

C O R D E S R A N C H

S P E C I F I C P L A N

T R A C Y , C A L I F O R N I A

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TRACY CITY COUNCIL RESOLUTION 2013-144**

AMENDED:

**Application No. SPA 16-002
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AMENDMENTS TO LANDSCAPE DESIGN
(incorporated herein)**

**Application No. SPA 17-0005
RESOLUTION 2018-233 NOVEMBER 7, 2018
AMENDMENTS TO LANDSCAPE AND SIGNAGE
DESIGN, SIGNAGE REGULATIONS, AND
UPDATES TO ZONING DISTRICT BOUNDARIES
(incorporated herein)**

**Application No. SPA20-0004
ORDINANCE 1311, JULY 6, 2021
AMENDMENTS REGARDING MOBILE FOOD
VENDORS, PARK USES, MAXIMUM FLOOR AREA
RATIO FOR HOTELS, AND SIGNS
(incorporated herein)**

PREPARED BY:

DB+A

DAVID BABCOCK & ASSOCIATES
3581 MT. DIABLO BLVD., SUITE 235
LAFAYETTE, CA 94549
925.283.5070

C O R D E S R A N C H

S P E C I F I C P L A N

T R A C Y , C A L I F O R N I A

APPLICANTS

Prologis, L.P.

a Delaware Limited Partnership
Pier 1 Bay 1
San Francisco, CA 94111
Pier 1 Bay 1
San Francisco, CA 94111
Contact: Dan Letter
415.733.9973

GBC Global Investments,

a California Corporation Inc.
1450 Maria Lane, Suite 200
Walnut Creek, CA 94596
Contact: Rick Woodward
925.933.0200

Delta Properties,

a California General Partnership
1200 Concord Ave., Suite 200
Concord, CA 94520
Contact: Dana Parry
925.674.8400

TWL Investors,

a California Limited Liability Company
129 Edelen Ave
Los Gatos, CA 95030
Contact: Tim Murphy
408.354.3600

PROJECT TEAM

Architecture/Planning

David Babcock & Associates
3581 Mt. Diablo Blvd., Suite 235
Lafayette, CA 94549
Contact: David Babcock
925.283.5070

Engineering

Kier & Wright
2850 Collier Canyon Road
Livermore, CA 94551
Contact: Chuck McCallum
925.245.8788

Landscape Architecture

Gates & Associates
2671 Crow Canyon Rd.
San Ramon, CA 94583
Contact: David Gates
925.736.8776

Legal Consultant

Miller Star Regalia
1331 N. California Blvd.
Fifth Floor
Walnut Creek, CA 94596
Contact: Nadia Costa
925.935.9400

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CHAPTER 1 INTRODUCTION

1.1 INTRODUCTION

This Cordes Ranch Specific Plan establishes land use, zoning, development standards and regulations for approximately 1,780 acres located in the northwest region of the City of Tracy. Throughout this Specific Plan, the development contemplated and permitted by this Specific Plan may be referred to as the “Project”, and the 1,780 acres within the boundaries of the Specific Plan area may be referred to as the “Project Area.”

The Project Area is bordered by Interstate 205 to the north, Old Schulte Road to the south, a portion of Mountain House Parkway to the west, and then extends northwest, north of the Delta Mendota Canal to I-205, see Figure 1.1. The Specific Plan envisions the development of approximately 1,462 net acres of the Project Area with commercial, office, manufacturing, warehouse, and distribution uses.

The Project Area is at the crossroads of two major transportation corridors, making it ideal for businesses which require large parcels for use as warehousing, manufacturing, research and development, processing, fabrication, and construction related uses.

a. Vision



Figure 1.1, Site Aerial Photo

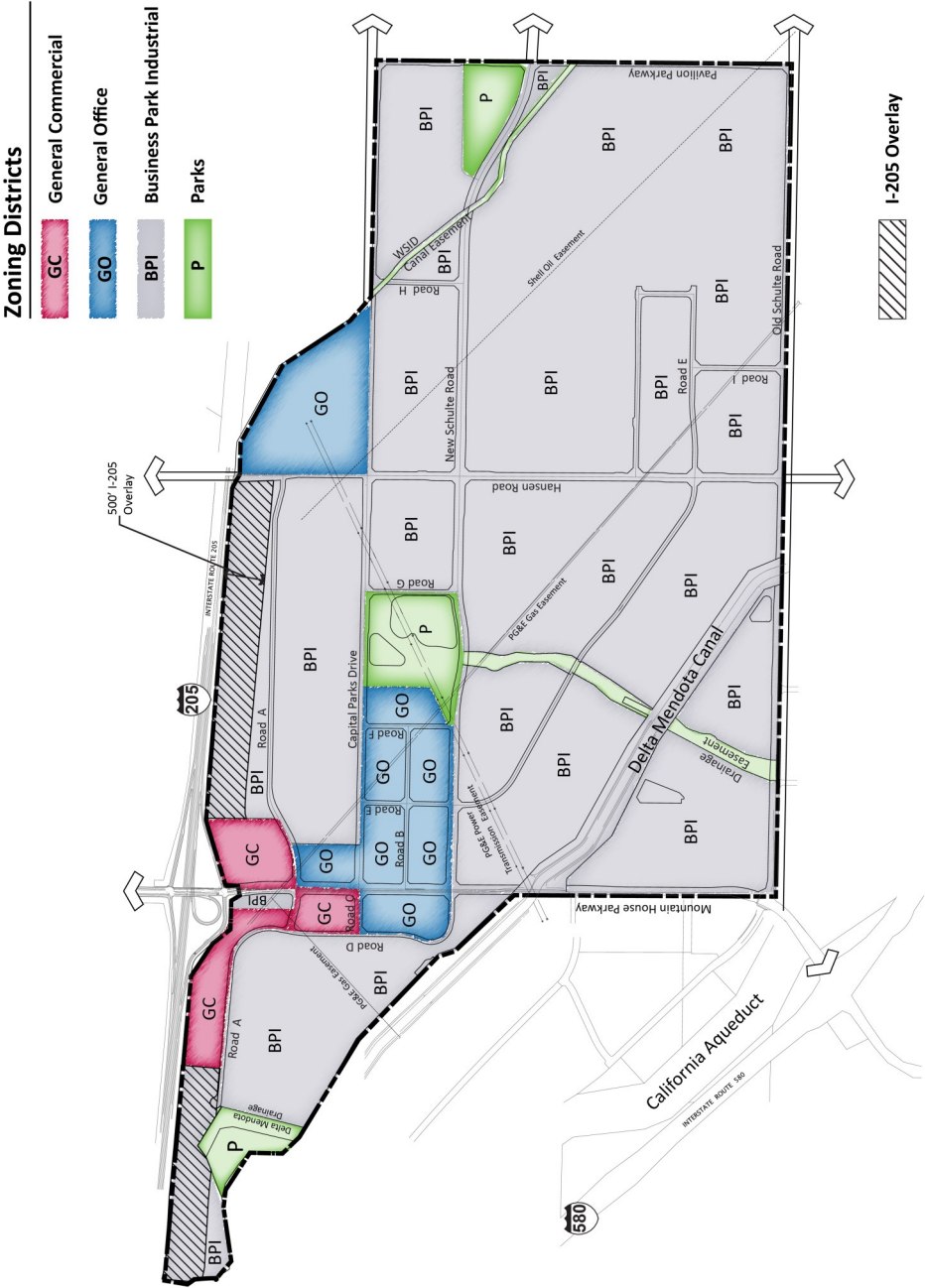


Figure 1.2, Cordes Ranch Specific Plan Zoning

Projected Buildout Land Use Summary			
Gross Acres			
Zoning Districts & Utilities		Gross Acreage	
General Commercial (GC)		55.1	
General Office (GO)		152.2	
Business Park Industrial (BPI)		1476.9	
Parks (P)		96.3	
Total Acres		1780.5	
Net Acres			
Zoning Districts & Utilities		Net Acreage	Total Building Square Footage
General Commercial (GC)		45.3	591,980
General Office (GO)		125.8	2,465,932
Business Park Industrial* (BPI)		1291.6	27,789,102
Parks (P)		88.6	
Central Green		(35.3)	
Eastside Park		(17.8)	
Westside Open Space		(15.8)	
Drainage Channel/Riparian Corridor		(16.8)	
WSID Linear Park/Open Space Corridor		(2.9)	
Roads		149.2	
Delta Mendota Canal		39.3	
Detention Basins		34.0	
Water Tank		4.0	
PG&E Gas Facility		2.7	
Total Net Acres		1780.5	30,847,014

***Note:**

Business Park Industrial includes the I-205 Overlay which has a reduced FAR of 40%. The total projected buildout of this area is approximately 1,300,000 SF which has been accounted for in the above figures.

Table 1.1, Buildout Land Use Summary

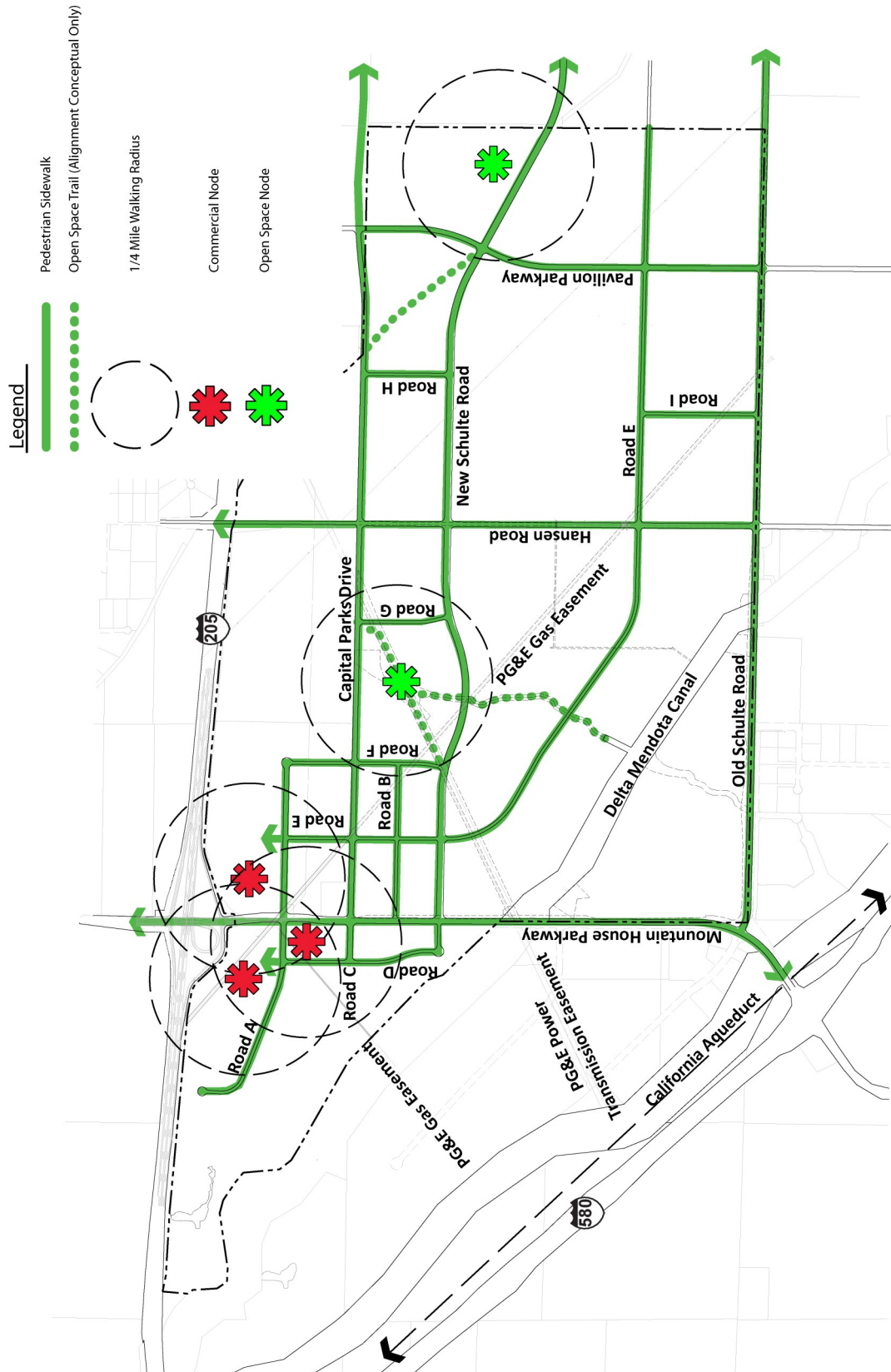


Figure 1.3, Pedestrian Path Plan

CORDES RANCH SPECIFIC PLAN: TRACY, CALIFORNIA

The vision for the Cordes Ranch Specific Plan is to create a commerce and business park, providing flexibility in development so that a variety of uses can be attracted to develop within the City of Tracy, see Figure 1.2.

b. Buildout Land Use Summary

The Specific Plan is intended to allow for flexibility in development. Table 1.1 presents the approximate acres of zoning districts and building square footage within Cordes Ranch as currently envisioned for buildout. The Project includes a mix of General Commercial, General Office, Business Park Industrial and Park uses. The zoning districts are in conformance with the General Plan designations of Industrial, Office, Commercial, and Park. The Project will attract a wide variety of businesses that will generate jobs, and provide for business development needs of the City of Tracy over the project buildout.

c. Plan Concept

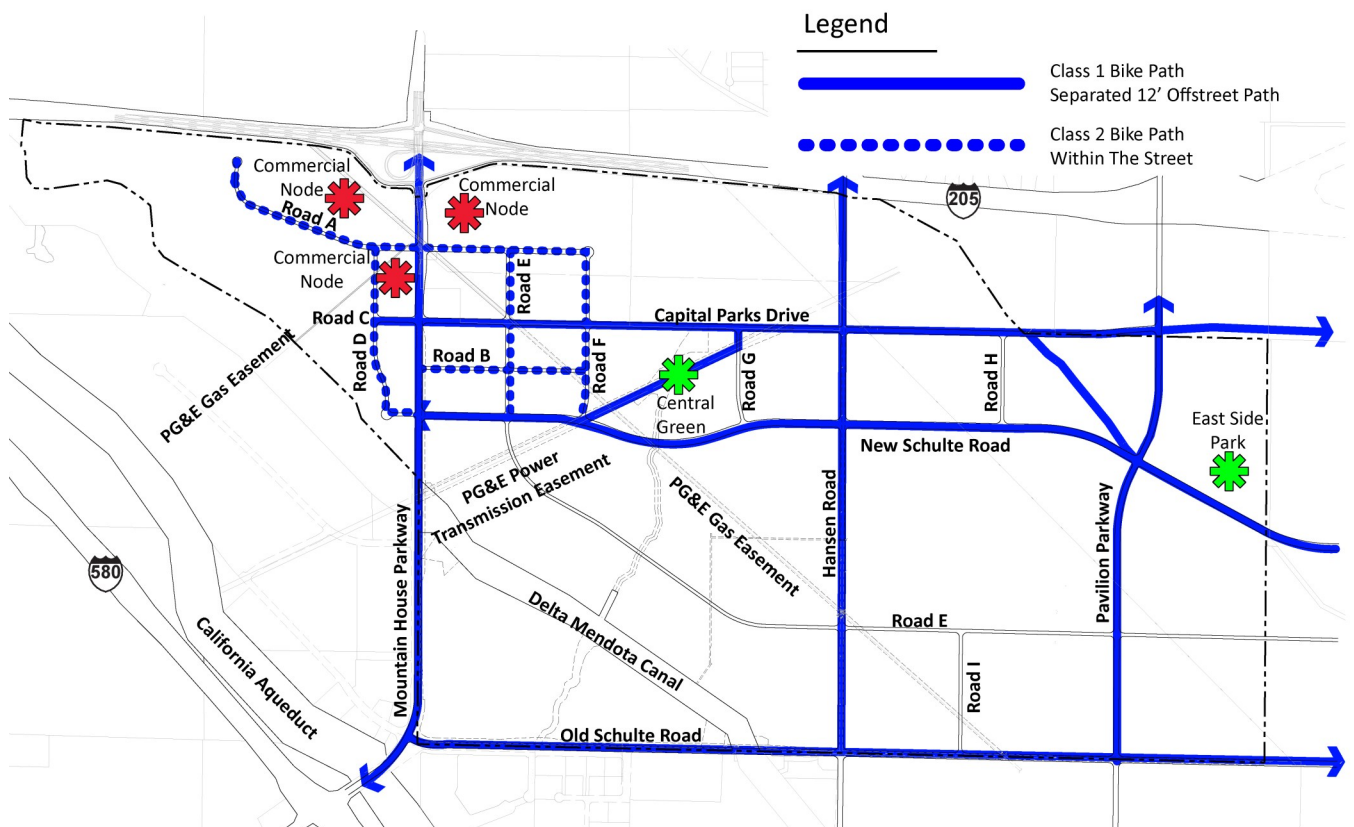


Figure 1.4, Bike Path Plan

The Specific Plan is organized around an approximate 35-acre “Central Green” consisting of passive use open space areas, and a joint use park/stormwater detention facility. A strong open space and trails network will utilize the existing utility easements and drainage easements to provide passive use areas, and pedestrian and bicycle trails amenities that all connect to the Central Green, see Figure 1.3. The Project is designed on a grid street pattern to create additional linkages between development sites and includes separated sidewalks, and Class I and II bikeways on a majority of the streets, see Figure 1.4. The design concept for the project is to maintain a high level of site design and architecture, especially along the major corridors, namely I-205, New Schulte Road, Capital Parks Drive, and the section of Mountain House Parkway north of the Delta Mendota Canal, see Figure 1.5. The I-205 frontage is comprised of the properties abutting I-205 and portions of Mountain House Parkway and is intended for development of high identity businesses with an emphasis on commercial, office, and small scale business park industrial uses, see Figure 1.6. Parcels within 500’ of I-205

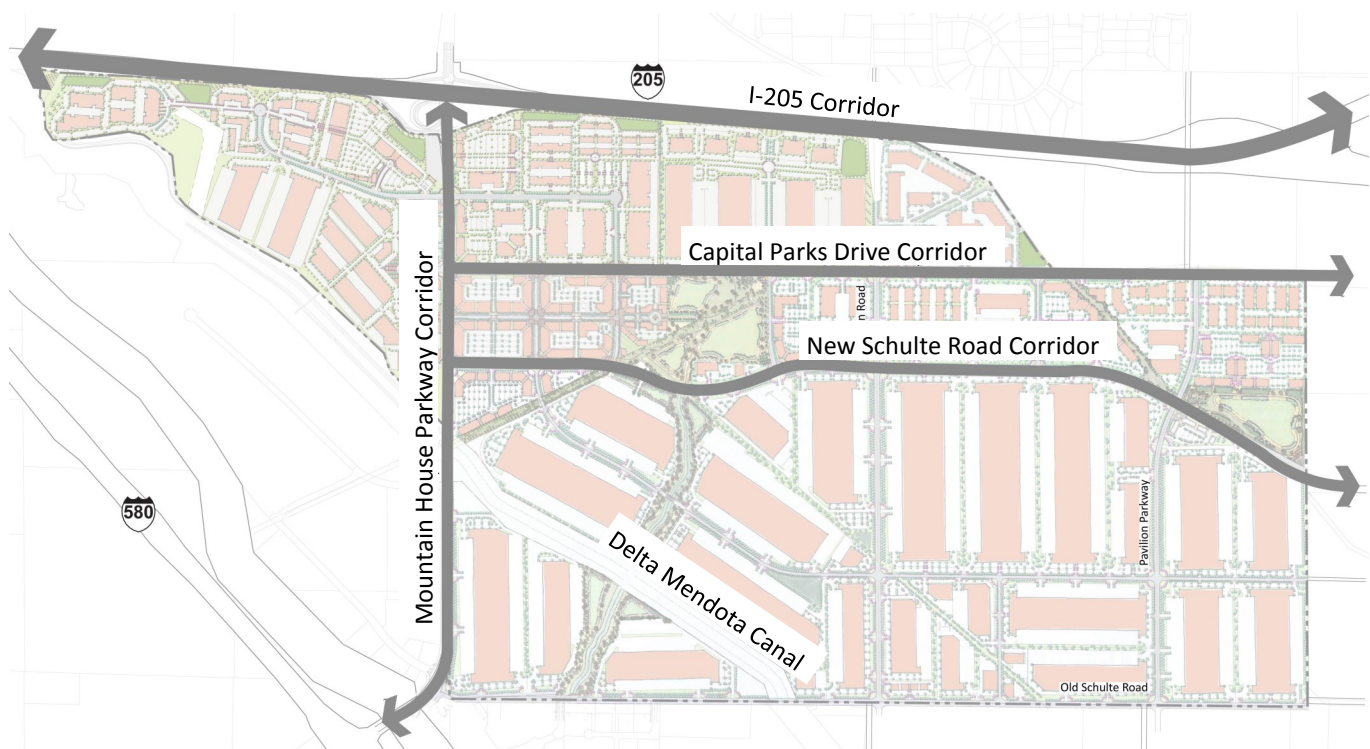


Figure 1.5, Areas of Special Design Standards

CORDES RANCH SPECIFIC PLAN: TRACY, CALIFORNIA

are included within the I-205 Overlay Zone which requires higher development and design standards with an emphasis on building orientation, architectural design, and landscape planting and screening.

The area surrounding the west and east sides of the Central Green between Capital Parks Drive and New Schulte Road is important as a high identity area of the Specific Plan. The western most portion between Mountain House Parkway and the Central Green is zoned General Office, and will provide for business services and uses that will support the larger functions of Cordes Ranch. The design intent is to create office uses which are pedestrian oriented and capitalize on the visibility from Mountain House Parkway, and provide pedestrian corridors to the Central Green, see Figure 1.7. The development character will include wide sidewalks for pedestrians, buildings framing the street with the entries from the street, and diagonal on-street parking.

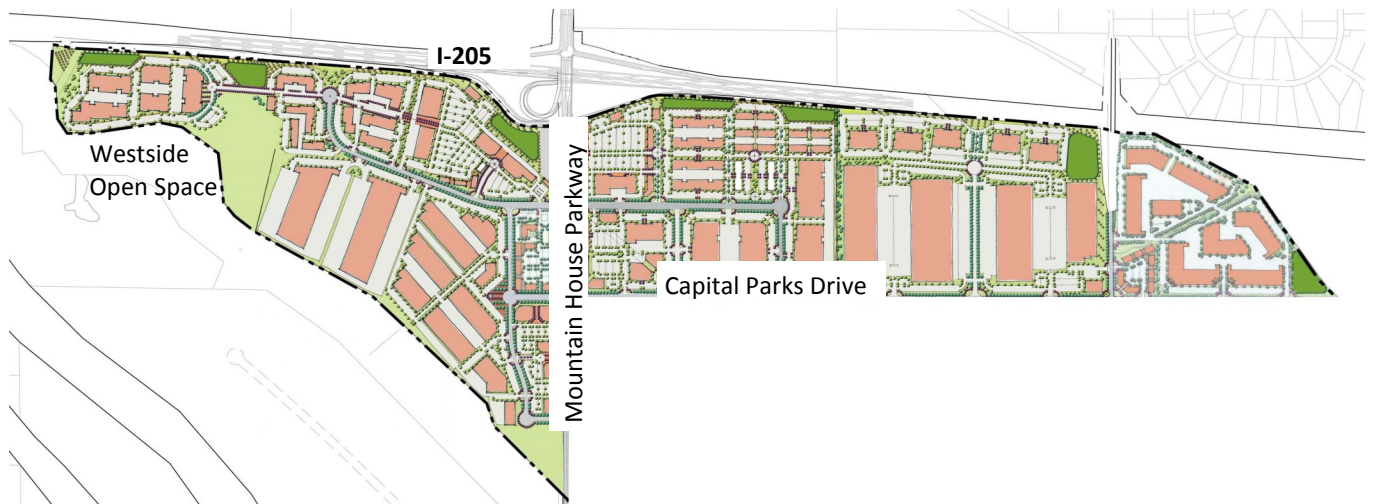


Figure 1.6, I-205 Corridor Conceptual Illustrative Development



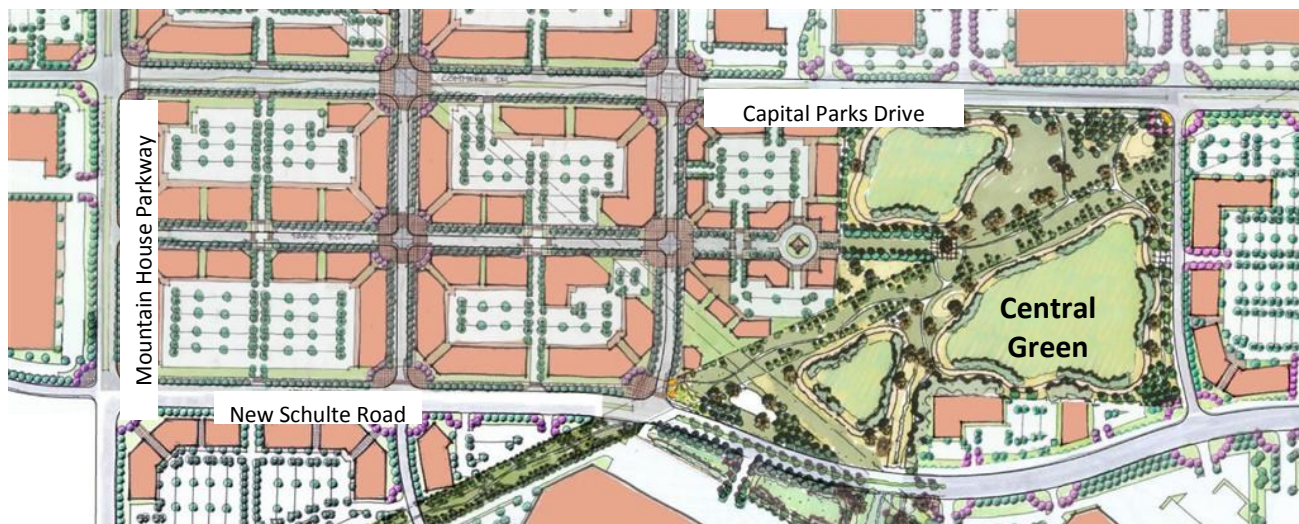


Figure 1.7, General Office Conceptual Illustrative Development



Key Map



Figure 1.8, Business Park Industrial Conceptual Illustrative Development



Key Map

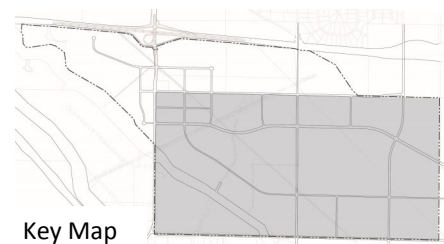
On the east side of the Central Green, uses will transition to Business Park Industrial uses, see Figure 1.8. Shorter block lengths are anticipated to accommodate and attract incubator users requiring smaller buildings. The street frontage along Capital Parks Drive and New Schulte Road will include additional landscaping for the location of Class I bikeway and pedestrian paths. These corridors will provide linkages between the Central Green and the Eastside Park. A trail and path may be included within the West Side Irrigation District (WSID) right-of-way if development of adjacent parcels allows. The pedestrian and bike network will connect to the Eastside Park at the eastern property boundary north of

New Schulte Road.

The remainder of the Project Area south of New Schulte Road is intended for development of Business Park Industrial uses. The street pattern south of New Schulte Road is anticipated to include larger block lengths to allow for parcel sizes that accommodate the function and space requirements of Business Park Industrial buildings, see Figure 1.9. The street frontages along New Schulte Road, Hansen Road, and Pavilion Parkway will include additional landscaping to provide for screening of buildings and to accommodate a Class I bikeway and pedestrian path corridor providing linkages to the Central Green and the Eastside Park.



Figure 1.9, Business Park Industrial Conceptual Illustrative Development



A strong open space and trails network will utilize the existing utility easements and drainage corridor to provide passive use areas, and pedestrian and bicycle trail amenities for use by employees and the community. The network of trails will create links between the two park areas, providing for alternatives to vehicle transportation.

Figure 1.2 references a third park site, the Westside Open Space, in the northwest vicinity of the Project Area. This site is partially owned by the United States Bureau of Reclamation, and this parcel serves as storm drainage conveyance from off-site. The remainder of the area has been set aside as open space. This area is not anticipated for development and its intended use for the foreseeable future is as open space, to be zoned Park.

The existing WSID right-of-way between Capital Parks Drive and New Schulte Road will include pedestrian and bicycle paths to connect to the Eastside Park, see Figure 1.11. The ultimate location for the open space corridor will be refined as part of the Project's subdivision map process. If the open space corridor is relocated outside the WSID right-of-way to accommodate adjacent development, then a 30' wide corridor will be provided to maintain the connection to the Eastside Park.

d. Goals

The Specific Plan will ensure that future development creates an identity of its own with a commitment to sustainability, site design, and well designed buildings and public spaces. The following goals have been established for the Project.

- Accommodate a variety of land uses including highway and retail commercial; office; office/warehouse; light industrial; warehouse and distribution facilities to foster the growth of research and development and manufacturing and distribution uses.
- Capitalize on the existing transportation corridors of Interstates 580 and 205 and increased demand for manufacturing and distribution space from the Bay Area.



Figure 1.10, Conceptual Design for West Side Irrigation District Canal



General Commercial



General Office



Business Park and Industrial

- Create opportunities to generate jobs and contribute to a vibrant workplace for the City of Tracy and the San Joaquin Valley.
- Create a thematic gateway to the City of Tracy, introducing the City's character with enhanced landscape treatments and sculptural monument signage along the I-205 freeway edge.
- Implement a range of sustainability measures aimed at conserving resources, decreasing energy and water consumption, and reducing air and water pollutants.

1.2 CALIFORNIA GOVERNMENT STATUTORY REQUIREMENTS

California Government Code Section 65451 requires that a specific plan include text and a diagram or diagrams which specify all of the following in detail:

(1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

(2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

(4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3). The specific plan shall include a statement of the relationship of the Specific Plan to the General Plan.

The Specific Plan may address any other subjects which in the judgment of the planning agency are necessary or desirable for implementation of the General Plan.

1.3 RELATIONSHIP TO OTHER PLANS

a. City of Tracy General Plan

The Cordes Ranch Specific Plan includes land uses, amenities, and design elements that are consistent with the General Plan. Below is a review of the relevant key goals and objectives from the General Plan and a discussion of how the Cordes Ranch Project will help implement the General Plan.

- **Objective LU-2.3 Expand the City's Industrial Base, P-3.** Cordes Ranch will provide for a variety of commercial office and high quality business opportunities along the I-205 corridor at the western edge of the City.
- **Objective CC-1.1 Preserve and enhance Tracy's unique character, P-2.** The Project will include a pedestrian friendly central core area of office and service commercial uses that will be linked to the adjacent Central Green area by means of open space corridors, pedestrian sidewalks and bicycle paths.
- **Objective CC-2.1 Maximize direct pedestrian, bicycle and vehicle connections in the City, P-1.** The Project has been designed on a grid pattern of through streets to create connectivity between uses, reduce vehicle miles traveled, orient buildings on an east-west orientation to take advantage of solar orientation, and to provide increased connectivity for pedestrians and bicycles.
- **Objective CC-9.1 Develop Village Centers that serve several Neighborhoods or Employment Areas, P-1.** General Commercial and General Office uses will provide services and goods for the employees within the Project. The General Office Uses have been located at the intersections of the major circulation roads for the Project at Mountain House Parkway, Capital Parks Drive, and New Schulte Road. Pedestrian paths and bike lanes and paths have also been designed as part of the Project to link businesses throughout the Project to the Central Green area.

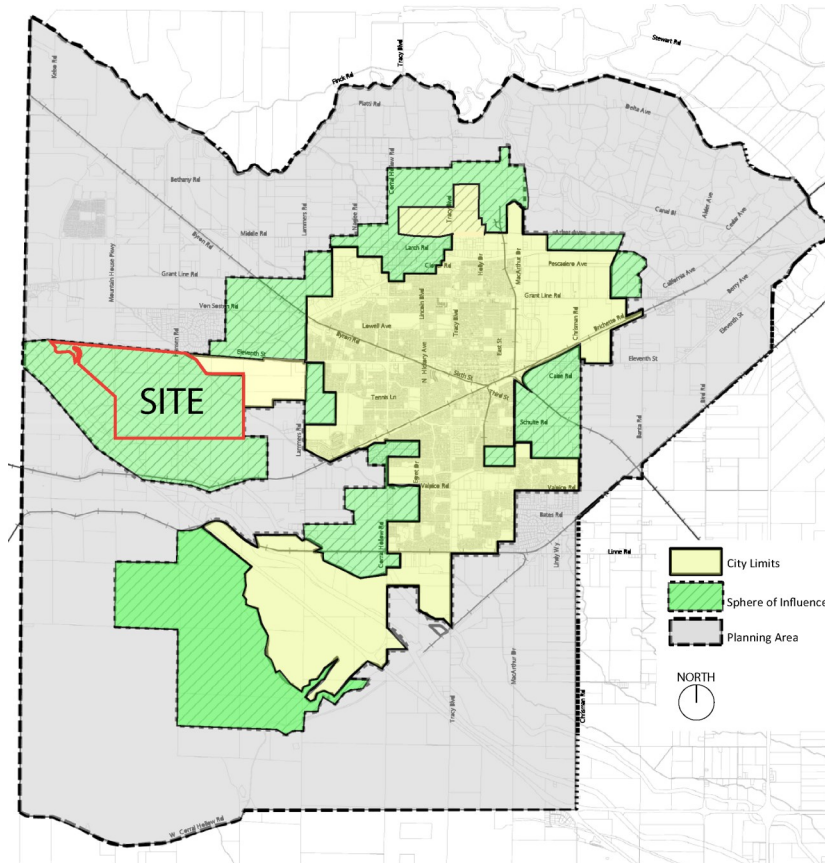


Figure 1.11, Project Vicinity

- **Goal CC-11 Well designed Employment areas that are integrated with other parts of Tracy, P-1, P-3.** Cordes Ranch will include an approximately 35-acre Central Green that will provide for the main focal point for the Project and an amenity for the employees of the business park. Another approximately 18-acre Eastside Park and storm drain detention pond with dual use potential as a park is located at the eastern edge of the Project will provide for passive and active uses. The street network, Class 1 bikeways and pedestrian sidewalks have all been designed to connect with park amenities.
- **Objective ED-1.1 Attract emerging growth industries to increase employment opportunities for a wide range of skill levels and salaries to meet the current and future employment needs of residents, P-1.** It is anticipated that Cordes Ranch will provide for approximately 125 net acres of General Office uses which will allow for corporate headquarters and emerging industries including technical, finance, insurance, and information technologies uses. Another approximately 1291 net acres of Business Park Industrial uses is also anticipated which will allow for a variety of service, manufacturing, distribution, and warehousing related uses.
- **Objective ED-5.3 Support I-205/I-580/I-5 infrastructure as key to economic growth in the area, P-2, P-3.** The development of the Project will fund and extend infrastructure per the City-wide Infrastructure Master Plans from the east to the Project Area. This will allow for development to occur on the site and allow business to expand and provide employment opportunities along the I-205 and I-580 corridors.
- **Objective ED-6.7 Develop higher-end office and office flex uses, particularly along entryways to the City along I-205 and I-580, P-1, P-2, P-3.** Cordes Ranch will provide opportunities for the development of General Office uses that contain a variety of amenities such as plazas, framed open space areas and pedestrian pathways and connections to open spaces. Design standards and guidelines included in the Specific Plan support the design of high quality business spaces, and architecture along major entryways and streets within the Project.
- **Objective CIR-1.2 Provide a high level of street connectivity, P-3, P-5.** The road circulation network and block lengths within the Project Area will provide for a variety of uses. The streets will provide for multi-modal transportation including autos, trucks, bicycles, and public transportation to promote a high level of connectivity between individual parcels and services within the Project Area. Arterial and collector streets will include Class 1 bike ways and pedestrian sidewalks. Industrial streets will include sidewalks to provide pedestrian circulation within the warehouse and distribution development areas. Street intersections will be designed to provide for safe crossing by pedestrians and bicycles.
- **Objective CIR 3.1 Achieve a comprehensive system of City-wide bike way and pedestrian facilities, P-6, P-7.** Class 1 bike ways and pedestrian paths have been included per the Citywide Roadway and Transportation Master Plan. Additional Class 1 bicycle facilities have been included within New Schulte Road, Hansen Road and Pavilion Parkway to promote safe bicycle travel on streets that have truck traffic. The PG & E easement will also include a combination Class 1 bike way and pedestrian path to link uses to the Central Green. Additional Class II bike ways will be included within the central area to provide connectivity with and to the Class I bike ways within Capital Parks Drive and New Schulte Road. Bicycle racks/parking areas will be included within retail, office, and manufacturing and distribution projects.
- **Objective OSC-4.2 Ensure that new development is responsible for providing parks and recreation facilities throughout the City of Tracy.** The Project Area has been designed with an approximately 35-acre Central Green area and an approximately 18-acre Eastside Park, which include joint use detention/park facilities. The Project also preserves the existing wetland and drainage corridor and will include pathways and passive use areas. These facilities will provide park and outdoor use areas for employees and users of the business park and Tracy residents.

- **Objective PF-6.5 Use recycled water to reduce non-potable water demands whenever practicable and feasible, P-2.** The Project Area will include a recycled water “purple pipe system” to utilize tertiary treated water when available from the wastewater treatment plant .
- **Objective PF-7.3 Promote coordination between land use planning and wastewater conveyance, treatment and disposal, P-3.** Cordes Ranch property owners will pay their proportional share of the cost of wastewater treatment and conveyance facilities and infrastructure identified in the Tracy Wastewater Master Plan. The property owners will also set up an “owners association” responsible for the operation and maintenance of private/public facilities that will be identified as the Project infrastructure is designed.

b. City of Tracy Infrastructure Master Plans

This Specific Plan has been prepared in conformance with the ultimate improvements depicted in the City-wide infrastructure Master Plans.

c. Airport Plans

The Tracy Municipal Airport is located approximately 3.3 miles south and east of the Specific Plan boundary. The San Joaquin County Airport Land Use Compatibility Plan, June 2009, depicts the Airport Influence Area extending to approximately the intersection of South Lammers Road and Valpico Road, 1.3 miles south and east of the Project Area. The Safety Element of the General Plan requires new development to be consistent with both the County and City airport plans. The Cordes Ranch Specific Plan does not conflict with either plan since it is outside the Airport Influence area.

1.4 USE OF THE SPECIFIC PLAN

The Cordes Ranch Specific Plan provides architects, urban planners, landscape architects, and developers with the necessary tools for the design and generation of development proposals for submission to the City. The City of Tracy will utilize this document to evaluate development proposals against the goals, objectives, design and development standards, and guidelines in making the findings for individual project approval.

The Specific Plan is divided into 8 chapters that provide the development and design standards and guidelines for the Project and will ensure for the level of quality the City has envisioned for the Project Area. Outlined below is a brief description of the content within the remaining chapters of the Specific Plan.

Chapter 2-Existing Site Conditions

Chapter 2 outlines the site context including existing conditions, topography, easements, drainage corridors, and existing utility infrastructure and roadways.

Chapter 3-Land Use, Zoning, and Development Standards

Chapter 3 further describes the Project concepts, land use pattern, and zoning districts that will be utilized to manage development. Development standards have been developed for each zoning district that dictate permitted and conditionally permitted land uses, setbacks, building heights, floor area ratios, parking, and landscaping standards.

Chapter 4-Design Guidelines

Chapter 4 presents the design guidelines that will be used in conjunction with development standards in Chapter 3 to generate site plans, building architecture, and landscape architecture designs for the various development parcels. Included in the chapter are imagery and preliminary concept plans to illustrate the intent of the guidelines.

Chapter 5-Master Landscape Plan

Chapter 5 presents the landscape themes, concepts, and guidelines that will be used to create the strong framework and backdrop that will unify the Project Area and streetscapes.

Chapter 6-Streets and Infrastructure

Chapter 6 outlines the road and other infrastructure improvements necessary to support the level of development intensity proposed by the Project, the sources of anticipated infrastructure funding for construction, and the conceptual phasing of these improvements. It also provides descriptions and concepts for vehicle, truck, bicycle, and pedestrian circulation networks.

Chapter 7-Natural Resources and Sustainability

Chapter 7 describes the preservation and enhancement of the existing drainage corridor and other site resources and habitat areas. The chapter also includes sustainability guidelines to reduce vehicle trips and conserve resources and energy.

Chapter 8-Plan Review and Administration

Chapter 8 outlines the development application review process and the submittal requirements.

1.5 DEVELOPMENT PROCESS

The development process for each parcel will generally consist of three steps, see Figure 1.12.

Step one is to review Chapter 3 to determine land uses which are permitted and conditionally permitted, verify the development standards and setbacks, and determine the allowable intensity of development based on parking and building heights.

Step two is review the design guidelines that apply to direct the development of site plans, architecture, and landscaping to create the quality of development anticipated by the City of Tracy, in accordance with this Specific Plan.

Step three is to prepare a development application for review and consideration by the City of Tracy. Development applications shall be prepared as required by the Tracy Municipal Code and this Specific Plan.

How to use the Specific Plan

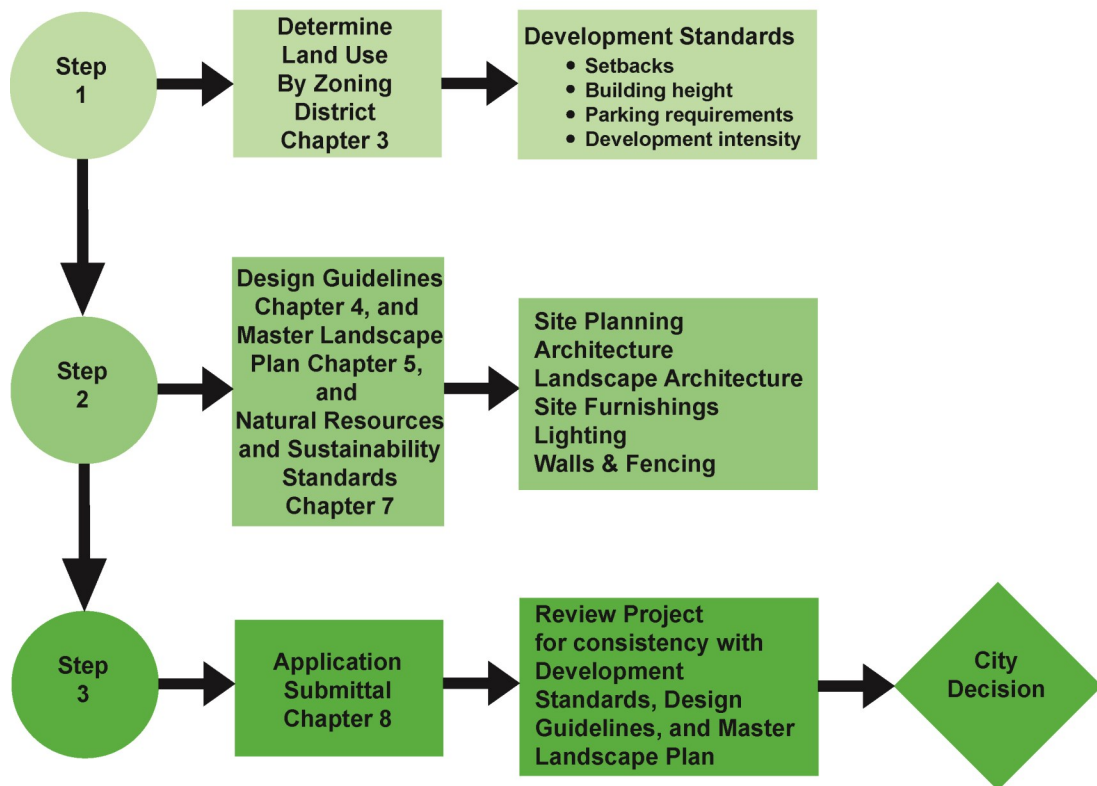


Figure 1.12, Development Process



The Project Area is located on the eastern slope of the Altamont Pass, within the City of Tracy, California, approximately 60 miles east of San Francisco, see Figure 2.1. The Project Area is adjacent to I-205 at Mountain House Parkway and northeast of I-580, see Figure 2.2.

The Project Area and existing land use is primarily farmland that slopes from an elevation of 220 feet above sea level at the southwest corner of the Project Area to elevation 90 feet at the northeast corner, see Figure 2.4. There are several existing residences, accessory structures, and a PG & E facility and maintenance yard, with associated structures located near Mountain House Parkway. A cellular tower with a related equipment building is located adjacent to Hansen Road within the PG & E transmission line easement.

2.3 ON-SITE BIOLOGICAL CONSIDERATIONS

Figure 2.2, Site Location

2.4 EXISTING PUBLIC SERVICES

An existing fire station is located at the southwest corner of Hansen Road and Old Schulte Road. The station is anticipated to provide the necessary fire protection services for the project, see Figure 2.3.

2.5 EXISTING UTILITY AND DRAINAGE EASEMENTS

A number of utility easements traverse the Project Area, see Figure 2.4. Approximately 40' and 80' wide Pacific Gas and Electric (PG & E) transmission line easements enter the mid-portion of the Project Area from the southwest, extend northeast, and exit near I-205. Two PG & E gas line easements with widths of approximately 50' and approximately 15' extend from southeast at the southern Project Area boundary, through the PG & E maintenance yard and exit near the northwest boundary at I-205. There is a 12" Chevron oil pipeline located within the 50' PG & E easement. A third approximately 50' wide high pressure PG & E natural gas easement extends from the southwest near Mountain House Parkway and terminates at the PG & E maintenance yard. A fourth PG & E natural gas easement containing a low pressure gas

line begins at the PG & E maintenance yard and extends east to an electrical transmission easement near Hansen Road. This gas line will either be abandoned and removed or relocated within Capital Parks Drive right-of-way as part of development under this Specific Plan.

2.6 EXISTING UTILITIES

Existing water and wastewater mains located within the Hansen Road and Old Schulte Road right of ways currently serve the Patterson Pass Business Park, which is adjacent to the Project Area to the south. An existing 24" water transmission main extends west within Old Schulte Road and terminates at Mountain House Parkway. From the transmission main, a 14" water line extends north within Mountain House Parkway along the western property boundary. An existing 21" Hansen wastewater sewer trunk line extends from Old Schulte Road north to Hansen Road then to the northeast Project Area boundary.



Figure 2.3, Aerial Photo

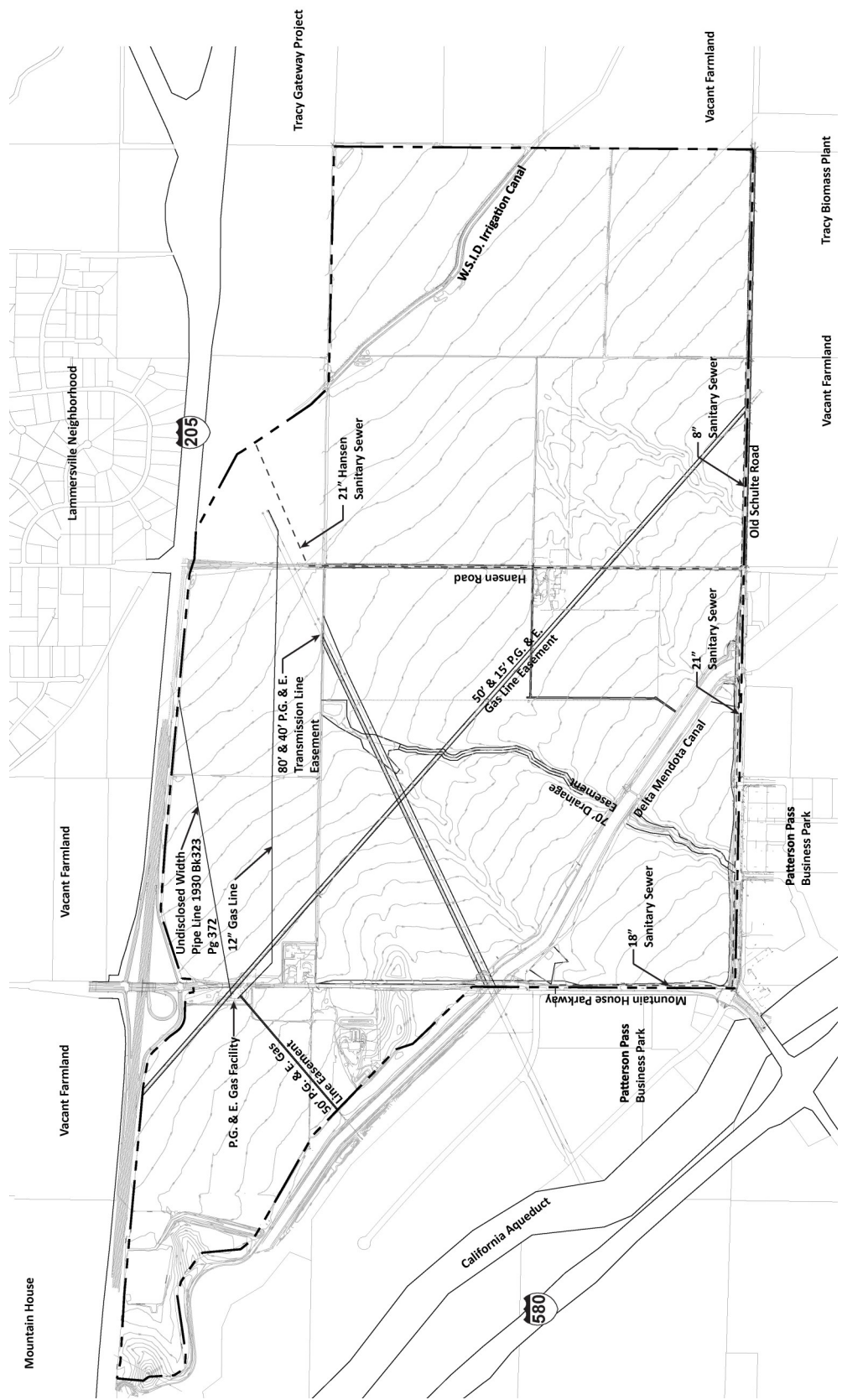


Figure 2.4, Topography & Existing Utility & Drainage Easements

2.7 FORMER OIL PIPELINES

Shell Oil Company owned two crude 8"/10" oil pipelines that were reportedly installed in the 1920's and abandoned in place in the mid-1960's. These were known as the Central Valley Crude Oil Pipelines and were buried parallel in the approximate location shown on Figure 2.4. Shell Oil Company removed these two oil pipelines from part, but not all of the site, in 2001. During the removal process, contamination was discovered. Shell has been required to undertake remediation efforts in accordance with applicable laws and regulations, under the supervision of RWQCB. Currently, there are no active remediation efforts underway, although RWQCB (SLIC # 0607708243) continues to oversee this issue and may require additional remediation from Shell Oil Company in the future.

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CHAPTER 3

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

3.1 INTRODUCTION

The Specific Plan Area is divided into four zoning districts: General Commercial, General Office, Business Park Industrial, and Parks. Permitted uses in the General Commercial Zone include retail and commercial uses intended primarily to provide goods and services to the immediate Project as well as the broader region.” The General Office Zone is intended to provide office space for professional services, research, and development. The Business Park Industrial Zone permits, among other things, warehouse, distribution, manufacturing, storage, industrial flex, and distribution related uses. Permitted uses within the Park Zones are limited to open space areas, park facilities, and detention basins, flood control improvements, and certain other public improvements.

In addition to the four zoning designations described above, parcels zoned Business Park Industrial and within 500’ of I-205 are included within the I-205/ Business Park Industrial Overlay. Property within the I



Figure 3.1, Project Concept

-205 Overlay is subject to heightened development and design standards with emphasis on building orientation, architectural design, and landscape planting and screening.

Development flexibility is created through a wide range of permitted and conditionally permitted uses, which anticipate the current and future development market, and development standards which guide the design of buildings to meet the requirements of users with a commitment to sustainability and quality architecture.

3.2 ZONING DISTRICTS

As explained above, the Specific Plan incorporates four zoning districts and an overlay zone with a variety of allowed uses. The zoning districts allow for flexibility to accommodate the future needs of the Project and the City of Tracy.

The following sections describe the zone districts and the intent of each, permitted and conditionally permitted uses, allowable floor area ratios, and other development standards. Chapters 4 and 5, Design Guidelines and Master Landscape Plan, will further guide development within the Project Area and will be used in conjunction with the development standards in this chapter.

General Commercial (GC)

The General Commercial Zone will include highway and retail commercial uses and business services designed to serve the immediate Project, as well as the broader region.

General Office (GO)

The General Office Zone includes office, office/warehouse, research, light industrial, manufacturing and other service-related business services. This zone can also contain a limited amount of supportive and compatible commercial uses (such as restaurants) or other small-scale business-serving retail uses.

Business Park Industrial (BPI)

The Business Park Industrial Zone includes warehouse, distribution logistic facilities, manufacturing, assembly, and production uses.

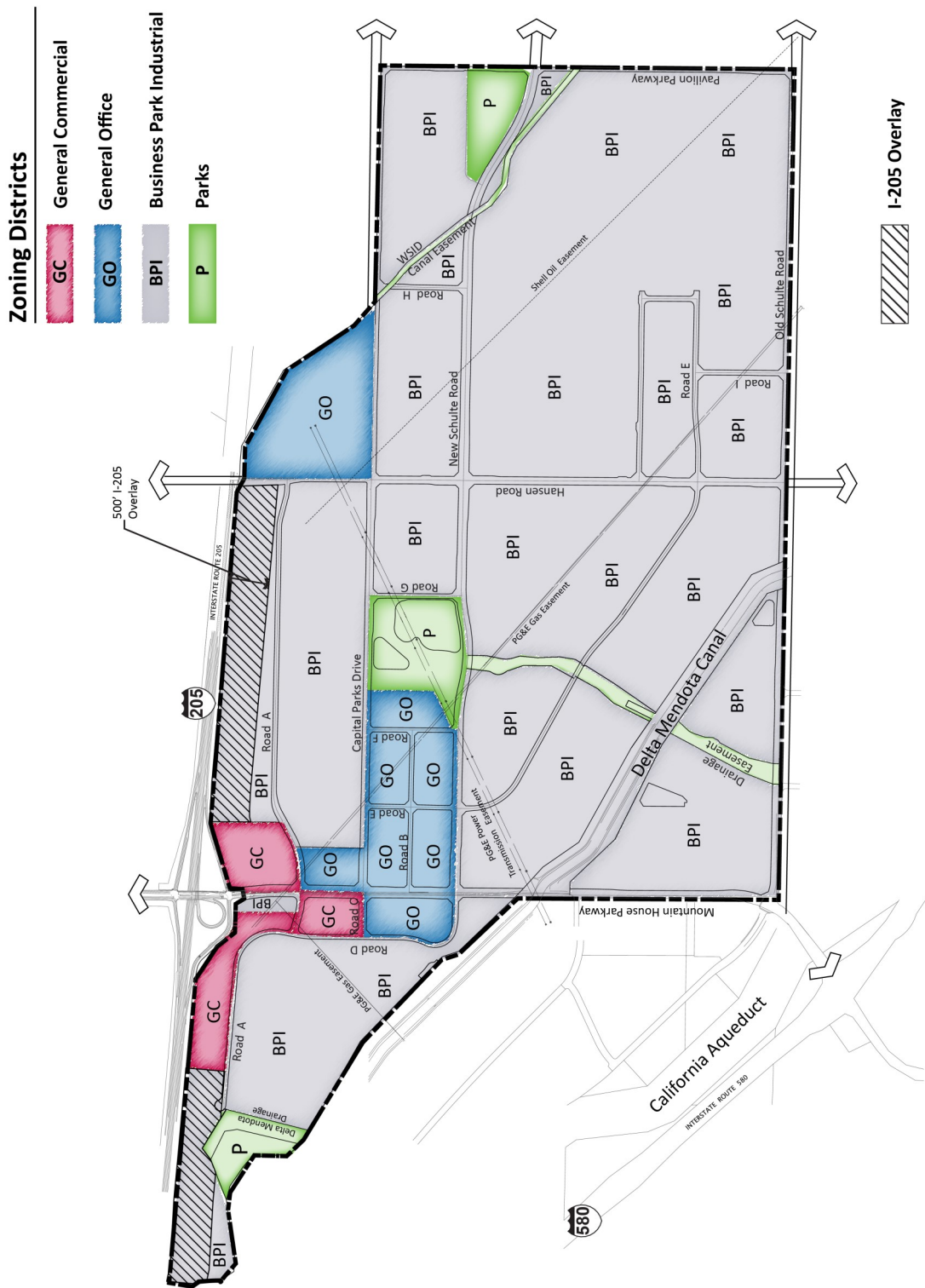


Figure 3.2, Cordes Ranch Specific Plan Zoning Districts

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 ¹	C ¹	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 ²	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 ⁷ after 11:00 p.m.	P	NP	NP	NP	NP
Eating and/or drinking establishment that serves alcohol and provides entertainment ⁷ 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 ^{1,3}	P ^{1, 3, 4}	NP
Mobile Food Venders	NP	P ⁹	P ⁹	P ⁹	P ⁹
Offices (e.g., Business, professional, laboratories, medical/ dental, financial services)	P ⁵	P ⁵	P ⁵	P ⁵	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
Public Facilities	P	P	P	P	P
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 ¹	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 ⁶	NP	NP
Vehicle Sales, Service, & Rental	P	NP	C ⁸	C	NP
Warehouse & Distribution	NP	NP	P ³	NP	NP
Passive or active recreational uses	NP	NP	NP	NP	P ¹⁰
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 International Parkway (formerly 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.
- 9. Mobile food vendors are permitted in the GO Zone, BPI Zone, I-205 Overlay Zone, and the Parks Zone subject to all requirements for mobile food vendors in the Tracy Municipal Code, except as modified by this Specific Plan. A mobile food vendor's operation (not including set up and take down) shall be allowed for up to a maximum of twelve (12) hours at a single location within a 24-hour period. The requirement in the Tracy Municipal Code that a mobile food vendor must be an accessory use to a business conducted within a building on a site is not applicable In the Parks zone, where a mobile food vendor is permitted as an accessory use to a park.

- 10. Passive or active recreational uses include, but are not limited to, events and activities such as exercise classes, health/fitness events, cooking demonstrations and food tastings, farmer's market, beer and wine tasting events, arts and crafts fairs, live music/music festivals, corporate trainings/presentations, movie screenings, environmental/nature classes, weddings, car club/concourse, and performing arts/theater. No overnight activities are permitted without a Temporary Use Permit (TUP). Any individual activity may require a building permit and/or fire permit, as applicable under the Building and Fire Codes.

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.

Prohibited Uses (All Categories)
Uses
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

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. Unless otherwise established herein, all definitions

and land use terms shall be as stated in the Tracy Municipal Code. Table 3.2 presents the prohibited uses which will not be allowed to develop within any zoning district within the Cordes Ranch Specific Plan.

Development Standards by Zoning District

	General Commercial (GC)	General Office (GO)	Business Park Industrial (BPI)	I-205 Overlay
Building Coverage and Height				
Floor Area Ratio (F.A.R.) maximum ³	30% ³	45% ³	50%	40%
Maximum Building Area	N/A	N/A	N/A	See Table 3.1 for building size limitations
Maximum Building Height ¹	80'	80'	100'	80'
Maximum Freestanding Light Pole Height ²	40'	30'	40'	40'
Minimum Building Setbacks (as measured from property line)				
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'
Minimum Private Frontage Landscaping (as measured from property line)				
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
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.
- Maximum FAR shall be 1.0 for hotels in the General Commercial (GC) and General Office (GO) zones.

Table 3.3, Development Standards

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.

Required Off-Street Parking	
Use	Required Parking based on use
Retail Commercial	One space per 250 square feet of gross floor area.
Vehicle Sales and rentals including RV's and mobile homes.	One space per 250 square feet of gross floor area, plus one space per vehicle for sale or stored on lot.
Offices: businesses, professional (not including medical or dental), and banks.	One space per 250 square feet of gross floor area.
Dental or medical clinics or offices	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 areas.
Hotels and motels	One space per guest room.
Warehouse and storage buildings	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.
Manufacturing, processing, and assembly	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.
Auditoriums, churches, sports arenas, theaters and other places of assembly	One space per five (5) fixed seats or, if the assembly does not have fixed seats, one space per 60 square feet of assembly area. If the number of parking spaces required for the sum of all accessory uses does not exceed the number of parking spaces required for the assembly area no additional parking is required. Uses which are not accessory to the assembly use, shall provide additional off-street parking in accordance with City parking regulations.

Table 3.4, Required Off-site Parking

Landscape Standards for Off-Street Parking Areas

a. Landscaping Shall Be Installed at the Following Rate:

Number of Required Auto Spaces	Percent of Parking Area in Landscaping
1 through 15	5%
16 through 30	10%
31 through 60	15%
Over 60	20%

b. Landscaping shall consist of plant materials and shall include a combination of trees, shrubs, and ground cover.

c. Trees shall be of a type approved by the Development Services Director. Trees shall be required at the rate of one tree per each five required auto parking spaces. Such trees shall be a minimum 24" box in size. Canopy trees shall be evenly distributed throughout the parking area so that 40 percent of the area shall be shaded at tree maturity. Canopy trees shall be the type that normally achieves a minimum canopy diameter of 25 feet, as approved by the Development Services Director.

d. Trees shall be planted according to the City of Tracy Standard Specifications for street trees.

e. The requirements for parking lot landscaping for industrial development, as indicated in this section, may be decreased by a maximum of 50% provided a corresponding minimum increase in perimeter landscaping of fifty (50%) percent is provided.

f. Screening of the parking area from public rights-of-way shall be provided at a minimum height of two and one-half feet and a maximum height of three feet measuring from the top of the parking area pavement. Parking area screening from public rights-of-way may consist of one or a combination of the following:

1. Berms landscape with ground cover, trees, and shrubs;
2. Solid, low profile, decorative masonry walls;
3. Evergreen shrubbery which, when solely used as screening, shall be continuously maintained to provide solid screening.

g. Trash receptacles/enclosures and loading areas shall be screened on all sides, with a gate provided for access, and shall be landscaped.

h. All landscaping shall be protected with a six inch raised concrete curb.

i. Landscaped areas and planters shall be serviced by a permanent automatic irrigation system approved by the Development Services Director.

j. All parking areas, landscaping and screening shall be continuously maintained by the property owner. Landscaping and screening shall be free of weeds, debris, litter, and dead plants. Any dead plant material shall be replaced with similar type of living plant material.

k. Parking area and perimeter landscaping shall be installed or secured as required prior to any authorization to occupy any building(s) served by required parking areas.

l. Landscaping shall be designed to obscure views of loading and other service areas, including trash storage areas, from rights of way and adjoining property containing such loading facilities.

m. 40% canopy tree coverage.

Table 3.5, Landscape Requirements for Parking Areas



Vegetated bioswales in planting islands

3.5 OFF-STREET PARKING

The Tracy Municipal Code off-street parking requirements shall apply to the Cordes Ranch Specific Plan except as modified herein. On-street diagonal parking on , along the parcel frontage of Streets B, E, and F may be counted as part of the off-street parking requirement for adjacent development.

3.6 LANDSCAPE STANDARDS FOR OFF-STREET PARKING AREAS

Off-street parking areas will require landscaping per the standards established by the Tracy Municipal Code. Parking area landscaping shall be provided in accordance with Tracy Municipal Code standards unless otherwise provided herein.

3.7 ADDITIONAL LANDSCAPING STANDARDS

Parking Area Landscape

- When located adjacent to the freeway or other right-of-way frontage, parking should be screened by use of landscaping, berming, low decorative walls or combination of these.
- To the extent feasible, parking lot planting islands and tree placement should be coordinated with freeway edge planting and views into signage and any special architectural detailing.
- Parking lot trees should be provided at a minimum of one tree per 5 spaces. Large scale, high branching shade trees should be used in all parking areas.
- Vegetated bioswales are encouraged in parking lot planting islands to treat on-site stormwater. Pedestrian circulation should be carefully coordinated with bioswales.
- Landscaping shall be integrated with the building frontage.
- There shall be a minimum 10 foot wide (inside dimension) landscaped strip along property lines adjacent to the public rights-of-way and private streets. The landscaped strip shall be continuous except at required access to the site or parking area.

3.8 SIGN STANDARDS

Wall, monument, directory, and directional signs are the sign types allowed in the BPI Zone and shall be allowed in accordance with Tracy Municipal Code standards, except as modified herein. Signs in the GC and GO Zones shall comply with the Tracy Municipal Code standards, except as modified below. Total sign area allowed on each parcel shall be calculated as the sum of the sign areas of all types of signs, not to exceed one square foot of sign area for each lineal foot of building frontage of business being advertised.

Freeway Sign

A total of two Freeway Signs are allowed within the Cordes Ranch Specific Plan. They are allowed to be located within the General Commercial zone parcels adjacent to I-205. Figure 3.3 depicts the approximate location for each, and Figure 3.4 depicts the design and dimensions examples for a Freeway Sign. A Freeway sign requires Development Review approval as outlined in Chapter 8. The Freeway Signs

should be creatively designed and should add to, and not detract from, the aesthetic appeal of the Cordes Ranch Specific Plan Area, as illustrated in Figure 3.4, Freeway Sign Design Example. The design example shown in Figure 3.4 is not intended to preclude other design alternatives that may emerge through the Development Review process. A Freeway Sign may identify any tenant(s) located within the General Commercial (GC) Zone of the Cordes Ranch Specific Plan area.

Freeway Sign Design Standards

1. Maximum height: 70'
2. Maximum width: 22'
3. Maximum number of sign panels is 8 per sign face.
4. Height of the lowest sign panel shall be 8 feet min.
5. Maximum number of signs permitted: 2 within the Cordes Ranch Specific Plan area.



Figure 3.3, Freeway Sign Locations

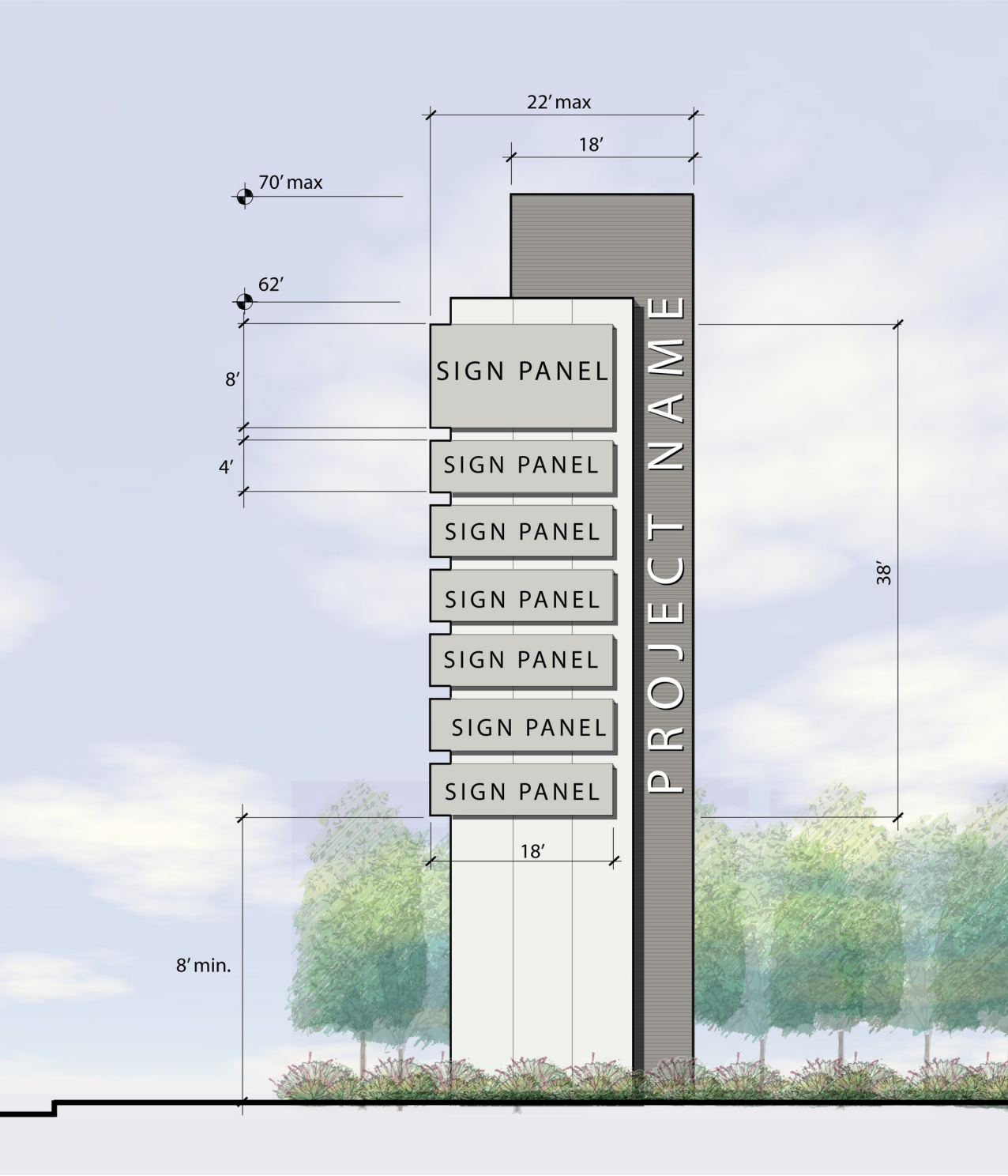


Figure 3.4, Freeway Sign Design Example



Freeway Sign - West Vantage Point Example



Freeway Sign - East Vantage Point Example

Wall Signs within the Business Park Industrial Zone

It is important that wall signs be proportional to the building scale and mass. Due to the size, building mass, and building setbacks from the street frontages, wall signs within the BPI zoning designation will be allowed as follows:

Wall Sign A Design Standards within the Business Park Industrial Zone

1. Wall Sign A shall not exceed 300 square feet per individual sign and the combined total of all Wall Sign A's placed on each building frontage shall not exceed 600 square feet.
2. Wall Sign A shall consist of individually mounted letters and logo elements only.
3. Maximum wall sign width including logo shall be a maximum of 80% of the width of the architectural element that the sign is placed on. See Figure 3.5.
4. See Figures 3.6 and 3.7 for typical building signage locations.

Wall Sign B Design Standards within the Business Park Industrial Zone

1. Wall Sign B shall not exceed 30 square feet per individual sign and shall be limited to no more than two Wall Signs B's placed on each building frontage.
2. Wall Sign B shall consist of individually mounted letters and logo elements only.

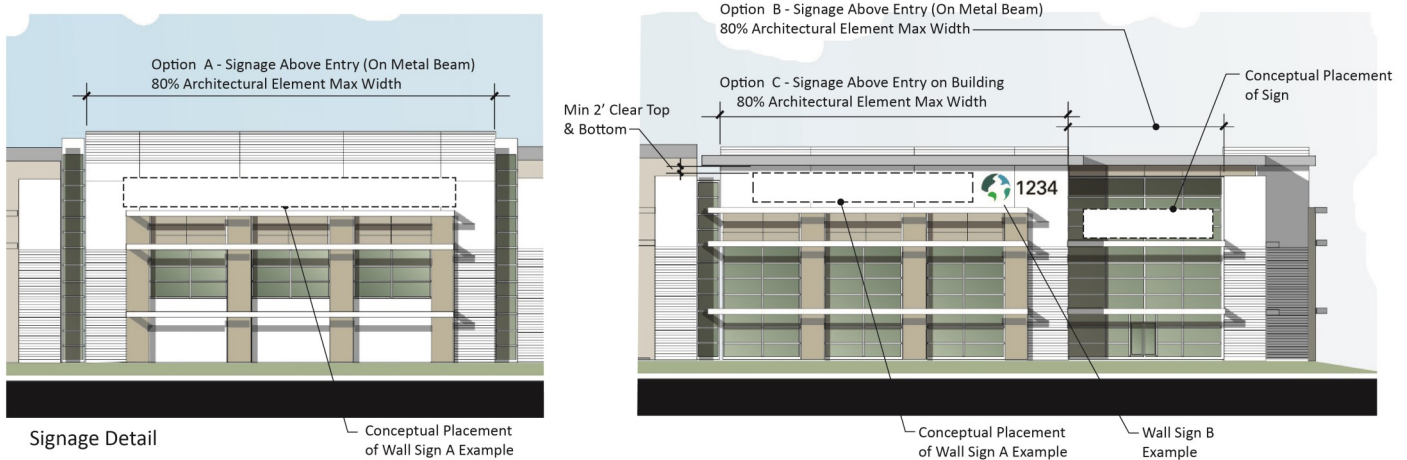


Figure 3.5, Wall Signs



Figure 3.6, Typical Wall Sign Locations

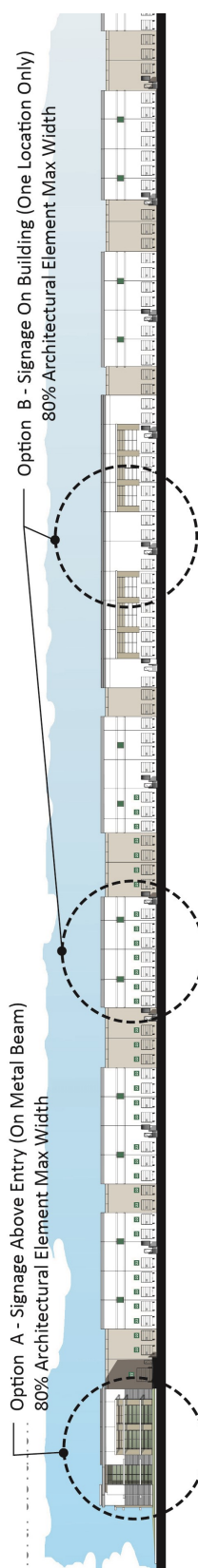


Figure 3.7, Typical Wall Sign Locations

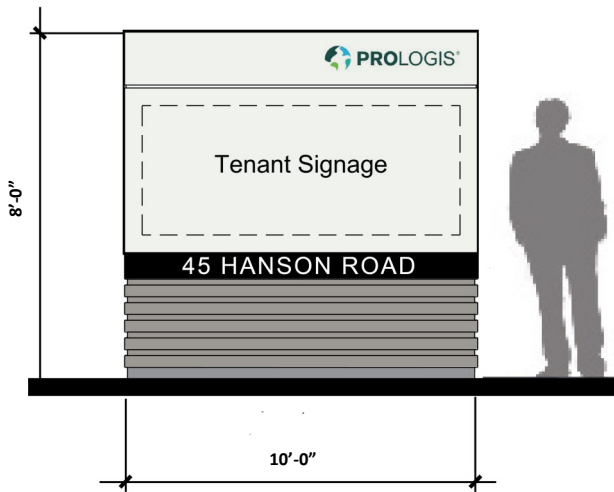


Figure 3.8, Monument Sign
Single Tenant Example

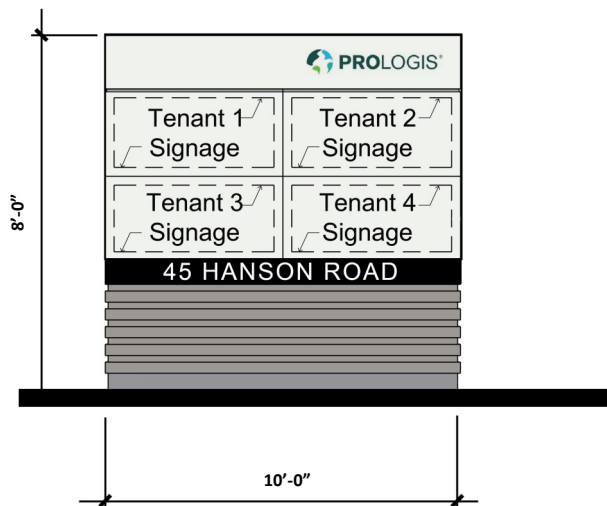


Figure 3.9, Monument Sign
Multi-Tenant Example

Monument Signs within the Business Park Industrial Zone

Monument signs will assist visitors in wayfinding at Cordes Ranch and to denote the vehicle entry points to businesses. With the wide street corridors and landscape setbacks within Cordes Ranch, it will be important to provide monument signage scaled appropriately, see Figure 3.8 and 3.9 for typical monument sign design. Monument signage will be allowed as follows;

Monument Sign Design Standards within the Business Park Industrial Zone

1. The maximum number of monument signs per parcel shall be one per driveway approach (known as a "curb cut") with no more than two monument signs located on each parcel street frontage. The minimum distance between monument signs located on the same parcel street frontage is 700 feet. Two separate parcels with a shared curb cut may both have a monument sign.
2. Monument signs shall not exceed 80 square feet maximum per sign face.
3. Maximum monument sign height shall not exceed 8', except that any monument sign within 10 feet of a public right-of-way shall not exceed 6 feet in height.
4. Maximum monument sign width shall not exceed 10'.
5. Monument signs shall not obstruct vehicular sight lines, as set forth in the Tracy Municipal Code.

Directory and Directional Signage within the Business Park Industrial Zone

Directory and Directional signs will assist visitors with on-site wayfinding and to denote the location of business entries and to assist with on-site vehicle circulation. Directory and directional signage will be allowed per the Tracy Municipal Code requirements, except that a directory sign shall not be permitted within 50 feet of a public right-of-way and must be oriented to serve on-site visitors.

CHAPTER 4 DESIGN GUIDELINES



General Commercial



General Office



Business Park Industrial

4.1 INTRODUCTION

The design guidelines set forth in this chapter serve to steer development of Cordes Ranch by establishing criteria for development character, architecture, detailing, and landscape themes for the General Commercial, General Office, Business Park Industrial, and the I-205 Overlay.

The guidelines are to be used in conjunction with the Development Standards in Chapter 3 which provide the standards for setbacks, building height, intensity of development, and the permitted and conditionally permitted uses. Chapter 8 outlines the Development Review process that will utilize these guidelines to evaluate development applications in order to make the necessary findings for project approval.

Design Goals

The goal of these design guidelines is to develop facilities that:

- Establish a sense of place for Cordes Ranch through quality architecture and well designed buildings;
- Guide the site planning and building orientation to capitalize on the location and unique opportunities each site presents;
- Establish a consistent landscape theme that provides a gateway to the Project and to the City of Tracy, and creates a unifying design element for Cordes Ranch;
- Provide flexibility to allow for a variety of development options and opportunities to generate jobs in the City of Tracy;
- Create a gateway to the City consisting of well designed buildings and enhanced landscaping design along the I-205 freeway edge.

4.2 DESIGN ELEMENTS

The Project Area includes a number of design elements that create the framework for development, See Figure 4.1. These consist of the following:

- Park and open space amenities;
- Freeway and road frontage corridors;
- City gateway and Project entry features.

a. Park and Open Space Amenities

The Project has been organized to capitalize on the large public space Central Green which is a “hub” of the Project. The drainage easement and corridor will be enhanced with trails, landscaping and other amenities to create public open space and gathering places for employees and City of Tracy residents. The road network and bicycle and pedestrian paths have been designed to lead to the Central Green. To further create connectivity with the Central Green, the street frontages along Mountain House Parkway, Capital Parks Drive, and New Schulte Road include landscap-



Figure 4.1, Project Design Elements

ing to create corridors or "spokes" to provide for Class I bike paths and pedestrian sidewalks. The Central Green is connected with a network of roads, bicycle, and pedestrian "spokes" that connect the project and creates a gathering place for employees of the business park.

b. Freeway and Road Frontage Corridors

I-205, Mountain House Parkway, Capital Parks Drive, and New Schulte Road are the main points of access to the Project, see Figure 4.1.

Landscaping will be a key element in combination with the building architectural design that will create these design edges. Loading docks and service doors shall be screened from view from these public street corridors with either landscaping, berming, or screen walls or any combination of these methods. Building architecture and orienting the office function to face the street and corners will be important to create a strong streetscape experience.

c. City Gateway and Project Entry Features

To denote the entry to the City, the northwest corner of the Project will include a grouping of three gateway signs. The signs have been arranged so that they are visible from both directions of I-205 and will include lettering and/or imagery to identify the Cordes Ranch project as well as the City of Tracy. A second gateway sign element will be located near the mid portion of the Project, see Figure 4.1.

The signage elements will not only denote the gateway to the City, they will also establish a consistent identity and Project branding for the freeway sign, project entries, intersections, and entry monuments.

Three project entry signs are included to create a sense of Project identity. These include entry signs at Mountain House Parkway and Road 'A', Mountain House Parkway and Old Schulte Road, and New Schulte Road at the eastern property boundary near the Eastside Park. The entry signs will include 20' high c-shaped metal panel identity signs, corten and corrugated metal walls, or similar materials.



Orient building entries towards public streets



Buildings should frame and front streets



Cluster buildings to create courtyards and plazas

4.3 GENERAL DESIGN GUIDELINES

The following design guidelines will support the implementation of the design elements described in Section 4.2 and are applicable to all Zone Districts.

Site Design

a. Site Planning and Building Orientation

- Buildings at corners and vehicle entries should frame the street and provide pedestrian connections between the street and the buildings.
- Buildings should be oriented to include adequate setbacks to create public spaces.
- Main vehicle access drives shall be oriented to terminate at the building entrances to provide visitors with a clear pathway to entries.
- Establish visual links in multi-building complexes by using landscaping and other site design elements that allow pedestrians to easily navigate within a complex of buildings.
- Site planning and parking lot design should consider travel speeds and view corridors from the freeway to businesses, placement of signage, and scale and location of special architectural features.
- Landscaping at site entries should support the character of the project and provide a sense of arrival. A variety of elements can be used to enhance entries, such as monoliths, low ornamental walls or fences, accent planting, and special paving.
- Signage and landscape treatment should distinguish the entries that serve the main building from service entries. Service vehicle traffic should be separated from employee and visitor circulation. A clear travel route should be provided between the street and the building or complex entry.
- Provide for efficient site circulation by creating landscaped drive aisles that divide parking fields and direct vehicles to parking adjacent to buildings.
- Provide adequate stacking length at main entries and the first drive aisle to limit vehicle ingress and egress conflicts.
- The office portions of buildings should be oriented to the main public street or located at the building corner.



Create landscaped drive isles to direct vehicles and pedestrians



Design buildings with offsets and recesses

- Provide for vehicle circulation and parking in front of buildings that will assist with creating appropriate building massing at public streets. To achieve this, buildings that parallel the public streets shall be set back a minimum of 50' to the face of the building.

b. Pedestrian Circulation

- Provide clear, convenient pedestrian connections from the public streets, sidewalks, transit stops and trails to business entries.
- Distinguish pedestrian pathways from vehicular drives through the use of differing paving texture, color and/or materials. Where pedestrian pathways cross vehicular drives, provide clearly delineated crosswalks and consider raising the pedestrian paving surface for more visual differentiation.
- Provide adequate lighting for pedestrian safety.
- Design building footprints with offsets, recesses, and orient buildings to create courtyards, and/or plazas to provide for a variety of gathering places.

c. Screening and Utilities

- Loading docks, truck trailer parking and service doors shall be allowed to face public streets, but screened with either landscaping, berming, or screen walls or any combination of these methods.
- Include ample landscaping to screen views of the truck trailer parking, service doors, and loading docks from public streets.
- Parcels with more than one building should cluster buildings so that service doors and loading docks oppose each other to screen views from public streets.
- Loading docks and service doors shall not be visible from I-205.
- Incorporate storm water treatment improvements into the overall site design and parking lot layout of each parcel. Storm water control shall be designed in accordance with adopted standards.



Design trash enclosures to be compatible with Project architecture



Exterior utility equipment screened with planting

- Outside storage when permitted will only be allowed if completely screened from public view. Utilize screen walls, fences, landscaping, and berming or any combination of these methods to provide proper screening.
- Uses such as auto, RV or boat repair or storage, as well as for uses involving outdoor parking of industrial vehicles such as fork lifts or construction equipment, shall be well screened and are required to be located behind the rear portion of the building. The areas should be screened with a solid wall or fence compatible with the building architecture and landscape. Chain link fencing is not permitted where visible by the public for such particular uses.
- Site planning shall anticipate the location of any above-ground utilities including, but not limited to, PG&E transformers, phone company boxes, fire department connections, backflow preventers, irrigation controllers and other on-site utilities, which shall be screened from view from any public right-of-way behind landscaping, structures, walls or fences that are designed to be compatible with the buildings and landscape/hardscape features on the site.
- Trash enclosures shall be designed with solid doors, interior concrete curbs, and exterior materials and colors shall be compatible with the adjacent building exteriors on a site. All trash enclosures shall be sized to fit both trash and recycling containers that will be necessary to serve the users of the site.
- Enclosed metal trash compactors adjacent to the loading docks are permitted and will be screened from public view as part of the truck court/trailer storage screening.
- Trash enclosures shall be screened from view from all public rights-of-way (including I-205) by buildings or landscaping, with openings oriented away from public view, and shall be located in a manner that allows for accessibility by the trash/recycling vehicles.

d. Parking and Circulation

- Create a clear visual entry to the project by use of signage, entry walls, vertical landscape elements, and accent hardscape/paving.

CORDES RANCH SPECIFIC PLAN: TRACY, CALIFORNIA



Include landscaped planters to divide large parking areas



Use of wing walls and landscaping to conceal loading docks, and service doors

- Parking, when located adjacent to frontage streets, shall incorporate landscaping to screen the parking areas from the public view.
- Large parking areas should include landscaped drive aisles that divide parking fields to provide clear circulation to parking adjacent to buildings.

e. Parking Lots

- Tree planting in parking areas should create shading and softening the appearance of the parking lot. At least 40% of the paved area shall be shaded at tree maturity.
- Where practical, provide separate entrances for automobiles and trucks clearly marked to promote safe site circulation.
- Where landscape planters are parallel and adjacent to vehicular parking spaces in customer parking lots, the planter areas shall incorporate a 12-inch wide concrete curb along their perimeter that is adjacent to the parking space in order to allow access to vehicles without stepping into landscape planters.

f. Walls and Fences

- Landscape walls and fences should be of high quality materials compatible with the architecture and landscape design.
- In addition to landscaping and berming, walls and fences can be used to screen the entries to the service and loading dock function of the buildings.
- Walls and fences should be designed and constructed of materials similar to and compatible with the overall design character and style of the development.
- Permitted materials include pre-cast concrete walls, split-face masonry, stone or stone veneer, brick, tubular steel, wrought iron, or similar high-quality material.
- Security gates should be constructed of the same materials and detailing as the fencing for the project.
- Fencing shall be limited to a maximum height of 12'. If security fencing is constructed adja-



Gates visible from public areas are to be constructed of tubular steel or similar material



Typical parking lot lighting



Provide pedestrian-scale lighting along walkways

cent to the landscape setback area, it should be constructed of tubular steel or similar material.

- Gates for pedestrian and vehicular access to restricted areas that are visible from public areas (i.e., parking lots, drive aisles) shall be constructed of solid durable material, tubular steel, or similar material.
- Chain-link is not preferred and only permitted when not in public view, such as on the side or rear project boundary when not visible from public view. Barbed wire, razor wire, integrated corrugated metal, electronically charged or plain exposed plastic concrete/PCC fences are not permitted.
- Site security may sometimes call for walls and/or fences, which may be comprised of a variety of different materials, including but not limited to tube steel, masonry, or any combinations thereof. The use of chain link fencing is allowable if it is designed in conjunction with the overall site and landscape plan and not visible from public view.

g. Lighting

- Site lighting should be attractive and consistent with the overall character of the project.
- Site lighting should highlight building entries, open spaces, walkways, and architectural features.
- Pedestrian scale lighting should be used for pedestrian walkways through parking areas.
- Lighting should be architecturally compatible with the building and site design, and shall have a 40' maximum height for a freestanding light pole, except as shown in note 2 of Table 3.3. Lighting should be low profile and in scale with the setting and may include post lights and light bollards.
- Parking areas shall have lighting which provides adequate illumination for safety and security. Parking lot lighting fixtures shall avoid conflict with tree planting locations so they do not displace intended tree plantings.
- All projects shall include lighting for safety and security purposes. All lighting fixtures shall be fully shielded with cut-off fixtures so that there is no glare emitted onto adjacent properties or above the lowest part of the fixture.
- Outdoor lighting and other means of illumination for



Accent bollard lighting



Light fixture bases should be protected



Contemporary Landscape

signs, structures, landscaping, and similar areas, shall be made of durable materials.

- Accent lighting shall be used to enhance the appearance of a structure, draw attention to points of interest, and define open spaces and pathways. Accent lighting will only be permitted when it does not impact adjacent development, roadways, or residences.
- Pole footings in traffic areas shall be designed and installed to protect the light standard from potential vehicular damage.

4.4 ON-SITE LANDSCAPE GUIDELINES

Landscape design plays an important role in creating a uniquely attractive, sustainable and health-promoting environment for Cordes Ranch. The character is contemporary which is a uniquely California aesthetic. Native and climate adapted plantings in swath patterns and hedgerows create a rustic, yet visually ordered environment. Natural materials in clean, simple designs create a sophisticated character. The project is visually unified with thematic signage, coordinated furnishings and fixtures, enhanced hardscape and plant palette, which all work together to create a sense of “place”.

The Cordes Ranch Landscape Guidelines are intended to provide a framework for achieving the high quality landscape character envisioned for the Project. The guidelines are not intended to limit innovation, but rather to provide clear direction on design elements that are key to achieving the desired character. The detailed design criteria provided here will support planners, architects and landscape architects in meeting the intent of the Specific Plan. In the case of conflict between the provisions of this Specific Plan and City of Tracy standards, the provisions herein shall take precedence.

- Vehicle parking when fronting I-205 shall be screened by landscaping and berming.
- Fast-growing trees closely spaced in groupings to create visual mass are encouraged.
- Planting areas should be provided between parking and roads to provide visual relief in large expanses of hardscape.



Screen parking with landscaping and berming



Encourage creative, innovative landscape designs



Stormwater management as part of landscape

- Screening and sound attenuation along roads should be achieved through siting, berming and landscaping.
- Property owners are responsible for installing and maintaining the landscape setbacks within their properties, in accordance with the Tracy Municipal Code and this Specific Plan.
- Design should be generally consistent with the overall contemporary character of the project.
- Sophisticated designs with simple plant palettes, such as rows and masses of native and climate adapted grasses and tree plantings are encouraged. There should be a consistency of landscape design throughout a development. Unrelated random placement of plant materials should be avoided.
- Sites should be landscaped in order to optimize the aesthetic appeal and comfort for employees and visitors. All portions of a site not devoted to buildings, structures, parking, outdoor storage or paving should be landscaped, to the extent feasible. Landscapes should be designed to reach a reasonable level of maturity within five years.
- Large scale buildings should be screened by large scale planting.
- Trees shall be provided at a ratio of an average of at least one tree for every 1,000 square feet of landscape/hardscape area, not including required parking lot trees.
- Trees shall be installed at a minimum size of 24" box.
- Parking lot trees should be provided at a minimum of one tree per 5 spaces. Trees may be clustered to define circulation routes, frame site views, and reinforce freeway edge planting. Large scale, high branching shade trees should be used in all parking areas.
- Vegetated bioswales are encouraged in parking lot planting islands to treat on-site stormwater and provide visual relief within the hardscape.
- No large landscape areas are to be landscaped with solely native grasses.

b. Materials

- Natural materials, including stone, and wood in



Native/climate adapted plants in simple designs



Outdoor space separated from parking with planters



Turf minimized in the landscape

keeping with the general character of the project are preferred.

- Refer to the Plant Palette provided on page 4-12 for suggested plant materials.
- Locally sourced, salvaged and recycled content materials in the landscape are encouraged.
- The use of renewable energy in the landscape such as photovoltaics and wind turbines is encouraged.
- The use of native, climate adapted and large stature species is encouraged to promote/create habitat, minimize use of water, fertilizers and pesticides, promote biodiversity and sequester carbon.
- Species listed on the CAL-IPC list of invasive species shall not be used in the landscape.
- Turf should be minimized in the landscape, except where needed for recreational purposes. The use of turf for solely decorative purposes is strongly discouraged.
- Stormwater Best Management Practices, such as rain gardens, bioswales and rainwater harvesting, should be incorporated into the landscape to maximize on-site infiltration of stormwater, to the extent possible.

c. Sustainability

- Sustainable landscape design employing the most current technologies are strongly encouraged.
- High-efficiency, weather based irrigation systems should be used.
- Recycled water shall be used for landscape irrigation when available.
- Appropriate placement of landscape materials should provide summer shade on buildings, parking spaces, drives and paths.
- Enhanced building entries and other special landscape features are encouraged and should feature bold foliage accent planting in pots or planters, colored paving, spreading shade trees and seating elements. Accent lighting is also encouraged.

Suggested On-Site Tree Palette

The following plant list provides suggested species suitable for the design aesthetic desired for the project at on-site locations. For Right of Way, Median, and Landscape Setback Trees see Chapter 5.

Botanical Name	Common Name
Arbutus x 'Marina'	Marina Arbutus
Cedrus deodara	Deodor Cedar
Cercis occidentalis	Western Redbud
Crataegus laevigata 'Paul's Scarlett'	Paul's Scarlett Hawthorn
Crataegus phaenopyrum	Washington Hawthorn
Fraxinus pennsylvanica 'Urbanite'	Urbanite Ash
Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Maidenhair Tree
Koelreuteria paniculata	Golden Rain Tree
Lagerstroemia hyb. 'Muskogee'	Lavender Flowering Crape Myrtle
Lagerstroemia hyb. 'Tuscarora'	Pink-Red Flowering Crape Myrtle
Laurus x 'Saratoga'	Saratoga Sweet Bay
Olea europaea 'Swan Hill'	Swan Hill Olive
Olea europaea 'Wilsonii'	Wilson's (fruitless) Olive
Pistacia chinensis 'Keith Davey'	Keith Davey Chinese Pistache
Quercus coccinea	Scarlet Oak
Quercus frainetto 'Schmidt'	Forest Green Oak
Quercus shumardii	Shumard Red Oak
Quercus suber	Cork Oak
Quercus robur 'Skyrocket'	Skyrocket (columnar) Oak
Quercus robur 'Crimson Spire'	Crimson Spire (columnar) Oak
Quercus robur 'Fastigiata'	Columnar English Oak
Quercus virginiana	Southern Live Oak
Quercus virginiana 'Heritage'	Heritage Southern Live Oak
Ulmus parvifolia 'True Green'	True Green Chinese Evergreen Elm
Ulmus parvifolia 'Allee'	Allee Chinese Evergreen Elm
Zelkova serrata 'Green Vase'	Green Vase Zelkova
Zelkova serrata 'Village Green'	Village Green Zelkova

- Large scale trees and shrubs appropriate to the scale of the architecture should be emphasized to minimize visual dominance of large architecture.

d. Site Furnishings

- Site furnishings should be high quality and contemporary in design and compatible with the overall landscape design.
- Site Furnishings should be durable and vandal resistant.

4.5 GENERAL COMMERCIAL GUIDELINES

General Commercial development will include approximately 20 acres of retail and highway commercial services and uses. Site planning should orient buildings to face the primary highway/street frontage and/or entry drives to maximize exposure for businesses. Parking should be located behind buildings and/or screened with landscaping and berming. Drive aisles should be oriented perpendicular to the buildings to provide for easy pedestrian access to the buildings. In large retail centers of over 100,000 sf, a pedestrian pathway should be incorporated into the parking field to provide a linkage and clear pathway for safe pedestrian access between buildings. A typical illustrative site plan is presented in Figure 4.2.

Small commercial developments will include a mix of retail commercial uses, business and professional services. Buildings should frame the street and be sited at the minimum setback or have only a single row of parking between the building and street. Buildings should be clustered to create plazas, and framed spaces for seating, fountains and other design amenities. A typical illustrative plan is presented in Figure 4.3.

- Building facades can be oriented to face either the freeway frontage or the main public street so that businesses and commercial uses are highly visible.
- Vehicle parking when fronting I-205 shall be screened by landscaping and berming.
- Commercial and Office Buildings along the freeway shall be setback at the minimum 30' landscape setback.
- Design building footprints with offsets, recesses, and orient buildings to create courtyards, and/or plazas to provide for a variety of gathering places.

- Trash enclosures shall be completely screened from I-205 and public streets and located to allow for collection vehicle turning and access.
- Site planning shall anticipate the location of above ground utilities and backflow preventers. Utilities and backflow preventers shall be screened from public view when feasible. Use landscaping or "green screen" walls to reduce the visibility of utilities and other infrastructure that require location above ground.
- Incorporate storm water treatment improvements into the overall site design and parking lot layout of each parcel. Storm water control shall be designed in accordance with adopted standards.



Design buildings with recesses and outdoor spaces



Incorporate stormwater treatment within landscape areas

CORDES RANCH SPECIFIC PLAN

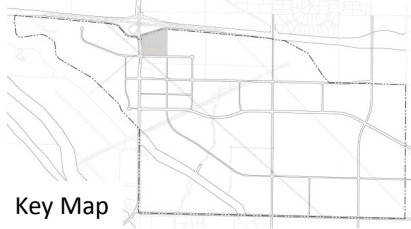


Figure 4.2, Conceptual Large Commercial Illustrative Plan

CORDES RANCH SPECIFIC PLAN: TRACY, CALIFORNIA



Figure 4.3, Conceptual Small Commercial Illustrative Plan



Landscape parking adjacent to public streets



Include public spaces and plazas in the site design



Orient building facades to face I-205 and public streets

4.6 GENERAL OFFICE GUIDELINES

General Office development to the west of the Central Green will consist of shorter street block lengths to create a more pedestrian friendly district. Buildings will be allowed to be multiple stories in height and will frame the streets and corners. Diagonal on-street parking will provide direct access to businesses and services with additional parking encouraged to be located behind buildings and screened with landscaping and berming. A typical illustrative site plan is presented in Figure 4.4.

- Parcels with frontage along Mountain House Parkway, Capital Parks Drive, New Schulte Road, and Roads B, E, and F, should orient buildings to the street.
- Buildings at corners and vehicle entries should frame the street and include plazas, or gateway openings and pedestrian connections between the street and the campus of buildings.
- Buildings should be oriented to include adequate setbacks to create public spaces and plazas.
- Establish visual links in multi-building complexes by using landscaping and other site design elements that allow pedestrians to easily navigate within a complex of office buildings.
- Parking, when located adjacent to frontage streets, should be discouraged in the General Office area along streets "B" "E" and "F". When infeasible, parking should be screened by use of either landscaping, berming, or low walls or any combination of methods from the public view and pedestrian circulation.
- Large parking areas within General Office should include dedicated landscaped drive aisles that divide parking fields to provide clear circulation to parking adjacent to buildings.

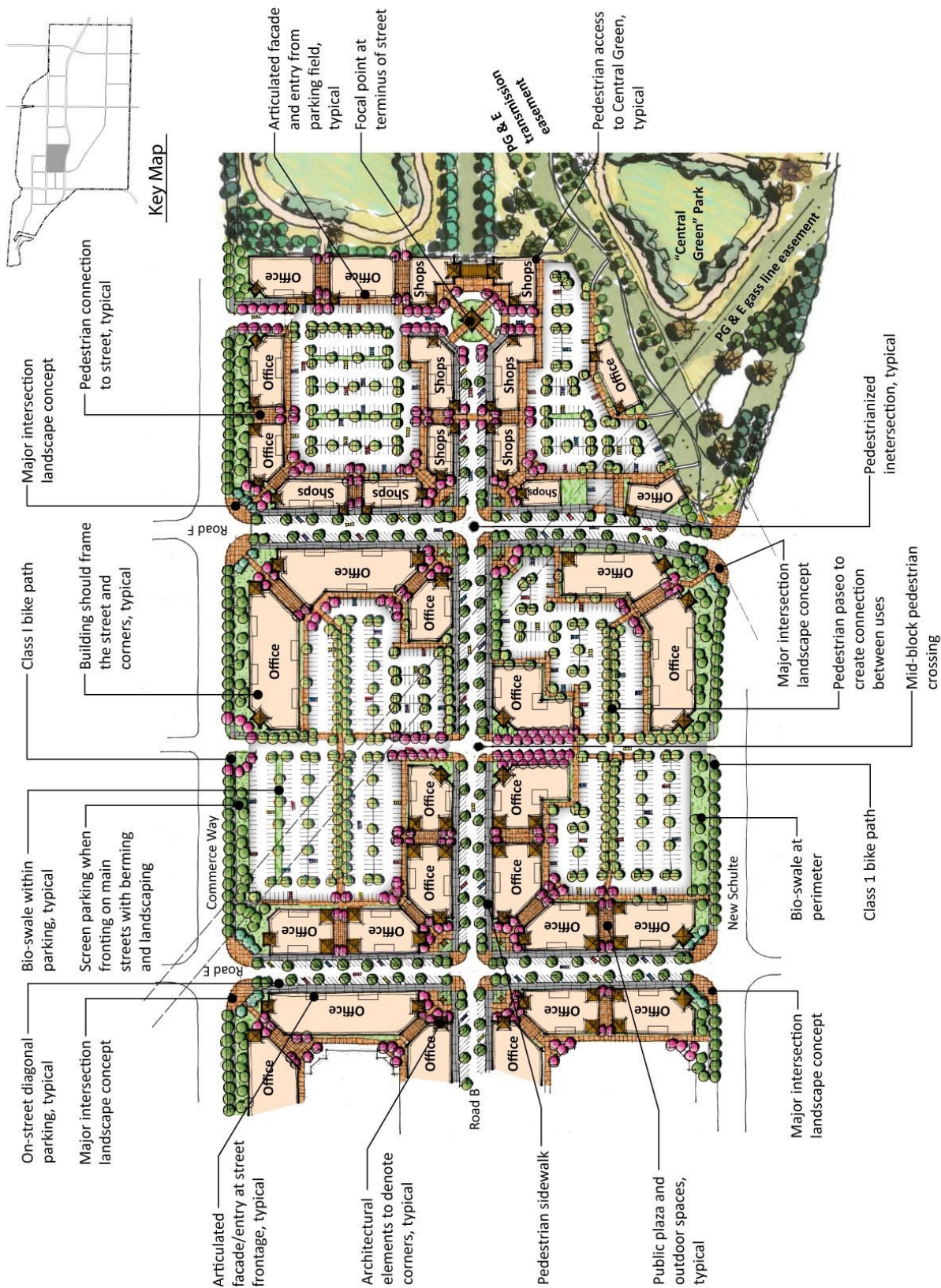


Figure 4.4, General Office Illustrative Site Plan

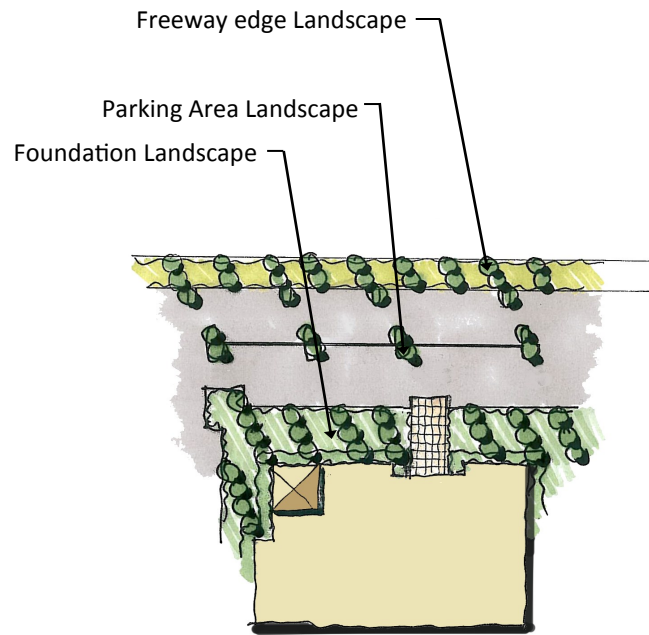
4.7 I-205 OVERLAY GUIDELINES

The I-205 Overlay is the “front door” to the Project and the City. The freeway edge provides opportunities for highly visible freeway development. The vision is to create a strong thematic entry to the City, create a gateway to the Project from I-205 at Mountain House Parkway, and create a development fabric of well designed buildings that are oriented to the freeway that will establish a visually interesting building edge.

The Overlay includes the first 500 feet from the property line, adjacent to I-205, see Figures 4.5 and 4.6. The Overlay will guide the orientation of buildings, the design and detailing of building architecture, and establishes the landscape character of the freeway frontage.

The following guidelines have been established to guide development of parcels within the I-205 Overlay.

- Loading docks and service doors are not allowed to face I-205.
- Development with more than one building should orient buildings so that loading docks and service doors oppose each other and face the interior to screen views from I-205.
- Parking and/or frontage/access roads shall be located adjacent to the freeway to create a minimum 100' building setback from the property line at I-205 to assist in reducing the visual massing of buildings.
- Site planning shall provide for two “tiers” of landscaping adjacent to I-205:
 1. A 30' minimum landscape area from the property boundary paralleling I-205.
 2. Landscaping within the parking field shall be required to meet the minimum parking shading requirements for the City of Tracy;
- Parking, when located adjacent to the freeway frontage, should be screened by use of landscaping, low berming, or low walls or a combination of all.
- Landscaping of the 30' minimum area parallel to I-205 shall adhere to the concept plan in Chapter 5.



Provide tiers of landscaping along the I-205 frontage



Screen walls used to conceal parking, loading docks, and service doors

- Screen views of interior facing service doors and loading docks that may be visible from the freeway and public streets with landscaping, berming, screens walls, or any combination of all.
- Screening walls shall be utilized to obscure views of interior services doors and loading docks. Walls should be designed and constructed of the same or complimentary materials as primary buildings.
- Building architecture should include additional articulation of roof/parapet and wall design.



Figure 4.5, I-205 Overlay Illustrative Plan - West of Mountain House Parkway



Key Map

Figure 4.6, I-205 Overlay Illustrative Plan - East of Mountain House Parkway



Orient office functions of buildings to face public streets



Screen loading docks with landscaping and/or screen walls



Provide separate entrances for trucks

4.8 BPI DESIGN GUIDELINES

Business Park Industrial facilities will generally consist of large parcels that will allow for large buildings, many over 500,000 square feet. Buildings should be designed to face office functions and building entries to the street and provide screening of truck and trailer parking, loading docks, and service doors with either landscaping, berming or screen walls or any combination of these methods. Parking should also be screened with landscaping and berming and include trees to provide shading to reduce heat gain. A typical illustrative concept site plan is presented in Figure 4.7.

- Buildings should be setback from the property line to allow for employee and customer parking adjacent to the building.
- Buildings with an office function should be oriented to the main public street or located at the building corner.
- Parcels with more than one building should cluster buildings so that service doors and loading docks oppose each other to screen views from public streets.
- Include ample landscaping to screen views of the loading docks, truck trailer parking, and service doors from public streets.
- Parking, when in front of buildings, will be screened by use of landscaping or berming from the public view.
- If possible, provide separate entrances for automobiles and trucks clearly marked to promote safe site circulation. In many cases there will be shared vehicle access.
- Parking areas for trucks and trailers shall be allowed to face public streets, but should be screened from public view. Utilize screen walls, fencing, landscaping, and berming or any combination of these methods to provide proper screening.
- Allow for adequate truck stacking length at the security building and the street entry to limit conflicts with site circulation.

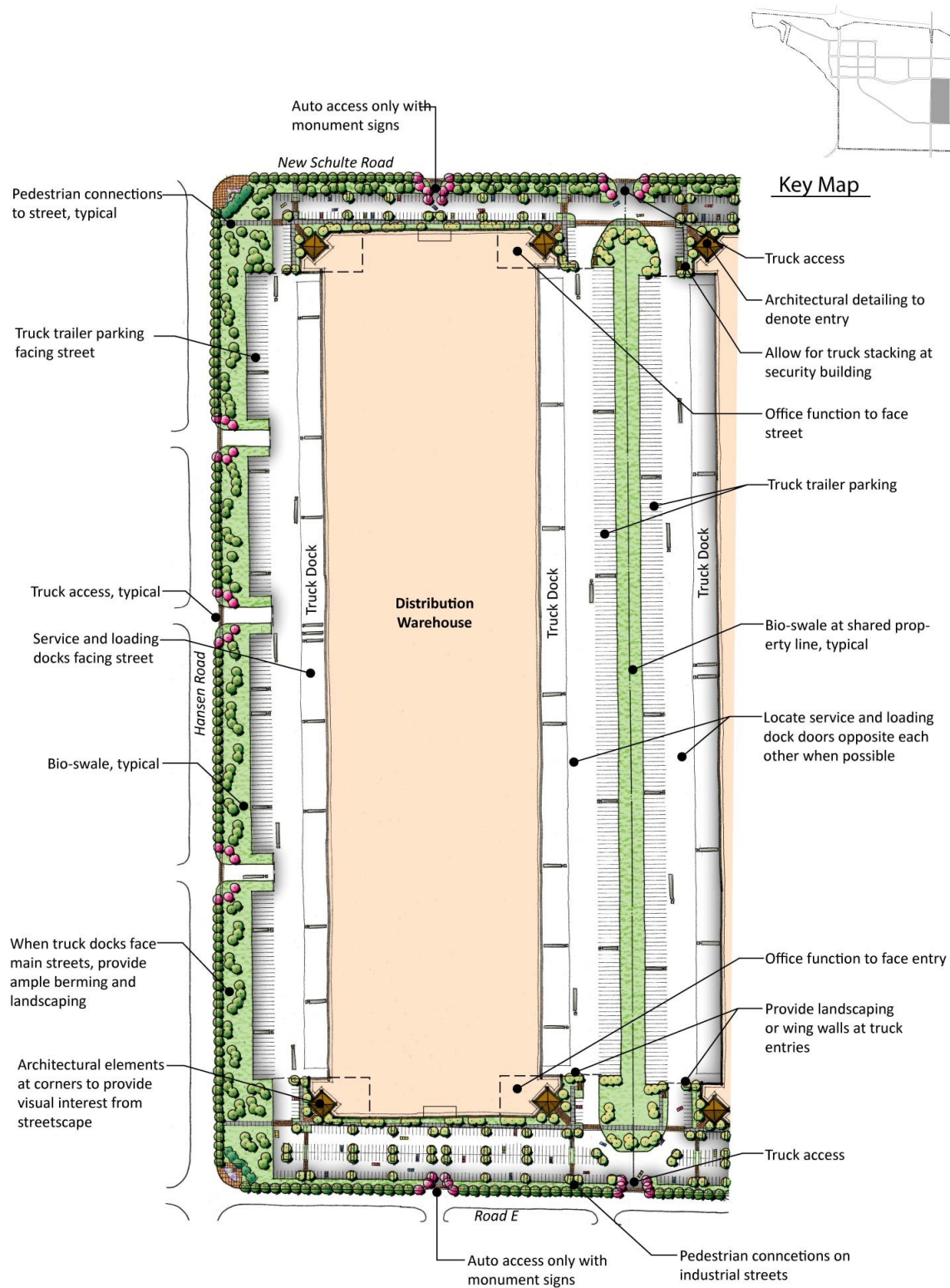


Figure 4.7, Business Park Industrial Illustrative Plan



Use a variety of materials in the building design



Use vertical and horizontal design elements to create facade breaks



Use simple shapes and forms to create visual interest

4.9 ARCHITECTURAL GUIDELINES-ALL ZONING DISTRICTS

These architectural design guidelines are intended to provide direction for the development of well-designed structures through the use of high-quality materials and attention to detail that will meet or exceed the high standards envisioned through this Specific Plan. These guidelines will assist in ensuring a base level of quality of architecture consistent with the vision and goals of the Specific Plan, rather than relying on standardized market prototypes to drive the design of the various building types.

- Building base materials may consist of, but not be limited to, wood, stucco, stone, brick, concrete or slump block, and concrete tilt-up panels. Accent materials may consist of, but not be limited to, tile, glass, stone, brick, wood, stucco and metal. All buildings should utilize a variety of colors and materials.
- Buildings with primarily metal exteriors are not permitted unless an exception is made based on meritorious design.
- Visual interest on buildings with simple shapes shall be provided through the use of both vertical and horizontal façade breaks that should be visible from street view, including, but not limited to, varying roof heights and pitches, stepped out columns, awnings, windows, recessed entries, score lines, and a mix of colors and materials.
- All separate structures on a site shall have consistent architectural detail and design elements to create a visually cohesive development. It is not necessary or even desired for buildings to “match”, but they should utilize similar architectural elements, colors and materials, or styles so that there is not an aesthetic disconnect between buildings on a site.
- Utilitarian portions of buildings, such as vents, gutters, downspouts, flashing, electrical conduit, and other wall-mounted utilities shall be painted to match the color of the adjacent surface or otherwise designed in harmony with the building exterior.
- All buildings shall be designed to completely screen any roof-mounted equipment, including, but not limited to, HVAC units, vents, fans, antennas, sky lights and dishes from view of all public rights-of-way.



Simple architectural forms with clean lines



Variety of materials applied to the base, wall, and cap



Utilize warm earth and neutral color palettes

4.10 GENERAL COMMERCIAL ARCHITECTURAL GUIDELINES

The General Commercial architectural design guidelines are intended to provide direction for the development of buildings that will house commercial retail and consumer service land uses. These buildings should be designed with elements that consider the human scale in order to promote the comfort of the customers by providing protection from the elements through awnings, covered walkways, and other pedestrian-friendly elements. Often times, all sides of commercial buildings will be visible to the public and should be designed in a manner where they are welcoming to customers from the street as well as the parking lot and service areas.

- Elements that promote pedestrian activity such as awnings, covered arcades, windows, and hardscape features (benches, stepping stones, etc.) shall be incorporated into the design of commercial buildings.
- All publicly visible sides of commercial buildings shall be designed with a complementary level of detailing and quality of materials so that there is equal visual interest on all sides. This may include, but not be limited to, the use of spandrel glazing, awnings, trims, covered doorways, accent colors and accent materials. Multiple building entries are encouraged when feasible.

The General Commercial retail images are intended to guide the style of the architecture and detailing for commercial retail development, see Figure 4.8.

CORDES RANCH SPECIFIC PLAN: TRACY, CALIFORNIA



Figure 4.8, Typical General Commercial Architecture



Include architectural details at entries



Use simple building forms and massing to unite building features



Clean architectural lines with simple details

4.11 GENERAL OFFICE ARCHITECTURAL GUIDELINES

The General Office design guidelines are intended to ensure high-quality office buildings with design details that set them apart from buildings in the Business Park Industrial Areas. Offices may be single or multi-story, and may stand alone or be grouped in a campus-style design.

- Colors and materials should be used strategically in keeping with the building's architectural theme.
- Building entries should be highlighted with pedestrian-scale elements to direct customers and employees to the entrance and distinguish it from the remainder of the building.
- Office buildings should be designed with a high window to wall ratio. The use of glass walls is encouraged. Spandrel glazing may be used to provide the illusion of glass for large portions of a building where structural elements constrict the use of full glass walls.
- Repetition of shapes, lines and dimensions should be strategically used to create a sense of architectural rhythm that visually unites the building features.

The General Office images are intended to guide the style of the architecture and detailing for development of multi-function buildings that create an inviting work place, see Figure 4.9.

CORDES RANCH SPECIFIC PLAN: TRACY, CALIFORNIA



Figure 4.9, Typical General Office Architectural Styles



Clean, simple architecture and detailing



Locate the office function at the corner of the building



Provide architectural focal points at entries

4.12 BUSINESS PARK INDUSTRIAL ARCHITECTURAL GUIDELINES

Buildings within the Business Park Industrial Zone will vary in size and function, but many will be very large warehouse/distribution or manufacturing facilities. In order to prevent long, straight building facades that are uninteresting and uninviting, these buildings will be designed with visual variety that may include color, changes in parapet wall height, score lines, and similar design elements without compromising the functional aspects necessary to serve the occupants, such as their large scale, dock doors, and simple (rectangular) shapes.

- Building facades shall be articulated to add visual variety and distinctiveness by adding breaks in long building facades at least every 200 feet in the form of score lines, varying roof heights, and/or color variations. Building entries shall be designed with the human scale in mind by concentrating windows and enhanced colors and materials at the office and entry areas.
- Metal is discouraged as a building's primary exterior except where the industrial nature of the use seems to mandate this type of construction. If metal buildings are found appropriate, decorative features, textural changes, or relief techniques should be used to break up large building faces and glass, brick or other surface treatments to the office portions of such structures in view of a public street shall be required.

The Business Park Industrial buildings presented in the images provide the quality, general architectural styles and detailing for typical warehouse/distribution or manufacturing facilities for Cordes Ranch, see Figure 4.10.

CORDES RANCH SPECIFIC PLAN: TRACY, CALIFORNIA



Figure 4.10, Typical Business Park Industrial Architectural Styles

CHAPTER 5 MASTER LANDSCAPE PLAN

5.1 LANDSCAPE CONCEPT

The Cordes Ranch Specific Plan includes a thoughtfully planned set of landscape treatments and open space areas designed to create a unique and aesthetically appealing development that promotes environmental and personal health. The landscape design is contemporary and sustainable, in reference to the architectural style and detailing of the building with the Specific Plan boundary and forward-thinking nature of the City of Tracy. The Project Area is visually unified through contemporary landscape elements including project signage, plant palette and coordinated furnishings and fixtures, creating a strong sense of place. The scale and location of design features reinforce the circulation hierarchy.

These private landscape elements are generally located outside of the right-of-way and will be privately maintained. Implementation of the Master Landscape Plan is further addressed in Chapter 6, which describes specific triggers for these improvements and maintenance responsibilities. In some cases the right-of-way extends several feet beyond the back of walk. In these cases, the portion of right-of-way beyond the back of walk may be privately maintained for simplicity and to ensure maintenance consistency. Where certain features extend into the right-of-way, maintenance easements or other arrangements acceptable to the City, will be established to allow for private maintenance.

Sustainable design of the landscape will include the use of native and climate adapted plant species, high-efficiency irrigation systems and lighting, locally sourced and recycled materials and stormwater best management practices. This approach to the design will create a contemporary California landscape that is attractive, yet resource-efficient and relatively low-maintenance.

The design concepts and illustrations depicted within the Master Landscape Plan are intended to be conceptual only and were envisioned to provide only a guideline for development of the final design. These illustrations include conceptual design elements, a listing of suggested plant species, proposed plant spacing, and suggested plant container sizes. Final landscape designs for each of these design elements in both the public right of way and private parcels including but not limited to the design and layout, plant species, plant spacing, and container sizes will be reviewed and approved by the City of Tracy as part of individual development applications for each parcel or as part of the public road improvement plan approval process.



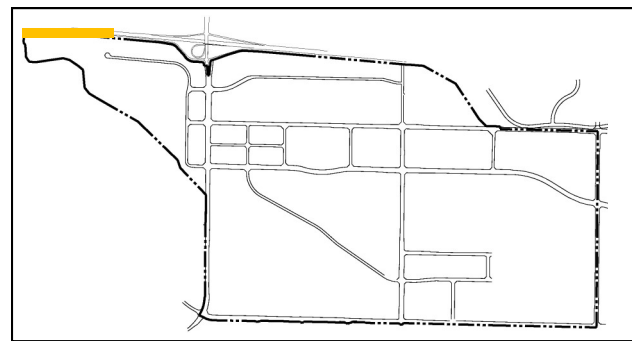
Conceptual Streetscape Planting

5.2 I-205 LANDSCAPE CORRIDOR

Two alternating landscape themes along the I-205 corridor will enhance the freeway edge and create visual interest. See Figure 5.2. One theme is more formal consisting of evergreen trees in angled rows inspired by windrows seen in the San Joaquin Valley. The second theme is informal tree groupings arranged to allow openings for views into the Plan Area. The use of these alternating concepts reflects a contemporary aesthetic. Groupings of shrubs, fescues, and grasses will be planted as understory for trees. Detention basins along the freeway frontage will be planted with hydroseeded grasses and enhanced with trees planted along the perimeter, see Figure 5.4. The detention basins have the benefit of adding to the landscape setback while functioning as storm water detention and treatment. The landscaped frontage setback along I-205 will maintain a minimum of 30' in width. Figures 5.1—5.10 depict the conceptual design for the I-205 frontage.

Design Elements for Freeway Edge, Western Portion

- A. *West City Gateway*
 - see Section 5.3 City Gateway for details and enlargement . See Figure 5.8.
- B. *Trees Informal Planting (Grouping)*
 - species: Quercus ilex (Holly Oak)
 - size: 24" box min.
 - spacing: 30' on center, min. 3 trees (similar species) per grouping.
 - species: Quercus wislizenii (Interior Live Oak)
 - size: 24" box min.
 - spacing: 30' on center, min. 3 trees (similar species) per grouping.
 - species: Cedrus deodora (Deodar Cedar)
 - size: 24" box min.
 - spacing: 30' on center, min. 3 trees (similar species) per grouping.



Key Map

Design Elements for Freeway Edge, Western Portion

- C. *Freeway Planting Understory, typ.*
 - See Figure 5.3.
 - 30' min. landscape
 - species: native and drought tolerant shrubs closely spaced, e.g. Coffeeberry, Santa Barbara Sage, Howard McMinn Manzanita, Rockrose, Toyon and Rosemary.
 - height: 3' to 15'
 - size: 5 to 15 gal.
 - spacing: maintain and allow plants to grow to natural form.
 - species: Ornamental Grasses closely spaced, e.g. Atlas Festuca, Carex, Pennisetum and Lomandra
 - height: 2' to 4'
 - size: 1 to 5 gal.
 - spacing: maintain and allow plants to grow to natural form.
- D. *Detention Basin*
 - hydroseed with native grasses
 - Bank planting: Groupings of Arroyo and Upland Willow, California Wild Rose.
 - size: 5 and 15 gal.
 - spacing: 12' on center, min. 3 shrubs (similar species) per grouping.
- E. *Freeway Fence, typ.*
 - Approved fencing by Caltrans
 - See Figure 5.3
- F. *Trees Formal Planting*
 - species: Olea europaea (Fruitless Olive)
 - size: 36" box
 - row spacing: 25' (diagonal to freeway fence line)

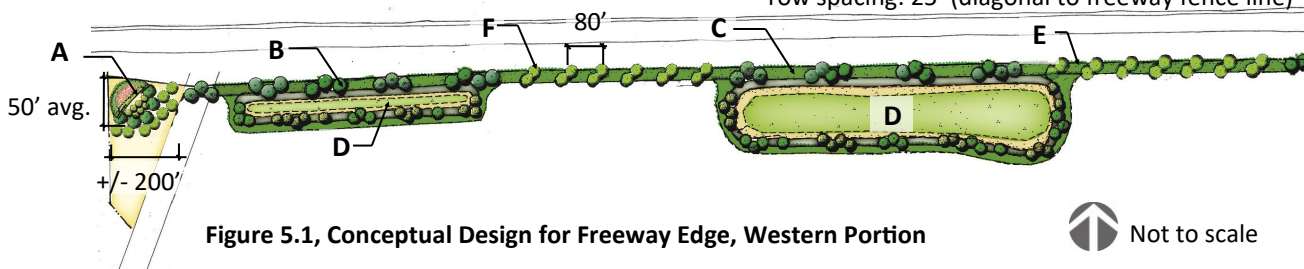
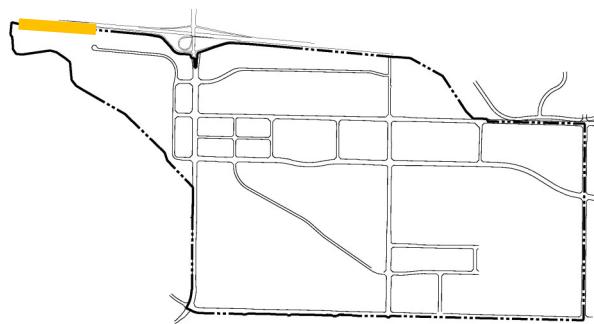


Figure 5.1, Conceptual Design for Freeway Edge, Western Portion



Not to scale

CORDES RANCH SPECIFIC PLAN: TRACY, CALIFORNIA



Key Map

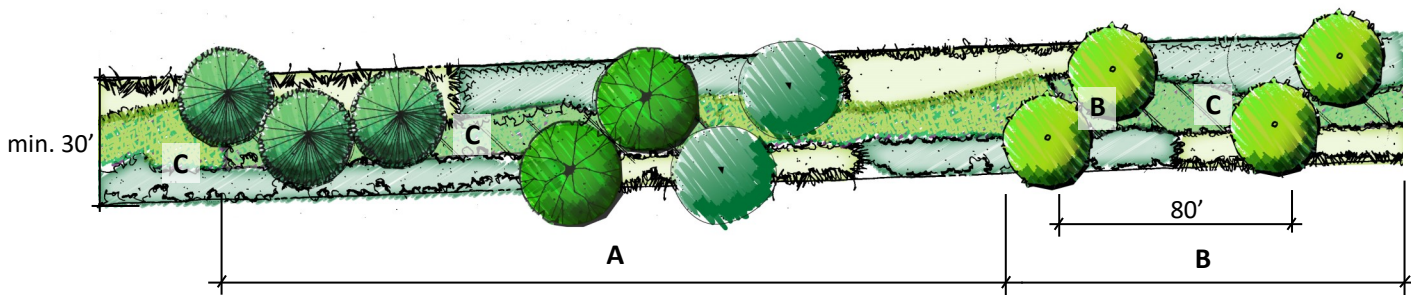
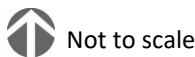


Figure 5.2, Freeway Edge Enlargement



Design Elements for Freeway Edge Planting

- A. Trees Informal Planting (Grouping)
 - species: Cedrus deodora (Deodor Cedar) Quercus Ilex (Holly Oak), Quercus wislezenii (Interior Live Oak)
 - size: 24" box
 - spacing; 30' on center, min. 3 trees (similar species) per grouping.
- B. Trees Formal Planting
 - species: Olea europaea (Fruitless Olive)
 - size: 36" box
 - row spacing: 25' (diagonal to freeway fenceline)

- C. Freeway Planting Understory (typ.)
 - species: native and drought tolerant shrubs closely spaced, e.g. Coffeeberry, Santa Barbara Sage, Howard McMinn Manzanita, Rockrose, Toyon and Rosemary.
 - height: 3' to 15'
 - size: 5 to 15 gal.
 - spacing: maintain and allow plants to grow to natural form.
 - species: Ornamental Grasses closely spaced, e.g. Atlas Festuca, Carex, Pennisetum and Lomandra
 - height: 2' to 4'
 - size: 1 gal.
 - spacing: maintain and allow plants to grow to natural form.

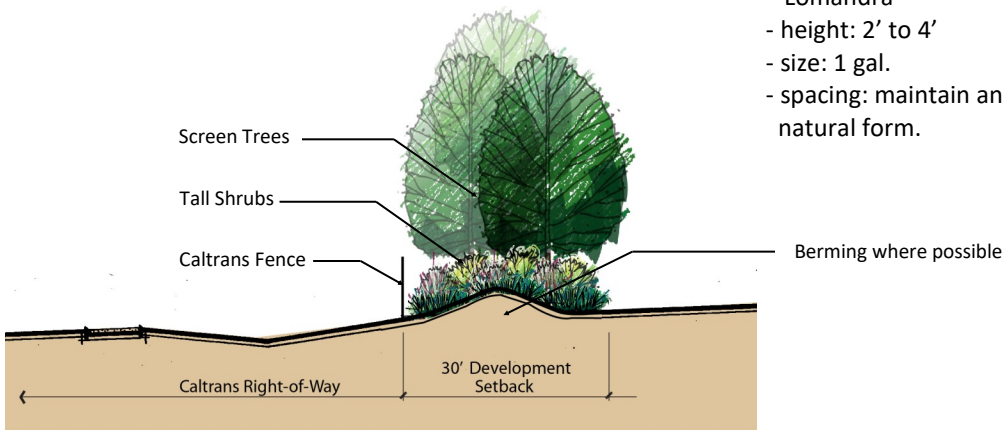
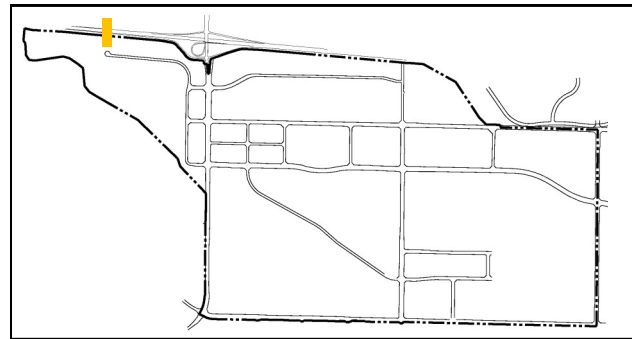


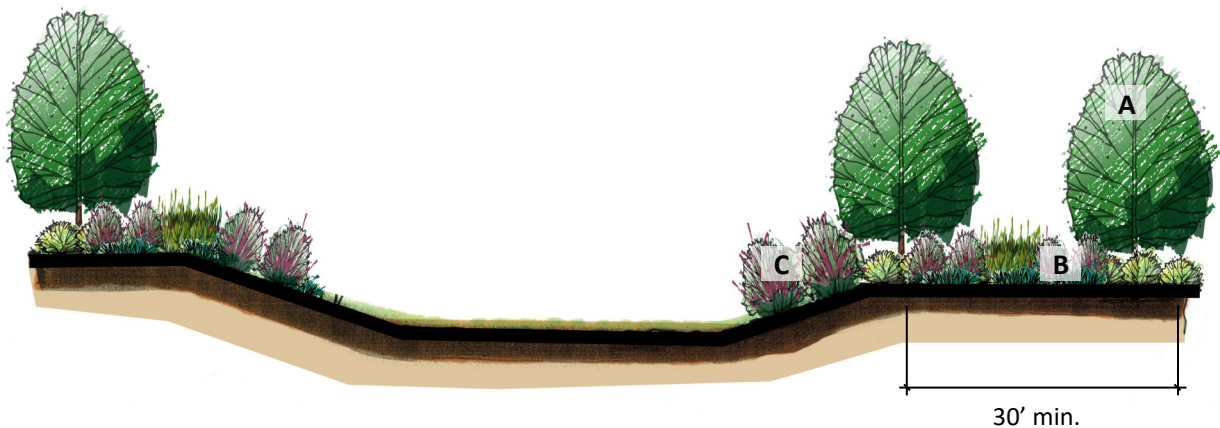
Figure 5.3, Section

Design Elements for Freeway Edge Detention Basin Frontage

- A. *Tree Rows*
 - species: *Quercus ilex* (Holly Oak)
 - size: 24" box
 - tree spacing: 30' on center, min. 2 trees
 - row spacing: 80' on center
- B. *Freeway Planting Understory, typ.*
 - 30' min landscape
 - hydroseeded no-mow native grasses and wild flower mix
 - species: native and drought tolerant shrubs closely spaced, e.g. Coffeeberry, Santa Barbara Sage, Howard McMinn Manzanita, Rockrose, Toyon and Rosemary.
 - height: 3' to 15'
 - size: 5 to 15 gal.
 - spacing: maintain and allow plants to grow to natural form.
- C. *Detention Basin*
 - hydroseed with native grasses
 - Bank planting: Groupings of Arroyo and Upland Willow, California Wild Rose
 - size: 5 and 15 gal.
 - spacing: 12' on center, min. 3 shrubs (similar species) per grouping.



Key Map



Not to scale

Figure 5.4, Section, Conceptual Design for Freeway Edge Detention Basin Frontage

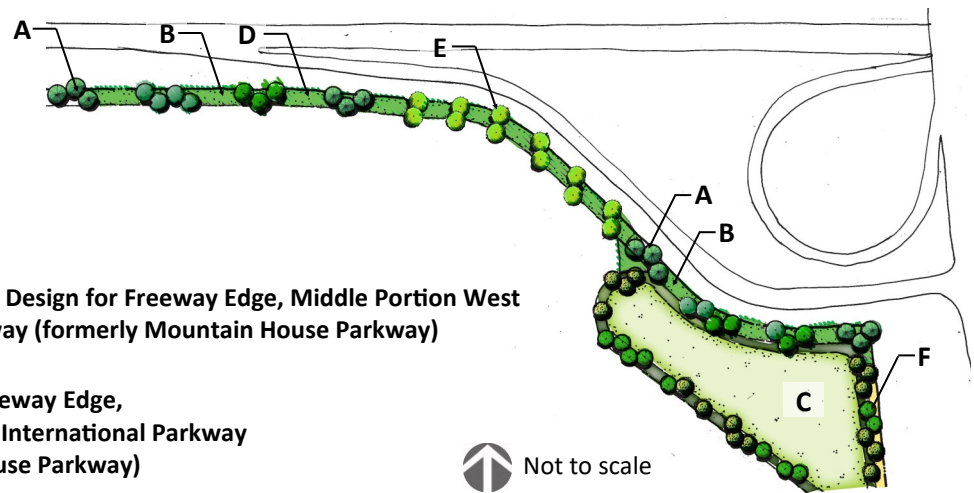
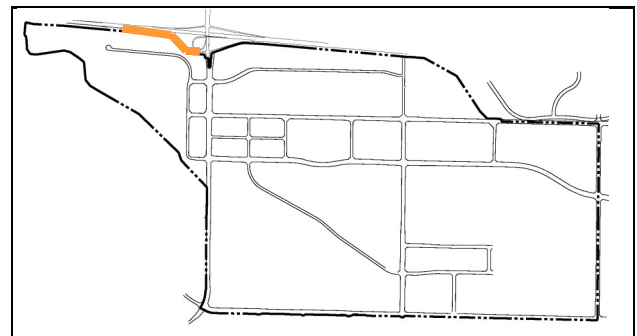


Figure 5.5, Conceptual Design for Freeway Edge, Middle Portion West of International Parkway (formerly Mountain House Parkway)

Design Elements for Freeway Edge, Middle Portion West of International Parkway (formerly Mountain House Parkway)

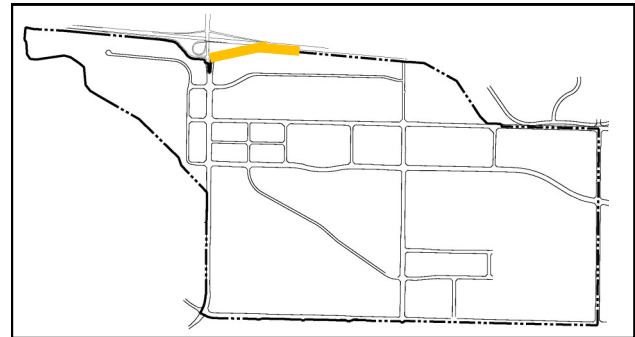
- A. *Trees Informal Planting (Grouping)*
 - species: *Quercus ilex* (Oak)
 - size: 24" box min.
 - spacing: 30' on center, min. 3 trees (similar species) per grouping.
 - species: *Quercus wislezenii* (Interior Live Oak)
 - size: 24" box min.
 - spacing: 30' on center, min. 3 trees (similar species) per grouping.
 - species: *Cedrus deodora* (Deodar Cedar)
 - size: 24" box min.
 - spacing: 30' on center, min. 3 trees (similar species) per grouping.
- B. *Freeway Planting Understory, typ.*
 - 30' min. landscape
 - species: native and drought tolerant shrubs closely spaced, e.g. Coffeeberry, Santa Barbara Sage, Howard McMinn Manzanita, Rockrose, Toyon and Rosemary.
 - height: 3' to 15'
 - size: 5 to 15 gal.
 - spacing: maintain and allow plants to grow to natural form.
 - species: Ornamental Grasses closely spaced, e.g. Atlas Festuca, Carex, Pennisetum and Lomandra
 - height: 2' to 4'
 - size: 1 gallon
 - spacing: maintain and allow plants to grow to natural form.
- C. *Detention Basin*
 - hydroseed with native grasses
 - Bank planting: Groupings of Arroyo and Upland Willow, California Wild Rose.
 - size: 5 and 15 gal.
 - spacing: 12' on center, min. 3 shrubs (similar species) per grouping.
- D. *Freeway Fence, typ.*
 - Approved fencing by Caltrans.
 - height: 4'
 - color: black
 - see Figure 5.3 for detail
- E. *Trees Formal Planting*
 - species: *Olea europaea* (Fruitless Olive)
 - size: 36" box
 - row spacing: 25' (diagonal to freeway fenceline)
- F. *PG and E Screening*
 - species: *Quercus wislezenii* (Interior Live Oak)
 - size: 24" box min.
 - spacing: 30' on center, min. 3 trees (similar species) per grouping.
 - species: *Cedrus deodora* (Deodar Cedar)
 - size: 24" box min.
 - spacing: 30' on center, min. 3 trees (similar species) per grouping.



Key Map

**Design Elements for Freeway Edge,
Middle Portion East of International Parkway
(formerly Mountain House Parkway)**

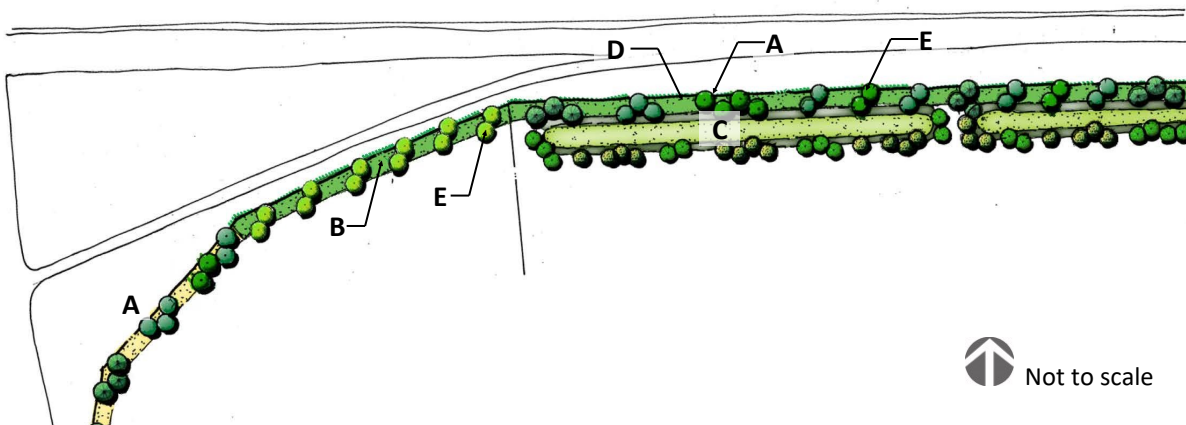
- A. *Trees Informal Planting (Grouping)*
- species: *Quercus ilex* (Holly Oak)
 - size: 24" box min.
 - spacing: 30' on center, min. 3 trees (similar species) per grouping.
 - species: *Quercus wisleyana* (Interior Live Oak)
 - size: 24" box min.
 - spacing: 30' on center, min. 3 trees (similar species) per grouping.
 - species: *Cedrus deodora* (Deodar Cedar)
 - size: 24" box min.
 - spacing: 30' on center, min. 3 trees (similar species) per grouping.
- B. *Freeway Planting Understory, typ.*
- 30' min. landscape
 - species: native and drought tolerant shrubs closely spaced, e.g. Coffeeberry, Santa Barbara Sage, Howard McMinn Manzanita, Rockrose, Toyon and Rosemary.
 - height: 3' to 15'
 - size: 5 to 15 gal.
 - spacing: maintain and allow plants to grow to natural form.
 - species: Ornamental Grasses closely spaced, e.g. Atlas Festuca, Carex, Pennisetum and Lomandra
 - height: 2' to 4'
 - size: 1 gallon
 - spacing: maintain and allow plants to grow to natural form.



Key Map

**Design Elements for Freeway Edge,
Middle Portion East of International Parkway
(formerly Mountain House Parkway)**

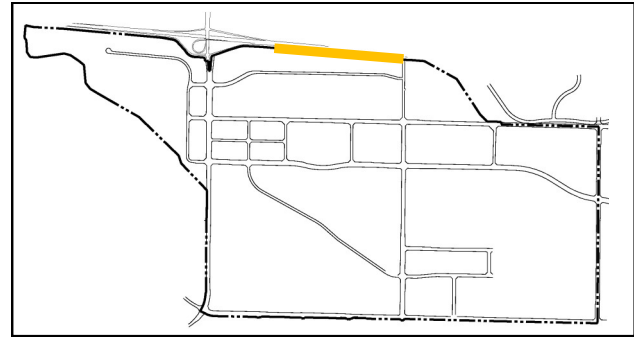
- C. *Detention Basin*
- hydroseed with native grasses
 - Bank planting: Groupings of Arroyo and Upland Willow, California Wild Rose.
 - size: 5 and 15 gal.
 - spacing: 12' on center, min. 3 shrubs (similar species) per grouping.
- D. *Freeway Fence, typ.*
- Approved fencing by Caltrans
- E. *Trees Formal Planting*
- species: *Olea europaea* (Fruitless Olive)
 - size: 36" box
 - row spacing: 25' (diagonal to freeway fence line)



**Figure 5.6, Conceptual Design for Freeway Edge, Middle Portion East of International Parkway
(formerly Mountain House Parkway)**

Design Elements for Freeway Edge, Eastern Portion

- A. *East City Gateway*
 - see Figure 5.9 for enlargement
- B. *Trees Informal Planting (Grouping)*
 - species: *Quercus ilex* (Holly Oak)
 - size: 24" box min.
 - spacing: 30' on center, min. 3 trees (similar species) per grouping.
 - species: *Quercus wislizenii* (Interior Live Oak)
 - size: 24" box min.
 - spacing: 30' on center, min. 3 trees (similar species) per grouping.
 - species: *Cedrus deodora* (Deodar Cedar)
 - size: 24" box min.
 - spacing: 30' on center, min. 3 trees (similar species) per grouping.
- C. *Freeway Planting Understory, typ.*
 - 30' min. landscape
 - species: native and drought tolerant shrubs closely spaced, e.g. Coffeeberry, Santa Barbara Sage, Howard McMinn Manzanita, Rockrose, Toyon and Rosemary.
 - height: 3' to 15'
 - size: 5 to 15 gal.
 - spacing: maintain and allow plants to grow to natural form.
 - species: Ornamental Grasses closely spaced, e.g. Atlas Festuca, Carex, Pennisetum and Lomandra
 - height: 2' to 4'
 - size: 1 gallon
 - spacing: maintain and allow plants to grow to natural form.



Key Map

Design Elements for Freeway Edge, Eastern Portion

- D. *Detention Basin*
 - hydroseed with native grasses
 - Bank planting: Groupings of Arroyo and Upland Willow, California Wild Rose.
 - size: 5 and 15 gal.
 - spacing: 12' on center, min. 3 shrubs (similar species) per grouping.
- E. *Freeway Fence, typ.*
 - Approved fencing by Caltrans
- F. *Trees Formal Planting*
 - species: *Olea europaea* (Fruitless Olive)
 - size: 36" box
 - row spacing: 25' (diagonal to freeway fenceline)

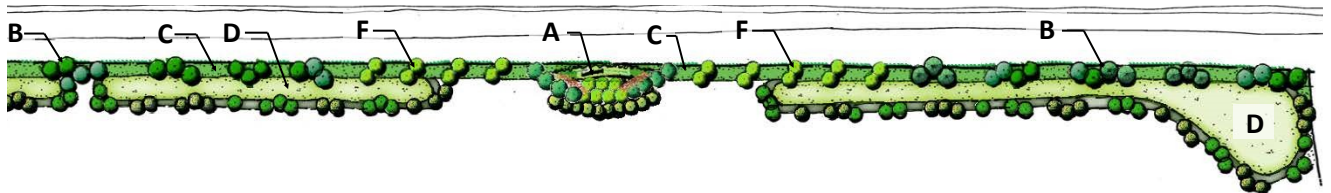
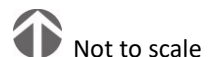
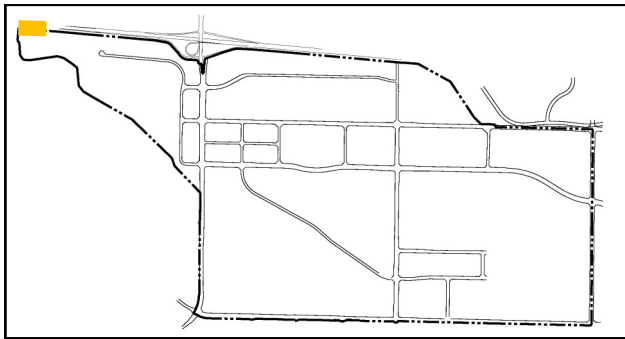


Figure 5.7, Conceptual Design for Freeway Edge, Eastern Portion



5.3 CITY GATEWAYS

The northwest corner of Cordes Ranch Specific Plan area features a gateway to the City of Tracy, and the Cordes Ranch development. The landscape concept is illustrated in Figure 5.8 and Figure 5.9. The landscape concept consists of colored accent planting with varying textures and heights to create a visual layering appearance to the design of the planting. A backdrop of both horizontal and vertical canopy trees will anchor the signage and provides another layer of color and textures. A majority of plant palette will be evergreen species to provide a year around landscape and appearance for the Gateway signage element.



Key Map

Design Elements for City Gateway West

- A. *Sign Type A*
- concept design per Figure 5.10
- B. *Accent Planting*
- species: native and drought tolerant perennials, succulents, and ground covers closely spaced, e.g. Aloe, Lomandra, Manzanita and Phormium
- height: 2' to 4'
- size: 1, 5 and 15 gal.
- spacing: maintain and allow plants to grow natural form.
- C. *Shade Tree Backdrop*
- species: Ulmus x 'Frontier' (Frontier Elm)
- size: 36" box
- spacing: 30' on center, min. 5 trees
- D. *Columnar Accent Tree*
- species: Quercus macrocarpa 'Urban Pinnacle' (Columnar Bur Oak)
- size: 36" box
- spacing: 18' on center, min. 7 trees
- E. *Understory Planting*
- species: native and drought tolerant shrubs closely spaced, e.g. Ceanothus, Manzanita, Rosemary and Salvia.
- size: 5 and 15 gal.
- height: 2' to 6'
- spacing: maintain and allow plants to grow natural form.
- F. *Background Tree*
- species: Olea europaea (Fruitless Olive)
- size: 36" box
- row spacing: 25'

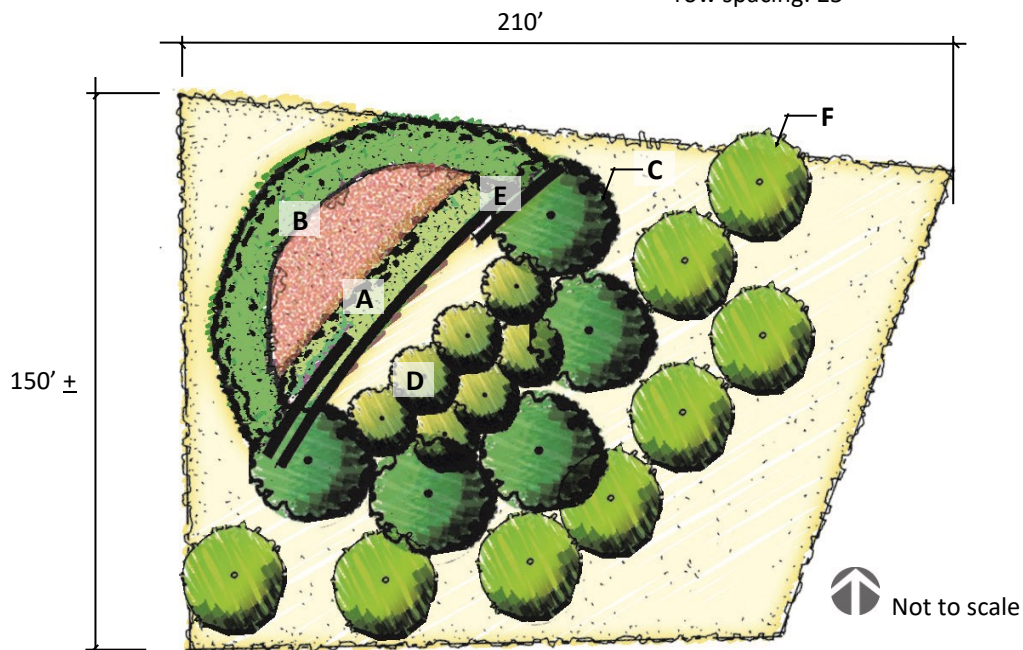


Figure 5.8, Conceptual Design for City Gateway West Enlargement (See Figure 5.1)

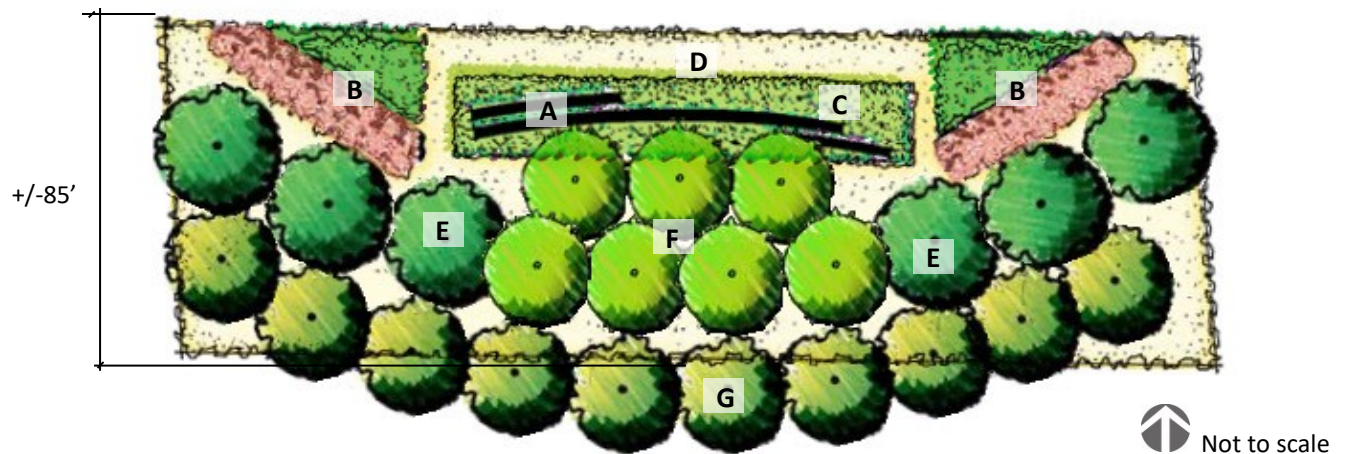
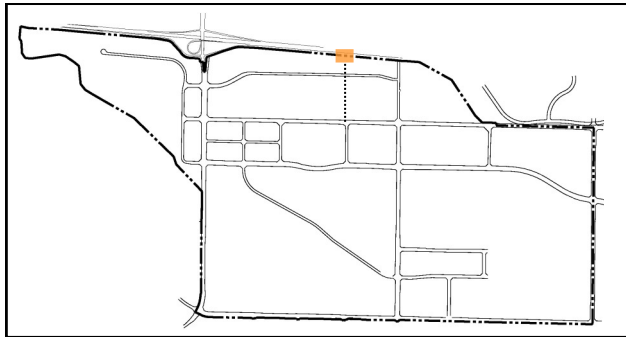


Figure 5.9, Conceptual Design for City Gateway East Enlargement (and See Figure 5.7)

A second City Gateway is located along I-205 at the mid point between International Parkway (formerly Mountain House Parkway) and Hansen Road and will be designed similarly to the gateway at the northwest corner of the site. The design concept as well as the plant and tree palette will be similar to continue a similar design theme along the freeway edge.



Key Map

Design Elements for City Gateway

- A. *Sign Type A*
 - concept design per Figure 5.10
- B. *Accent Planting*
 - species: native and drought tolerant perennials and succulents closely spaced, e.g. Aloe and Phormium.
 - height: 2' - 6'
 - size: 1, 5 and 15 gal.
- C. *Accent Planting below Gateway Sign*
 - species: ornamental grasses closely spaced, e.g. Atlas Festuca, Carex, Pennisetum and Lomandra
 - size: 1 gallon.
 - height: 2' to 3'
 - spacing: maintain and allow plants to grow natural form.
- D. *Understory*
 - species: native and drought tolerant shrubs closely spaced, e.g. Ceanothus, Manzanita, Rosemary and Salvia
 - size: 5 and 15 gal.
 - height: 2' to 6'
 - spacing: maintain and allow plants to grow natural form.
- E. *Shade Tree Backdrop*
 - species: Ulmus x 'Frontier' (Frontier Elm)
 - size: 36" box
 - spacing: 30' on center, min. 6 trees
- F. *Accent Tree*
 - species: Olea europaea (Fruitless Olive)
 - size: 36" box
 - row spacing: 25' (triangulate), min. 7 trees
- G. *Columnar Accent Tree*
 - species: Quercus macrocarpa 'Urban Pinnacle' (Columnar Bur Oak)
 - size: 36" box
 - spacing: 18' on center, min. 10 trees

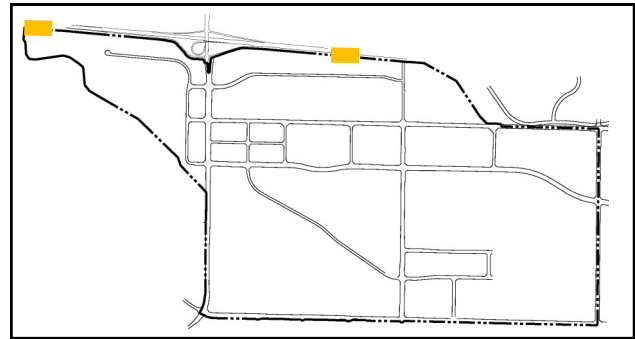
5.4 SIGN TYPE A

Sign Type A will be located along the freeway edge will be placed to announce entry to the project and to act as a gateway to and from the City of Tracy. Sign Type A sign will be oriented to face I-205 to identify the business park. The signs can be characterized as contemporary with clean horizontal lines. The signs will utilize similar materials and color pallet as the building designs within the business park.

Sign Type A will consist of three individual curved horizontal walls that will be offset, see Figure 5.10. The first wall includes a taller white vertical element provides a high contrast design element to the dark color box ribbed horizontal metal walls.

Sign Type A Design Standards

1. Height: 12'
2. Wall length: 80'



Key Map



Figure 5.10, Sign Type A Example



Sign Type A - West Example



Sign Type A - East Example

5.5 SIGN TYPE B

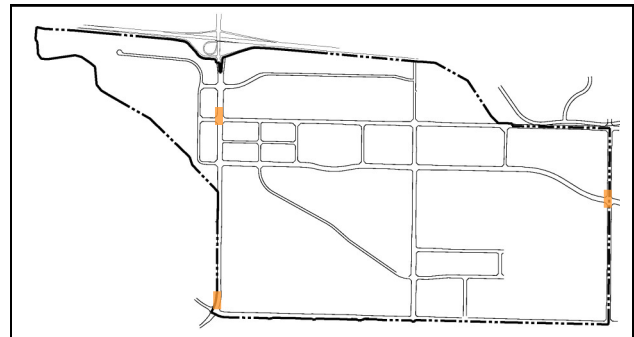
Project entries will signify the main project intersections providing entry into the business park from I-205, I-580 and the existing Mountain House residential north of the project. Project entry designs will be similar in design and materials with the City Gateway sign, Sign Type A, creating a unified aesthetic theme for the project.

The primary project entries will be at Mountain House Parkway and Capital Parks Drive as you exit from I-205 from the north, and Mountain House Parkway and Old Schulte road as you exit from I-580 from the southern entry to the project. The signs will be similar in design to the Sign Type A in the use of materials and color pallet and will feature a more horizontal appearance. A 12' high white horizontal monument element will frame the intersection and anchor the signage.

The streetscape and landscape up to the back of walk will be publicly maintained. All landscaping and improvements beyond the back of walk will be privately maintained including, in some cases, up to 4' of right-of-way on one or both sides of the street.

Sign Type B Design Standards

1. Height: 12'
2. Wall Length: 60'
3. Number of signs: as noted in the following figures.



Key Map

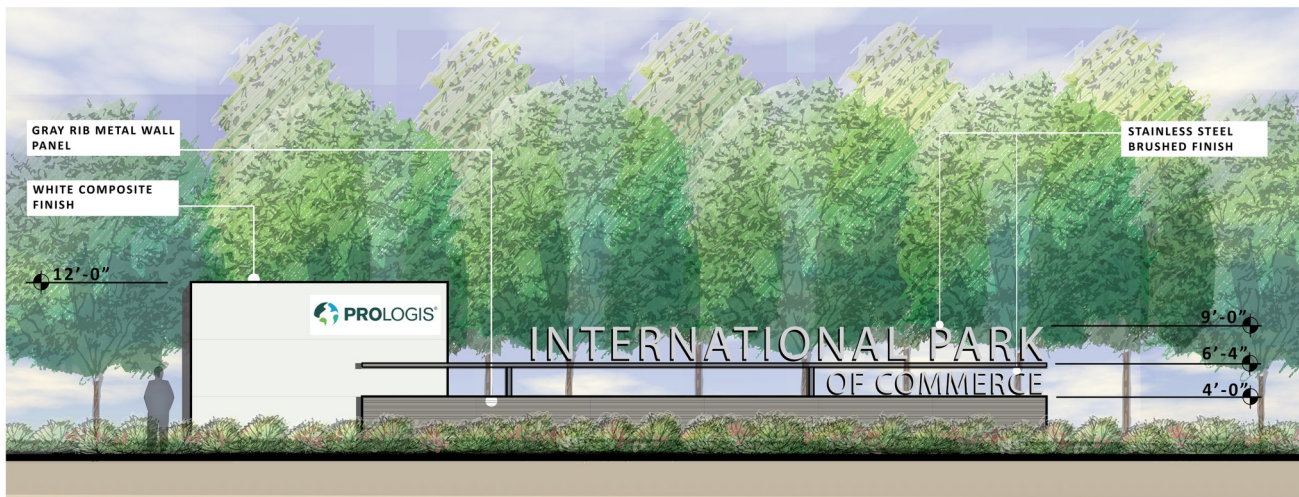


Figure 5.11, Sign Type B Example

Capital Parks Drive Project Entry

This gateway creates the Project Entry experience at the northern most major intersection as you exit from I-205. The two southern corners at International Parkway (formerly Mountain House Parkway) and Capital Parks Drive will feature a vertical monument, a curved wall element, and enhanced landscaping, and the two norther corners will have enhanced landscaping only, see Figure 5.12

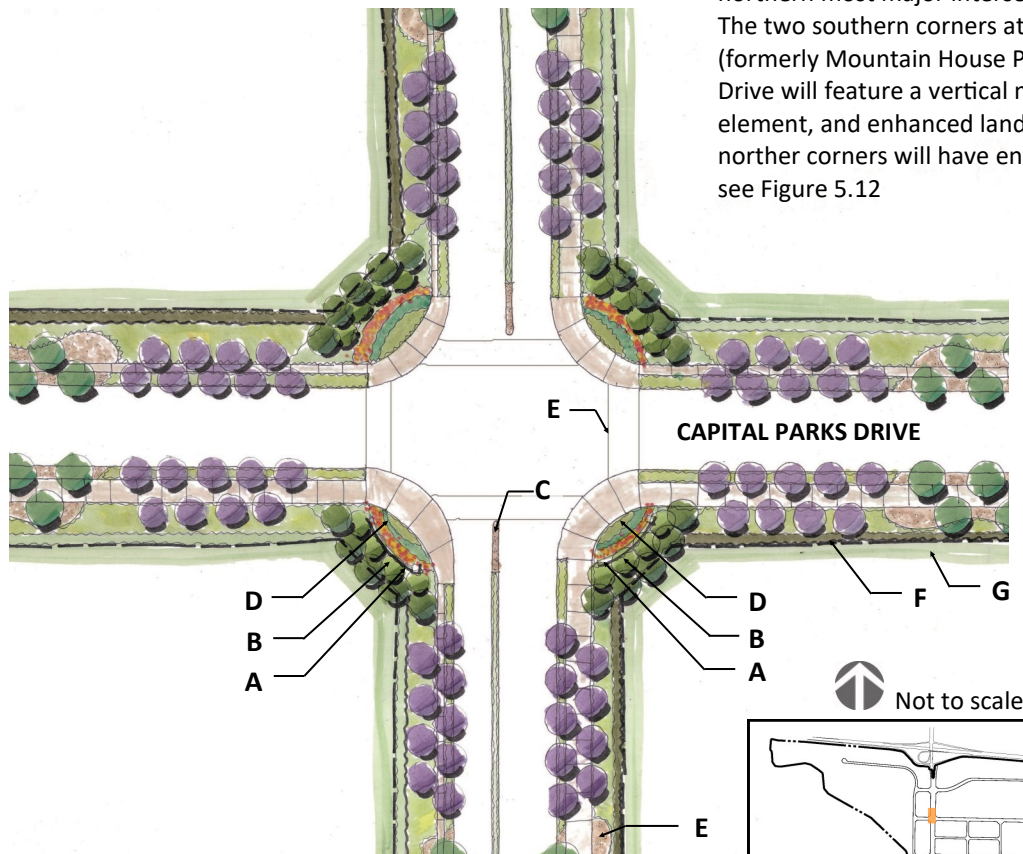


Figure 5.12, Conceptual Design for Project Entry Intersection

Design Elements for International Parkway Project Entry

- A. Sign Type B
 - height: 12'
 - wall length: 60'
 - materials and design per Figure 5.11
- B. Columnar and Evergreen Trees, typ. (Backdrop)
 - species: *Quercus macrocarpa* 'Urban Pinnacle' (Columnar Bur Oak)
 - size: 24" box
 - spacing: 18' on center
 - species: *Olea europaea* 'Swan Hill' (Fruitless Olive) (Foreground)
 - size: 36" box
 - spacing: 20' on center
- C. Decorative Accent Rock (typ.)

Key Map for Project Entries

- D. Corner Planting, typ.
 - Alternating low accent color accent massings and evergreen ornamental grasses and Succulents, e.g. *Festuca glauca* 'Elijah Blue' (Elijah Blue Fescue), *Aloe x 'Always Red'* (Always Red Aloe), *Agave 'Blue Glow'* (Blue Glow Agave), *Lomandra longifolia* 'Breeze' (Breeze Dwarf Mat Rush)
 - succulent size: 5 gallon
 - ornament grass size: 1 gal.
 - maximum height: 3'
- E. Crosswalks, typ.
- F. Property Line, typ.
- G. Landscape Setback, typ.



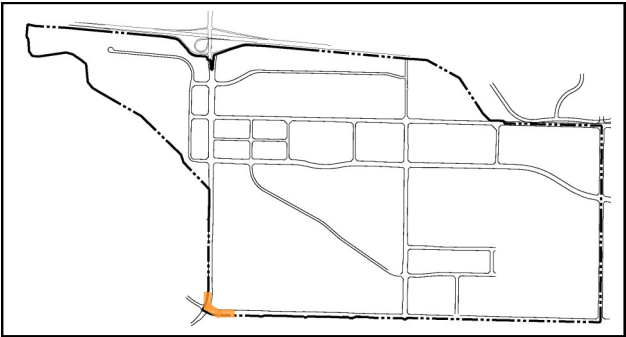
Sign Type B Example vertical element left



Sign Type B Example vertical element right

Old Schulte Road Project Entry

This gateway creates the Project Entry experience at the southwest corner of the Project as you exit from 1-580. The northeast corner of the intersection is the only portion within the Project boundary and will feature a vertical monument, a curved wall element with lettering, and enhanced landscaping. See Figure 5.13.



Key Map for Old Schulte Road Project Entry

Design Elements for Old Schulte Road Project Entry

- A. Sign Type B
 - height: 12'
 - wall length: 60'
 - materials and design per Figure 5.11
- B. Columnar and Evergreen Trees, typ. (Backdrop)
 - species: *Quercus macrocarpa* 'Urban Pinnacle' (Columnar Bur Oak)
 - size: 24" box
 - spacing: 18' on center
 - species: *Olea europaea* 'Swan Hill' (Fruitless Olive) (Foreground)
 - size: 36" box
 - spacing: 20' on center
- C. Corner Planting, typ.
 - Alternating low accent color accent massings and evergreen ornamental grasses and Succulents, e.g. *Festuca glauca* 'Elijah Blue' (Elijah Blue Fescue), Aloe x 'Always Red' (Always Red Aloe), Agave 'Blue Glow' (Blue Glow Agave), *Lomandra longifolia* 'Breeze' (Breeze Dwarf Mat Rush)
 - succulent size: 5 gallon
 - ornament grass size: 1 gal.
 - maximum height: 3'
- D. Property Line
- E. Landscape Setback
- F. Crosswalk, typ.

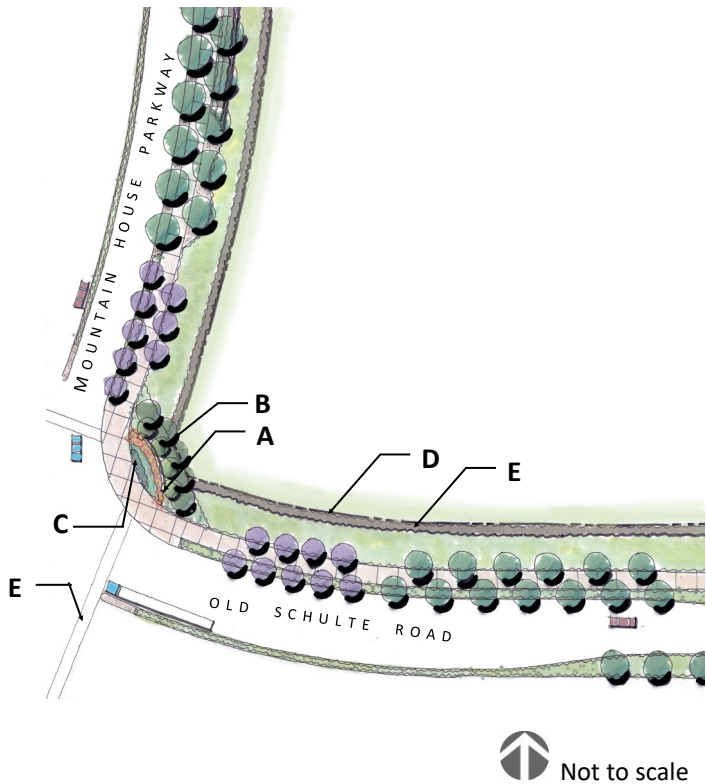
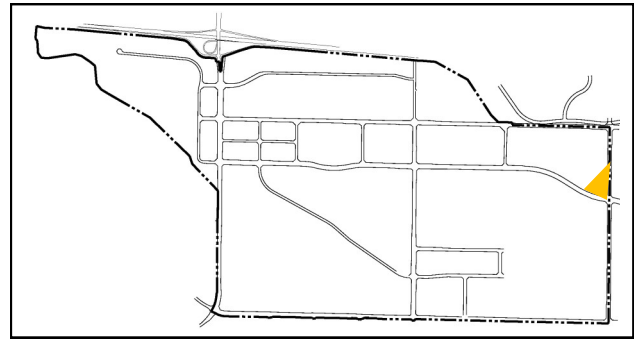


Figure 5.13, Conceptual Design for Old Schulte Road Project Entry

New Schulte Road Project Entry

This Project Entry occurs at the Eastern entrance to the Plan Area on New Schulte Road providing future access from the existing residential neighborhoods to the east. The north side makes up a corner of the Eastside Park and will feature a vertical monument, a curved wall element, and enhanced landscaping. The southern portion of the entry will be developed similarly, see Figure 5.14.



Key Map for New Schulte Road Eastern Project Entry

Design Elements for New Schulte Road Eastern Project Entry

- A. Sign Type B
 - height: 12'
 - wall length: 60'
 - materials and design per Figure 5.11
- B. Columnar and Evergreen Trees, typ. (Backdrop)
 - species: *Quercus macrocarpa* 'Urban Pinnacle' (Columnar Bur Oak)
 - size: 24" box
 - spacing: 18' on center
 - species: *Olea europaea* 'Swan Hill' (Fruitless Olive) (Foreground)
 - size: 36" box
 - spacing: 20' on center
- C. Corner Planting, typ.
 - Alternating low accent color accent massings and evergreen ornamental grasses and Succulents, e.g. *Festuca glauca* 'Elijah Blue' (Elijah Blue Fescue), Aloe x 'Always Red' (Always Red Aloe), Agave 'Blue Glow' (Blue Glow Agave), *Lomandra longifolia* 'Breeze' (Breeze Dwarf Mat Rush)
 - succulent size: 5 gallon
 - ornament grass size: 1 gal.
 - maximum height: 3'
- D. Property Line
- E. Landscape Setback
- F. Crosswalk, typ.

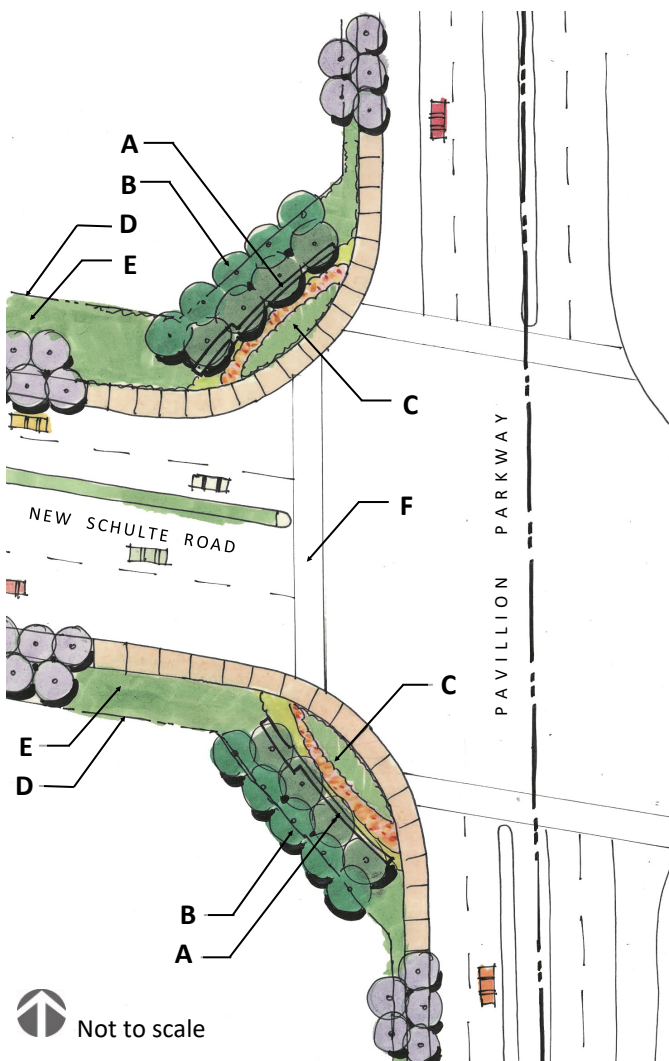


Figure 5.14, Conceptual Design for New Schulte Road Eastern Project

5.6 SIGN TYPE C

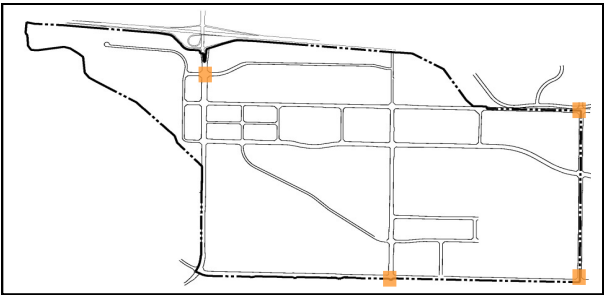
Sign Type C will feature a 9’ white horizontal monument element to frame the intersection and anchor the sign. The white horizontal design element will contrast with the curved dark color box ribbed horizontal metal panel wall design feature.

A total of four major intersections will be constructed to include signage on each corner of the intersection. The major intersections will be located at the following locations:

- 1. International Parkway at Daylight Road (two corners, Northeast and Southeast only);
- 2. Old Schulte Road at Hansen Road (two corners);
- 2. Old Schulte Road at Pavilion Parkway (one corner);
- 3. Capital Parks Drive at Pavilion Parkway (one corner).

Sign Type C Design Standards

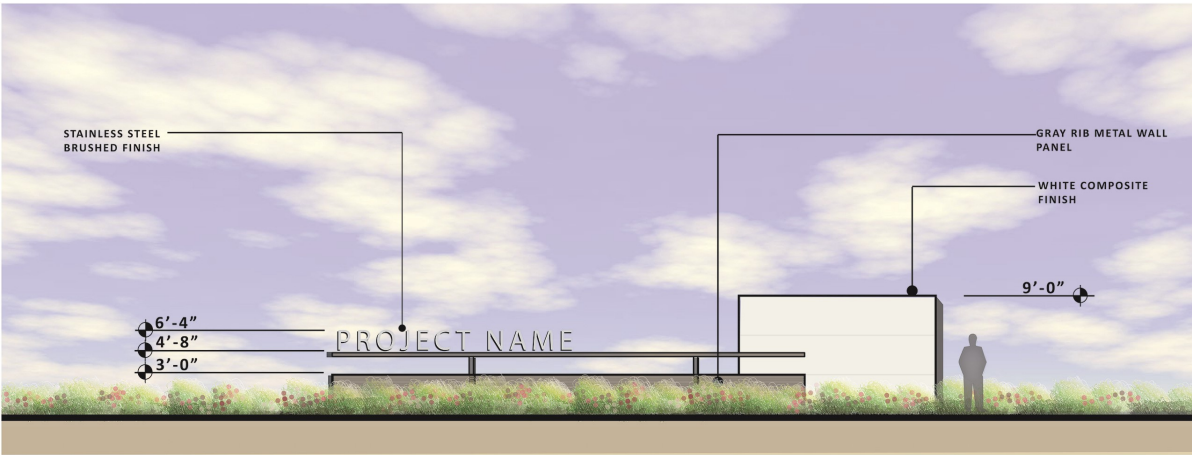
- 1. Height: 9’
- 2. Wall Length: 46’
- 3. Number of Signs: as noted in the following figures



Key Map



Figure 5.15, Sign Type C Example (General Office - Southeast Corner International Parkway & Daylight Road)



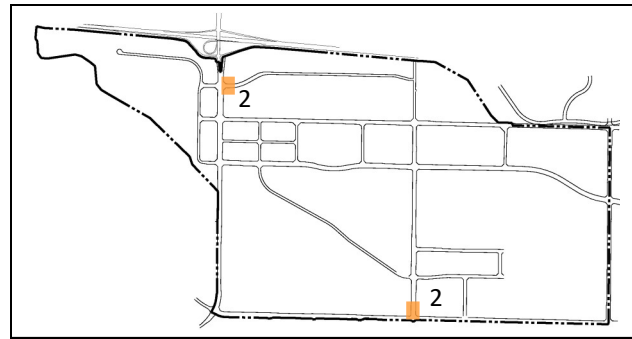
Sign Type C Example (General Commercial - Northeast Corner International Parkway & Daylight Road)

5.7 MAJOR INTERSECTIONS

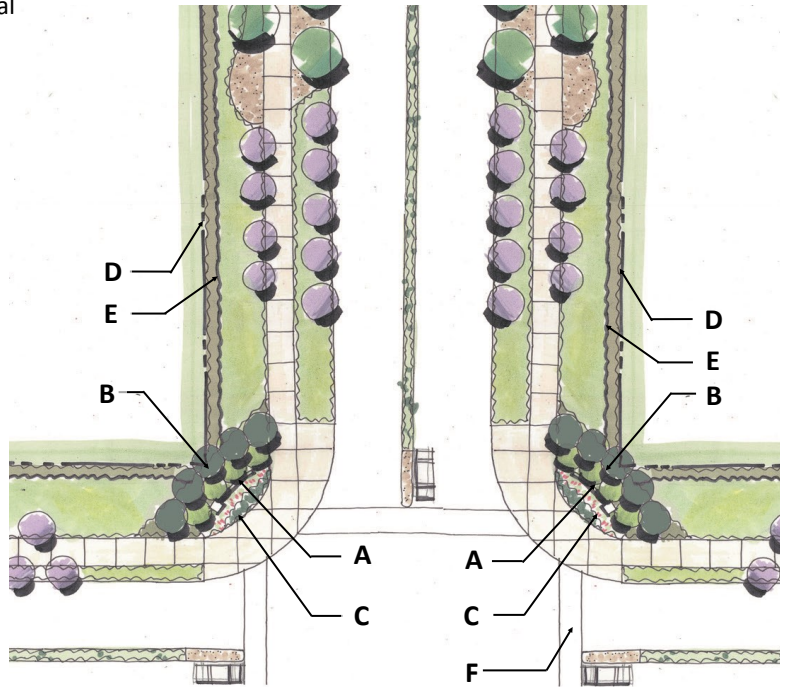
Major intersections are the second tier of intersection and circulation-hierarchy and will utilize a similar vertical monument, horizontal wall, and landscape and design features as the Project Entry. They have been designed as both placemaking and wayfinding elements.

Design Elements for International Parkway and New Schulte Road Eastern Project Entries

- A. Sign Type C
 - height: 12'
 - wall length: 46'
 - materials and design per Figure 5.15
- B. Columnar and Evergreen Trees, typ. (Backdrop, not included at the Northeast Corner of International Parkway & Daylight Road)
 - species: *Quercus macrocarpa* 'Urban Pinnacle' (Columnar Bur Oak)
 - size: 24" box
 - spacing: 18' on center
 - species: *Olea europaea* 'Swan Hill' (Fruitless Olive) (Foreground)
 - size: 36" box
 - spacing: 20' on center
- C. Corner Planting, typ.
 - Alternating low accent color accent massings and evergreen ornamental grasses and Succulents, e.g. *Festuca glauca* 'Elijah Blue' (Elijah Blue Fescue), *Aloe x 'Always Red'* (Always Red Aloe), *Agave 'Blue Glow'* (Blue Glow Agave), *Lomandra longifolia* 'Breeze' (Breeze Dwarf Mat Rush)
 - succulent size: 5 gallon
 - ornament grass size: 1 gal.
 - maximum height: 3'
- D. Property Line
- E. Landscape Setback
- F. Crosswalk, typ.

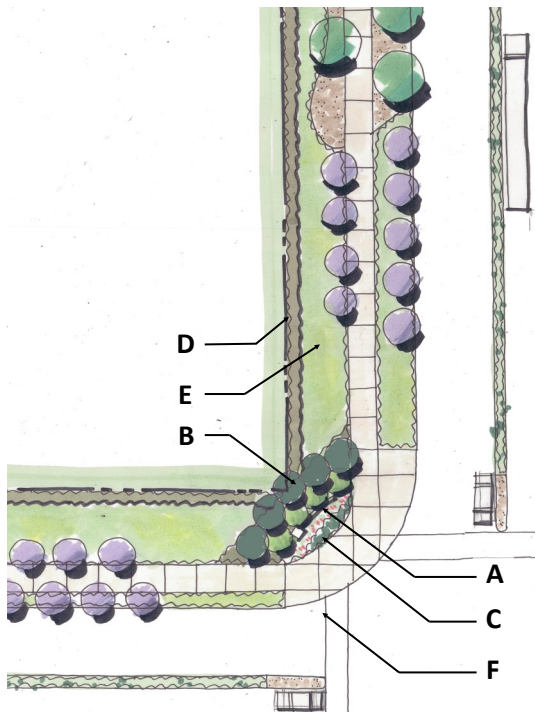


Key Map All Major Intersections

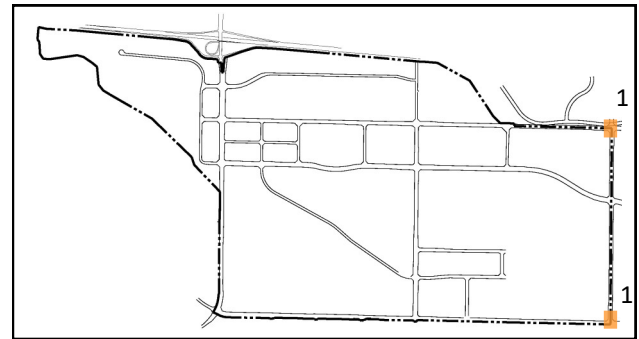


Not to scale

Figure 5.16, Conceptual Design for Major Intersections - T Intersection



Not to scale



Key Map Major intersection "1/2" Intersection configuration

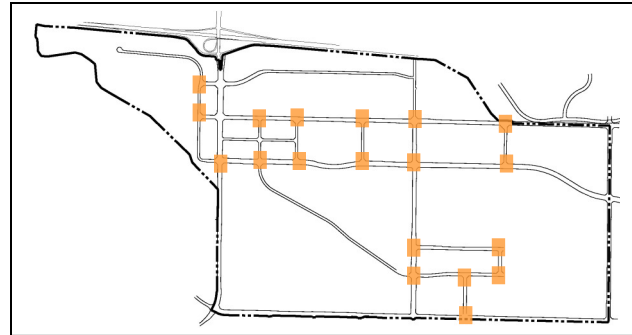
Figure 5.17, Conceptual Design for Major Intersection—1/2 Intersection

Design Elements for Major Intersection

- | | |
|--|---|
| <p>A. Sign Type C</p> <ul style="list-style-type: none"> - height: 12' - wall length: 46' - materials and design per Figure 5.15 <p>B. Columnar and Evergreen Trees, typ. (Backdrop)</p> <ul style="list-style-type: none"> - species: <i>Quercus macrocarpa</i> 'Urban Pinnacle' (Columnar Bur Oak) - size: 24" box - spacing: 18' on center - species: <i>Olea europaea</i> 'Swan Hill' (Fruitless Olive) (Foreground) - size: 36" box - spacing: 20' on center | <p>C. Corner Planting, typ.</p> <ul style="list-style-type: none"> - Alternating low accent color accent massings and evergreen ornamental grasses and Succulents, e.g. <i>Festuca glauca</i> 'Elijah Blue' (Elijah Blue Fescue), Aloe x 'Always Red' (Always Red Aloe), Agave 'Blue Glow' (Blue Glow Agave), <i>Lomandra longifolia</i> 'Breeze' (Breeze Dwarf Mat Rush) - succulent size: 5 gallon - ornament grass size: 1 gal. - maximum height: 3' <p>D. Property Line</p> <p>E. Landscape Setback</p> <p>F. Crosswalk, typ.</p> |
|--|---|

5.8 TYPICAL INTERSECTIONS

Reinforcing the intersection circulation and hierarchy, typical intersections receive a similar landscape treatment to the major intersection without the wall element but at a smaller scale. They are enhanced with accent planting and columnar trees as background. The design concept is illustrated in Figure 5.18.



Key Map

Design Elements for Typical Intersections

- A. Columnar and Evergreen Trees, typ. (Backdrop)
 - species: *Quercus macrocarpa* 'Urban Pinnacle' (Columnar Bur Oak)
 - size: 24" box
 - spacing: 18' on center
 - species: *Olea europaea* 'Swan Hill' (Fruitless Olive) (Foreground)
 - size: 36" box
 - spacing: 20' on center
- B. Corner Planting, typ.
 - Alternating low accent color accent massings and evergreen ornamental grasses and Succulents, e.g. *Festuca glauca* 'Elijah Blue' (Elijah Blue Fescue), *Aloe x 'Always Red'* (Always Red Aloe), *Agave 'Blue Glow'* (Blue Glow Agave), *Lomandra longifolia* 'Breeze' (Breeze Dwarf Mat Rush)
 - succulent size: 5 gallon
 - ornament grass size: 1 gal.
 - maximum height: 3'
- C. Property Line, typ.
- D. Landscape Setback, typ.
- E. Crosswalk, typ.

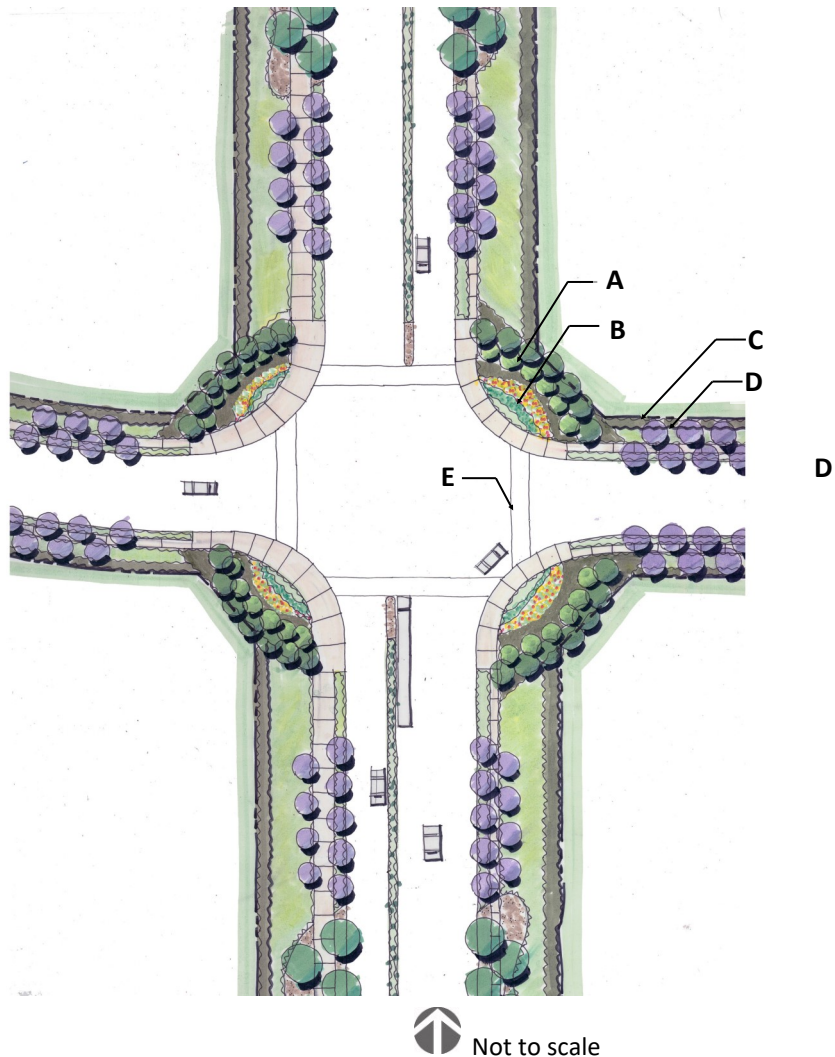


Figure 5.18, Conceptual Design for Typical Intersections



Detention basin with nearby shade trees

5.9 PARKS

Two joint use park and storm water detention features will provide access to open space within walking distance from most businesses within the project. These parks will be designed with varied grades so that much of the area will be usable throughout most of the year, while a minimum of area will remain inundated for longer periods of time.

In total, there are approximately 85 acres of parks, open space and trails as part of Cordes Ranch. The open space, parks and trail system will provide the employees of the development and the citizens of the City of Tracy with recreational opportunities, both active and passive. The trail systems will be developed as set forth herein and in accordance with the Citywide Transportation Master Plan.

As part of the Project's park and open space amenities, it is anticipated that an approximately 35-acre Central Green will be created in the central portion of the Project Area. The Central Green will contain a series of detention basins that will retain storm water for a portion of the year and when dry will allow for active uses, see Figure 5.19. Pathways will provide for pedestrian and bicycle circulation to benches and other passive use areas within the Central Green.

Eastside Park, a second approximately 18-acre park at the eastern property boundary will function similarly to the Central Green. This park will serve dual purposes by providing an open space area with pathways for pedestrian and bicycle circulation to picnic areas, benches and other passive uses. The park will also provide for storm water detention during storm events. See Figure 5.20 for the Eastside Park design concept.

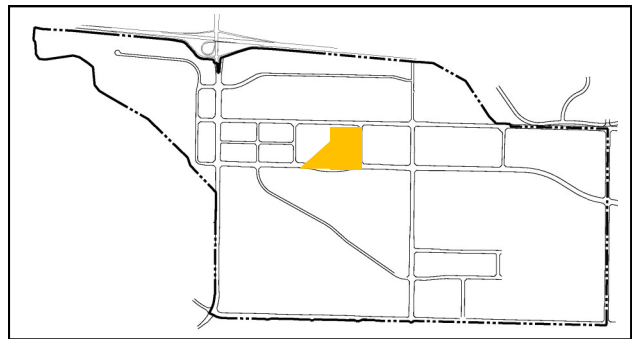
A 30' linear park/open space corridor with a 12' Class I bike/pedestrian path will parallel New Schulte Road to provide a link between the two park areas. This path is part of the system of Class I and II bike paths that will connect throughout the project and will provide employees an alternative to vehicle trips to access the uses within the Project Area.

Conceptual Design for Central Green

- A. Detention Basin
 - sod quality seed with willow masses on banks
 - *Chilopsis linearis* (Desert Willow)
- B. Use Areas
 - picnic and/or seating/viewing areas under shade trees
 - species: *Quercus rubra* (Red Oak)
 - size: 24" box to provide substantial canopy upon installation
 - spacing: in clusters
- C. Park Arrival Area
- D. Allée of Trees
- E. Focal Point and Plaza
- F. Trail
 - 10' wide decomposed granite

Central Green

The Central Green, an approximately 35-acre open space area in the middle of the Plan Area, will contain walking trails, picnic areas and enhancement of the natural habitat area. Open lawn in stormwater detention areas provides flexible space for both active and passive activities. The park features a strong pedestrian connection to the commercial zone with a tree-lined allée culminating in a focal element. The landscape design concept for the Central Green is shown in Figure 5.19.



Key Map

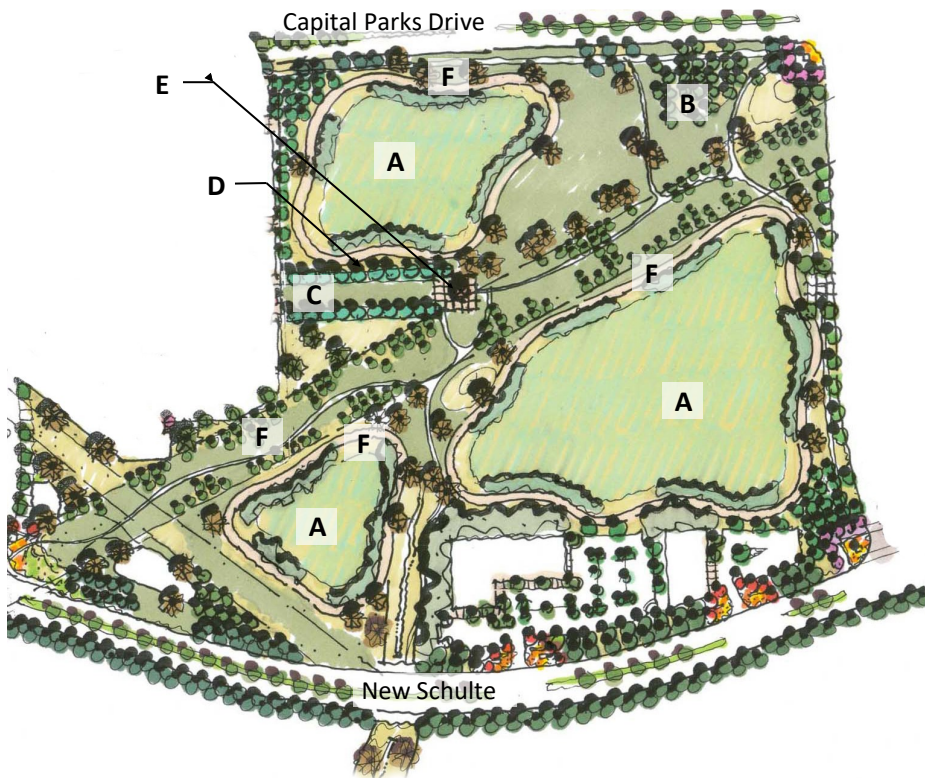
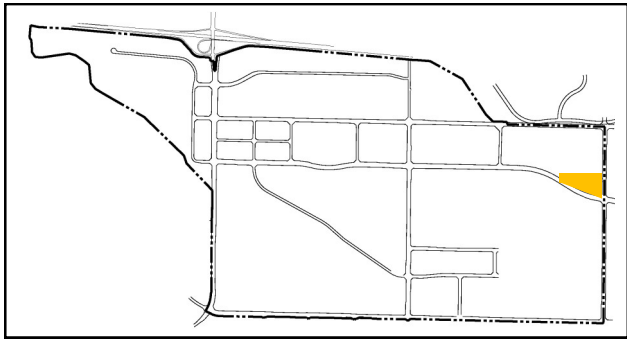


Figure 5.19, Conceptual Design for Central Green Concept

Conceptual Design for Eastside Park

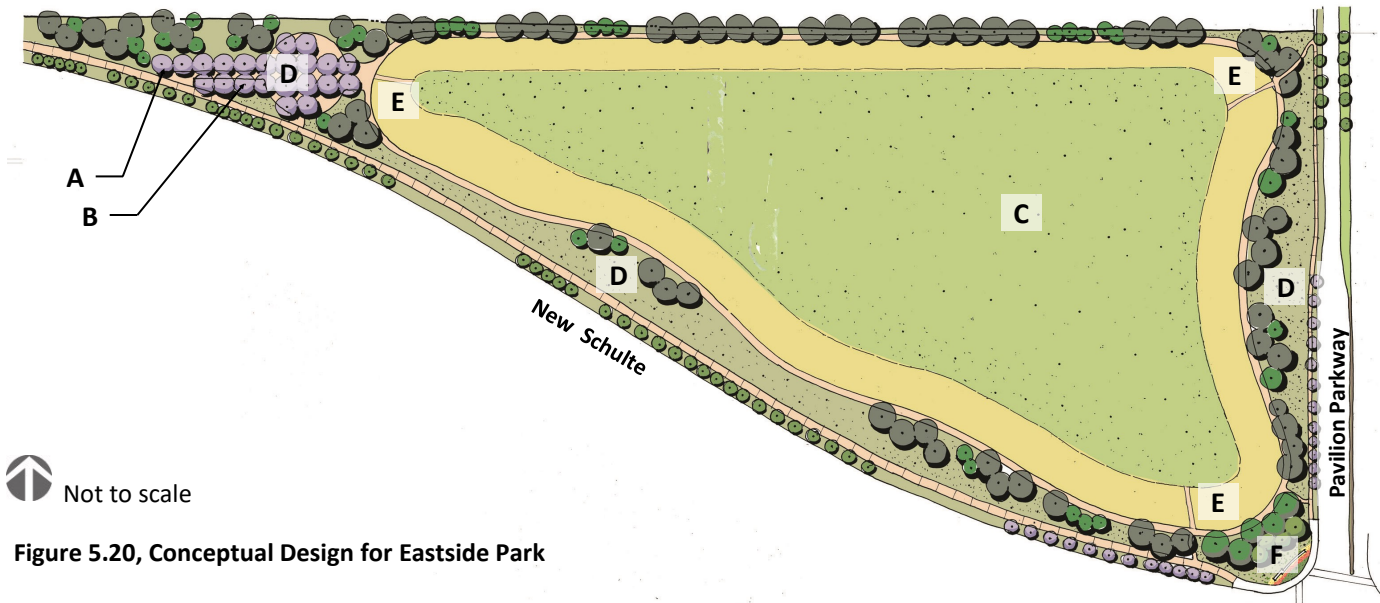
The 18-acre Eastside Park at the eastern property boundary will offer a similar program to the Central Green. This park will provide open space area with pathways for pedestrian and bicycle circulation to picnic areas, benches and other uses. Open lawn will provide a flexible space for active and passive uses and will also provide for storm water detention during storm events, see Figure 5.20.



Key Map

Conceptual Design for Eastside Park

- A. Park Entry Plaza
 - low walls
 - permeable paving
- B. Allée of Trees
 - large shade trees
 - size: 24" box
 - spacing: 30' on center
- C. Detention Basin
 - sod quality seed with willow masses on banks
 - *Chilopsis linearis* (Desert Willow)
- D. Use Areas
 - picnic and/or seating/viewing areas under shade trees
 - species: *Quercus rubra* (Red Oak)
 - size: 24" box to provide substantial canopy upon installation
 - spacing: in clusters
- E. Detention Access
 - 10' wide decomposed granite
- F. Project Entry
 - See Figure 5.14



Not to scale

Figure 5.20, Conceptual Design for Eastside Park

5.10 DRAINAGE EASEMENT

The existing drainage easement that extends from the southwest edge of the Project toward the center of the Plan Area and Central Green is enhanced as a riparian corridor with habitat areas, detention basins, and passive use areas that may include seating and picnic tables. A decomposed granite path will be provided between the Central Green and the Delta Mendota Canal, creating a recreation and circulation opportunity. Planting will be natural and riparian in character. Access roads will run the perimeter of detention basins for maintenance and monitoring purposes. A minimum 25' setback is provided from the top of bank to the trail or any seating or use area in order to protect the corridor.

Conceptual Design for Drainage Easement

- A. Trail
- 10' wide decomposed granite
- B. Riparian Planting, typ.
- C. Detention Basin
- hydroseeded no-mow native grasses with willow masses on banks



Trail and seating

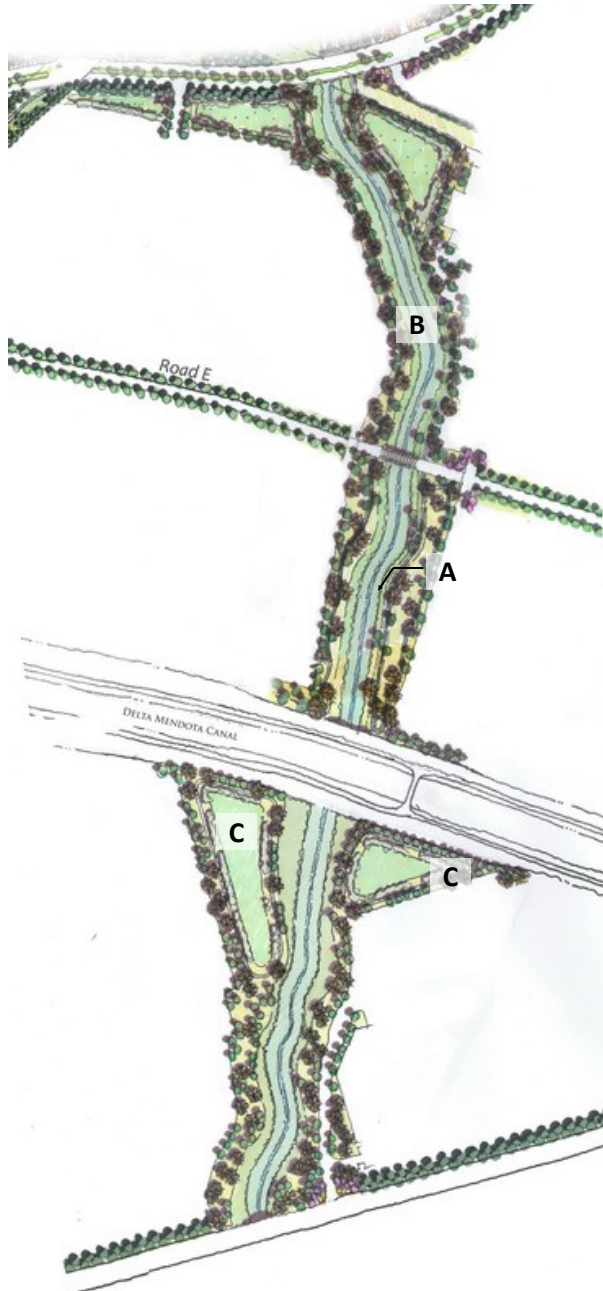
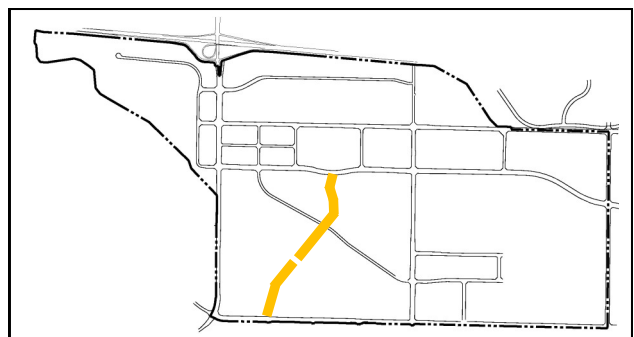


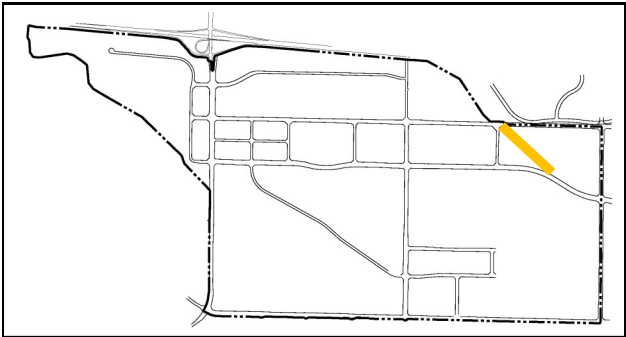
Figure 5.21, Conceptual Design for Drainage Easement



Key Map

5.11 WSID EASEMENT

The existing West Side Irrigation District (WSID) easement Between Capital Parks Drive and New Schulte Road will include pedestrian and bicycle paths to connect to the Eastside Park. The ultimate location for the open space corridor will be refined as part of the Project’s subdivision map process. If the open space corridor is relocated outside the WSID easement to accommodate adjacent development, then a Class I bikeway shall be incorporated into the east side of Road H.



Key Map

Conceptual Design for WSID Easement

- A. Trail, typ.
- 10’ wide decomposed granite
- B. Trees, typ.
- large stature shade trees and accent trees, such as Quercus rubra (Red Oak) and Quercus virginiana (Southern Live Oak)
- size: 24” box
- C. Meadow Planting
- hydroseeded no-mow native grasses and wild-flowers

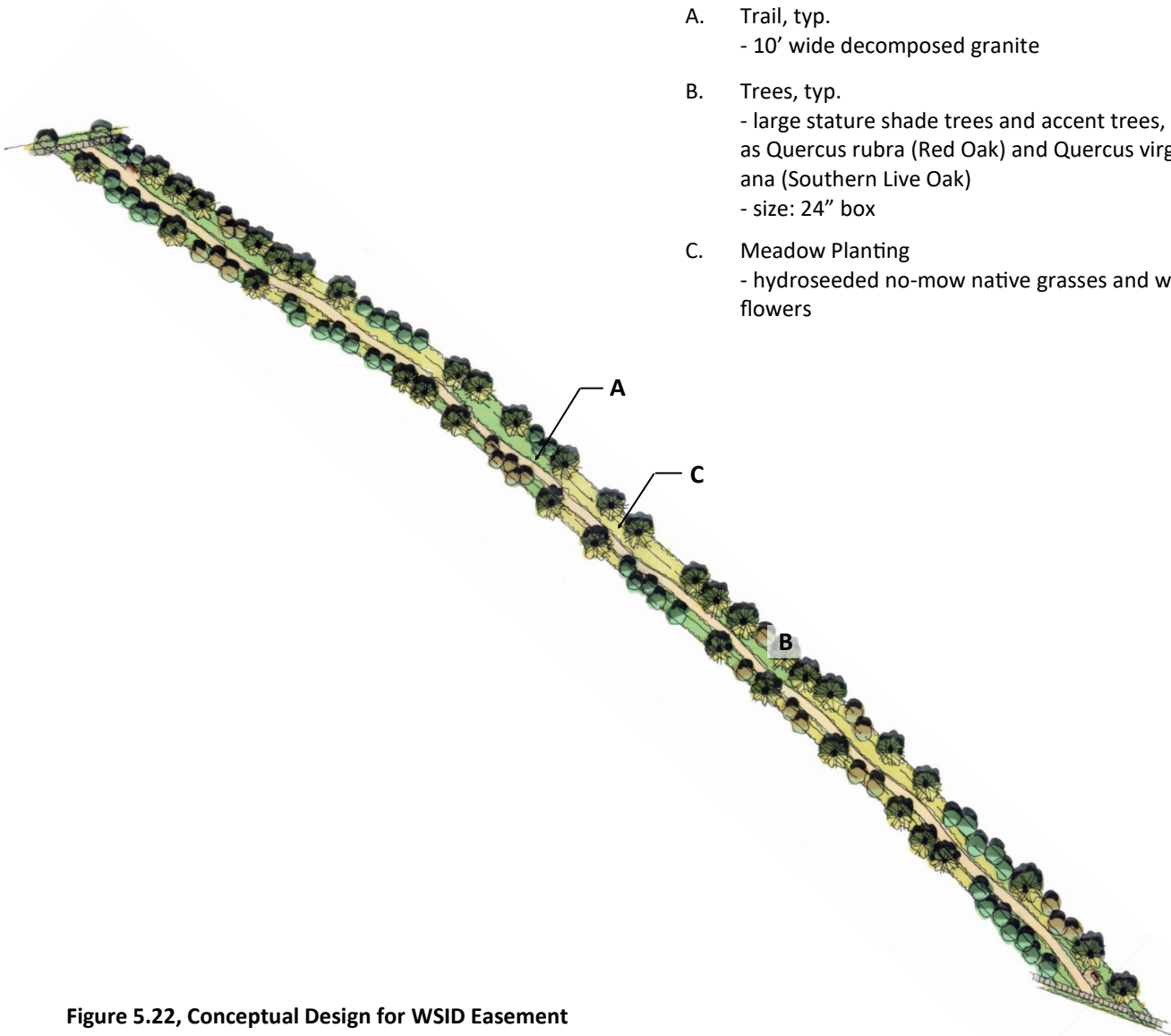


Figure 5.22, Conceptual Design for WSID Easement

Conceptual Design for WSID Easement

- A. Trail, typ.
- 10' wide decomposed granite
- B. Trees, typ.
- large stature shade trees and accent trees, such as *Quercus rubra* (Red Oak) and *Quercus virginiana* (Southern Live Oak)
- size: 24" box
- C. Meadow Planting
- hydroseeded no-mow native grasses and wild-flowers



Decomposed granite trail, no-mow grasses, seating



Figure 5.23, WSID Easement – Section



Landscape strip, multi-use path, landscape setback

5.12 STREETSCAPES

The streetscape design will provide visual structure to the project by reinforcing roadway hierarchies, emphasizing key intersections, creating pedestrian and bicycle zones and highlighting open space.

Streetscapes will feature native and climate adapted planting, street trees, and landscape strips. Thematic site furnishings and fixtures including benches, public transit shelters, trash receptacles, lighting, and signage will support the design character.

Each major road type will have unique, yet coordinated, landscape treatment with varying levels of pedestrian and bicycle amenities, depending on scale and function. For example, streets in the commercial/retail core will include pedestrian scaled street lights, benches, trash receptacles and enhanced planting suitable for more intensive use by pedestrians. Larger arterials will have simpler low-maintenance landscape designs appropriate to facilitate the circulation of vehicular and bicycle traffic. The visual organization of the project will be reinforced with unique tree palettes for each major street/street type.

All roads will include a landscape strip on both sides planted with street trees. Landscape setbacks beyond the right-of-way, ranging from 15-30 feet, provide for screening of large architecture. Landscape setbacks will generally be planted with no-mow grasses, evergreen shrubs and double rows of large screen trees. Setbacks may be bermed up to 5' to minimize the perceived scale of building facades, or slope down away from streets at a maximum 3:1, depending on the grades at a given location.

CORDES RANCH SPECIFIC PLAN: TRACY, CALIFORNIA

Landscape setbacks from back-of-curb will be privately maintained. In some cases this includes a portion of right-of-way. Roadway sections indicate privately maintained landscape areas. All road sections are shown in Chapter 6.

Accent rock surfacing will be used as a design and visual accent element in both the public right of way as well as private landscaping areas within Cordes Ranch Specific Plan boundary. Furthermore, this design element will help the project comply with the water conservation requirements mandated by the Model Water Efficient Landscape Ordinance (MWELO) to reduce water use for landscape irrigation and to also decrease maintenance and create a more sustainable landscape.

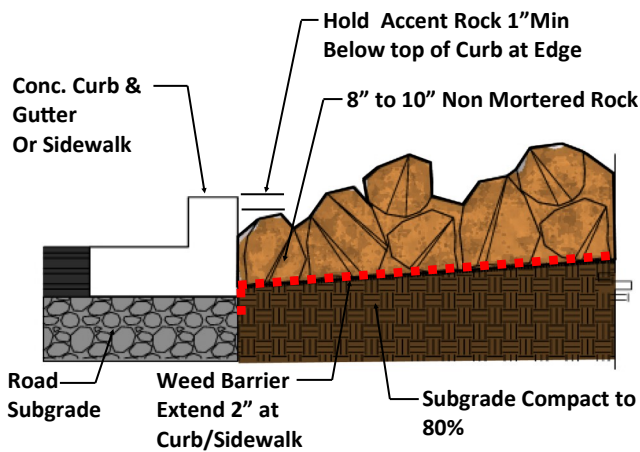
The accent rock surfacing can be generally described as 8" to 10" brown in color fractured angular rock that will be placed un-mortared over a weed barrier to help with the control of weeds and pests, see Accent Rock Detail on page 5-29. The purpose of the rock design concept is to create a varied experience to the streetscape by breaking up the landscape planting with a pattern of "swaths" of rock.

The accent rock will generally consist of up to 250' lengths of rock in the medians and planting strips broken up with approximately 250' of landscaping planting in a pattern that will continue the lengths of the north-south streets and the industrial roads within Cordes Ranch.

A similar pattern of generally 250' lengths of accent rock surfacing alternating with 250' of landscape planting in a more curvilinear shape will generally occur within the private landscape located at the back of the sidewalk. The accent rock surfacing within the private landscape area will complement the public street landscape and reinforce the design concept and enhance the overall visual character of the streetscape.



Typical 8" to 10" Brown Fractured Angular Rock



Typical Accent Rock Detail

International Parkway (formerly Mountain House Parkway) and Old Schulte Road

Four Lane Parkway

The portion of International Parkway (formerly Mountain House Parkway) south of New Schulte Road to the Delta Mendota Canal is a four lane parkway. The east side of the roadway includes a 7-foot landscape strip at the street edge planted with grasses and street trees, a 12-foot Class I Bikeway, and a 3' landscape strip within the right of way. The opposite side has an 8-foot landscape strip, 5-foot sidewalk and 4-foot landscape strip within the right of way. Beyond the right-of-way, additional 30-foot landscape setbacks on both sides expand the planted area along the roadway to provide additional screening of parking and large buildings. The road includes a 16-foot median/turn lane strip. Medians are planted with grasses, evergreen shrubs and trees. Old Schulte Road east of the Delta Mendota Canal is also a four lane parkway with the same dimensions as International Parkway (formerly Mountain House Parkway). The Class I Bikeway is on the north side of Old Schulte Road. See Figure 5.24.

South of the Delta Mendota Canal, International parkway (formerly Mountain House Parkway) has already been improved on the west side, therefore the Project will install the east portion of the street section. See Figure 6.24.

Similarly, west of the Delta Mendota Canal, Old Schulte Road has been improved on the south side, therefore the Project will install the north portion of the street section. See Figure 6.25.

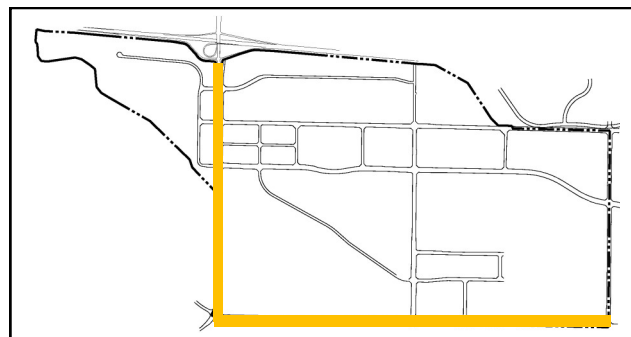
Depending on grades, in some areas the screening in landscape setbacks will be accomplished with 5' berms planted with grasses and a double row of trees. In other areas landscape setbacks slope downward at a maximum 3:1 slope and are planted with grasses and a double row of trees.

Six and Eight Lane Parkways

International Parkway (formerly Mountain House Parkway) north of New Schulte Road is a six lane parkway between New Schulte Road and Capital Parks Drive and is an eight lane parkway between Capital Parks Drive and the Project Entry from I-205. Aside from an additional travel lane, dimensions and landscape character are the same for these portions of International Parkway (formerly Mountain House Parkway). See Figure 5.25.



Median with trees and low evergreen and color



Key Map

Conceptual International Parkway (formerly Mountain House Parkway) Tree Palette

Right of Way Planters	Spacing
<i>Zelkova serrata</i> 'Village Green' (Village Green Zelkova)	30'-0" o.c.
<i>Lagerstroemia hybrid</i> 'Dynamite' (Dynamite Crape Myrtle)	20'-0" o.c.

Landscape Setback	Spacing
<i>Quercus ilex</i> (Holly Oak)	30'-0" o.c.
<i>Zelkova serrata</i> 'Village Green' (Village Green Zelkova)	30'-0" o.c.
<i>Lagerstroemia hybrid</i> 'Dynamite' (Dynamite Crape Myrtle)	20'-0" o.c.

Median	Spacing
<i>Arbutus x Marina</i> (Marina Strawberry Tree)	30'-0" o.c.
<i>Quercus macracarpa</i> 'Urban Pinnacle' (Urban Pinnacle Oak)	30'-0" o.c.

Conceptual Old Schulte Road Tree Palette

Right of Way Planters	Spacing
<i>Lagerstroemia hybrid</i> 'Dynamite' (Dynamite Crape Myrtle)	20'-0" o.c.
<i>Ulmus parvifolia</i> 'True Green' (True Green Chinese Evergreen Elm)	30'-0" o.c.

Landscape Setback	Spacing
<i>Quercus wislizenii</i> (Interior Live Oak)	30'-0" o.c.
<i>Lagerstroemia hybrid</i> 'Dynamite' (Dynamite Crape Myrtle)	20'-0" o.c.
<i>Ulmus parvifolia</i> 'True Green' (True Green Chinese Evergreen Elm)	30'-0" o.c.

Median	Spacing
<i>Olea europaea</i> 'Swan Hill' (Swan Hill olive)	30'-0" o.c.
<i>Quercus macracarpa</i> 'Urban Pinnacle' (Urban Pinnacle Oak)	30'-0" o.c.

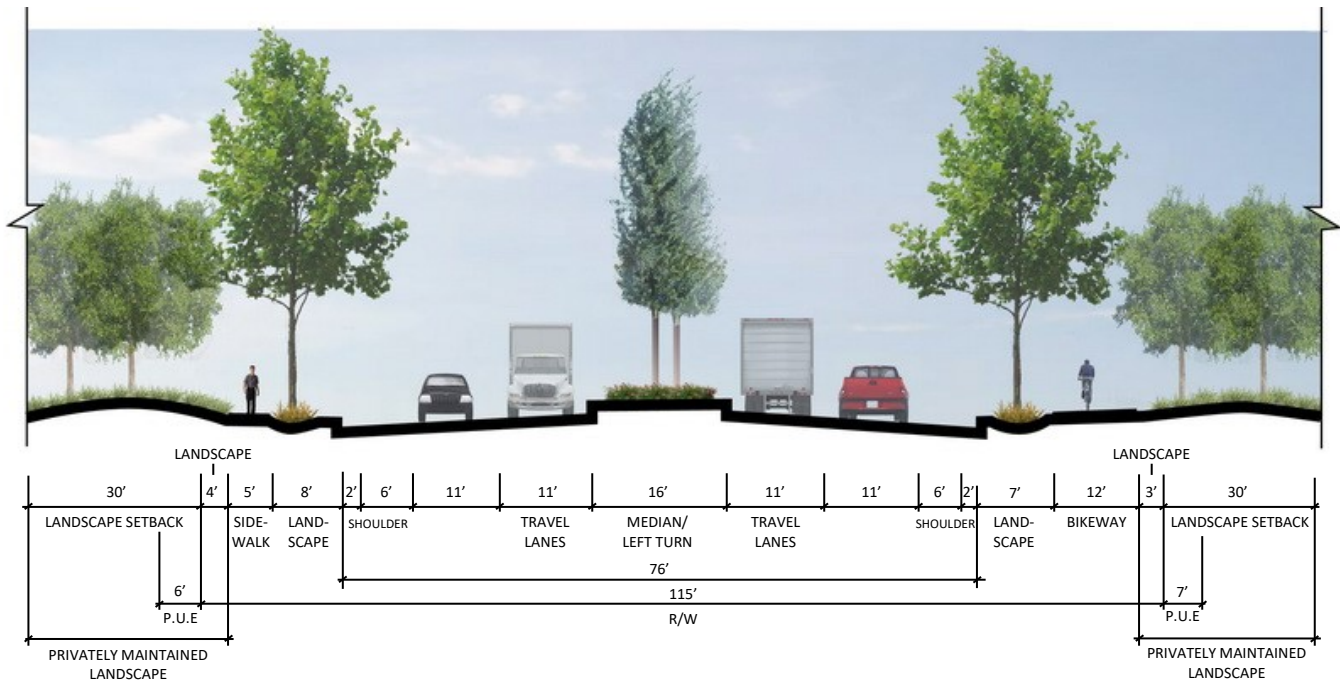


Figure 5.24, Conceptual Design for Four Lane Parkway

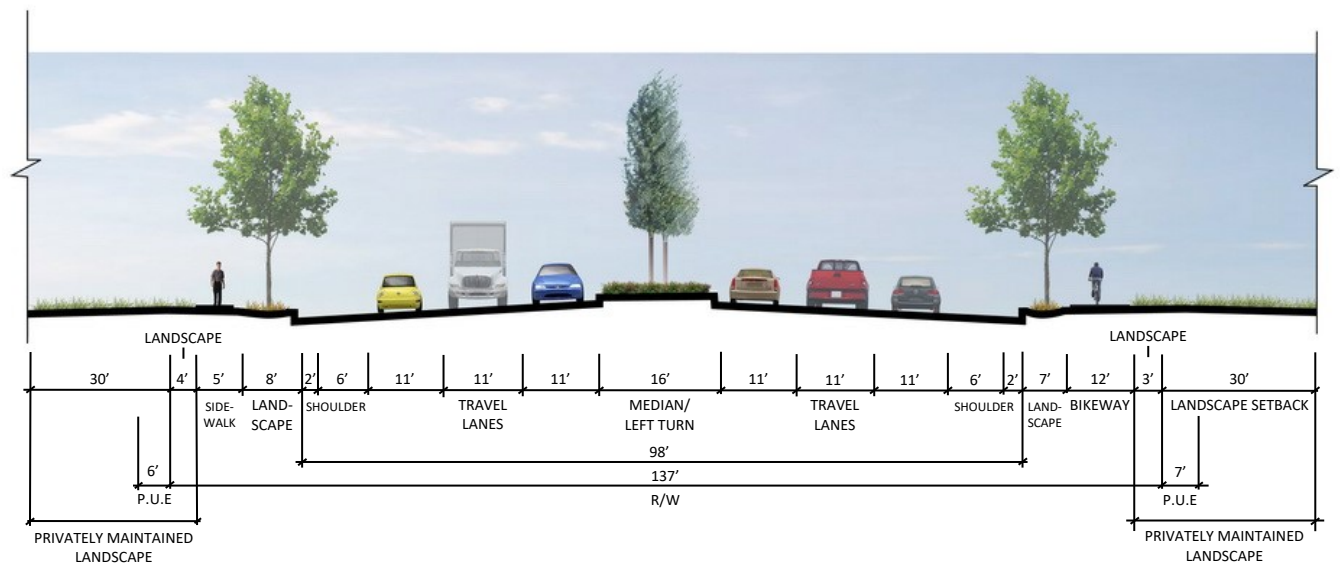


Figure 5.25, Conceptual Design for Six Lane Parkway

Capital Parks Drive, Hansen Road and Pavilion Parkway

Capital Parks Drive, Pavilion Parkway and Hansen Road are four lane major arterials with medians. On the east sides they have 12-foot Class I Bikeways with 7-foot landscape strips at the street edge and 3’ landscape strips at the back of walk within the right of way. On the west side they will have 8-foot landscape strips at the street edge, five 5-foot sidewalks and 4-foot landscape strips within the right-of-way. Additional 25-foot landscape setbacks are provided on both sides. Setbacks are planted with no-mow grasses and screen trees and bermed or sloped where appropriate to minimize the perceived scale of building facades. Sixteen-foot medians are planted with grasses, evergreen shrubs, and flowering trees.

Conceptual Pavilion Parkway Tree Palette

Right of Way Planters	Spacing
<i>Zelkova serrata</i> ‘Village Green’ (Village Green Zelkova)	30’-0” o.c.

<i>Lagerstroemia hybrid</i> ‘Dynamite’ (Dynamite Crape Myrtle)	20’-0” o.c.
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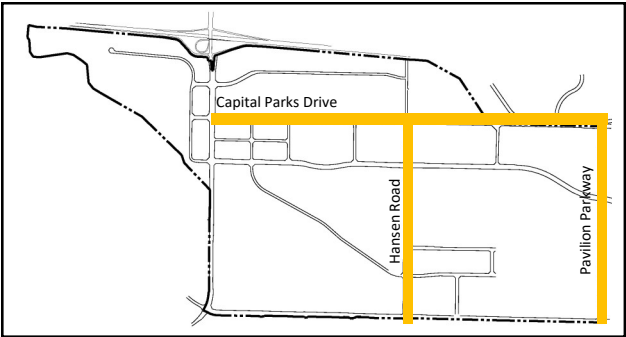
Landscape Setback	Spacing
<i>Quercus ilex</i> (Holly Oak)	30’-0” o.c.
<i>Zelkova serrata</i> ‘Village Green’ (Village Green Zelkova)	30’-0” o.c.

<i>Lagerstroemia hybrid</i> ‘Dynamite’ (Dynamite Crape Myrtle)	20’-0” o.c.
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Median	Spacing
<i>Arbutus x Marina</i> (Marina Strawberry Tree)	30’-0” o.c.
<i>Quercus macracarpa</i> ‘Urban Pinnacle’ (Urban Pinnacle Oak)	30’-0” o.c.



Street tree, screen tree, 5’ sidewalk



Key Map

Conceptual Capital Parks Drive Tree Palette

Right of Way Planters	Spacing
<i>Lagerstroemia hybrid</i> 'Dynamite' (Dynamite Crape Myrtle)	20'-0" o.c.
<i>Ulmus parvifolia</i> 'True Green' (True Green Chinese Evergreen Elm)	30'-0" o.c.
Landscape Setback	Spacing
<i>Quercus wislizenii</i> (Interior Live Oak)	30'-0" o.c.
<i>Lagerstroemia hybrid</i> 'Dynamite' (Dynamite Crape Myrtle)	20'-0" o.c.
<i>Ulmus parvifolia</i> 'True Green' (True Green Chinese Evergreen Elm)	30'-0" o.c.
Median	Spacing
<i>Olea europaea</i> 'Swan Hill' (Swan Hill olive)	30'-0" o.c.
<i>Quercus robur</i> 'Pyramich' (Skymaster Oak)	30'-0" o.c.

Conceptual Hansen Road Tree Palette

Right of Way Planters	Spacing
<i>Lagerstroemia hybrid</i> 'Dynamite' (Dynamite Crape Myrtle)	20'-0" o.c.
<i>Zelkova serrata</i> 'Village Green' (Village Green Zelkova)	30'-0" o.c.
Landscape Setback	Spacing
<i>Quercus ilex</i> (Holly Oak)	30'-0" o.c.
<i>Zelkova serrata</i> 'Village Green' (Village Green Zelkova)	30'-0" o.c.
<i>Lagerstroemia hybrid</i> 'Dynamite' (Dynamite Crape Myrtle)	20'-0" o.c.
Median	Spacing
<i>Arbutus x Marina</i> (Marina Strawberry Tree)	30'-0" o.c.
<i>Quercus macracarpa</i> 'Urban Pinnacle' (Urban Pinnacle Oak)	30'-0" o.c.

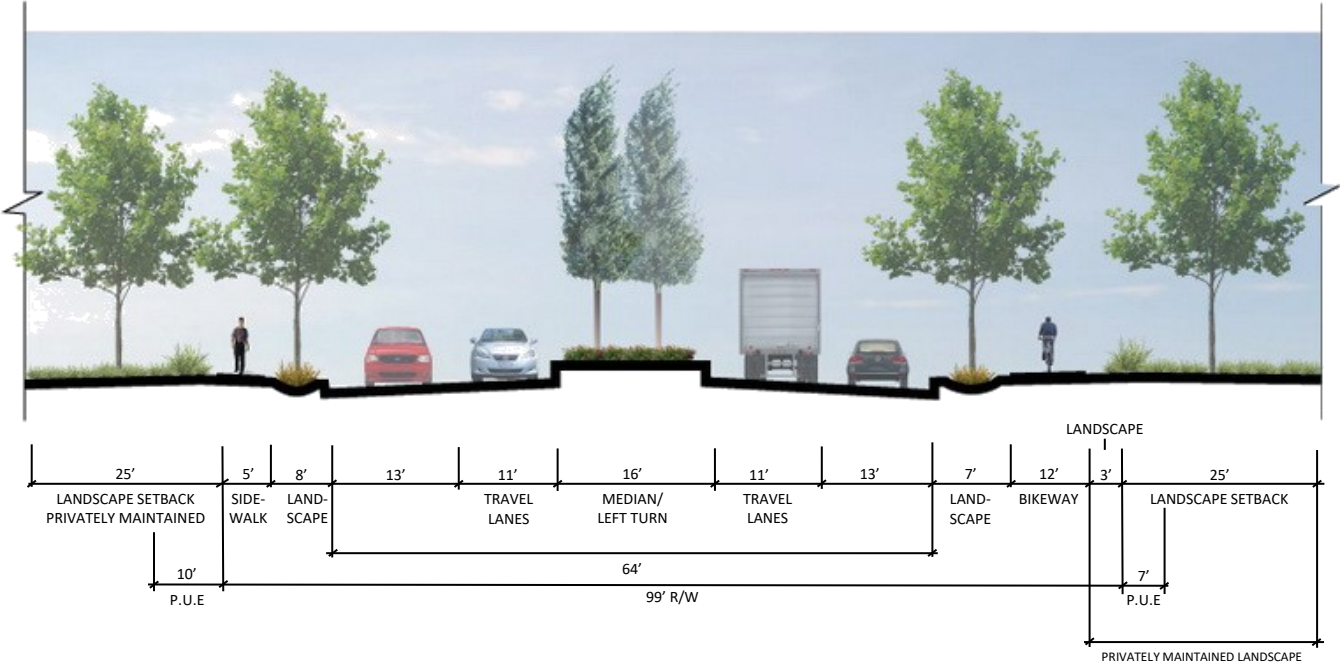


Figure 5.26, Conceptual Design for Four Lane Major Arterial with Median

New Schulte Road

New Schulte Road is a six lane arterial with intermittent pull outs. The north side contains a 7-foot landscape strip at the street edge, a 12-foot Class I Bikeway and 3-foot landscape strip, adjacent to a 30-foot landscape setback beyond the right of way. The opposite side has an 8-foot landscape strip at street edge planted with grasses and street trees, 5-foot sidewalk within the right of way adjacent to the 25-foot landscape setback outside of the right of way. Landscape setbacks are planted with grasses and screen trees to soften large architecture and are bermed or sloped, as needed.



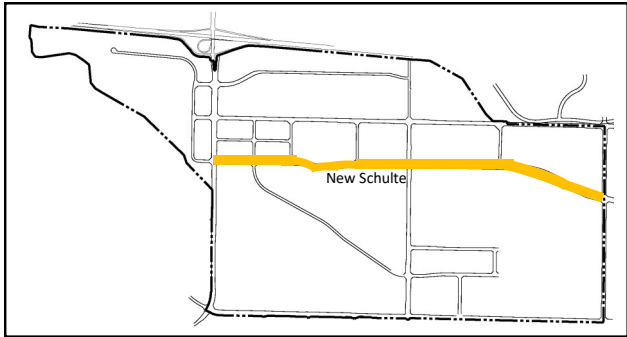
Trees, walk and low planting in retail area



Planted berms as screen in industrial area

Conceptual New Schulte Road Tree Palette

Right of Way Planters	Spacing
<i>Lagerstroemia hybrid</i> 'Dynamite' (Dynamite Crape Myrtle)	20'-0" o.c.
<i>Ulmus parvifolia</i> 'True Green' (True Green Chinese Evergreen Elm)	30'-0" o.c.
Landscape Setback	Spacing
<i>Quercus wislizenii</i> (Interior Live Oak)	30'-0" o.c.
<i>Lagerstroemia hybrid</i> 'Dynamite' (Dynamite Crape Myrtle)	20'-0" o.c.
<i>Ulmus parvifolia</i> 'True Green' (True Green Chinese Evergreen Elm)	30'-0" o.c.
Median	Spacing
<i>Olea europaea</i> 'Swan Hill' (Swan hHll olive)	30'-0" o.c.
<i>Quercus macracarpa</i> 'Urban Pinnacle' (Urban Pinnacle Oak)	30'-0" o.c.



Key Map

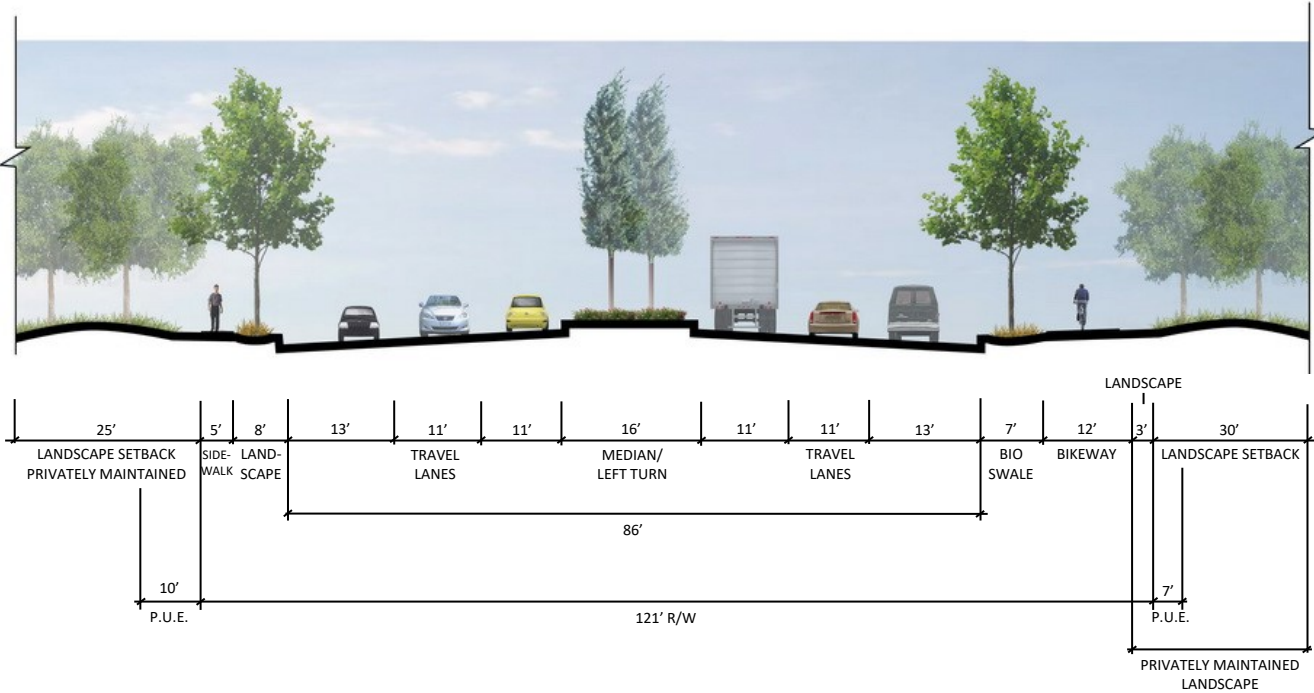


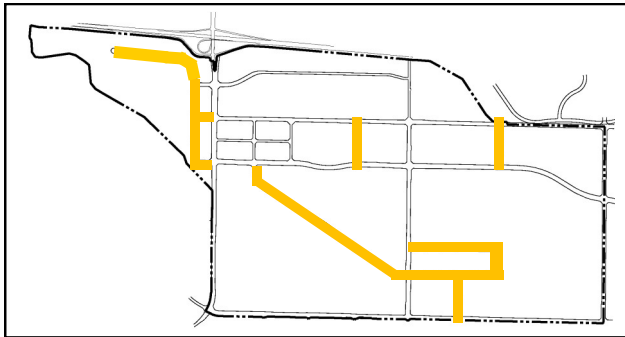
Figure 5.27, Conceptual Design for Six Lane Major Arterial with Intermittent 8-Foot Pull-outs



Street trees, screen trees, low planting in median

Industrial Streets

Several configurations of industrial streets occur throughout the project. These are the smaller scale streets and have not been assigned tree palettes. Trees selected for these streets will accommodate the needs of truck circulation. The section shown below is one of the possible configurations as an example.



Key Map

Conceptual Industrial Streets Tree Palette

Right of Way Planters

Spacing

Lagerstroemia hybrid
'Dynamite' (Dynamite Crape Myrtle)

20'-0" o.c.

Laurus nobilis
'Saratoga' (Saratoga Sweet Bay)

30'-0" o.c.

Landscape Setback

Spacing

Olea europaea 'Swan Hill' (Swan Hill olive)

30'-0" o.c.

Lagerstroemia hybrid
'Dynamite' (Dynamite Crape Myrtle)

20'-0" o.c.

Quercus shumardii (Shumard Red Oaks)

30'-0" o.c.

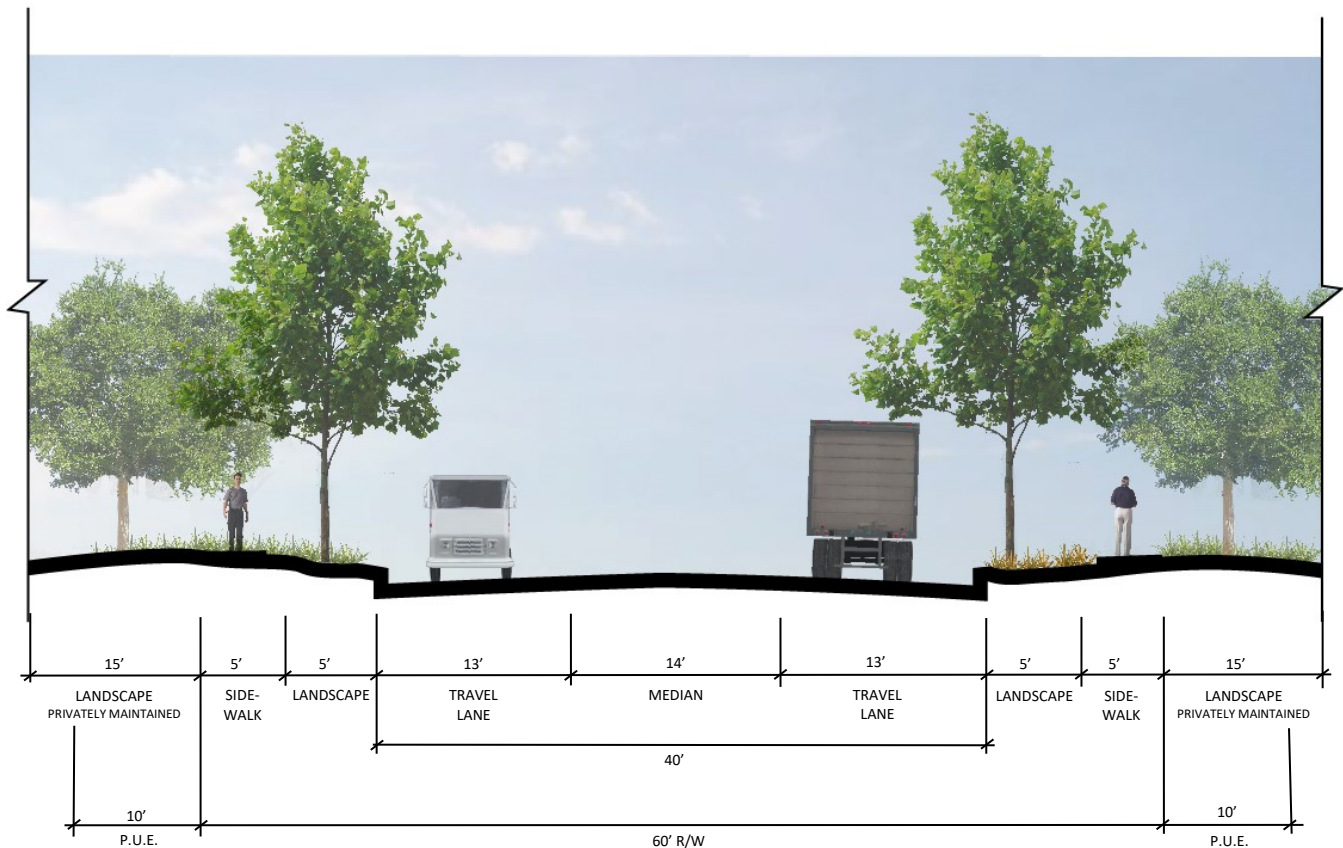


Figure 5.28, Conceptual Design for Industrial Streets (Section I-I)

Street Tree List

The following Street Tree list provides suggested species suitable for the design aesthetic desired for the project right of way planters, medians, and landscape setback areas. See Chapter 4 Design Guidelines for Onsite Tree

Right of Way Planters

Botanical Name (Common Name)	Spacing
<i>Lagerstroemia hybrid</i> 'Dynamite' (Dynamite Crape Myrtle)	20'-0" o.c.
<i>Laurus nobilis</i> 'Saratoga' (Saratoga Sweet Bay)	30'-0" o.c.
<i>Ulmus parvifolia</i> 'True Green' (True Green Chinese Evergreen Elm)	30'-0" o.c.
<i>Zelkova serrata</i> 'Village Green' (Village Green Zelkova)	30'-0" o.c.

Medians

Botanical Name (Common Name)	Spacing
<i>Arbutus x Marina</i> (Marina Strawberry Tree)	30'-0" o.c.
<i>Olea europaea</i> 'Swan Hill' (Swan Hill olive)	30'-0" o.c.
<i>Quercus macrocarpa</i> 'Urban Pinnacle' (Urban Pinnacle Oak)	30'-0" o.c.

Landscape Setback Area

Botanical Name (Common Name)	Spacing
<i>Lagerstroemia hybrid</i> 'Dynamite' (Dynamite Crape Myrtle)	20'-0" o.c.
<i>Olea europaea</i> 'Swan hill' (Swan hill olive)	30'-0" o.c.
<i>Quercus ilex</i> (Holly Oak)	30'-0" o.c.
<i>Quercus shumardii</i> (Shumard Red Oaks)	30'-0" o.c.
<i>Quercus wislizenii</i> (Interior Live Oak)	30'-0" o.c.
<i>Ulmus parvifolia</i> 'True Green' (True Green Chinese Evergreen Elm)	30'-0" o.c.
<i>Zelkova serrata</i> 'Village Green' (Village Green Zelkova)	30'-0" o.c.

CHAPTER 6

STREETS AND INFRASTRUCTURE

6.1 INTRODUCTION

Chapter 6 presents the major roadway and utility infrastructure required to support the development of the Project Area, as well as certain “shared” improvements that will benefit the entire Project Area and will be funded and maintained by property owners in the Project Area. It also provides information for construction and financing of major infrastructure improvements.

Development of the Project Area will require the construction and installation of new infrastructure and public improvements, and the extension of existing roadways and utility infrastructure. The City of Tracy has citywide infrastructure Master Plans for roadways, water, sewer, storm drainage, parks, public facilities, and public safety. The Cordes Ranch Spe-

cific Plan is designed to implement and conform with these citywide Master Plans.

The Master Plan infrastructure required to serve the Project Area is listed in the applicable citywide Master Plans as set forth therein, and depicted in Figures 6.2, 6.31, 6.33, 6.35 and 6.37.¹ These Master Plan improvements are referred to in this Specific Plan as “Master Plan Infrastructure.” Fees for Master Plan Infrastructure shall be collected through the City’s development impact fee program.

The Project Area will also be served by certain, major infrastructure and improvements that are not included in the citywide Master Plans. These additional infrastructure facilities and improvements, referred to herein as the “Specific Plan Improvements,” are

¹ All descriptions, figures and graphics in this Specific Plan that describe or show future infrastructure, facilities and improvements to be developed in the Specific Plan Area are conceptual in nature and provided herein to explain and to illustrate the City’s vision and intent for development in the Specific Plan Area. Actual infrastructure, facilities and improvements may be subject to modifications as development occurs to address unanticipated conditions and to ensure consistency with the City’s vision and intent for development in the Specific Plan Area., as well as applicable City of Tracy standards as set forth in, among other things, the citywide Master Plans and the City of Tracy Municipal Code.



Figure 6.1, Existing Roadways

improvements that serve or provide benefits to the entire Specific Plan Area, or to multiple properties in the Specific Plan Area. Specific Plan Improvements are of two types: (1) improvements that will be constructed by Project developers and then offered for dedication to the City (“Specific Plan Public Infrastructure”), and (2) infrastructure improvements that will be constructed by Project developers but will not be offered for dedication to the City, and thus remain in private ownership (“Specific Plan Private Infrastructure”).

The Specific Plan Public Infrastructure required to serve the Project Area is listed in Table 6.1 and depicted in Figures 6.2, 6.31, 6.33, 6.35 and 6.37. The Specific Plan Private Infrastructure required to serve the Project Area is listed in Table 6.2 and depicted in Figures 6.40 and 6.41.

All Master Plan Infrastructure and Specific Plan Improvements constructed by Project Area developers will be subject to adequate security requirements, such as bonds, letters of credit, or other forms of security, as deemed reasonably necessary by the City to ensure the satisfactory construction of said infrastructure and performance of any associated obligations, including applicable warranty and maintenance obligations. To the extent that a property owner is required to pay for or construct improvements which benefit other properties, such property owner may be eligible for reimbursement under the City’s applicable reimbursement programs and in accordance with applicable laws and regulations.

6.2 STREET NETWORK

The main access points to the Project Area are Interstate 205 to the north and Interstate 580 to the south. The existing street network consists of Mountain House Parkway, a 2-lane north/south road providing access to the two interstate freeways; Old Schulte Road at the southern Project Area boundary; and Hansen Road, a 2-lane north/south road extending through the site. See Figure 6.1.

Development of the Project Area will require improvements to the existing road network as well as construction of new roads. The Citywide Roadway & Transportation Master Plan (RTMP) depicts six major roadways in the Project Area: Mountain House Parkway, Old Schulte Road, Hansen Road, Capital Parks

Drive, and Pavilion Parkway (Note: These roadway names may change as development occurs). Figure 6.2 depicts the major roadway improvements necessary to accommodate the Project. Construction of additional Specific Plan roads will be required to be constructed through and within the Project Area during the development review and/or subdivision process or to accommodate individual development projects within a grid pattern network.

Three of these major roadways will extend from the east and terminate at Mountain House Parkway: the extension of Capital Parks Drive from the east Project Area boundary as a 4-lane arterial; the extension of New Schulte Road from the east boundary as a 6-lane arterial; and extending and adding two lanes to Old Schulte from the east boundary to create a 4-lane arterial.

The existing north/south roadways, Mountain House Parkway and Hansen Road, will also be reconfigured to add lanes as follows:

- Mountain House Parkway will be constructed as an 8-lane expressway from I-205 to Road “C”, a 6-lane parkway from Road “C” to New Schulte Road, and a 4-lane parkway from New Schulte Road to Old Schulte Road;
- Hansen Road will be constructed as a 4-lane arterial from Old Schulte Road north to Capital Parks Drive.
- Pavilion Parkway will be constructed as a 4-lane arterial near the eastern project boundary, extending from Old Schulte Road north to Capital Parks Drive.

This system of roadways will provide for a more efficient movement of traffic within the Project Area. The complete street network will eventually be comprised of both Master Plan roadways and Specific Plan roadways designed to serve the Project Area. The street network is designed and intended to minimize Vehicle Miles Traveled (VMT) and to meet the Level of Service requirements as recommended in the City of Tracy Sustainability Action Plan and the Transportation Master Plan. The number, type, location and design of local roadways, including intersection spacing, geometrics and other design elements described in this Specific Plan and the City of Tracy Master Plans are conceptual. Any variations from figures must be consistent with the other applicable provisions of the Specific Plan and other applicable city standards and policies, including re-

TABLE 6.1 SPECIFIC PLAN PUBLIC INFRASTRUCTURE		
	Obligation	Depiction
Roadways		
1	Road A (East of Mountain House)	Shown on Exhibit 6.2
2	Road A (West of Mountain House)	Shown on Exhibit 6.2
3	Road B (North Of Capital Parks)	Shown on Exhibit 6.2
4	Road B (South Of Capital Parks)	Shown on Exhibit 6.2
5	Road C	Shown on Exhibit 6.2
6	Road D	Shown on Exhibit 6.2
7	Road E (North Of Capital Parks)	Shown on Exhibit 6.2
8	Road E (South Of Capital Parks)	Shown on Exhibit 6.2
9	Road F (North of Capital Parks)	Shown on Exhibit 6.2
10	Road F (South of Capital Parks)	Shown on Exhibit 6.2
11	Road G	Shown on Exhibit 6.2
12	Road H	Shown on Exhibit 6.2
13	Road I	Shown on Exhibit 6.2
14	Frontage Improvements Mountain House(Between Capital Parks/ I-205)	Shown on Exhibit 6.2
15	Frontage Improvements Mountain House(Between Capital Parks/ Delta Mendota)	Shown on Exhibit 6.2
16	Frontage Improvements Mountain House(Between Delta/Old Shulte)	Shown on Exhibit 6.2
17	Frontage Improvements Capital Parks	Shown on Exhibit 6.2
18	Frontage Improvements New Shulte (East of Mountain House)	Shown on Exhibit 6.2
19	Frontage Improvements Hanson (Between Capital Parks/ Delta Mendota)	Shown on Exhibit 6.2
20	Frontage Improvements Hanson (Between Capital Parks/Old Schulte)	Shown on Exhibit 6.2
21	Frontage Improvements Hanson Road (Between Capital Parks/ I-205)	Shown on Exhibit 6.2
22	Northern Frontage Improvements Old Schulte(East of Mountain House)	Shown on Exhibit 6.2
Utilities		
1	Potable Water Pipelines	Shown on Exhibit 6.31
2	Recycled Water Pipelines	Shown on Exhibit 6.33
3	Sanitary Sewer Pipelines	Shown on Exhibit 6.35
4	Storm Drain and Basins (Landscaping/Bike trails Only)	Shown on Exhibit 6.37
5	Storm Drains Within Roads	Specific Plan Roads Only(Exhibit 6.2)
6	Joint Trench(electric, telecommunications, gas)	Specific Plan Roads and Program Roads (Exhibit 6.2)
* Road Improvements Include Required Intersections.		
** Joint Trench in curb to curb program Roads to accommodate lighting and traffic Signals are considered program improvements		

quired level-of-service and VMT standards. The City may require additional design improvements and requirements, such as additional right-turn lanes, acceleration and deceleration lanes, and extended left-turn pockets, among other things. Any such variations must be approved by the City.

The roadway system for the Project Area has been designed to enable safe, attractive and convenient access and use by a variety of users including pedestrians, bicycles, vehicles, trucks and public transportation. Pedestrian improvements include sidewalks on both sides of all streets, easily accessible walking trails within the park and open space areas, and accessible pedestrian signals. Class 1 bicycle paths have been included on all major circulation streets within the Project Area to encourage and allow for alternatives to motor vehicles and to connect with the City's existing bicycle path network. The Project Area roadway system will also facilitate use of public transportation facilities by providing bus pull outs and shelters for shade and protection during winter weather. Such improvements shall be implemented through the development process.

TABLE 6.2 SPECIFIC PLAN PRIVATE INFRASTRUCTURE

	Obligation	Description
1	City Gateway Signage	Section 5.3
2	Entryway Signage	Section 5.4
3	Major Intersections	Section 5.5
4	Minor Intersections	Section 5.6
5	Central Green Bicycle Trails and Passive Park	Section 5.7
6	Eastside Park	Section 5.8
7	Street Frontage Landscape Behind Walks	Section 5.9
8	Drainage Easement Landscaping and Trails	Section 5.10
9	I-205 Frontage Landscaping	Section 5.11
* See Detailed Exhibits with Chapter 5		

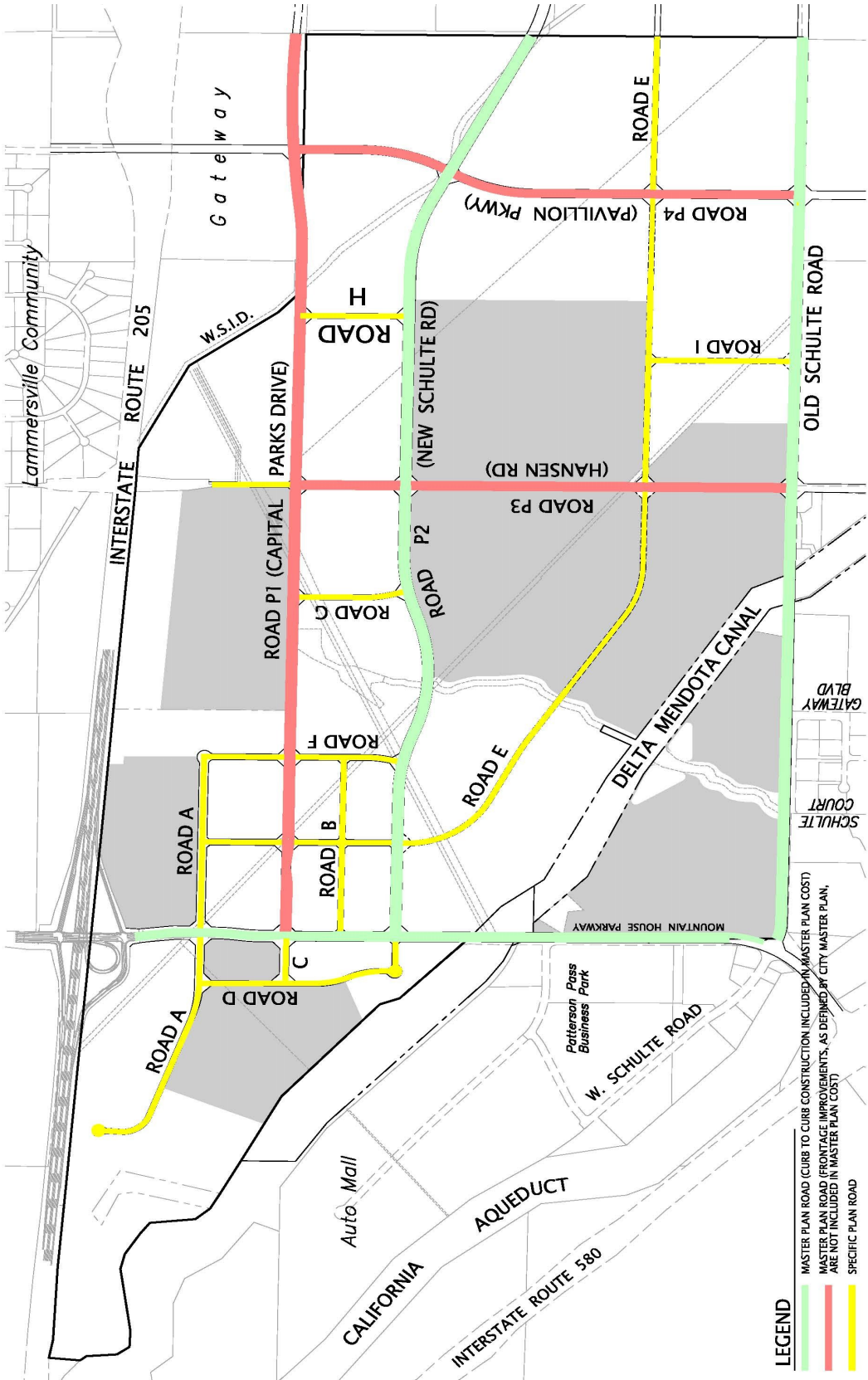


Figure 6.2, Street Improvements

6.3 MOUNTAIN HOUSE PARKWAY AND OLD SCHULTE ROAD– 4 LANE PARKWAY(MASTER PLAN RD)- SECTION A-A

Mountain House Parkway from New Schulte Road south, and Old Schulte Road, are classified as parkways and will be 4 lanes with median separation, see figure 6.3. These two parkways will serve as main truck routes for the Project with trucks coming off the interstates to access the Business Park Industrial uses. A 12' Class I bicycle path will be included on the east side of Mountain House Parkway and the north side of Old Schulte Road to provide for a separated bicycle path from the travel lanes, with a sidewalk on the south side. A 30' landscape setback will be included on only the eastern side of Mountain House Parkway south of the Delta-Mendota Canal and the northern side of Old Schulte Road when fronting existing development. From the Delta Mendota Canal

north, Mountain House Parkway will include a 30' setback on both sides of the street to provide for a landscaped corridor to include a double row of trees to assist in screening buildings and parking areas. See Figure 6.4. Both Mountain House Parkway and Old Schulte Road will be designed to STAA standards to allow for truck traffic.

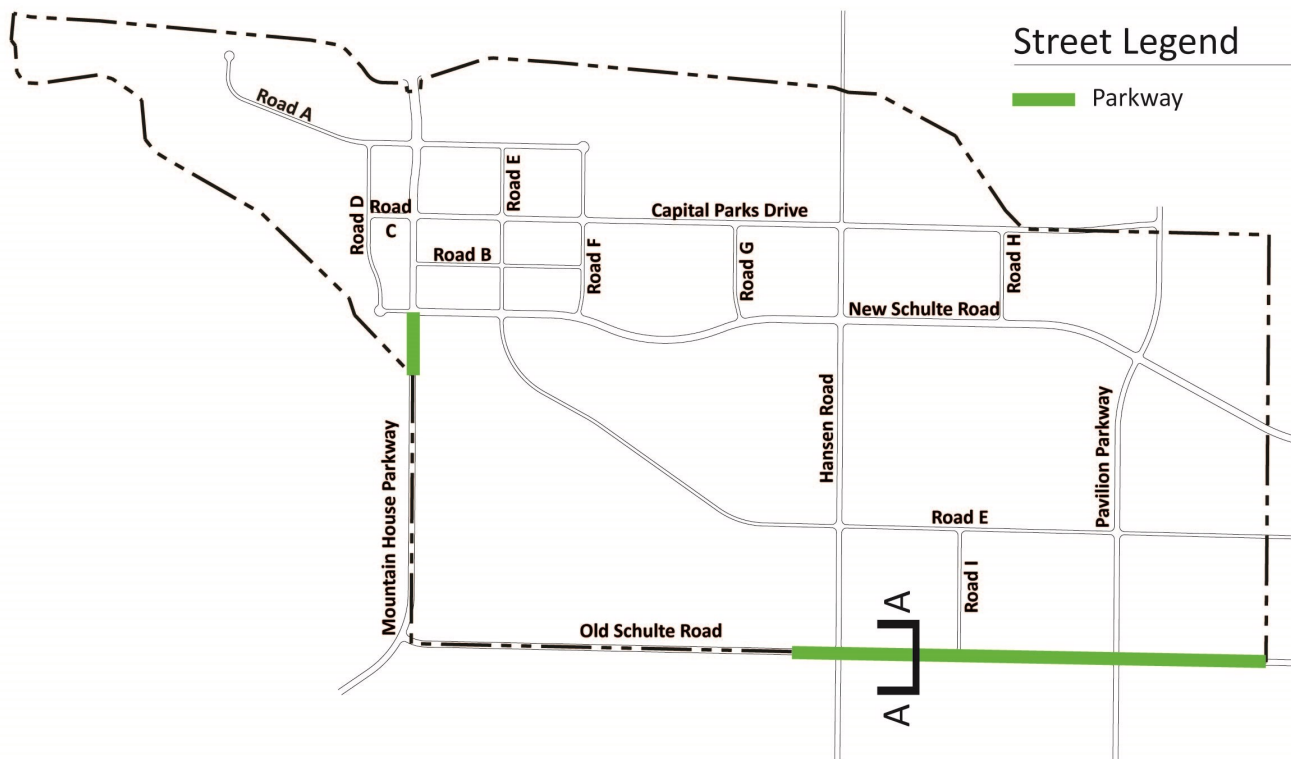
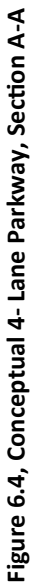


Figure 6.3, Conceptual 4-Lane Parkway Locations



6.4 MOUNTAIN HOUSE PARKWAY – 6 LANE PARKWAY(MASTER PLAN ROAD)- SECTION B-B

Mountain House Parkway between Capital Parks Drive and New Schulte Road will be 6 lanes with median separation to provide for additional lanes to accommodate increased traffic volumes in the central portion of the Project Area, see Figure 6.5. A 12' Class I bicycle path will be included on the east side of the street to provide for a separated bicycle path from the travel lanes, with a sidewalk on the west side. A 30' landscape setback will be included on both sides of the street to provide for a landscaped corridor to include a double row of trees to assist in screening the buildings and parking areas. See Figure 6.6. Mountain House Parkway will be designed to STAA standards to allow for truck traffic.

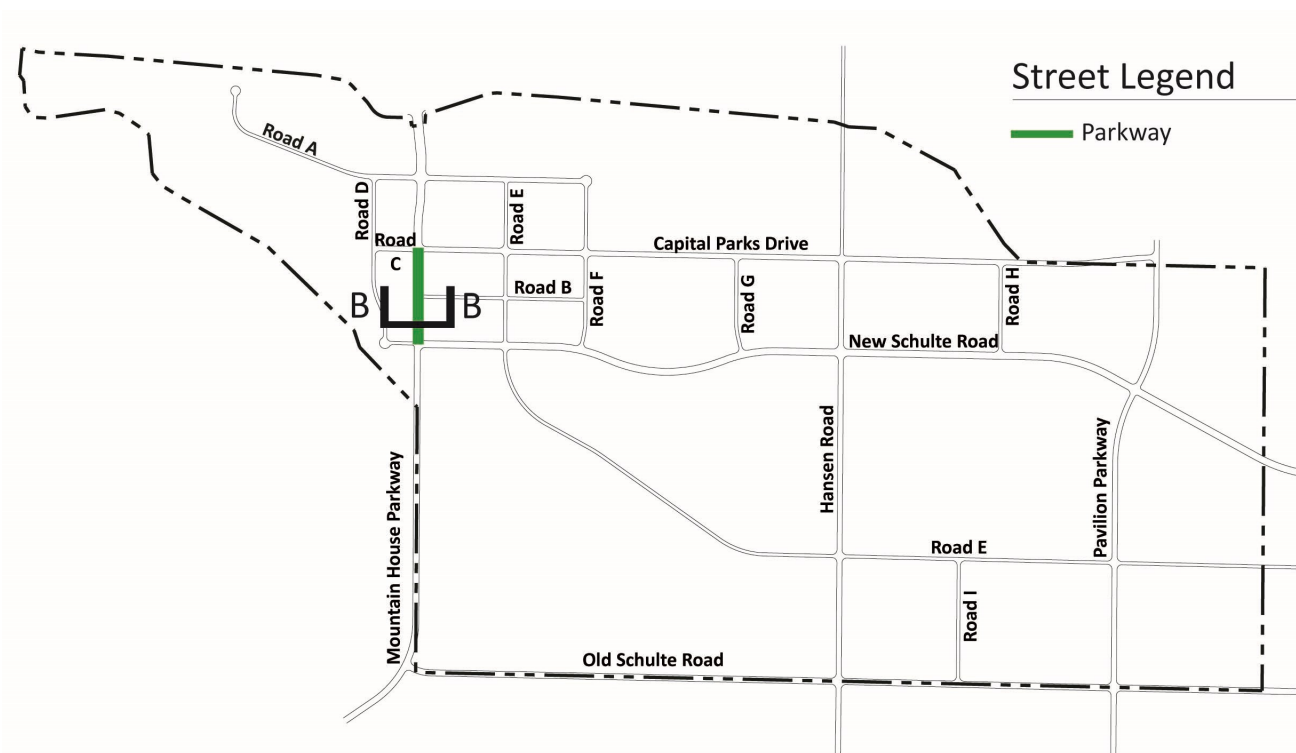


Figure 6.5, Conceptual 6-Lane Parkway Location

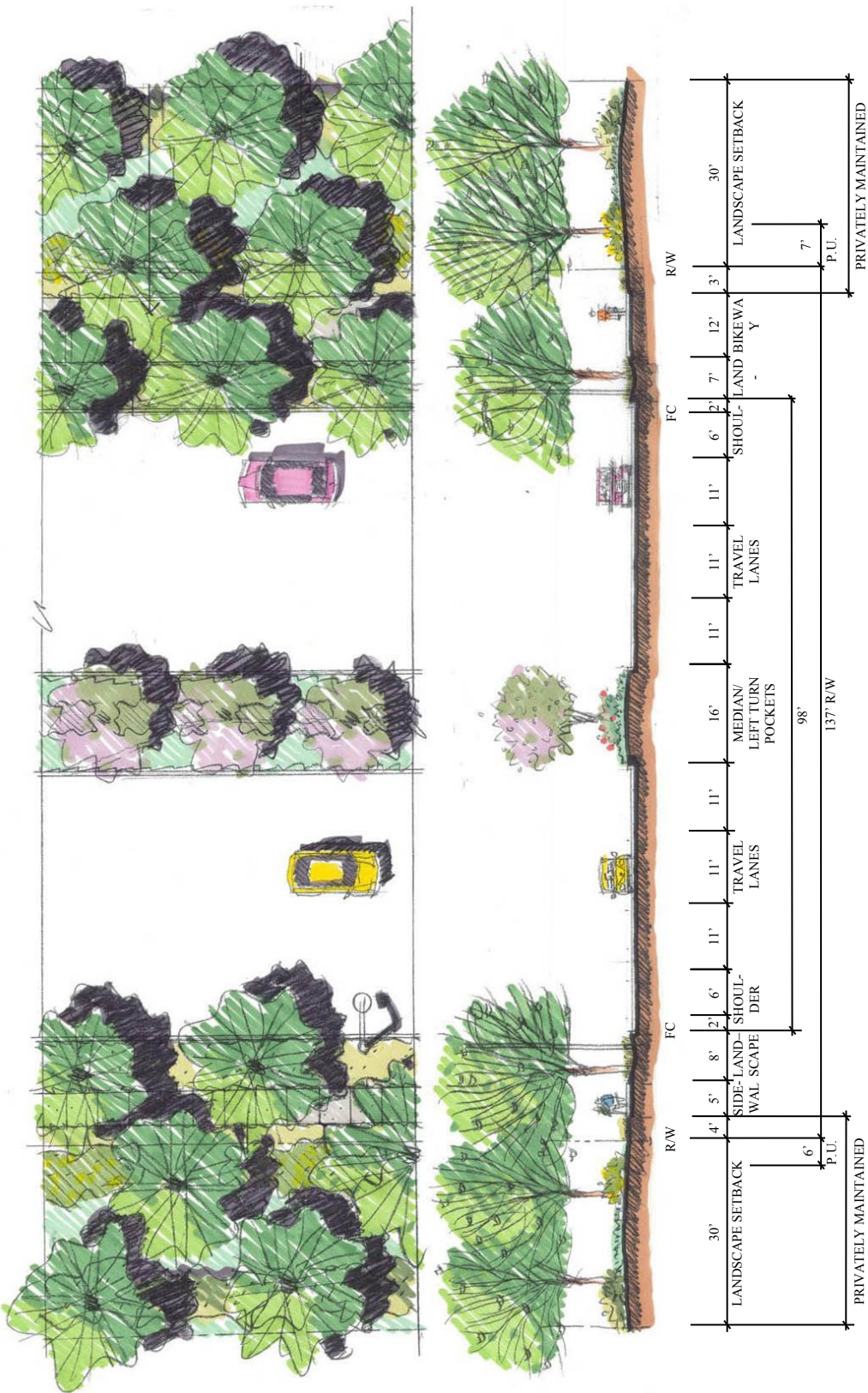


Figure 6.6, Conceptual 6- Lane Parkway, Section B-B

6.5 MOUNTAIN HOUSE PARKWAY, 8-LANE PARKWAY(MASTER PLAN ROAD)-SECTION K-K

Mountain House Parkway between I-205 and Capital Parks Drive will be 8 lanes with median separation to provide for additional lanes to accommodate increased traffic volumes and turning movements, see Figure 6.7. A 12' Class I bicycle path would be included on the east side of the street to provide for a separated bicycle path from the travel lanes, with a sidewalk on the west side. A 30' landscape setback will be included on both sides of the street to provide for a landscaped corridor to include a double row of trees enhance the entry to the Project and to assist in screening the buildings and parking areas. See Figure 6.8. Mountain House Parkway will be designed to STAA standards to allow for truck traffic.

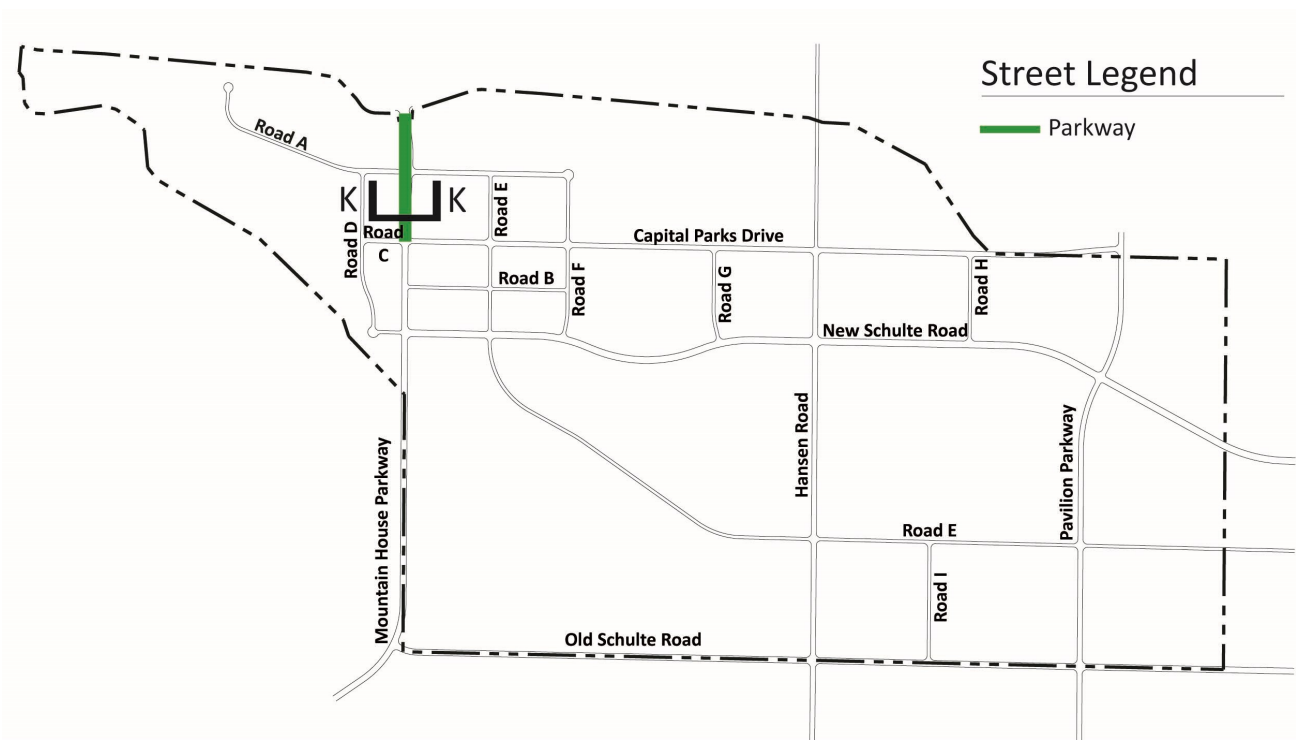


Figure 6.7, Conceptual 8-Lane Parkway Location

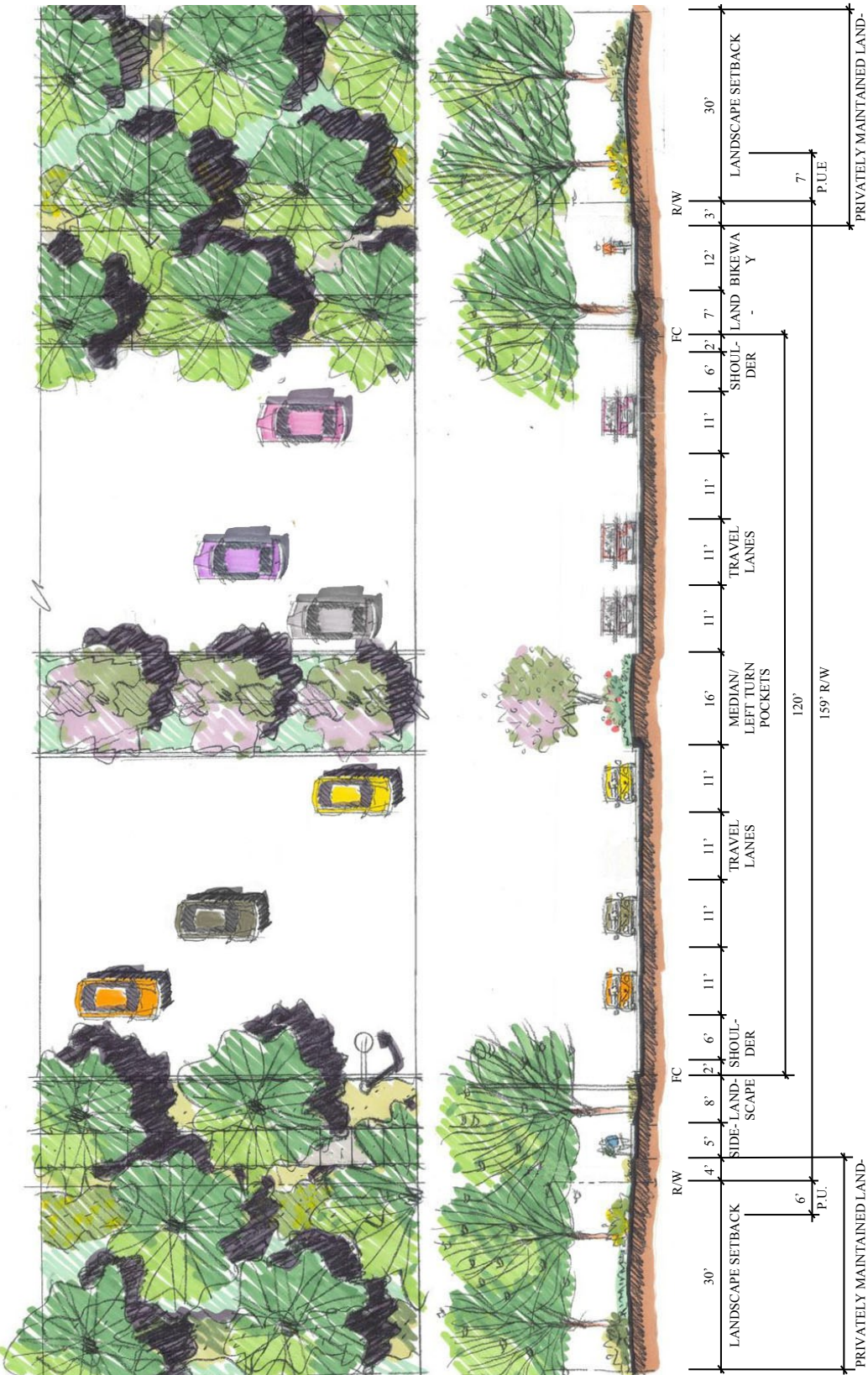


Figure 6.8, Conceptual 8-Lane Parkway, Section K-K

6.6 CAPITAL PARKS DRIVE, HANSEN ROAD AND PAVILION PARKWAY– 4 LANE MAJOR (MASTER PLAN ROAD)-ARTERIAL-SECTION C-C

Capital Parks Drive, Hansen Road and Pavilion Parkway are classified as Major Arterials and will include 4 lanes and median separation, see Figure 6.9. A 12' Class I bicycle path will be included on the south side of Capital Parks Drive, the west side of Hansen Road, and the east side of Pavilion Parkway to provide for a separated bicycle path from the travel lanes, with a sidewalk on the east side. A 25' landscape setback will be included on both sides of the street to provide for a landscaped corridor to include a double row of trees to assist in screening buildings and parking areas. See Figure 6.6. Capital Parks Drive, Hansen Road, and Pavilion Parkway will provide an important linkage and corridor for bicyclists and pedestrians to access the Central Green and Eastside Park. The Major Arterial is designed to STAA standards to allow for truck traffic.

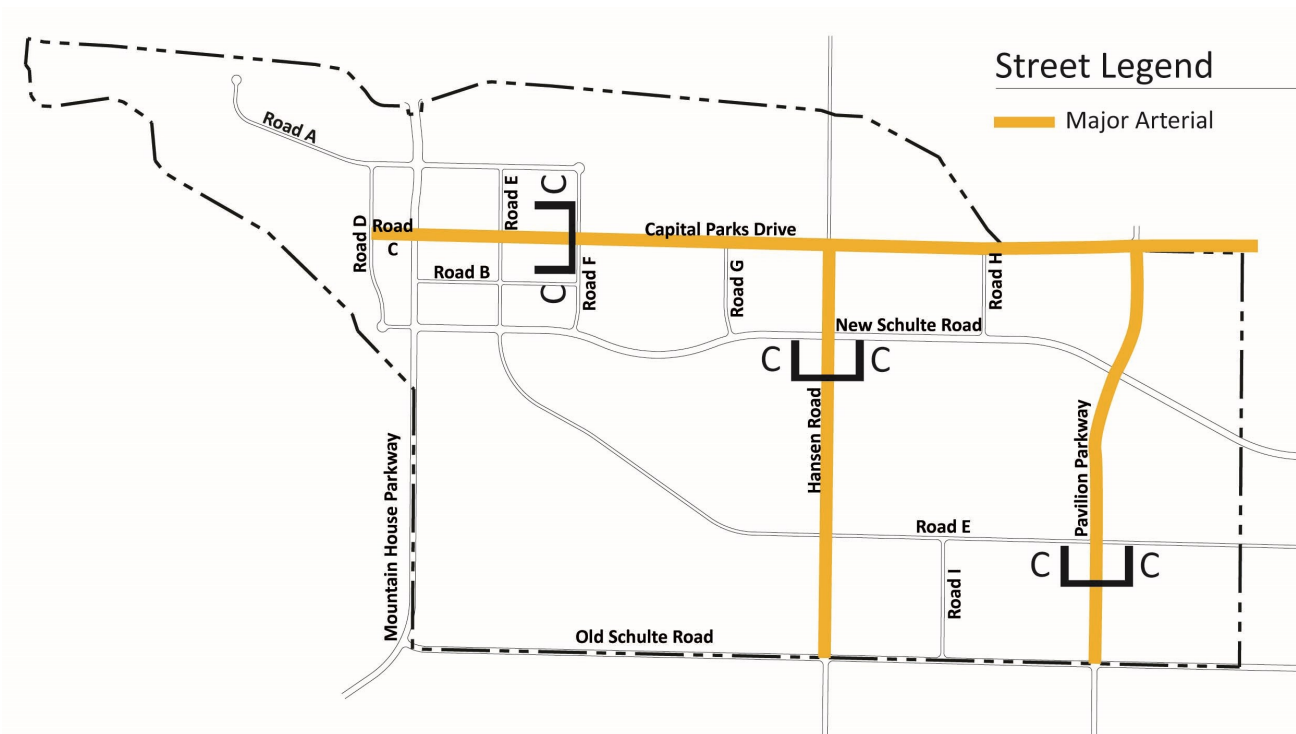
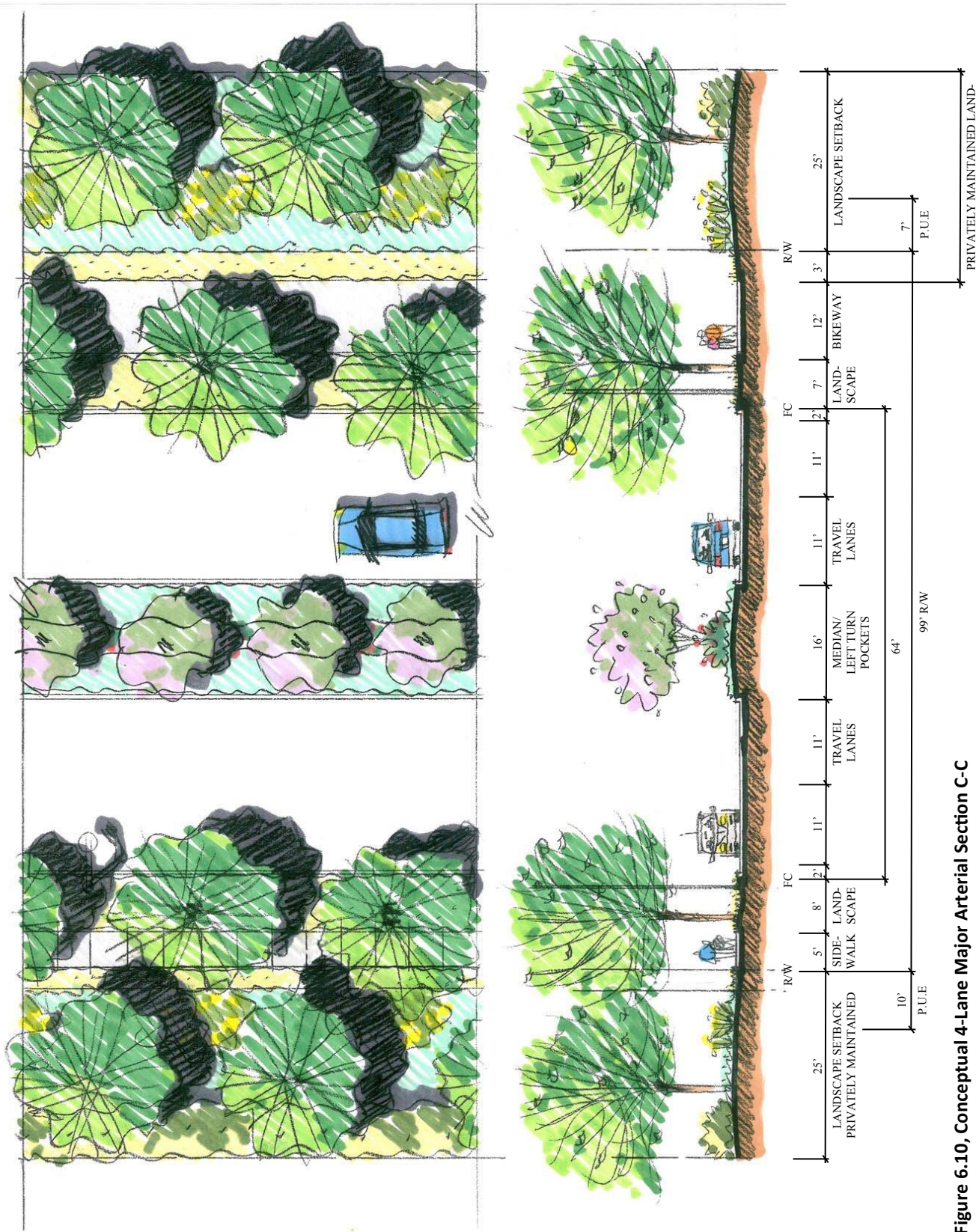


Figure 6.9, Conceptual 4-Lane Major Arterial Locations



6.7 NEW SCHULTE ROAD – 6 LANE MAJOR ARTERIAL(MASTER PLAN ROAD)--SECTION D-D

New Schulte is classified as a Major Arterial with 6 lanes and median separation from Mountain House Parkway to the eastern Project Area boundary, see Figure 6.11. New Schulte provides additional truck access to the central portion of the project. A 12' Class I bicycle path will be included on the north side of the street to provide for a separated bicycle path from the travel lanes, with a sidewalk on the south side. A 30' landscape setback will be included on north side of the street and a 25' landscape setback is included on the south side of the street. These landscaped corridors will include a double row of trees to assist in screening buildings and parking areas. See Figure 6.12. New Schulte provides an important linkage and corridor for bicyclists and pedestrians to access the Central Green and the Eastside Park. New Schulte will be designed to STAA standards to allow for truck traffic.



Figure 6.11, Conceptual 6-Lane Major Arterial Location

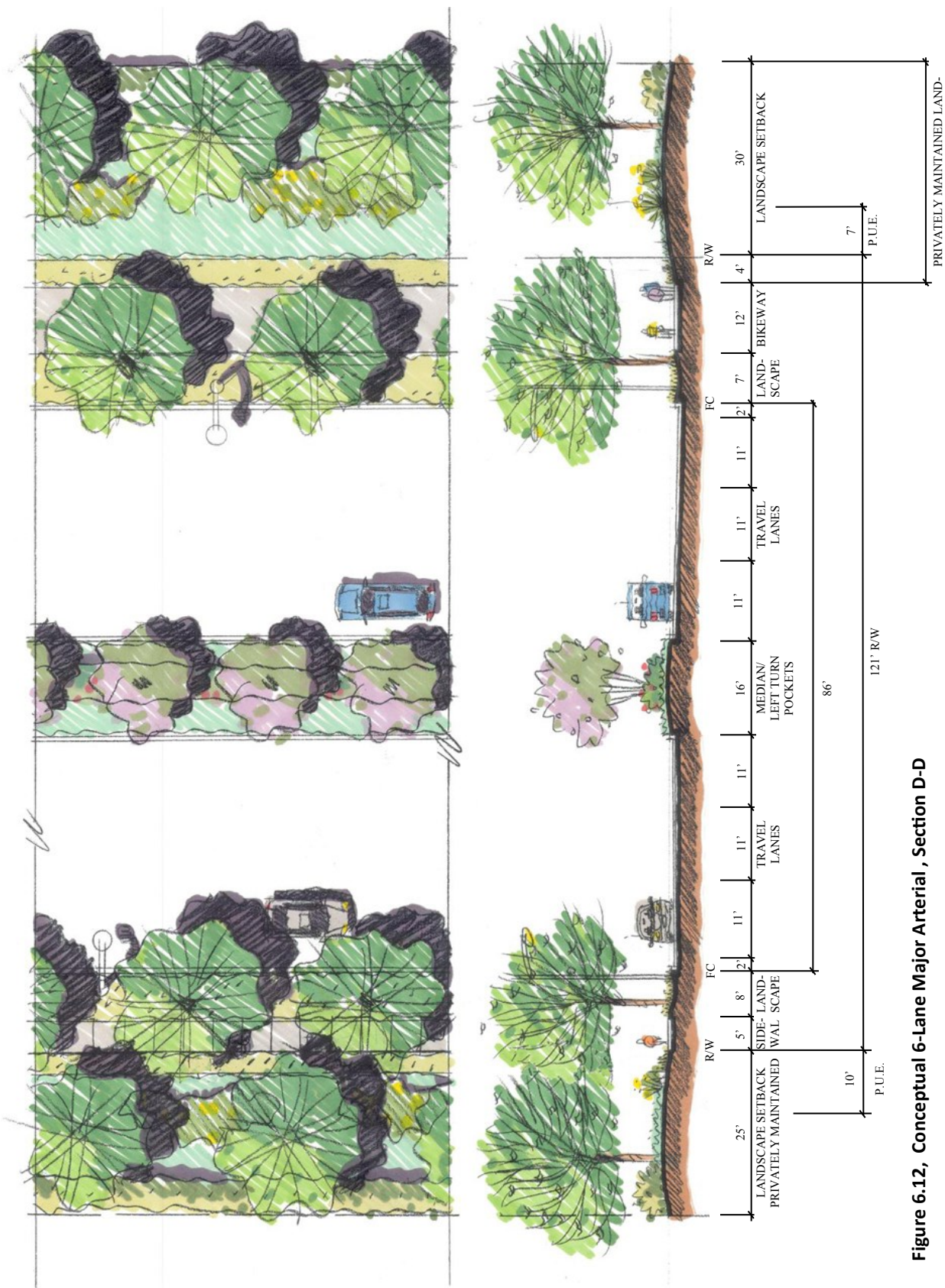


Figure 6.12, Conceptual 6-Lane Major Arterial , Section D-D

6.8 MAJOR ARTERIAL WITH TWO-WAY LEFT TURN LANE-COMMERCIAL FRONTAGE STREET (SPECIFIC PLAN RD)

SECTION E-E

The Commercial Frontage Street includes 4 lanes with a separated median to provide access to the commercial retail uses fronting along I-205, see Figure 6.13. A 12' Class I bicycle path will be included on the north side of the street adjacent to the commercial uses to provide a separated Class I bicycle path from the travel lanes, with a 5' sidewalk on the south side. A 25' landscape setback will be included on the north side of the street for a landscaped corridor to assist in screening buildings and parking areas. The south side of the street will have a 15' landscape setback. See Figure 6.14. The Commercial Frontage Street will be designed to STAA standards to allow for truck traffic.

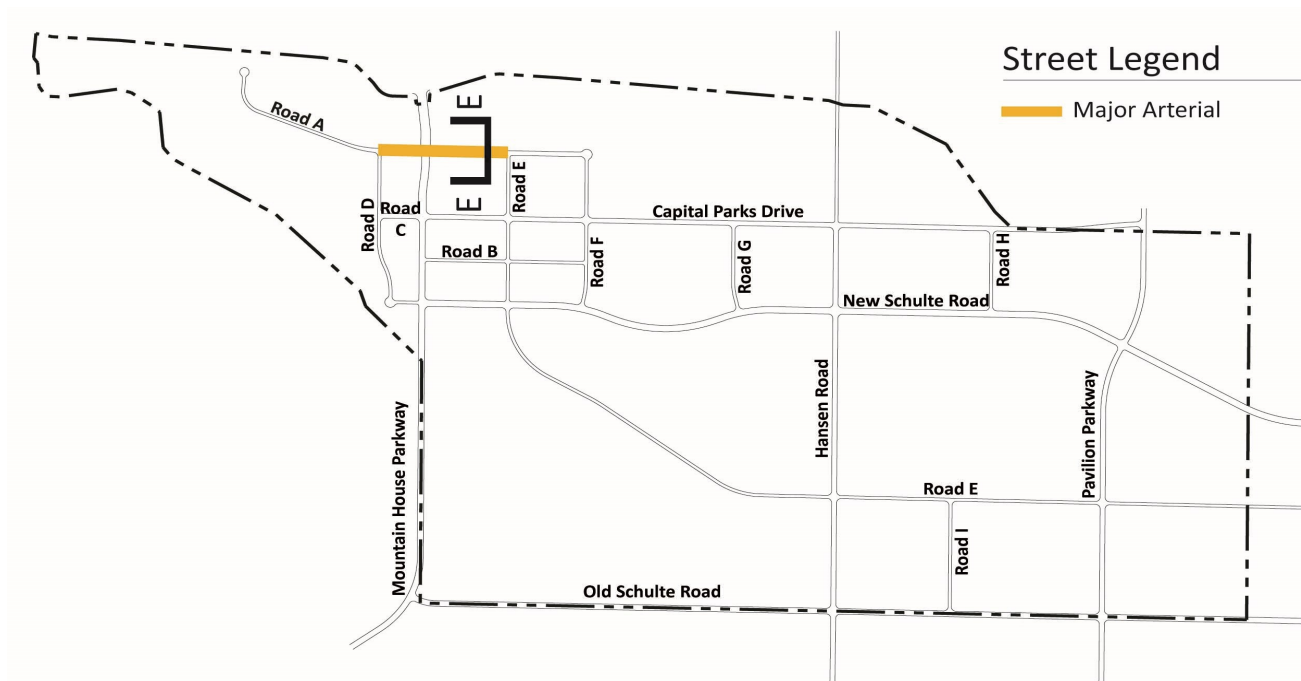


Figure 6.13, Conceptual 4-Lane Commercial Frontage Street Location

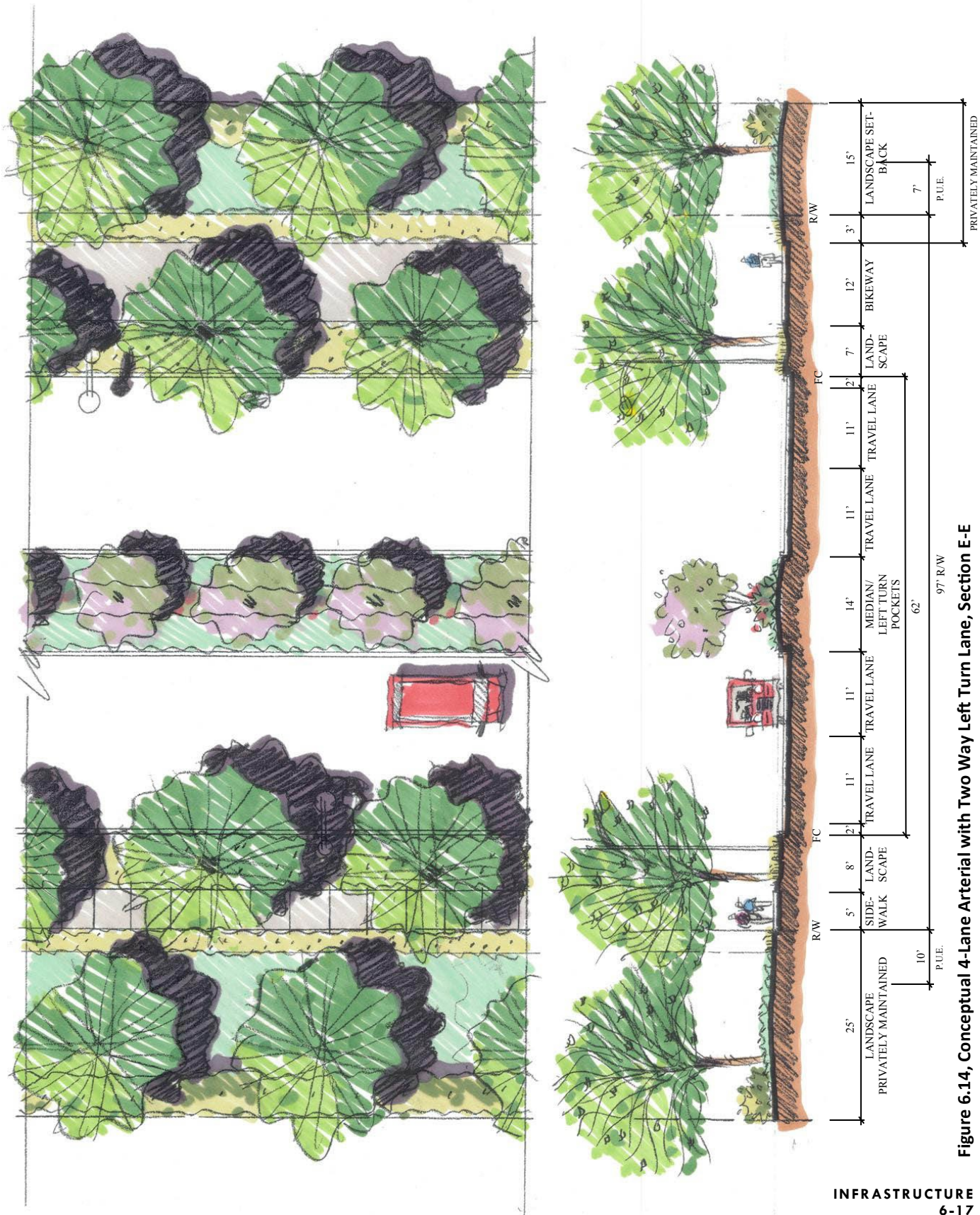


Figure 6.14, Conceptual 4-Lane Arterial with Two Way Left Turn Lane, Section E-E

6.9 INDUSTRIAL STREET-SECTION (SPECIFIC PLAN RD) F-F

The industrial streets will function to efficiently provide truck circulation to the Business Park Industrial uses, see Figure 6.15. Industrial streets include 2 lanes with shoulders on each side to provide for emergency parking. Sidewalks are provided on both sides to encourage pedestrian circulation. A 15' landscape setback will be included on both sides of the street to provide for a landscaped corridor to assist in screening buildings and truck parking areas.. See Figure 6.16. Industrial streets will be designed to STAA standards to accommodate truck traffic.

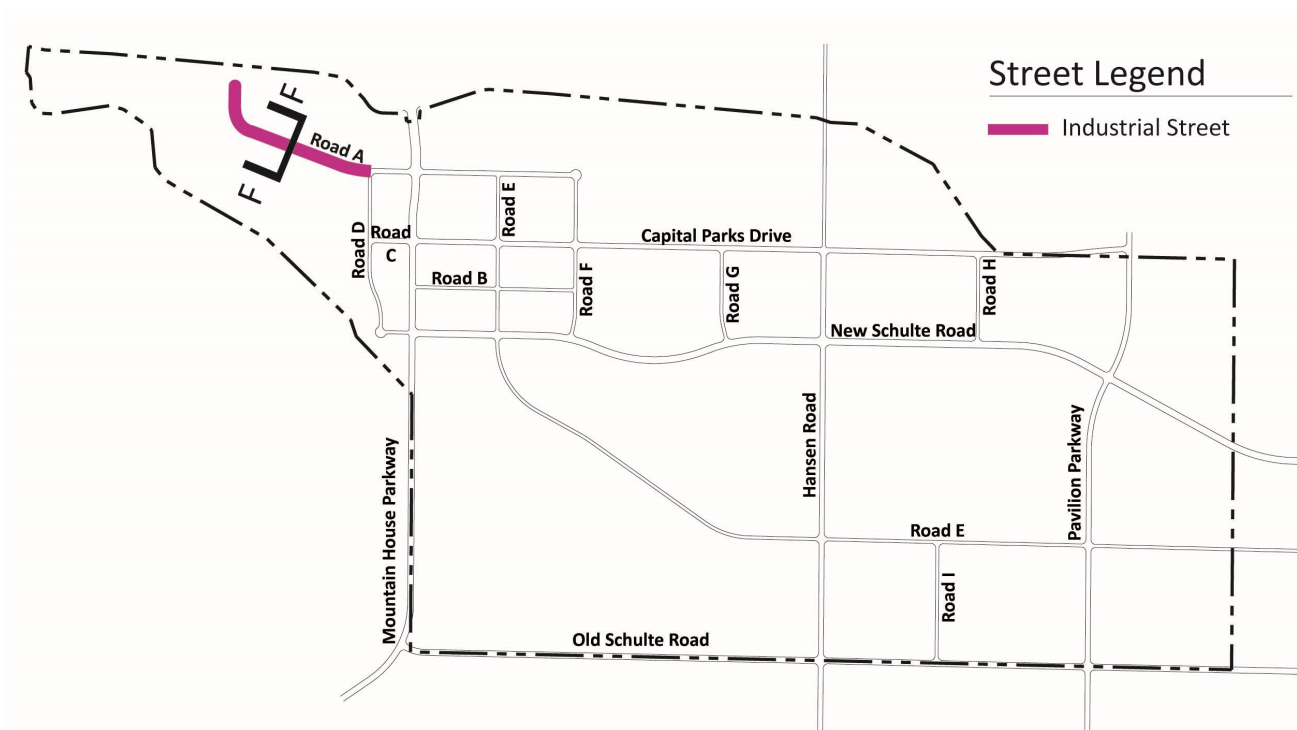


Figure 6.15, Conceptual Industrial Street Location

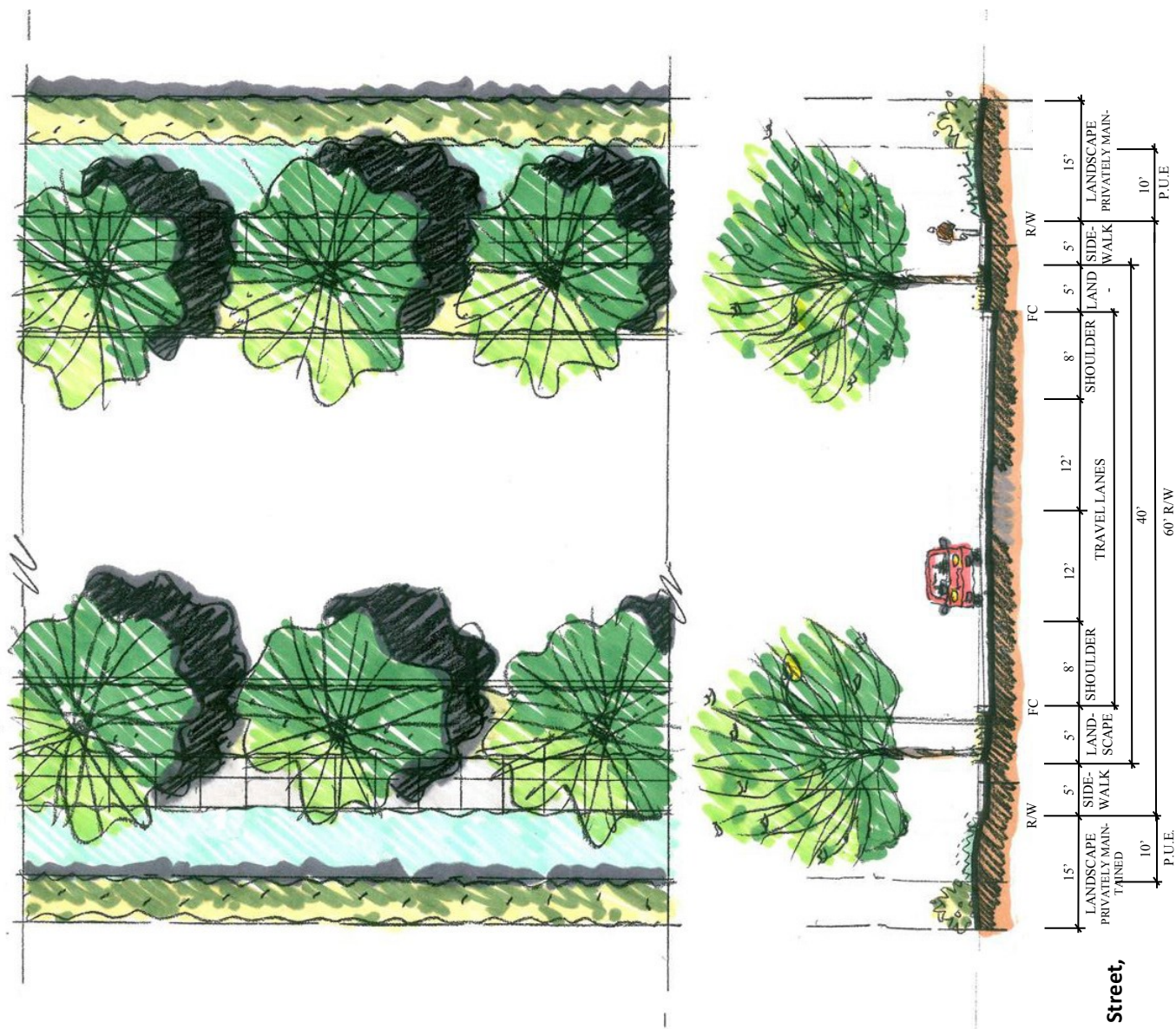


Figure 6.16, Conceptual Industrial Street,
Section F-F

6.10 INDUSTRIAL STREETS WITH FREE TURNING LANE (SPECIFIC PLAN RD)- SECTION G-G

The industrial street includes 2 lanes with a 14' free turning median lane, see Figure 6.17. Industrial streets include a sidewalk on both sides to encourage pedestrian circulation, with a 15' landscape setback included on both sides, which allows for a double row of trees to assist in screening buildings and parking areas. See Figure 6.18. These industrial streets will be designed to STAA standards to allow for truck traffic.

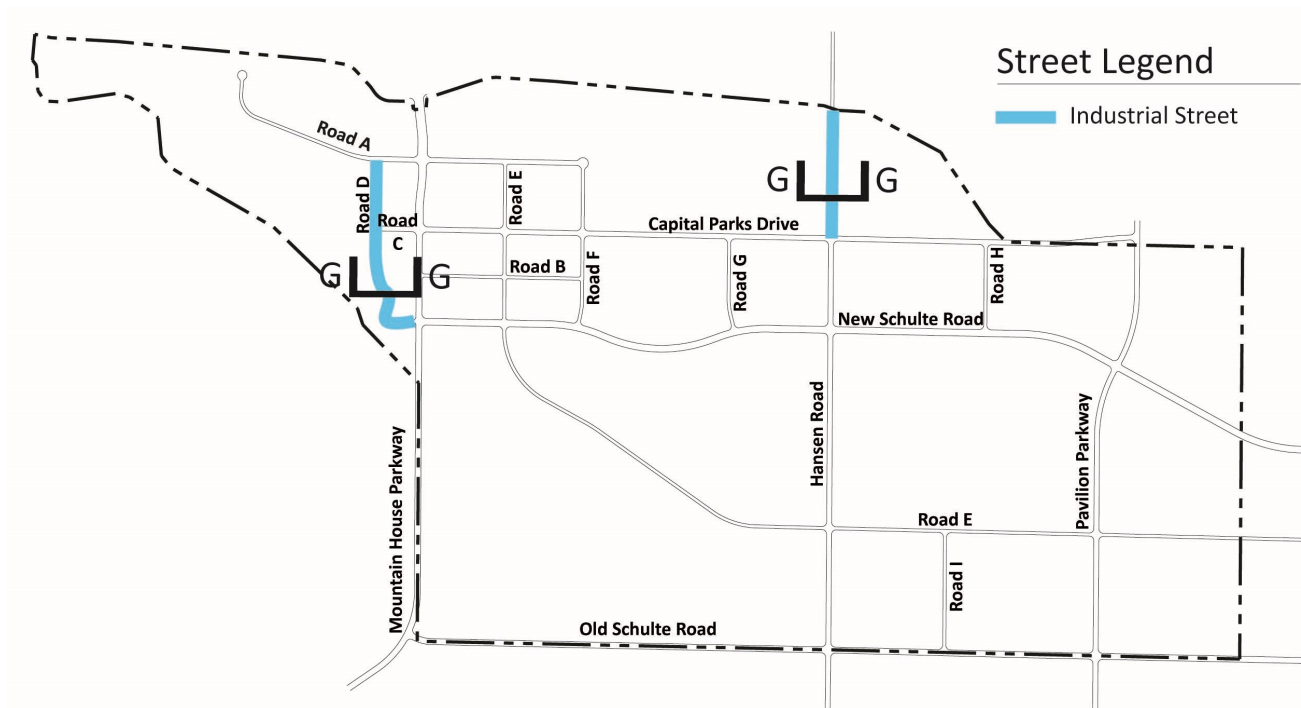


Figure 6.17, Conceptual Industrial Street With Free Turning Lane Locations

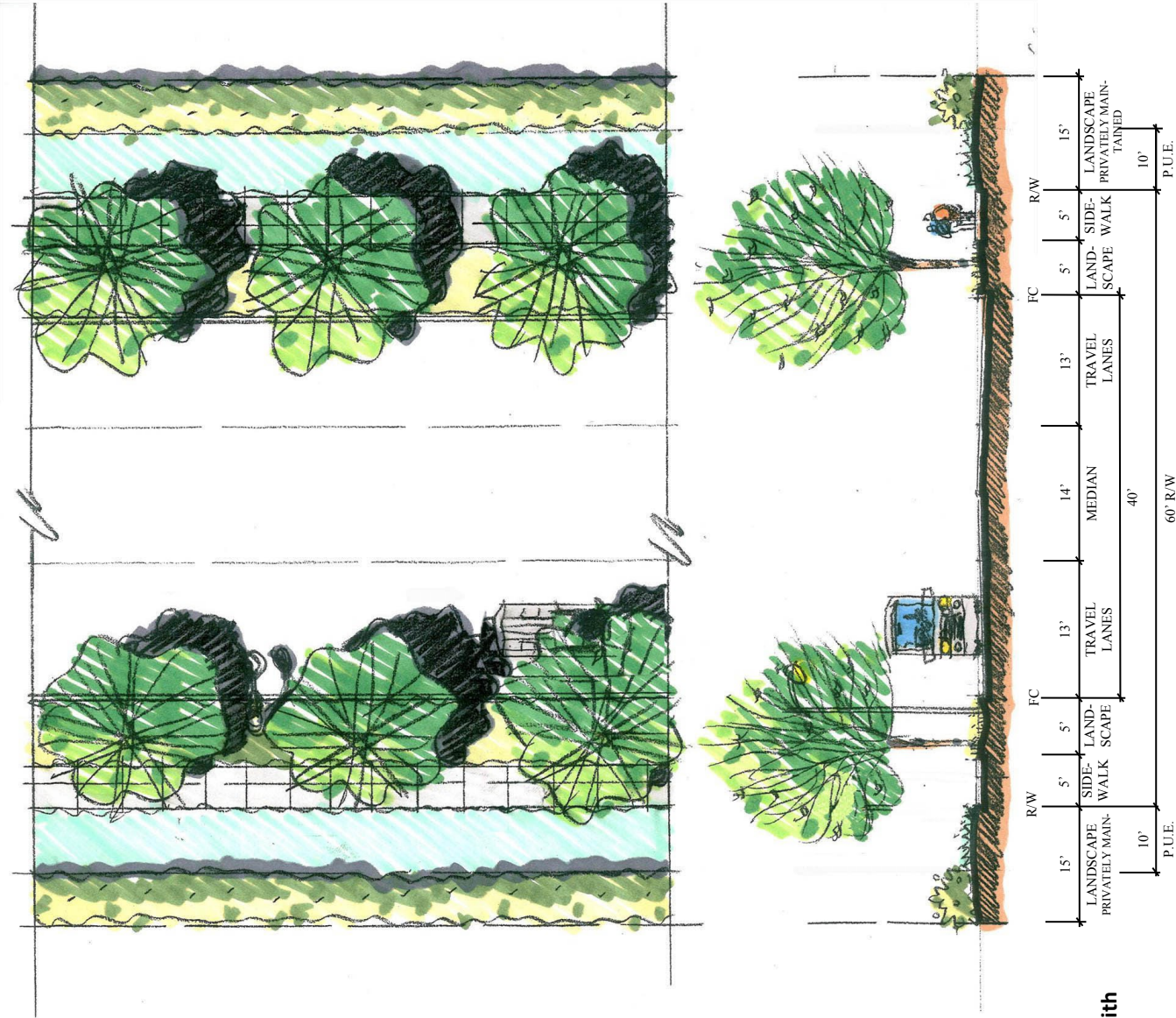


Figure 6.18, Industrial Street with Free Turning Lane, Section G-G

6.11 INDUSTRIAL STREETS(SPECIFIC PLAN RD)-SECTION I-I

The industrial streets will function to efficiently provide truck circulation to the Business Park Industrial uses, see Figure 6.19. Industrial streets include 2 lanes with a free turning median lane. Sidewalks are provided on both sides to encourage pedestrian circulation. A 15' landscape setback would be included on both sides of the street to provide for a landscaped corridor to assist in screening buildings and truck parking areas.. See Figure 6.20. Industrial streets will be designed to STAA standards to allow for truck traffic.

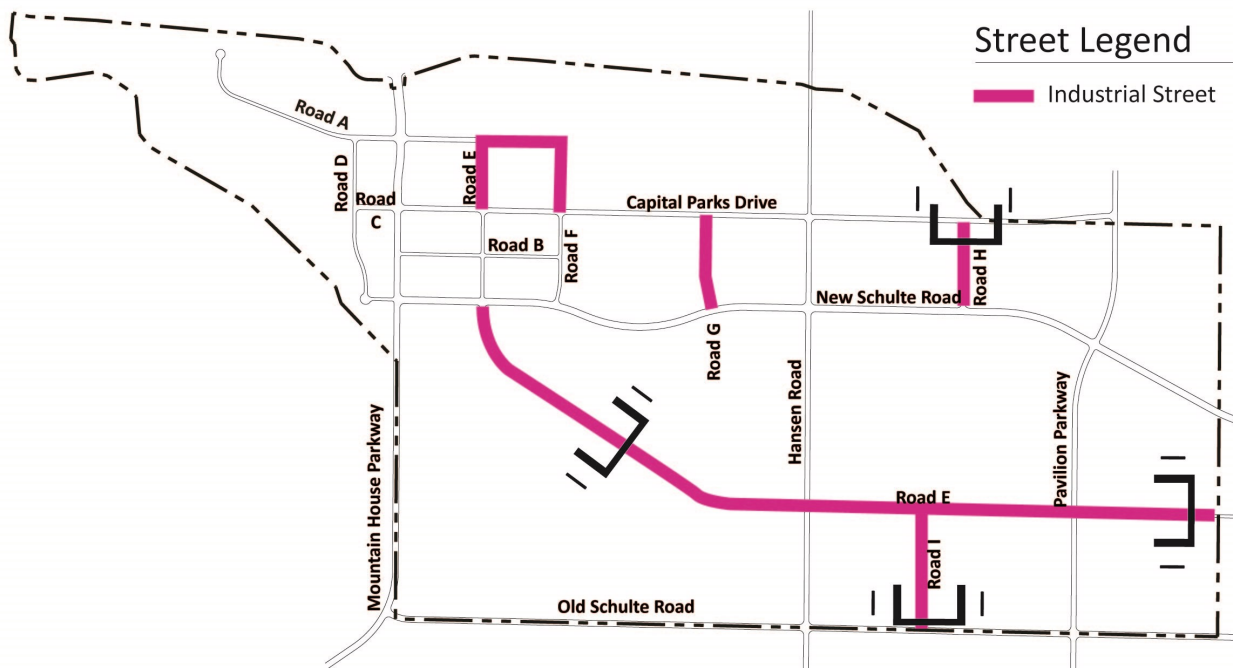


Figure 6.19, Conceptual Industrial Street Locations

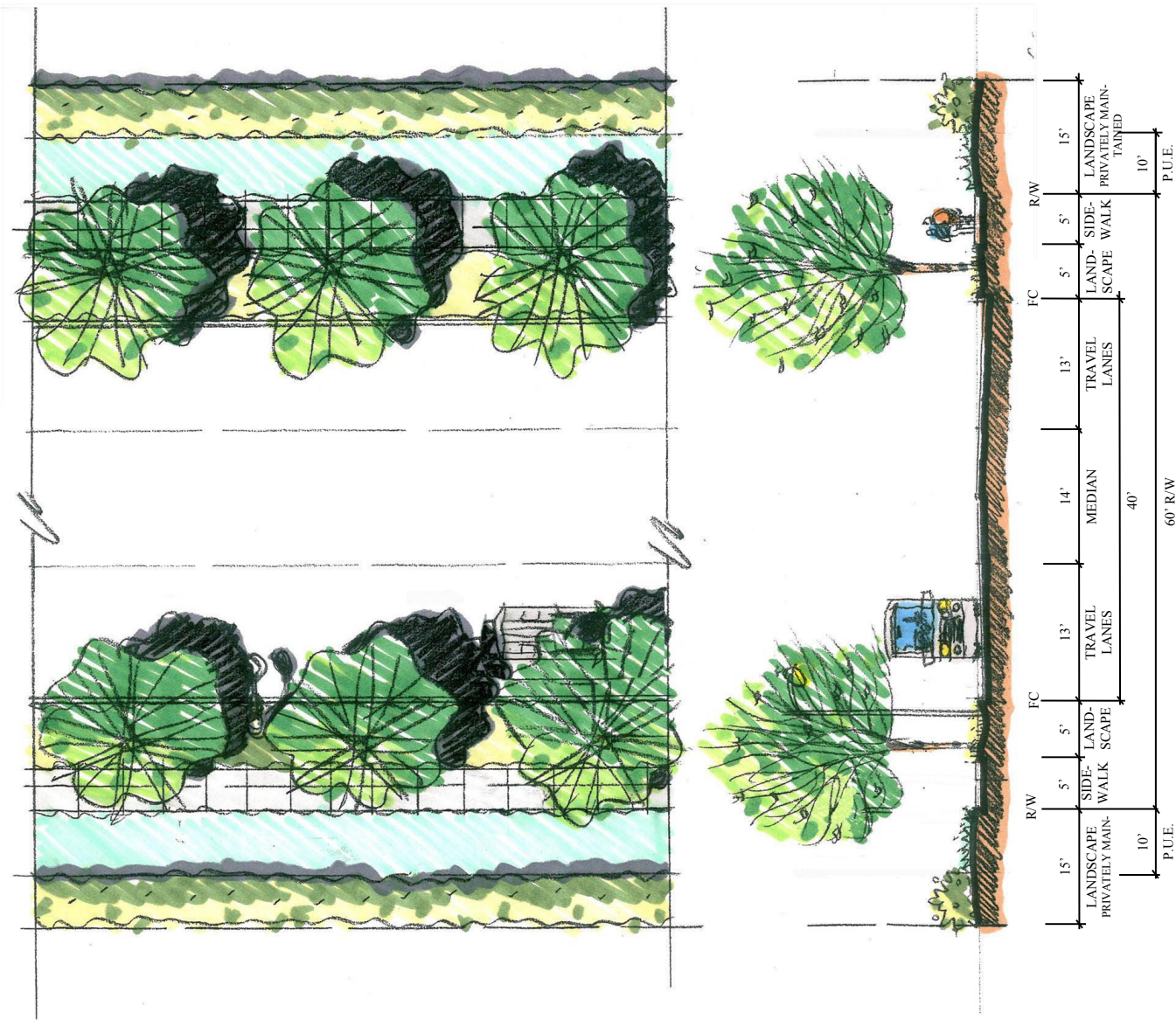


Figure 6.20 Conceptual Industrial Street, Section I-I

6.12 GENERAL OFFICE STREET (SPECIFIC PLAN RD)-SECTION J-J

The General Office Streets include portions of Roads B, E and F and is centered on the Central Green. The streets include 2 lanes with diagonal parking on each side, and wide 15' sidewalks on each side to create a more pedestrian scale and orientation, see Figure 6.21. Planting landscape islands will be included within the diagonal parking to create a double row of trees to frame the street. See Figure 6.22.

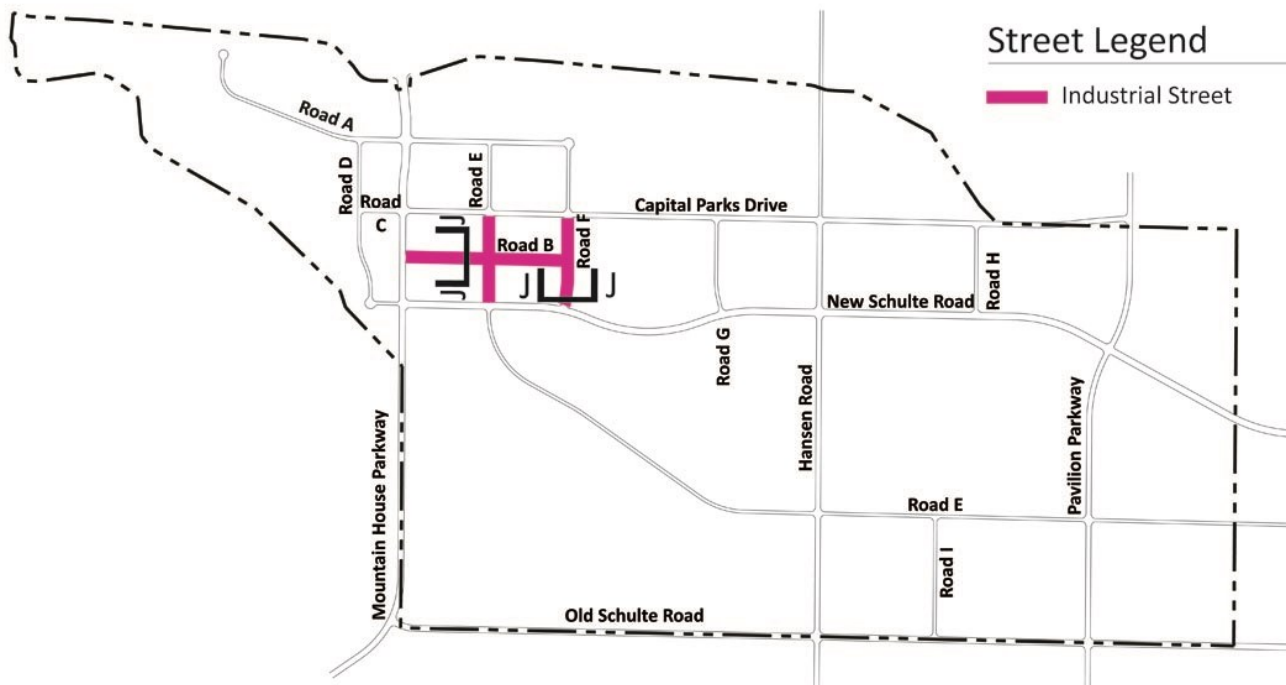


Figure 6.21, Conceptual General Office Street Locations

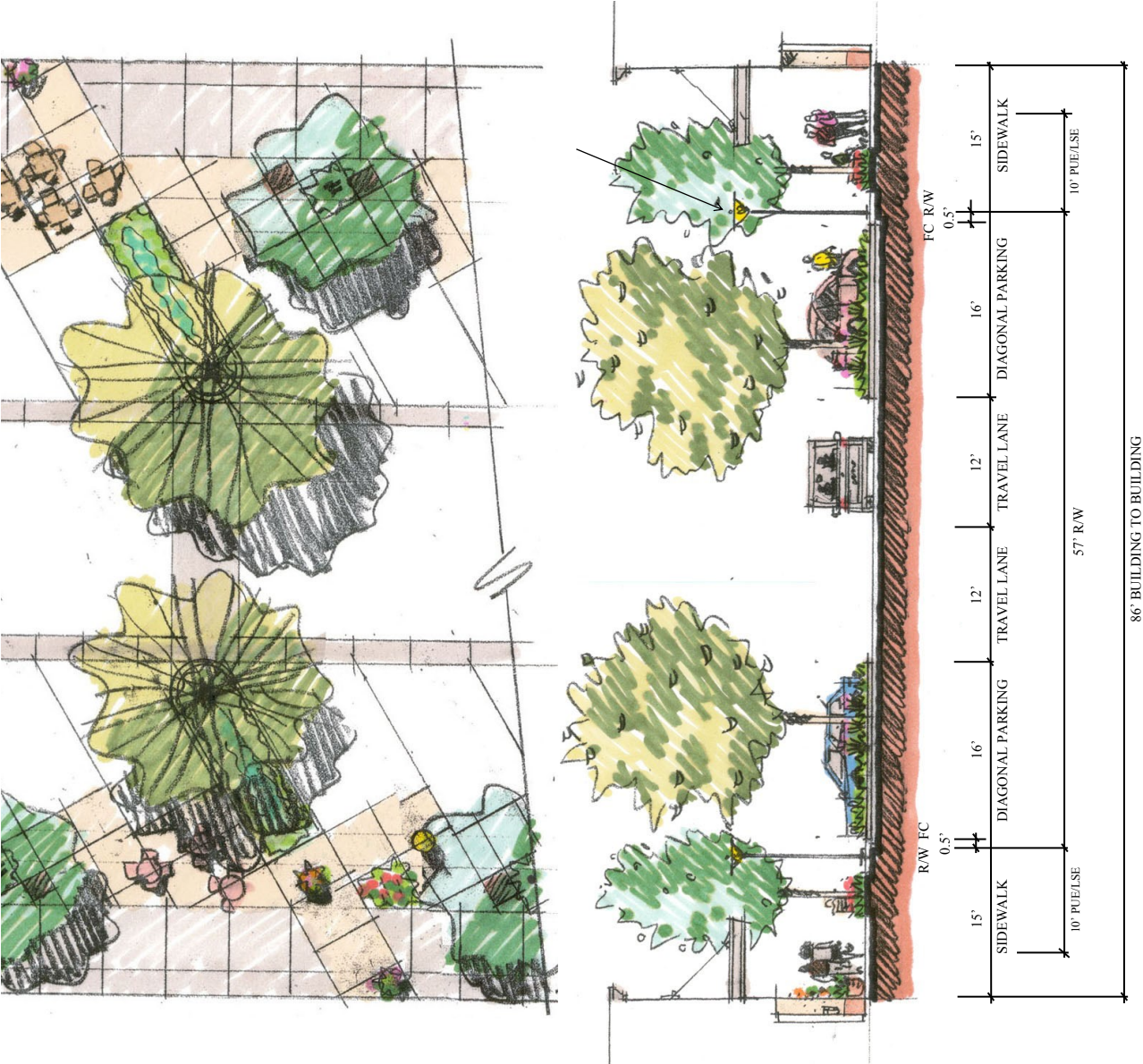


Figure 6.22, General Office Street,
Section J-J

6.13 MOUNTAIN HOUSE PARKWAY WIDENING– 4 LANE PARKWAY (MASTER PLAN RD) - SECTION A1-A1

Mountain House Parkway from the Delta Mendota Canal south to Old Schulte Road will include street widening of the Project frontage improvements along the east side of the street only. The widening will include 2 lanes with median separation, see figure 6.23. Mountain House Parkway will serve as the main truck route to the Project for trucks coming off Interstate 580. A 12' Class I bicycle path will be included on the east side of Mountain House Parkway. Mountain House Parkway will include a 30' setback to provide for a landscaped corridor to allow for a double row of trees to assist in screening buildings and parking areas.. See Figure 6.24. Mountain House has been designed to STAA standards to allow for truck traffic..

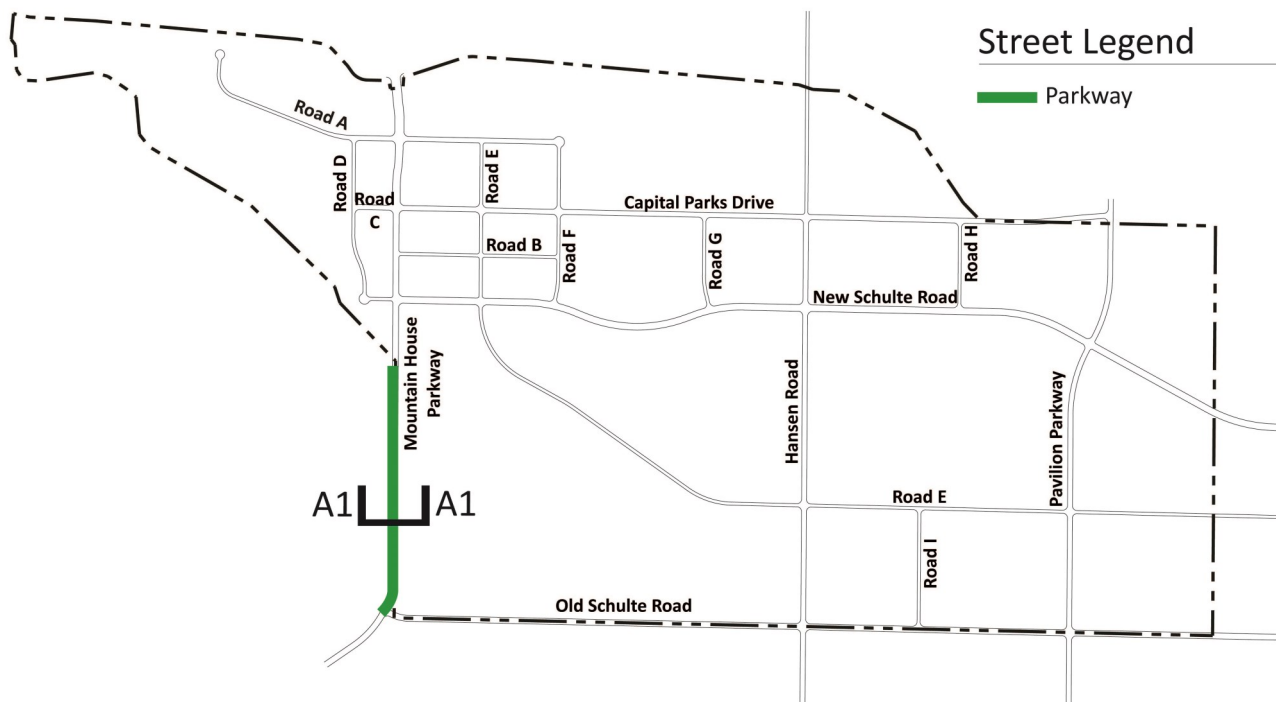


Figure 6.23, Mountain House Parkway Widening Location



Figure 6.24, Mountain House Parkway, Section A1-A1

6.14 OLD SCHULTE WIDENING– 4 LANE PARKWAY(MASTER PLAN RD) - SECTION A2-A2

Old Schulte from Mountain House Parkway east to the Delta Mendota Canal will include street widening of the Project frontage improvements along the north side of the street only. The widening will include shoulder and landscaping improvements, see figure 6.25. Old Schulte Road will serve as the main access route to the southern portion of the Project. A 12' Class I bicycle path will be included on the north side of Old Schulte Road and will include a 30' set-back to provide for a landscaped corridor to allow for a double row of trees to assist in screening buildings and parking areas. See Figure 6.26. Old Schulte Road has been designed to STAA standards to allow for truck traffic.

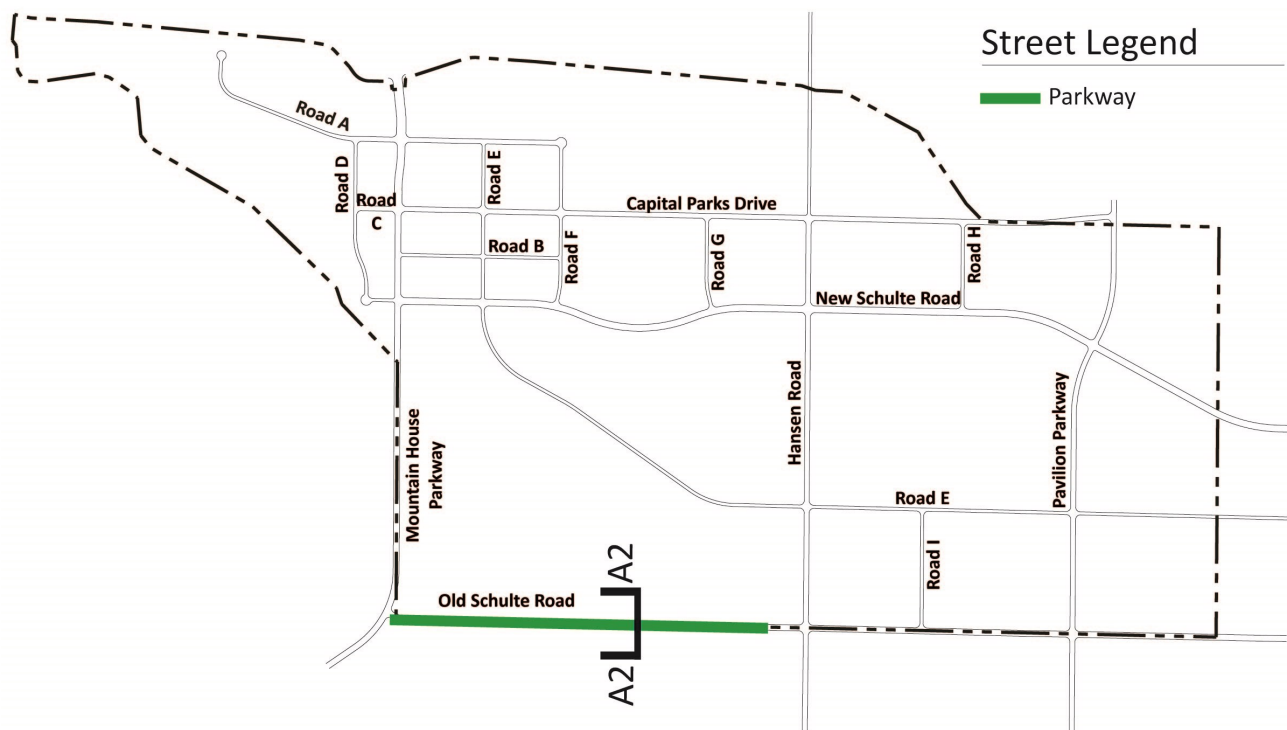


Figure 6.25, Old Schulte Widening Location



Figure 6.26, Old Schulte Road, Section A2-A2

6.15 TRUCK ROUTES

Trucks will access the Project Area from both Interstate 580 and 205 at Mountain House Parkway. Mountain House Parkway, New Schulte Road, Old Schulte Road, Capital Parks Drive, Hansen Road and Pavilion Parkway will function as the main truck routes to access Business Park Industrial facilities with additional truck routes providing access to interior development. Figure 6.27 depicts the planned truck routes, and the intersection configurations with STAA turning movements.

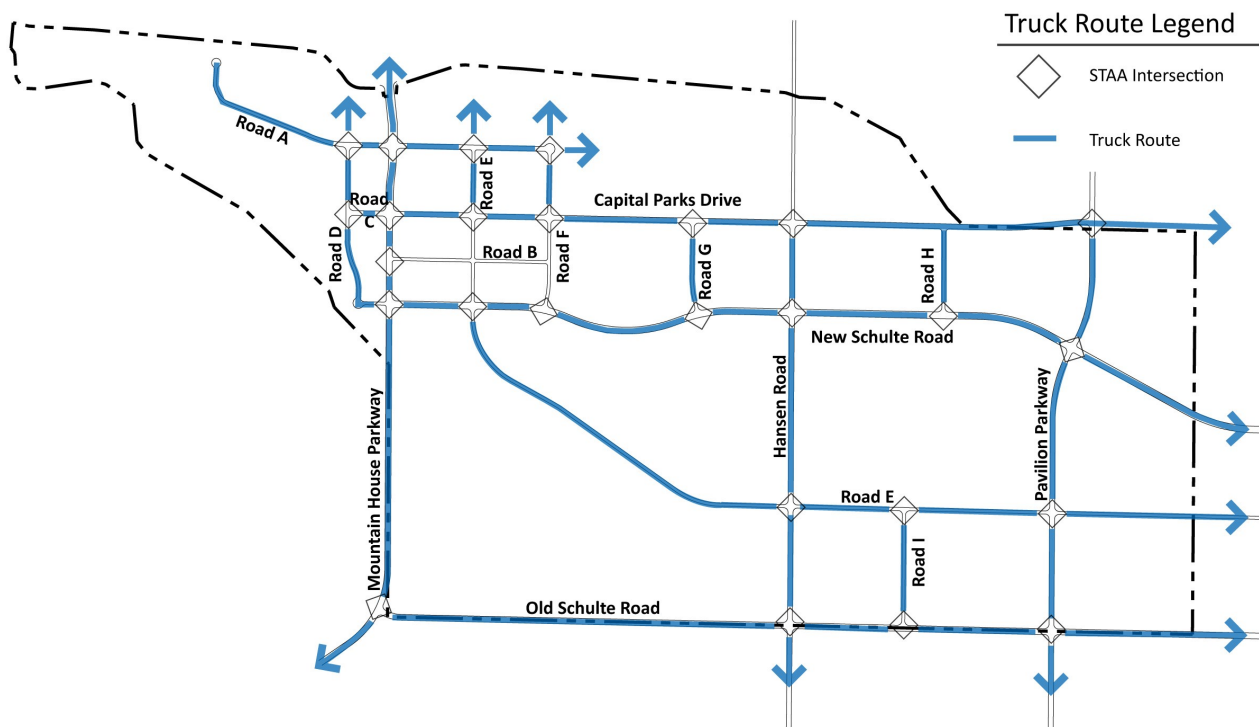


Figure 6.27, Truck Routes

6.16 PEDESTRIAN NETWORK

The streets have been designed on a grid system to encourage connections between uses. Major circulation streets will include a separated 5' sidewalk on one side, and a 12' Class I bike path on the opposite side to provide for pedestrian and bicycle safety, see Figure 6.28. Sidewalks will be shaded by large canopy trees within the streetscape. Pedestrians will also have joint use of the Class I bike paths as a component of the pedestrian network.

The PG & E transmission easement and the West Side Irrigation District easement may be used in the current location or re-aligned to better accommodate adjacent development. This may include a 12' Class I pathway to provide linkages between the parks, open spaces, and the Class I bike paths that are a part of Capital Parks Drive and New Schulte Road.

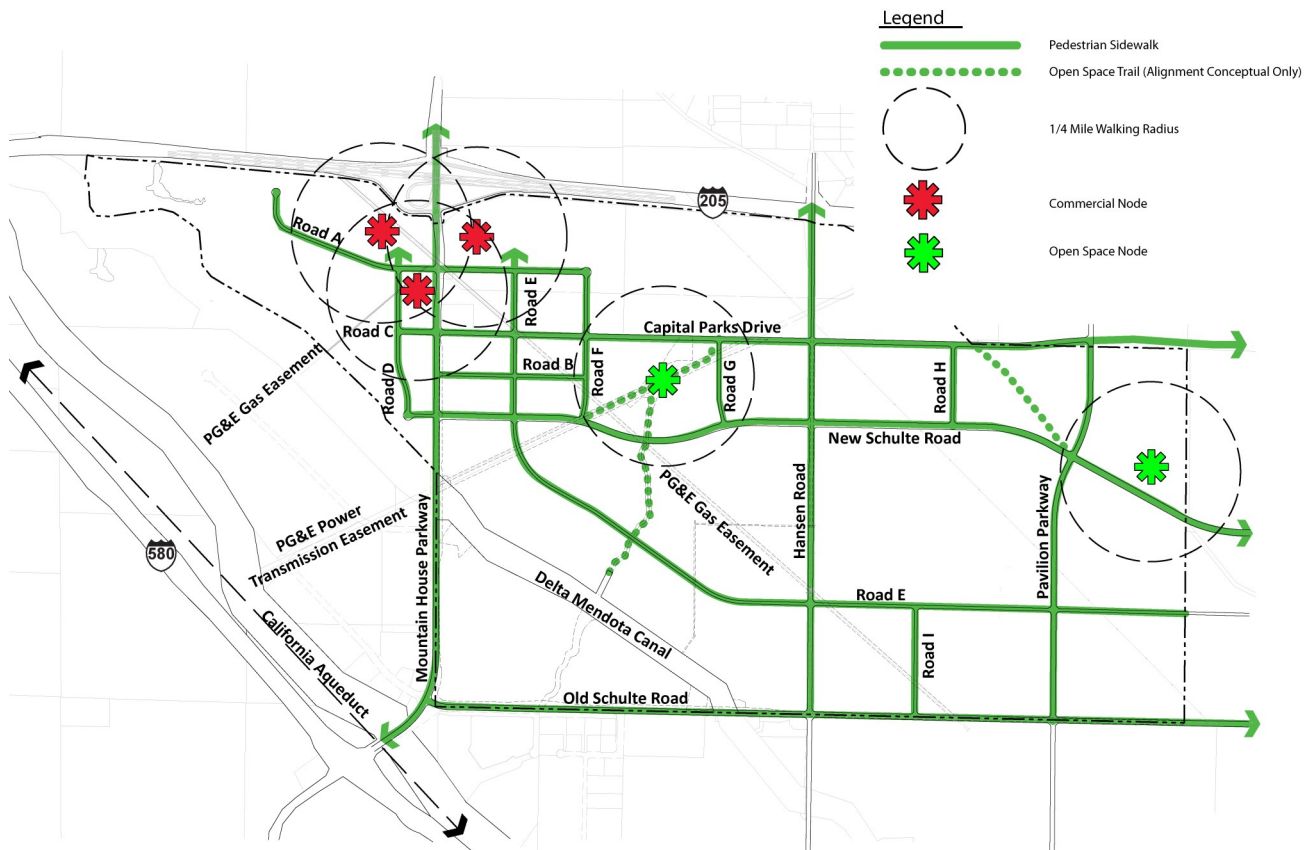


Figure 6.28, Pedestrian Network

6.17 BICYCLE NETWORK

The project has been designed to comply with the citywide RTMP. Class I and II pathways have been incorporated into the streets to allow for increased linkages between uses and to provide additional safety for bicyclists by separating them from truck traffic, see Figure 6.29.

Bikeways may also be incorporated within the PG & E easements, along the landscaped open space/linear corridor and along the irrigation easements to allow additional points of access. Where feasible, they will be shaded with large canopy trees.

6.18 EXISTING PUBLIC TRANSPORTATION

The City of Tracy public transit system includes both bus and rail passenger systems. These transit systems provide for both local as well as regional connectivity for residents of Tracy and the surrounding region.

The passenger bus systems operating within the City of Tracy include the following services:

- Local fixed-route bus service operated by the City of Tracy (Tracer)
- Paratransit bus and taxi service to qualifying individuals operated by the City of Tracy.
- Regional intercity fixed-route bus service operated by the San Joaquin Regional Transit District (SJRTD).
- Flexible fixed-route service operated by SJRTD.
- Commuter express bus service operated by SJRTD.

a. Local Fixed-Route Bus Service

The City of Tracy operates a fixed-route bus system within the City called Tracer. It follows two opposing routes that run in loop fashion using Grant Line Road, Tracy Boulevard, West Eleventh Street and Schulte Road. The endpoints for the route include City Hall and the West Valley Mall.

b. Regional Intercity Fixed-Route Bus Service

The SJRTD operates one fixed-route bus line (currently designated Route 20) that serves the City of Tracy. This bus line connects the City of Tracy to Stockton and Lathrop along Interstate 5. Within the City of Tracy, this line extends along Grant Line Road and East Eleventh Street.

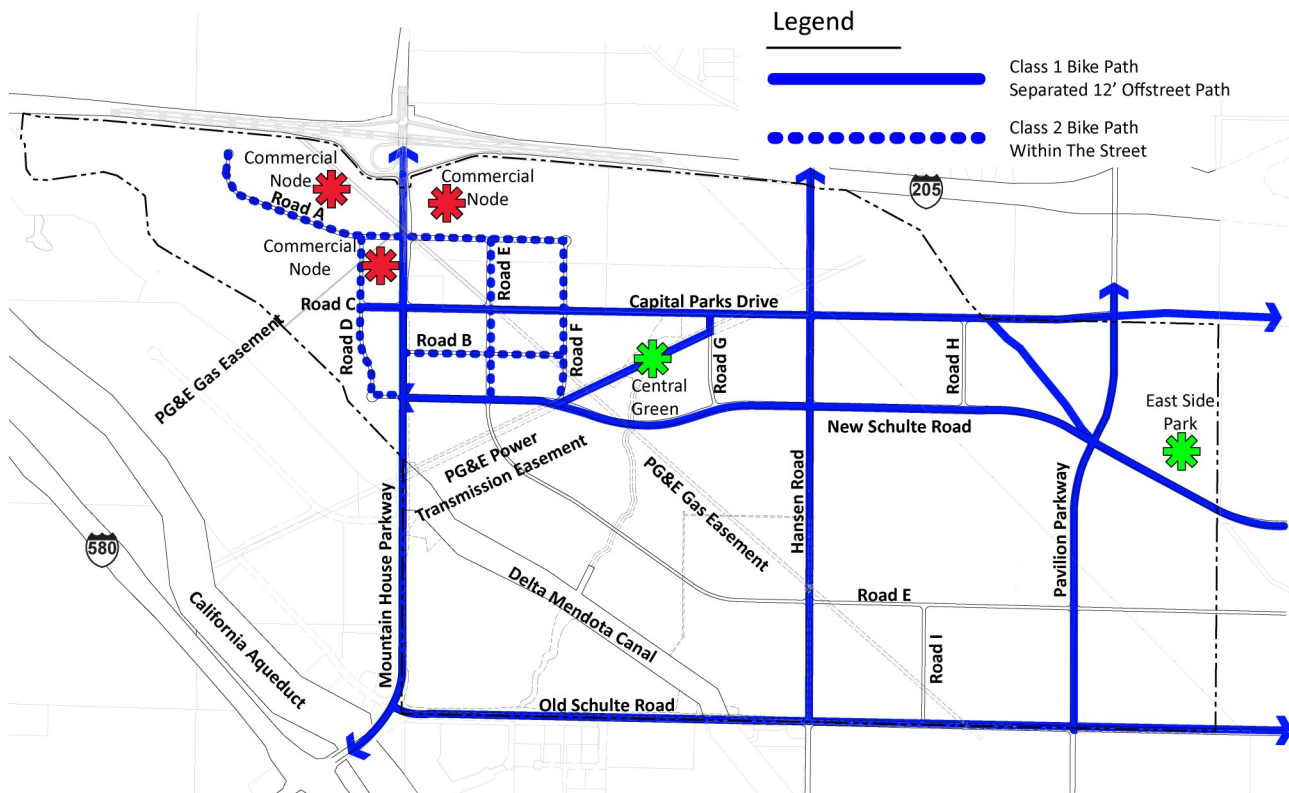


Figure 6.29, Bicycle Network

c. SJRTD Flexible Fixed-Route Service

SJRTD also operates a flexible fixed-route line within the City of Tracy. This route extends along Grant Line Road with stops at major locations such as Wal-Mart, West Valley Mall, the Naglee Park & Ride Facility, and the Prime Outlets on Pescadero Avenue.

d. SJRTD Commuter Bus Service

The SJRTD operates a number of commuter bus lines that connect cities in San Joaquin County with major employment locations in the San Francisco Bay Area including Pleasanton, Dublin, Livermore, Mountain View, Palo Alto and Sunnyvale. These various routes pick up and drop off passengers at the Tracy Park-And-Ride facility.

e. Passenger Rail System

Altamont Commuter Express (ACE) is a passenger rail service connecting Stockton to San Jose. The ACE station for Tracy is located on Tracy Boulevard at Linne Road. There are currently three ACE trains per day.

Public transportation will be extended to the Project Area in phases, as determined by the City, based on demand generated by actual development in the Project Area. Bus routes may be modified and expanded as necessary and when feasible to efficiently accommodate demand. The final bus stop locations may require additional right-of-way to accommodate bus stops, which shall be dedicated through the final mapping process.

6.19 UTILITIES

The following utility infrastructure requirements are intended to implement the City's Master Plans in the Project Area.

6.20 POTABLE WATER

The City's potable water distribution system is divided into three pressure zones. The Project Area lies within the City's pressure zones 2 and 3.

Existing potable water distribution facilities for zone 2 are in Old Schulte Road (on the south side of the Project Area) and near the intersection of 11th Street and Lambers Road (to the northeast of the Project Area). The 24" diameter zone 2 pipeline in Old Schulte Road may be used as the initial water supply facility for the Project Area until a 20" water line identified in the Water System Master Plan is constructed to serve additional

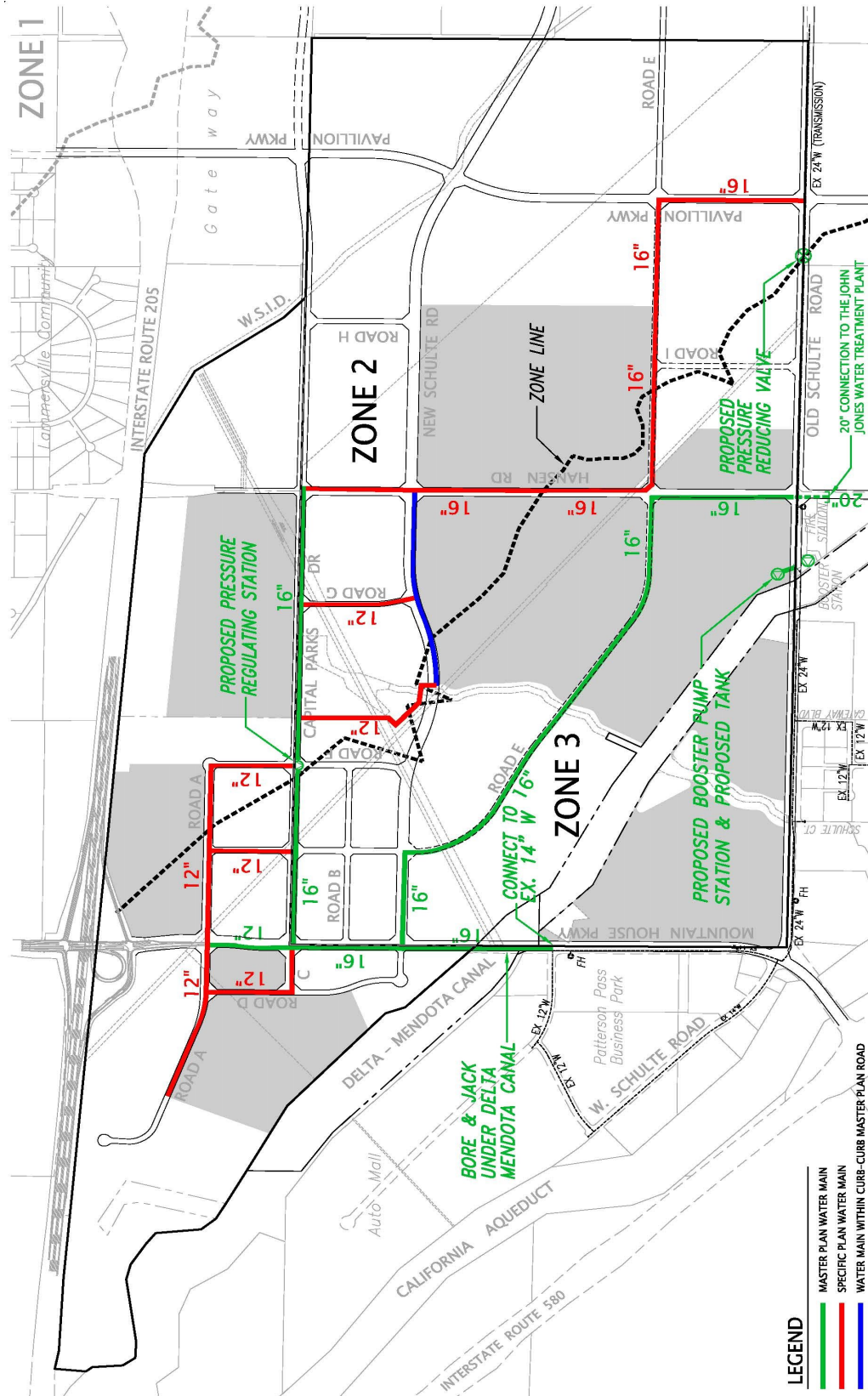
development in the Project Area. Also located on Old Schulte Road is a zone 3 pump station near the Delta Mendota Canal (DMC) crossing. This pump station lifts the water from zone 2 into zone 3 to serve the Patterson Pass Business Park area. This pump station and the associated zone 3 pipelines in Old Schulte Road near I-580 and in Mountain House Parkway will be expanded to serve zone 3 within the Project Area, in accordance with the City's Water System Master Plan.

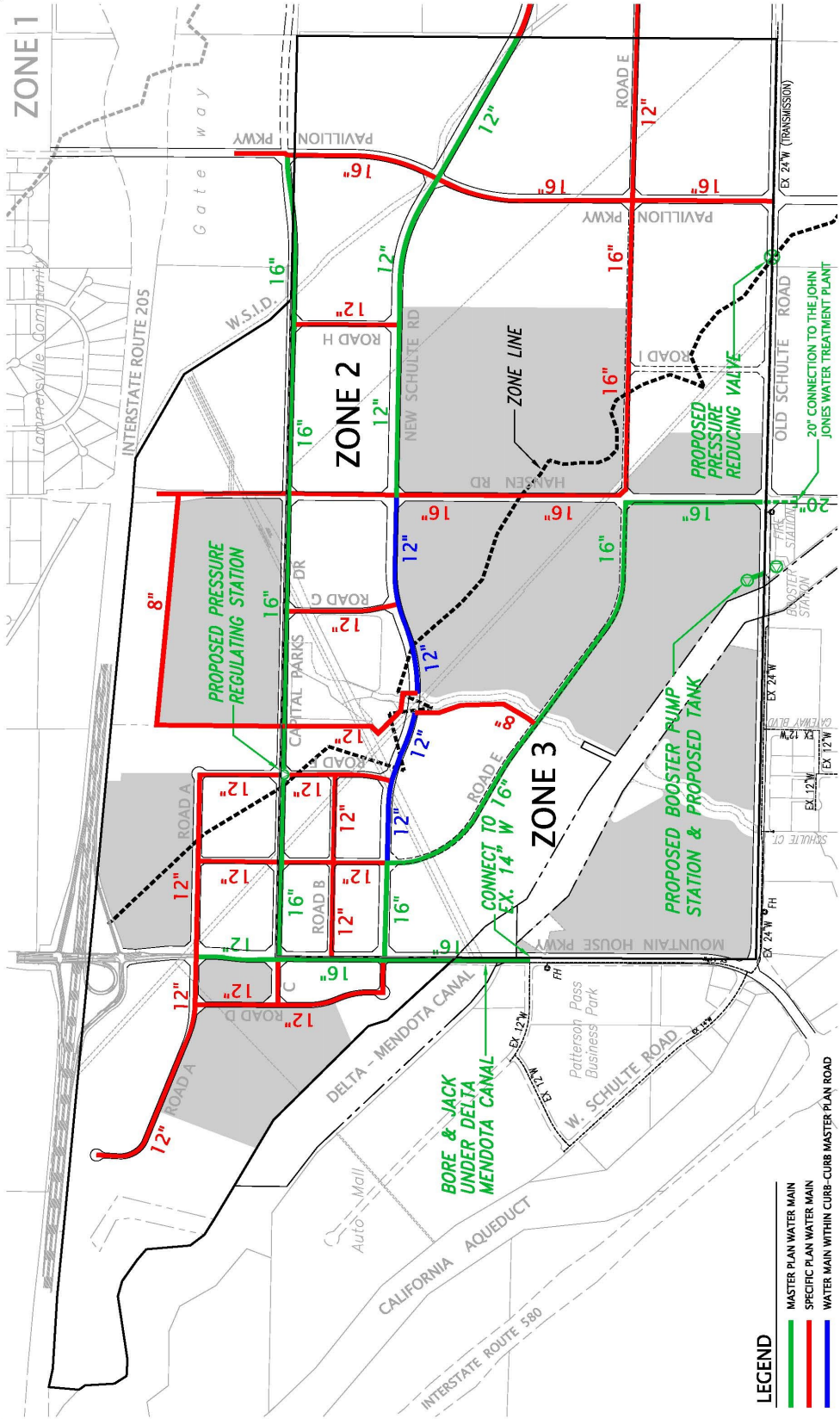
a. Potable Water Facilities Proposed for Phase I Area

The Phase 1 area extends to both potable water pressure zones 2 and 3, with the majority of the Phase 1 area located in zone 3. The expected approximate potable water demand for the Phase 1 area is 783 ac-ft per year, although this amount may vary depending on the actual uses developed in the Phase 1 area.

New zone 3 facilities will include the Cordes Ranch storage tank and the associated booster pump station described in the Citywide Water System Master Plan. These facilities will be constructed to serve the Phase 1 area as the Phase 1 area properties develop. The final location of the storage tank may be moved further east along the DMC, subject to City approval. The Water System Master Plan establishes which water line improvements are considered Master Plan Infrastructure within the Project Area.

Initially, the Phase 1 area within zone 2 may be served through connections to the 24" zone 2 pipeline in Old Schulte Road, which currently serves Patterson Pass Business Park, subject to the installation of required pressure reducing valves (PRV's), a booster station and a 1.5 million gallon water tank, as described in the Water System Master Plan. The Project Area may be served by the existing Patterson Pass 24" water line as capacity in this line remains available, however, it is anticipated that improvements may require the construction of a new 20" water transmission line from John Jones Water Treatment Plant. The timing of construction for the water system improvements shown in the Water System Master Plan will be determined based on the timing of development in the Project Area, in accordance with the City of Tracy standards and as required by the City. See Figure 6.30.





b. Potable Water Facilities Needed for Complete Project Area Build-Out

Major on-site facilities will be constructed in the Phase 1 area during the early stages of development, consistent with the parcel-specific development applications. As set forth in the Water System Master Plan, additional water infrastructure improvements and pipelines will be constructed throughout the rest of the Project Area as new streets are constructed or as looping of the water distribution system is required. New pipe sizes will vary as required to meet the Water System Master Plan and City of Tracy development standards. No pipe will be less than 8" in diameter. The ultimate sizing will be determined in accordance with applicable requirements and standards of the City and as required by the City. Master Plan Infrastructure is shown on Figures 6.30 and 6.31.

6.21 RECYCLED WATER DISTRIBUTION SYSTEM

Recycled water will be made available to meet the Project Area's non-potable water demands when recycled water supplies become available, consistent with the Water System Master Plan. To serve recycled water to uses in the Project Area, recycled water pipelines will be installed in all Project Area streets. See Figure 6.33. Additional recycled water facilities, such as the 30" distribution line, tank and storage facilities and pump stations described in the Water System Master Plan, will be installed as needed during development of the Project Area. The recycled water infrastructure that is considered Master Plan Infrastructure is described in the Water System Master Plan and Figure 6.32 and Figure 6.33.

As described in the Water System Master Plan, recycled water supplies may not be available to serve early development in the Project Area. For Project Area uses that are developed prior to the availability of recycled water supplies from the City, non-potable demands will be served by potable water supplies conveyed through interconnections between the recycled water pipeline system and the potable water pipeline system. The use of such interconnections will be discontinued, and the interconnection facilities will be removed, when sufficient recycled water supplies are available from the City to meet applicable pressure and flow requirements.

6.22 WASTEWATER

Wastewater generation has been calculated for both Average Dry Weather Flow (ADWF) and Peak Wet Weather Flow (PWWF) for the Project Area in accordance with the citywide Tracy Wastewater Master Plan. Wastewater flows were calculated for both the Phase 1 area and the entire Project Area.

Based on generation rates set forth in the Wastewater Master Plan, the estimated ADWF for the Phase 1 area is 0.688 million gallons per day ("mgd"), and the estimated ADWF for the entire Project Area is 1.716 mgd at full build-out, based on 2013 development projections. The estimated PWWF for the Phase 1 area is approximately 2.328 mgd and estimated PWWF for the entire Project Area is approximately 5.843 mgd at build-out, based on 2013 projections. Wastewater generated in the Project Area will be treated at the City's existing wastewater treatment plant (WWTP). The plant's current treatment capacity is 10.8 mgd. The City will replace the existing discharge pipe with a new discharge pipe that will accommodate up to 16 mgd by the end of 2014, which will increase the operational capacity of the plant to its current treatment capacity of 10.8 mgd. Additional phased expansions of the plant, as contemplated in the Wastewater Master Plan, will increase plant operational capacity to 21.1 mgd, in multiple phases, which will be sufficient to provide service to the City and its current Sphere of Influence, including the Project Area. The City will complete these treatment plant capacity expansions as necessary and as funds become available to meet General Plan area wastewater generation rates in accordance with the Citywide Wastewater Master Plan. Users in the Project Area will contribute to these plant expansions either through the payment of development impact fees, or through alternative methods approved by the City to ensure the timely collection of sufficient funds to complete any phase or phases of expansion of the existing WWTP.

The proposed wastewater collection system will follow existing Project Area topography. Existing topographic information shows the terrain slopes from the southwest corner of the Project Area to the northeast corner. The approximate slope of the existing terrain across the Project Area is 2%.

The existing conveyance of wastewater flows from the Project Area to the WWTP is through the 21" Hansen Sewer that was constructed for the Patterson Pass Busi-

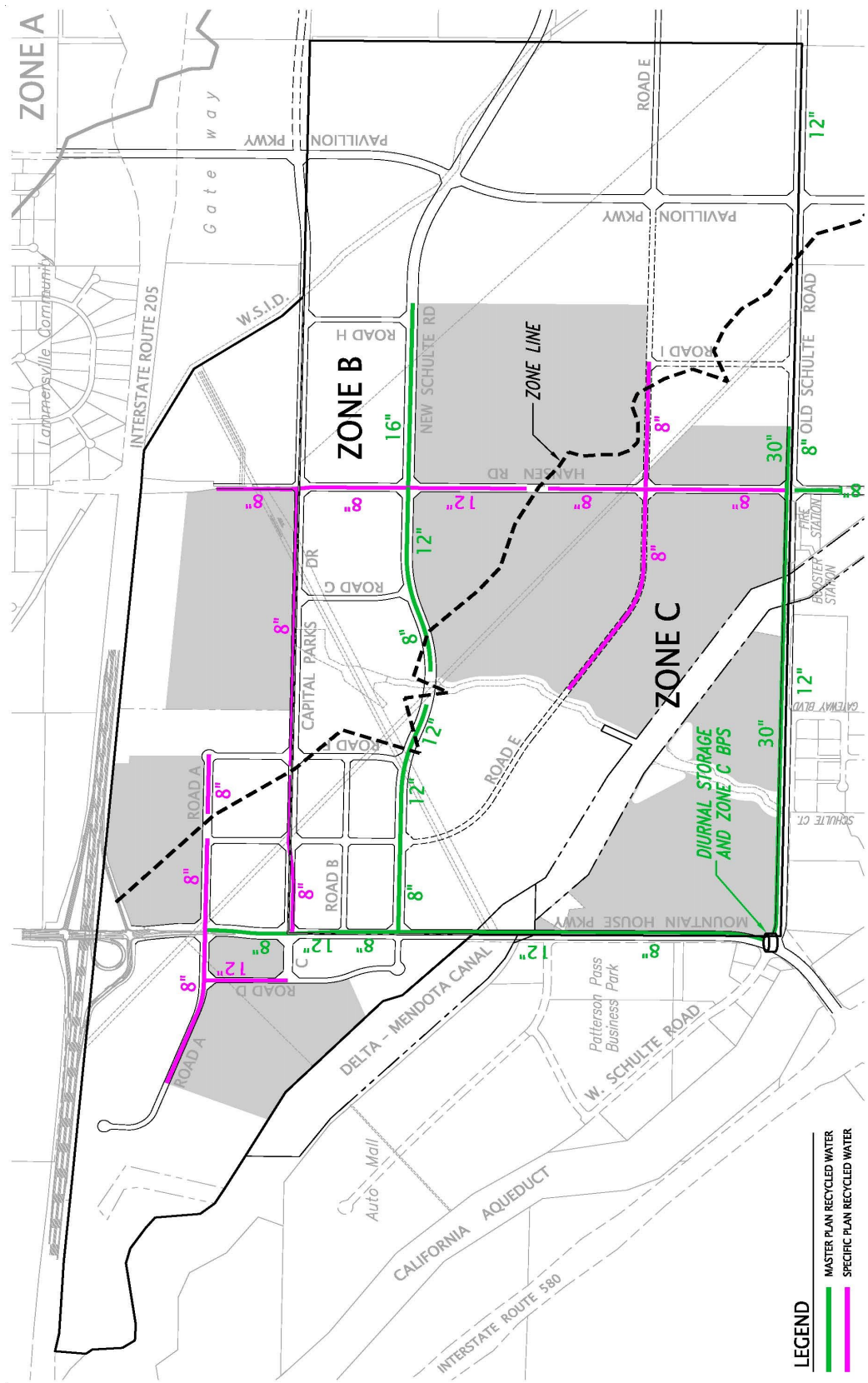


Figure 6.32, Phase 1 Recycled Water

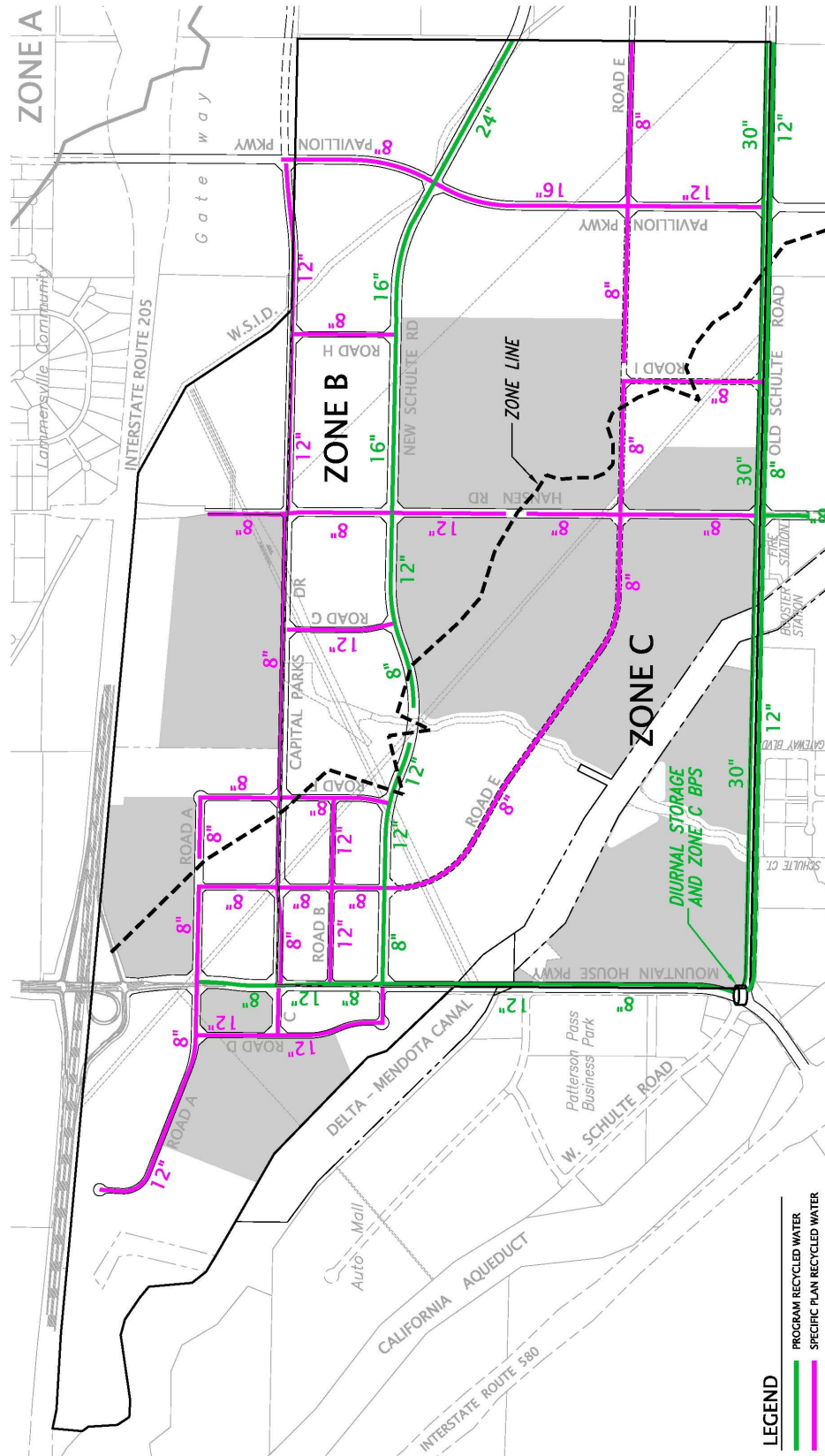


Figure 6.33, Recycled Water at Build Out

ness Park. The Hansen Sewer runs through the Project Area in Hansen Road from Old Schulte Road north. Early development in the Project Area will utilize available capacity in the existing Hansen Sewer until new conveyance facilities are constructed for the Project Area. See Figure 6.34 and 6.35 for Phase 1 and Build-Out of Specific Plan Wastewater Systems. A majority of the Project Area wastewater will ultimately be conveyed to Lammers Road, where it will connect to the Westside conveyance facilities flowing to the City's Wastewater Treatment Plant. Some improvements, as described in the City's Wastewater Master Plan, will be required to the Westside conveyance facilities to accommodate ultimate Project flows.

The length of time that Project Area development can use the existing 21" Hansen Sewer will depend upon available capacity in the Hansen Sewer, actual user generation rates, and the timing of both Project Area development and the development of other projects using the same facilities. To accommodate Project Area flows, modifications to the existing 21" Hansen Sewer and the Hansen Road Lift station may need to be constructed.

Phase 1 area collection systems will gravity flow to the Hansen Sewer. Conveyance facilities constructed to serve the Phase 1 area will be modified by Project Area users when new conveyance facilities are extended from Lammers Road through the Tracy Gateway area, as described in the Wastewater Master Plan.

6.23 STORM DRAINAGE

All developments within the Project Area will be served from storm drainage infrastructure listed in the Citywide Storm Drainage Master Plan. This infrastructure will be constructed on an as-needed basis during development of the Project Area. Some portions of this infrastructure will be constructed from Master Plan fees and some portions will be constructed by developers as a condition of approval of parcel-specific development projects. Some of the salient features of the existing conditions and proposed storm infrastructure are described below.

The Project Area slopes from the southwest to the northeast with an approximate slope ranging from 1%-2%. The Project Area lies within portions of two different drainage watersheds, the Lammers Watershed and the Mountain House Watershed, that have been

delineated by the Citywide Storm Drainage Master Plan.

a. Existing Lammers Watershed.

The Lammers Watershed is roughly bounded by Mountain House Parkway on the west, I-580 to the south (plus offsite watersheds extending upstream to the southwest of I-580), Lammers Road to the east and I-205 and Grant Line Road to the north.

b. Existing Mountain House Watershed

The Mountain House Watershed includes areas within the City's Sphere of Influence that are west of Mountain House Parkway. It is traversed by a generally well-defined channel/corridor known as the Patterson Run that conveys offsite runoff generated by the upstream Lammers Watershed, described above. North of I-205, Patterson Run flows enter facilities operated by the Mountain House Community Services District. The northeastern portion of the Mountain House Watershed (located between the Delta Mendota Canal and I-205) consists of the northwestern most portion of the Project Area.

c. Storm Drain Conveyance

There will be significant storage, attenuation and treatment of storm water provided by proposed on-site detention basins and low impact development (LID) measures, in accordance with applicable City standards. Schematic representations of some of the proposed storm drainage facilities are provided on Figure 6.36, for the Phase 1 area, and on Figure 6.37, for the entire Project Area.

The Project Area's drainage plan for the portions of the Project Area east of Mountain House Parkway (within the Lammers Watershed) includes, among other things, the following components:

Installation of onsite source and treatment control measures will be required as prescribed by the City's Manual of Stormwater Quality Control Standards for New Development and Redevelopment (SWQC Manual).

Onsite permanent storm water detention basins to store and attenuate storm runoff generated by new development within the Project Area may be con-

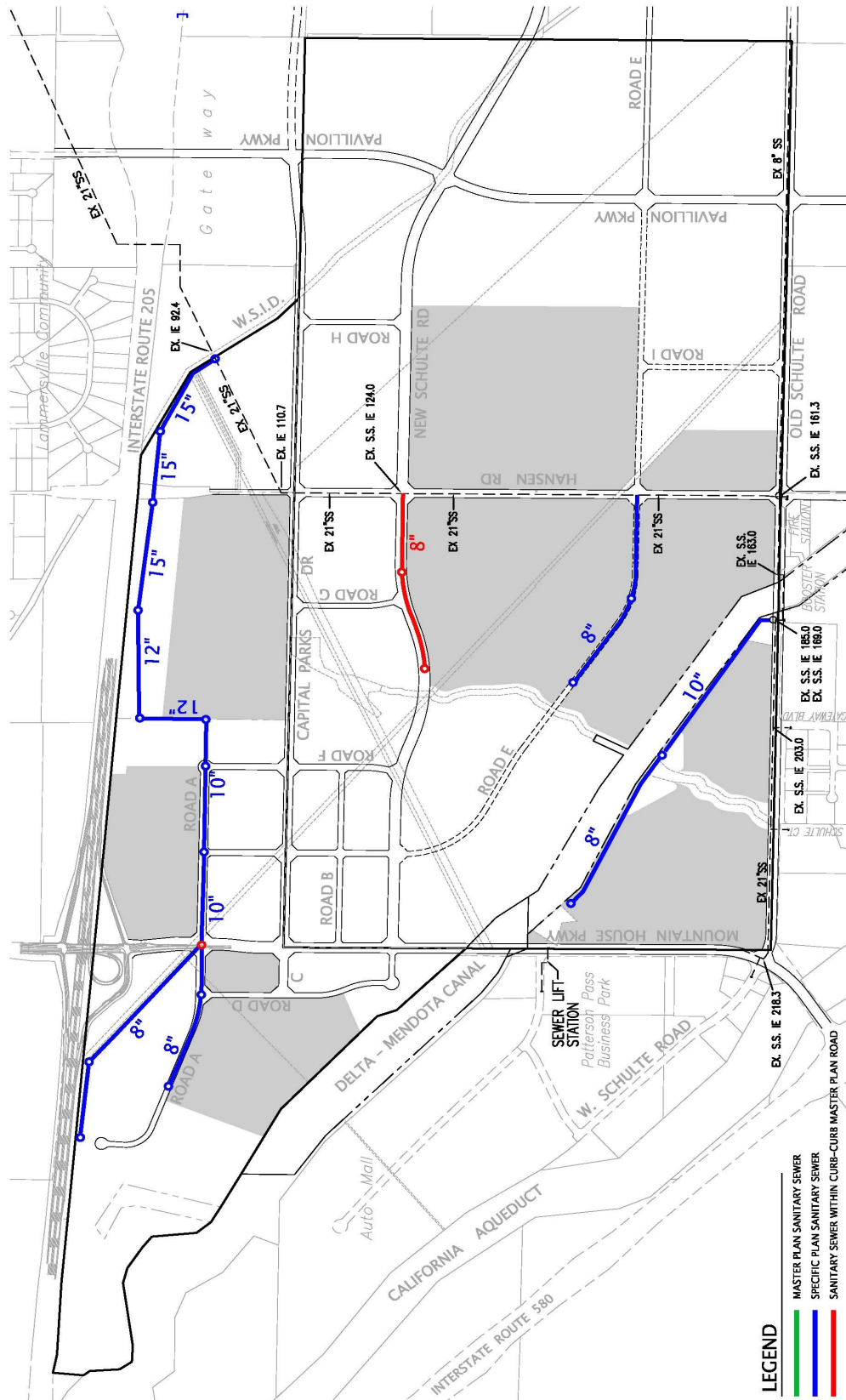
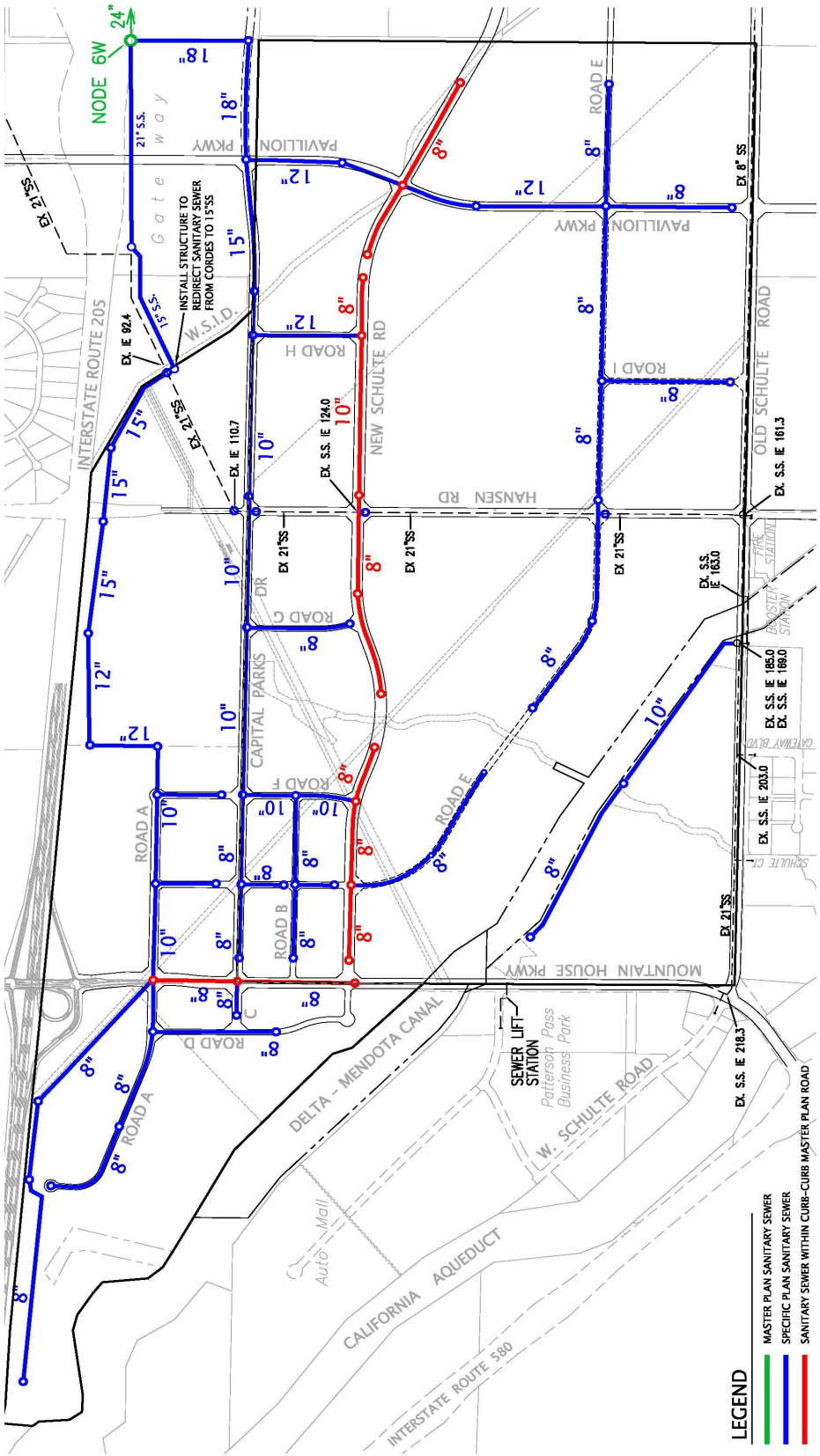


Figure 6.34, Phase 1 Wastewater Collection Facilities



structed. Where feasible, detention basins will incorporate features that encourage percolation of storm water. Also, detention basins will incorporate active and/or passive recreation or aesthetic elements as a joint-use where feasible. Basins will be used to treat runoff from public streets.

All attenuated runoff from new development within this portion of the Project Area will be discharged to the Central Drainage Shed and new storm drainage system as proposed in the Citywide Storm Drainage Master Plan, eliminating certain specified existing condition onsite flow discharges to an existing small culvert crossing of I-205 west of Hansen Road.

The Central Drainage Shed will be retained as a primarily open space corridor having adequate capacity to convey storm discharge generated from offsite flows, although certain portions of this corridor will likely be crossed with roads, culverts and pipes, as otherwise permitted by the appropriate regulatory agencies.

Temporary retention basins will be constructed in conformance with City standards to store runoff from new development within this portion of the Project Area on an interim basis until permanent downstream facilities having capacity to convey discharges in accordance with the Master Plan and other applicable City Standards are constructed.

There is an existing drainage easement that extends through the central portion of the Project Area, which provides adequate capacity to convey the full, unattenuated 100-year 24-hour storm discharge generated by specified portions of Sub-basin OFF-2 plus applicable onsite flows and discharges from existing development south of Schulte Road. North of Capital Parks Drive, all new buildings on the west side of Hansen Road and east of Road "F" must have finished floors that are elevated a minimum of 1 foot above the adjacent 100-year 24-hour storm water surface elevation.

Buildings in new development areas in the southeast corner of the Project Area that are adjacent to potential sheet flow induced by runoff generated by specified portions of Sub-basin OFF3 must have finished floors that are elevated a minimum of 1 foot above the adjacent 100-year 24-hour storm water surface elevation.

The drainage plan for the portions of the Project Area west of Mountain House Parkway within the Mountain House Watershed include some of the following major elements:

Installation of onsite source and treatment control measures as prescribed and required per the City's Manual of Stormwater Quality Control Standards for New Development and Redevelopment (SWQC Manual).

Onsite permanent storm water detention basins to store and attenuate storm runoff generated by new development within the Project Area. Where practical and feasible, detention basins will incorporate features that encourage percolation of storm water. Also, detention basins will incorporate active and/or passive recreation or aesthetic elements as a joint-use where practical and feasible. Basins will be used to treat runoff from public streets.

All attenuated runoff from new development within this portion of the Project Area will be discharged to Patterson Run, eliminating certain specified existing condition onsite flow discharges to an existing small culvert crossing of I-205 west of Hansen Road.

Temporary retention basins will also be used until permanent downstream facilities having capacity to convey discharges in accordance with applicable City standards. Property owners in zone 2 will be required to ensure that their runoff can be legally and safely accommodated in the downstream facilities north of I-205, through mitigation measures and coordination with relevant Mountain House and San Joaquin County authorities.

d. Drainage Facilities for Phase 1 Area

The ultimate storm drainage detention basins will be constructed on an as needed basis to serve identified uses and specific subdivision map applications for development within the Project Area. Until such time as the permanent detention basins are constructed, temporary retention basins as approved by the City may be constructed in lieu of ultimate improvements. See Figure 6.36.

Early development in the Project Area, which is expected to occur in the Phase 1 area, will continue to use the historical release points for both watersheds, for Lambers Watershed and the Mountain House Watershed under I-205 west of Mountain House Parkway and I-205 interchange.

It is anticipated that many of the permanent drainage facilities will be constructed and maintained by a property owners' association formed by the Project Area property owners. All piping systems draining to proposed detention basins within the Project Area are considered Master Plan Infrastructure if they are located within a Master Plan street as noted within the City's RTMP. All other piping systems to basins would be considered Specific Plan Improvements. All outlet piping and all detention basins except those basins along the I-205 frontage between Mountain House and Hansen Road are considered Master Plan Infrastructure as denoted in the Citywide Storm Drain Master Plan.

6.24 STORM WATER QUALITY

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

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

LID is an approach to managing storm water runoff that mimics the natural pre-development hydrology of a development site by using design techniques that infiltrate, filter, store, treat, evaporate, and detain stormwater runoff close to the source. Almost all areas of site design can incorporate LID measures, including open space, streetscapes, parking lots, sidewalks, and medians. LID can be used in combination with traditional storm drain systems to infiltrate the smaller, more frequent storms, while allowing the larger storms to flow to pipes and basins for flood control (possibly with lower off-site costs than traditional non-LID systems). LID techniques offer great benefits for stormwater quality, especially for the smaller return interval storm events.

LID will help reduce the amount of runoff entering the City's system and will aid in recharging ground water.

Development in the Project Area shall implement the applicable development guidelines for storm water management in the SWQC Manual.

Best Management Practices (BMPs) in the SWQC Manual will be implemented in the design of the Project, as appropriate, in an effort to reduce the directly -connected impervious area and to promote a higher level of storm water quality. Below is a list of BMPs that shall be utilized in the Project Area:

Source Control BMPs

- Biofiltration planters and Biofiltration swales for treatment of impervious areas and roof areas.
- Efficient irrigation to minimize runoff of excess irrigation water.
- Storm Drain Stenciling.
- Outdoor Material BMP's.
- Covered Trash Enclosures.
- Fueling Area BMP's.

Treatment Control BMPs

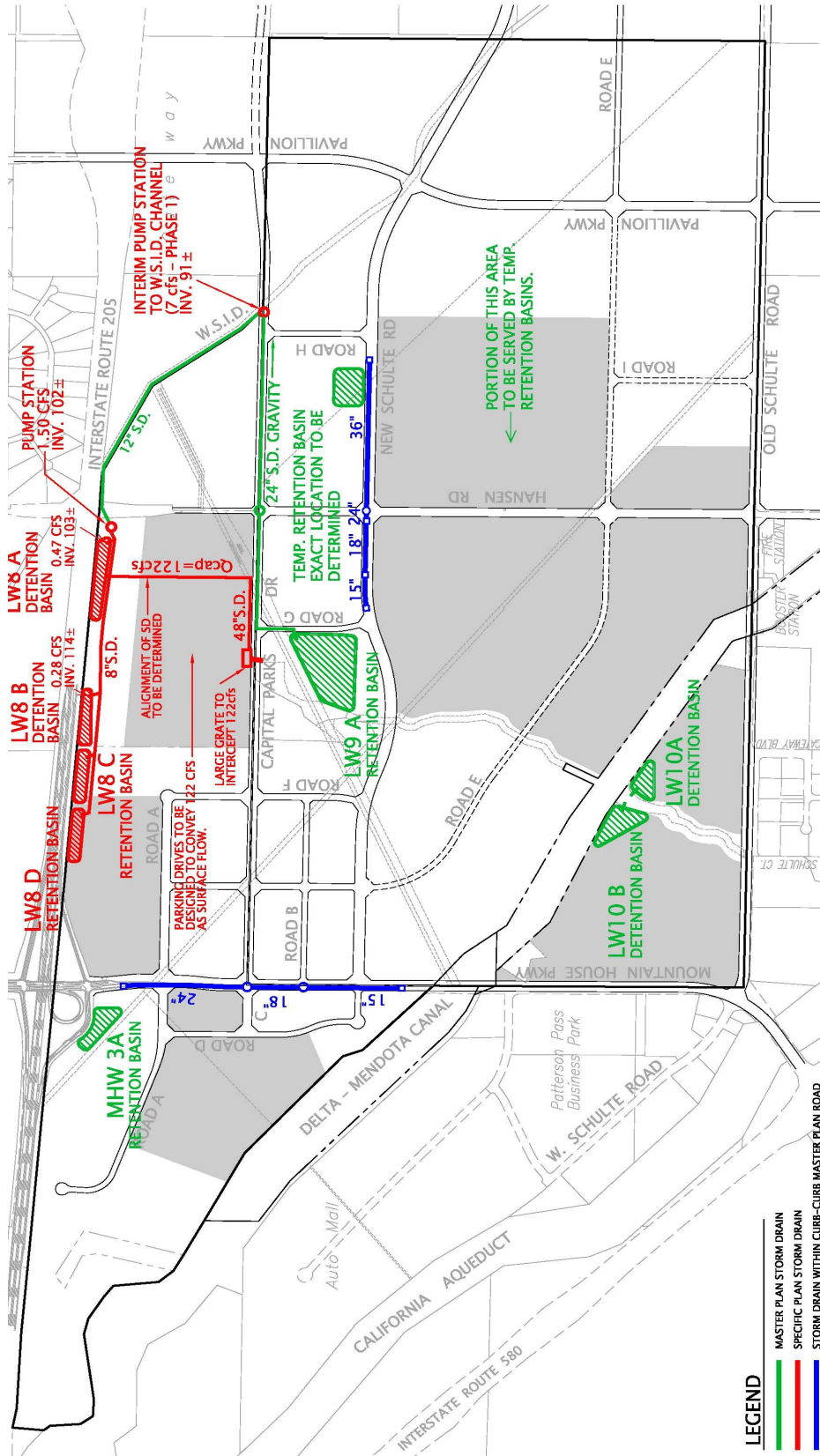
- Vegetated swales and planters within parking lots
- Vegetated Planters at Roof Drains.
- Bioretention Basins.
- Media Filters.
- Drain inserts.
- Permeable Pavers.
- Filter Strips.
- Infiltration Areas.
- Detention Basins for Public Street only

Flow Control BMPs

- Detention Basins.

6.25 DRY UTILITY SYSTEMS

Electrical, gas, telephone, and cable service to the Project Area will be supplied by Pacific Gas and Electric Co. (PG&E), AT&T, and the cable provider for the City of Tracy. Public electric transmission, gas and distribution utilities on and in proximity to the Project Area are owned and maintained by PG&E.



As an element of the proposed electric distribution system within and around the Project Area (as described below), a proposed joint trench system would include gas, telephone, cable TV, possible ancillary fiber system conduits (dark fiber) and conduits and conductors for street lighting and traffic signals.

Existing electric utility facilities in the Project Area consist of PG&E overhead 230 and 115 kV transmission voltage facilities, and overhead and underground 12 kV and lower distribution voltage facilities. The existing transmission facilities traverse the Project Area in a northeasterly direction crossing Mountain House Parkway at the Delta Mendota Canal (these lines are the Bellota – Tesla 230 kV Lines No. 1 & 2, and the two Tesla-Tracy 115 kV lines) then continue in a northeasterly direction crossing Hansen Road just north of the proposed New Capital Park Road. These facilities shall remain in place.

Any use of lands within the existing transmission line rights of way must be approved by PG&E and must meet PG&E land department requirements. PG&E's consent to any proposed common use of such rights of way will be secured by the parcel-specific developers as a part of Project Area development. All existing transmission and distribution line rights of way and required setbacks and clearances shall be maintained by Project Area property owners.

As development occurs, existing gas pipelines and oil lines may require upgrades to meet federal standards for pressure, operation and other pipe standards, which upgrades are expected to be constructed and paid for by PG&E and other applicable agencies.

Proposed Dry Utility Facilities

New distribution conduits and conductors will be placed underground in a joint or common trench. Vaults and boxes placed in the roads or public utility easements, and other equipment, will be pad mounted in lieu of subsurface installation where possible to avoid corrosion and to facilitate safer and less expensive maintenance and operations.

The joint or common trench will include gas, phone, fiber optic and cable TV facilities, and such other equipment and facilities as determined by the City.

6.26 SOLID WASTE DISPOSAL

The proposed land uses in the Project Area will generate additional solid waste. However, as described in the City of Tracy General Plan EIR, capacity at the Foothill Sanitary Landfill that serves the City is currently sufficient to accommodate the Project Area through the life of the Project. Tracy Delta Solid Waste Management Inc. is currently the City's service provider for the collection, transportation and disposal of refuse and garbage, including the collection of recyclable material.

Uses in the Project Area will be required to incorporate the following sustainability measures for solid waste:

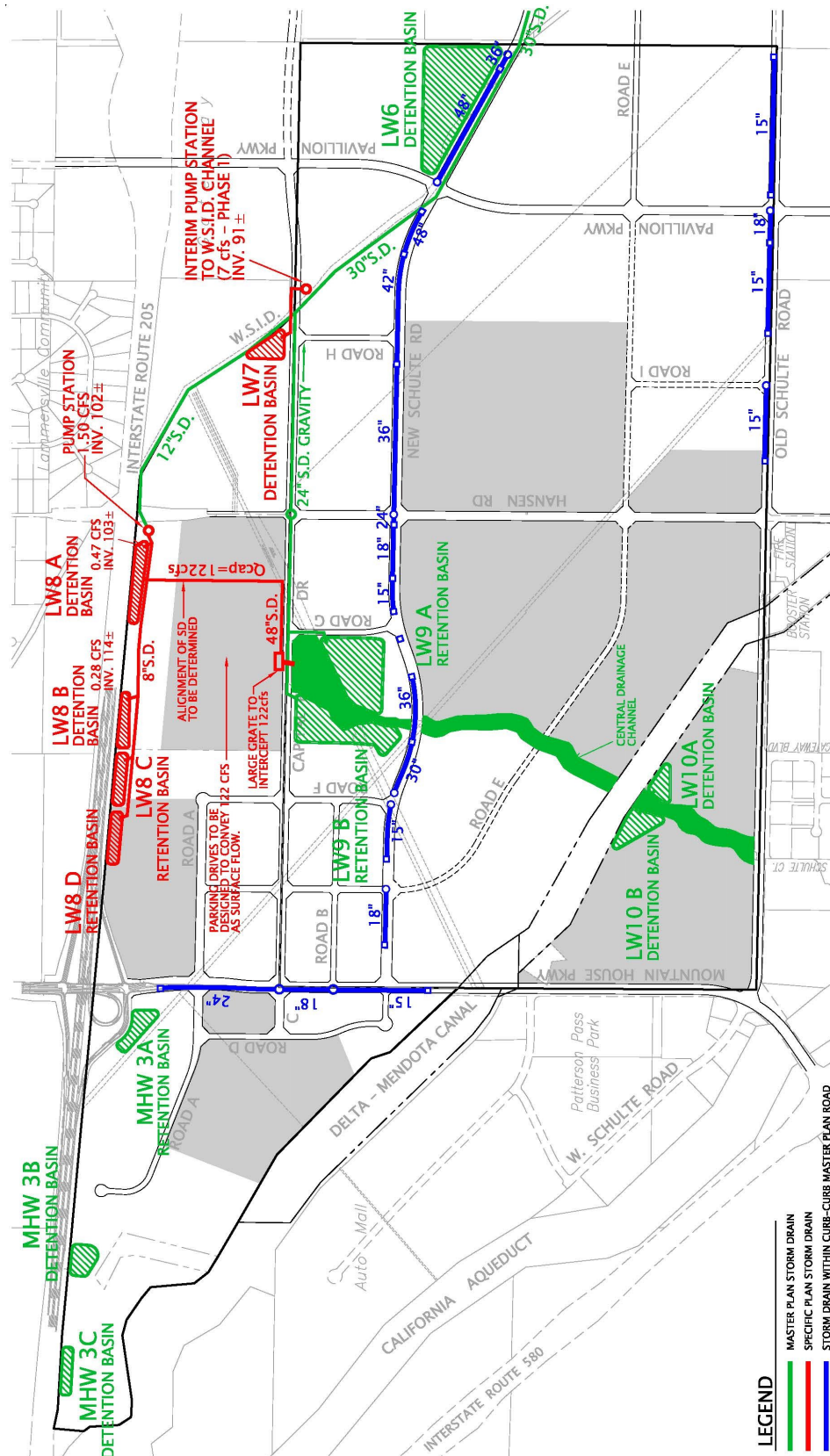
Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).

Provide interior storage areas for recyclables and green waste and adequate recycling containers located in public areas; there shall be no exterior storage permitted in the Project Area.

6.27 CONSTRUCTION PHASING

Construction within the Project Area is expected to occur in phases. Figure 6.38 depicts those portions of the Project Area that are expected to develop first, and are referred to herein as Phase 1. Phase 1 comprises approximately 600 acres, including approximately 580 net acres of Business Park Industrial (BPI), approximately 11 acres of which are within the I-205 overlay area, and approximately 25 net acres of General Commercial (GC). Most of the Phase 1 area development is expected to occur within 10-15 years, while full build out of the Project Area is expected to be completed within 20-30 years, depending on market conditions, demand and other relevant factors. The anticipated Phase 1 area development is described in the following sections and is based on 2013 Project assumptions. Actual development of the Phase 1 area will be according to approved applications for tentative subdivision maps and individual, site-specific development projects.

In order to facilitate and implement development of the Project Area consistent with the City's goals and policies, the City has established, or will establish as part of the subdivision mapping process, timing re-



LEGEND

- MASTER PLAN STORM DRAIN
- SPECIFIC PLAN STORM DRAIN
- STORM DRAIN WITHIN CURB-CURB MASTER PLAN ROAD

Figure 6.37, Conceptual Storm Drainage Facilities at Build Out

quirements for certain components of Master Plan Infrastructure and certain Specific Plan Improvements. With respect to the Master Plan Infrastructure facilities, the anticipated timing is set forth in the various City wide Master Improvements Plans and the Project Finance and Implementation Plan which will be prepared by the City.

With respect to the Specific Plan Private Improvements, this Specific Plan establishes triggers for construction based on the location of each component of Specific Plan Private Improvements. To establish these construction triggers, the Project Area is divided into five Improvement Zones. See Figure 6.39 and 6.40. The trigger for construction of each Specific Plan Private Improvement is shown on Table 6.3 in this Specific Plan.

Except as otherwise set forth in this Specific Plan, implementation and timing of infrastructure improvements will be determined through the City's processing and approval of development agreements, tentative parcel or subdivision map applications, and/or development review permit processes for individual, site-specific development projects. In conjunction with the City's processing of such applications, the City will consider proposals to construct interim infrastructure improvements in appropriate circumstances, which interim infrastructure improvements will ultimately be replaced by complete Master Plan and Specific Plan Improvements.

The timing of all infrastructure construction is and shall be established to best promote and facilitate the City's goals and objectives for development of the Specific Plan Area.

6.28 FUNDING

As indicated above, certain components of Master Plan Infrastructure must be constructed, expanded or upgraded to develop the Project Area. This Master Plan Infrastructure includes without limitation, the Master Plan roadways network (street lights, traffic signals, medians and also joint trench within roads designated as curb-curb only) and Master Plan utility infrastructure. This Master Plan Infrastructure is listed in the applicable citywide Master Plans as set forth therein and depicted in Figures 6.2, 6.31, 6.33, 6.35 and 6.37. All Master Plan Infrastructure will be funded through the

collection of Master Plan Development Impact Fees, subject to available fee credits as determined and approved by City. Property owners may be permitted, with the City's approval, to finance certain planned utilities (e.g., water, sanitary sewer upgrades) via a community facilities district or similar financing mechanism.

In addition, certain Specific Plan Improvements, will be constructed to serve the entire Project Area, the costs of which will be borne by the Specific Plan Area property owners. As explained above, some of these Specific Plan Improvements will be dedicated to the City (the Specific Plan Public Improvements) and some of these improvements will remain in private ownership (the Specific Plan Private Improvements). The Specific Plan Public Improvements are listed in Table 6.1 and depicted in 6.2, 6.31, 6.33, 6.35 and 6.37. The Private Specific Plan Improvements are listed in Table 6.2, described in Chapter 5 and depicted in Figures 6.39 and 6.40.

All Specific Plan Improvements, both Public and Private, will be constructed or funded by property owners in the Specific Plan Area. To the extent that a property owner is required to construct 'oversized' Specific Plan Public Infrastructure, or is allowed to defer the construction of necessary Specific Plan Public Infrastructure, funds must be collected by the City to ensure that reimbursements can be made to eligible property owners. Such funds will be collected through the establishment by City, pursuant to the applicable provisions of the Subdivision Map Act and the Tracy Municipal Code, of a benefit district or fee program to ensure that sufficient funds are available to provide reimbursement to each eligible property owner. Such benefit district or fee program (or alternatively, a development agreement or other enforceable agreement as provided below) shall be established prior to the issuance of the first building permit for construction in the Specific Plan Area. The costs of establishing such benefit district or fee program shall be borne solely and entirely by Specific Plan Area property owners.

Alternatively, and notwithstanding the foregoing, the City may, in its discretion, permit any Specific Plan Area property owner to fund or construct Specific Plan Improvements on all or any portion of the Specific Plan Area pursuant to a development agreement

CORDES RANCH SPECIFIC PLAN

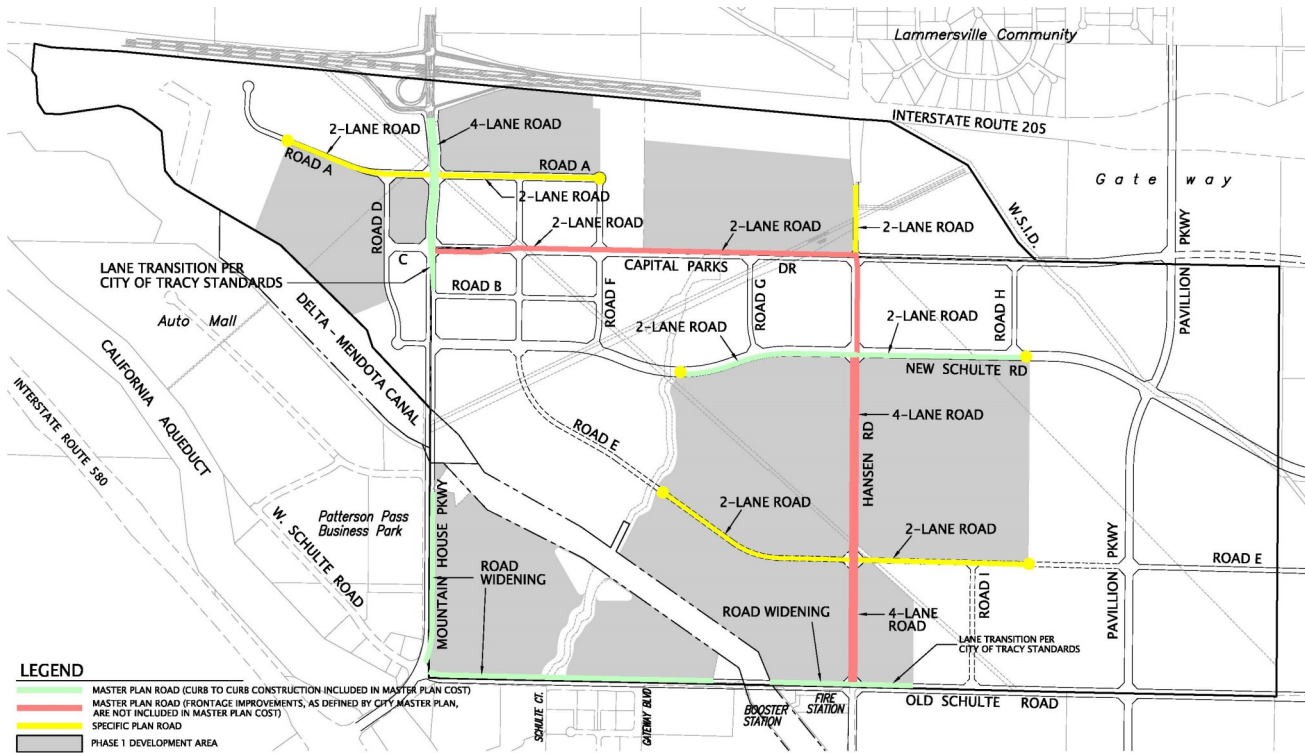


Figure 6.38, Construction Phasing

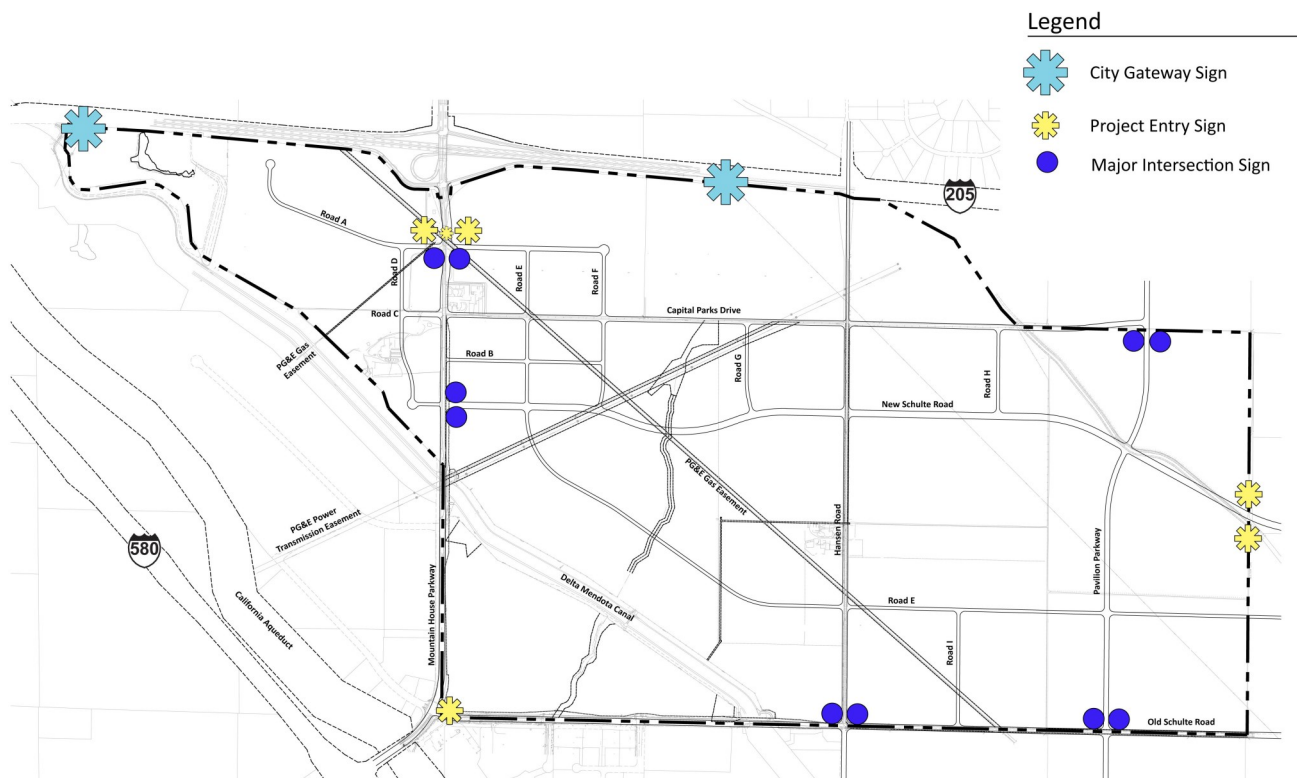


Figure 6.39, Conceptual Signage

or other enforceable agreement, provided that such agreement ensures that City shall not be responsible for funding any portion of the Specific Plan Improvement that is the subject of such agreement.

For all Master Plan Infrastructure and Specific Plan Improvements to be constructed by property owners, City shall require appropriate security in a form reasonable acceptable to City. For any shared improvements within the relevant improvement Zones as described in Table 6.3 and shown in Figures 6.41-6.48. that will be constructed in the future, the applicant will be required to provide an appropriate security, in a form reasonably acceptable to City, in the amount of the applicant's pro-rata fair share of the cost of said improvements based on acreage within the relevant improvement zone.

6.29 MAINTENANCE

The maintenance of the roads, landscaping, parks, detention basins, bike trails and other public amenities, detailed in the Cordes Ranch Specific Plan will be funded through a combination of any and all of the following:

Standard City maintenance responsibility (as noted in Figure 6.47).

Assessments from property owners (either individually or through property owners' associations).

A Community Services District, Community Facility District, or other appropriate funding mechanism.

Payment by users of Project Area for City water and wastewater conveyance user fees.

Other utilities (such as electricity, natural gas and telephone) and services (such as solid waste collection) will be maintained through fees and charges of the appropriate services providers.

City-operated Lighting and Landscaping District or Landscape Maintenance District.

Once the City has accepted street improvements, the City will maintain all improvements within the street Right of Way between back of walks and the property owners will be responsible for maintaining all landscaping behind back of walk and within proposed landscape setbacks. Utilities will be maintained by the appropriate service providers. Drainage basins, inlets and outfall structures will be maintained by the City, except those within the I-205 Landscape Corridor, and the costs of such City-maintained maintenance shall be

funded by a City Maintenance District for Storm Drainage Improvements. The park landscaping within the basins shall be maintained through either the City Maintenance District or property owners as determined at the time of construction of said basins.

The I-205 Corridor improvements, the proposed park landscaping with drainage basins, bike trails outside of street right of ways, and visual icons and signage that are integral components of the Project Area will be maintained by property owners, subject to a City-approved Maintenance Plan for all Landscaping within the Project Area. Property owners will also be responsible for:

- Native Preserve.
- Any additional Special landscape feature areas.
- Trail system.
- Public Art.
- Signage elements in the public right-of-way (see Figure 6.39).
- Street Furniture.

The City-approved Maintenance Plan will include a comprehensive identification of long-term replacement costs, escalation factors, and ultimate build-out of the total landscape system in determining the assessment fee by the property owner's association, to ensure that appropriate maintenance levels are preserved as required by existing City of Tracy Park Maintenance and Road Landscaping Standards. See Figure 6-48.

6.30 IMPLEMENTATION

Final implementation of the Master Plan Infrastructure within the Specific Plan Area will require the preparation and adoption of a Finance Implementation Plan (FIP). The costs of preparing the FIP shall be borne by the property owners prior to commencing any development within the Specific Plan Area.

Conditions of approval relating to Specific Plan Improvements will be imposed on Development Review and subdivision map applications for Specific Plan Area property.

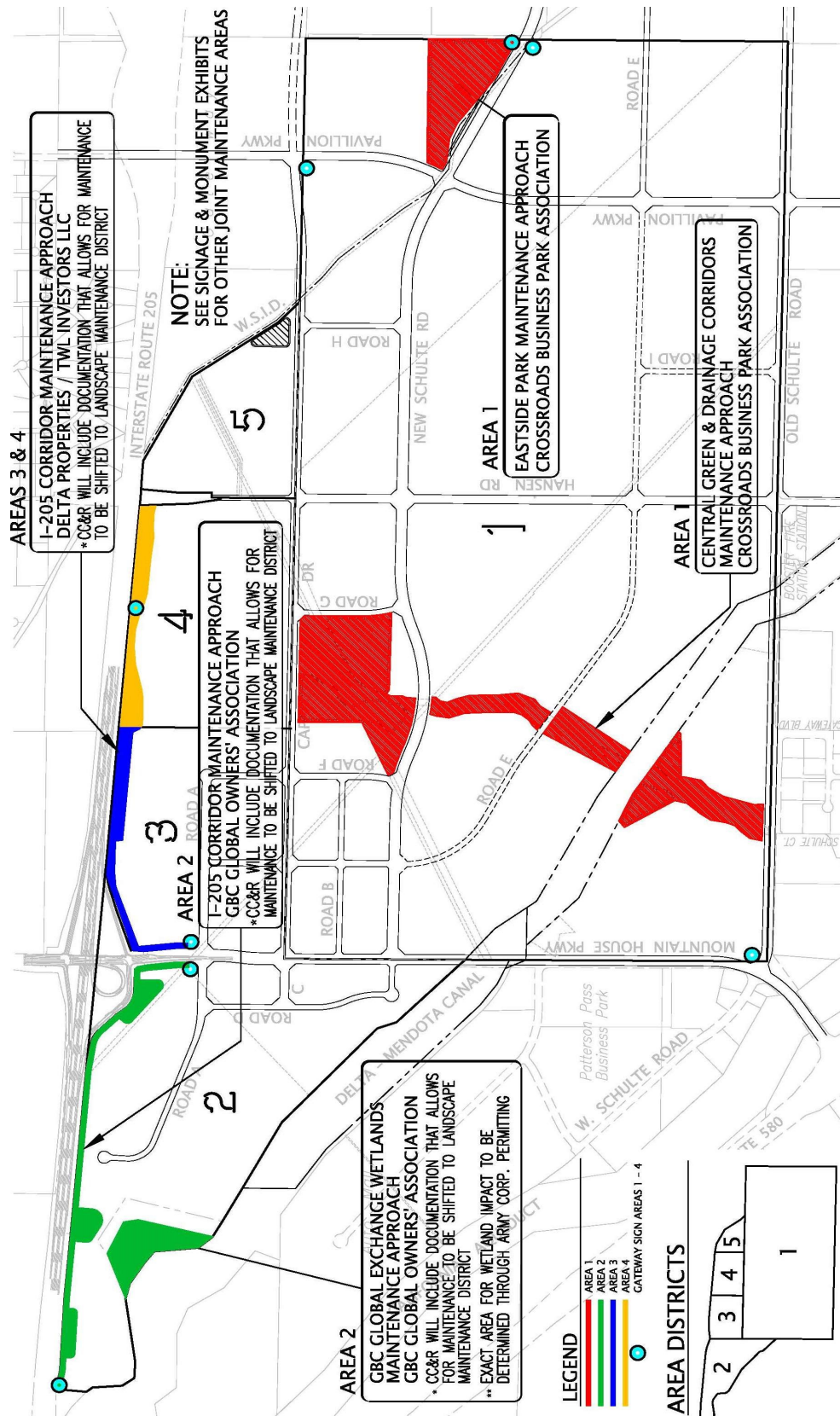


Figure 6.40, Private Specific Plan Improvements

TABLE 6.3 SPECIFIC PLAN PUBLIC AND PRIVATE IMPROVEMENT OBLIGATIONS					
	Obligation	Depiction	Trigger	Zone Responsibility	Maintenance Responsibility
Public Roadways					
1	Road A (East of Mountain House)	Shown on Exhibit 6.2	Subdivision Mapping	Zone 3	City Of Tracy*
2	Road A (West of Mountain House)	Shown on Exhibit 6.2	Subdivision Mapping	Zone 2	City Of Tracy*
3	Road B (North Of Capital Parks)	Shown on Exhibit 6.2	Subdivision Mapping	Zone 3	City Of Tracy*
4	Road B (South Of Capital Parks)	Shown on Exhibit 6.2	Subdivision Mapping	Zone 1	City Of Tracy*
5	Road C	Shown on Exhibit 6.2	Subdivision Mapping	Zone 2	City Of Tracy*
6	Road D	Shown on Exhibit 6.2	Subdivision Mapping	Zone 2	City Of Tracy*
7	Road E (North Of Capital Parks)	Shown on Exhibit 6.2	Subdivision Mapping	Zone 3	City Of Tracy*
8	Road E (South Of Capital Parks)	Shown on Exhibit 6.2	Subdivision Mapping	Zone 1	City Of Tracy*
9	Road F (North of Capital Parks)	Shown on Exhibit 6.2	Subdivision Mapping	Zone 3	City Of Tracy*
10	Road F (South of Capital Parks)	Shown on Exhibit 6.2	Subdivision Mapping	Zone 1	City Of Tracy*
11	Road G	Shown on Exhibit 6.2	Subdivision Mapping	Zone 1	City Of Tracy*
12	Road H	Shown on Exhibit 6.2	Subdivision Mapping	Zone 1	City Of Tracy*
13	Road I	Shown on Exhibit 6.2	Subdivision Mapping	Zone 1	City Of Tracy*
14	Frontage Improvements Mountain House (Between Capital Parks/ I-205)	Shown on Exhibit 6.2	Subdivision Mapping	Zone 2 and 3 Along Frontage Behind Curb and Shared Intersections	City Of Tracy*
15	Frontage Improvements Mountain House (Between Capital Parks/ Delta	Shown on Exhibit 6.2	Subdivision Mapping	Zone 1 and 2 Along Frontage Behind Curb and Shared Intersections	City Of Tracy*
16	Frontage Improvements Mountain House (Between Delta/Old Shulte)	Shown on Exhibit 6.2	Subdivision Mapping	Zone 1	City Of Tracy*
17	Frontage Improvements Capital Parks	Shown on Exhibit 6.2	Subdivision Mapping	Zone 1 - 5 Along Frontage and Shared Intersections	City Of Tracy*
18	Frontage Improvements New Shulte (East of Mountain House)	Shown on Exhibit 6.2	Subdivision Mapping	Zone 1	City Of Tracy*
19	Frontage Improvements Hanson (Between Capital Parks/ Delta Mendota)	Shown on Exhibit 6.2	Subdivision Mapping	Zone 1	City Of Tracy*
20	Frontage Improvements Hanson (Between Capital Parks/Old Shulte)	Shown on Exhibit 6.2	Subdivision Mapping	Zone 4	City Of Tracy*
21	Frontage Improvements Hanson Road (Between Capital Parks/ I-205)	Shown on Exhibit 6.2	Subdivision Mapping	Zone 4 and 5 Along Frontage and Shared Intersections	City Of Tracy*
22	Northern Frontage Improvements Old Shulte (East of Mountain House)	Shown on Exhibit 6.2	Subdivision Mapping	Zone 1	City Of Tracy*
Public Utilities					
1	Potable Water Pipelines	Shown on Exhibit 6.42	Subdivision Mapping	Zones 1-5 Based on Exhibit	City Of Tracy
2	Recycled Water Pipelines	Shown on Exhibit 6.43	Subdivision Mapping	Zones 1-5 Based on Exhibit	City Of Tracy
3	Sanitary Sewer Pipelines	Shown on Exhibit 6.44	Subdivision Mapping	Zones 1-5 Based on Exhibit	City Of Tracy
4	Landscaping and Bike Trails within Storm Drain and Basins	Shown on Exhibit 6.45	Subdivision Mapping	Zones 1-5 Based on Exhibit	City Of Tracy
5	Storm Drains Within Roads	Shown on Exhibit 6.45	Subdivision Mapping	Zones 1-5 Based on Exhibit	City Of Tracy
6	*All Joint Trench(electric, telecommunications, gas)	Shown on Exhibit 6.46	Subdivision Mapping	Zones 1-5 Based on Exhibit	City Of Tracy

TABLE 6.3 SPECIFIC PLAN PUBLIC AND PRIVATE IMPROVEMENT OBLIGATIONS				
	Obligation	Depiction	Trigger	Zone Responsibility
<i>Private Improvements</i>				
1	City Gateway Signage	Section 5.3	After First 650 acres of Development	Zone 1-4 Owners Association Per Exhibit 6.47
2	Entryway Signage	Section 5.4	At Time of Construction of Intersection	Zone 1-4 Owners Association Per Exhibit 6.47
3	Major Intersections	Section 5.5	At Time of Construction of Intersection	Based on Zone Location Owners Association Per Exhibit 6.47
4	Minor Intersections	Section 5.6	At Time of Construction of Intersection	Based on Zone Location Owners Association Per Exhibit 6.47
5	Central Green Bicycle Trails and Passive Park	Section 5.7	Recordation of First Map Adjacent to Central Green	Zone 1 Owners Association Per Exhibit 6.47
6	Eastside Park	Section 5.8	Recordation of First Map North to Eastside Park	Zone 1 Owners Association Per Exhibit 6.47
7	Street Frontage Landscape Behind Walks	Section 5.9	At time of Development of Each Adjacent Parcel Unless Otherwise Approved by Development Director	Based on Zone Location Owners Association Per Exhibit 6.47
8	Drainage Easement Landscaping and Trails	Section 5.10	Landscaping and Trails shall be constructed by each adjacent parcel at time of development. Design shall be done on timing based on final approved wetlands mitigation plan.	Zone 1 Owners Association Per Exhibit 6.47
9	I-205 Frontage Landscaping	Section 5.11	At time of Development of Each Adjacent Parcel Unless Otherwise Approved by Development Director	Zone 2-5 (Based on Zone Location) Owners Association Per Exhibit 6.47
* Road Improvements include Required Intersections. ** Joint Trench in curb to curb program Roads to accommodate lighting and traffic Signals are considered program improvements				

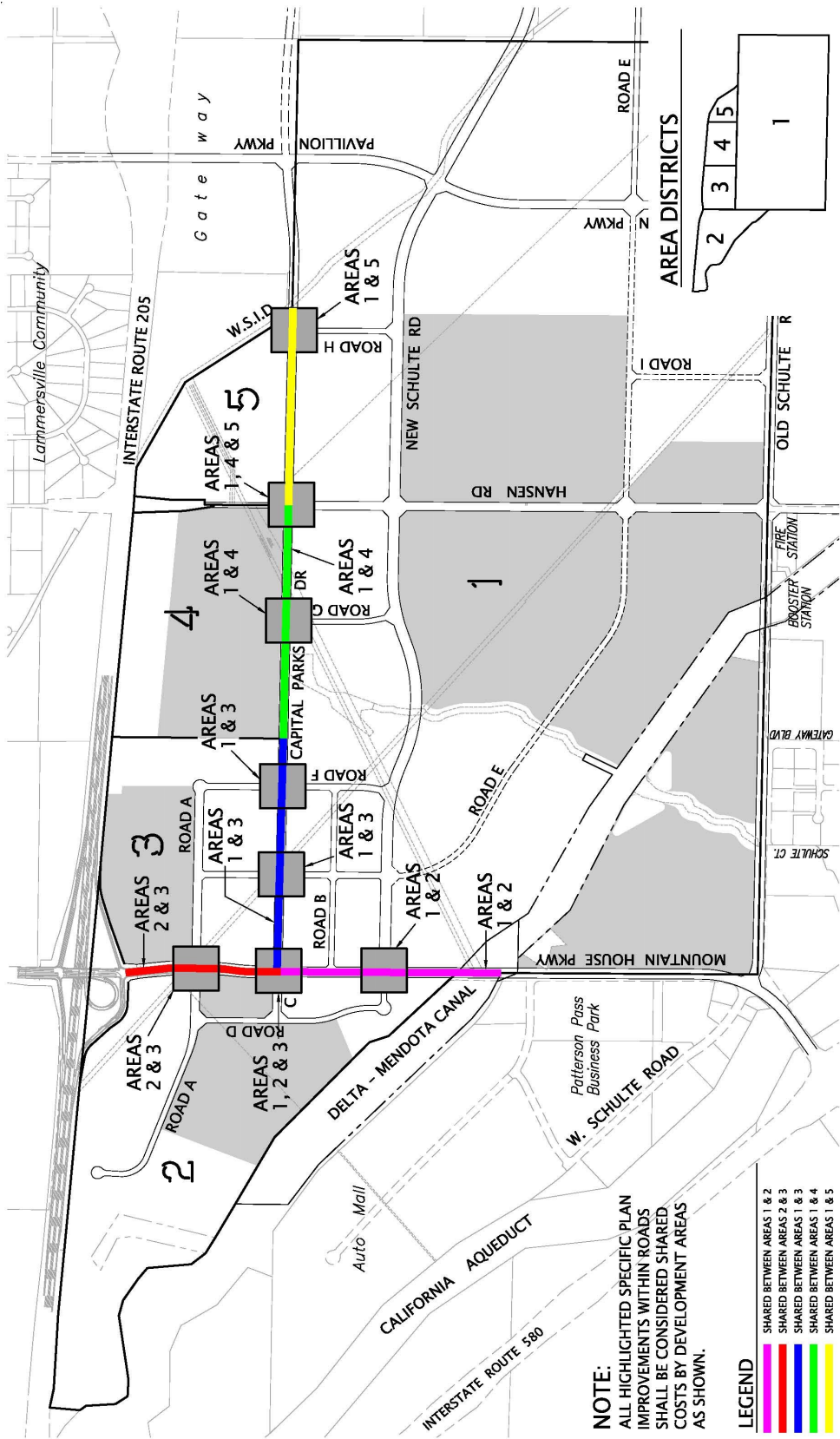


Figure 6.41, Shared Roadway Improvements

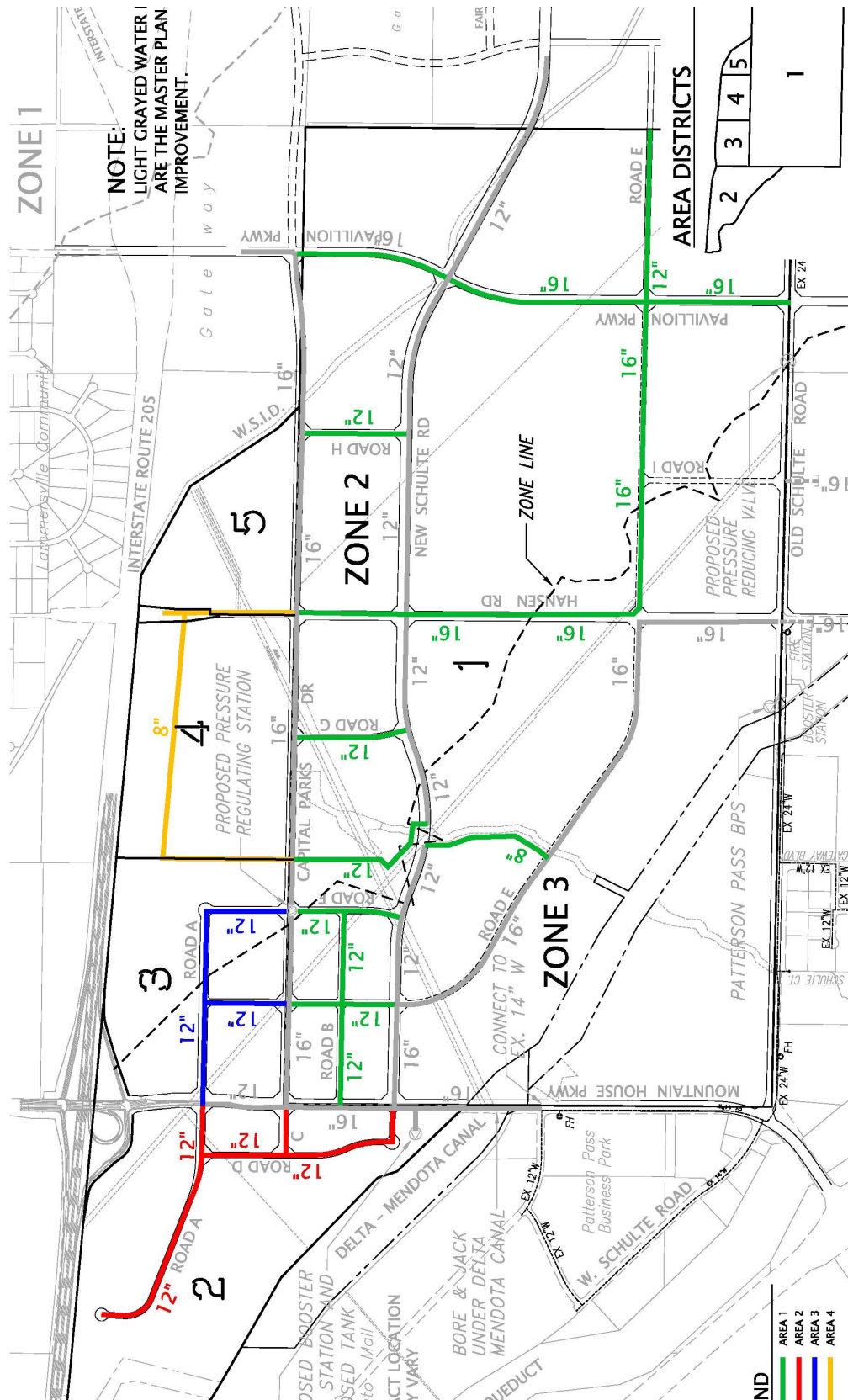


Figure 6.42, Shared Potable Water Improvements

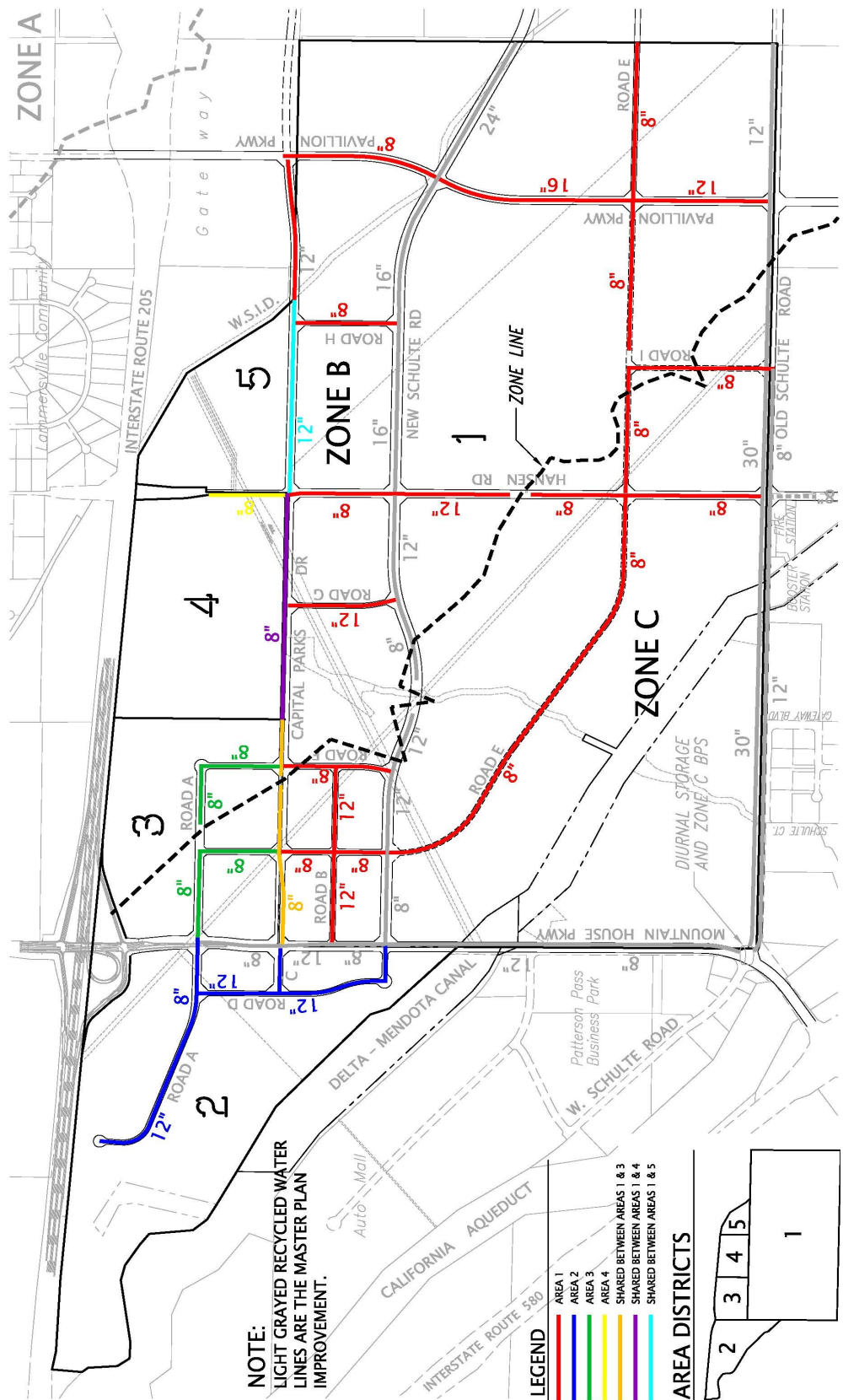


Figure 6.43, Shared Recycled Water Improvements

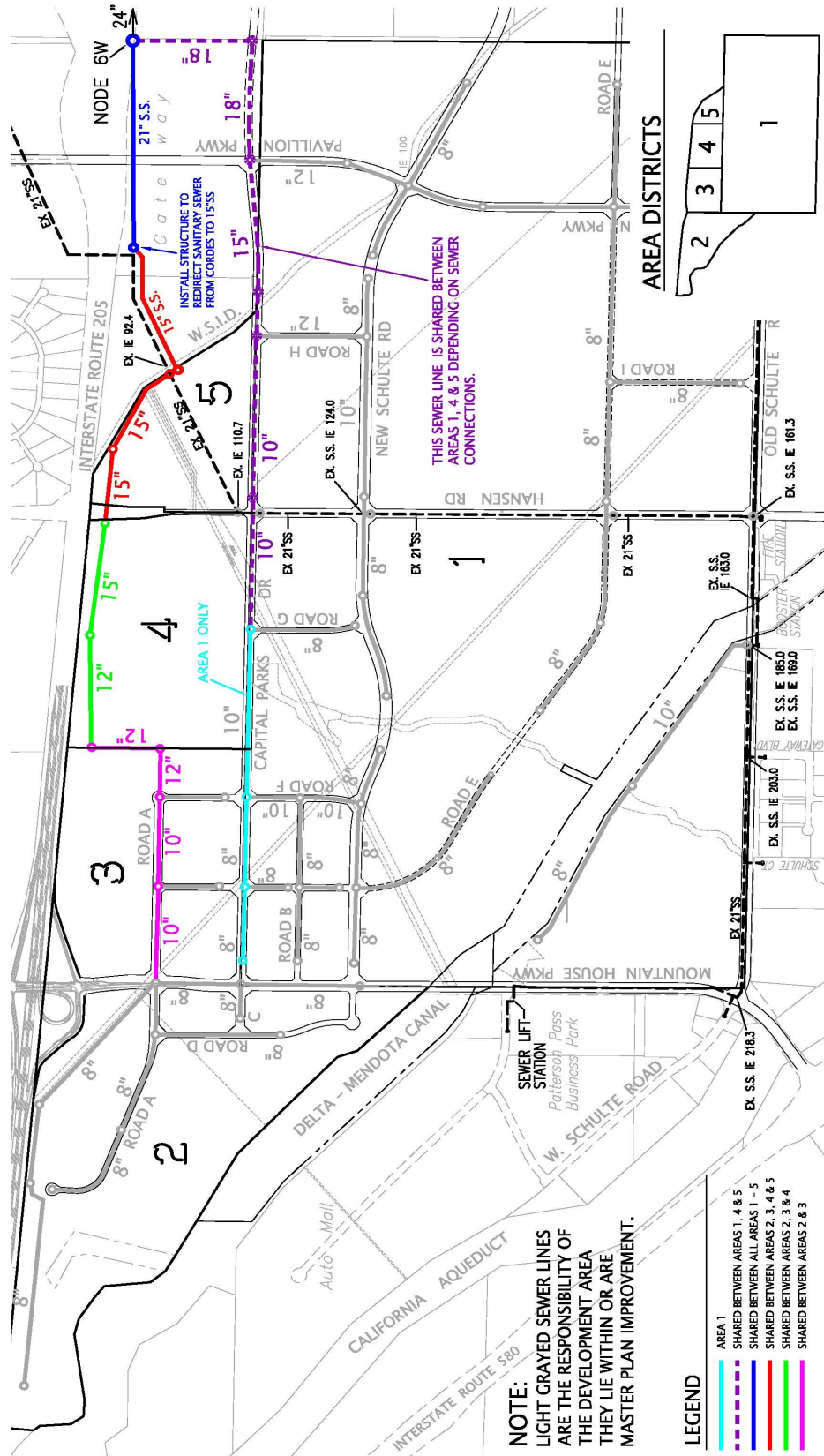


Figure 6.44, Shared Wastewater Improvements

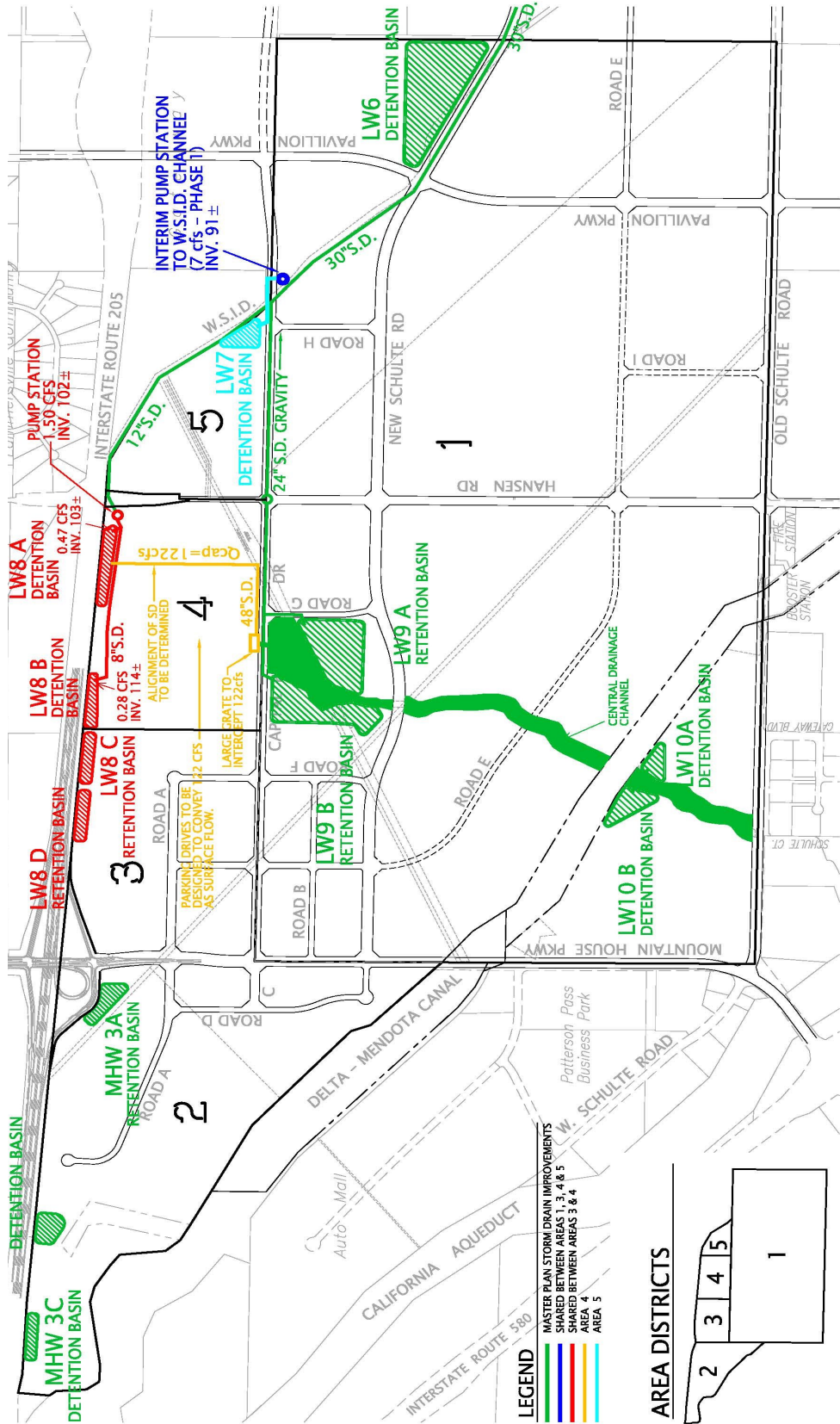


Figure 6.45, Shared Storm Drainage Improvements

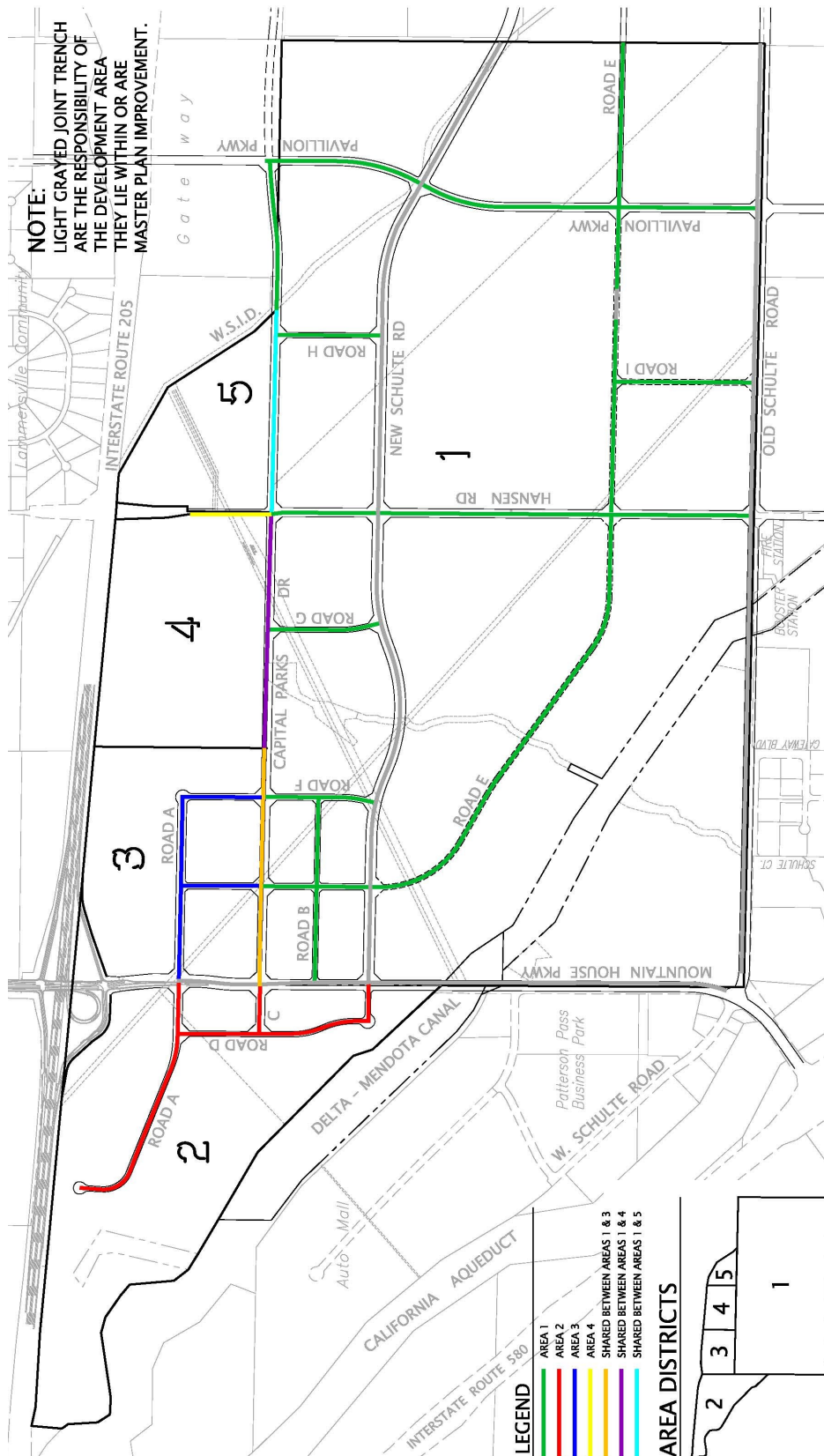


Figure 6.46, Shared Joint Trench Improvements

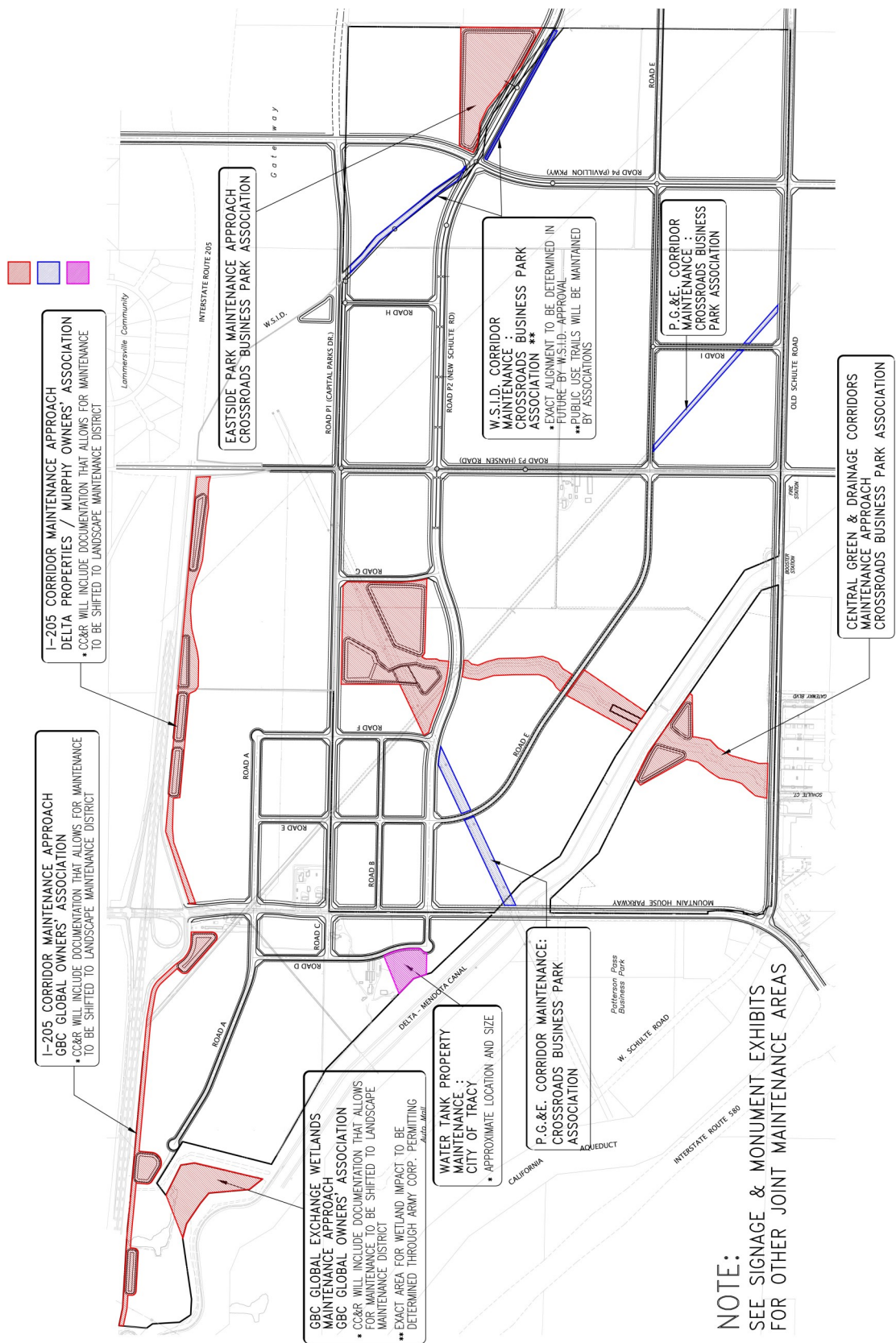


Figure 6.47, Conceptual Maintenance

CHAPTER 7

NATURAL RESOURCES AND SUSTAINABILITY

7.1 INTRODUCTION

This chapter provides a framework for development that supports sustainable design practices for development within the Project Area. Included are strategies for energy conservation, identifying programs to promote alternative modes of transportation, reducing solid waste through recycling and reuse, promoting water conservation and landscape and irrigation design, preserving the existing open space and biological resources, increasing public health through pedestrian and bicycle connectivity to parks and open spaces, and encouraging the use of City economic development programs to provide incentives for existing and emerging industries.



Clerestory Windows

7.2 RELATIONSHIP TO CITY OF TRACY SUSTAINABILITY ACTION PLAN

The City of Tracy adopted a Sustainability Action Plan (SAP) in February of 2011. The SAP requires the City to reduce its GHG emissions, conserve and protect natural resources, improve public health, and promote economic vitality. The SAP establishes targets related to a variety of sustainability goals, and sets forth measures that will assist the City of Tracy in reaching these goals. The Cordes Ranch Specific Plan has incorporated a variety of measures throughout the plan to assist in reaching these goals.

7.3 SUSTAINABILITY GUIDELINES

Promoting alternative means of transportation and minimizing vehicle miles traveled is a major goal of the Project. The Project will include opportunities to increase sustainability and minimize greenhouse gas emissions and reduce water and energy consumption, as well as decrease the impacts of construction activities and waste generation. Presented below is a list of sustainability measures that will be incorporated into the project that will support the SAP goals.

a. Energy

- The Master Owners Association in coordination with the City of Tracy will provide education about:
 1. City of Tracy's water conservation programs
 2. PG&E's energy efficiency programs
 3. San Joaquin Regional Transit District transit service

Information regarding these programs shall be readily available to employees and clients.

- Streets within Cordes Ranch are on an east/west axis to allow buildings to be sited to take advantage of shade and work with the existing topography.
- The site has been designed to reduce mass grading to the extent feasible and to decrease the use of earth moving equipment needed to grade the site. Large warehouse and logistic buildings will utilize sloped floors that will better conform to the existing topography. The reduction in grading and earth movement will assist in decreasing the total emissions from construction equipment.
- Energy efficient lighting and control systems will be utilized as an integral part of lighting systems in all buildings.



Utilize Canopies and Awnings to Minimize Heat Gain



Provide lighting to meet minimum standards for safety

CORDES RANCH SPECIFIC PLAN: TRACY, CALIFORNIA

- Architectural guidelines in Chapter 4 encourage the use of daylight or clerestory windows as a means of providing natural light and reducing the need for lighting during day light hours.
- Light colored “cool” roofs will be required for all new buildings.
- Tree species will be chosen based on their large canopy characteristics at maturity, and will be strategically placed on the west and east portions of the site to shade paving areas and building elevations to minimize heat gain.
- Canopies, awnings, and architectural shade structures are encouraged as part of the design guidelines. These design elements will be strategically sized to shade paving areas and building elevations and minimize heat gain.
- Locally sourced, salvaged and recycled materials will be considered for use throughout the landscape and hardscape design.
- High efficiency lighting, such as LED, will be utilized for traffic, street and other outdoor lighting.
- Lighting levels for outdoor illumination will be required to meet the minimum standards required for safety. All exterior lighting will be required to be controlled by timers, and unless otherwise required, only lighting required for parking lot security and safety will be provided at night.
- Building construction in the project shall meet applicable standards for energy efficiency such as:
 1. Energy efficient heating and cooling systems;
 2. Energy efficient appliances, equipment, and HVAC control systems;

b. Transportation & Land Use

As part of the application process for individual, site specific development projects that generate 50 or more employees (equivalent to a 40,000 square foot warehouse building, 22,000 square foot light industrial building, or 14,000 square foot office building), an employee commute trip reduction program (CTR) shall be established, in conformance with the San Joaquin Valley Unified Air Pollution Control District Rule 9410.



Provide bus stops as required



As required under Rule 9410, the program will provide information about commute options and connects commuters for carpooling, ridesharing and other activities. The CTR program will identify alternative modes of transportation to the Project site, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regarding these programs shall be readily available to employees and clients. In addition, as required under Rule 9410, the program will include incentives for commuters to use alternative modes of transportation. For example, such incentives may include:

1. Ride-matching assistance (e.g., subsidized public transit passes)
2. Preferential carpool parking
3. Flexible work schedules for carpools
4. Vanpool assistance or employer-provided vanpool/shuttle
5. Telecommute and/or flexible work hour programs
6. Car-sharing program (e.g., Zipcar)
7. Bicycle end-trip facilities, including bike parking, showers, and lockers

As part of the application process for individual, site specific development projects, preferential parking space locations shall be provided for electric vehicles and compressed natural gas vehicles in all parking structures and lots. In addition, individual developments projects with over 200 spaces shall designate a minimum of two percent of total parking spaces for carpool and/or ridesharing vehicles. The location of these reserved parking spaces shall be identified on the site plan. Preferential parking spaces shall be shown on striping plans submitted to the Director of Development Services.

As part of the application process for individual, site specific development projects located along existing and planned transit routes, coordination shall occur with the San Joaquin Regional Transit District or other agencies to ensure that bus pads and shelters are incorporated, as necessary.

- A requirement that large employers establish employee trip reduction programs, in conformance with the San Joaquin Valley Unified Air Pollution Control District Rule 9410. The content of the trip reduction plans should be strategically assembled

from the suggestions provided in Rule 9410 and from the Facility-based Measures For New Development described in the SJCOG TDM Plan. Special consideration should be given to Parking Cash-Out programs and Transit Pass programs, which are included in Tracy SAP Transportation Measures T-14 and T-16.



Provide bike racks to encourage bicycle commuting



- A requirement that businesses promote the SJCOG Commute Connection program, which provides information about commute options and connects commuters for carpooling, ridesharing and other activities.
- Class I and/or II bicycle paths are included on all streets wider than 75 feet, and within ½ mile of all uses within the project so that destinations can be reached conveniently by alternatives to vehicle trips.
- All streets within the project include sidewalks on both sides to promote pedestrian access and connectivity between uses.
- Street designs are based on a grid system instead of cul-de-sacs to promote shorter travel distances and encourage pedestrian and bicycle connectivity.
- It is anticipated that the City of Tracy will take a phased approach to providing public transportation to the Project. The City will explore the needs based on construction phasing and will evaluate appropriate routes to serve multiple businesses. The businesses in Cordes Ranch will work cooperatively with the City to modify and expand routes as necessary to efficiently accommodate demand.
- Electrical service connections will be required at all loading docks for plug in of refrigerated trailers to reduce idling time and emissions. Delivery and loading areas, and truck parking spaces will include signage as a reminder to limit idling of vehicles while parked to load and/or unload.
- A pre-construction meeting and information pamphlet will be prepared and distributed outlining the idling procedures for all construction vehicles.



Reclaimed Water System



Native/Climate Adapted Plants in Simple Designs

- Adequate bicycle parking will be required near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting, including, e.g., locked bicycle storage or covered or indoor bicycle parking.

c. Solid Waste

- Individual developers of projects will be encouraged to reuse and recycle construction and demolition waste, including soil, vegetation (green waste), concrete, lumber, metal, and cardboard, to the extent feasible.
- Individual developers of projects will be encouraged to locate interior and exterior storage bins for recyclables and green waste and adequate recycling containers in public areas.

d. Water

- Landscaping will consist of native species selected for water-efficient characteristics and will include drought tolerant planting materials common to the region.
- Turf will be discouraged and minimized throughout the project.
- Irrigation systems and devices will be water efficient and will include satellite soil moisture-based irrigation controls and systems.
- The landscape design will meet requirements of the State Water Conservation in Landscaping Act (G.C. Section 65591 et. seq.) by complying with the State's model water efficient landscape ordinance, or equivalent, adopted by the City of Tracy. A purple pipe system will be constructed as part of the infrastructure for the project. Reclaimed water will be utilized for landscape irrigation of public and private landscaped areas when available.
- Watering of non-vegetated surfaces and practices for cleaning outdoor surfaces and vehicles will be discouraged.
- Low-impact development practices will be implemented to the extent feasible, to maintain the existing hydrologic character of the drainage and manage and treat storm water to protect the environment.



Bioswale



Open Space Walking Trail

CORDES RANCH SPECIFIC PLAN: TRACY, CALIFORNIA

- Buildings will be designed to be water-efficient and will include water-efficient fixtures and appliances.
- e. Ag & Open Space**
 - Turf will be minimized.
- f. Biological Resources**
 - The landscape palette includes a large number of native and climate adapted species in an effort to optimize biodiversity, to sequester carbon, and create habitat and minimize resource use (water, fertilizers, and pesticides/herbicides).
 - The riparian corridor will be protected and enhanced, and will meet federal, state and regional regulations for habitat and species protection.
 - Invasive species listed on the California Invasive Plant Council (CAL-IPC) list have not been included in the planting palette.
 - The natural hydrologic conditions will be incorporated into the design to the extent feasible, by avoiding the existing drainage channel that runs through the site as a dry creek/wash/riparian corridor with open space trail.
 - Storm water best management practices (BMPs) including vegetated bioswales, vegetated detention basins and pervious paving will be incorporated to the extent feasible into individual development sites and along streets.
 - Detention basins in the Central Green, and Eastside Park will serve multiple uses as open space and passive or active recreation opportunities and may include picnic areas, open greens, and sports fields.
- g. Public Health**
 - Open space and passive or active recreation opportunities have been incorporated into the design of the project. Walking trails will provide access to picnic areas, open greens to provide opportunities for exercise.
 - Sidewalks have been included on both sides of all streets. Trails and sidewalks may also be included within the open spaces and PG & E easements. These proposed improvements will make the project walkable and will provide connections to adjacent development.



h. Economic Development

- Project developers in coordination with the City staff and the WorkNet program to facilitate job placement for City of Tracy residents.
- Project developers will work with City's staff to retain and recruit businesses that provide high-wage jobs and support existing and emerging industries to the extent feasible..
- Project developers, in coordination with the City staff, will develop information to provide prospective business with a skills and education inventory of Tracy residents. Information will be used to market potential tenants within Cordes Ranch as a means of improving the city's jobs/housing match.
- Project developers will provide businesses in Cordes Ranch with information about local vendors, service providers, and material suppliers.

7.4 GREEN BUILDING

The purpose of the California Green Building Code is to improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories:

1. Planning and design
2. Energy efficiency
3. Water efficiency and conservation
4. Material conservation and resource efficiency
5. Environmental quality

The code establishes minimum green building standards for most projects. The Code is composed of several parts with the requirements of:

- Reducing water consumption by 20 percent.
- Diverting 50 percent of construction waste from landfills.
- Installation of low pollutant-emitting materials.
- Installation of separate water meters for nonresidential buildings' indoor and outdoor water use.
- Moisture-sensing irrigation systems for larger landscape projects.

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- Mandatory inspections of energy systems (e.g., heat furnace, air conditioner and mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity and according to their design efficiencies.
- The project will comply with the applicable requirements in the Green Building Code.

7.5 LEED

Leadership in Energy Efficient Design (LEED) and sustainable development is a relatively new field of expertise and focus. The United States Green Building Council (USGBC) LEED system of environmental standards is currently the most recognized system of rating projects and construction. The Specific Plan implements energy efficient design and water conservation, and strongly encourages that individual developers consider the merits of LEED certification not only as a means to conserve energy but also to promote stewardship of the environment and green business practices.



CHAPTER 8

PLAN REVIEW & ADMINISTRATION

8.1 SPECIFIC PLAN ADMINISTRATION

The Cordes Ranch Specific Plan provides the principal framework for the orderly development of the approximately 1,780-acre site. This chapter outlines the various approvals and implementation processes necessary to develop the Project.

The Specific Plan establishes a set of regulations, development standards, guidelines and processes for development of the project, and shall constitute the zoning for development for the Project Area. The Cordes Ranch Specific Plan is incorporated into the City's Zoning Ordinance and serves as the zoning for all properties within the Project Area.

Discretionary permitting steps must occur to implement the Project, including the approval of tentative and final subdivision maps or parcel maps, conditional use permits, and development review.

8.2 SUBDIVISIONS

The Project will ultimately be subdivided into individual project parcels that will require the approval of tentative and final subdivision maps (or parcel maps). Approval of such maps shall be governed by the Subdivision Map Act, the City's Subdivision Ordinance and this Section 8.2. All streets, sidewalks, landscape areas and other public property infrastructure and other improvements shown on the map application shall be in substantial conformance with the regulations, guidelines and street network of this Specific Plan. 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.

In connection with a map application, the applicant shall provide to the City all information required under the Subdivision Map Act and the City's Subdivision Ordinance and shall submit the applicable processing fee.

8.3 CONDITIONAL USE PERMIT

If an applicant seeks to develop a conditionally permitted use (as defined in Table 3.1 of this Specific Plan), the applicant shall submit an application for a Conditional Use Permit (CUP) containing the data and information set forth in City regulations and shall submit the applicable processing fee. Consideration of the CUP application shall adhere to the procedures set forth in the Tracy Municipal Code. A CUP may be processed concurrently with any other necessary development application(s) for the land that is the subject of the requested CUP.

8.4 DEVELOPMENT REVIEW

If an applicant seeks to develop any portion of the Project Area, the applicant shall submit an application package for a Development Review Permit that contains all of the information set forth in the Tracy Municipal Code, and shall submit the applicable processing fee. The purpose of the Development Review Permit is to facilitate the comprehensive review and efficient processing necessary to develop the project as set forth in this Specific Plan.

In addition to the regulations contained in this Specific Plan, properties within the Project Area are subject to applicable regulations of the Tracy Municipal Code. To the extent any regulation in this Specific Plan conflicts with the Tracy Municipal Code, the regulation set forth herein shall prevail. The review process for each type of development application shall be as specified in the Tracy Municipal Code, except as modified herein.

For Development Review and/or Conditional Use Permit applications pertaining to projects located within the I-205 Overlay, the permit process, including signage, shall include public hearings by both the Planning Commission and City Council, with final decision by the City Council. See Figure 8.1.

8.5 SIGNS

All signs shall be constructed in accordance with the requirements set forth in the Tracy Municipal Code except to the extent that this Specific Plan provides for different or additional requirements, in which case the requirements in the Specific Plan shall govern. Construction of the freeway signs shall not require the issuance of a Conditional Use Permit, but shall require Development Review pursuant to Section 8.4 above.

CORDES RANCH PERMIT PROCESS

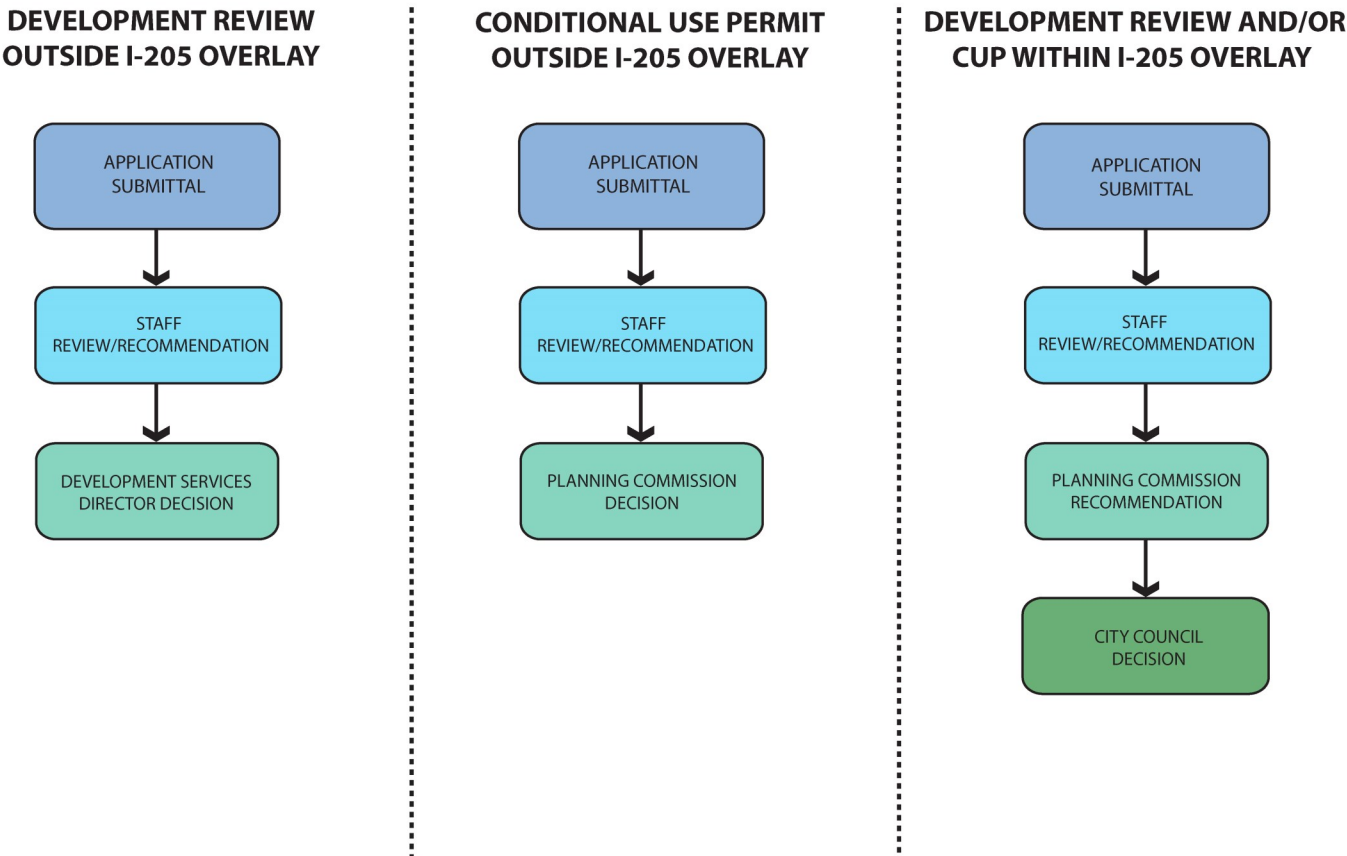


Figure 8.1, Permit Process Diagram