

# NOTICE OF SPECIAL MEETING

Pursuant to Section 54956 of the Government Code of the State of California, a Special meeting of the **Tracy City Council** is hereby called for:

**Date/Time:** **Tuesday, April 5, 2016, at 6:00 p.m.**  
(or as soon thereafter as possible)

**Location:** **Council Chambers, City Hall**  
**333 Civic Center Plaza, Tracy**

Government Code Section 54954.3 states that every public meeting shall provide an opportunity for the public to address the Tracy City Council on any item, before or during consideration of the item, however no action shall be taken on any item not on the agenda.

1. Call to Order
2. Roll Call
3. Items from the Audience - *In accordance with Procedures for Preparation, Posting and Distribution of Agendas and the Conduct of Public Meetings, adopted by Resolution 2015-052 any item not on the agenda brought up by the public at a meeting, shall be automatically referred to staff. If staff is not able to resolve the matter satisfactorily, the member of the public may request a Council Member to sponsor the item for discussion at a future meeting.*
4. DISCUSSION AND DIRECTION REGARDING THE ADOPTION OF AN OVERLAY ZONE TO ESTABLISH LAND USE AND/OR DEVELOPMENT STANDARDS ALONG THE I-205 CORRIDOR EAST OF TRACY BOULEVARD
5. Adjournment



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Mayor

**Posted: March 29, 2016**

The City of Tracy complies with the Americans with Disabilities Act and makes all reasonable accommodations for the disabled to participate in public meetings. Persons requiring assistance or auxiliary aids in order to participate should call City Hall (209-831-6105), at least 24 hours prior to the meeting.

Any materials distributed to the majority of the Tracy City Council regarding any item on this agenda will be made available for public inspection in the City Clerk's office located at 333 Civic Center Plaza, Tracy, during normal business hours.

AGENDA ITEM 4

REQUEST

**DISCUSSION AND DIRECTION REGARDING THE ADOPTION OF AN OVERLAY ZONE TO ESTABLISH LAND USE AND/OR DEVELOPMENT STANDARDS ALONG THE I-205 CORRIDOR EAST OF TRACY BOULEVARD**

EXECUTIVE SUMMARY

This agenda item involves discussing a draft overlay zone for the I-205 corridor for adoption at a future meeting.

DISCUSSION

Background

City Council has met and discussed development on the eastern I-205 corridor several times, and at their most recent discussion on February 16, 2016, directed staff to draft an ordinance to create an I-205 overlay. That overlay was to be based upon the overlay existing within the Cordes Ranch Specific Plan as a reference point, with the standards to be evaluated by Council and adjusted for possible applicability to the current study area, which Council has identified as Tracy Boulevard to the eastern City limit. Because the existing zoning for the study area and Cordes Ranch Specific Plan was established at different times over many years (decades) the methods that each zone district uses to describe land uses is different. Nonetheless, the basic elements of the Cordes Ranch Specific Plan overlay have been used to draft a new overlay for the study area, and involve three main components: land use, development standards, and permit processing. Any of the components in the draft overlay can be discussed and modified by City Council, which is the intent of this agenda item.

Cordes Ranch Specific Plan Overlay

The Cordes Ranch Specific Plan contains an overlay zone that limits land use and creates development standards related to such things as building size, building height, floor-to-area ratios, and building setbacks. The overlay also requires a higher level of architectural appearance than elsewhere in the Cordes Ranch Specific Plan, and developments within the overlay receive their Development Review permits via City Council action as opposed to at the staff level.

The overlay at Cordes Ranch extends 500 feet from the Caltrans right-of-way, meaning that property within 500 feet of the I-205 is subject to the land use restrictions, development standards, and permit processing requirements. Attachment 1 to the staff report is the relevant portion of the Cordes Ranch SP related to the overlay.

At the time this was drafted, it was discussed that 500 feet would enable smaller buildings on the frontage of I-205, which would assist in screening larger buildings further south. No such application for a smaller building at Cordes Ranch has been submitted. It is conceivable that a large parcel abutting I-205 in Cordes Ranch could

have a large (greater than 75,000 square feet) building, albeit not within 500 feet of the freeway, and not for warehouse/distribution land uses. This is relevant because the existing overlay at Cordes Ranch leaves open the possibility that large distribution warehouses could locate on large parcels abutting the freeway, however the buildings themselves would be 500 feet south of the freeway. For example, a large parcel could have a large building with a parking field between it and the freeway. Of note, the Medline building, noticeable from the freeway, stands approximately 1,900 feet from the Caltrans right-of-way.

#### Study Area Draft Overlay Zone Contents

The draft overlay for the study area, would apply to property within 500 feet of I-205.

In the draft overlay, a 500-foot wide zone is presented that contains limitations similar to the Cordes Ranch Specific Plan overlay in that it contains a prohibition on warehouse/distribution land uses and contains site layout, building height, and setback requirements. Attachment 2 to the staff report is the draft Study Area Overlay Zone.

The overlay zone is drafted (as it does in Cordes Ranch) to prohibit large-scale warehouse/manufacturing/industrial land uses, while still allowing all of the other land uses that are currently listed as permitted and conditionally permitted within each of the affected underlying zones (Northeast Industrial Specific Plan, Light Industrial, Highway Service, and Planned Unit Development).

The overlay also proposes to utilize each property's relevant building setback requirements per the underlying zone district, with the exception that a building setback of 100 feet is required along the I-205 frontage. The proposed maximum building height within the overlay is 40 feet, and the maximum floor area ratio is proposed at 40 percent. The overlay also proposes a maximum building size for a single structure of 75,000 square feet. Further, the overlay requires that Planning Commission and City Council review and approve any development review permit within the overlay zone.

#### City Council Options/Next Steps

City Council has the discretion to modify any land use restriction or development standard presented, including the applicable distance of 500 feet. Following City Council direction on this agenda item, staff will incorporate edits, finalize a draft, and begin analyzing the ordinance pursuant to the California Environmental Quality Act (CEQA). Outreach to the affected property owners will also be conducted, possibly in the form of a meeting at the Planning Commission. After those steps are completed, the draft ordinance would be placed on a Planning Commission agenda and then on a City Council agenda for consideration.

### ENVIRONMENTAL ANALYSIS

Should Council provide specific direction to staff to finalize an overlay zone in some form, the actual adoption of such an overlay would occur at a future meeting, following the appropriate environmental analysis, which will be determined based on the contents of the overlay zone.

### FISCAL IMPACT

This agenda item is for discussion and direction, and has no immediate fiscal impact, however, should the Council direct staff to complete and bring forward an overlay zone for consideration, a fiscal impact will occur for the completion of the environmental analysis; the level for such review has yet to be established because it is dependent upon what is contained in the intended ordinance. However, it can be anticipated that CEQA review could cost several tens of thousands of dollars from the General Fund.

### RECOMMENDATION

Staff recommends that the Council discuss the draft study area overlay zone and provide direction to staff.

Prepared by: Victoria Lombardo, Senior Planner  
Bill Dean, Assistant Development Services Director

Reviewed by: Andrew Malik, Development Services Director  
Stephanie Garrabrant-Sierra, Assistant City Manager

Approved by: Troy Brown, City Manager

### ATTACHMENT

Attachment A - Cordes Ranch Overlay  
Attachment B - Resolution  
Attachment C – Draft Ordinance

SEPTEMBER 3, 2013

CORDES RANCH SPECIFIC PLAN: TRACY, CALIFORNIA

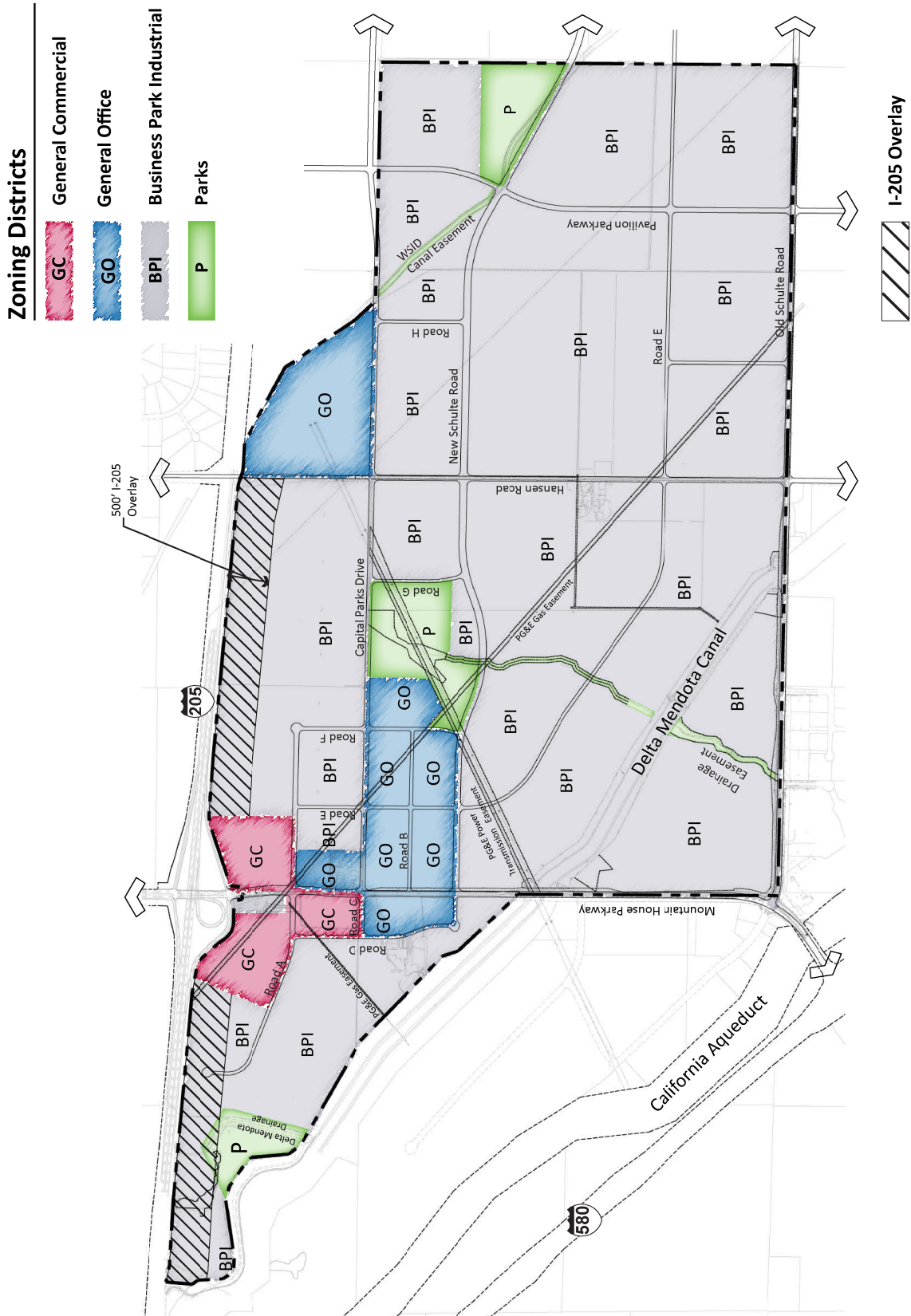


Figure 3.2, Cordes Ranch Specific Plan Zoning Districts

**Permitted and Conditionally Permitted Uses**

Uses	General Commercial (GC)	General Office (GO)	Business Park Industrial (BPI)	I-205 Overlay	Parks (P)
Agricultural Processing, Sales, and Services Includes: Packing and shipping of agricultural products. Processing, including canning freezing and dehydrating. Wine grape processing and making, wine bottling and packing, shipping.	NP	NP	p <sup>1</sup>	C <sup>1</sup>	NP
Business Services (e.g., reproduction, delivery, repair services, postal store, and restaurant supply.)	P	C	P	P	NP
Contract Construction	NP	NP	P	NP	NP
Construction Equipment & Material Storage	NP	NP	p <sup>2</sup>	NP	NP
Day Care Centers (e.g., community care facilities)	C	P	C	C	NP
Eating and/or drinking establishment without a bar.	P	P	P	P	NP
Eating and/or drinking establishment (with or without entertainment) without serving alcohol and providing entertainment <sup>7</sup> after 11:00 p.m.	P	NP	NP	NP	NP
Eating and/or drinking establishment that serves alcohol and provides entertainment <sup>7</sup> after 11:00 p.m.	C	NP	NP	NP	NP
Equipment Rental and Sales	NP	NP	P	NP	NP
Gas & Service Stations with Accessory Retail Market	P	C	P	P	NP
Lodging (e.g., hotels, motels)	P	C	C	C	NP
Manufacturing, Processing, Assembly, Business Industrial Flex, including storage and shipping uses.	NP	NP	p <sup>1,3</sup>	p <sup>1, 3, 4</sup>	NP
Offices (e.g., Business, professional, laboratories, medical/ dental, financial services)	p <sup>5</sup>	p <sup>5</sup>	p <sup>5</sup>	p <sup>5</sup>	NP
Off-site Truck and Trailer Parking and Storage	NP	NP	C	NP	NP
Park & Ride or Off-site Parking Facilities	C	C	C	C	NP
Places of Assembly (e.g., places of worship, private clubs and related uses)	C	C	C	C	NP
Recreational, Educational & Instructional Uses (e.g., miniature golf, bowling alley, instructional or educational performing arts, gymnastics, post-secondary education (including school campus), vocational training, tutoring services, etc).	C	C	C	C	NP
Recycling Collection Facilities	NP	NP	p <sup>1</sup>	NP	NP
Retail & Consumer Services (e.g., building materials and hardware stores, garden center, clothing and shoe stores, department stores, drug stores and grocery stores, and personal services such as nail, hair and tanning salons).	P	NP	NP	C	NP
Retail & Consumer Services as ancillary uses oriented to serve the daily needs of workers in the GO and BPI	P	C	C	C	NP
Truck Stops, Truck Fuel Stations, Truck Wash Facilities, and Truck Repair services	NP	NP	C <sup>6</sup>	NP	NP
Vehicle Sales, Service, & Rental	P	NP	C <sup>8</sup>	C	NP
Warehouse & Distribution	NP	NP	P	NP	NP
Passive or active recreational uses	NP	NP	NP	NP	P
Pedestrian trails, and bicycle paths	P	P	P	P	P
Public Utilities	P	P	P	P	P

P = Permitted  
C = Conditionally Permitted  
NP = Not Permitted

**Table 3.1, Permitted and Conditionally Permitted Uses**

**Parks (P)**

The Parks Zone is designed to provide for open space areas and park facilities which offer recreational, cultural, entertainment, community gardens, and similar uses. In addition, the Parks Zone allows for the construction of certain types of flood control infrastructure to implement the citywide Storm Drainage Master Plan.

**I-205 Overlay**

The I-205 Overlay applies to property within 500 feet of I-205 to take advantage of the high visibility of properties adjacent to I-205. This area includes a refined range of uses from the BPI Zone to promote high visibility development opportunities that allow a blend of office with light assembly, manufacturing, and business industrial flex uses. The Overlay requires higher development standards with emphasis on building orientation, architectural design, and landscape planting and screening.

**Table 3.1 Notes:**

1. All of these uses must be conducted wholly within a building, including storage.
2. These outdoor storage uses must be completely screened from view from I-205 and public streets.
3. Includes accessory space for showrooms/sales.
4. Permitted only in buildings 75,000 square feet or smaller.
5. These uses shall be allowed to include interior warehousing and interior storage as an accessory use.
6. Truck stops are not permitted north of Capital Parks Drive or west of Mountain House Parkway.
7. "Entertainment" means such uses as live music, disc jockeys, dancing, karaoke, comedy shows, modeling, or live performances.
8. Only in I-205 Overlay with a Conditional Use Permit.

**3.3 PERMITTED AND CONDITIONALLY PERMITTED USES**

Table 3.1 presents the permitted and conditionally permitted land uses within the Project Area. In addition, accessory uses and temporary uses shall be allowed as provided in the Tracy Municipal Code, including temporary construction activities and on-site construction staging areas with concrete and/or asphalt batch facilities.

Nonconforming agricultural uses existing and operating at the date of Cordes Ranch Specific Plan adoption within the Project Area shall be broadly interpreted to allow continued agricultural operations until development in conformance with this Specific Plan occurs. Agricultural crops or operations may change to another, such as row crops to orchards, without the property losing its nonconforming status.

Table 3.2 presents the prohibited uses which will not be allowed to develop within any zoning district within the Cordes Ranch Specific Plan.

<b>Prohibited Uses (All Categories)</b>
<b>Uses</b>
Adult Businesses or Adult Uses as defined in the T.M.C.
Massage Parlors
Trash Transfer Stations
Outdoor Recycling Facilities
Composting Facilities
Junk Yards and Automobile Wrecking Yards
Explosives Handling
Funeral and Interment Services
Animal, Poultry, and Fish Farming, Including Breeding, Raising, Maintaining, or Slaughtering
Any Use Prohibited by State or Federal Law
Any Use Not Listed in Table 3.1.

**Table 3.2, Prohibited Uses**

### 3.4 DEVELOPMENT STANDARDS

Development standards have been prepared for each of the zoning districts outlined in Section 3.2. Table 3.3 presents the standards for development which include minimum setback requirements, maximum building heights, and landscape setbacks. No lot shall be created with size or dimensions rendering it incapable of meeting the land use, public utilities, or development standards of this Specific Plan.

Modifications in these standards may be necessary to respond to unique site characteristics and/or changes in development requirements to respond to market conditions. Modifications to these standards will require Planning Commission and City Council review through a Specific Plan amendment per the City of Tracy Municipal Code requirements. Unless otherwise established herein, all definitions and land use terms shall be as stated in the Tracy Municipal Code.

Development Standards by Zoning District				
	General Commercial (GC)	General Office (GO)	Business Park Industrial (BPI)	I-205 Overlay
<b>Building Coverage and Height</b>				
Floor Area Ratio (F.A.R.) maximum	30%	45%	50%	40%
Maximum Building Area	N/A	N/A	N/A	See Table 3.1 for building size limitations
Maximum Building Height <sup>1</sup>	80'	80'	100'	80'
Maximum Freestanding Light Pole Height <sup>2</sup>	40'	30'	40'	40'
<b>Minimum Building Setbacks (as measured from property line)</b>				
Front Yard/Street Setback	See Private Frontage Landscaping for minimum building setbacks	See Private Frontage Landscaping for minimum building setbacks	See Private Frontage Landscaping for minimum building setbacks	See Private Frontage Landscaping for minimum building setbacks
Side Yard Setback (non street)	10'	10'	10'	10'
Rear Yard Setback (non street)	10'	10'	10'	10'
I-205 Setback	30'	30'	N/A	100'
<b>Minimum Private Frontage Landscaping (as measured from property line)</b>				
Mountain House Parkway	30'	30'	30'	30'
Capital Parks Drive	N/A	25'	25'	25'
New Schulte Road	30' @ Class 1 bike path 25' @ sidewalk	30' @ Class 1 bike path 25' @ sidewalk	30' @ Class 1 bike path 25' @ sidewalk	N/A
Old Schulte Road	25'	25'	25'	N/A
Hansen Road	25'	25'	25'	25'
Pavilion Parkway	25'	25'	25'	N/A
Street Section E	15' At Class 1 bike path 25' at sidewalk	15' At Class 1 bike path 25' at sidewalk	15' At Class 1 bike path 25' at sidewalk	15' At Class 1 bike path 25' at sidewalk
Street Section F	15'	15'	15'	15'
Street Section G	15'	15'	15'	15'
Street Section H	15'	15'	15'	15'
Street Section I	15'	15'	15'	N/A
Street Section J	N/A	0'	N/A	N/A
I-205 Setback	30'	30'	30'	30'

**Notes:**

- Structures in the Project Area may exceed the maximum height limit upon approval of a Conditional Use Permit.
- This height may be increased up to a maximum total height of 60 feet upon approval of a Conditional Use Permit by the Planning Commission, which can take the form of a separate application.

**Table 3.3, Development Standards**



RESOLUTION 2016-\_\_

INITIATING PROCEEDINGS TO ADOPT AN I-205 OVERLAY ZONE  
INTO THE CITY'S ZONING REGULATIONS

WHEREAS, Interstate 205 ("I-205") runs through the northern-most part of the City and connects to Interstates 580 and 5. Areas that are adjacent to I-205 ("I-205 Corridor") are of vital importance to the City because they are visual entryways to the City and serve a significant function in preserving the City's economic vitality, and

WHEREAS, Large buildings, particularly with long expanses, built along I-205, may lack aesthetic appeal, block views of the City and nearby scenic resources, or create an imposing presence, negatively affecting the impression of the City's image and character to people traveling along I-205, and

WHEREAS, Some areas of the I-205 Corridor are governed by the I-205 Corridor Specific Plan. A major amendment to the I-205 Corridor Specific Plan was adopted by the City Council in 1999 (Resolution No. 99-240). Since that time, there have been a number of amendments to the I-205 Specific Plan, and

WHEREAS, Other areas of the I-205 Corridor are governed by different specific planning areas and zoning districts, including: the Industrial Area Specific Plan; the Northeast Industrial Specific Plan; the Light Industrial Zone (M-1); the Highway Service Zone (HS); the Planned Unit Development Zone (PUD); the Medium Density Cluster Zone (MDC); and the Low Density Residential Zone (LDR), and

WHEREAS, The General Plan, updated in 2011, recognizes the aesthetic importance of the I-205 Corridor: the Community Character Element (at pages 3-5); the Land Use Element (at page 2-55); the Economic Development Element (Objective ED-6.5, and Policies P1 and P2). The General Plan also calls for the City to "[t]ake actions necessary to ensure that Specific Plans are in conformance with the General Plan." (Land Use Element, p.2-34.), and

WHEREAS, The City believes that the General Plan's goals and policies related to preserving the visual and economic importance of the I-205 Corridor may be furthered by incorporating updated development and design standards, as well as additional review for certain development applications within the I-205 corridor frontage area, and

WHEREAS, On July 21, 2015, the City Council directed City staff to begin studying options for the land uses, development standards, and design standards along portions of the I-205 Corridor from Tracy Boulevard to the eastern City limit, and

WHEREAS, On October 9, 2015, the City Council authorized funding and directed staff to create draft design guidelines for, and to conduct an economic analysis of, the I-205 Corridor, and

WHEREAS, On December 15, 2015, the City Council reviewed the draft design guidelines and economic analysis of the I-205 Corridor, and directed staff to present options to the City Council related to possible zoning ordinance amendments to uses in the I-205 Corridor, and

WHEREAS, On February 16, 2016 City Council conducted a workshop to further discuss options for adopting and applying new development regulations, standards, and permit processes for new development along the I-205 Corridor, and

WHEREAS, Within the next few months, City staff intends to bring to the Planning Commission, and then to the City Council, proposed amendments to the Zoning Ordinance of the Tracy Municipal Code relating to an I-205 Overlay Zone, and

WHEREAS, City staff anticipates that one or more applications in the proposed I-205 Overlay Zone area is likely to be filed in the near future, possibly before the proposed ordinance is adopted, and

WHEREAS, The State Subdivision Map Act (Gov't. § 66410 and following) provides that the City may only apply those ordinances, policies, and standards in effect at the date the City has determined an application to be complete, unless the City has initiated proceedings to modify an ordinance, policy or standard and given notice of that fact (Gov't. Code § 66474.2(b)), and

WHEREAS, The City intends to apply its new I-205 Overlay Zone regulations to any new subdivision, and wishes to provide notice of that fact by this resolution;

NOW, THEREFORE, BE IT RESOLVED, By the City Council of the City of Tracy that:

1. The City has initiated proceedings to amend its Municipal Code regarding an I-205 Overlay Zone.
2. The City intends to apply the new regulations to any new subdivision that is deemed complete after the date of this resolution.
3. The City Clerk is directed to publish this resolution in a manner consistent with Government Code section 66474.2(b).

\* \* \* \* \*

The foregoing Resolution of the City Council was adopted by the City Council on the 5<sup>th</sup> day of April 2016, by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

ORDINANCE \_\_\_\_\_

AN ORDINANCE OF THE CITY OF TRACY ADDING A NEW ARTICLE 21.2 (I-205 OVERLAY ZONE) TO TITLE 10 (PLANNING AND ZONING) OF THE TRACY MUNICIPAL CODE

WHEREAS, The City of Tracy declares that:

A. Interstate 205 (“I-205”) runs through the northern-most part of the City and connects to Interstates 580 and 5. Areas that are adjacent to I-205 (“I-205 Corridor”) are of vital importance to the City because they are visual entryways to the City and serve a significant function in preserving the City’s economic vitality, and

B. Large buildings, particularly with long expanses, built along I-205, may lack aesthetic appeal, block views of the City and nearby scenic resources, or create an imposing presence, negatively affecting the impression of the City’s image and character to people traveling along I-205, and

C. Some areas of the I-205 Corridor are governed by the I-205 Corridor Specific Plan. A major amendment to the I-205 Corridor Specific Plan was adopted by the City Council in 1999 (Resolution No. 99-240). Since that time, there have been a number of amendments to the I-205 Specific Plan, and

D. Other areas of the I-205 Corridor are governed by different specific planning areas and zoning districts, including: the Industrial Area Specific Plan; the Northeast Industrial Specific Plan; the Light Industrial Zone (M-1); the Highway Service Zone (HS); the Planned Unit Development Zone (PUD); the Medium Density Cluster Zone (MDC); and the Low Density Residential Zone (LDR), and

E. In 2011, the City adopted a major update of its General Plan, and

F. The General Plan recognizes the aesthetic importance of the I-205 Corridor, and

G. The Community Character Element of the General Plan provides in relevant part that:

Tracy is at the crossroads of three Interstate highways that carry many visitors, in addition to residents, through the city. Thus, aesthetically pleasing entryways and visual landmarks that signal a sense of arrival to Tracy are important components that contribute to the City’s character. (Community Character Element, p. 3-5.), and;

H. The Land Use Element of the General Plan identifies parts of the I-205 Corridor as an “area of special consideration #5” and provides in relevant part that:

Areas around I-205 off-ramps, including areas on Eleventh Street, Grant Line Road, Tracy Boulevard and MacArthur Drive, serve as entryways to the City. Special attention should be given to the types of uses and design of these areas to ensure that development is visually attractive (Land Use Element, p. 2-55.).

5a. Entryway locations include, but are not limited to: Paradise Road, Chrisman Road,

Lammers Road, MacArthur Drive, Grant Line Road and Eleventh Street, where these streets intersect I-205 (Land Use Element, p. 2-55).

5b. Follow the guidance for entryways in the City's Civic Art Plan. (Land Use Element, p. 2-55.), and

I. The Economic Development Element of the General Plan also recognizes that the I-205 Corridor serves a significant function in preserving the City's economic vitality and sets forth the following objective and policies:

Objective ED-6.5 Support and expand the I-205 Specific Plan.

Policies

P1. The following types of businesses are encouraged in the I-205 Specific Plan area:

- Office or tech/flex office development to support the retail base with daytime customer clientele.

- Big box and regional destination/lifestyle retail development.

- Restaurants.

P2. The City shall support efforts to ensure that the I-205 Specific Plan area remains a regional retail destination. (Land Use Element, p. 4-15 – 4-16.)

J. The General Plan also calls for the City to "[t]ake actions necessary to ensure that Specific Plans are in conformance with the General Plan." (Land Use Element, p.2-34.), and

K. The City believes that the General Plan's goals and policies related to preserving the visual and economic importance of the I-205 Corridor may be better furthered by incorporating updated development and design standards, as well as additional review for certain development applications within the I-205 corridor frontage area, and

L. On July 21, 2015, the City Council directed City staff to begin studying options for the land uses, development standards, and design standards along portions of the I-205 Corridor from Tracy Boulevard to the eastern City limit, and

M. On October 9, 2015, City Council authorized funding and directed staff to create draft design guidelines for, and to conduct an economic analysis of, the I-205 Corridor, and

N. On December 15, 2015, City Council reviewed the draft design guidelines and economic analysis of the I-205 Corridor, and directed staff to present options to the City Council related to possible zoning ordinance amendments to uses in the I-205 Corridor, and

O. On February 16, 2016, City Council conducted a workshop to further discuss options for adopting and applying new development regulations, standards, and permit processes for new development along the I-205 Corridor; and

WHEREAS, A noticed public hearing was held on March 25, 2016,

WHEREAS, ...CEQA FINDINGS.....

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

SECTION 1: A new Article 21.2, I-205 Overlay Zone, is added to Title 10 (Planning and Zoning) of the Tracy Municipal Code, to read as set forth in the attached Exhibit A.

SECTION 2: Cross-references to the new Article 21.2 are added to the following existing zoning districts, as set forth in the attached Exhibit B: M-1, PUD, HS, NEI Specific Plan.

SECTION 3: This Ordinance shall take effect 30 days after adoption.

SECTION 4: This Ordinance shall either (1) be published once in a newspaper of general circulation, within 15 days after its final adoption, or (2) be published in summary form and posted in the City Clerk's office at least five days before the ordinance is adopted and within 15 days after adoption, with the names of the Council Members voting for and against the ordinance. (Gov't. Code §36933.)

\* \* \* \* \*

Ordinance \_\_\_\_\_  
Page 4

The foregoing Ordinance \_\_\_\_\_ was introduced at a regular meeting of the Tracy City Council on \_\_\_\_\_ day of April, 2016, and adopted on the \_\_\_\_\_ day of \_\_\_\_\_, 2016, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

DRAFT

**Exhibit A**  
**“Article 21.2, I-205 Overlay Zone**

*[Delete section list after review]*

Section:

10.08.2860	Purpose
10.08.2861	Applicability
10.08.2862	Permitted uses
10.08.2863	Design standards
10.08.2864	Development standards
10.08.2865	Development review permit
10.08.2866	Zoning map designation

**10.08.2860 Purpose**

The purposes of this I-205 overlay zone are to maximize the aesthetic appearance of development along the I-205 corridor, maximize the economic development potential of lands along the I-205 corridor consistent with City economic development goals, and establish development application processing requirements for application submittals along the I-205 corridor;

**10.08.2861 Applicability**

A. Definitions. In this article:

*I-205 corridor* means the property on both sides of the I-205 freeway as it passes through the City.

*I-205 overlay zone* means the property along the I-205 corridor within 500 feet of either side of the freeway, as measured from the edge of the Caltrans right of way. This overlay zone applies only to non-residential property and includes the following: highway service zone (HS), light industrial zone (M-1), planned unit development zone (PUD), I-205 Specific Plan, Northeast Industrial Specific Plan zone, and Industrial Specific Plan (ISP).

B. This article applies to the I-205 overlay zone.

**10.08.2862 Permitted and prohibited uses**

Any distribution, warehouse or similar use is prohibited in the I-205 overlay zone.

Existing permitted uses in each zone district apply in the I-205 overlay zone except as follows:

*Use Group 52, Contract construction, in buildings over 75,000 square feet*

*Use Group 53, Warehousing and storage*

*Use Group 60, Manufacturing uses, light, in buildings over 75,000 square feet*



*Use Group 61, Manufacturing uses, intermediate*  
*Use Group 63, Manufacturing uses, very heavy*  
*Truck stop uses, including fueling, servicing and emergency repairs*  
*Furniture and cabinet assembly in buildings over 75,000 square feet*  
*Parcel delivery service and vehicle storage*  
*Truck terminals*  
*Mini storage*  
*Equipment storage, rental and sales, indoor or outdoor*

**10.08.2863 Development standards**

- A. Yard areas. Minimum yard setbacks in the I-205 overlay zone are the same as in the underlying zoning district except that the setback from the I-205 corridor right of way is 100 feet.
- B. Building height. The maximum building height within the I-205 overlay zone is 40 feet.
- C. Floor area ratio. The maximum floor area ratio within the I-205 overlay zone is 40%.
- D. Building Size: The maximum building size within the I-205 overlay zone is 75,000 square feet.

**10.08.2864 Development review permit.**

Before obtaining a building permit for an improvement in the I-205 overlay zone, the owner must first obtain a development review permit under article 30 (section 10.08.3920 and following). Development must conform to the Citywide Design Standards, including the I-205 overlay zone standards. A development review permit application for a parcel in the I-205 overlay zone is subject to City Council approval after Planning Commission recommendation.”

**Exhibit B**

A. A new section 10.08.1765, I-205 overlay zone, is added to the planned unit development zone regulations to read:

**“10.08.1765 I-205 overlay zone.**

The I-205 overlay zone applies to portions of PUD zones. (See section 10.08.2860.)”

B. A new section 10.08.2635, I-205 overlay zone, is added to the light industrial zone (M-1) regulations to read:

**“10.08.2635 I-205 overlay zone.**

The I-205 overlay zone applies to portions of this M-1 zone. (See section 10.08.2860.)”

C. A new section 10.08.2875, I-205 overlay zone, is added to the highway service zone (HS) regulations to read:

**“10.08.2875 I-205 overlay zone.**

The I-205 overlay zone applies to portions of this HS zone. (See section 10.08.2860.)”

D. Section 10.08.3022, Northeast Industrial Specific Plan zone, is amended to read:

**“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. In addition, the I-205 overlay zone applies to portions of this Northeast Industrial Specific Plan zone. (See section 10.08.2860.)”