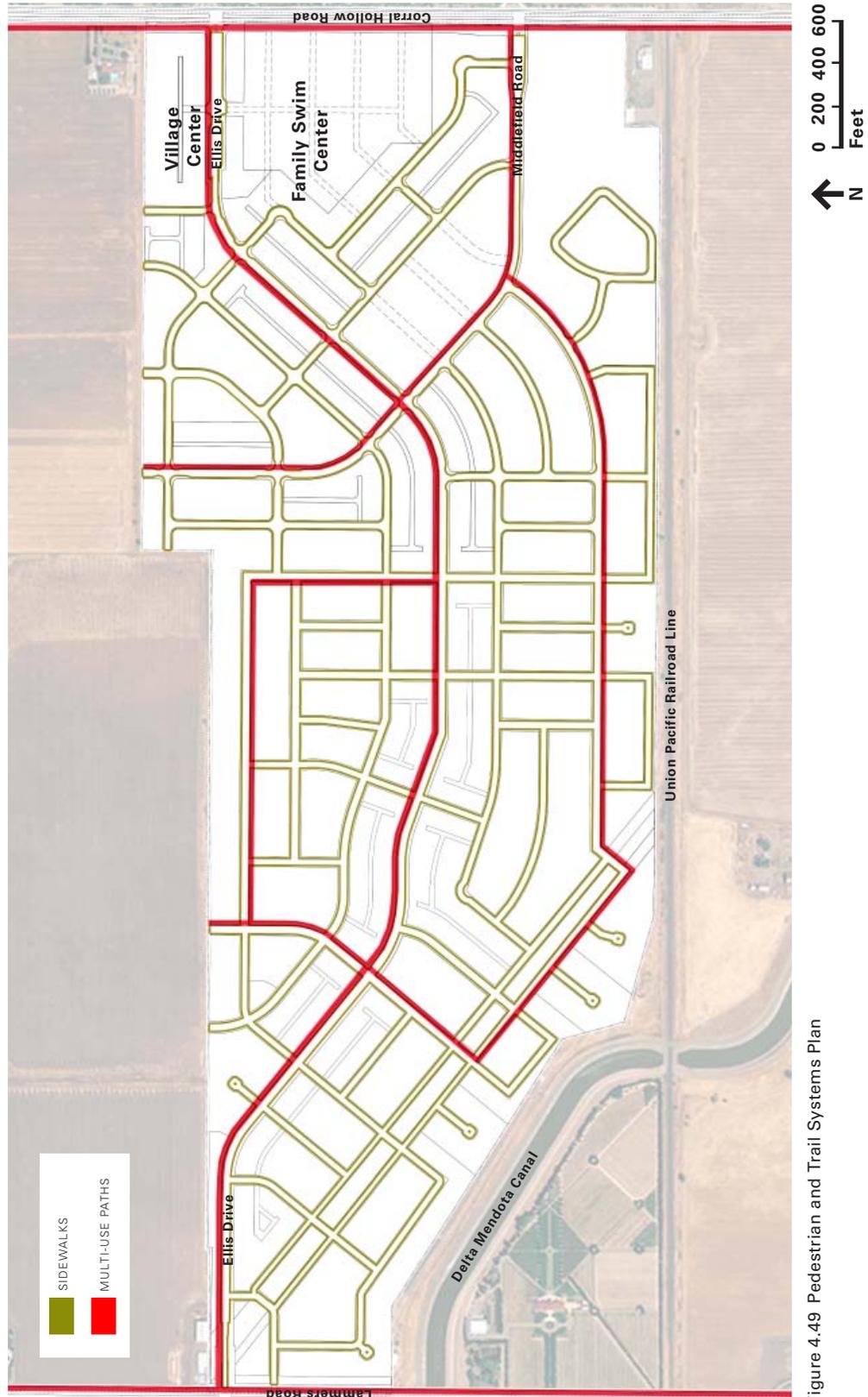


Figure 4.49 Pedestrian and Trail Systems Plan

4.3 BICYCLE SYSTEM PLAN

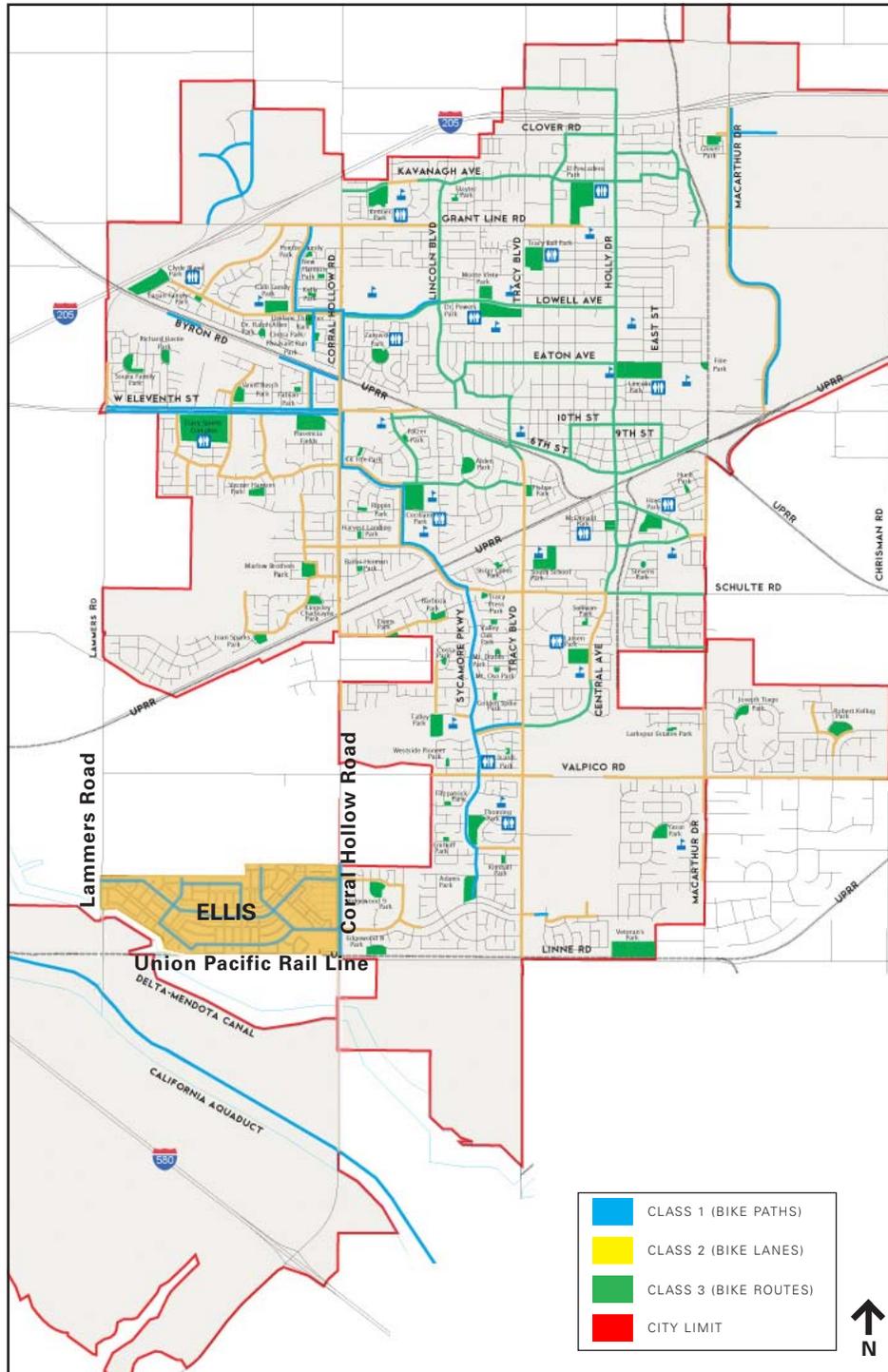
A comprehensive bicycle circulation network plays an integral role in making Ellis an exceptionally livable community.

A 10-foot, multi-use bike/pedestrian path runs through portions of the community to facilitate and encourage non-vehicular travel among neighborhoods and parks. Many parks will have bike racks.

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

The trail system necessitates multiple street crossings. In some cases, crossings occur mid-block. To ensure safe crossings, special planting to maximize visibility, bollards, traffic-calming devices, and signage may be used to slow both vehicular traffic on streets and pedestrian/bike traffic on paths. Signage may indicate that cyclists have the right-of-way.

The bicycle network will link to the broader City of Tracy and San Joaquin County Bikeway Systems. Bike rack parking for cyclists will be provided as part of the joint use Village Center parking reservoir.



SOURCE: CITY OF TRACY

Figure 4.50 Ellis as it relates to existing bikeways in the City of Tracy

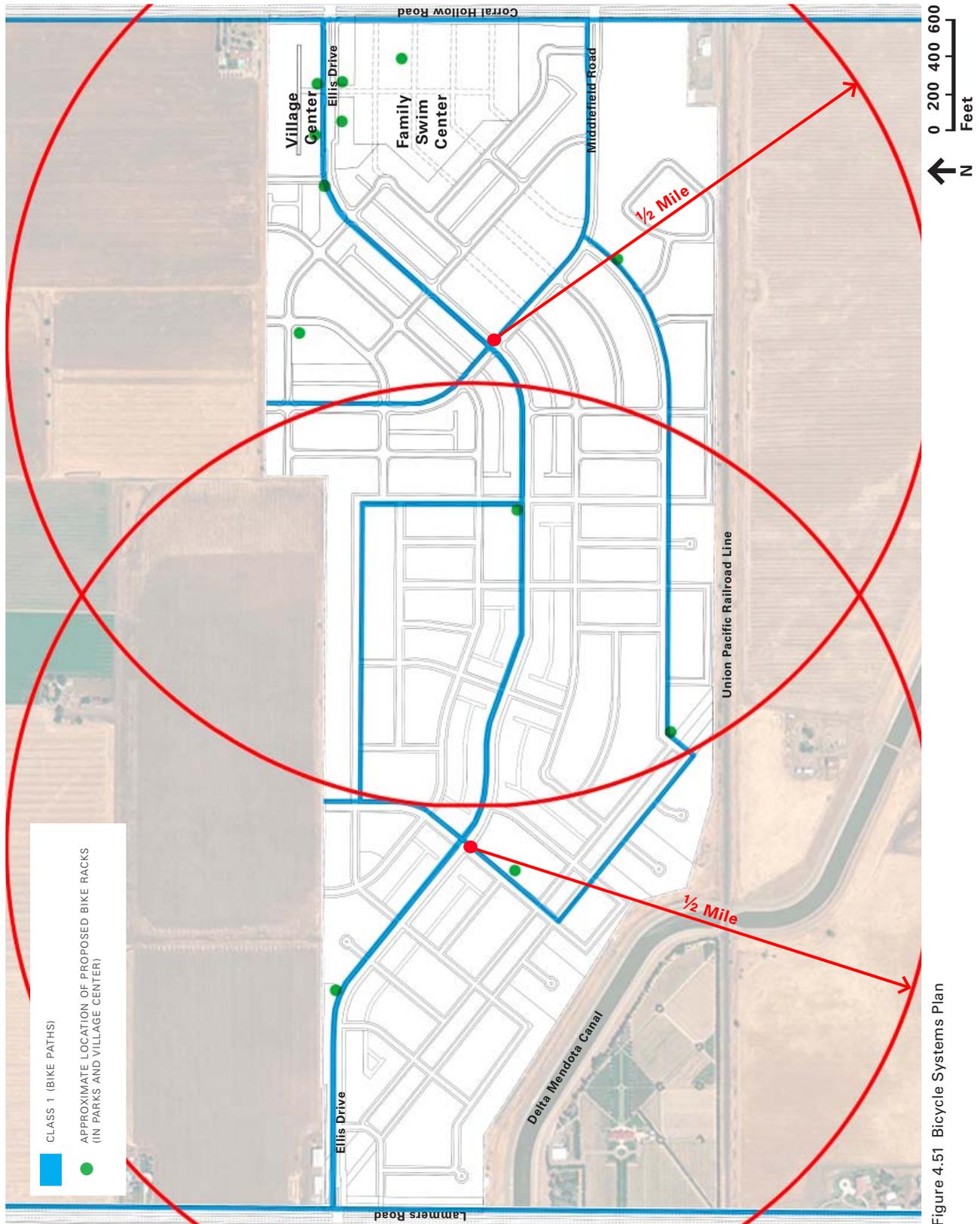


Figure 4.51 Bicycle Systems Plan

4.4 PUBLIC TRANSPORTATION

Ellis will be a walkable, human-scaled, community characterized by a hometown feel that makes it memorable. Ellis will be served by a variety of public transportation options, accommodating the needs of a wide variety of users.

At a regional scale, the community will be served by the Altamont Commuter Express (ACE) which is a passenger rail line running between Stockton and San Jose, with a BART connection to the Bay area from Pleasanton. The ACE transportation system was

jointly created by many transit organizations in 1997 to best serve the communities along its rail. One can connect to ACE service through the SMART/ACE General Public Dial-A-Ride, an on-call service that picks up commuters at individual addresses and transports them to the ACE station. Regional bus service is also available within San Joaquin County, through the San Joaquin Regional Transit District, County Area Transit, the San Joaquin Commuter bus, Greyhound, and Amtrak California.

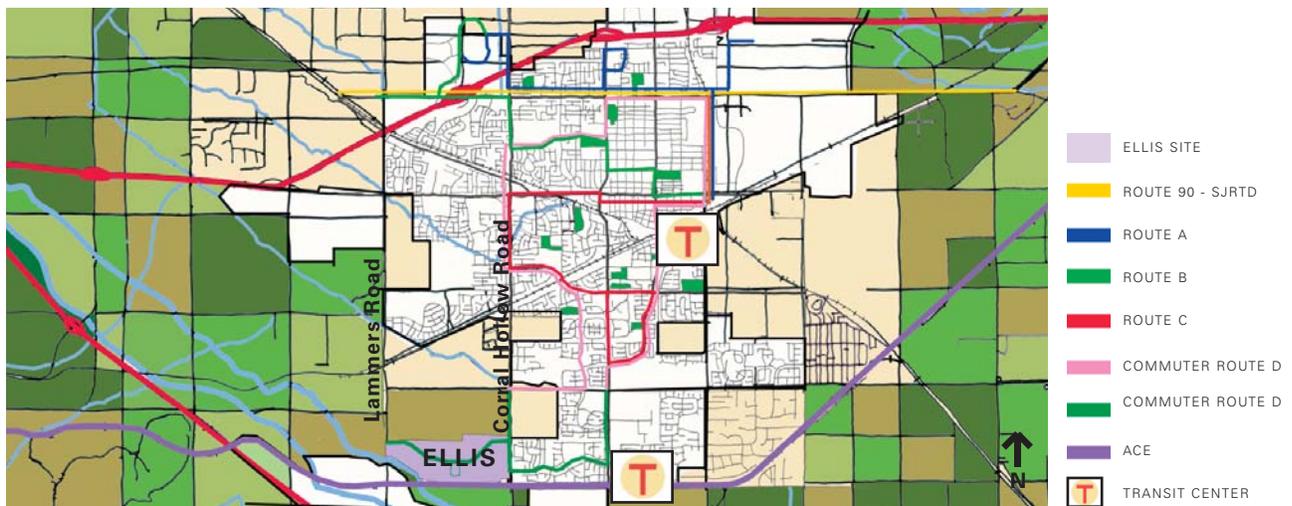


Figure 4.53 Regional Transit Map

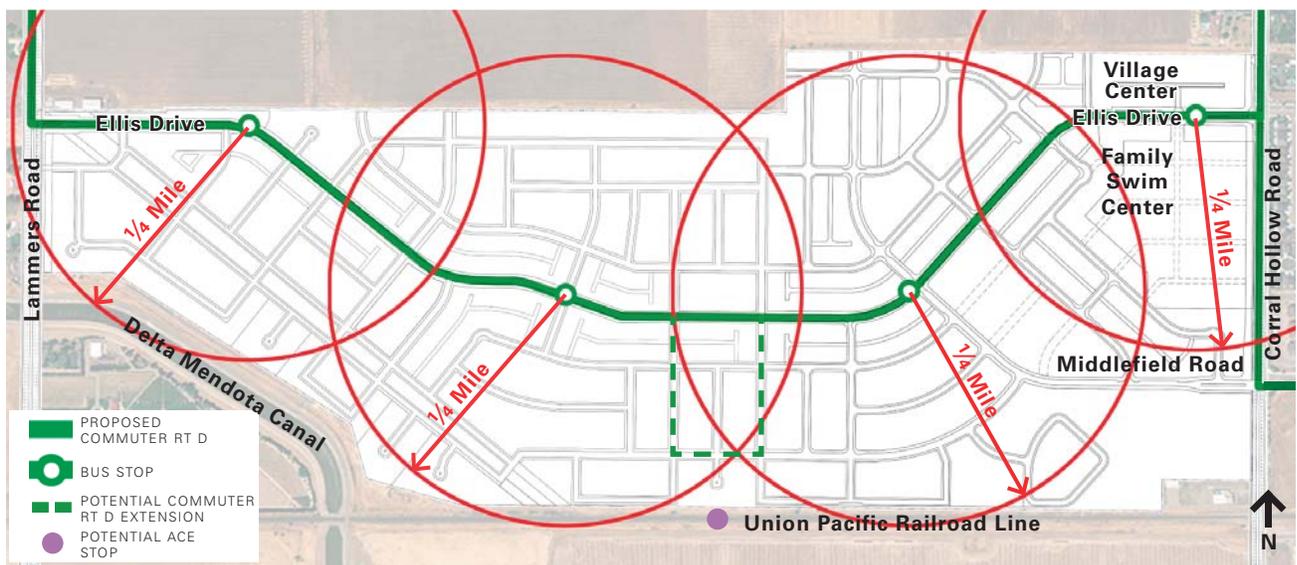


Figure 4.52 Public Transportation Plan

Transit access to the Ellis site will be provided by the City’s TRACER bus system. TRACER will provide a proposed commuter route along Ellis Drive through the Modified ESP area with four major stops. A potential commuter route connection to provide access to a potential Altamont Commuter Express (ACE) stop will be provided just south of the Ellis property boundary. The TRACER service will provide service to the City of Tracy Multimodal Transit Center with connecting service to the Altamont Commuter Express (ACE) rail, San Joaquin County Regional Transit (SJRTD) regional bus service, Greyhound, and the proposed future high speed rail service and BART connections to the Bay Area and beyond. As the City further develops to the south and the west, the bus service will be extended along Ellis Drive to Lammers Road and bus stops/pull outs will be located at intersections and provide for a 1/4 mile to 1/2 mile walking distance from origins and destinations within the ESP to the bus stops to promote transit travel.

4.5 PARKING NETWORK

Residential parking will be on and off-street, some parking may be accessed by way of residential driveways and the proposed rear lane network. Most street types include on-street visitor parking as well. Neighborhood parks are typically served by on-street parking.

Both the Village Center and proposed Family Swim Center will be served by a series of designated lots and on-street convenience parking. Together these elements create a parking reservoir that is designed to efficiently accommodate long-, medium-, and short-term needs, as well as multi-use parking. Village Center off-street parking will be shared use. Shared-use parking refers to spaces that are available to multiple functions. Employees will park in designated areas behind mixed-use buildings. Shoppers and visitors will park in short-term spaces directly behind the stores and in on-street spaces marked for rapid turnover (see Figure 4.54 Illustrative Village Center Plan).



Figure 4.54 Illustrative Village Center Plan

4.6 PARKS NETWORK

The Ellis parks network is designed to provide a wide array of active and passive recreation opportunities to meet the range of needs within the community. Consistent with City requirements, the ESP includes a park dedication of 4 acres per 1,000 people. Ellis will feature 3 park acres per 1,000 population generated of Neighborhood Parks and 1 park acre per 1,000 population generated of Community Parks (4 park acres per 1,000 population generated total). The proposed Family Swim Center will be used as credit for the Community Park requirement if built at Ellis.

The intention in the design of parks is to create public spaces that offer:

- 1 A variety of active and passive recreational opportunities for all age groups;
- 2 Recreational amenities within walking distance of residents' homes;
- 3 Integration with the local and regional trail and bike path system; and
- 4 Access to at least one public street.

A pro rata share of parks will be built as needed to serve the eventual number of units developed.

Intimate neighborhood parks are interspersed throughout the community ensuring access to a park within a quarter mile of all residences. This enhances walkability and allows the parks to become unique identity landmarks for neighborhoods within the project. The regular street tree pattern may be interrupted at parks to announce them as special features along the street, creating visual interest and variety. Where parking is provided along park frontage, landscape strips are removed to facilitate access.

Each neighborhood park provides a selection of amenities. All together, they offer a range of active and passive recreation opportunities traditionally found in larger parks. These amenities may include walking paths, sports fields, play areas, court games, and community gathering spaces. A Landscape Maintenance District (LMD) or Community Facilities District

(CFD) will be formed specific to Ellis and will collect assessment fees sufficient to ensure a high standard of maintenance for this innovative approach to park design and integration (see Section 5.5). All parks and open space dedicated to the City will be accepted by the City and maintained through Ellis LMD or CFD by the City with the exception of the Family Swim Center. ESP parks shall be developed in conformance with the Modified Specific Plan and City construction standards.

The anticipated surrounding density of use has been considered in the programming of each park. Over time, amenities offered in a park may be adjusted to reflect changing demographics.

In some cases, homes front on the parks creating a unique and desirable residential design. These parks feature more passive and social uses, such as open greens and bocce. Landscape buffers, including low walls, fences, and planting separate public from private spaces. Sports and other more active park uses are located in parks separated from residences by streets.

Each park has an individual character and distinct features designed to create a strong sense of place. At the same time, the extensive multi-use path system encourages residents to walk or bicycle between parks and neighborhoods. A unifying visual theme throughout Ellis ensures that residents feel at home in all of the parks in the community. On-street parking is provided for those who choose to drive. All park names shall be as approved by City Council.

The Illustrative Parks, Preserve, and Special Landscape Feature Plan (Figure 4.55) illustrate the neighborhood park concept system. Individual elements of this system are listed below:

A The proposed Family Swim Center is a regional aquatic facility, which may include a competition pool, recreation pool, sprayground, lazy river, outdoor gathering space, and volleyball complex. It is designed to minimize hardscape, maximize green space, and help buffer winds. The range of activities makes it a family recreation destination.

B The Village Green anchors the Village Center and acts as a portal to the residential neighborhoods. Located at the edge of the Village Center on “Ellis Drive”, the Village Green may feature an interactive fountain, gazebo, gathering area, open lawn, seating, and shade trees, and serves as the ceremonial center of Ellis.

C Cottage Park features a tot lot and open lawn suitable for informal games. A bocce ball court encourages socializing with neighbors.

D Homestead Park celebrates the history of Ellis with themed play areas and site furnishings, as well as a tennis court, and multi-purpose turf suitable for youth soccer.

E Central Park provides a recreation hub for multiple generations.

F Western Park includes play areas, a multi-purpose field suitable for youth soccer or baseball and a group picnic area with shade structure.

G Carol’s Rose Garden offers a small gathering space with sculpture or garden ornamentation, and a rose garden.

H The Orchard evokes the agrarian character of the community with a windrow of columnar trees, and orchard grid planting interspersed with open lawn. A dog park is located at the eastern end of the park.

I Native Preserve is a long Special Landscape Feature that runs the length of the Pacific Gas and Electric (PG&E) and Chevron easements. This area will be fenced off and planted with drought tolerant native grasses or other compatible planters. Alternatively, this area may be leased to an entity and put to compatible uses such a vineyard.

J Boulder Park provides a rock-themed play element, small picnic area and an open green suitable for games such as volleyball or badminton. A focal element and ornamental garden reinforce the theme.

K Sports Park includes a basketball court, multi-use sports field, play area and picnic area with shade structure.

L Railroad Park features a train themed play area, picnic area with shade structure and open green for informal games and relaxation. The park also promotes neighborhood gathering with a focal element expressing the railway theme.

M Nature Park is designed to serve multiple generations with a themed play area, picnic area with shade structure, tennis court, multi-use sports field, and skate feature. The park also offers a dog park. A focal element reinforces the nature theme.

N Butterfly Park offers a tranquil neighborhood setting with an ornamental garden, fountain or gazebo, bocce court and information kiosk. A water play element is also provided. Park elements reinforce the butterfly theme.



Figure 4.55 Illustrative Parks, Preserve, and Special Landscape Features Plan

4.6.1 Family Swim Center

(Figure 4.55, A)

The Family Swim Center is a family-friendly recreation destination. The facility may include a competition swimming pool, recreation pool, sprayground, water slide, wet play structure, lazy river, and flow rider, along with support facilities such as showers, locker rooms, ticket area, and concessions.

It will have controlled access and may be rented for events, serving as a revenue-generating amenity. Cross-fencing is used to control access to portions of the Family Swim Center as seasons or events require.

CONCEPTUAL PROGRAM	
TYPE	Park
USES/FEATURES	
A	Pedestrian Connection to Ellis Drive
B	Family Swim Center Entry Building
C	Planted Berm along Corral Hollow Road
D	Lazy River
E	Water Slide
F	Sprayground
G	Volleyball Pavilion
H	Recreation Pool
I	Family Swim Center Signage
J	Competition Pool with Berm Seating
K	Parking

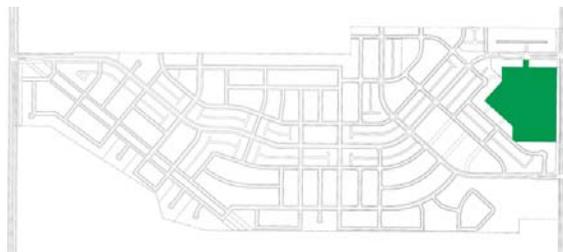


Figure 4.56 Key Plan



Figure 4.57 Illustrative Plan



Figure 4.58 Family Swim Center gateway element on Corral Hollow Road



Figure 4.60 View of the Main Showers and Lockers Building



Figure 4.59 Traditional architecture



Figure 4.61 Pool set within green landscaping

Photo: Gates & Associates

The architecture is traditional, elegant, and reminiscent of a coastal Victorian-style resort.

A gateway element on Corral Hollow Road creates awareness of the Family Swim Center for vehicles approaching the entry. Sidewalks link the Family Swim Center and the Village Center.

The Family Swim Center will be maintained by the City of Tracy, and is not part of the Landscape Maintenance District (LMD) or Community Facilities District (CFD).

Vehicles enter the Family Swim Center from Ellis Drive. Parking is located along the eastern and southern length of the facility.

A tree-lined street creates a dramatic entry to the Family Swim Center from the corner of Ellis Drive and Corral Hollow Road. This tree-lined street transitions into a short promenade and arrival plaza at the first intersection. A distinctive gateway marks the facilities main entrance.

The recreation pool, competition pool, and seasonal water play areas are separated by landscape buffers to ensure a visually pleasant environment throughout the facility, and within each activity area. The competition pool is wind protected by a berm, which also acts as seating for spectators. The sprayground and lazy river are visually separated from other Family Swim Center elements with landscaping so that views are blocked during winter months when they are not in use. Lush landscaping cools the area by minimizing hardscape and providing ample shade. A planted berm screens views of the parking area from Corral Hollow Road.



Figure 4.62 View of the proposed Family Swim Center



Figure 4.63 Competition pool

Photo: Gates & Associates



Figure 4.64 Circulation Plan



Photo: Gates & Associates

Figure 4.65 Lazy river and slide



Figure 4.66 View of the lazy river and slides

4.6.2 Village Green
(Figure 4.55, B)

This park is located at the western edge of the Village Center. It creates a transitional gateway between the Village Center and Ellis’ residential neighborhoods.

A central monument, fountain or gazebo creates a strong focal point visible when entering the community along Ellis Drive. An open lawn area with benches and shade trees provides a place to eat lunch, or enjoy ice cream and snacks from the Village Center shops. A central kiosk announces upcoming community events. Site furnishings are traditional in character.

The Village Green provides central space for special events such as farmer’s markets, art sales, flea markets, and other community functions and celebrations.

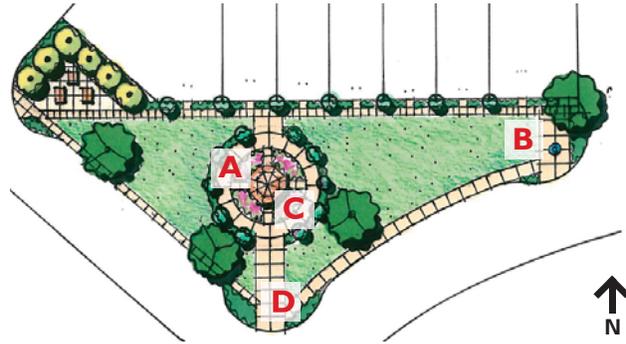


Figure 4.67 Illustrative Plan

CONCEPTUAL PROGRAM	
TYPE	Neighborhood Park
USES / FEATURES	
A	Fountain/Gazebo
B	Information Kiosk
C	Ornamental Garden
D	Park Sign (Small)



Figure 4.68 Rose garden



Figure 4.69 Gazebo

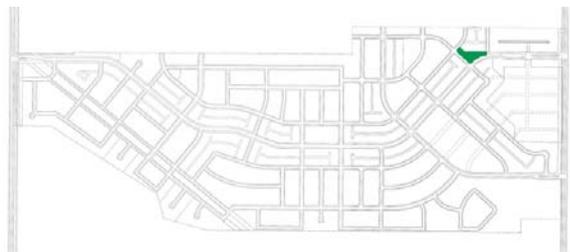


Figure 4.70 Key Plan

4.6.3 Cottage Park

(Figure 4.55, C)

Residences face the western edge of Cottage Park. Planting, low walls, fences, and a sidewalk separate front yards from the public space. A bocce court promotes neighborhood socializing and a tot lot provides play opportunities for young children. Open lawn is available for relaxation or informal play. Additional themed elements, such as a wishing well or bird bath, add to the character.

CONCEPTUAL PROGRAM	
TYPE	Park
USES/FEATURES	
A	Play Area (Small)
B	Bocce
C	Picnic Small
D	Open Green/Volleyball/Badminton
E	Park Sign (Small)

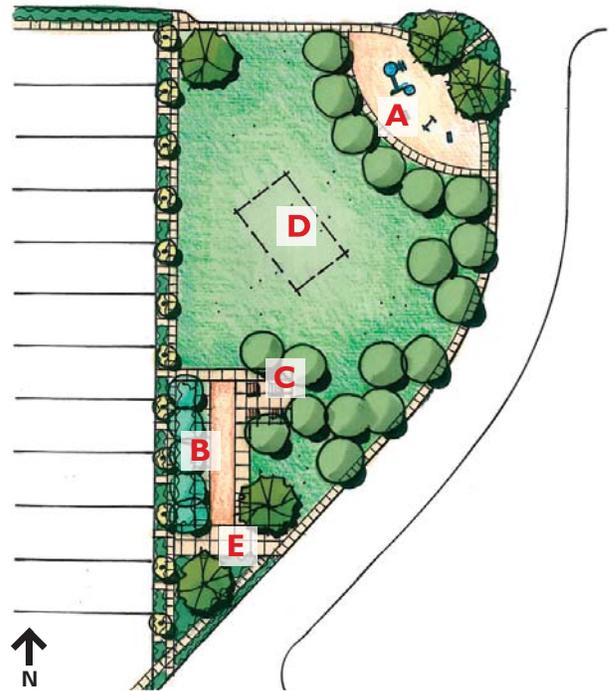


Figure 4.71 Illustrative Plan



Figure 4.72 Bocce



Figure 4.73 Open green

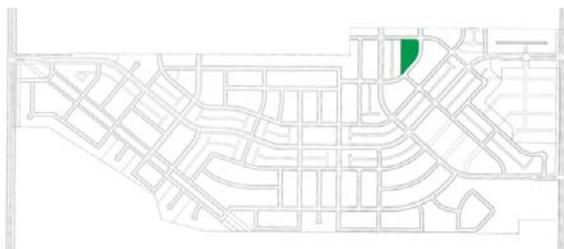


Figure 4.74 Key Plan

4.6.4 Homestead Park

(Figure 4.55, D)

Homestead Park celebrates the pioneering past of California with historic and agriculture themed play structures and site furnishings. The park also offers a tennis court, youth soccer field, and shade structure.

CONCEPTUAL PROGRAM	
TYPE	Neighborhood Park
USES/FEATURES	
A	Play Area (Full)
B	Shade Structure
C	Tennis
D	Soccer/T-ball Multi-Use Field
E	Drinking Fountain
F	Park Sign (Large)

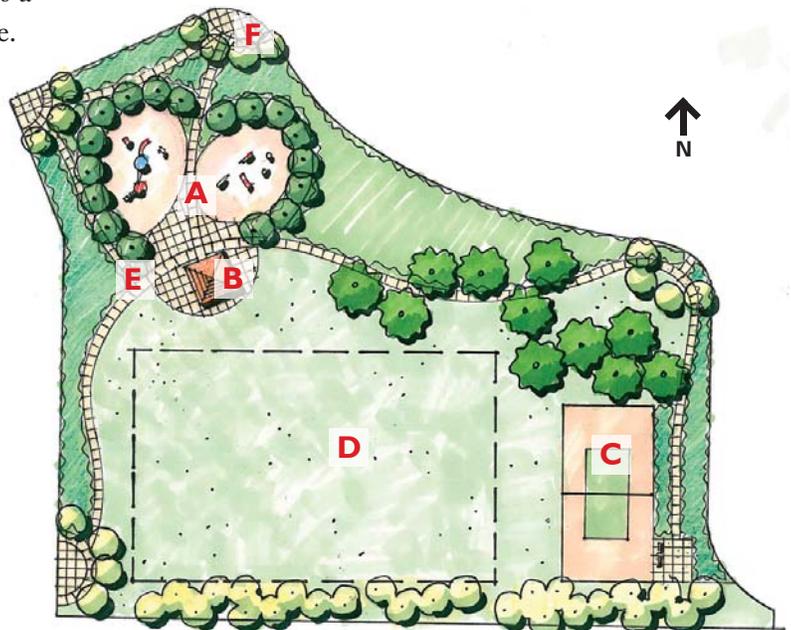


Figure 4.75 Illustrative Plan



Photo: Gates & Associates

Figure 4.76 Play area



Photo: Gates & Associates

Figure 4.78 Tennis court

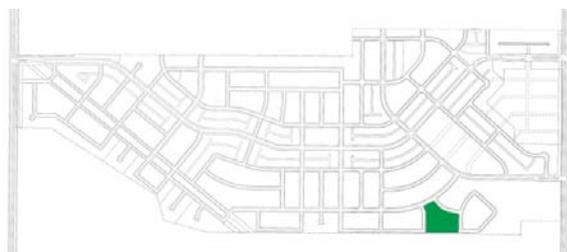


Figure 4.77 Key Plan

4.6.5 Central Park
(Figure 4.55, E)

Central Park provides a recreation hub for multiple generations. The park offers a small play element and water play feature, a basketball court, a small skate feature and an open green for volleyball, badminton or other informal activities.

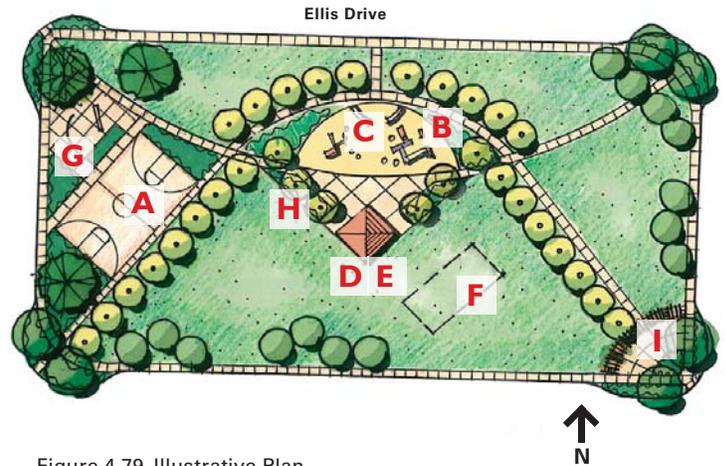


Figure 4.79 Illustrative Plan



Figure 4.80 Water play feature

CONCEPTUAL PROGRAM	
TYPE	Neighborhood Park
USES/FEATURES	
A	Basketball
B	Play Element
C	Water Play Element
D	Picnic (Large)
E	Shade Structure
F	Open Green/Volleyball/Badminton
G	Skate Spot
H	Drinking Fountain
I	Park Sign (Large)



Figure 4.81 Basketball

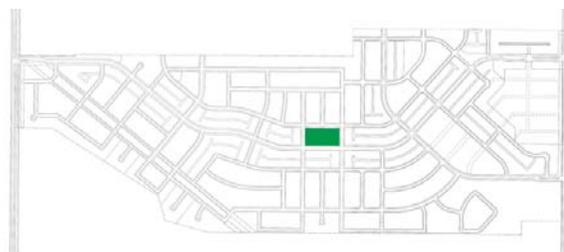


Figure 4.82 Key Plan

4.6.6 Western Park

(Figure 4.55, F)

Western Park offers active recreation including a multi-use soccer /youth ballfield and a large play area. The park also features a shaded picnic area and plaza with focal element for neighborhood gathering.

CONCEPTUAL PROGRAM	
TYPE	Neighborhood Park
USES/FEATURES	
A	Play Area (Full)
B	Picnic (Large)
C	Shade Structure
D	Soccer/T-ball Multi-Use Field
E	Drinking Fountain
F	Focal Element (Allowance)
G	Park Sign (Large)

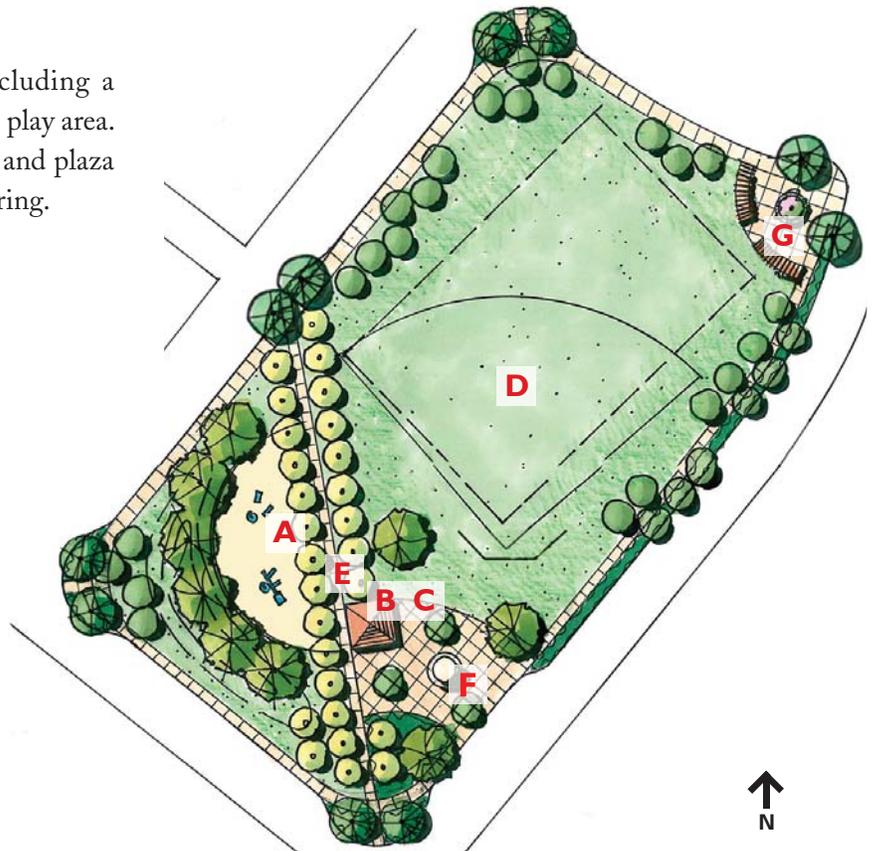


Figure 4.83 Illustrative Plan

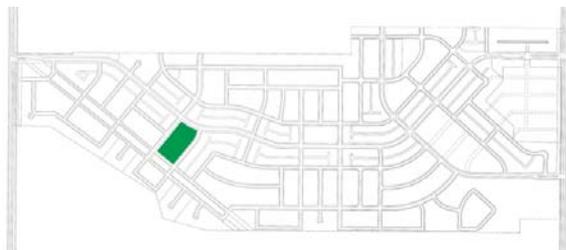


Figure 4.84 Key Plan



Figure 4.85 Multi-use field

Photo: Gates & Associates

4.6.7 Carol's Rose Garden

(Figure 4.55, G)

Carol's Rose Garden creates a visually appealing area of neighborhood green space, and provides a gathering place for socializing with neighbors. The park features an ornamental garden, picnic/seating area and open lawn.

CONCEPTUAL PROGRAM	
TYPE	Neighborhood Park
USES/FEATURES	
A	Picnic (Small)
B	Open Green/Volleyball/Badminton
C	Focal Element (allowance)
D	Ornamental Garden
E	Park Sign (Small)

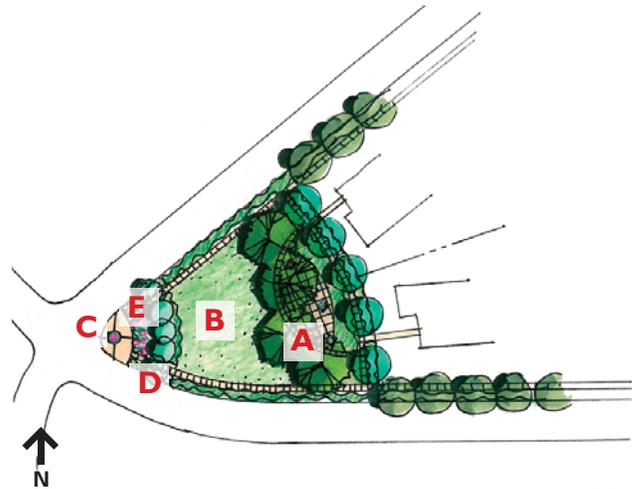


Figure 4.88 Illustrative Plan



Photo: Gates & Associates

Figure 4.86 Roses and garden ornamentation



Photo: Gates & Associates

Figure 4.89 Central arbor



Figure 4.87 Key Plan

4.6.8 The Orchard
(Figure 4.55, H)

The Orchard runs along the north side of Ellis Drive east of Lammers Road. The Orchard acts as a gateway for visitors, and provides a serene homecoming for busy residents at day's end. A windrow of colum-

nar trees creates a backdrop for open lawn. A dog park is tucked into The Orchard at the eastern edge of the park.

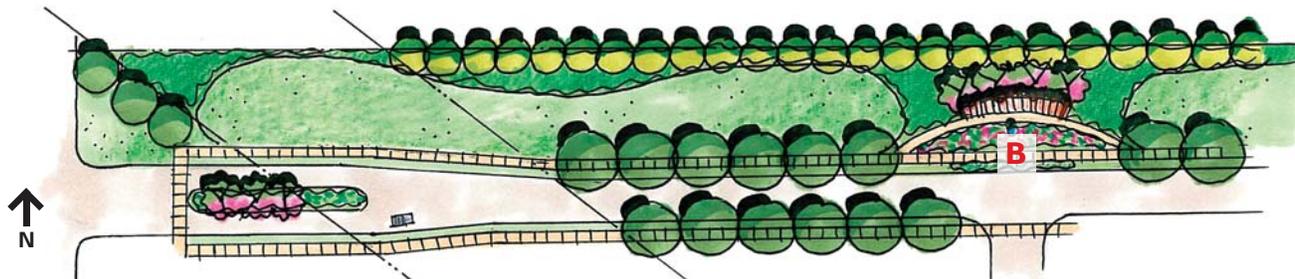


Figure 4.90 Illustrative Plan

CONCEPTUAL PROGRAM	
TYPE	Neighborhood Park
USES/FEATURES	
A	Dog Park
B	Park Sign (Small)



Figure 4.92 Arbor

Photo: Gates & Associates

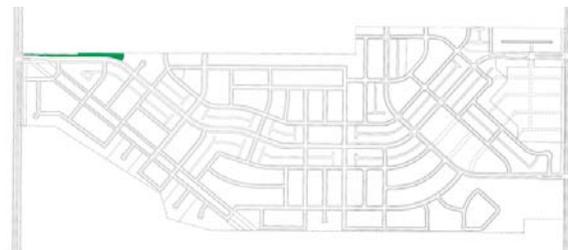


Figure 4.91 Key Plan



Figure 4.93 Orchard

Photo: Gates & Associates

The Orchard (continued)

The linear nature of the park makes it ideal for walking.
A multi-use path runs the entire length of the park.



Figure 4.94 Illustrative Plan



Photo: Gates & Associates

Figure 4.95 Dog park



Photo: Gates & Associates

Figure 4.96 Pedestrian paths

4.6.9 Native Preserve
(Figure 4.55, I)

The Native Preserve runs the length of the Pacific Gas and Electric (PG&E) and Chevron pipeline easements. The Native Preserve will be a significant visual amenity. It may be enclosed with a split rail fence and planted with non-irrigated grasses. Barrier plants, such as, but not limited to Berberis and Pyracantha may be planted along the edge to discourage access and use. Alternatively, the area of the Native Preserve may be leased to an entity and put to compatible uses such as a vineyard. In this case all plantings and structures will reflect easement restrictions. Management and maintenance agreements would ensure appropriate caretaking of the property. No trees are planted within the easement, however street trees are located in the adjacent park strip.



Figure 4.98 View of the Native Preserve

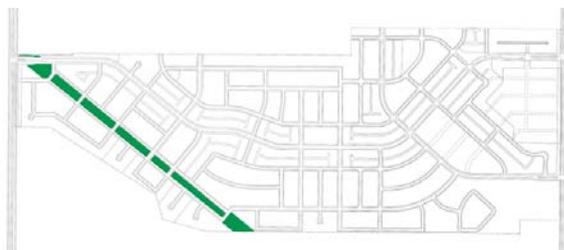


Figure 4.99 Key Plan

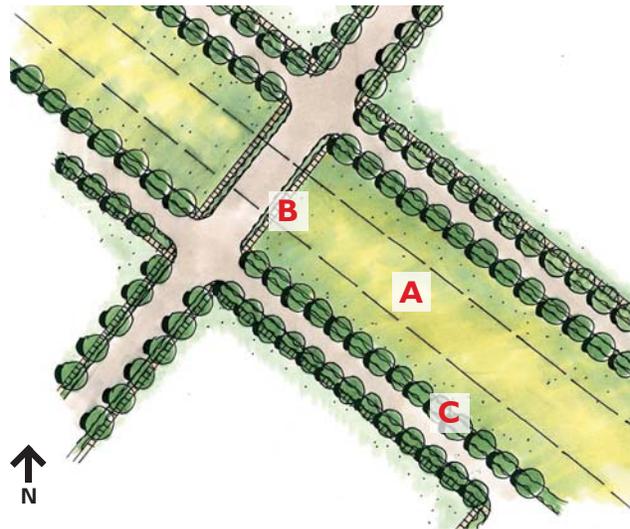


Figure 4.97 Illustrative Plan, typical



Photo: Gates & Associates

Figure 4.100 Split rail fence



Photo: Gates & Associates

Figure 4.101 Split rail fence

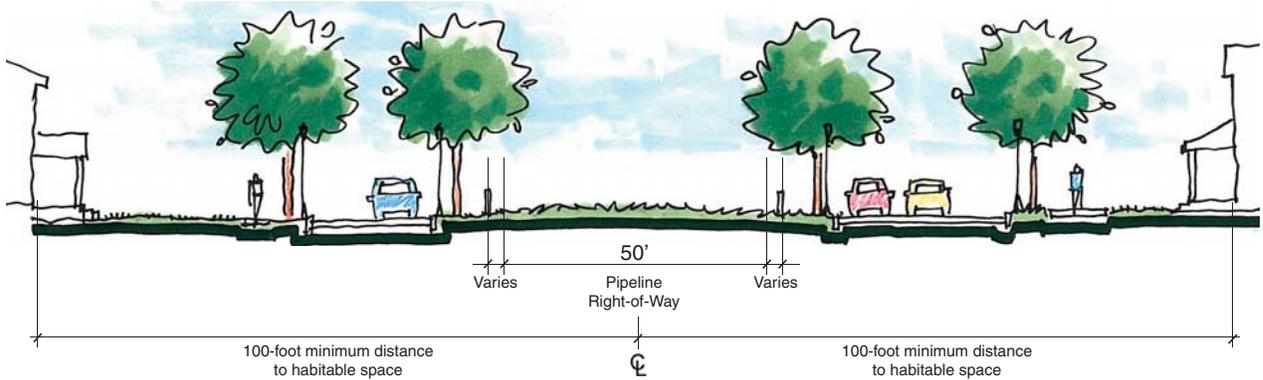


Figure 4.102 Illustrative section of the Native Preserve

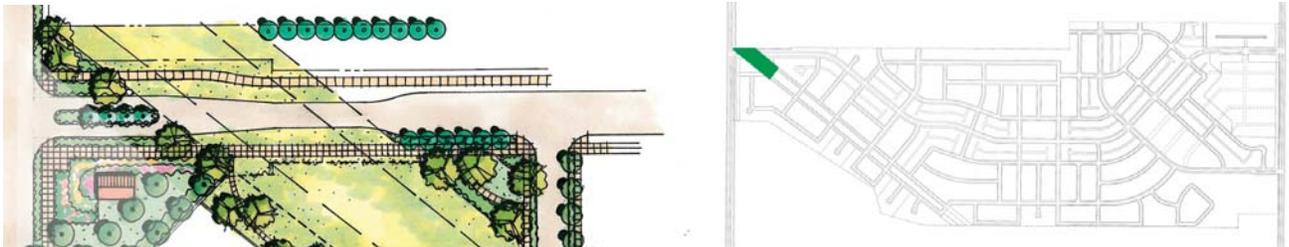


Figure 4.103 Key Plan

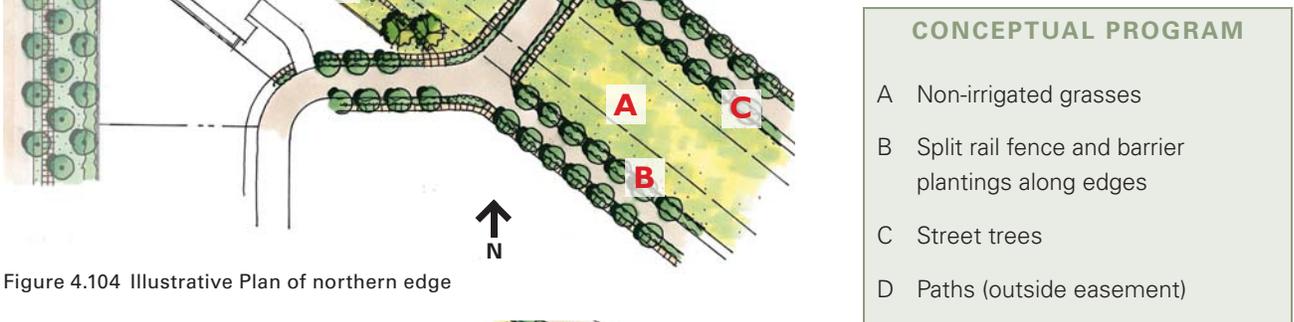


Figure 4.104 Illustrative Plan of northern edge

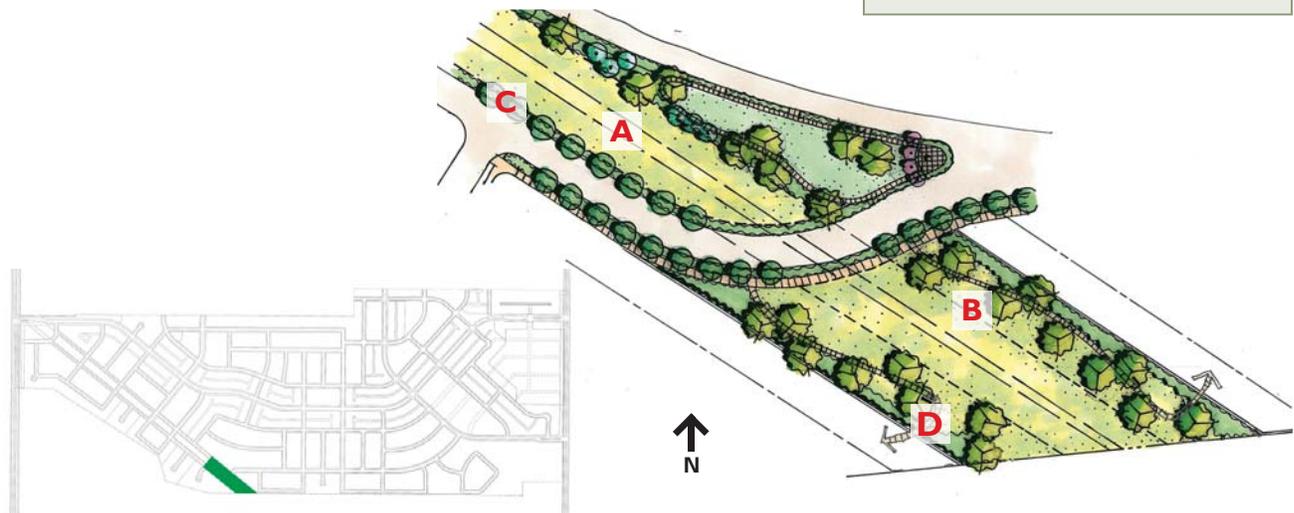


Figure 4.105 Key Plan

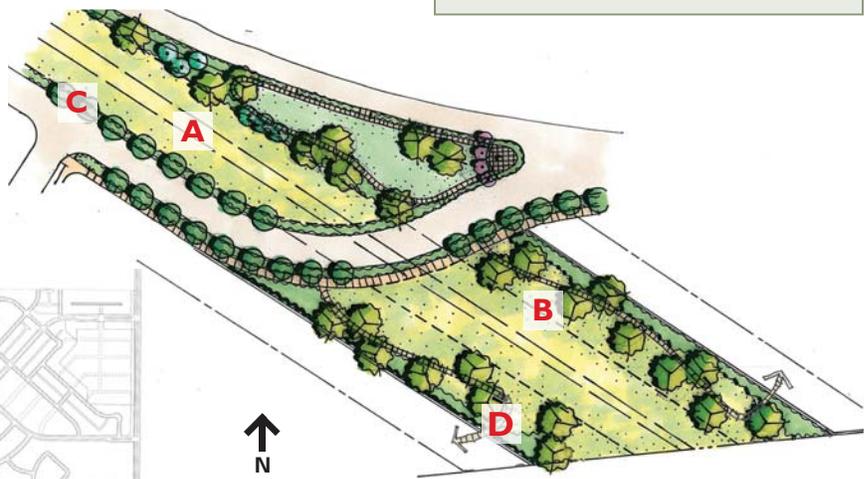


Figure 4.106 Illustrative Plan of the southern edge

4.6.10 Boulder Park

Boulder Park features a rock themed play element, a picnic area and an open green suitable for volleyball, badminton, informal play or relaxation. An ornamental rock garden reinforces the park theme.

CONCEPTUAL PROGRAM	
TYPE	Neighborhood Park
USES/FEATURES	
A	Play Element
B	Picnic Small
C	Open Green/Volleyball/ Badminton
D	Focal Element (Allowance)
D	Ornamental Garden
E	Park Sign (Small)

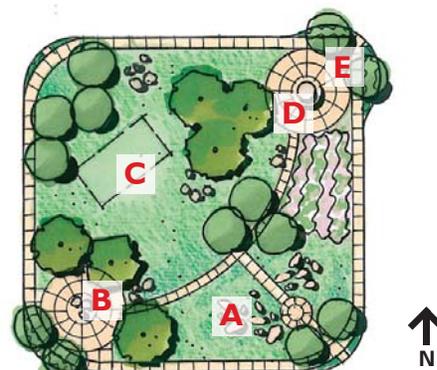


Figure 4.107 Illustrative Plan



Photo: Gates & Associates

Figure 4.108 Open green, volleyball, and badminton

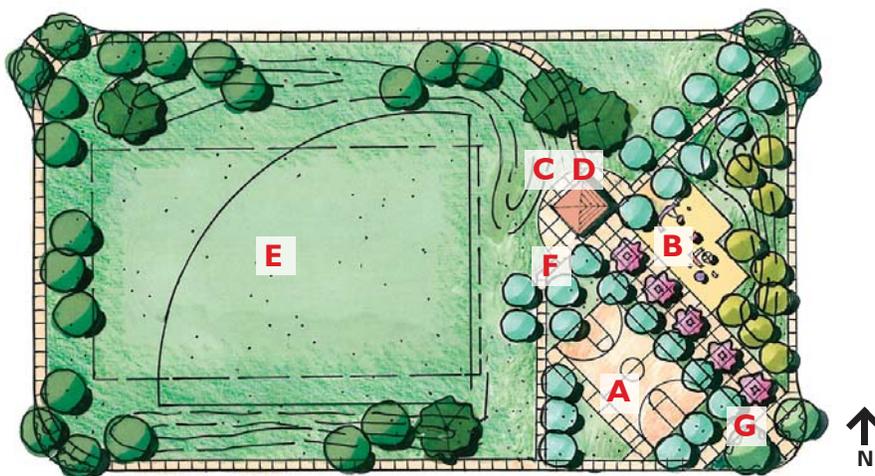


Photo: Gates & Associates

Figure 4.109 Play element

4.6.11 Sports Park

Sports Park provides active recreation opportunities including basketball and a multi-use soccer/youth ballfield. A full play area and picnic area with shade structure are also included.



CONCEPTUAL PROGRAM	
TYPE	Neighborhood Park
USES/FEATURES	
A	Basketball
B	Play Area (Full)
C	Picnic Large
D	Shade Structure
E	Soccer/T-ball Multi-Use Field
F	Drinking Fountain
G	Park Sign (Large)

Figure 4.110 Illustrative Plan



Photo: Gates & Associates

Figure 4.111 Open lawn

4.6.12 Railroad Park

This park celebrates local railroad history with a train themed play area, picnic area with shade structure and open green for informal play. A plaza with a focal element makes this park ideal for neighborhood gatherings.

CONCEPTUAL PROGRAM	
TYPE	Neighborhood Park
USES/FEATURES	
A	Play Area (Small)
B	Picnic Large
C	Shade Structure
D	Open Green/Volleyball/ Badminton
E	Drinking Fountain
F	Focal Element (Allowance)
G	Park Sign (Large)

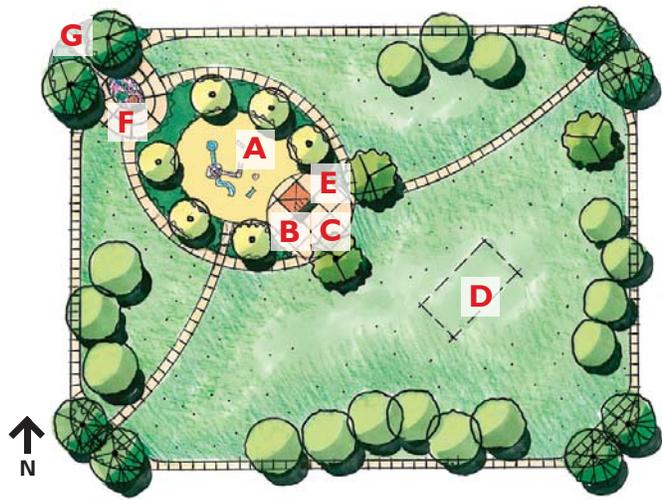


Figure 4.112 Illustrative Plan



Figure 4.113 Picnic area



Figure 4.114 Themed play structure

4.6.13 Nature Park

Nature Park celebrates natural systems while providing a wide range of recreational uses. The park includes a themed play area, picnic area with shade structure, tennis court and multi-use sports field. A small skate feature and a dog park are also provided. A focal element, such as an interactive sundial, animal footprints or faux fossils, reinforces the theme.

CONCEPTUAL PROGRAM	
TYPE	Neighborhood Park
USES/FEATURES	
A	Play Area (Full)
B	Picnic Large
C	Shade Structure
D	Tennis
E	Soccer/T-ball Multi-Use Field
F	Skate Spot
G	Dog Park
H	Drinking Fountain
I	Focal Element (Allowance)
J	Park Sign (Large)

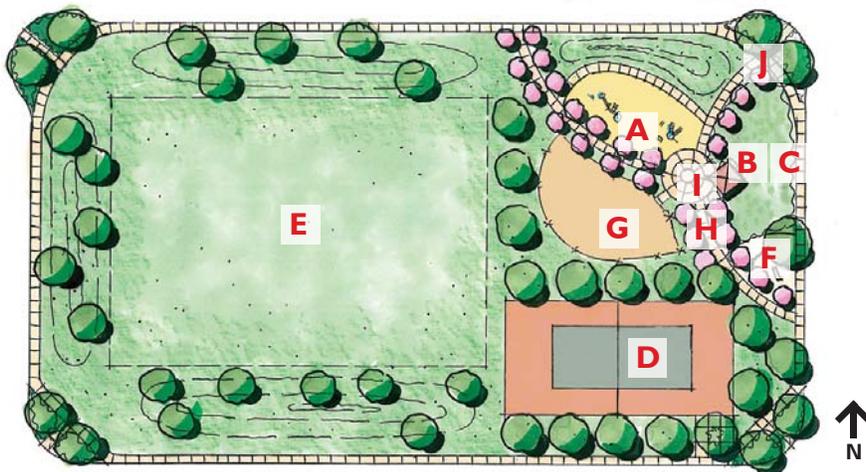


Figure 4.115 Illustrative Plan



Figure 4.116 Play area

4.6.14 Butterfly Park

This tranquil park features an ornamental garden to attract butterflies. A bocce court, water play element, information kiosk and a focal element, such as a fountain or gazebo all promote neighborhood gathering. A small picnic area and open green are also included.

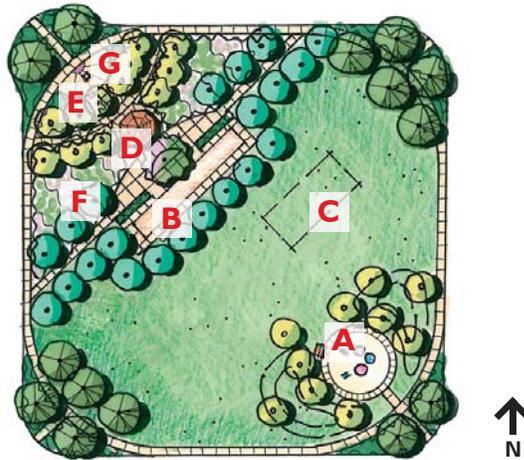


Figure 4.117 Illustrative Plan

CONCEPTUAL PROGRAM

TYPE Neighborhood Park

USES/FEATURES

- A Water Play Element
- B Bocce
- C Open Green/Volleyball/Badminton
- D Fountain/Gazebo
- E Informational Kiosk
- F Ornamental Garden
- G Park Sign (Small)



Photo: Gates & Associates

Figure 4.118 Butterfly-friendly landscaping



Photo: Gates & Associates

Figure 4.119 Water play element



Photo: Gates & Associates

Figure 4.120 Butterfly landscape art

4.7 SPECIAL LANDSCAPE FEATURES

The ESP includes numerous special landscape features that will contribute to both the desirability and livability of the new community. These special landscape features include distinct community entries, generously landscaped street frontage and intersection nodes, landscape buffers and edges, pedestrian links, and common areas.

The character of these special-use areas reflects the agrarian heritage of the site as well as the historic elements of the original settlement at Ellis, established in 1850.

4.7.1 Ellis Drive Entry at Corral Hollow Road

This is the primary entry for the Ellis community as development begins. It is also the entry to the Village Center and the proposed Family Swim Center. As such, it plays a key role in establishing the character for the community. The northwest corner of the intersection may feature a landmark water tower bearing the Ellis logo to announce the community. A sign may be attached to the tower that identifies merchants within the Village Center. The water tower and low stone walls appear as remnants of a historic California settlement as a reference to Ellis’ agrarian history.

The water tower character may be natural, stained or colored painted wood in appearance or galvanized metal. The water tower will be externally lit to illuminate the Ellis name and logo. The tenant signage may be internally or externally lit. Sign structures (poles) with banners may line Corral Hollow Road north of the Water Tower. These may be used initially for temporary homes sales banners and transition to seasonal or permanent community banners.

The southwest corner of the intersection may include a plaza with monument sign for the Family Swim Center consistent with the architectural character of the building. The sign will be externally lit. Decorative paving, a low curved wall and accent planting frame the sign and highlight the corner.

Fan palms planted in an agrarian pattern create a distinctive backdrop for the Water Tower and Swim Center Signage and continue along Ellis Drive into the Village Center. A planted median further highlights the entry.

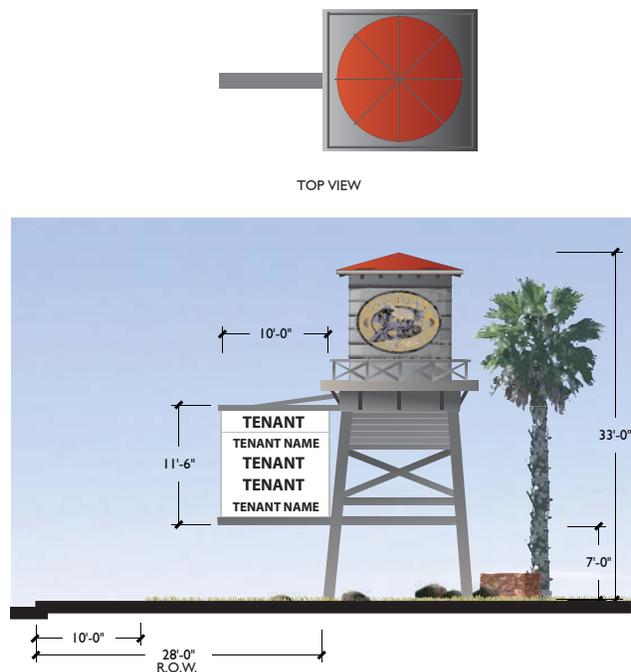


Figure 4.121 Water Tower landmark element



Figure 4.122 Elevation of Corral Hollow frontage at Ellis Drive



Figure 4.123 Key Plan

Figure 4.124 Illustrative Plan



Figure 4.125 View of landmark elements



Photo: Garés & Associates

Figure 4.126 Low stone wall



Figure 4.127 Family Swim Center gateway element on Corral Hollow Road

4.7.2 Middlefield Road Entry at Corral Hollow Road
 At Middlefield Road, the berm along Corral Hollow Road will transition into a stone wall that defines both corners of the entry. The entry is asymmetrically designed with a low wall and planting. Community identification signage may be included on the wall. The north side features columns and a gate entry reminiscent of an old ranch. The gate entry leads along Middlefield to orchard-like streetscape planting with a meandering path and intermittent low walls. The south side of Middlefield in this area is planted with columnar trees in a windrow.

A barn with the Ellis community logo may be located on the south side of Middlefield Road. The barn is a key iconic element for Ellis, and would communicate

the historic, rural character of the community. It may also be used for commercial storage and include storage identification signage. The barn design character may include a natural, stained or colored painted wood look or galvanized metal. The Ellis logo on the barn and storage identification signage may be externally lit. Street tree rows will be broken to allow for views of the barn from Corral Hollow Road.



Figure 4.128 Illustrative Plan

Figure 4.129 Key Plan



Figure 4.130 Ellis entry at Middlefield and Corral Hollow Roads



Photo: Gates & Associates

Figure 4.131 Rustic barn precedent

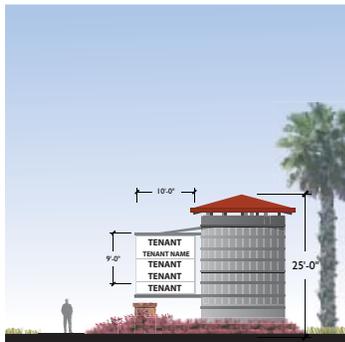


Figure 4.132 Silo

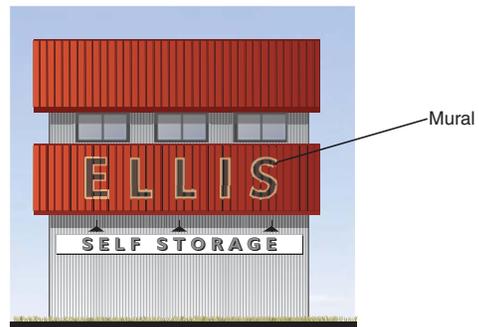


Photo: Gates & Associates

Figure 4.133 Remnant gate precedent



Figure 4.134 Landmark barn feature



Mural

4.7.3 Lammers Road Entry at Ellis Drive

The Lammers Road Entry supports the rural theme of Ellis with a barn-like entry structure, accent planting and large shade trees. The Ellis community logo will be placed on the side elevations. The structure's design character may include a natural, stained or colored painted wood look or galvanized metal. The Lammers Streetscape includes a double row of trees underplanted with turf or mowed fescue backed by a windrow of columnar trees, such as Carpinus. Planting at the corners is located to protect sight lines and allow views into Orchard Park from the south and the entry structure from the north.

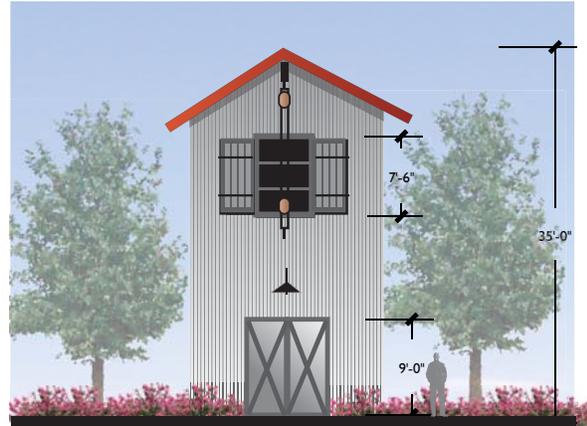


Figure 4.135 Entry Building, Lammers Road elevation

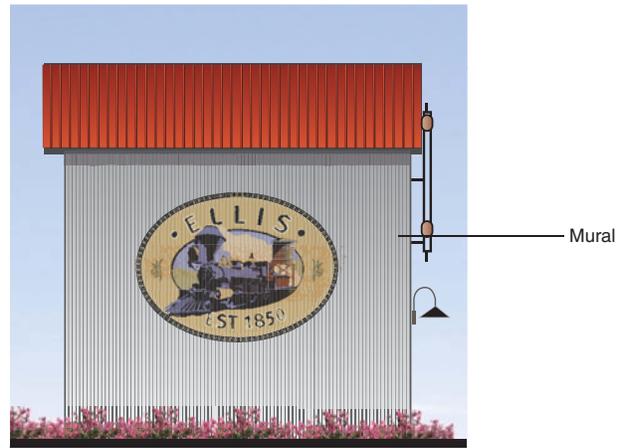


Figure 4.136 Entry Building, Ellis Road elevation



Figure 4.137 Illustrative Plan

CONCEPTUAL PROGRAM

- A Entry Building
- B Orchard-like Planting
- C Native Preserve

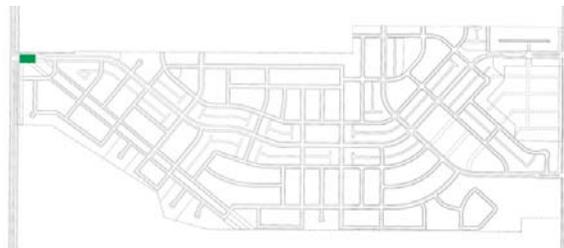


Figure 4.138 Key Plan

4.7.4 Corral Hollow Road Streetscape at Commercial Edge at Commercial Edge

The typical street tree pattern will be broken along Corral Hollow Road at the Village Center to announce the commercial area and allow views toward the commercial uses.

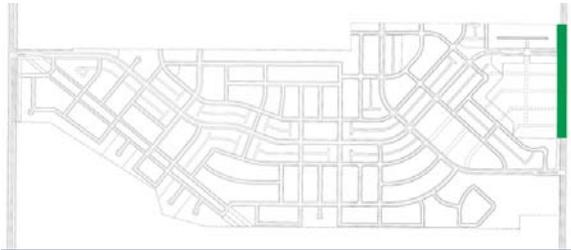


Figure 4.139 Key Plan

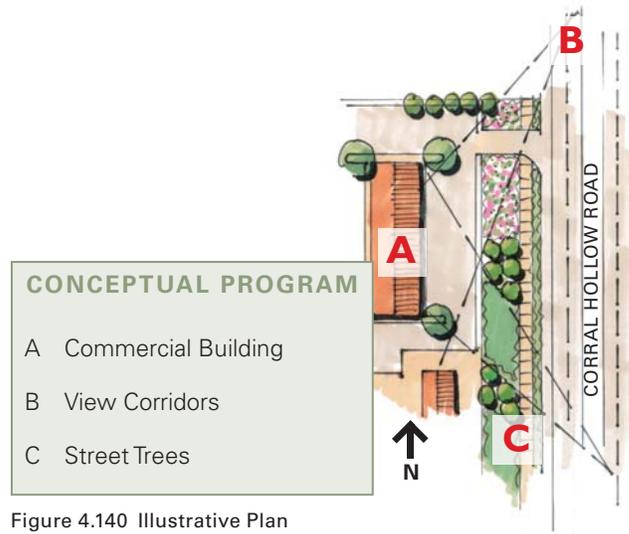


Figure 4.140 Illustrative Plan

4.7.5 Corral Hollow Road Streetscape at Family Swim Center

Corral Hollow Road is informally planted with a single row of evergreen trees as a backdrop and two rows of deciduous trees for seasonal interest. At the Family Swim Center, a berm with generous planting along the western edge of Corral Hollow Road screens the Family Swim Center parking.

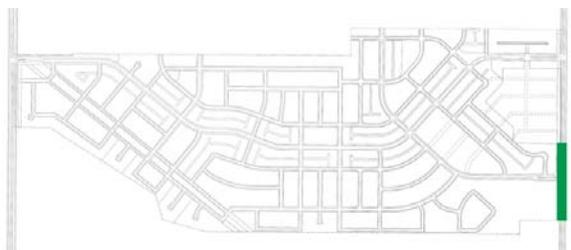


Figure 4.141 Key Plan

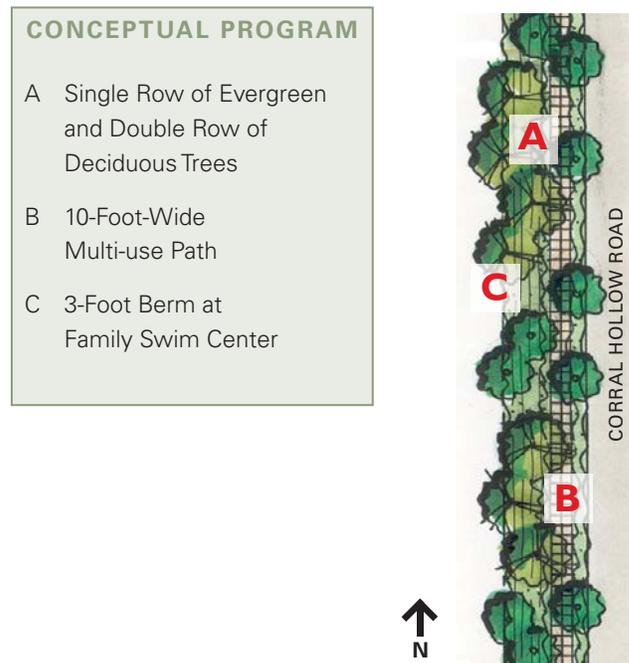


Figure 4.143 Illustrative Plan

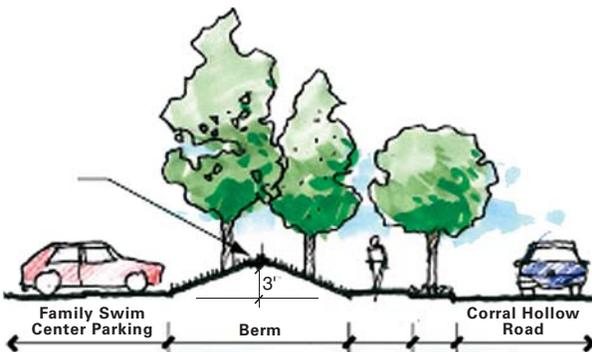


Figure 4.142 Corral Hollow Drive at Family Swim Center

4.7.6 Lammers Road Streetscape

The Ellis community is anticipated to develop from east to west, thus it will be several years before the Ellis Drive entrance from Lammers Road will be constructed. When the initial connection of Ellis Drive is made at Lammers Road, an orchard-like grid of trees against a backdrop of columnar trees, such as Carpinus, will be planted in front of a 6-foot-tall community Theme Wall. A transition zone will be planted with fescue that can be partially mowed in curved patterns to create interest. As Lammers Road is constructed to its ultimate width, this no-mow fescue transition zone will be removed.

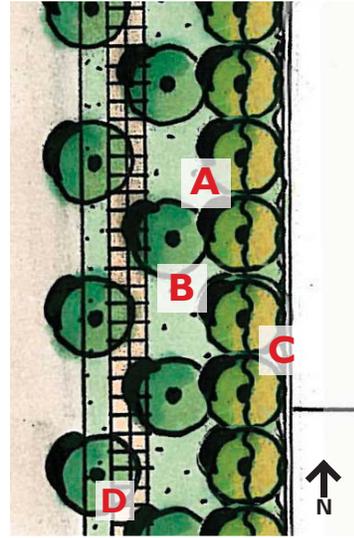


Figure 4.144 Illustrative Plan

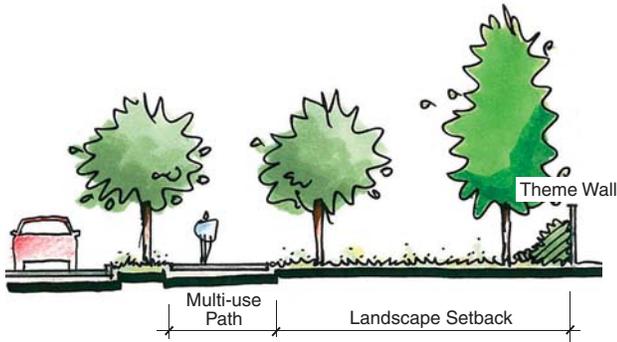


Figure 4.145 Lammers Road streetscape

CONCEPTUAL PROGRAM

- A Orchard-like Planting
- B Mowed and/or Unmowed Fescue
- C Theme Wall
- D Multi-use Path

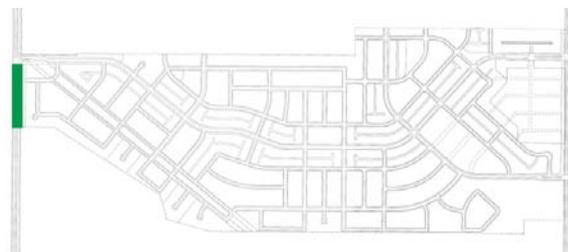


Figure 4.146 Key Plan



Figure 4.147 Orchard-like planting and theme wall

Photo: Gates & Associates

4.7.7 Northern Edge at Commercial and Village Center

The northern edge of the site at the Village Center may include a fence and a windrow of trees. This creates a green edge as vehicles approach the site from the north.

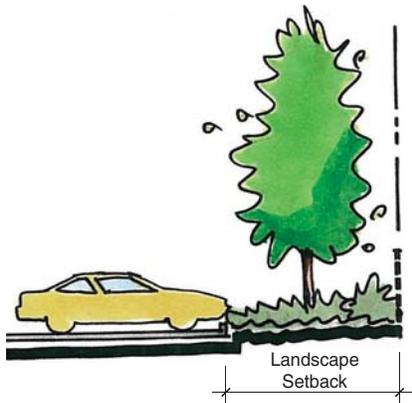


Figure 4.148 Landscape edge at Village Center



Photo: Gates & Associates

Figure 4.149 Landscape buffer

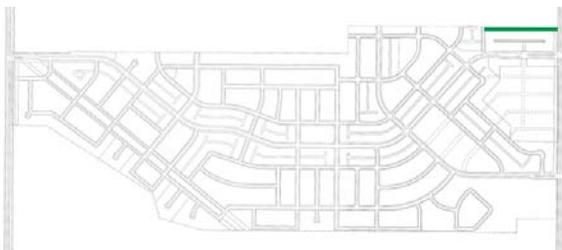


Figure 4.150 Key Plan

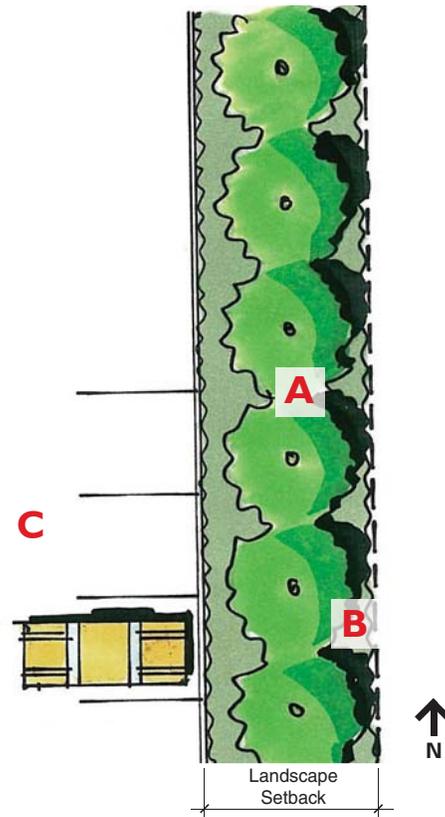


Figure 4.151 Illustrative Plan

CONCEPTUAL PROGRAM	
A	Fence
B	Windrow of Trees
C	Village Center and Commercial Parking



Photo: Gates & Associates

Figure 4.152 View fence

4.7.8 Union Pacific Railroad Edge

A boundary wall borders the site along the Union Pacific Railroad right-of-way where required. Vines will be planted to cover the railway side of the wall. A three-foot maintenance setback is also provided on the railroad side of the wall. Access doors are located in intervals along the wall. Columnar street trees and large shrubs will screen the wall on the community side. A fifty-foot minimum setback is required from the Ellis property line to any habitable structure.

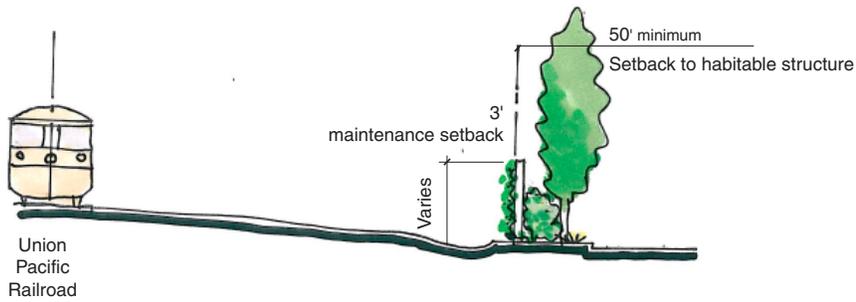


Figure 4.153 Union Pacific Railroad edge



Figure 4.154 Vine-covered wall

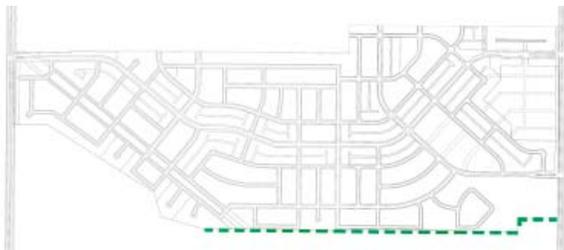


Figure 4.155 Key Plan

4.8 LIGHTING, SIGNAGE AND FURNISHINGS

The streetscapes, parks, and public open spaces of Ellis will have a rich array of signs, furnishings, and landscape elements that will provide a unified community feel. Emphasis is on a palette of materials that reflect Ellis’ heritage as a small town agrarian community. The detailing and textural character should reinforce the pedestrian-friendly orientation of the Ellis community.

4.8.1 Lighting

Ornamental street lights will be traditional in character and at a pedestrian-scale. They will be used for all streets, parks, public open spaces, trails, bike paths, and walkways. Parking lot lighting will also be ornamental but taller. The style of street lights shall be similar to street lights found in Downtown Tracy. All streets and parks shall be lit to provide safe evening passage. While parks are not lit for evening use, where houses front onto the parks, the pedestrian access to residences shall be lit.

In the Village Center, light standards may be double-headed. Light standards shall be located with sufficient clearance provided to ensure that light accessories do not project into parking. Provision may also be made in the Village Center for ‘twinkle’ lighting of street trees.

Lighting on the paseos or connections between Ellis Drive and the rear parking areas of the Village Center may include decorative ornamental lights mounted on buildings or overhead arbors. Special ornamental lighting may also be incorporated into thematic monuments at park entries.

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

Light fixtures will direct lighting patterns downward in either a symmetrical or asymmetrical lighting pattern on the ground with very little glare. The post lights, specified to be mounted at a height of 14 feet,

are scaled to pedestrians. This is an optimal height which balances lighting efficiency and performance, while providing direct illumination of pedestrian areas for facial illumination, thereby providing a safe night-time environment.

The lighting will be evenly spaced along the street and between the street trees. Closer spacing will be required in the Village Center and similar areas requiring more illumination. Street trees are specified to have a 7- to 8-foot clearance to street lights in order to provide adequate room for the proper lighting performance.



Figure 4.156 Ornamental pedestrian street lighting



Figure 4.157 Typical street lamp

4.8.2 Signage

Signage within all common areas of Ellis, such as the streetscape, parks, and special landscape features, should be minimized to that which is essential for safety, orientation, and identification. Signage should be integrated into the overall design of the park or streetscape. Where appropriate, street lights may incorporate street signage to minimize visual clutter. Park entries will incorporate identity signage. Park signage may also be incorporated into thematic elements within the park, such as low walls or thematic monuments.

Murals that are in keeping with the character of Ellis are proposed on the sides or roofs of some of the iconic structures and buildings.

Temporary directional signage for home sales may be placed in various locations in the public right of way, parks, private property or other areas for the duration of new home sales.



Figure 4.158 Park signage



Figure 4.160 Permanent directional signage

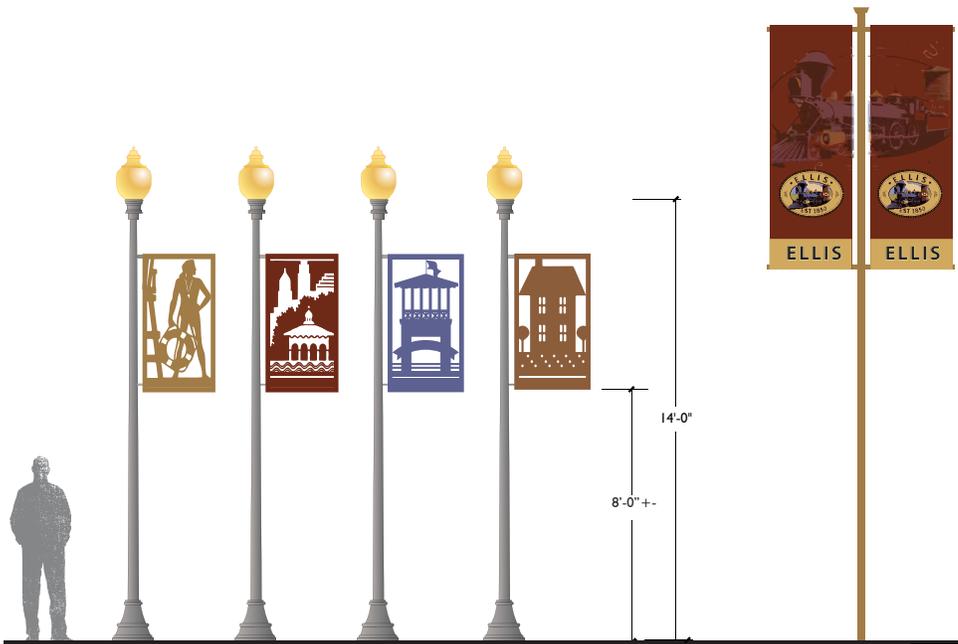


Figure 4.159 Light poles with permanent signs and sign structures with temporary signs



Figure 4.161 Regulatory signage

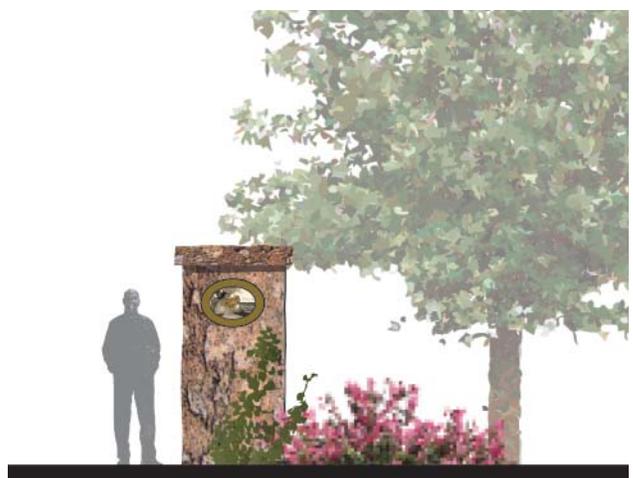
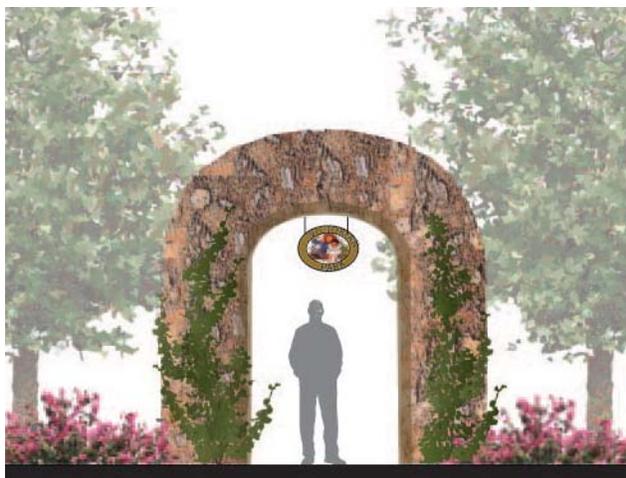
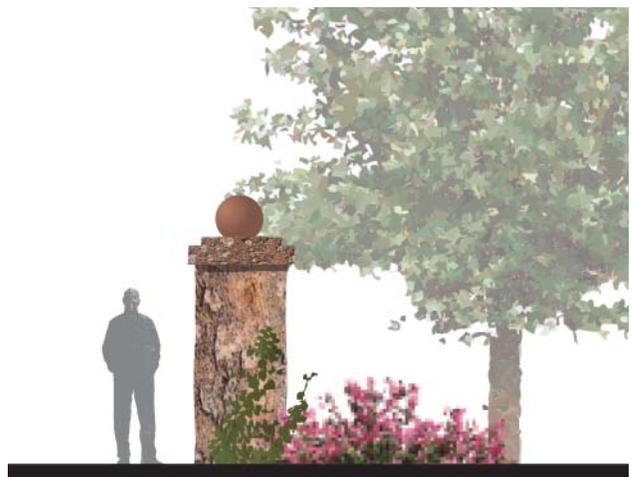
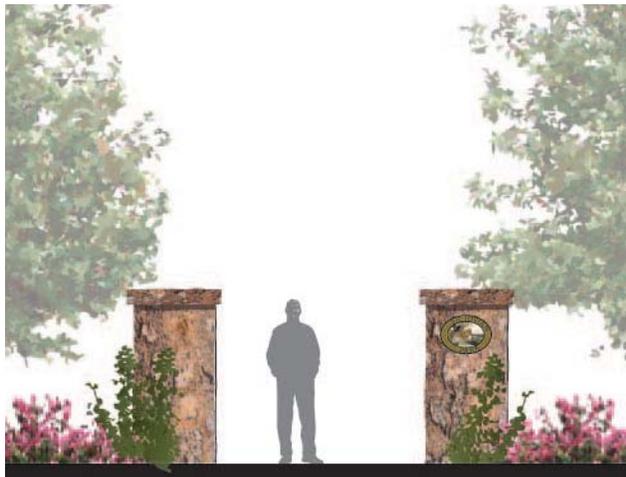
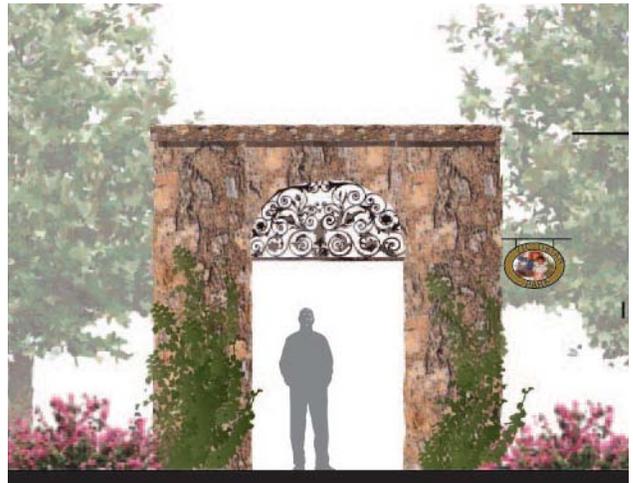
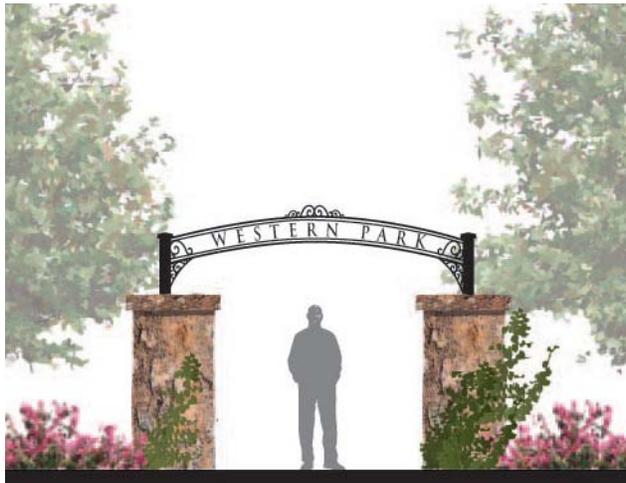


Figure 4.162 Park entry elements with park signage

4.8.3 Furnishings

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

While there is a consistent vocabulary of street furniture and lighting proposed for Ellis, it is also a key concept that each park will have its own identity within the park system. To this end, unique play equipment, shade structures, and other park furnishings may be specified to enhance a particular park theme. Park furnishings and equipment should be thoroughly evaluated for durability, ADA compliance, and consistency with visual character.

4.8.4 Streetscape Types

The streetscapes of Ellis will vary. Primary streets will have landscaped park strips between the sidewalk and curb. These park strips will be planted with ornamental, drought-tolerant landscape materials. Where parking is provided on streets with alley-loaded homes, pedestrian access through the park strips must be provided at a minimum of every 40 feet. Where parking is provided along park frontage, park strips may be eliminated to facilitate access.

Sustainable Landscape Design

Some streets will include more intimate, narrow rights-of-way with travel lanes having sidewalks at curb edges. On these streets, landscaped front yards with regularly-spaced shade and ornamental trees will provide scale and beauty.

The landscape system will be designed to reflect current best practices in landscape sustainability, including some or all of the following:

- Emphasize drought tolerant native or climate adapted plants
- Use California native plants where possible

- Minimize the use of lawn, except for recreational purposes
- Group plants by water use, i.e. hydrozones.
- Design high efficiency, weather-based irrigation systems
- Space plants to avoid the need for shearing
- Choose diverse plant palettes
- Incorporate on-site landscape stormwater management wherever feasible, including vegetated bioswales, rain gardens, infiltration planters, pervious paving, etc.
- Use recycled content landscape materials and furnishings
- Design high efficiency landscape lighting systems
- Minimize light pollution and trespass

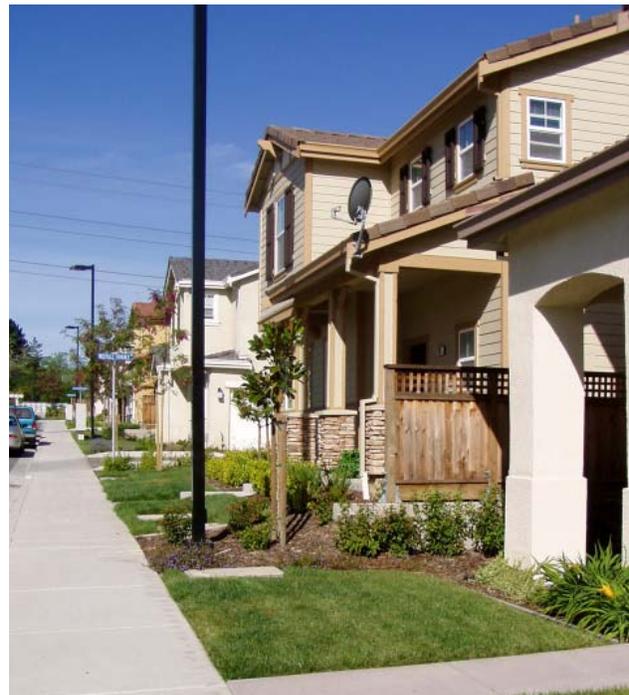


Photo: Gates & Associates

Figure 4.163 Neighborhood street without a landscaped park strip

4.8.5 Street Trees

The landscape system will reflect the Ellis community vision of shady, pedestrian-friendly streets, remnants of agrarian planting palettes consistent with the heritage of the site, and a diverse plant palette which complements the architectural character of the houses.

- Large canopy trees will line the community streets. Medium-sized canopy trees will enclose the neighborhood streets.
- Accent trees will be used to define the community, neighborhood intersections, and pedestrian street crossings, as well as identify entries to parks.

- Orchard-like grid tree planting may be used in the entry areas to reinforce the agrarian theme. Trees in the orchard may be flowering, non-fruit-producing trees.
- The parks will be planted with a diversity of trees to provide shade and seasonal interest, as well as to define outdoor rooms within the parks.

STREET	USE	BOTANICAL NAME	COMMON NAME
CORRAL HOLLOW ROAD	Street Tree	Fraxinus pennsylvanica	Green Ash
	Background Trees	Quercus ilex	Holly Oak
	Accent Tree	Lagerstroemia indica	Crape Myrtle
LAMMERS ROAD	Street Tree	Prunus x yedoensis 'Akebono'	Akebono Yoshino Cherry
	Accent Tree	Shinus molle	California Pepper
	Columnar Tree	Quercus virginiana Carpinus betulus	Southern Live Oak Hornbeam
ELLIS DRIVE	Street Tree	Ulmus parvifolia	Chinese Evergreen Elm
	Accent Trees	Crataegus species	Hawthorn
		Lagerstroemia indica	Crape Myrtle
		Robinia ambigua 'Idahoensis'	Idaho Locust
ELLIS DRIVE ENTRY	Median	Washingtonia robusta	Mexican Fan Palm
	Accent	Acer rubrum 'Bowhall'	Bowhall Red Maple
		Malus floribunda	Fruitless Crabapple
		Michelia doltsopa	Michaelia
MIDDLEFIELD ROAD	Street Trees	Pyrus calleryana	Ornamental Pear
	Accent Trees	Arbutus 'Marina'	Arbutus Marina
		Malus species	Flowering Crabapple
		Laurus nobilis 'Saratoga'	Saratoga Laurel

Table 4.1 Tree List (to be adapted to respond to the specifics of each individual site and use)

STREET	USE	BOTANICAL NAME	COMMON NAME
LOWER ROAD	Street Tree Accent Trees	Quercus suber	Cork Oak
		Chitalpa tashkentensis	Chitalpa
		Sapium sebiferum	Chinese Tallow Tree
		Koelreuteria paniculata	Goldenrain Tree
PARKSIDE ROAD	Street Tree Accent Trees	Quercus shumardii	Sumard Red Oak
		Olea europaea	Olive
		Melaleuca quinquenervia	Cajeput Tree
UPPER ROAD	Street Tree Accent Trees	Tilia cordata	Little Leaf Linden
		Pyrus kawakamii	Evergreen Pear
		Acer buergeranum	Trident Maple
PARK AND SPECIAL LANDSCAPE FEATURE TREES		Acer sp.	Maple
		Carpinus betulus 'Frans Fontaine'	European Hornbeam
		Cedrus deodara	Deodar Cedar
		Chionanthus retusus	Chinese Fringe Tree
		Cinnamomum camphora	Camphor Tree
		Citrus	
		Cupressocyparis leylandii	Leyland Cypress
		Cupressus sempervirens	Italian Cypress
		Fraxinus sp.	Ash
		Magnolia grandiflora	Southern Magnolia
		Malus sp.	Flowering Crabapple
		Melaleuca quinquenervia	Cajeput Tree
		Nyssa sylvatica	Sour Gum
		Olea europaea	Olive
		Phoenix canariensis	Canary Island Date Palm
		Podocarpus species	Fern Pine
		Prunus 'Amanogawa'	Flag Pole Cherry
		Pyrus sp.	Pear
		Quercus sp.	Oak
		Robinia sp.	Locust
		Sapium sebiferum	Chinese Tallow Tree
		Sophora japonica	Japanese Pagoda Tree
		Tilia cordata	Little Leaf Linden
		Ulmus parvifolia	Chinese Evergreen Elm
		Ulmus sp. 'Liberty', 'Frontier', 'Homespread', or 'Prospector'	Elm
		Zelkova serrata	Sawleaf Zelkova

Table 4.1 Tree List continued

BOTANICAL NAME	COMMON NAME	BOTANICAL NAME	COMMON NAME
Abelia sp.	Abelia	Iris douglasiana	Douglas Iris
Acacia species	Acacia	Juncus patens 'Elk Blue'	California Gray Rush
Acanthus mollis	Bear's Breech	Lantana species	Lantana
Agapanthus species	Lily-of-the-Nile	Lavandula sp.	Lavender
Arbutus unedo 'Compacta'	Dwarf Strawberry Tree	Ligustrum sp.	Privet
Arctostaphylos species	Manzanita	Leymus 'Canyon Prince'	(no common name)
Buxus species	Boxwood	Loropetalum chinense	Red Fringe Flower
Calamagrostis foliosus	Reed Grass	Mahonia repens	(no common name)
Callistemon 'Little John'	Weeping Bottlebrush	Mimulus sp.	Monkey Flower
Camellia species	Camellia	Miscanthus sinensis 'Adagio'	(no common name)
Carex	Berkeley Sedge	Muhlenbergia rigens	Deer Grass
Carpenteria californica	Bush Anemone	Myrica californica	Pacific Wax Myrtle
Ceanothus species	Wild Lilac	Myrtus communis compacta	Dwarf Myrtle
Cistus species	Rockrose	Nandina domestica	Heavenly Bamboo
Coleonema species	Breath of Heaven	Nerium oleander	Oleander
Correa pulchella	(no common name)	Phormium tenax	New Zealand Flax
Dietes sp.	Iris	Pittosporum crassifolium	(no common name)
Erigeron karvinskianus	Fleabane	Pittosporum tenuifolium	(no common name)
Escallonia sp.	Escallonia	Polystichum munitum	Western Sword Fern
Euonymus sp.	Euonymus	Rhamnus 'Eve Case'	Coffeeberry
Euryops pectinatus	Golden Bush Daisy	Rhododendron	Rhododendron
Festuca californica		Rosa sp.	Rose
'Elijah Blue'	California Fescue	Rosmarinus sp.	Rosemary
Galvezia speciosa	Island Bush Snapdragon	Salvia sp.	Sage
Geranium sp.	Cranesbill	Santolina sp.	Lavender Cotton
Hebe species	Hebe	Sollya heterophylla	Australian Bluebell
Helictorichon sempervirens	(no common name)		Creepers
Hemerocallis sp.	Day Lily	Spirea sp.	Spirea
Heteromeles arbutifolia	Toyon	Syringa vulgaris	Lilac
Heuchera sanguinea	Coral Bells	Teucrium sp.	Germander
Hydrangea sp.	Hydrangea	Viburnum sp.	Viburnum
Ilex aquifolium	Holly	Xylosma congestum	Shiny Xylosma

Table 4.2 Recommended Shrubs /Perennials

BOTANICAL NAME	COMMON NAME
<i>Arctotheca calendula</i>	Cape Weed
<i>Bergenia crassifolia</i>	Winter-Blooming Bergenia
<i>Ceanothus</i> species	Wild Lilac
<i>Convolvulus mauritanicus</i>	Ground Morning Glory
<i>Coprosma</i> 'Verde Vista'	(no common name)
<i>Festuca</i> sp.	Fescue
<i>Fragaria chiloensis</i>	Wild Strawberry
<i>Gazania</i> sp.	(no common name)
<i>Helictotrichon sempervirens</i>	Blue Oat Grass
<i>Hemerocallis</i> sp.	Day Lily
<i>Iris douglasiana</i>	Douglas Iris
<i>Lantana</i> sp.	Lantana
<i>Liriope muscari</i>	Lily Turf
<i>Myoporum parvifolium</i>	(no common name)
<i>Osteospermum fruticosum</i>	Trailing African Daisy
<i>Rosmarinus officinalis</i> 'Prostratus'	Prostrate Rosemary
<i>Scaevola</i> 'Mauve Clusters'	(no common name)
<i>Stipa pulchra</i>	Purple Needlegrass
<i>Trachelospermum asiaticum</i>	(no common name)
<i>Vinca minor</i>	Dwarf Periwinkle

Table 4.3 Recommended Groundcovers

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

Table 4.4 Recommended Vines

4.9 UTILITIES

To the extent available, existing systems that are of adequate capacity will be utilized to serve the Ellis project. In the event that the existing infrastructure does not have sufficient capacity to serve the project, additional improvements will be constructed to supplement or provide additional capacity.

Ellis would be served from the City’s existing water supply sources as indicated in the *Water Supply Assessment* (WSA) by West Yost Associates.

The City’s existing water supplies are sufficient to meet the City’s water needs.

The Ellis Program Finance & Implementation Plan identifies the improvements required for the ESP maximum buildout.

4.9.1 Domestic Water Distribution

The City of Tracy has established three pressure zones for its treated water distribution system; Zones 1, 2, and 3. Two additional zones (Zones 4 and 5) have been proposed for future use to support proposed development in the foothills. The project is located in both the Zone 2 and 3 pressure zones.

Zone 2 has a service elevation range of 75–150 ft and a static pressure range of 40–85 psi. The existing 20-inch water main within Corral Hollow Road is a Zone 2 facility. This 20-inch main will serve as the distribution pipe for the ESP.

Zone 3 serves above elevation 150, however it is currently an isolated system serving only the Patterson Pass Business Park through the Patterson Pass booster pump station several miles west of the project site. A new booster pump station will be constructed in the vicinity of both the ESP and the existing 20-inch main in Corral Hollow Road. Pressure reducing station(s) may be located if necessary to transition between Zones within the ESP.

Initial Project Phases

Each phase of development with the ESP will need to complete a water line loop within the development

area. Proposed water mains within the Zone 2 service elevation of the ESP may connect directly to the existing 20-inch main in Corral Hollow Road.

Ultimate Project Build-out

The ESP’s water distribution network will eventually become part of the Westside Planning Area Pressure Zones 2 and 3. At project build-out, multiple redundant loops will be provided between Corral Hollow Road and a future water transmission main will be constructed south of ESP from Linne Road to serve ESP and other properties developing in Zone 3 by sharing pro rata costs.

4.9.2 Wastewater Generation

Average Dry Weather Flow (ADWF): The ADWF is the average daily wastewater flow generated by the project. Residential lot types are divided into three categories: residential mixed low, residential mixed medium, and residential mixed high. Wastewater generation rates are per the City of Tracy Design Standards.

Peak Wet Weather Flow (PWWF): The Peak Wet Weather Flow is the peak flow that will occur on a typical day based on normal variation in wastewater flow generation. A peaking factor of 2.5 is used to convert the ADWF to a peak flow per the City of Tracy Design Standards.

Initial Project Phases

The average daily project wastewater generated for subsequent phases of development will depend on the phasing limits and the amount of residential units proposed to be built.

Ultimate Project Build-out

The average daily project wastewater generation is shown on Table 4.5. The projected PWWF is shown on Table 4.6.

4.9.3 Wastewater Treatment

The City of Tracy provides wastewater collection, conveyance, treatment, and disposal for areas within

the City Limits. The existing Wastewater Treatment Plant's current capacity is 10.8 Mgd with an expected expansion that will increase capacity to 12.0 Mgd, and eventually to 16.0 Mgd. The existing outfall pipe, constructed in the 1970's, from the Wastewater Treatment Plant to the Old River will also be replaced during the Plant expansion to make use of the existing full wastewater treatment capacity and the future expansion.

Initial Project Phases (Including Proposed Family Swim Center)

The Wastewater Treatment Plant currently has capacity, and will initially serve the proposed Family Swim Center, storage development, and eight hundred residential units of the initial buildout. At such time as the Plant reaches full capacity, modifications to the plant will need to be completed to increase its treatment capability.

Ultimate Project Build-out

For the ultimate build-out of the project, the existing treatment plant will need to be modified to increase its current capacity.

The Ellis Program Finance & Implementation Plan identifies the improvements required for the ESP maximum buildout.

4.9.4 Wastewater Conveyance

The proposed site wastewater system to serve the Ellis Specific Plan Area will be constructed to follow the existing ground slope of the site. Based on existing topographic information, the terrain slopes from the southwest corner of the site to the northeast corner of the site. The approximate slope of the existing terrain in this general direction is less than 1%. In addition, the approximate slope in the west-east direction is less than 0.5%, which means that the existing site is moderately flat. The project's wastewater line will convey flow toward Corral Hollow Road. The on-site collection system could range from 8- to 15-inch diameter wastewater line, with much of the 15-inch diameter line on the eastern side of the site near the discharge to Corral Hollow Road. The slope of the proposed pipe will depend upon site layout, site conditions and pipe layout. The slope selected will provide a minimum self-cleaning velocity of 2.0 feet per second, which is the City of Tracy standard. A proposed wastewater trunk main will be installed in phases within Corral Hollow Road and will connect to the existing 21-inch diameter wastewater trunk line on Corral Hollow Road that dead ends at the intersection of Parkside Drive. A temporary line may be installed.

Phase 1 (Including Proposed Family Swim Center)

The proposed Family Swim Center, two hundred fifty residential units, and the storage uses, are permitted to connect to the east side transmission system through a tie-in constructed into the wastewater main at Peony Drive.

Phase 1

Should access to the line not be required by the proposed Swim Center, then an additional 250 residential units may discharge to this line. All residential units shall be shifted to the Corral Hollow Sewer Conveyance System upon completion of the Corral Hollow Sewer Conveyance System Phase 1 upgrade.

**Average Dry Weather Flow (ADWF)
Wastewater System Demand and Capacity Requirements
Ultimate Site**

Zoning	Lot Type	Number of DU/AC	gpd per DU/AC	Residential gpd
Residential Mixed	Mixed Low	505	264	133,320
Residential Mixed	Mixed Medium	1705	216	368,280
Residential Mixed	Mixed High	40	176	7,040
Village Center (AC)		5.7	1375	7,838
Commercial (AC)		4.4	1375	6,050
Limited Use Zone (AC)		26.2	100	2,620
Swim Center (AC)		16	1375	22,000
Total ADWF (gpd)				547,148
Total ADWF (Mgd)				0.55

Notes:
1. Wastewater generation rates and the peaking factor of 2.5 are per the City of Tracy Design Standards.

Table 4.5 Wastewater System Demand and Capacity Requirements — Average Dry Weather Flow (ADWF)

**Peak Wet Weather Flow (PWWF)
Wastewater System Demand and Capacity Requirements**

ADWF	0.55 Mgd
Peaking Factor (PF)	2.50
PWWF	1.37 Mgd

Notes:
1. Wastewater generation rates and the peaking factor of 2.5 are per the City of Tracy Design Standards.

Table 4.6 Wastewater System Demand and Capacity Requirements — Peak Wet Weather Flow (PWWF)

Initial Project Phases

A new wastewater trunkline main, which would support full buildout, would extend north along Corral Hollow Road. Ellis will be served by the City's existing wastewater infrastructure, as outlined above. The initial project phases shall use existing capacity in the Corral Hollow Sewer Conveyance System for five hundred fifty residential units.

Ultimate Project Build-out

Ellis will be served by the City's existing wastewater infrastructure and existing Wastewater Treatment Plant Capacity. The ultimate Ellis Program shall use the existing Corral Hollow Sewer Conveyance Capacity for five hundred fifty units, and the storage uses. Conveyance capacity created in the phase one upgrade of the Corral Hollow Sewer Conveyance System shall serve an additional one thousand seven hundred residential units beyond initial capacity of 550 units in initial project phases, and the commercial units. The existing Treatment Plant Capacity shall serve eight hundred residential units, the Swim Center, and the storage uses. Modifications or expansions to the Treatment plant may be required for an additional one thousand four hundred fifty residential units, and the commercial units.

The Ellis Program Finance & Implementation Plan identifies the improvements required for the ESP maximum buildout.

4.9.5 Storm Drain Peak Flow

The Rational Method is used for calculating the peak flow rate. The Runoff Coefficients used in the Rational Method calculations are per the City of Tracy Design Standards and are shown on the accompanying tables.

The proposed site storm drainage system will be constructed to follow the existing ground slope of the site. Based on existing topographic information, the terrain slopes from the southwest corner of the site to the northeast corner of the site. The approximate slope of the existing terrain in this general direction is less than 1%. In addition, the approximate slope in

the west-east direction is less than 0.5%, which means that the existing site is moderately flat.

Table 4.7 shows results of analyses for a 10-year storm event with a time of concentration of 114 minutes. The peak flow rate from the existing site is 26 cubic feet per second (cfs). Revising the time of concentration to 65 minutes, the peak flow for the proposed site, at full build-out, is 63 cfs. Using a time of concentration of 31 minutes, the peak flow for Phase 1 (including the Family Swim Center) is 44 cfs. The proposed storm drain collection system will include a network of gravity lines and inlet structures. Pipe sizes may range from 12- to 42-inch diameter.

4.9.6 Storm Drainage Conveyance

Ellis is located entirely within the City's Westside Channel Watershed as defined in the Citywide Storm Drainage Master Plan, Final Report Dated December 2010. It occupies the southernmost, upstream portion of the Westside Channel Watershed. Provision has been made in existing downstream storm drainage facilities to accept attenuated (metered) storm runoff from the project site. Applicable downstream storm drainage infrastructure that will collect and convey future storm runoff from Ellis includes trunk line storm drains and open channels serving residential subdivisions to the north to DET 5 (Plasencia Field) and facilities downstream of DET 5 associated with the City's Westside Channel Outfall System.

A new regional Detention Basin #3A is planned to be constructed on the north side of Valpico Road. This Detention Basin will store and attenuate runoff from the collective existing and future development within a portion of the Westside Channel Watershed including Ellis.

Phase 1 (Including Proposed Family Swim Center)

In the event that the proposed regional Detention Basin #3A is not constructed prior to development of Phase 1 of the Ellis Project, stormwater runoff from

10 Year Event - Existing Site				
<i>Using Rational Method (Q=CIA)</i>				
Time of Concentration (t _c) = 114 min				
Intensity (I) = 0.32 in/hr				
Description	C Value	I in/hr	Area ac	Volume cfs
Existing Site	0.25	0.32	320.00	25.60
Q_E (Peak Flow)				26

10 Year Event - Proposed Site				
<i>Using Rational Method (Q=CIA)</i>				
10 Year Event, t _c = 65 min				
Intensity (I) = 0.42 in/hr				
Description	C Value	Total Rainfall feet	Area ac	Volume cfs
Total Area			320.0	
Residential Lots	0.35	0.42	179.7	26.4
Parks	0.20	0.42	21.7	1.8
Roads	0.95	0.42	68.6	27.4
Limited Use Zone	0.25	0.42	26.2	2.8
Village Center / Commercial	0.65	0.42	7.8	2.1
Family Swim Center	0.44	0.42	16.0	3.0
Q _P (Peak Flow)				63.4
Q_P (Peak Flow)				63

Retention Basin Sizing				
t _c = 48 hr				
Total Rainfall = 3.12 inches (0.26 ft)				
Description	C Value	Total Rainfall ft	Area ac	Volume acre-ft
Total Area			320.0	
Residential Lots	0.35	0.26	179.7	16.4
Parks	0.20	0.26	21.7	1.1
Roads	0.95	0.26	68.6	16.9
Limited Use Zone	0.25	0.26	26.2	1.7
Village Center / Commercial	0.65	0.26	7.8	1.3
Family Swim Center	0.44	0.26	16.0	1.8
Basic Retention Volume				39.3

Total Retention Basin Volume = Basic Volume x 2	78.60
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Notes:

1. C Values are per the City of Tracy Design Standards, December 2008.

Residential Lots = Low Density (Single Family) C=0.35

Parks = Lawn or Landscaping C=0.20

Roads = Paving C=0.95

Limited Use Zone = Rural Residential (1-5 Acres) C=0.25

Village Center / Commercial = High Density C=0.65

Family Swim Center - See Below

Family Swim Center C Value Calculation

	Acres	C Value	A x C
Parking Lot	3.48	0.95	3.30
Lazy River/Building/Decking, etc.	3.18	0.60	1.91
Remainder - Natural	9.35	0.20	1.87
<u>Composite C Value</u>			<u>0.44</u>

2. Retention Basin sizing is per the City of Tracy Design Standards, December 2008.
3. 'I' Values were generated using the City of Tracy Design Standards Table 5-1 "Rainfall Intensity Curve".

Table 4.7 Storm Sewer System Demand and Capacity Requirements – Build-out (BKF Engineers)

Phase 1 will be retained on-site or at a nearby location. Based on the City of Tracy Design Standards the Basic Retention Volume (BRV) is 18.1 acre-feet or as approved by the City Engineer.

Initial Project Phases

Retention basin(s) constructed with Phase 1 could be expanded, relocated, and/or duplicated prior to the next phase of Ellis.

Alternatively, all or a portion of the regional Westside Channel Stormwater Detention Basin #3A could be constructed to serve the Ellis project. A stormwater conveyance system could be constructed to serve the Ellis project or upsized to serve the regional stormwatershed.

Ultimate Project Build-out

Ultimately, the regional Westside Channel stormwater Detention Basin #3A will serve the Ellis project. When constructed, any interim retention basins would be filled and may be developed. A stormwater conveyance system to the Westside Channel Detention Basin will serve the regional stormwatershed including the Ellis property.

4.9.7 Stormwater Quality /Best Management Practices

The City Council adopted a Manual of Stormwater Quality Control Standards for New Development and Redevelopment (SWQC Manual) in August 2008. The SWQC Manual has the following goals:

- Assist new development in reducing urban runoff pollution to prevent or minimize water quality impacts.
- Provide standards for developers, design engineers, agency engineers, and planners to use in the selection, design, and implementation of General Site Design Control Measures for Low Impact Design (LID) and appropriate site- specific source and treatment control measures.

- Provide maintenance procedures to ensure that the selected control measures will be maintained to provide effective, long-term pollution control.

The Ellis project implements stormwater management techniques or Best Management Practices (BMPs) to comply with the SWQC Manual.

The Ellis Program Finance & Implementation Plan identifies the improvements required for the ESP maximum buildout.

4.9.8 Solid Waste Disposal

Ellis' mixed uses including recreation, housing, office, and commercial development will generate solid waste. However, based on the City of Tracy General Plan Revised EIR, capacity at the Foothill Sanitary Landfill that serves the City is currently available and is anticipated to accommodate Ellis through the life of the General Plan. Tracy Delta Solid Waste Management, Inc. is currently City's service provider for the collection, transportation, and disposal of refuse and garbage, including the collection of recyclable material. Ellis would be served by the City's service provider at that time.

4.9.9 Energy

Pacific Gas and Electric provides electricity and natural gas to the residents and businesses within both the City and County. Ellis would utilize energy-saving technologies through implementing sustainable building practices including materials and mechanical systems that reduce energy consumption. Additionally, based on the General Plan's Circulation Element policies to promote the use of alternative transportation including walking, biking and transit use in order to reduce driving and thus energy use, Ellis contains a network of walking and biking facilities both within and adjacent to the project that would link to other City networks.

Section 5
Infrastructure
Funding and Phasing



Infrastructure Funding and Phasing

5.1 INTRODUCTION

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

5.2 PUBLIC FACILITIES FUNDING SOURCES

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

- Private capital from developer in the form of development impact fees and in-kind facilities development
- Bond proceeds
- Utility connection charges, and rates charged to end-users
- Assessments on Ellis real property (including Community Facilities Districts)
- Credits and reimbursements related to oversizing, etc.
- State and/or federal funding for affordable housing, transit-oriented facilities, and other special facilities
- Landscape Maintenance District
- Other partnerships with public and private entities

In the absence of other sources, private capital from the developer will cover all infrastructure funding requirements except for the Family Swim Center. The development of the Center will be the responsibility of the City. Funding for all or a portion of the Family Swim Center may be provided in accordance with a Development Agreement.

The park and landscape systems will be incrementally implemented over time to match the needs of the growing Ellis community. Parks may be constructed in two ways:

OPTION A: The builder constructs the parks. In lieu of paying fees, the parks will be bonded. Construction of the parks will start at the 400th building permit. Every 200 building permits thereafter, a pro rata share of parks will start construction.

OPTION B: The City builds the parks. The developer pays a fee per building permit to the City to aid in the construction of the parks.

The ESP provides regulations on the character and amenities proposed for each park. As the park system is implemented, detailed designs will be developed for each park. Modifications and refinements of individual park designs will be considered a minor variation and will follow the Minor Variation process outlined in Section 6.5 of this ESP.

5.3 USES OF PUBLIC FACILITIES FUNDS

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

- Water supply from the City for the project
- Project's share of the City's domestic John Jones Water Treatment Facility
- Domestic water conveyance
- Project's share of the City's existing Wastewater Treatment Facility and its expansion to 16 MGD
- Wastewater conveyance
- Recycled water conveyance within the Ellis project
- Off-site stormwater detention facility
- Stormwater conveyance
- Dry utilities extension to the project
- Off-site road improvements
- On-site water, wastewater conveyance, recycled water, stormwater, and dry utility conveyance
- On-site roads, sidewalks, and trails
- Village Center, parks, and open space
- Public area landscape and lighting
- Project's share of regional transportation facilities
- Project's share of school facilities
- Project's share of public safety facilities
- Project's share of library facilities

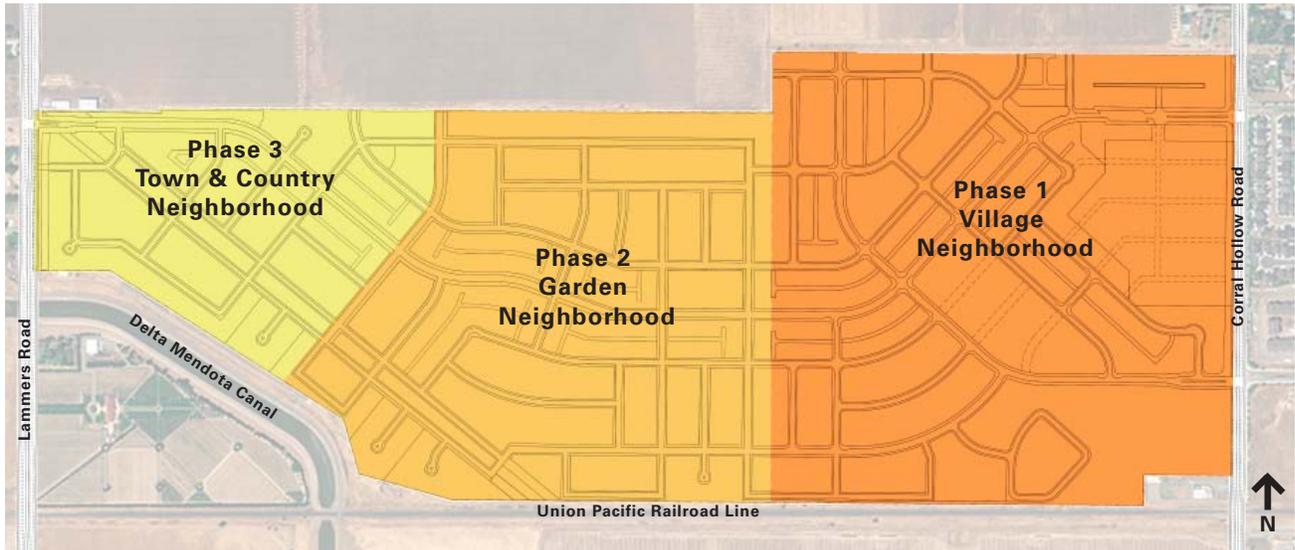


Figure 5.1 Illustrative Phasing Diagram

5.4 PHASING

Figure 5.1 shows the projected general order of development of the Ellis project.

Infrastructure planning is a particular challenge in light of the City Growth Management Ordinance (GMO). If infrastructure facilities are developed too far in advance of their need, the project could become financially infeasible. On the other hand, it is impractical to plan, design, and construct infrastructure in very small increments. The ESP therefore attempts to build in flexibility for the financing and development of infrastructure so that feasible options may be selected as the pace of development becomes more apparent.

5.5 MAINTENANCE AND OPERATIONS

The operations and maintenance of the Family Swim Center detailed in the ESP will be the responsibility of the City.

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

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

Some City maintenance and operations functions will be performed by City staff or through City contracts and reimbursed from these special assessments and/or fees. Utilities will be maintained by the appropriate service providers.

The generous, tree-lined streetscape system, extensive park system, and visual icons are integral components of the Ellis community character. To ensure the desired quality of the maintenance and management of the landscape and park system, a Landscape Maintenance District (LMD) or Community Facilities District (CFD) will be utilized. The LMD or CFD will include the maintenance of:

- Frontage along Corral Hollow Road
- Frontage along Lammers Road
- Interior streetscape system within the public right-of-way
- Neighborhood parks and Native Preserve
- Special landscape feature areas
- Trail system
- Public art
- Signage elements in the public right-of-way

The Family Swim Center is not within a Landscape Maintenance District and will be maintained by the City.

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

5.6 IMPLEMENTATION

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

- A Development Agreement (DA) or Development Agreements
- Reimbursement agreements
- Covenants, conditions and restrictions
- Applications and grants for State and Federal funding
- Bond financing
- A Landscape Maintenance District (LMD) or Community Facilities District (CFD)

Section 6 Plan Review



Plan Review

6.1 ENTITLEMENT PROCESS

This Modified Specific Plan and accompanying approvals, including certification of the Revised Environmental Impact Report, provide the basic authority of the development of a minimum of 1,000 units and a maximum of 2,250 residential units (not including secondary residential units); up to 180,000 square feet of retail, office, and other commercial uses; neighborhood parks; and a proposed Family Swim Center serving as a Community Park.

6.2 SUBDIVISIONS

All subdivision maps processed within the Ellis Specific Plan Area shall follow the process set forth in the Tracy Municipal Code.

All streets, sidewalks, landscaping, and other public property improvements shall be consistent with regulations and guidelines of the ESP and Pattern Book. Each tentative map application shall demonstrate compliance with the street sections, lot sizes, and other standards of the ESP, to the extent applicable on the tentative map. Prior to approval of each final map, the final map and associated improvement plans shall demonstrate compliance with the street sections, lot sizes, and all other applicable standards of the ESP.

6.3 ELLIS PATTERN BOOK CERTIFICATION

The Ellis Pattern Book guides the development of structures on individual parcels within the Ellis community and works in conjunction with the ESP to create and implement the vision for Ellis. The Ellis Pattern Book is Appendix A of the ESP, and will be adopted by Resolution of the City Council.

Before a building permit may be obtained for any structure within Ellis, the applicant must first obtain a Pattern Book Certification (PBC) by the City to demonstrate that the proposal is in compliance with

the site development and architectural patterns set forth in the Pattern Book. Compliance with the ESP and Pattern Book is required for all improvements except as provided below. Pattern Book Certification is not required for (1) residential swimming pools, patio covers, shade structures, or similar residential accessory structures; (2) interior improvements such as plumbing, electrical or partition wall modifications where no modifications or improvements are made to or affect the appearance from the exterior of the structure; or (3) modifications to existing structures that have already received PBC and are in substantial compliance with the architecture, site plan, and other elements of the certified plans and the Pattern Book.

In order to obtain PBC, the applicant shall submit the following to the Development and Engineering Services (DES) Department:

- 1 Completed City of Tracy Development Application Form;
- 2 Application processing fee as established by Resolution of the City Council;
- 3 Five copies (15 for non-residential projects) of a detailed site plan showing all existing and proposed improvements on the site;
- 4 Five copies (15 for non-residential) (plus one color copy) of architectural elevations for all sides of proposed structures;
- 5 A check list (see pages 5–6 of this section) showing how the proposed site plan and architecture comply with the Pattern Book;
- 6 Five copies of a preliminary landscape plan for non-residential projects; and
- 7 For non-residential projects, all sewer, water, storm drainage and other utility plans and information as required by the City Engineer.

Upon receipt of a PBC application and checklist, the Department shall determine whether the application is complete for processing within 30 days. If the application is incomplete, the Department shall notify the

applicant, in writing, of all specific items to complete the application. After receipt of a complete application, the DES Director shall approve, conditionally approve, or deny the application. The DES Director determination for residential projects shall be made within 10 days from receipt of a complete application and within 30 days for a mixed-use or non-residential project. The submittal shall be in compliance with the EPB Checklist. If the DES Director determines that the submittal is not in compliance with the EPB Checklist he/she shall have the option to refer the application to the Planning Commission for review of conformance with the Checklist.

The DES Director's, or Planning Commission's, determination for approval regarding PBC shall be based on the finding that the project application is consistent with the ESP and Pattern Book site design, architecture, and all other standards and guidelines as determined by conformance to EPB checklist.

6.4 INTERPRETATION OF THE MODIFIED ELLIS SPECIFIC PLAN

Every effort has been made with the Modified Ellis Specific Plan to provide policies and regulations that are clear; however, interpretations will be necessary when issues that were not anticipated arise. The DES Director is responsible for interpretation of the ESP.

If any situation arises in the implementation of the ESP that is not addressed by specific development regulations or if an issue, condition, or situation arises that is not clearly addressed in the ESP, the DES Director shall provide an interpretation based on such City codes, goals, policies, plans, and requirements as are most closely related to the subject matter of the issue or situation to be interpreted.

In all matters, if there is a conflict between the provisions of the ESP and the provisions of the Tracy Municipal Code, the ESP shall prevail. As to matters not categorically superseded and not otherwise specifically addressed by the ESP, the Tracy Municipal Code shall apply and shall be interpreted in a manner that is

consistent with the goals and objectives of the ESP.

Administrative interpretations of the DES Director may be appealed pursuant to the appeal procedures and timelines set forth in the Tracy Municipal Code regarding appeals of administrative interpretations.

6.5 MINOR VARIATIONS TO THE MODIFIED ELLIS SPECIFIC PLAN OR PATTERN BOOK

Proposed variations to the ESP or the Pattern Book that substantially conform to the standards, regulations, and guidelines of the ESP, and are not in conflict with any provisions of the Tracy Municipal Code that may apply to Ellis, may be permitted as “Minor Variations.” Minor Variations may include, but are not limited to:

- 1 Allowance of a use not listed in the Permitted Uses matrix (Table 3.3), if the use is consistent with or similar to the Modified Specific Plan designation for the area in which the use is requested.
- 2 Changes to numbers or letters establishing or referencing text sections or figures, including references to Tracy Municipal Code sections.
- 3 Modifications to park and public space designs described in Sections 4.6, 4.7, and 4.8 of the ESP.
- 4 Modifications to informational material contained in the ESP or the Pattern Book that does not have regulatory effect.
- 5 Any other modifications determined by the DES Director to be in accordance with the required findings for a Minor Variation.
- 6 Addition of new lot types and architectural styles
- 7 Approval of and changes to the Ellis Color Palette
- 8 Changes to setbacks and garage types
- 9 Refinements to building massing and composition

A request for a Minor Variation shall be submitted in writing to the DES Department and shall include an application processing fee equal to the Development Review Class B fee, and shall include the specific text, exhibits, or other changes proposed for the Minor

Variation and other applicable material, if any, to the DES Department in order to review the proposal and document all of the findings identified above.

All approved Minor Variations shall be documented in writing and maintained by the City with the ESP. A Minor Variation is not intended to replace the Variance process or approve Variances described in the Tracy Municipal Code.

The DES Director, acting upon any application for a Minor Variation that is determined to be complete, shall take the following steps: (1) approve the request, (2) approve the request with conditions or modifications, and/or (3) deny the request, or (4) refer the request to the Planning Commission for consideration, if after meeting with the applicant no resolution is possible. In order to approve a Minor Variation, the DES Director must make all of the following findings for the Minor Variation:

- 1 The Minor Variation substantially conforms to the standards, regulations, and guidelines of the ESP.
- 2 The Minor Variation is not in conflict with any provisions of the Tracy Municipal Code that apply to the Modified Ellis Specific Plan.
- 3 The Minor Variation will not adversely affect public health, safety, or welfare.
- 4 The Minor Variation will not adversely affect adjacent property.
- 5 The Minor Variation will not have adverse environmental effects that have not been previously analyzed.

6.6 AMENDMENTS TO THE ESP OR PATTERN BOOK

Any proposed amendment to the ESP or amendment to the Pattern Book that is not a Minor Variation shall be processed in accordance with the applicable State Government Code sections and applicable Tracy Municipal Code sections.

It is the intent of the ESP that the Ellis Revised Environmental Impact Report may serve, without further environmental studies, as the environmental documentation for the Modified Specific Plan amendments, other than major amendments, as appropriate under the California Environmental Quality Act. Applications for Modified Specific Plan amendments shall be made to the City in writing in a form prescribed by the City.

6.7 MODIFIED SPECIFIC PLAN COMPLIANCE AND ENFORCEMENT

The DES Director is responsible for enforcing the provisions of the Tracy Municipal Code Title 10 and the ESP. The regulatory elements of the ESP are enforceable pursuant to the enforcement requirements of the Tracy Municipal Code.

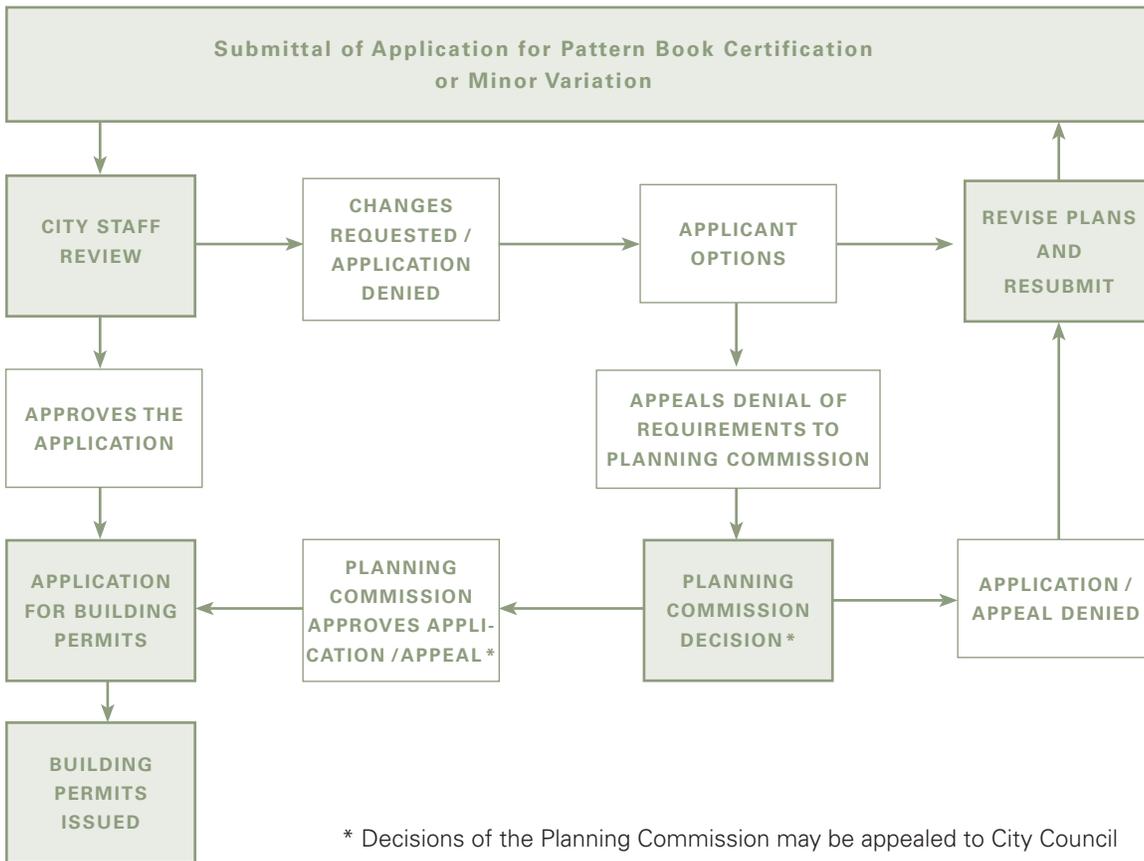


Figure 6.1 Ellis Review Process for Pattern Book Certification and Minor Variations

Sample Design Review Checklist

COMMUNITY PATTERNS

Item	Consistent			Notes
	Yes	No	NA	
Lot Type	_____			_____
Setbacks				
Front	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	_____
Street Side	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	_____
Side Yard	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	_____
Rear Yard	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	_____
Garage Requirements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	_____
Encroachments	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	_____
Fence				
Requirements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	_____
Setbacks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	_____
Second Residential Units				
Permitted/Included	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	_____
Parking Requirement	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	_____
Refuse Storage (multi-family)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	_____

ARCHITECTURAL PATTERNS

Item	Compliance			Notes
	Yes	No	NA	
Style	_____			_____
Massing and Composition				
Massing and Composition	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	_____
Materials				
From Approved List	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	_____

DESIGN REVIEW COMPLETED BY:

Name _____

Date _____

Glossary

Glossary

ACRES, GROSS: The entire acreage of a site, including all easements and rights-of-way; or the entire acreage of the site as shown on a recorded map. Calculated to the centerline of proposed bounding streets and to the nearest edge of the right-of-way of existing or dedicated streets.

ACRES, NET: The portion of a site that can actually be built upon. The following are not included in the net acreage of a site: public or private road rights-of-way and public open space.

ACRES, UNITS PER GROSS: Units divided by gross acres. Units per gross acre is to be calculated less Swim Center, School Site, Outer Approach/Departure Zone, and pipeline encumbered acres.

ALUCP OUTER APPROACH/DEPARTURE ZONE: The Outer Approach/Departure Zone is defined in Section 3.1.1. (d) of the 2009 San Joaquin County Aviation System Airport Land Use Compatibility Plan (ALUCP), as Zone 4, Outer/Approach Departure Zone situated along extended runway centerline beyond Zone 3. Approaching aircraft are usually at less than traffic pattern altitude in Zone 4. Prohibited Uses and other conditions within the Outer Approach/Departure Zone are limited to those identified in Table 3A of Section 3.1.1. – of the 2009 San Joaquin County Aviation System Airport Land Use Compatibility Plan.

AMENITY OR AMENITIES: A feature that increases attractiveness or value, especially of a piece of property; something that increases physical or material comfort; social courtesies; civilities.

ARCHITECTURAL ACCENT: A permanent decorative panel.

ARTERIAL ROADS: A major four-lane road serving local and longer distance travel. Arterial roads enable through traffic between collector roads and express-

ways, highways, and freeways. Arterial roads provide some limited access to adjoining properties.

BBID: Byron-Bethany Irrigation District.

BULBOUTS: A curb extension at an intersection used to shorten the pedestrian crossing distance; may also be used to shield on-street parking and create planter areas.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA): The State statutes and guidelines enacted by the California legislature in 1970 and as subsequently amended (Public Resources Code, Section 21000 et. Seq.) that contains a process for conducting environmental review for projects.

CALTRANS: California Department of Transportation.

CAPITAL IMPROVEMENT PROGRAM (CIP): A program established by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the General Plan.

CIRCULATION: Free movement or passage; in this document, refers to vehicular and pedestrian movement within the neighborhood and between the neighborhood and its environs.

CITY: The City of Tracy, California.

CITY-BBID CONTRACT: A contract under negotiation between the City and BBID that would cause water allocations to individual projects to be transferred to the City for incorporation into the City's water supply system.

CLASS 1 BIKEWAY (BIKE PATH): Provides a completely separated right-of-way for the exclusive use of bicyclists and pedestrians.

CLASS 2 BIKEWAY (BIKE LANE): Provides a striped lane for one-way bike travel on a street or a highway.

CLASS 3 BIKEWAY (BICYCLE ROUTE): Provides connections to either Class 1 or Class 2 facilities. Class 3 facilities have no special lane markings, bicycle traffic shares the roadway with motor vehicles.

COLLECTOR STREETS: An intermediate-sized street generally smaller than arterial roads and larger than a neighborhood street.

COLONIAL REVIVAL: The reuse of Georgian and colonial design in the U.S. in the late nineteenth and early twentieth centuries.

COMMUNITY SERVICES: Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

COMMUNITY SERVICES DISTRICT: A type of multi-function Special District (a separate local government that delivers public services to a particular area) providing one or more Community Services.

CPUC: California Public Utility Commission.

CRAFTSMAN STYLE: Originating in the late nineteenth century, this architectural style in the U.S. was influenced by the Arts & Crafts movement in England which emphasized the use of hand-crafted elements and natural materials instead of mass-produced components that were part of the industrialization and standardization of building components. Two California architects, Harry and Charles Greene, were among the first to design extensively in this style, producing designs for small, affordable, and very popular houses they called "bungalows." Typical style characteristics include relatively shallow pitch roofs with broad overhangs; open soffits with exposed rafters, brackets and braces of heavy timber; asymmetrical massing and window and door arrangements; inlet porches with tapered wood columns or piers with columns above; use of several materials on the exterior (e.g., a mix of stone, wood, shingle, and brick).

CUP: A Conditional Use Permit issued in accordance with the process set forth in the Tracy Municipal Code.

CURB CUTS: Interruptions in a concrete border or row of joined stones forming part of a gutter along the edge of a street, frequently to accommodate a driveway.

DENSITY: The measure of the ratio of population to the area of land occupied by that population, which may be expressed as dwelling units per acre, families per acre, persons per acre, or conversely, as acres per dwelling unit or square feet per dwelling unit.

DENSITY, GROSS: The ratio of dwelling units within the distinct boundaries of any property including the area to the center of an abutting street or access.

DENSITY, RESIDENTIAL: The number of permanent residential dwelling units per acre of land.

DEVELOPMENT: Any activity which occurs on land or water that involves the placement of any structure, the discharge or disposal of any waste material, grading, dredging or mineral extraction. This definition includes any change in use, density, and/or intensity including the subdivision of land, construction of any structure, and the removal or harvesting of major vegetation including land clearing other than for agricultural purposes.

DEVELOPMENT AGREEMENT: A legislatively approved contract between a jurisdiction and a person having legal or equitable interest in real property within the jurisdiction (California Government Code §65865 et. seq.) that “freezes” certain rules, regulations, and policies applicable to development of a property for a specified period of time, usually in exchange for certain concessions by the owner.

DIVERSITY BY DESIGN: Housing choices in urban areas that are attractive, accessible to parks, transit, work, shopping, and other amenities, and appealing to a broad spectrum of the population.

DWELLING UNIT: A room or group of rooms (including only one kitchen) that constitute an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

EASEMENT: A right, as a right-of-way, afforded a person to make limited use of another’s real property.

ELEVATION: Referring to the front, side, or rear of a structure taken as a complete composition with all of its building elements.

EMPLOYMENT CENTER: Geographic area exemplified by a high concentration of employment opportunities.

ELLIS PLAN AREA: The area covered by the ESP.

ENCROACHMENT: A gradual intrusion on the rights or possessions of another (e.g., a road which encroaches on a city park).

ENVIRONMENT: The physical conditions that exist within the area that will be affected by a proposed project including, but not limited to, land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

ESP: See Modified Ellis Specific Plan.

FACADE: The face of a building.

FEASIBLE: Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technical factors.

FULL SPECTRUM OF HOUSING: Housing availability within a community that presents desirable housing opportunities for individuals and families across the full range of income levels.

GENERAL PLAN (GP): The City of Tracy General Plan as adopted in July 2006, and amended from time to time.

HARDSCAPE: Impervious and permeable paving materials.

HIGHWAY: Major road developed and maintained by the State of California. Highways enable through-traffic throughout the state and provide linkages to the overall highway system of the state. Highways typically provide only limited direct access from adjoining properties.

HOUSEHOLD: All those persons — related or unrelated — who occupy a single dwelling unit.

IMPACT FEE: A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. Government Code Section 66000, et seq., specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the funds.

IMPERVIOUS SURFACE: Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

IMPROVEMENT: Such street work and utilities to be installed, or agreed to be installed (for which a security instrument is first accepted), by the subdivider on the subdivision or land adjacent thereto to be used for public or private streets, highways, ways, and easements, as are necessary for the general use of the lot owners in the subdivision and local neighborhood traffic and drainage needs as a condition precedent to the approval and acceptance of the parcel or final map thereof. Improvement also refers to such other specific improvements, the installation of which, either by the subdivider, by public agencies, by private utilities, by any other entity approved by the local agency or by a combination thereof.

INDIGENOUS: Living or occurring naturally in a specific area or environment; native; intrinsic to a place.

INFRASTRUCTURE: The various systems and facilities needed to support the operation of a community (e.g., sewer and water systems, electric systems, communication lines, roads).

KNOCK DOWN: Designed to be assembled and disassembled easily and quickly; a device or mechanism designed to be assembled and disassembled quickly and easily.

LANE: A paved right-of-way between or behind buildings.

LIVE /WORK: A predominantly residential mixed-use building type that accommodates commercial activity as a secondary use.

LOT: A unit of land which has been created under the provisions of the Subdivision Map Act or any prior law regulating the division of land or a local ordinance enacted pursuant thereto or was created prior to the time any local or state law regulated divisions of land or which were not subject to any local or state regulation at the time of its creation. Lots crossed by public road or highway rights-of-way will not be considered to have been 'subdivided' by such a road or highway. Except where a legal determination by the County concludes otherwise for a particular ownership, contiguous lots conveyed by U.S. patent or aggregated under a single ownership will be considered as a single lot.

MARKET-RATE: An unregulated price driven by free market demand.

MASSING: The shape of the volume of the building.

MITIGATION: Measures taken which make something less severe or intense.

MODIFIED ELLIS SPECIFIC PLAN: This specific plan.

MURAL: A painting executed directly on a wall or on a permanently-affixed wall panel.

NOISE: Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is unwanted sound.

OPEN SPACE: Any open land that is predominantly lacking in structural development. Open space includes natural areas, wetlands and open water, wildlife habitats, areas of managed production of resources such as farmlands and grazing areas, open areas requiring special management or regulation to protect public health and safety, and outdoor recreational areas. The term ‘open space’ does not imply public access or ownership.

PARCEL: For a definition of parcel, see lot.

PARK STRIP: See verge.

PARKING AREA OR LOT: An open portion of land with an impervious surface designed and used for parking of vehicles, includes parking spaces, aisles, and maneuvering areas.

PEDESTRIAN-SCALE: In scale with a person walking.

PLANNING MANAGER: The Planning Manager for the City of Tracy or a person in a position that is similar in nature, job description, and authority but having a different job title (Examples: Director of Planning; Director of Planning, Building and Zoning; Chief of Planning) who is the head of the Planning Department or Division or equivalent City organizational unit having the same general responsibilities.

POLICY: A specific statement guiding action and implying a clear commitment.

PRESERVATION: Use of long-term or permanent safeguards to guarantee the viability of natural or man-made resources.

PUBLIC UTILITY: A company regulated by the California Public Utilities Commission or other regulatory body including the City of Tracy.

RECREATIONAL VEHICLE: Single-axle or multiple-axle non-self-propelled structure mounted on wheels

or otherwise capable of being made mobile, and other types of vehicles including, but not limited to, travel trailers, self-propelled motor homes, or campers used for any purpose (for example, residential, recreational), but not a municipal or governmental purpose.

REVISED ENVIRONMENTAL IMPACT REPORT (REVISED EIR): A report statement setting forth the environmental effects and considerations pertaining to a project as specified in CEQA. An EIR document is prepared to inform the public and decision makers about the potential environmental impacts caused by implementation of a project.

ROAD, PUBLIC: See Street, Public.

RIGHT-OF-WAY: A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as public and private roads, railroads, and utility lines.

SECONDARY RESIDENTIAL UNIT: A separate residential unit created on a lot which already contains one legally created residential unit.

SETBACK: A defined recession from a given property line or zone within a property that establishes the allowable placement of a structure, except fences 6 feet in height or less, on a specific piece of property.

SIGN STRUCTURE: A structure which supports a sign.

SPECIFIC PLAN: In California, a tool authorized by Government Code §65450 et seq. for the systematic implementation of the General Plan for a defined portion of a community’s planning area. A Specific Plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

STREET, PUBLIC: An avenue, place, way, drive, lane, boulevard, highway or road, but not an alley, owned by or maintained by a state, county, or incorporated city, or other public agency.

STREETScape: The appearance or view of a street; an environment of streets.

STRUCTURE: That which is built or constructed, an edifice or building of any kind, or any piece of work artificially built up or composed of parts joined together in some definite manner whether constructed on- or off-site.

SUBDIVIDER: A person, firm, corporation, partnership, or association who owns the property or represents the owner and who proposes to divide, divides, or causes to be divided real property into a subdivision for oneself or for others. Employees and consultants of such person or entities, acting in such capacity, are not subdividers.

SUBDIVISION: The division, by any subdivider, of any unit or units of improved or unimproved land, or any portion thereof, shown on the latest equalized County Assessment Roll as a unit or as contiguous units, for the purpose of sales, lease, or financing whether immediate or future. Property is considered as contiguous units, even if it is separated by roads, streets, utility easements or railroad rights-of-way. This definition includes a condominium, community apartment project, stock cooperative, and a conversion.

PROJECTING SIGN: A sign attached to, and projecting from, the face of, or above, or upon the roof of a building, structure, canopy, or marquee and shall include a roof sign.

TEMPORARY SIGN: A sign constructed of expendable material, such as paper, plastic, cloth, or wood, intended to be displayed for a short period of time (up to a year). Pennants, banners, balloons, and similar devices shall also be included in this category.

TRANSIT CENTER: Location or place designed for the interface of different modes of transportation.

USE EASEMENT: See Easement.

VERGE: The edge projecting over the gable of a roof. Also, the area of planting, lawn, or pavement between the sidewalk and the curb on a street.

ZONING: The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan and any General Plan Updates.