City of Tracy

NORTHEAST INDUSTRIAL SPECIFIC PLAN

July 17, 2012

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INTRODUCTION

The 870 acre Northeast Industrial Area Specific Plan aims to develop a well-planned industrial zone that will attract businesses to Tracy, and provide local employment opportunities. The Specific Plan anticipates a mixture of industrial uses, including rail-dependent industries and "flex-tech" light industrial.

PLANNING AREA LOCATION

Location

The Northeast Industrial planning area lies along the northeast boundary of the City of Tracy. The area is generally bounded to the north by 1-205, to the south by the Southern Pacific Railroad tracks, to the east by Banta Road, and the west by MacArthur Drive. Grant Line Road bisects the area.

Surrounding Land Uses

Presently, properties along MacArthur Drive directly west of the site are developed with industrial uses, such as the U.S. Cold Storage facility. North of the site are industrial and commercial uses, including the Tracy Outlets at MacArthur Drive and Pescadero Avenue. The Yellow Freight Company is also located to the north, between the site and 1-205. Agricultural uses are found on lands to the east.

Lands directly to the north and west of the site are included in the 1-205 Corridor Specific Plan and the 1988 Industrial Areas Specific Plan. To the east is the residential Banta area of the county. The project site in the context of the existing industrial and commercial uses, and existing specific plan areas is shown in Figure 1.

Land Ownership

The Northeast Industrial planning area is currently made up of 61 properties, with a variety of owners. Parcels range in size from small half acre home sites to large agricultural and industrial holdings. The assessor's parcel numbers and ownership of the area is shown in Figure 2.

EXISTING PLANNING AREA CONDITIONS

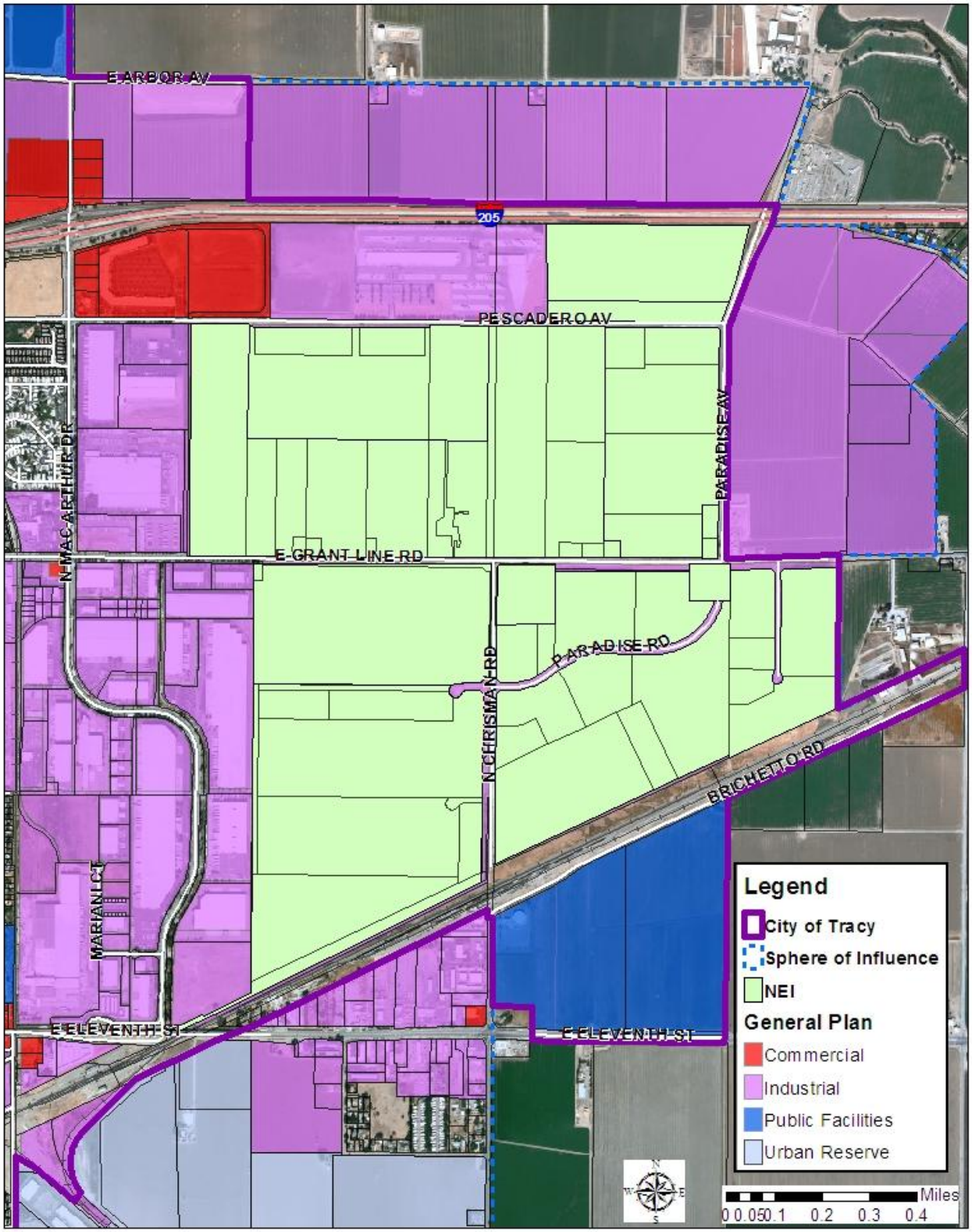
Site Features

Land uses within the Northeast Industrial Area are currently light industrial and agricultural, with a number of dairy operations and rural residences remaining. Few other significant site features are present. The topography is relatively level.

A Westside Irrigation District (WSID) supply or tailwater ditch crosses the area. One property along 1-205 is located just outside the FEMA 100 year flood line found in the vicinity of the I-205/Paradise Road overcrossing.

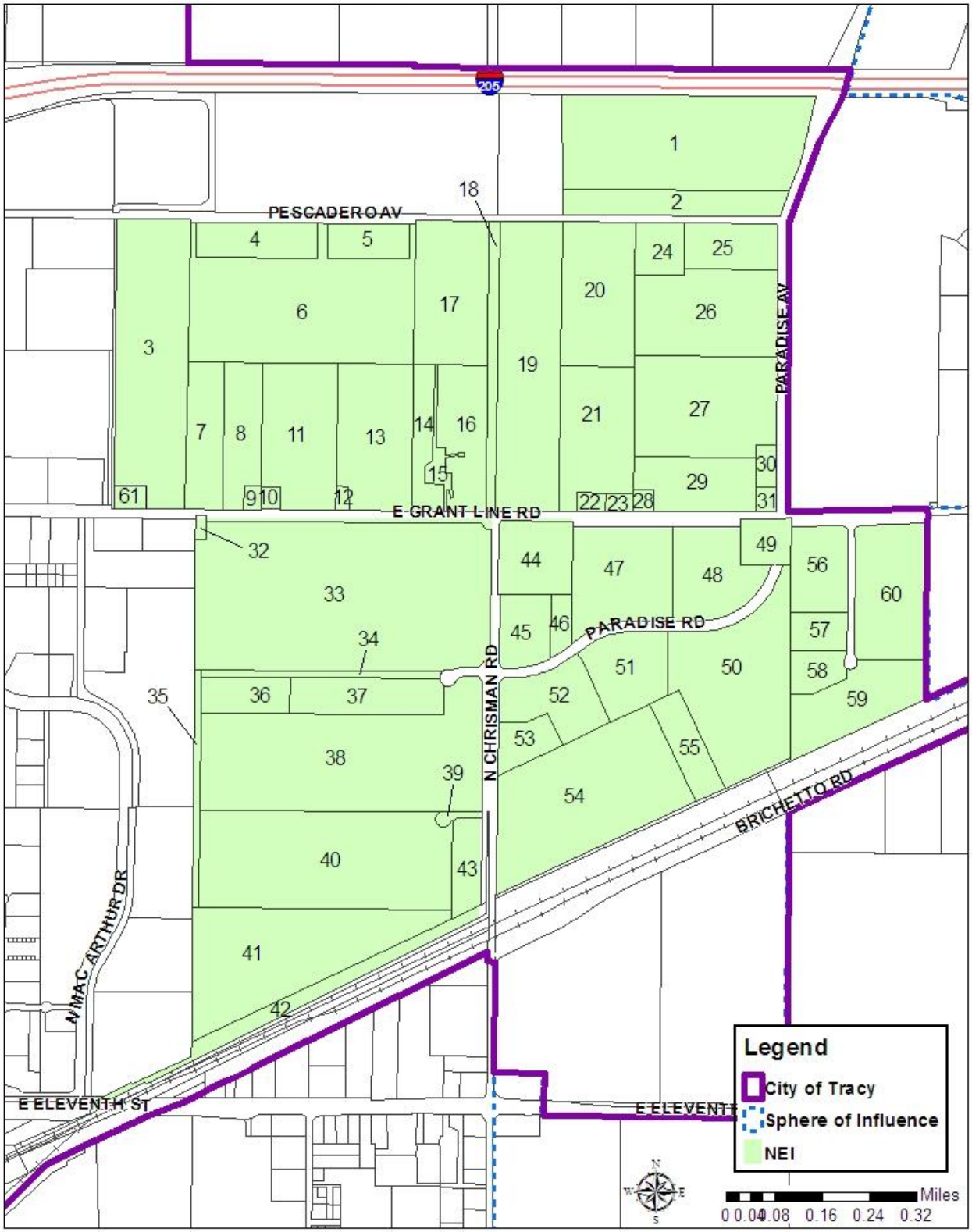
The existing conditions of the planning area are shown on Figures 3 and 4.
None of the parcels are under Williamson Act contracts

Surrounding Land Use Designations Figure 1



Land Owners

Figure 2



Number	APN	OWNER	LOT SIZE (ACRES)
1	213-060-12	RADOS PROPERTIES CALIF LAND LLC	42.42
2	213-060-13	HALEY DOROTHY TRUSTEE	9.78
3	213-070-81	PIMENTEL VELMA C	35.95
4	213-070-75	PONY UP TRACY LLC	7.68
5	213-070-74	OLD GOLDEN OAKS LLC	5.35
6	213-070-73	US INDUSTRIAL REIT CONTAINER III	44.03
7	213-070-22	PIMENTEL VELMA C	9.79
8	213-070-28	MATTSON HELENE A	9.1
9	213-070-29	MATTSON HELENE A	0.689
10	213-070-19	ROBERTSON STANLEY & B	0.703
11	213-070-20	SILVA BERNARDINE M	18.88
12	213-070-18	ENDER WENDELL F & M L	0.519
13	213-070-40	PIMENTEL JOSEPH L	18.99
14	213-070-41	MARTY MARILYN	6.32
15	213-070-17	MARTY MARILYN	2.27
16	213-070-39	MARTY MARILYN	11.41
17	213-070-06	TRACY PESCADERO INDUSTRIAL PARK	19.46
18	213-070-48	SILVA MARIA O	5.34
19	213-070-49	SILVA MARIA O	33.86
20	213-070-08	SILVA MARIA O	19.55
21	213-070-51	SILVA MARIA O	17.55
22	213-070-52	SILVA MARIA O	1.005
23	213-070-53	SILVA MANUEL H	1.005
24	213-070-76	PROLOGIS LOGISTICS SERVICES INC	4.8
25	213-070-77	PROLOGIS LOGISTICS SERVICES INC	8.19
26	213-070-78	PROLOGIS LOGISTICS SERVICES INC	22.08
27	213-070-79	PROLOGIS LOGISTICS SERVICES INC	25.15
28	213-070-13	ENDER ALVETA F	0.839
29	213-070-80	PROLOGIS LOGISTICS SERVICES INC	11.3
30	213-070-44	RUSE JOSEPH T & PATRICIA A	1.619
31	213-070-45	ENDER BUDDY C	0.9
32	250-020-15	COSTA ROBERT J SR & EVELYN M	0.5
33	250-020-14	ROCHA MANUEL TOSTE JR	79.03
34	250-020-79	CATELLUS CORPORATE CTR TRACY LLC	3.17
35	250-020-82	CATELLUS CORPORATE CTR TRACY LLC	2.87
36	250-020-80	CATELLUS CORPORATE CTR TRACY LLC	5.8
37	250-020-81	CATELLUS CORPORATE CTR TRACY LLC	10.08
38	250-020-83	CATELLUS CORPORATE CTR TRACY LLC	52.13
39	250-020-84	CATELLUS CORPORATE CTR TRACY LLC	0.773
40	250-020-85	CATELLUS CORPORATE CTR TRACY LLC	44.44
41	250-020-87	CATELLUS CORPORATE CTR TRACY LLC	33.53
42	250-010-05	UNION PACIFIC RAILROAD COMPANY	9.18
43	250-020-86	CATELLUS CORPORATE CTR TRACY LLC	5
44	250-030-10	SILVA FRANK I & MARY L	9.28
45	250-030-29	1851 E PARADISE ROAD PARTNERS LLC	6.56
46	250-030-30	BIG 4 GROUP LLC	2.17
47	250-030-27	BARBOSA INVESTMENT GROUP LTD PTP	17.73
48	250-030-28	BARBOSA INVESTMENT GROUP LTD PTP	12.59
49	250-030-02	TRACY CITY OF	4.24
50	250-030-26	HEADLANDS REALTY CORP	31.17
51	250-030-25	HEADLANDS REALTY CORP	10.51
52	250-030-24	TRACY LOGISTICS CENTER PARTNERS LLC	10.48
53	250-030-23	TRACY LOGISTICS CENTER PARTNERS LLC	4.48
54	250-030-18	TCE TRACY LLC	37.96
55	250-030-19	AMB HOLDCO LLC	6.35
56	250-280-09	AMB PROPERTY LP	8.81
57	250-280-08	AMB PROPERTY LP	3.96
58	250-280-07	AMB PROPERTY LP	3.89
59	250-280-06	AMB PROPERTY LP	14.14
60	250-280-10	AMB PROPERTY LP	17.8
61	213-070-82	CITY OF TRACY	1.089

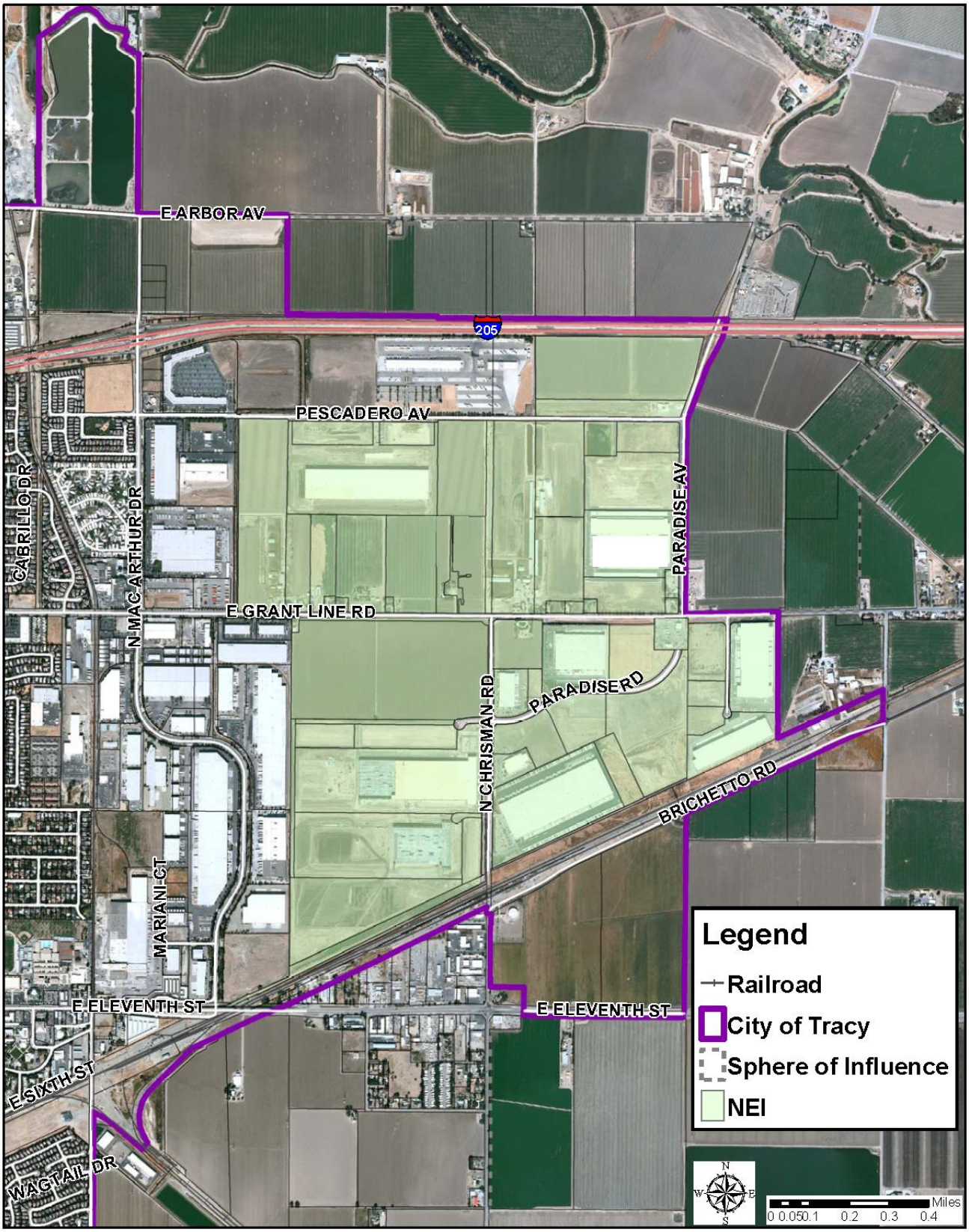
Existing Roadway Network

The Plan area is served by a number of existing roadways, some of which have been improved to meet the circulation needs of the NEI area, and others that will be constructed or improved as traffic demand requires.

Regional access for the area is provided by Interstate 205 (I-205) to the north and Interstate 5 (I-5) to the east. I-205 is an east-west freeway which extends from I-5 west to I-580 with I-580 continuing west into the Bay Area. I-5 is a north-south freeway which extends throughout California. Currently, Plan area access to I-205 is via an interchange at MacArthur Drive. I-5 access is via the full access interchange at Kasson Road (an extension of Grant Line Road). I-5 access is also available (to/from the north only) via an interchange at Eleventh Street. The primary local roadways serving the area are MacArthur Drive, Pescadero Avenue, East Grant Line Road, Chrisman Road and Paradise Road

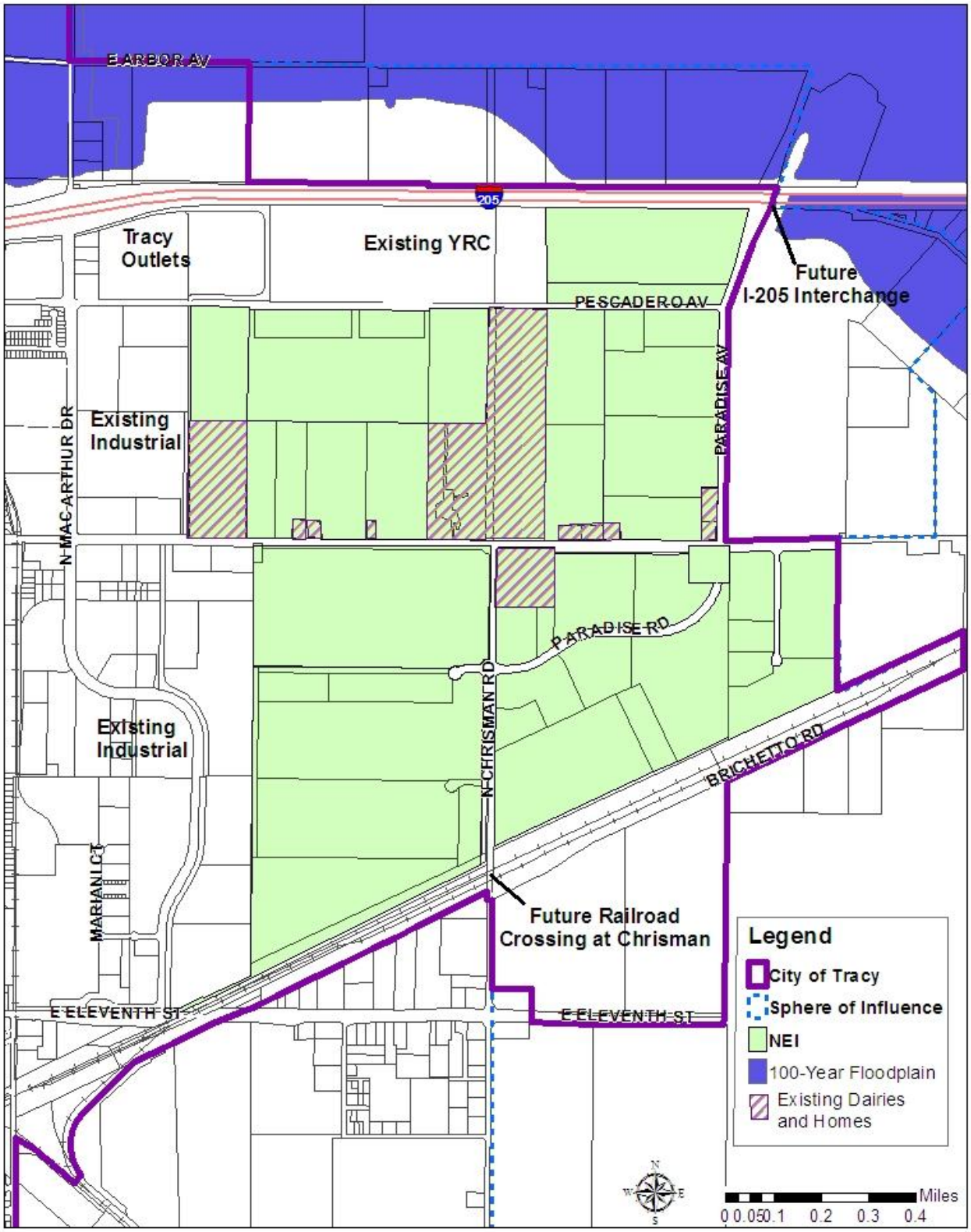
Aerial

Figure 3



Existing Site Conditions

Figure 4



RELATIONSHIP TO TRACY'S GENERAL PLAN

General Plan Land Use Designations
The City of Tracy General Plan designates the entire Northeast Industrial area for Industrial land uses. Specific uses allowed in the industrial category range from flex/office space to manufacturing to warehousing and distribution. Ancillary uses, such as restaurants, consumer services, and parks may be allowed to serve the daily needs of the workers.

Tracy's Growth Strategy
The City of Tracy has embraced a "balanced growth" strategy, seeking to direct growth in an efficient, cost-effective manner, balancing land uses and appropriate use of the land with well-planned and utilized infrastructure. This strategy seeks to improve the jobs/housing balance and to encourage development of employment opportunities and capitalize on freeway interchanges with industrial, retail, and service-related development.

The northeastern sector of Tracy has been designated as one area in which the City's industrial growth will occur. Adjacent to existing industrial development and with direct access to the I-205 freeway and rail transportation, the Northeast Industrial area is ideally situated to attract and support business without the need for major infrastructure expenditures.

General Plan Goals Furthered by the Northeast Industrial Area Development
The Northeast Industrial Specific Plan proposes development consistent with the General Plan. It furthers many of the Goals and Policies stated in the General Plan and it implements many of the Actions set forth in the General Plan. Following is a summary of General Plan Goals, Policies, and Actions to which the Northeast Industrial Specific Plan contributes.

Land Use

Objective LU-1.1 Establish a clearly defined urban form and city structure.

Policy P1: New development and redevelopment in existing areas shall be organized as a series of residential Neighborhoods, Employment Areas, Corridors, Village Centers, the Downtown and the I-205 Regional Commercial Area.

- Employment Areas are the job-centers of the city and include office districts, retail centers and industrial areas.

Objective LU-2.3 Expand the City's industrial base.

Policy P1: The Northeast Industrial Area should contain a mix of heavy industrial, light industrial, warehouse, and distribution users to maximize rail and highway access on large parcels of land. The Northeast Industrial Area should also contain commercial uses and services to meet the daily needs of workers.

Objective LU-6.2 Ensure land use patterns that minimize conflicts between transportation corridors and neighboring uses.

Policy P1: Uses that are compatible with the noise, air quality and traffic impacts associated with freeways, such as auto-oriented commercial and industrial uses, should be located near and along freeway corridors whenever possible.

Economic Development

Objective ED-4.1 Ensure an adequate, balanced supply of all land uses for future economic development.

Action A1: Monitor current and future land supply needs for industrial, office and retail growth.

Objective ED-6.3 Promote expansion in the Northeast Industrial Area.

Policy P1: The City shall encourage and facilitate the development and buildout of the entire 870-acre Northeast Industrial Area.

Policy P2: The City shall direct business attraction efforts to manufacturing uses, rather than warehouse distribution facilities, due to their higher employment densities.

Policy P3: Developers should consider flexible facility design and construction types that can accommodate future manufacturing uses with higher employment densities.

Policy P4: The City should support efforts to attract private developers and equity investors to participate in the development of the area.

Community Character

Objective CC-11.2 Encourage attractive design in Employment Areas.

Policy P1: Development in Employment Areas should adhere to high-quality design standards.

Policy P4: Building setbacks for office buildings or office portions of industrial buildings should be minimized to ensure that buildings define the edges of the street.

Policy P6: Loading facilities in Employment Areas should be screened from view from public streets to the extent possible.

Policy P9: Fencing visible from the public right-of-way shall be visually appealing when used in industrial and commercial developments.

Objective CC-11.3 Minimize the impact of parking on the pedestrian environment in Employment Areas.

Policy P1: The impact of parking in Employment Areas on the pedestrian environment should be minimized with attractive landscaping.

Policy P2: Parking lots should be set back from the street with a landscaped buffer wherever possible.

Circulation

Objective CIR-1.4 Protect residential areas from commercial truck traffic.

Policy P1: Significant new truck traffic generating uses shall be limited to locations along designated truck routes, in industrial areas or within ¼-mile of freeways.

PROJECT CHARACTERISTICS

Project Objectives
The objectives of the project are:

- To develop the Northeast Industrial Area as a high-quality industrial and commercial site of significant benefit to the City of Tracy and the nearby region.
- To develop a well-planned site that will attract businesses to Tracy, providing local employment opportunities.
- To develop the Northeast Industrial Area for primarily mixed industrial uses, including rail-dependent industries.
- To minimize project-related impacts to Tracy's transportation network.
- To provide a flexible phasing program that allows market forces to dictate reasonable growth increments, while ensuring that agricultural properties are allowed to remain until ready to develop.
- To create a project consistent with the goals of the General Plan.
- To integrate the Northeast Industrial Area into the development pattern of the City of Tracy.
- To integrate mitigation for environmental impacts into the design of the project.

Land Use Designations
The Northeast Industrial Area will consist primarily of light industrial land uses. In addition, general commercial land uses are planned at major intersections along Pescadero Avenue and Grant Line Road. Figure 5 shows the configuration of the land uses in the planning area.

The development prototypes included in the Design Guidelines indicate possible site planning scenarios for environmental impact analysis.

Light Industrial Land Uses (LI)
Light Industrial land uses cover approximately 800 acres of the planning area. Assuming a Floor Area Ratio (FAR) of 0.5, approximately 17.5 million square feet of light industrial, warehouse and manufacturing facilities would be provided. Light industrial land uses would be compatible with existing industrial land uses to the west and north, as well as with freeway noise, and rail noise and vibration.

Several types of light industrial land uses are appropriate in the Northeast Industrial Area. It is anticipated that warehousing and distribution businesses with low employee densities will be the predominant development type. This development pattern is similar to those that have located in Tracy in recent years. The southern portion of the Planning Area is appropriate to uses that require rail access.

The City of Tracy is also interested in attracting higher employee density businesses to the area. It is anticipated that there may be a future demand for a "Flex-Tech" development that would accommodate research & development businesses and call centers.

The light industrial zone may also be appropriate for service commercial businesses with little pedestrian traffic, that are not necessarily compatible with general commercial land uses, such as automotive supply and plumbing stores. Commercial development may be permitted on sites designated Light Industrial without the site being redesignated General Commercial if:

1. The site is a minimum of one acre and located on the northwest or southwest corners of Pescadero Avenue and Paradise Road or the northwest or southwest corners of Grant Line Road and Paradise Road.
2. The site has City Engineer-approved access from at least two streets.
3. The proposal is for a convenience retail or general commercial service use to the industrial area, such as restaurants, hotels, or convenience stores and service stations.
4. 15,000 square feet of retail within an industrial warehouse located on the southwest corner of Chrisman Road and Paradise Road.

A variety of parcel sizes are foreseeable, probably ranging from 5 to 50 acres, depending upon the type of industrial user attracted to the area. Since market forces will dictate that eventual parcel size, the Specific Plan does not reflect an exact parcelization plan.

Existing Agricultural and Residential Uses
The parcels containing existing dairy operations and residences, shown on the Land Use Map, that may remain for a number of years until ready to develop. The planned light industrial land uses will be compatible with these properties. (The agricultural lands are subject to the City's Right to Farm Ordinance, discussed below)

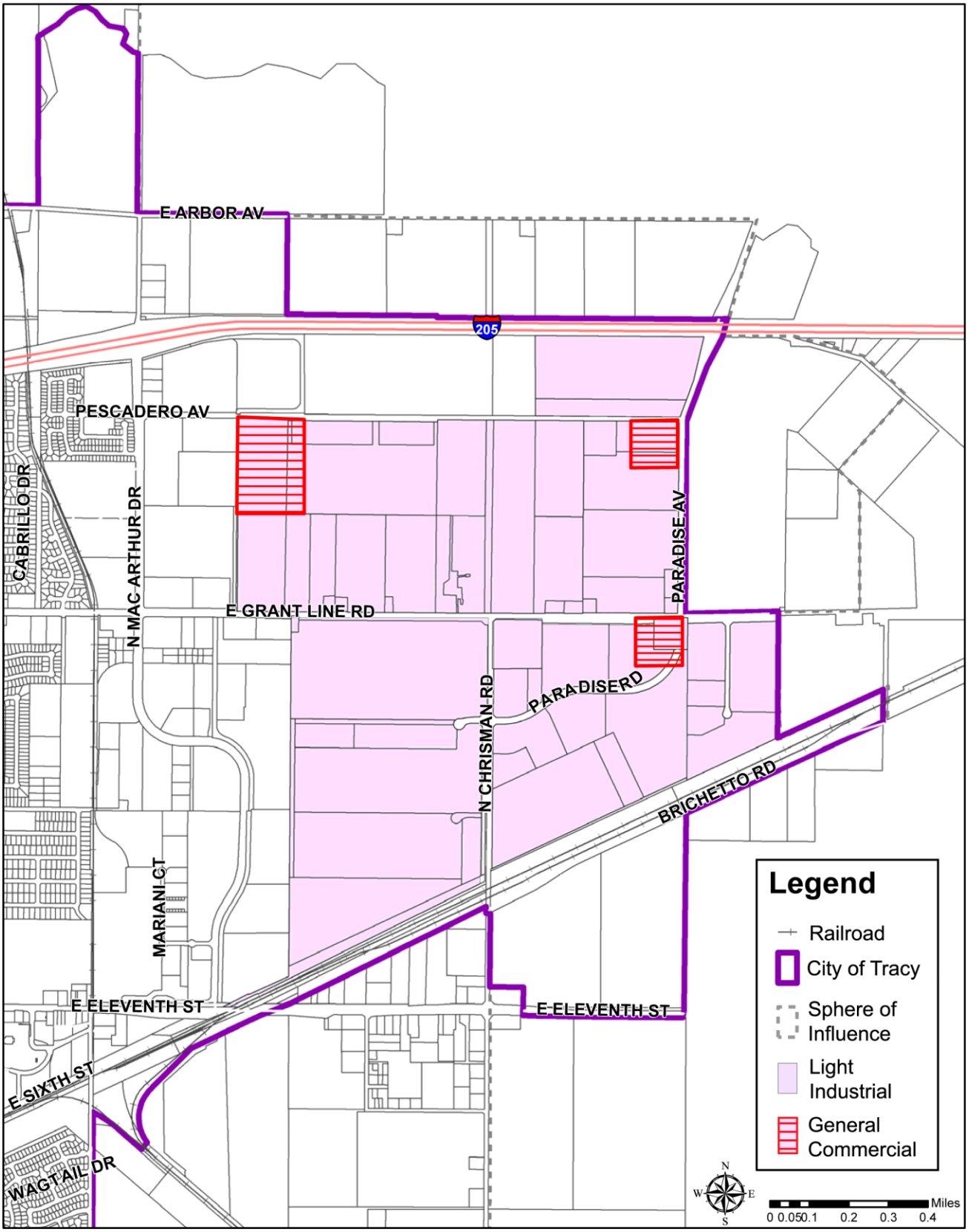
General Commercial Land Uses (GC)
Three parcels of general commercial, totaling 45.5 acres are provided within the planning area. These commercial sites are intended to expand upon the existing commercial uses adjacent to the I-205/ MacArthur Drive interchange, take advantage of the freeway-oriented traffic circulation of the site, and serve the local industrial community. The largest parcel (25.5 acres) is located in the northwest comer of the project along Pescadero Avenue. This parcel provides for potential factory outlet expansion or other interstate-related commercial uses. General Commercial land uses provide for service commercial oriented land uses, such as animal shelters, who’s land use characteristics are compatible with industrial uses.

Right to Farm Provisions
A number of dairy operations currently exist within the Northeast Industrial planning area. Dairy facilities typically involve significant capital improvements. This Specific Plan intends to allow the continued operation of these existing dairy facilities and other agricultural uses until such time as the owners wish to convert their property to nonagricultural uses.

When nonagricultural land uses move into areas near to pre-existing agricultural operations, the agricultural operations frequently become the subject of nuisance complaints. Chapter 10.24 of the Tracy Municipal Code, the Right to Farm Ordinance, declares that farming operations are not a nuisance, and recognizes the right to farm within the incorporated City. Agricultural and dairy operations are included in the Permitted Uses (page 36) for both the Light Industrial and General Commercial land use designations.

Mineral Extraction
A number of the parcels in the Northeast Industrial planning area have mineral rights that are owned by different owners than the underlying land. It is possible that these owners may choose to exercise these rights at some time in the future. As such, mineral extraction is included as a Conditionally Permitted use within the Light Industrial land use designation. Any mineral extraction operation will be unobtrusive, and will be a subsidiary use to the primary use of the parcel.

Proposed Land Uses



CIRCULATION AND TRANSPORTATION

The Northeast Industrial Specific Plan provides for efficient circulation by automobiles and trucks. The proposed land use mix, street geometry, and proximity to the interstate freeway system will minimize project-related impacts to Tracy's transportation network.

The distribution, location and extent of the roadway improvements within the Specific Plan area shall be subject to the NEI Phase I Finance and Implementation Plans, dated December 1999 (Resolution Numbers 99-462 and 99-485), April 1, 2003 (Resolution Number 2003-100), January 4, 2005 (Resolution Number 2005-023), February 21, 2006 (Resolution Number 2006-069), and April 15, 2008 (Resolution Number 2008-065), and the NEI Phase II Finance and Implementation Plans, dated January 2006 (Resolution Number 2006-038) and January 15, 2008 (Resolution Number 2008-010). All future roadway improvements will also be subject to any revisions or updates to the NEI Finance and Implementation Plans, and subject to the development impact fees as established in those plans. Figures 6 and 7A and 7B show the original roadway network and street sections for the Specific Plan, which will be modified by the Finance and Implementation Plan process.

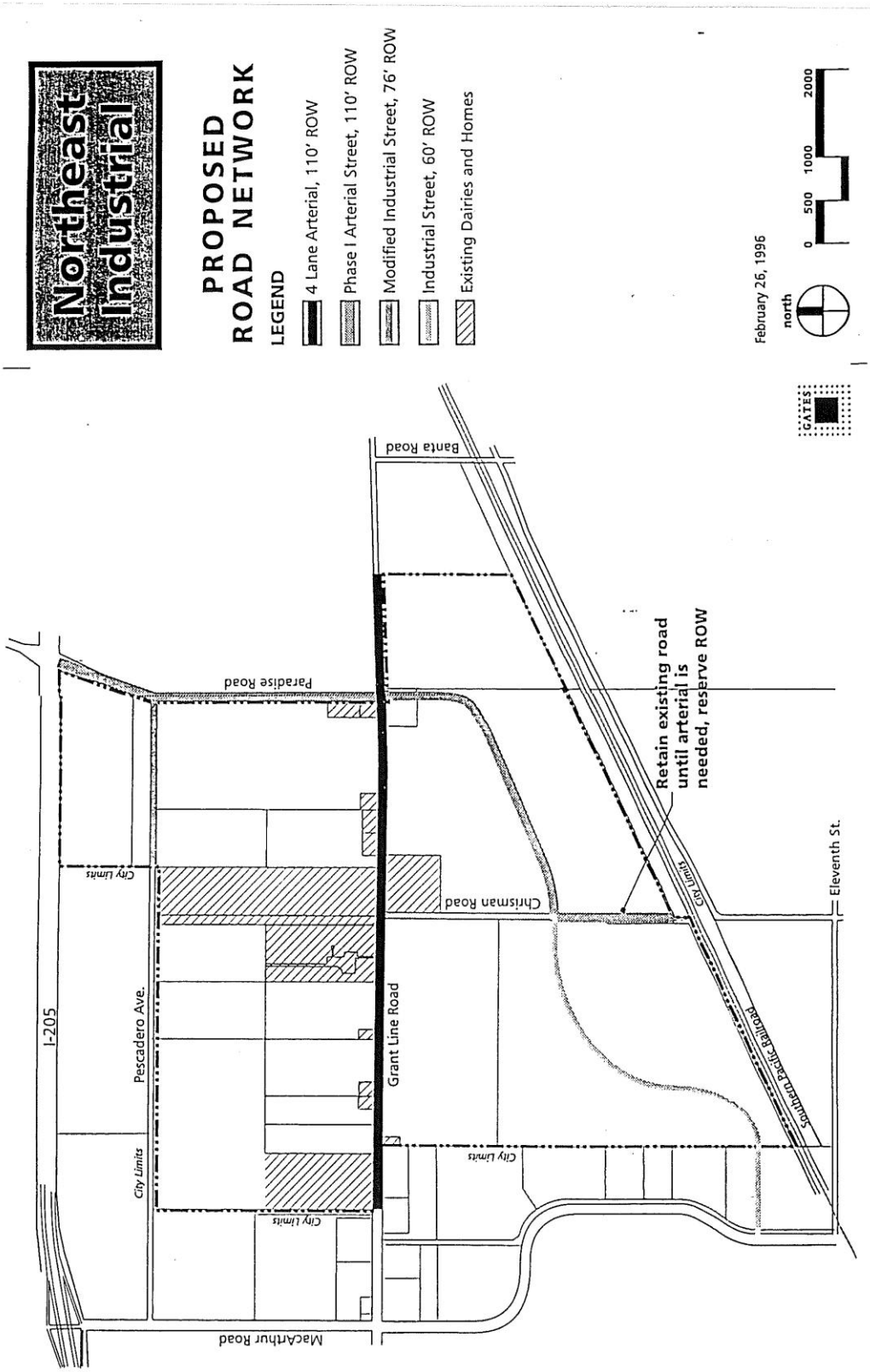
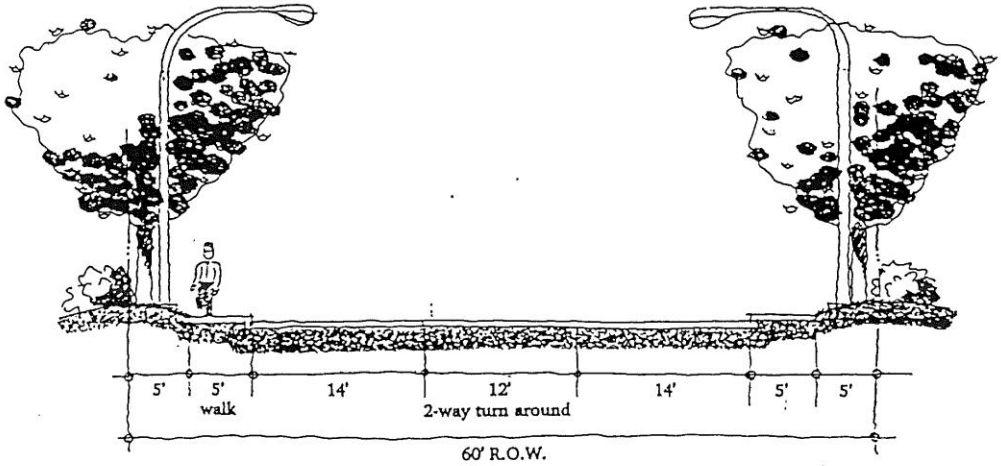
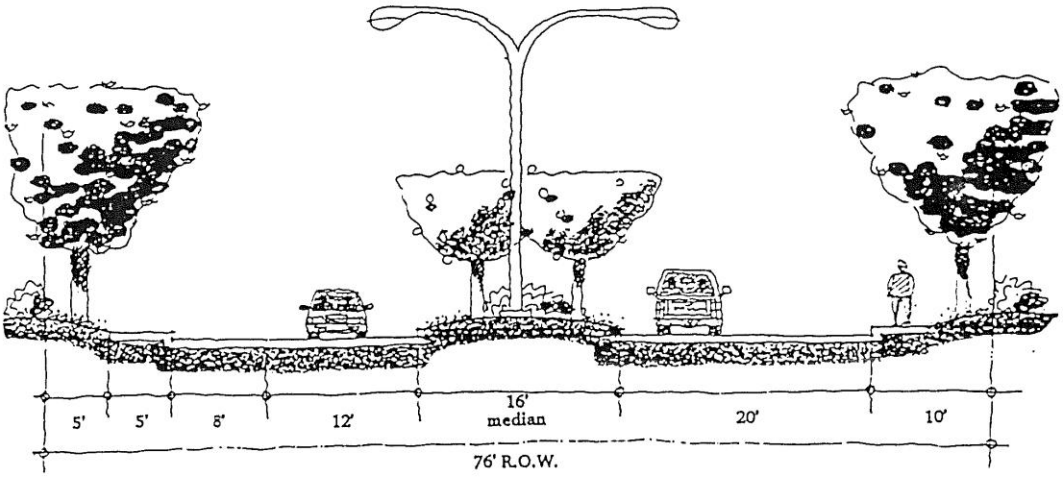

Northeast Industrial
PROPOSED ROAD NETWORK
LEGEND
4 Lane Arterial, 110' ROW
Phase I Arterial Street, 110' ROW
Modified Industrial Street, 76' ROW
Industrial Street, 60' ROW
Existing Dairies and Homes
February 26, 1996
north
0 500 1000 2000
GATES
Banta Road
Paradise Road
Retain existing road until arterial is needed, reserve ROW
City Limits
Chrisman Road
Eleventh St.
I-205
Pescadero Ave.
Grant Line Road
Southern Pacific Railroad
MacArthur Road

Figure 6



Industrial Street



Modified Industrial Street Section

STREET CROSS SECTIONS

Northeast Industrial

0 5 10

February 26, 1996

GATES

Figure 7A

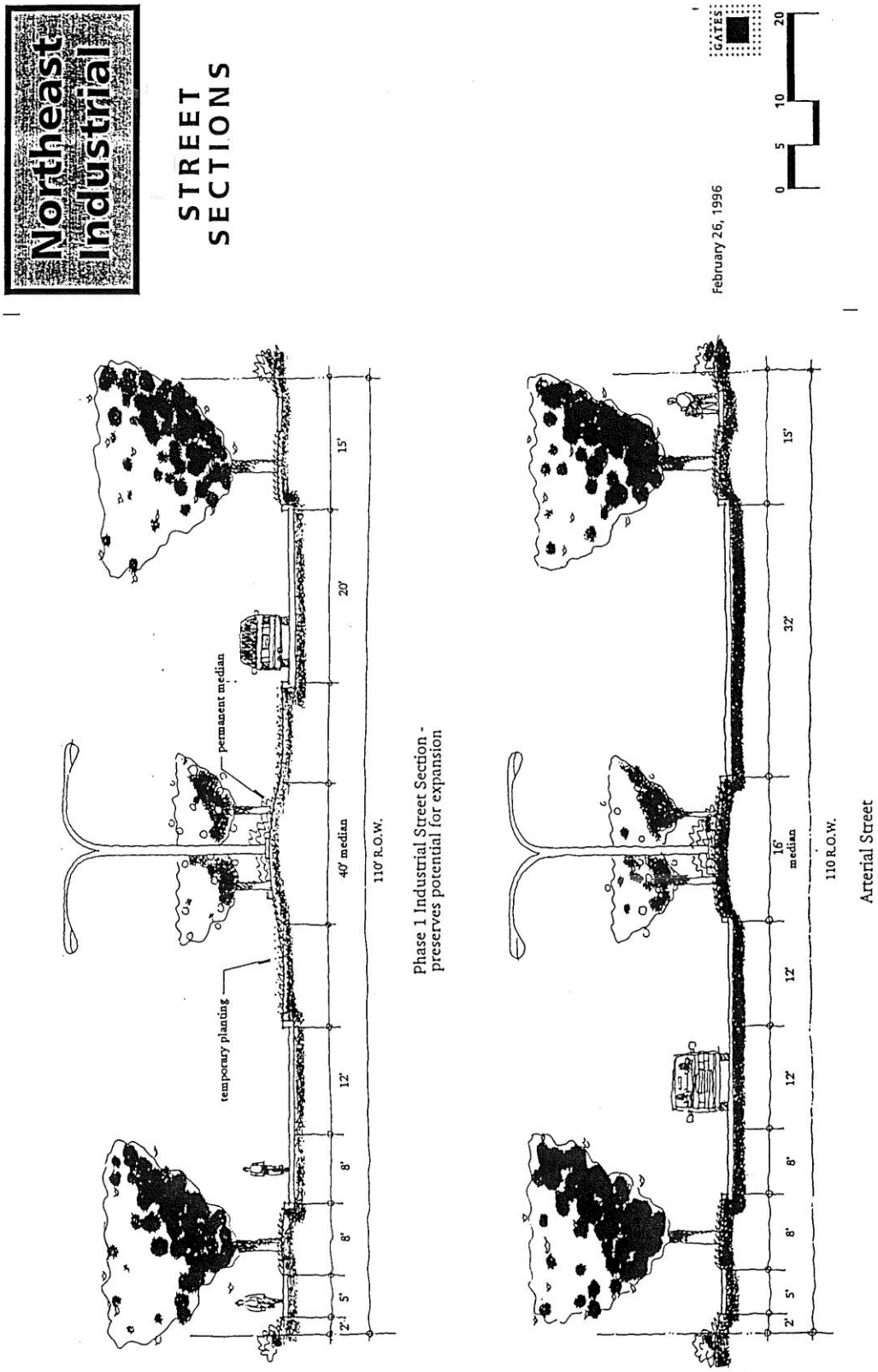

Northeast Industrial
STREET SECTIONS
February 26, 1996
GATES
0 5 10 20
2' 5' 8' 8' 12' 40' median 20' 15'
temporary planting
permanent median
110' R.O.W.
Phase 1 Industrial Street Section - preserves potential for expansion
2' 5' 8' 8' 12' 12' 16' median 32' 15'
110 R.O.W.
Arterial Street

Figure 7B

PUBLIC SERVICES AND INFRASTRUCTURE

Wastewater Collection and Disposal

The distribution, location and extent of the wastewater conveyance treatment and discharge within the Specific Plan area shall be subject to the NEI Phase I Finance and Implementation Plans, dated December 1999 (Resolution Numbers 99-462 and 99-485), April 1, 2003 (Resolution Number 2003-100), January 4, 2005 (Resolution Number 2005-023), February 21, 2006 (Resolution Number 2006-069), and April 15, 2008 (Resolution Number 2008-065), and the NEI Phase II Finance and Implementation Plans, dated January 2006 (Resolution Number 2006-038) and January 15, 2008 (Resolution Number 2008-010). All future wastewater improvements will also be subject to any revisions or updates to the NEI Finance and Implementation Plans, and subject to the development impact fees as established in those plans. Figure 8 shows the master sewer plan for the Specific Plan, which will be modified by the Finance and Implementation Plan process.

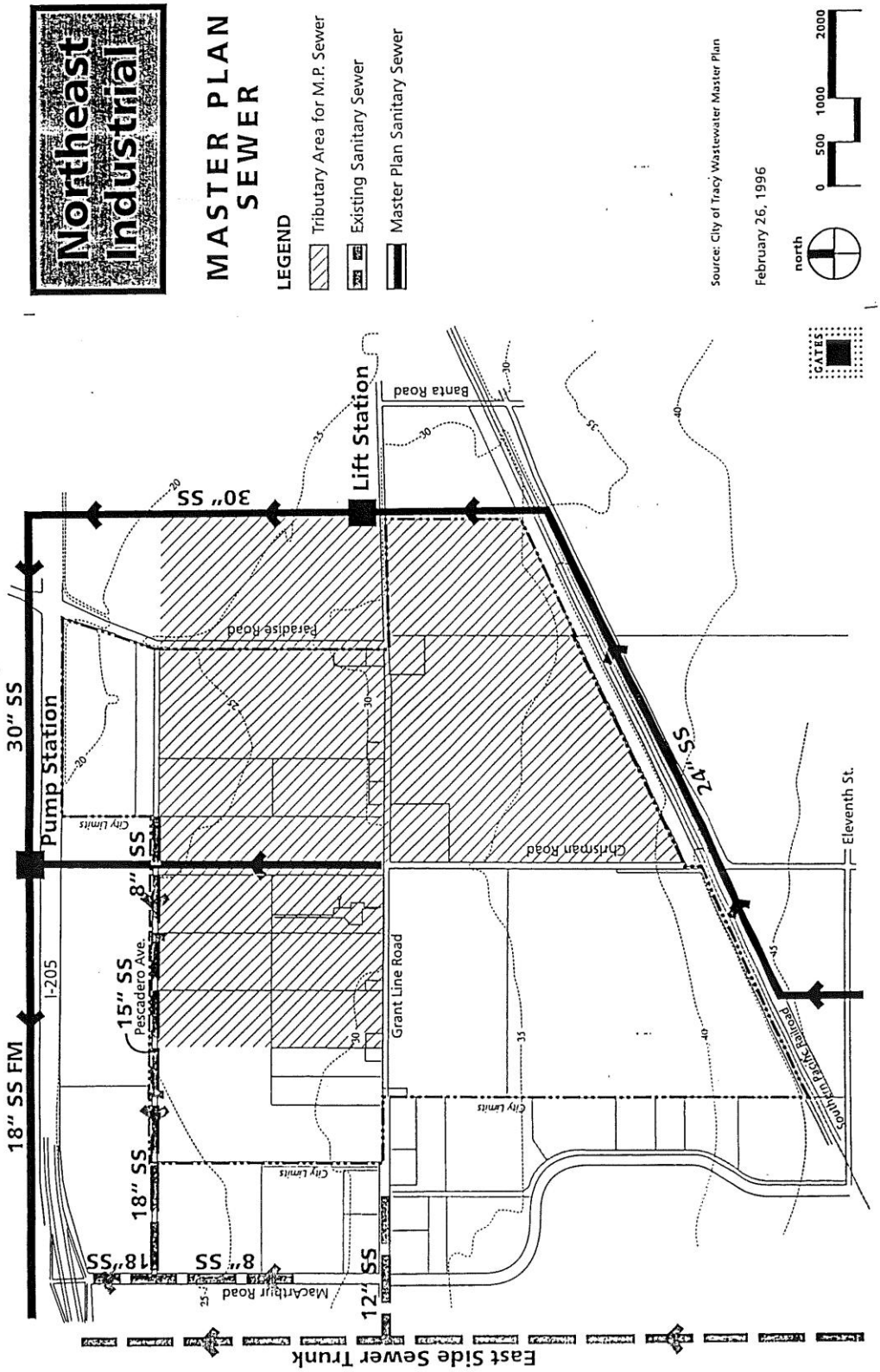

Northeast Industrial
MASTER PLAN SEWER
LEGEND
Tributary Area for M.P. Sewer
Existing Sanitary Sewer
Master Plan Sanitary Sewer
Source: City of Tracy Wastewater Master Plan
February 26, 1996
north
0 500 1000 2000
GATES
Lift Station
Banta Road
30" SS
Paradise Road
Pump Station
30" SS
24" SS
Christian Road
Eleventh St.
City Limits
8" SS
15" SS
Pescadero Ave.
I-205
Grant Line Road
Union Pacific Railroad
18" SS FM
18" SS
18" SS
8" SS
MacArthur Road
12" SS
East Side Sewer Trunk

Figure 8

Storm Drainage

The distribution, location and extent of the storm drainage improvements within the Specific Plan area shall be subject to the NEI Phase I Finance and Implementation Plans, dated December 1999 (Resolution Numbers 99-462 and 99-485), April 1, 2003 (Resolution Number 2003-100), January 4, 2005 (Resolution Number 2005-023), February 21, 2006 (Resolution Number 2006-069), and April 15, 2008 (Resolution Number 2008-065), and the NEI Phase II Finance and Implementation Plans, dated January 2006 (Resolution Number 2006-038) and January 15, 2008 (Resolution Number 2008-010). All future storm drainage improvements will also be subject to any revisions or updates to the NEI Finance and Implementation Plans, and subject to the development impact fees as established in those plans. Figure 9 shows the original storm drainage master plan for the Specific Plan, which will be modified by the Finance and Implementation Plan process.

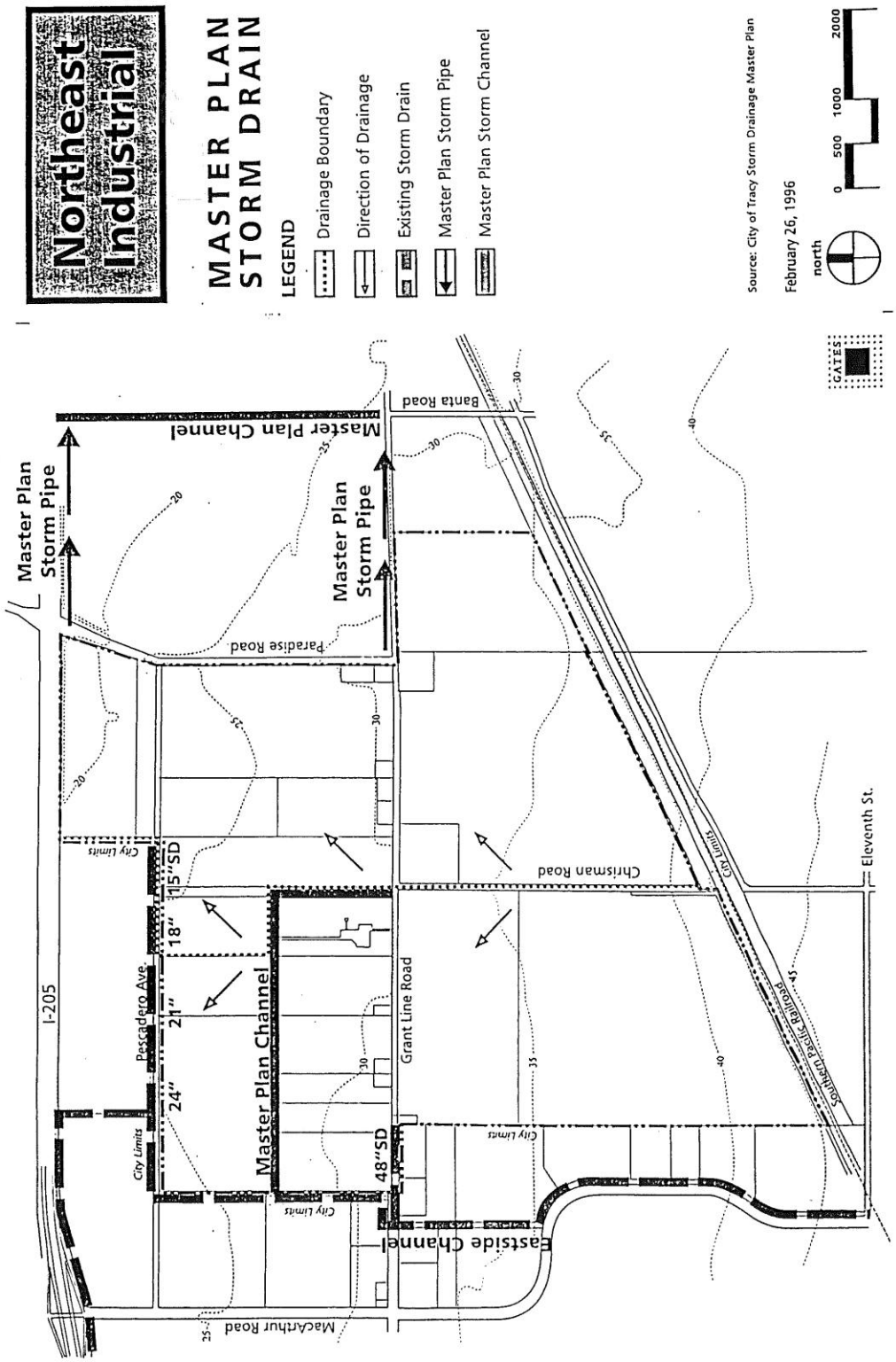

Northeast Industrial
MASTER PLAN
STORM DRAIN
LEGEND
Drainage Boundary
Direction of Drainage
Existing Storm Drain
Master Plan Storm Pipe
Master Plan Storm Channel
Source: City of Tracy Storm Drainage Master Plan
February 26, 1996
north
0 500 1000 2000
GATES
Master Plan Storm Pipe
Master Plan Storm Pipe
Master Plan Channel
Santa Road
Paradise Road
Chrisman Road
Grant Line Road
Eleventh St.
I-205
Pescadero Ave.
MacArthur Road
Eastside Channel
Southern Pacific Railroad
City Limits
15"SD
18"
21"
24"
48"SD
25
20
30
35
40
45

Figure 9

Water Supply and Distribution

The distribution, location and extent of the water improvements within the Specific Plan area shall be subject to the NEI Phase I Finance and Implementation Plans, dated December 1999 (Resolution Numbers 99-462 and 99-485), April 1, 2003 (Resolution Number 2003-100), January 4, 2005 (Resolution Number 2005-023), February 21, 2006 (Resolution Number 2006-069), and April 15, 2008 (Resolution Number 2008-065), and the NEI Phase II Finance and Implementation Plans, dated January 2006 (Resolution Number 2006-038) and January 15, 2008 (Resolution Number 2008-010). All future water improvements will also be subject to any revisions or updates to the NEI Finance and Implementation Plans, and subject to the development impact fees as established in those plans. Figure 10 shows the original water master plan for the Specific Plan, which will be modified by the Finance and Implementation Plan process.

Police Protection
Police services to the project will be provided by the City of Tracy Police Department.

Fire Protection
The planning area is located within the boundaries of the Tracy Fire Department. The Tracy Fire Department will provide fire protection service and paramedic ambulance service to the planning area.

Other Utilities
Pacific Gas and Electric (PG&E) will provide electricity and natural gas to the planning area. Pacific Bell will provide telephone service to the planning area.

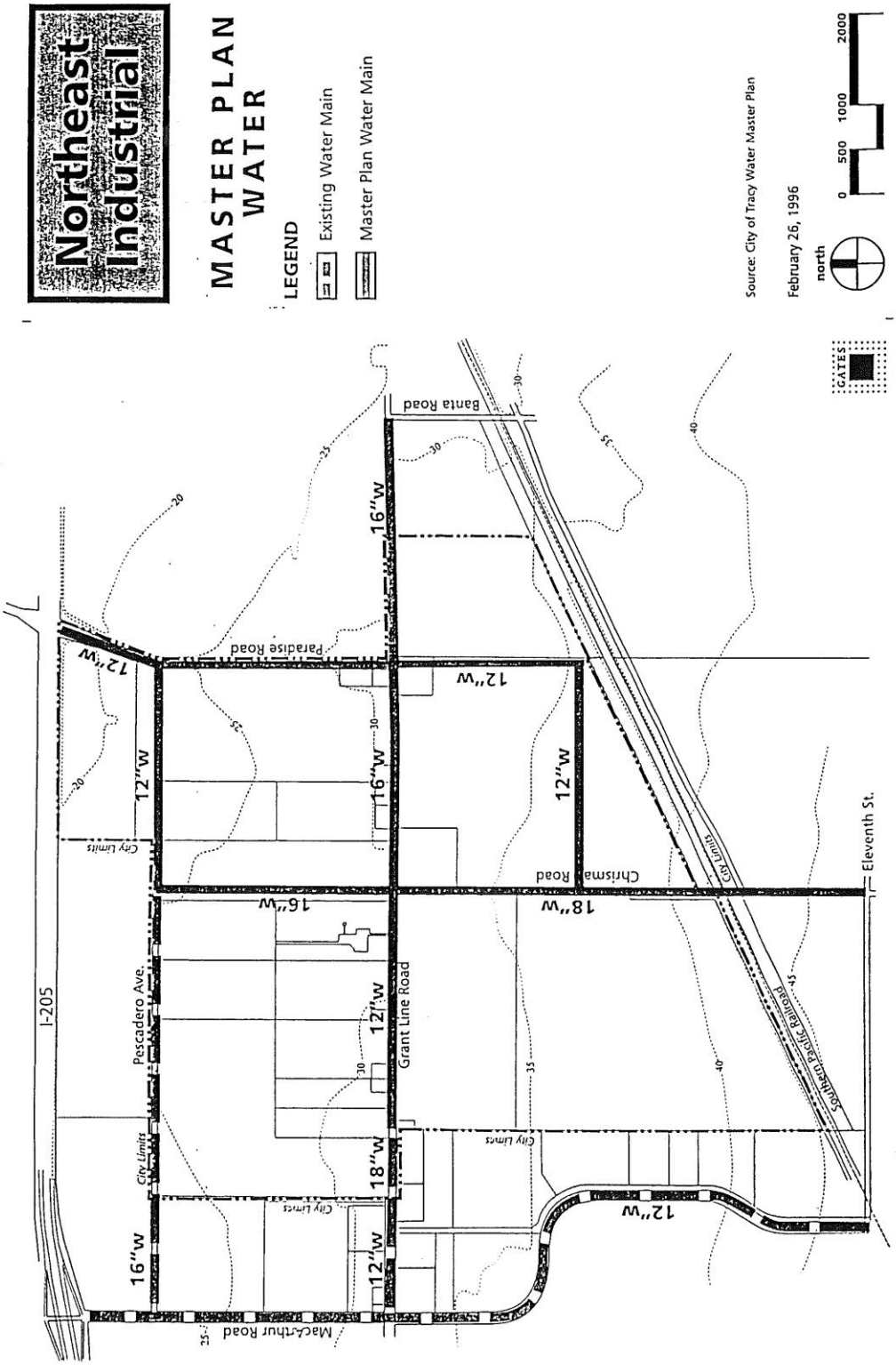

Northeast Industrial
MASTER PLAN
WATER
LEGEND
Existing Water Main
Master Plan Water Main
Source: City of Tracy Water Master Plan
February 26, 1996
north
0 500 1000 2000
GATES
I-205
Pescadero Ave.
City Limits
MacArthur Road
Grant Line Road
Paradise Road
Banta Road
Chrisman Road
Eleventh St.
Southern Pacific Railroad
12"W
16"W
18"W

Figure 10

DESIGN GUIDELINES

The Specific Plan includes design guidelines and development standards to guide site planning and architecture. These design guidelines are similar to those adopted in the Industrial Areas and I-205 Corridor Specific Plans, which are adjacent to the planning area.

Streetscapes

1. The design of the streetscape should integrate, in a consistent and creative manner, plant materials, paths, berming, lighting, and signage to produce an attractive and functional environment.
2. All landscaping should employ a mix of trees, shrubs, groundcovers and turf, where appropriate. The plant palette should be relatively limited and applied in groupings of similar species rather than a few plans of many different species planted together. The use of water conserving plantings, such as California natives and drought tolerant trees, shrubs, and turf is encouraged, and compliance with the state's water efficient landscape guidelines is required.
3. The use of lawn substitutes is encouraged in all medians and for parkways. The use of turf should be minimized and reserved for areas of high use or visibility and temporary median planting in anticipation of future street widths.
4. Automatic irrigation is required for all landscape areas. Plants should be watered and maintained on a regular basis. Irrigation systems should be designed so as not to overspray walks, buildings, and parking areas, etc. The use of water conserving systems, such as drip irrigation for shrub and tree planting, is encouraged.
5. Tree plantings should reflect street hierarchy with larger trees along arterial streets and smaller trees on industrial streets. Tree plantings shall be symmetrical and of the same species in the parkways on both sides of the streets. One tree species or mixture of species shall be planted consistently at regular intervals along the entire length of a street. Spacing interval shall be no greater than 40 feet on center. Where trees are planted in medians, the plantings shall be continuous and at regular intervals. Spacing of median trees shall be no greater than 30 feet on center. Different tree species shall be planted at intersections to highlight these areas.
6. Adequate sight lines shall be maintained at all times

Recommended Trees for Major Streets

The following list identifies recommended trees for the major streets that form the framework of the area:

Street	***Parkway***	***Median***
Grant Line Rd	Pistacia chinensis	Prunus serrulata cvs.
	Chinese Pistache	Flowering Cherry
Paradise Rd/ Loop Rd	Celtis sinensis	Pyrus calleryana 'Bradford'
	Chinese Hackberry	Bradford Pear
Pescadero Ave	Fraxinus oxycarpa 'Raywoodii'	Pyrus calleryana 'Aristocrat'
	Raywood Ash	Aristocrat Pear

Select one of the following street trees for use on each industrial road:

Botanical Name	***Common Name***
Eucalptus gunnii	Cider Gum
Fraxinus oxycarpa 'Raywoodii'	Raywood Ash
Fraxinus uhdei	Evergreen Ash
Platanus acerifolia	Sycamore

Street Lighting

1. Illumination standards for arterial and industrial streets should reflect the different right-of-way widths and functions.
2. Light fixtures and standards shall meet all safety standards and shall be employed throughout the length of the street. It is recommended that one lighting fixture style be employed for use on all streets. Where possible, light standards shall be located in medians.

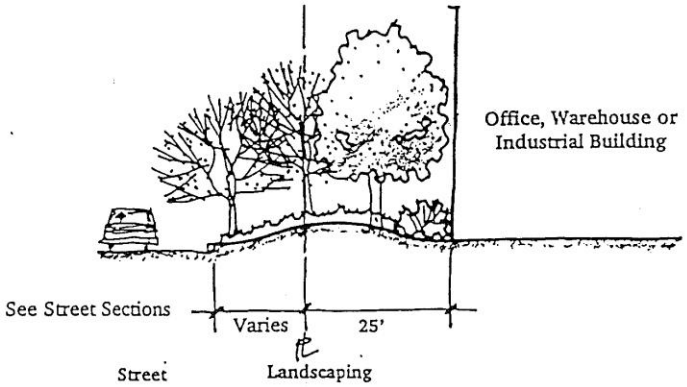
Building Floor Area Ratio and Height

Land Use	*Max. Floor Area Ratio*	*Max. Building Height*
General Commercial	0.35	46 ft.
Office	0.35	60 ft.
Light Industrial	0.50	60 ft.

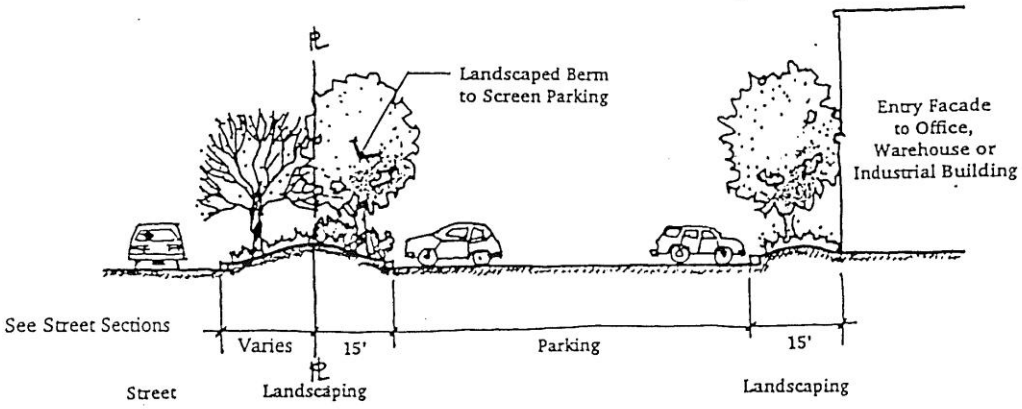
Building Setbacks

The following shall be the minimum building and parking setbacks required for all building types. Figure 14 illustrates these guidelines.

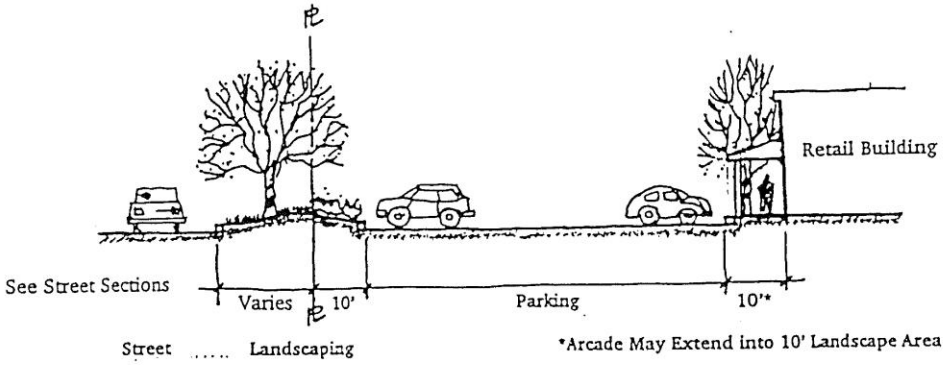
1. Building setback from any property line adjacent to a street or Caltrans right-of-way shall be 25 feet minimum. Rear and side yard building setbacks from property lines not adjacent to a street or Caltrans right-of-way shall be 15 feet minimum.
2. A 5 foot wide landscape setback is required along property lines not adjacent to a right-of-way. On the property lines perpendicular to the street frontage on industrial streets, the landscaped setback is only required to a point 150 feet onto the parcel from the street right-of-way or 50 feet back of building face, whichever is greater.
3. Parking setback from any property line along a public street or the Caltrans right-of-way for commercial land uses shall be 10 feet and for industrial uses shall be 15 feet.
4. Parking shall not be permitted within 10 feet of the building entry face of any commercial structure. In the event the building has an arcade or other shade structure along this frontage, the structure can be located within this required setback. Parking shall not be permitted within 15 feet of the office face or portion of a building. On industrial buildings, a 15 foot setback to the parking area shall be provided at building entries.
5. Commercial buildings shall be sited so as to create and enhance the streetscape. This can only be accomplished if all or a portion of the buildings are located near the street. On commercial sites of over 4 acres, at least one building must be located with a minimum setback from public-right-of-way to building face of 50 feet. On corner sites adherence to this requirement is encouraged on both frontages, however, only required on the major street frontage.



Front Yard Setback: Without Parking



Front Yard Setback: With Parking



Front Yard Setback: With Parking

0 10 20 40

SETBACK GUIDELINES

February 26, 1996

Northeast Industrial

GATES

Figure 11

Parking and On-Site Vehicular Circulation

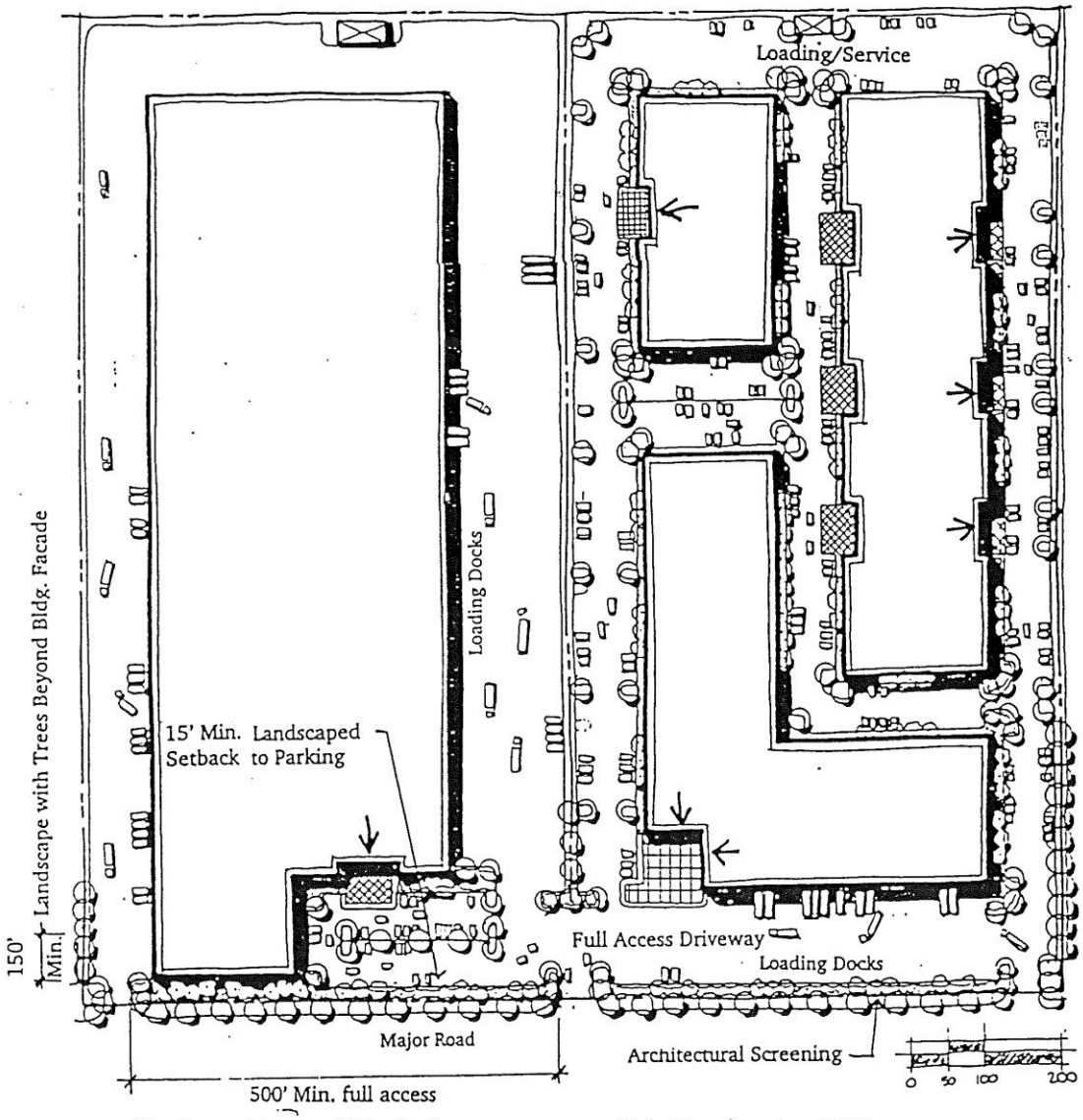
1. Parking, on-site circulation, and loading area standards shall be as required by the provisions of Title 10, Article 26, Off-Street Parking Requirements of the Tracy Municipal Code unless modified below or as part of the Development Review approval. Portions of off-street parking requirements are summarize below.
2. Parking lots containing 10-20 spaces may include a maximum of 20% of the total number of spaces for compact cars. These spaces shall be designed and marked in accordance with City standards and distributed throughout the lot. Parking areas containing 20 or more spaces may include a maximum of 30% of the total number of spaces for compact cars.
3. Minimum off-street parking standards:

Uses	***Minimum Parking Spaces Required***
Retail	One space per 250 square feet of gross floor area
Vehicle sales and rentals, including recreational vehicles and mobile homes	One space per 250 square feet of gross floor area plus one space per vehicle for sale or stored on lot.
Office: business, professional (not including medical or dental), banks	One space per 250 square feet of gross floor area
Dental and medical clinics or office	One space per 200 square feet of gross floor area
Motor vehicle repair garages	One space per 600 square feet of gross floor area; repair stalls not counted as parking spaces
Cafes, restaurants, and other establishments for the sale and consumption of food and beverages	Dining: one space per 45 square feet of customer area and one space per 250 square feet of all other area, plus additional spaces connected to uses such as drinking establishments. Drinking bars, cocktail lounge: one space per 35 square feet of drinking, bar, lounge area.
Manufacturing	One space per 600 square feet of gross floor area, or if the number of employees on the maximum work shift can be verified, one space per one employee on the maximum work shift
Warehouses/Storage and Distribution	One space per 1,000 square feet of the first 20,000 square feet of gross floor area, plus one space per 2,000 square feet of the second 20,000 square feet of gross floor area, plus one space per 4,000 square feet of the remaining square feet of gross floor area.

Loading and Unloading Spaces

1. Sufficient off-street loading and unloading spaces shall be provided on each site, and adequate provisions and space shall be made for maneuvering freight vehicles and handling all freight. All loading activity, including turnaround and maneuvering, shall be made on site.
2. In commercial areas, truck loading areas and docks shall not be permitted between building(s) and the public street unless enclosed with architectural screen of material similar to building.

3. In industrial areas, truck loading areas and docks shall not be permitted between building(s) and the street unless the building(s) are set back from the curb a minimum of 125 feet and doors are screened by landscaping, berms, and/or fences.
4. Buildings, structures, and loading facilities shall be designed and placed upon the site so that vehicles, whether rear loading or side loading, may be loaded or unloaded at any loading dock, door, or area without extending beyond the property line.



Warehouse / Storage / Distribution
Example:
10 acres (gross)
FAR 0.50 max.
213,000 s.f.
73 Parking Stalls

Light Manufacturing / R&D
Example:
10 acres (gross)
FAR 0.50 max.
193,000 s.f.
429 Parking Stalls

LIGHT MANUFACTURING / R&D PROTOTYPE

Northeast Industrial

February 26, 1996

GATES

Figure 12

Driveway Standards

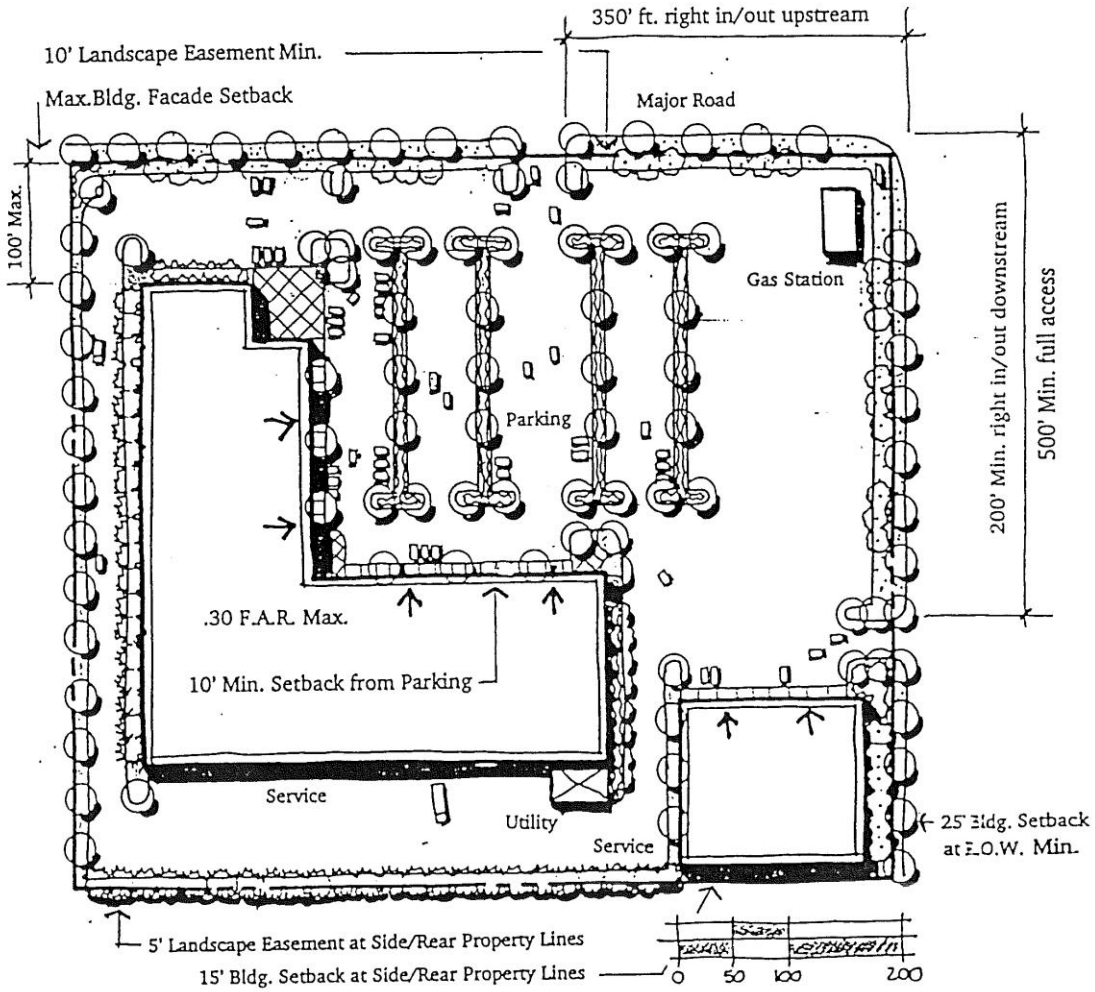
Driveways should be carefully located so as not to impede the primary function of the streets, which is to carry through traffic. It should be noted that these spacing guidelines are minimum values. The goal should be to exceed them where possible.

1. Individual industrial parcels on major arterial streets may have driveways, but they should be carefully located so as not to impede the traffic efficiency. In general, parcels with frontage on the major arterials should have their entryway on side streets if possible. If a parcel's only frontage is on the major arterial, every effort should be made to consolidate access at a single driveway. Spacing standards for driveways on major arterials shall be as follows:
    a. Full access driveways , 500 ft. minimum
    b. Partial access driveways (right in/out, left turn in), 500 ft. minimum
    c. Right turn in and out, 350 ft. minimum upstream from an intersection
    d. Right turn in and out, 200 ft. minimum downstream from an intersection
2. On industrial streets, spacing for full access driveways is 450 feet, minimum. "T" intersections are encouraged over four-way intersections. Every effort should be made to consolidate driveways.
3. No driveway shall be located closer than 200 feet to the radius return point at intersections.
4. Driveways shall be a minimum of 25 feet wide. Subsequent development shall demonstrate driveway width and placement can accommodate truck turning movement and clearing without blocking roadways.
5. Driveway width modifications may be approved with shared (ganged) driveways. Ganged driveways which serve two adjacent sites will be required to install landscaped islands along parking adjacent to the gang driveway and a landscape zone at the end of the common drive will act as a terminus to the view line down the ganged driveway.
    a. Full curb returns (as opposed to a standard driveway) shall be utilized for entries to all sites of over ten acres in size or for common driveways that serve two adjacent sites that together total more than ten acres.
6. Access driveways shall provide adequate length to accommodate off-street vehicle stacking needs during times of peak use.
7. Parcel entry should be clear, attractive, and inviting; circulation should direct employee and visitor traffic clearly through the site to main building entries and drop-off points and service trucks to loading.
8. In commercial areas, vehicular entries to the site shall be well defined and recognizable to motorists. Improvements should include accent paving, signs, special plantings, and lighting. Such improvements shall not block motorists' sight lines to oncoming traffic.

Freeway Interface

The control of views of Tracy from I-205 is critical for the establishment of a quality image for the community.

1. Locate services and storage areas to minimize visibility from I-205.
2. All freeway setback zones shall be planted with a combination of trees, shrubs, and groundcover. Automatic irrigation is required of all planted area. Use large scale trees, from a 24-inch box minimum, grouped in single species clusters. Mass trees to avoid blocking views of commercial signage while providing at least one tree per 1,500 square feet of setback area. Plant shrubs in an informal hedge near the property line with gaps between hedges of 50 feet maximum. Install from 5 gallon cans, minimum, in single species clusters at least 100 feet long. Hydroseed or otherwise install permanent groundcover in all places not planted with shrubs.



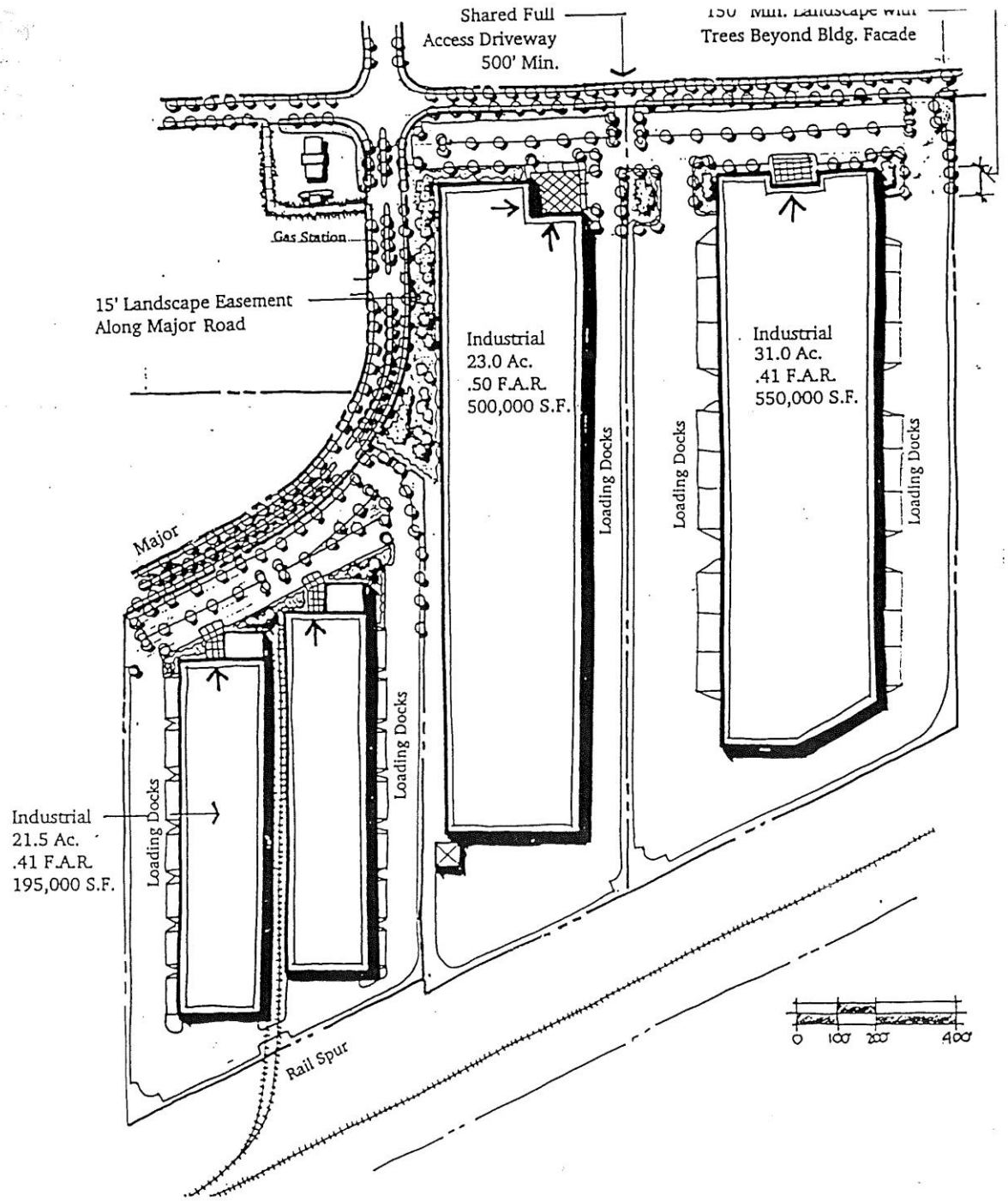
COMMERCIAL PROTOTYPE

Northeast Industrial

February 26, 1996

GATES

Figure 13



WAREHOUSE PROTOTYPE

Northeast Industrial

February 26, 1996

GATES

Figure 14

Building Architecture

1. Use of creative building design and construction techniques is encouraged. Special attention should be given to that portion of the building visible from adjacent roadways or public parking areas.
2. Large buildings should have facades that include variations in massing, form, and texture. Continuous surface treatments of a single material should be minimized. Architecture should be used to highlight building entries.
3. Any accessory buildings and enclosures, whether attached or detached from the main building, shall be of similar compatible design and materials.
4. Continuous arcades along the front of commercial buildings are encouraged as they provide the pedestrian protection from the weather, reduce solar gain, and can serve to enhance the character of what might otherwise be simple, formless structures. When more than one building is to be developed on a commercial site, the buildings should be designed to relate to one another as a total composition with well thought out relationships to one another.

Signs

1. Signs must conform to the requirements of Signs, Title 10, Article 35 of the Tracy Municipal Code as modified herein.
2. A site sign program should be integrated into a total design concept for a site and its buildings. The primary goal of the project sign system is to provide information and identification. When more than one sign is permitted, all signs shall be of similar style, shape, and materials.
3. All signs must be approved prior to installation, and should be designed in a manner that coordinates the sign designs and locations with the site plan and building architecture for each project. The sign plans should include:
    a. **Detatched Business Identification Signs:** One such monument sign (as defined by the Tracy Municipal Code) shall be allowed for each street frontage of the site. These signs may only contain the symbol and/or name of the business and its street address. The sign shall be free standing, may be double-sided, and shall be set back a minimum of 5 feet from the public right-of-way. Sign area shall not exceed 32 square feet per frontage and sign shall not exceed 6 feet in height from finished grade. Signs should generally be oriented perpendicular to approaching traffic.
    b. **Wall signs:** On large single tenant buildings, signs should be located immediately above or adjacent to the primary building entrance. No sign shall extend above dominant roof lines. The area of any single sign shall not exceed 100 square feet. Total area shall not exceed one-half square foot of sign per lineal foot of business being served.

        On smaller multi-tenant buildings, signs should be located at the frontage of each individual lessee. The area of any single sign shall not exceed 100 square feet nor more than 75 percent of the tenant frontage. Capital letters shall be no more than 2.5 feet in height and lower case letters no more than 1.5 feet in height. When individually-lettered wall signs comprise over 50 percent of the sign area of all sign types, total sign area shall not exceed 1.2 square feet per lineal foot of business being served. When comprising less than 50 percent of the total sign area, the maximum sign area shall be one-half square foot per lineal foot of business being served.
    c. **Directional Signs:** Signs required or desired to assist patrons in accessing the facility shall be located in the site parking areas. The design of such signs shall be simple and easily legible.

There is no limit to the number of signs provided on a site; however, no single sign shall exceed 6 square feet in area, except that vehicular "stop" signs shall be mounted per State standards.

4. A sign may be illuminated provided that no flashing, traveling, animated, or intermittent illumination shall be used. Such illumination shall be confined to the area of the sign except when such illumination is back lighting for an otherwise non-illuminated sign. No sign illumination shall cast a glare which is visible from any street.
5. Signs should be constructed with quality materials and in a craftsman-like manner to ensure both an attractive appearance and durability.

Landscaping

Minimum on-site landscaping requirements shall be established by Off-Street Parking Requirements (Title 10, Article 26 of the Tracy Municipal Code), except as modified below.

Summary of Requirements	***Commercial***	***Industrial***
Landscaped frontage setback	10 feet	15 feet
Minimum number of trees in parking area	1 tree per 5 spaces	1 tree per 10 spaces
Percentage of landscaping in parking areas:		
0 - 15 cars	5%	5%
16 - 30 cars	10%	5%
31-60 cars	15%	7½%
Over 60 cars	20%	10%

1. While commercial uses benefit from a well-landscaped parking area and visibility from the street, views of industrial uses benefit from a more generously landscaped streetscape. Thus, parking lot landscaping requirements for industrial uses may be reduced as specified in the Off-Street Parking Requirements in order to create a large landscape setback along the street. These provisions allow the reduction of 50 percent of the required landscaping based on the provision of a 15 foot landscape setback along the street frontage. The 15 foot strip may be included in the calculation of the total parking lot landscaping requirement. The remainder of the landscaping requirement must be distributed over the lot(s) to provide shade and landscape building frontage. Canopy trees shall be evenly distributed throughout the parking area to provide shade.
2. On-site landscaping along rights-of-way between property lines and buildings, parking lots, or vehicular circulation improvements shall be installed by the property owner. This landscaping shall be designed as an extension of the adjacent public right-of-way landscaping. Completion of landscaping on the site shall be simultaneous with completion of the building and other improvements on the site.
3. Landscaping shall not obstruct sight lines at street or driveway intersections.
4. In place of the wheel stops at parking lots, landscape areas and pedestrian walkways may be extended not more than 2 feet into required parking spaces, to include a 6" concrete curb. In such cases, no credit toward parking lot landscape requirements shall be given for the resulting additional landscaping.
5. Screening of the parking area from public rights-of-way in industrial areas shall be provided with a 2½ to 3 foot high element, measuring from the top of the parking area pavement. Screening may consist of one or a combination of the following:
    a. Berms landscaped with ground cover, trees, and shrubs;
    b. Solid, low profile, decorative masonry walls;
    c. Evergreen shrubbery which, when solely used as screening, shall be continuously maintained to provide solid screening.

6. Generous landscaping screening is required adjacent on all street frontages for industrial areas. These areas should be landscaped with a combination of trees, shrubs, and ground cover to soften views of parking areas.
7. Tree planting and selection and massing should be compatible with streetscape plantings. Provide minimum 1 tree per 400 square feet of landscape setback. The plant palette should be relatively limited and applied in groupings of similar species rather than a few plants of many different species planted together.
8. The use of water conserving plantings, such as California natives and drought tolerant trees, shrubs, and turf is encouraged. The use of turf in the narrow planting islands is discouraged.
9. Live plant materials shall be used in all landscaped areas. The use of gravel, colored rock, bark, and other similar materials are not acceptable as a sole groundcover material.
10. All trees shall be of 24 inch box size minimum at planting with a minimum branching height 5 years after installation of 10 feet above road or parking surfaces and 6 feet at pedestrian areas. Shrubs shall be of 5 gallon size minimum with a maximum on-center spacing of 24 inches. Likewise, groundcover may be planted at 1 gallon size minimum with a maximum spacing of 12 inches on center.
11. Automatic irrigation is required for all landscaped areas. Irrigation systems shall be designed so as not to overspray walks, buildings, and parking areas.

Screening and Storage

1. All exterior trash areas, storage structures, and service areas shall be screened from public view with a wall or fence of a minimum height of 8 feet above the street curb level. Storage areas shall be set back a minimum of 50 feet from streets, unless fully enclosed in an architecturally compatible enclosure.
2. No storage areas are allowed within the landscape easements, front setbacks, or side or rear yard landscaped buffers.
3. Roof-mounted equipment shall be screened from street view. Pad-mounted transformers, utility connections, and meter boxes shall be screened and integrated into the site plan.
4. The design of masonry walls, fencing, trash enclosures, and similar accessory site elements should be compatible with the architecture of the building and should use similar materials. Where masonry walls are along property frontage, they should enhance the entrance to the property and should not impair traffic safety by obscuring views. Long expanses of wall surfaces should be architecturally designed to prevent monotony.
5. The use of chain link fences shall be discouraged, and no chain link fences shall be visible from any public right-of-way.

Development Review Process

All development in the NEI shall be subject to the requirements of Tracy Municipal Code Article 30, Development Review (TMC Sections 10.08.3920 through 10.08.4110).

Environmental Performance Standards

Use Restrictions

No use shall be permitted to exist or operate on any lot which:

1. Emits dust, sweepings, dirt, cinders, fumes, odors, radiation, gases and vapors, or discharges liquid or solid wastes or other harmful matter into the atmosphere or any body of water which may, according to the appropriate agency, adversely affect the health and safety persons within the area or the health and safety of persons in adjacent areas or the use of adjacent properties.

2. Discharges waste or any harmful substance, as defined by the Municipal Code, into any public sewer or storm drainage system.
3. Produces intense glare or heat, unless such use is performed only within an enclosed or screened area, and then only in such manner that glare or heat emitted will not be discernible from any exterior lot line.
4. Creates a sound pressure level in violation of any regulation of any public body having jurisdiction. This requirement shall also be applicable to the disposal of trash and waste materials.
5. Allows the visible emissions of smoke (outside any building) other than the exhausts emitted by motor vehicles or other transportation facilities or any emissions in violation of any regulation of any public body having jurisdiction. This requirement shall also be applicable to the disposal of trash and waste materials.
6. Creates a ground vibration that is perceptible, without instruments, at any point along any of the exterior lot lines.

Hazardous Wastes and Water Pollutants

1. All new industries locating with the area will be required to obtain a Discharge Permit from the Director of Utilities prior to occupancy. This permit shall establish the amount and quality of wastes allowed to be discharged into the City's sanitary sewer.
2. The quality of wastewater entering the city sewage system from the proposed uses shall be measured by the Biochemical Oxygen Demand (BOD) and Total Suspended Solids (TSS) levels referenced in the local Water Quality Control Board 208 Plan. Users that are not expected to comply with these standards will be required to provide on-site pretreatment facilities.
3. The storage and distribution of hazardous materials shall be subject to the rules of the San Joaquin County Health District.
4. Industries regularly using significant quantities of hazardous chemicals as defined by State Law in the course of their operations shall be required to obtain a Conditional Use Permit.

Mineral Extraction

1. Mineral extraction shall only be permitted as a subsidiary use to main use of the site.
2. Locate equipment, storage, and facilities for mineral extraction to avoid visibility from the public street.

Dairy Uses

1. With development applications for an individual site, provide information demonstrating provisions of adequate buffers between proposed development and adjacent existing dairy uses.
2. Existing dairy uses are exempted from the Environmental Performance Standards.

Permitted and Conditionally Permitted Uses

The following table indicates uses which are to be permitted and permitted subject to Conditional Use Permits in the Northeast Industrial area. The land use designations are abbreviated as follows:

LI: Light Industrial
GC: General Commercial

The uses shown in Table 18 as Permitted ("P") are those that are deemed acceptable anywhere in the assigned land use designation. They are uses that, when developed in conformance with this Plan, will not require special conditions in order to avoid negative impacts.

The uses shown as Conditionally Permitted ("C") are of two types. Some of these uses are not acceptable in every location within a land use but are acceptable in certain locations. Other uses may require special conditions to make them acceptable at particular locations, due to their potential negative impacts on existing or planned uses. This may be because of their potential nuisance aspects, such as noise or hazardous wastes.

Where neither a "P" or "C" is shown for a particular land use district, that use is not allowed.

Table 1: Permitted and Conditionally Permitted Land Uses

Land Uses	***LI ●***	***GC***
Agricultural, including dairies	P ◊	P ●, ◊
Accessory uses and structures; not including warehouses located on the same site as a permitted use	P	P
Administrative, executive, research, medical offices	P	P
Call centers	P	P
Accessory uses and structures located on the same site as a conditional use	C	C
Warehousing and distribution facilities	P	
Manufacturing, repair, assembly, or packaging of products from previously prepared materials, such as cloth, plastic, leather, or semi-precious metals or stones, but not including such operations as saw or planing mills, any manufacturing involving primary production of wood, metal, or chemical products from raw materials	P	
Manufacture of food products, pharmaceuticals, biotechnology products and the like, but not including fish or meat products, sauerkraut, vinegar, or the like, or rendering or refining of fats and oils.	P	
Laboratories, including chemical, physical materials testing, electronic, agricultural, photographic film processing, and general research	P	
Electrical industrial apparatus manufacturing, service, and repairs, including motors, generators, welding equipment, electrical transmission and distribution equipment, and turbines and pumps.	P	
Manufacture, repair of optical electronic, timing, and measuring instruments	P	
Dairy products plants	P	
Machine shops	P	
Heating, plumbing, and ventilating equipment manufacturing, servicing, repairs	P	
Refrigerator, furnace, water heater, and other household appliance manufacturing, service and repairs, not incidental to retail sales	P	

Furniture and cabinet assembling whose activities are carried on entirely within an enclosed building and which have no construction yards on the lot	P	
Parcel delivery service and vehicle storage inside and outside the building	P	
Truck terminals	P	
Mini storage	P	
Equipment storage	P	
Janitorial services and supplies	P	
Printing, including lithographing, engraving, and other such similar reproduction services	P	
Automotive supply stores	C	
Rental yards, including the rental of hand tools, garden tools, power tools, trucks, trailers, and other similar equipment	C	
Building materials sales, lumberyards (outside storage)	C	
Repair, painting, and body work for automotive, motorcycle, and farm machinery	C	
Boat sales, service, repair	C	
Service stations, provided all operations except sales of gas and oil are conducted within an enclosed building. Sales shall be limited to petroleum products and automotive accessories, and retail products typically found in a convenience store.	C	
Wholesale trade business	C	
Intermediate manufacturing uses involving the processing of raw materials, including food and paper processing, wineries, and concrete mixers	C	
Mineral and hydrocarbon extraction	C	
Recycling (collection and sorting)	C	
Outlet stores and centers		P
Warehouse retail, including furniture, office supply, sporting goods, or wholesale merchandising		P
Hardware stores, including garden centers		P
Home improvement and interior decorating stores, including carpet, drapery, floor covering, paint, glass, and wallpaper shops		P
Garden centers, including plant nurseries and retail sales		P
Sporting goods and toy stores		P
Specialty retail stores selling those items and services normally sold in department stores (including clothing, shoes, and accessories)		P
Shoe and clothing repair		P
Food markets, convenience markets		P
Liquor stores		P
Drug stores and prescription pharmacies		P
Restaurants, including fast food		P

Art galleries and artists supply stores		P
Barbershops, beauty shops, and hairstylists		P
Financial institutions, including banks, savings and loan offices, finance companies, credit unions, and related services		P
Refrigerator, furnace, water heater, and other household appliance sales including repair, provided repair services are incidental to retail sales.		P
Laundries and dry cleaners		P
Photocopying and related duplicating services, not including printing, lithographing, engraving, or such similar reproduction services		P
Pet and bird stores with incidental veterinary services		P
Animal Shelters		P
Video stores, sales, and rental		P
Automobile and motorcycle sales and rental, including new and used sales		C
Bars without significant food service		C
Building materials sales (no outside storage)		C
Miniature golf		C
Service stations, provided all operations except sales of gas and oil are conducted within an enclosed building. Sales shall be limited to petroleum products and automotive accessories, and retail products typically found in a convenience store.		C

●: Subject to compliance with the Environmental Performance Standards. Note that as defined by State law, any business using significant quantities of hazardous materials requires a Conditional Use Permit.

◊: Existing dairy operations are exempt from the Environmental Performance Standards.

ORDINANCE 1174

AN ORDINANCE OF THE CITY OF TRACY ADOPTING THE NORTHEAST INDUSTRIAL SPECIFIC PLAN, AMENDING THE ZONING MAP FOR THE NORTHEAST INDUSTRIAL AREA FROM PLANNED UNIT DEVELOPMENT TO NORTHEAST INDUSTRIAL SPECIFIC PLAN, AMENDING SECTION 10.08.980, NAMES OF ZONES, AND ADDING SECTIONS 10.08.3022, NORTHEAST INDUSTRIAL SPECIFIC PLAN ZONE AND 10.08.3023, DEVELOPMENT REVIEW (NORTHEAST INDUSTRIAL SPECIFIC PLAN) TO THE TRACY MUNICIPAL CODE

WHEREAS, the Northeast Industrial (NEI) Concept Development Plan, a Planned Unit Development (PUD) was adopted by the City Council on May 8, 1996 (Resolution Number 96-146). It was amended by Resolution Nos. 99-107, 99-107, 2005-091 and 2008-046.

WHEREAS, the procedure for even a simple modification to a PUD Concept Development Plan is unnecessarily burdensome, expensive and time consuming to applicants because it requires a zoning ordinance amendment to the PUD, and

WHEREAS, by converting the essential elements of the Northeast Industrial Area Concept Development Plan into a Specific Plan (under Tracy Municipal Code Chapter 10.20) and adding a reference to that Specific Plan in the City's zoning ordinance, the handling of applications within the area will be much simpler and more straightforward.

WHEREAS, the Planning Commission held a public hearing to review and discuss the proposed NEI Specific Plan, zone text amendment and rezone from PUD to NEI Specific Plan on June 27, 2012, and

WHEREAS, the City Council held a public hearing to review and discuss the proposed NEI Specific Plan, zone text amendment and rezone from PUD to NEI Specific Plan on July 17, 2012, and

WHEREAS, the NEI Environment Impact Report (EIR) was certified by the Tracy City Council on May 8, 1996 (Resolution Number 96-144) and the General Plan Environmental Impact Report as certified by the Tracy City Council on February 1, 2011 (Resolution Number 2011-028). The proposed NEI Specific Plan is essentially unchanged from the 1996 NEI PUD and is consistent with both the NEI EIR and the General Plan EIR;

The Tracy City Council hereby ordains as follows:

SECTION 1: The Northeast Industrial Area Specific Plan, dated July 17, 2012, is adopted. This Specific Plan supersedes the former Northeast Industrial Areas Concept Development Plan, which is now repealed. References elsewhere in City documents, such as the Finance Implementation Plan and development impact fee accounts are changed to now refer to the Northeast Industrial Area Specific Plan.

SECTION 2: The City of Tracy zoning map is amended to rezone the NEI area (the 870 acres located south of I-205, east of Mac Arthur Drive, West of Banta Road and north of the Union Pacific Railroad) from PUD to NEI Specific Plan.

SECTION 3: Section 10.08.980, Names of zones, of the Tracy Municipal Code, is amended to read as follows:

"**10.08.980 - Names of zones.**
In order to classify, regulate, restrict, and segregate the uses of land and buildings, to regulate and restrict the height and bulk of buildings, to regulate the area of yards and other open spaces about buildings, and to regulate the density of population, the following zones are hereby established:

(a) Residential Estate Zone .....RE;
(b) Low Density Residential Zone .....LDR;
(c) Medium Density Cluster Zone .....MDC;
(d) Medium Density Residential Zone .....MDR;
(e) High Density Residential Zone .....HDR;
(f) Medical Office Zone .....MO;
(g) Professional Office and Medical Zone .....POM;
(h) Planned Unit Development Zone .....PUD;
(i) Residential Mobile Home Zone .....RMH;
(j) Community Shopping Center Zone .....CS;
(k) Neighborhood Shopping Zone .....NS;
(l) Central Business District Zone .....CBD;
(m) General Highway Commercial Zone .....GHC;
(n) Light Industrial Zone M-1;
(o) Heavy Industrial Zone M-2;
(p) Highway Service Zone .....HS;
(q) Agricultural Zone .....A;
(r) Airport Overlay Zone .....AO; and
(s) Northeast Industrial Specific Plan Zone ...NEI."

SECTION 4: A new Article 22.5, Former PUD areas, and a new Section 10.08.3022, Northeast Industrial Area Specific Plan Zone, and a new section 10.08.3023, Development review (Northeast Industrial Specific Plan) are added to the Tracy Municipal Code to read as follows:

"**Article 22.5 Former PUD Areas**

10.08.3022 Northeast Industrial Specific Plan Zone.
The zoning within the Northeast Industrial Specific Plan Zone is governed by the Northeast Industrial Area Specific Plan.

10.08.3023 Development review (Northeast Industrial Specific Plan).
Each development in the Northeast Industrial Specific Plan Zone that requires a building permit is subject to development review under Municipal Code Article 30 (Sections 10.08.3920 and following)."

SECTION 5. This Ordinance shall take effect thirty (30) days after its final passage and adoption.

SECTION 6. This Ordinance shall be published once in the Tri Valley Herald, a newspaper of general circulation, within fifteen (15) days from and after its final passage and adoption.

* *

The foregoing Ordinance 1174 was introduced at a regular meeting of the Tracy City Council on the 17th day of July, 2012, and finally adopted on the 7th day of August, 2012, by the following vote:

AYES: COUNCIL MEMBERS: ABERCROMBIE, ELLIOTT, MACIEL, RICKMAN, IVES

NOES: COUNCIL MEMBERS: NONE

ABSENT: COUNCIL MEMBERS: NONE

ABSTAIN: COUNCIL MEMBERS: NONE

MAYOR

ATTEST:

B. Herschman (for)
CITY CLERK