NOTICE OF A REGULAR MEETING

Pursuant to Section 54954.2 of the Government Code of the State of California, a Regular meeting of the City of Tracy Planning Commission is hereby called for:

Date/Time: Wednesday, April 27, 2016
7:00 P.M. (or as soon thereafter as possible)

Location: City of Tracy Council Chambers
333 Civic Center Plaza

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

REGULAR MEETING AGENDA

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

MINUTES APPROVAL

DIRECTOR'S REPORT REGARDING THIS AGENDA

ITEMS FROM THE AUDIENCE - *In accordance with Procedures for Preparation, Posting and Distribution of Agendas and the Conduct of Public Meetings, adopted by Resolution 2015-052 any item not on the agenda brought up by the public at a meeting, shall be automatically referred to staff. If staff is not able to resolve the matter satisfactorily, the member of the public may request a Commission Member to sponsor the item for discussion at a future meeting.*

1. NEW BUSINESS

   A. PUBLIC HEARING TO CONSIDER A CONDITIONAL USE PERMIT APPLICATION FOR AN AUTOMOTIVE IMPOUND YARD AT 1133 AND 1175 W. ELEVENTH STREET – APPLICANTS ARE JESSIE WATSON AND MICHAEL THOMAS AND PROPERTY OWNERS ARE KULDEEP SIDHU AND HANSON FAMILY PARTNERSHIP - APPLICATION NUMBER CUP14-0013

   B. PUBLIC HEARING TO CONSIDER A RECOMMENDATION TO THE CITY COUNCIL REGARDING APPROVAL OF AN AMENDMENT TO THE ELLIS SPECIFIC PLAN RELATED TO FAÇADE ZONE REQUIREMENTS, SETBACKS, ENROACHMENTS INTO SETBACKS, UNION PACIFIC RAILROAD EDGE, AND GARAGE REQUIREMENTS. THE APPLICANT IS CAL ATLANTIC HOMES. APPLICATION NUMBER SPA16-0004

   C. PUBLIC HEARING TO CONSIDER A RECOMMENDATION TO THE CITY COUNCIL REGARDING APPROVAL OF AN AMENDMENT TO THE CORDES RANCH SPECIFIC PLAN RELATED TO THE LANDSCAPE DESIGN CONCEPTS. THE APPLICANT IS PROLOGIS. APPLICATION NUMBER SPA16-0002

2. ITEMS FROM THE AUDIENCE

3. DIRECTOR'S REPORT

4. ITEMS FROM THE COMMISSION

5. ADJOURNMENT

Posted: **April 22, 2016**

The City of Tracy complies with the Americans with Disabilities Act and makes all reasonable accommodations for the disabled to participate in public meetings. Persons requiring assistance or auxiliary aids in order to participate should call City Hall (209-831-6000), at least 24 hours prior to the meeting.

Any materials distributed to the majority of the Planning Commission regarding any item on this agenda will be made available for public inspection in the Development Services Department located at 333 Civic Center Plaza during normal business hours.

April 27, 2016

AGENDA ITEM 1-A

REQUEST

PUBLIC HEARING TO CONSIDER A CONDITIONAL USE PERMIT APPLICATION FOR AN AUTOMOTIVE IMPOUND YARD AT 1133 AND 1175 W. ELEVENTH STREET – APPLICANTS ARE JESSIE WATSON AND MICHAEL THOMAS AND PROPERTY OWNERS ARE KULDEEP SIDHU AND HANSON FAMILY PARTNERSHIP - APPLICATION NUMBER CUP14-0013

DISCUSSION

This agenda item was previously considered by the Planning Commission on March 23, 2016. The Commission discussed several concerns relating to project aesthetics, security, and noise. After discussion at the public hearing, the Planning Commission continued the item to April 27, 2016 to give the applicant time to work with staff on solutions to these concerns.

The initial proposal included replacing the existing galvanized chain link with red slat fencing surrounding the impound yard with black wrought iron fencing to match that used by the City on an adjacent parcel. The Planning Commission had concerns regarding the visibility of the impounded vehicles through the wrought iron and discussed alternative designs, including masonry walls and landscape screens, and locations for such screens to be installed. The Commission ultimately asked the applicant and staff to work on a proposal to bring back for their consideration. The applicant is now proposing a seven foot tall black wrought iron fence with a two foot planter around all three sides, except around the gate. The applicant proposes to plant fifteen gallon size oleanders spaced four feet apart to block visibility into the impound yard. Oleanders are evergreen, tall, dense, fast-growing shrubs that are commonly used for screen hedges. Recommended Condition of Approval A.7 is worded to reflect these improvements.

The Commission raised concerns over potential noise impacts from overnight operations. At the March 23 hearing, there was discussion of building a masonry wall to mitigate potential noise impacts. The applicant is not proposing to build a masonry wall, but rather adjust business operations such that overnight noise is minimized. According to the applicant, whenever possible, impounded vehicles are not unloaded from the tow trucks when they are brought in during the nighttime hours. According to the applicant, they have three tow trucks and usually only receive one or two calls each night. Therefore, the applicant has proposed to restrict their vehicle unloading operations between the hours of 10:00 p.m. and 7:00 a.m. (Condition of Approval A.10).

Security concerns were also raised, to which the applicant has explained that in addition to the fence enclosure and constant video surveillance of the tow yard and surrounding area, the applicant will have nighttime security walk through the site three times per night, where walk-through times vary day to day.

The Commission expressed a desire to limit the impound yard in size. Staff explained the proposal is for the use of a sixty-four foot by seventy-six foot enclosed area, which holds twenty vehicles, and the conditional use permit would only permit to this area for impound vehicle storage as shown in the plans. If the applicant desires to expand the

impound yard size, an amendment to this conditional use permit would need to be obtained.

With these proposed conditions, staff believes the impound yard would look and operate harmoniously at this location.

RECOMMENDATION

Staff recommends that the Planning Commission approve the Conditional Use Permit application for a seventy-six foot by sixty-four foot automotive impound yard at 1133 and 1175 W. Eleventh Street, based on the findings and subject to the conditions as stated in the Planning Commission Resolution dated April 27, 2016 (Attachment C).

MOTION

Move that the Planning Commission approve the Conditional Use Permit application for a seventy-six foot by sixty-four foot automotive impound yard at 1133 and 1175 W. Eleventh Street, based on the findings and subject to the conditions as stated in the Planning Commission Resolution dated April 27, 2016 (Attachment C).

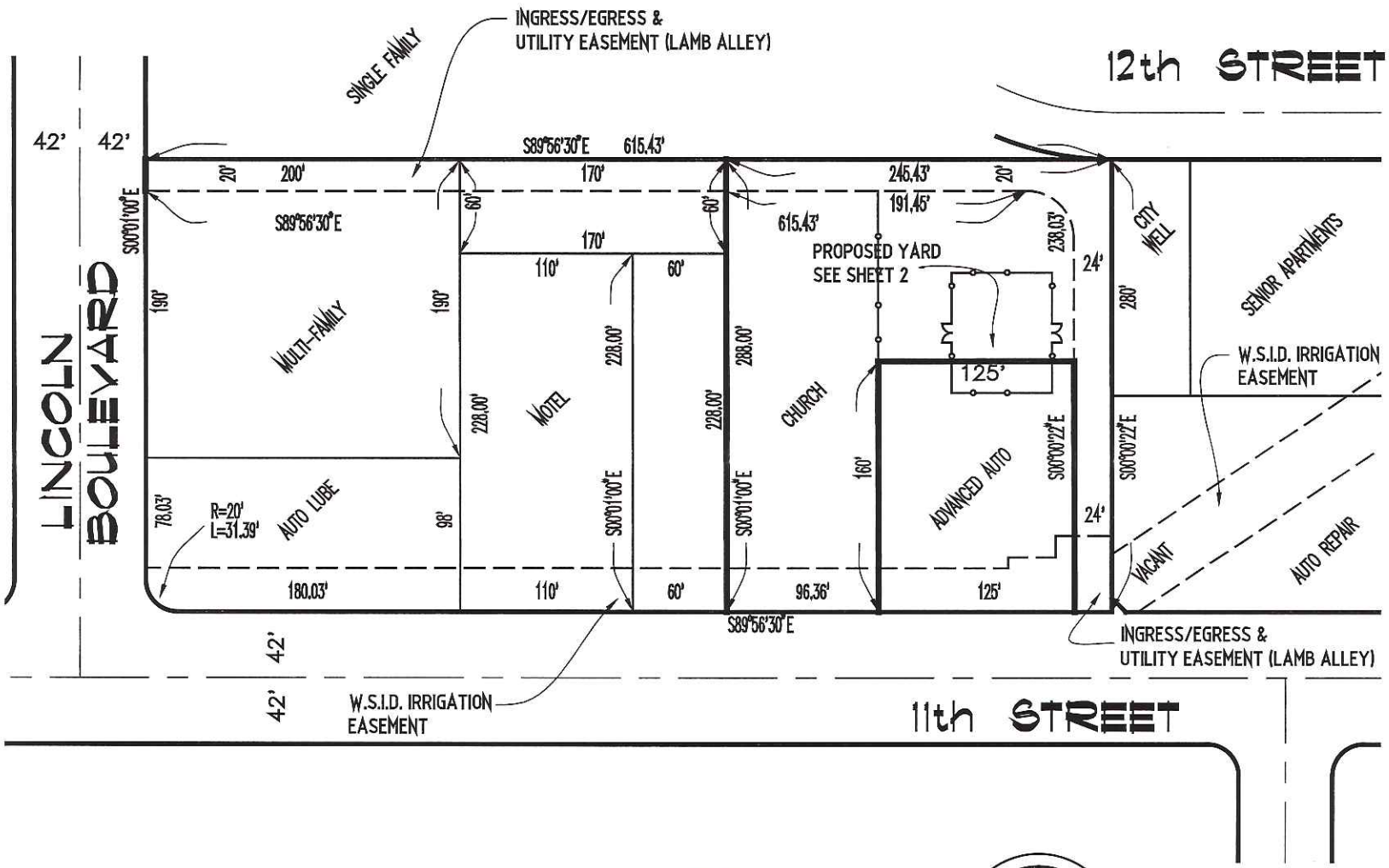
Prepared by Kimberly Matlock, Associate Planner

Approved by Bill Dean, Assistant Development Services Department Director

ATTACHMENTS

Attachment A— Vicinity Map
Attachment B— Site Plan
Attachment C— Planning Commission Resolution

ATTACHMENT A



VICINITY MAP

SCALE: 1"=100'

RECEIVED

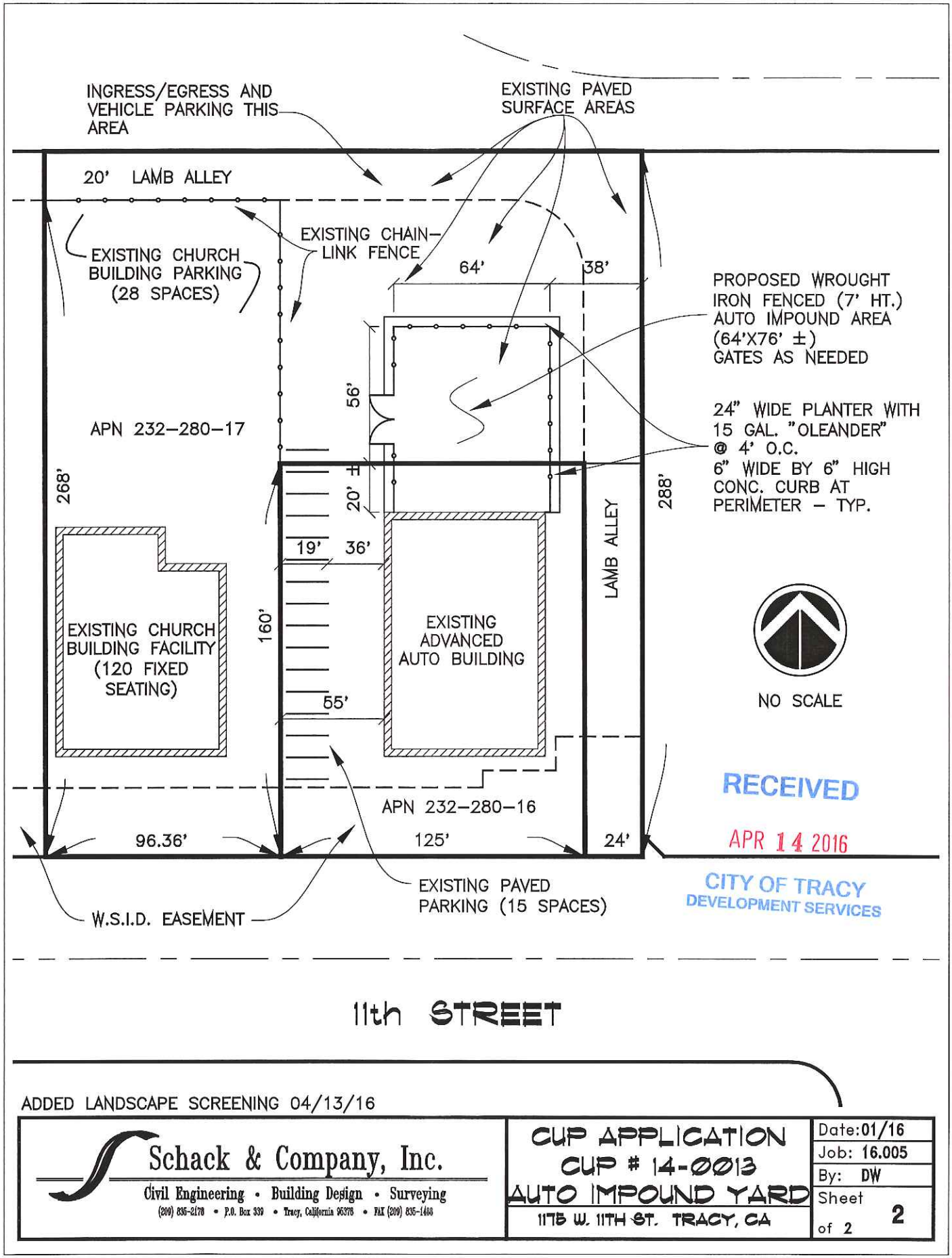
APR 14 2016

CITY OF TRACY
DEVELOPMENT SERVICES

CUP APPLICATION
CUP # 14-0013
AUTO IMPOUND YARD
1175 W. 11TH ST. TRACY, CA

Schack & Company, Inc.
Civil Engineering • Building Design • Surveying
(209) 835-2170 • P.O. Box 339 • Tracy, California 95378 • FAX (209) 835-1488

Date: 01/16
Job: 16.005
By: DW
Sheet 1 of 2



RECEIVED
APR 14 2016
CITY OF TRACY
DEVELOPMENT SERVICES

ADDED LANDSCAPE SCREENING 04/13/16

Schack & Company, Inc.
Civil Engineering • Building Design • Surveying
(209) 835-2178 • P.O. Box 339 • Tracy, California 95378 • FAX (209) 835-1468

CUP APPLICATION
CUP # 14-0013
AUTO IMPOUND YARD
1175 W. 11TH ST. TRACY, CA

Date:	01/16
Job:	16.005
By:	DW
Sheet	2
of	2

RESOLUTION 2016-____

APPROVAL OF A CONDITIONAL USE PERMIT FOR AN AUTOMOTIVE IMPOUND YARD AT 1133 AND 1175 W. ELEVENTH STREET – APPLICANTS ARE JESSIE WATSON AND MICHAEL TOMAS AND PROPERTY OWNERS ARE KULDEEP SIDHU AND HANSON FAMILY PARTNERSHIP - APPLICATION NUMBER CUP14-0013

WHEREAS, On December 1, 2014, Jessie Watson And Michael Thomas submitted an application for a Conditional Use Permit and Development Review for an approximately seventy-six foot by sixty-four foot automotive impoundment yard at 1133 and 1175 W. Eleventh Street, and

WHEREAS, The site is designated Commercial under the General Plan and is zoned General Highway Commercial, and a Conditional Use Permit is necessary for land use approval of the establishment of auto impoundment yards in the General Highway Commercial zone, and

WHEREAS, The project is categorically exempt from the California Environmental Quality Act requirements under Guidelines Section 15332 pertaining to infill development, and

WHEREAS, The Planning Commission held a public meeting to review and consider the application for Conditional Use Permit on March 23, 2016 and continued the agenda item and asked the applicant to make revisions to the project to address concerns that were addressed at the meeting, and

WHEREAS, The Planning Commission held a public meeting to review and consider the revised application for Conditional Use Permit on April 27, 2016;

NOW, THEREFORE BE IT RESOLVED, That the Planning Commission does hereby approve Conditional Use Permit Application Number CUP14-0013 to establish an approximately seventy-six foot by sixty-four foot automotive impoundment yard at 1133 and 1175 W. Eleventh Street, subject to the conditions as stated in Exhibit “1” attached and made part hereof, based on the following findings:

1. There are circumstances applicable to the use which makes the granting of a use permit necessary for the preservation and enjoyment of substantial property right, because operation of an auto impoundment yard at the subject site requires approval of a Conditional Use Permit prior to establishment of the use.

2. The proposed location of the conditional use is in accordance with the objectives of the Tracy Municipal Code and the zone in which the site is located, because the project, as conditioned, will conform to the requirements and intent of the City of Tracy General Plan and the Tracy Municipal Code. The project will also meet all applicable State laws, City regulations, and City standards.

3. The proposed location of the use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare with properties in the vicinity or to the general welfare of the City. The seventy-six foot by sixty-four foot auto impoundment yard would compatible within a commercial business area, because the use will be operated in conjunction with an existing auto body shop that will repair vehicles towed to the impound yard. Any noise or light that could result from the auto impoundment use would be less than the noise and light already resulting from the automotive repair

shop. As conditioned, the use will not unload towed vehicles between the hours of 10pm and 7am to minimize noise impacts during nighttime hours. The use will not negatively impact the aesthetics of the commercial area, because the project site will be generally screened from view from Eleventh Street by an existing building and from view from Lamb Alley and Twelfth Street by decorative wrought iron fencing and an evergreen, tall, dense, fast-growing landscape screen. The fence enclosure, nighttime security, and on-going video surveillance will provide security for the site.

* * * * * * * * * * * * * * * * * * * *

The foregoing Resolution 2016-_____ of the Planning Commission was adopted by the Planning Commission on the 27th day of April, 2016, by the following vote:

AYES: COMMISSION MEMBERS:
NOES: COMMISSION MEMBERS:
ABSENT: COMMISSION MEMBERS:
ABSTAIN: COMMISSION MEMBERS:

_____
CHAIR

ATTEST:

_____
STAFF LIAISON

City of Tracy
Conditions of Approval
Auto Impound Yard
1133 and 1175 W. Eleventh Street
Application Number CUP14-0013
April 27, 2016

A. General Provisions and Definitions.

A.1. General. These Conditions of Approval apply to:

The Project: A seventy-six foot by sixty-four foot automotive impound yard

The Property: 1133 W. Eleventh Street, APN 232-280-16 and 1175 W. Eleventh Street, APN 232-280-17

A.2. Definitions.

a. “Applicant” means any person, or other legal entity, defined as a “Developer.”

b. “City Engineer” means the City Engineer of the City of Tracy, or any other duly licensed Engineer designated by the City Manager, or the Development Services Director, or the City Engineer to perform the duties set forth herein.

c. “City Regulations” means all written laws, rules, and policies established by the City, including those set forth in the City of Tracy General Plan, the Tracy Municipal Code ordinances, resolutions, policies, procedures and the City’s Design Documents (including the Standard Plans, Standard Specifications, and relevant Public Facility Master Plans).

d. “Development Services Director” means the Development Services Director of the City of Tracy, or any other person designated by the City Manager or the Development Services Director to perform the duties set forth herein.

e. “Conditions of Approval” shall mean the conditions of approval applicable to The Project located at The Property. The Conditions of Approval shall specifically include all conditions set forth herein.

f. “Developer” means any person, or other legal entity, who applies to the City to divide or cause to be divided real property within the Project boundaries, or who applies to the City to develop or improve any portion of the real property within the Project boundaries. The term “Developer” shall include all successors in interest.

A.3. Compliance with submitted plans. Except as otherwise modified herein, the project shall be constructed in substantial compliance with the site plan received by the Development Services Department April 14, 2016.

A.4. Payment of applicable fees. The applicant shall pay all applicable fees for the project, including, but not limited to, development impact fees, building permit fees, plan check fees, grading permit fees, encroachment permit fees, inspection fees, school fees, or any other City or other agency fees or deposits that may be applicable to the project.

A.5. Compliance with laws. The Developer shall comply with all laws (federal, state, and local) related to the development of real property within the Project, including, but not limited to:

- the Planning and Zoning Law (Government Code sections 65000, et seq.)
- the California Environmental Quality Act (Public Resources Code sections 21000, et seq., "CEQA"), and
- the Guidelines for California Environmental Quality Act (California Administrative Code, title 14, sections 1500, et seq., "CEQA Guidelines").

A.6. Compliance with City regulations. Unless specifically modified by these Conditions of Approval, the Developer shall comply with all City regulations, including, but not limited to, the Tracy Municipal Code (TMC), Standard Plans, and Design Goals and Standards.

A.7. Screening.

A.7.1 Prior to establishment of the use, the Applicant shall remove the existing chain link fencing with slats and install a black wrought iron fence or other fence of similar design and material to the satisfaction of the Development Services Director. If the Applicant desires for the new fence to be taller than seven feet in height, a building permit must be obtained prior to the installation of the new fence.

A.7.2 Prior to establishment of the use, a minimum 24-inch wide planter protected by a 6-inch concrete curb shall be constructed around the perimeter of the fence to the satisfaction of the Development Services Director. The entirety planter shall be planted with 15 gallon oleanders spaced four feet apart on center.

A.7.3 No razor wire, barbed wire, or fabric screen is permitted to be used.

A.8. Lighting. Exterior lighting shall be directed downward or shielded to prevent glare or spray of light onto any neighboring private property to the satisfaction of the Development Services Director.

A.9. Knox Box. Prior to establishment of the use, the Applicant shall mount a Knox box, model 3200, on the exterior of the building near the main entrance containing current keys to the front entry door and the fenced area chain lock to the satisfaction of the Building Official. The box to be mounted at a height of 6 feet to the center of the box.

A.10. Hours of Operation. The Applicant shall not unload vehicles off tow trucks between the hours of 10pm and 7am daily.

April 27, 2016

AGENDA ITEM 1-B

REQUEST

PUBLIC HEARING TO CONSIDER A RECOMMENDATION TO THE CITY COUNCIL REGARDING APPROVAL OF AN AMENDMENT TO THE ELLIS SPECIFIC PLAN RELATED TO FAÇADE ZONE REQUIREMENTS, SETBACKS, ENROACHMENTS INTO SETBACKS, UNION PACIFIC RAILROAD EDGE, AND GARAGE REQUIREMENTS. THE APPLICANT IS CAL ATLANTIC HOMES. APPLICATION NUMBER SPA16-0004

BACKGROUND

On January 22, 2013, City Council certified the Final Revised Environmental Impact Report for the Ellis Project and approved a General Plan Amendment, annexation, and the Ellis Specific Plan for the 321-acre site known as Ellis. A development agreement was approved by City Council on March 19, 2013. Annexation of the Ellis site to the City of Tracy was completed by LAFCo on April 16, 2013.

On July 23, 2014, Planning Commission approved a Tentative Subdivision Map for the first phase of the Ellis Project, consisting of 296 residential lots and six other parcels on approximately 150 acres, located at the northwest corner of Corral Hollow Road and Linne Road, Assessor's Parcel Numbers 240-140-30 and 31, Application Number TSM11-0002.

DISCUSSION

On March 31, 2016, CalAtlantic Homes submitted an application to amend the Ellis Specific Plan. The proposed amendment is requested by CalAtlantic Homes for construction of the first phase of the Ellis project (Attachment A: Proposed Amendment to the Ellis Specific Plan).

The proposed amendment would remove the façade zone requirements. The façade zone requirements in the Ellis Specific Plan were intended to help in reducing the look of garage dominated housing facades. However, other standards in the Ellis Specific Plan achieve this desired outcome and the façade zone represents an additional requirement that is now an impediment to implementation. Requirements for house placement would be addressed by setbacks, which is how it's treated throughout the rest of the City.

Additionally, rear yard fence setbacks would be reduced to allow rear yard fences on the property line. Front and street-side setbacks would be reduced from 15 feet to 10 feet for lot types of 60-foot to 70-foot. Rear yard setbacks for front-loaded lot types would be reduced to 10 feet. Air-conditioning units would be allowed to encroach 4 feet into the side setback. The setback for the boundary wall along the Union Pacific Railroad edge would be reduced to allow the wall on the property line. The requirement for garages to be 22 feet deep would be removed. The City's standard requirement for garage size would apply, which is for garages to have a minimum interior space of 20 feet wide by 20 feet deep.

In general, amendments to Specific Plans are common as development occurs and implementation details become clearer. The proposed amendment to the Ellis Specific Plan is consistent with similar zoning requirements throughout the City.

Environmental Document

The project is consistent with the Final Revised Environmental Impact Report (EIR) certified by the City Council on January 22, 2013 for the Modified Ellis Project, which included the Modified Ellis Specific Plan (SCH#2012022023). Pursuant to CEQA Guidelines Section 15162 and Public Resources Code Section 21166, no subsequent EIR shall be prepared for the project because the project has a certified EIR and no substantial changes are proposed in the project that would require major revisions to the previous EIR; no substantial changes have occurred with respect to the circumstances under which the project will be undertaken that would require major revisions to the previous EIR; and no new information of substantial importance regarding significant effects, mitigation measures, or alternatives for this project has become known, which was not known at the time the previous EIR was certified as complete. Furthermore, as a residential subdivision that is consistent with a specific plan for which an EIR was certified after January 1, 1980, the project is exempt from the requirements of CEQA pursuant to California Government Code Section 65457. Therefore, no further environmental review is necessary.

RECOMMENDATION

Staff recommends that the Planning Commission recommend that the City Council approve an amendment to the Ellis Specific Plan related to façade zone requirements, setbacks, encroachments into setbacks, Union Pacific Railroad edge, and garage requirements, as specified in the Planning Commission Resolution dated April 27, 2016 (Attachment B: Planning Commission Resolution).

MOTION

Planning Commission recommends that the City Council approve an amendment to the Ellis Specific Plan related to façade zone requirements, setbacks, encroachments into setbacks, Union Pacific Railroad edge, and garage requirements, as specified in the Planning Commission Resolution dated April 27, 2016.

Prepared by: Scott Claar, Senior Planner

Approved by: Bill Dean, Assistant Development Services Director

ATTACHMENTS

A: Proposed Amendment to the Ellis Specific Plan
B: Planning Commission Resolution

ELLIS SPECIFIC PLAN / PATTERN BOOK AMENDMENT

The Ellis Specific Plan / Pattern Book shall be amended as follows:

A. *All Residential "Façade Zone" requirements referenced in the Ellis Pattern Book, including Pages 1/14, 2/3, 2/6, 2/10, 2/14, 2/18, 2/22, 2/26, 2/30, 2/34, 2/38, 2/42, 2/46, 2/50, 2/54, 2/58, 2/62, and 2/66 shall be deleted.*

B. *All "Rear Yard" Fence Setbacks text in the Ellis Pattern Book on Pages 2/8, 2/12, 2/16, 2/20, 2/24, 2/28, 2/32, 2/36, 2/40, 2/44, 2/48, 2/52, 2/56, and 2/60, shall be amended to read as follows:*

   "Rear Yard: 0 feet"

C. *Front and street side setbacks in the Ellis Pattern Book on Pages 2/34, 2/38, 2,42, 2/46, 2/50, and Page 2/74 for both rear-loaded and front-loaded "Lot Types" from 60' to 70' shall be amended from 15' to 10'.*

D. *Rear Yard setbacks for Front Loaded lot types in the Ellis Pattern Book on Pages 2/22, 2/30, 2/38, 2/46, and 2/50 shall be amended to read as: "a minimum of 10'to the house.*

E. *Air Conditioning (A/C) units on all residential lots shall be permitted to encroach 4' into the Street Side Setback and Side Yard Setback.*

F. *Ellis Specific Plan, Page 82, Section 4.78, Union Pacific Railroad Edge, shall be amended to read as follows:*

   "A boundary wall borders the site along the Union Pacific Railroad right-of-way where required. The boundary wall will be constructed on the Ellis property line. A fifty-foot minimum setback is required from the Ellis property line to any habitable structure."

G. *Ellis Specific Plan, Page 82, Section 4.78, Union Pacific Railroad Edge, Figure 4.153, and Figure 4.154 shall be deleted.*

H. *The following text, in the Ellis Pattern Book, under the heading, Garage Requirements, that reads: "Garages must be a minimum of 22 feet deep", on Pages 2/7, 2/11, 2/15, 2/19, 2/23, 2/27, 2/31, 2/35, 2/39, 2/43, 2/47, 2/51, 2/55, 2/59, 2/63, and 2/67 shall be deleted.*

Attachment B

RESOLUTION 2016-_____

RECOMMENDING THAT THE CITY COUNCIL APPROVE AN AMENDMENT TO THE ELLIS SPECIFIC PLAN RELATED TO FAÇADE ZONE REQUIREMENTS, SETBACKS, ENROACHMENTS INTO SETBACKS, UNION PACIFIC RAILROAD EDGE, AND GARAGE REQUIREMENTS, APPLICATION NUMBER SPA16-0004

WHEREAS, On January 22, 2013, City Council certified the Final Revised Environmental Impact Report for the Modified Ellis Project and approved a General Plan Amendment, annexation, and the Modified Ellis Specific Plan for the 321-acre site known as Ellis, and

WHEREAS, A development agreement was approved by City Council on March 19, 2013, and

WHEREAS, Annexation of the Ellis site to the City of Tracy was completed on April 16, 2013, and

WHEREAS, On July 23, 2014, Planning Commission approved a Tentative Subdivision Map for the first phase of the Modified Ellis Project, consisting of 296 residential lots and six other parcels on approximately 150 acres, located at the northwest corner of Corral Hollow Road and Linne Road, Assessor's Parcel Numbers 240-140-30 and 31, Application Number TSM11-0002, and

WHEREAS, On March 31, 2016, CalAtlantic Homes submitted an application to amend the Ellis Specific Plan related to façade zone requirements, setbacks, encroachments into setbacks, Union Pacific Railroad edge, and garage requirements (Application Number SPA16-0004), and

WHEREAS, The project is consistent with the Final Revised Environmental Impact Report (EIR) certified by the City Council on January 22, 2013 for the Modified Ellis Project, which included the Modified Ellis Specific Plan (SCH#2012022023). Pursuant to CEQA Guidelines Section 15162 and Public Resources Code Section 21166, no subsequent EIR shall be prepared for the project because the project has a certified EIR and no substantial changes are proposed in the project that would require major revisions to the previous EIR; no substantial changes have occurred with respect to the circumstances under which the project will be undertaken that would require major revisions to the previous EIR; and no new information of substantial importance regarding significant effects, mitigation measures, or alternatives for this project has become known, which was not known at the time the previous EIR was certified as complete. Furthermore, as a residential subdivision that is consistent with a specific plan for which an EIR was certified after January 1, 1980, the project is exempt from the requirements of CEQA pursuant to California Government Code Section 65457. Therefore, no further environmental review is necessary, and

WHEREAS, On April 27, 2016, the Planning Commission conducted a duly noticed public hearing to consider the proposed amendment to the Ellis Specific Plan;

NOW, THEREFORE, BE IT RESOLVED, That the Planning Commission recommends that the City Council approve an amendment to the Ellis Specific Plan related to façade zone requirements, setbacks, encroachments into setbacks, Union Pacific Railroad edge, and garage requirements, Application Number SPA16-0004, as specified in the attached Exhibit "1".

* *

The foregoing Resolution 2016-_____ was passed and adopted by the Planning Commission of the City of Tracy on the 27th day of April 2016, by the following vote:

AYES: COMMISSION MEMBERS:
NOES: COMMISSION MEMBERS:
ABSENT: COMMISSION MEMBERS:
ABSTAIN: COMMISSION MEMBERS:

_____
CHAIR

ATTEST:

_____
STAFF LIAISON

ELLIS SPECIFIC PLAN / PATTERN BOOK AMENDMENT

The Ellis Specific Plan / Pattern Book shall be amended as follows:

A. *All Residential "Façade Zone" requirements referenced in the Ellis Pattern Book, including Pages 1/14, 2/3, 2/6, 2/10, 2/14, 2/18, 2/22, 2/26, 2/30, 2/34, 2/38, 2/42, 2/46, 2/50, 2/54, 2/58, 2/62, and 2/66 shall be deleted.*

B. *All "Rear Yard" Fence Setbacks text in the Ellis Pattern Book on Pages 2/8, 2/12, 2/16, 2/20, 2/24, 2/28, 2/32, 2/36, 2/40, 2/44, 2/48, 2/52, 2/56, and 2/60, shall be amended to read as follows:*

   "Rear Yard: 0 feet"

C. *Front and street side setbacks in the Ellis Pattern Book on Pages 2/34, 2/38, 2,42, 2/46, 2/50, and Page 2/74 for both rear-loaded and front-loaded "Lot Types" from 60' to 70' shall be amended from 15' to 10'.*

D. *Rear Yard setbacks for Front Loaded lot types in the Ellis Pattern Book on Pages 2/22, 2/30, 2/38, 2/46, and 2/50 shall be amended to read as: "a minimum of 10'to the house.*

E. *Air Conditioning (A/C) units on all residential lots shall be permitted to encroach 4' into the Street Side Setback and Side Yard Setback.*

F. *Ellis Specific Plan, Page 82, Section 4.78, Union Pacific Railroad Edge, shall be amended to read as follows:*

   "A boundary wall borders the site along the Union Pacific Railroad right-of-way where required. The boundary wall will be constructed on the Ellis property line. A fifty-foot minimum setback is required from the Ellis property line to any habitable structure."

G. *Ellis Specific Plan, Page 82, Section 4.78, Union Pacific Railroad Edge, Figure 4.153, and Figure 4.154 shall be deleted.*

H. *The following text, in the Ellis Pattern Book, under the heading, Garage Requirements, that reads: "Garages must be a minimum of 22 feet deep", on Pages 2/7, 2/11, 2/15, 2/19, 2/23, 2/27, 2/31, 2/35, 2/39, 2/43, 2/47, 2/51, 2/55, 2/59, 2/63, and 2/67 shall be deleted.*

April 27, 2016

AGENDA ITEM 1-C

REQUEST

PUBLIC HEARING TO CONSIDER A RECOMMENDATION TO THE CITY COUNCIL REGARDING APPROVAL OF AN AMENDMENT TO THE CORDES RANCH SPECIFIC PLAN RELATED TO THE LANDSCAPE DESIGN CONCEPTS. THE APPLICANT IS PROLOGIS. APPLICATION NUMBER SPA16-0002

BACKGROUND

On September 3, 2013, City Council certified the Final Revised Environmental Impact Report for the Cordes Ranch Project and approved a General Plan Amendment, annexation, a development agreement, and the Cordes Ranch Specific Plan for the approximately 1,780-acre site. Annexation of the Cordes Ranch site to the City of Tracy was completed by LAFCo on November 21, 2013.

DISCUSSION

On March 8, 2016, Prologis submitted an application to amend the Cordes Ranch Specific Plan. The proposed amendment is requested by Prologis in order to make changes to the landscape design concepts and to address recent landscape design and irrigation requirements mandated by State law (Attachment A: Proposed Amendment to the Cordes Ranch Specific Plan).

The proposed amendment includes modifications to the landscape planting palettes, which are intended to reduce the amount of water usage, maintenance, and generation of green waste materials to ensure the landscape's long-term sustainability, growth and high quality appearance. References to agrarian or orchard-style planting would be removed for purposes of clarity and to avoid inconsistency with the planting palette. Text is added to clarify that the landscape designs are conceptual.

The proposed amendment also introduces accent rock materials as a design element in both the public right of way as well as private landscaping areas. This design element is intended to help the project comply with the water conservation requirements mentioned above, decrease maintenance, and create a more sustainable landscape. The accent rock design concept is intended to create a varied experience to the streetscape by breaking up the landscape planting with a pattern of "swaths" of rock.

The swaths of rock would generally consist of up to 250-foot lengths of rock in the medians and planting strips broken up with approximately 250-foot lengths of landscape planting. The alternating pattern would continue the full lengths of the north-south streets and the industrial roads within Cordes Ranch. Street trees would be planted at the same intervals in both the rock and landscaping areas. Private landscaping adjacent to the public right of way would generally follow a similar pattern of alternating between rocks and landscaping with a more curvilinear shape.

In general, amendments to Specific Plans are common as development occurs and implementation details become clearer.

Environmental Document

The project is consistent with the Final Revised Environmental Impact Report (EIR) certified by the City Council on September 3, 2013 for the Cordes Ranch Project, which included the Cordes Ranch Specific Plan (SCH# 2011122015). Pursuant to CEQA Guidelines Section 15162 and Public Resources Code Section 21166, no subsequent EIR shall be prepared for the project because the project has a certified EIR and no substantial changes are proposed in the project that would require major revisions to the previous EIR; no substantial changes have occurred with respect to the circumstances under which the project will be undertaken that would require major revisions to the previous EIR; and no new information of substantial importance regarding significant effects, mitigation measures, or alternatives for this project has become known, which was not known at the time the previous EIR was certified as complete. Therefore, no further environmental review is necessary.

RECOMMENDATION

Staff recommends that the Planning Commission recommend that the City Council approve an amendment to the Cordes Ranch Specific Plan related to the landscape design concepts, as specified in the Planning Commission Resolution dated April 27, 2016 (Attachment B: Planning Commission Resolution).

MOTION

Planning Commission recommends that the City Council approve an amendment to the Cordes Ranch Specific Plan related to the landscape design concepts, as specified in the Planning Commission Resolution dated April 27, 2016.

Prepared by: Scott Claar, Senior Planner

Approved by: Bill Dean, Assistant Development Services Director

ATTACHMENTS

A: Proposed Amendment to the Cordes Ranch Specific Plan
B: Planning Commission Resolution

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 ~~agrarian-inspired, yet~~ contemporary and sustainable, in reference to the architectural style and detailing of the building with the Specific Plan boundary ~~both the agricultural history~~ and forward-thinking nature of the City of Tracy. ~~Treatments include orchard-style planting, windrows of tall trees, oak woodland and native grasses typically seen in rural areas.~~ 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.

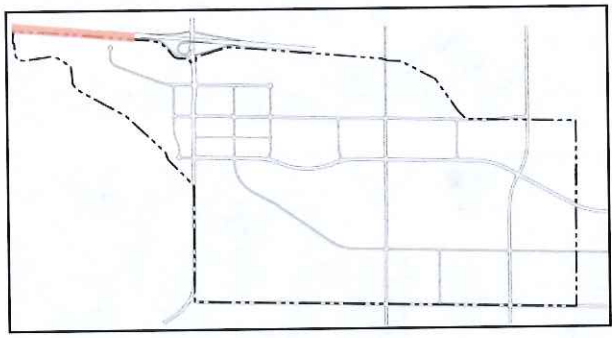
Sustainable design of the landscape will include the use of native and climate adapted plant species, high-efficiency irrigation systems and lighting, locally sourced and recycled materials and stormwater best management practices. This approach to the design will create a contemporary California landscape 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, characterized by columnar trees in angled rows ~~provides a verdant edge and vertical scale and~~ is inspired by windrows seen in the San Joaquin Valley ~~historic farmsteads.~~ The second theme, featuring low hedgerows of native shrubs, opens views into the Plan Area where desired. The repetition and regular spacing of both concepts reflect ~~the agrarian history of the area with~~ a contemporary aesthetic. No-mow grasses will be planted as understory for tree rows and between hedges. Detention basins along the freeway frontage will be planted with hydroseeded grasses and enhanced with trees planted in rows along the perimeter, see Figure 5.4. The detention basins have the benefits 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—5.12 depict the conceptual design for the I-205 frontage.



Key Map

Design Elements for Freeway Edge, Western Portion

A. *City Gateway*
- see Section 5.3 City Gateway for details and enlargement

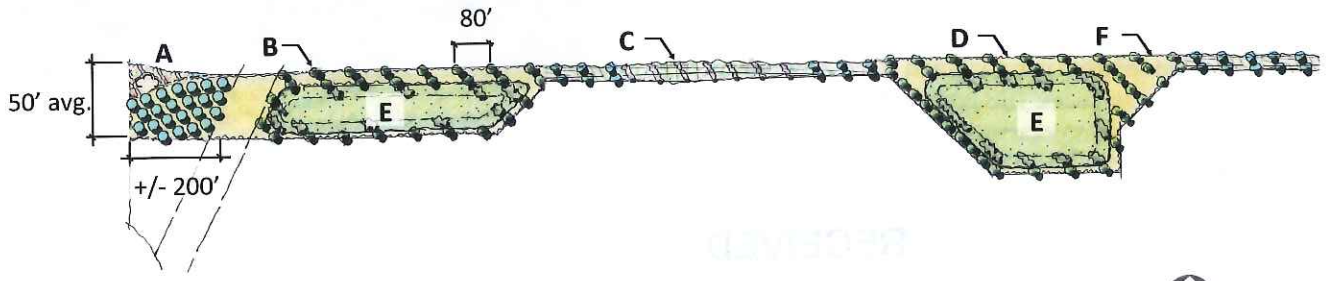
B. *Tree Rows, typ.*
- species: Quercus robur 'Fastigiata' (English Oak)
- size: 24" box
- tree spacing: 30' on center, min. 2 trees
- row spacing: 80' on center

C. *Evergreen Hedgerows, typ.*
- see Figure 5.2 for details and enlargement
- species: native, drought tolerant shrub closely spaced, e.g. Ceanothus, Manzanita and Phormium
- height: 2'-4'
- size: 5 gallon
- shrub spacing: spaced closely to create hedge effect and maintained to allow plants to grow to natural form
- row spacing: 12'-15'

D. *Freeway Planting Understory, typ.*
- 30' min. landscape (may include bioswale)
- hydroseeded no-mow native grasses and wildflower mix

E. *Detention Basin*
- hydroseeded no-mow native grasses with willow masses on banks, no fencing around basin

F. *Freeway Fence, typ.*
- Omega Secur Double Wire, or approved equal by Caltrans
- height: 4'
- color: black
- see Figure 5.3 for detail



Not to scale

Figure 5.1, Conceptual Design for Freeway Edge, Western Portion

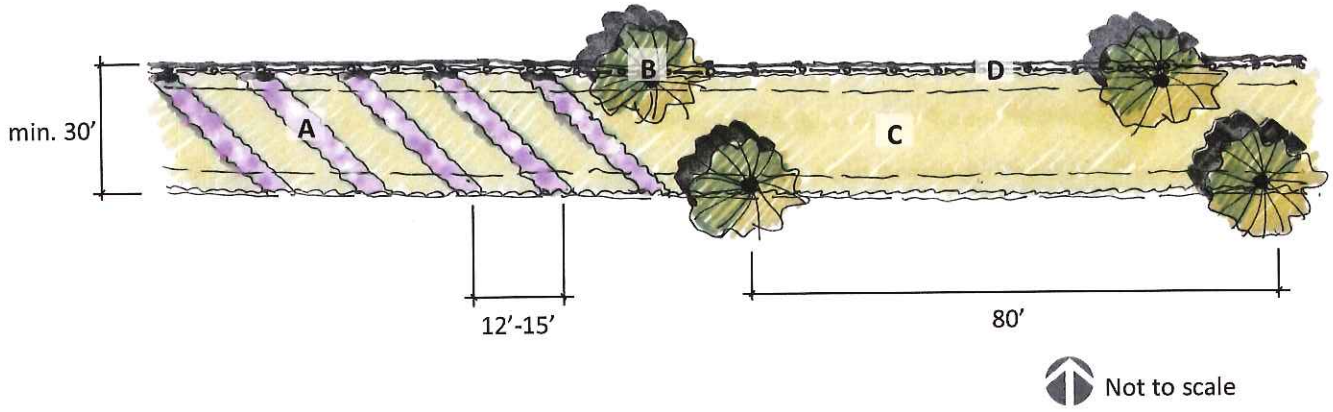


Figure 5.2, Conceptual Design for Hedgerow Enlargement

Design Elements for Hedgerow

A. *Evergreen Hedgerows, typ.*
- species: native, drought tolerant shrub closely spaced, e.g. Ceanothus, Manzanita and Phormium
- height: 2'-4'
- size: 5 gallon
- shrub spacing: spaced closely to create hedge effect and maintained to allow plants to grow to natural form
- row spacing: 12'-15'

B. *Tree Rows, typ.*
- species: Quercus robur 'Fastigiata' (English Oak)
- size: 24" box
- tree spacing: 30' on center, min. 2 trees
- row spacing: 80' on center

C. *Freeway Planting Understory, typ.*
- 30' min landscape (may include bioswale)
- hydroseeded no-mow native grasses and wild-flower mix

D. *Freeway Fence, typ.*
- Omega Secur Double Wire, or approved equal by Caltrans
- height: 4'
- color: black
- see Figure 5.3 for detail

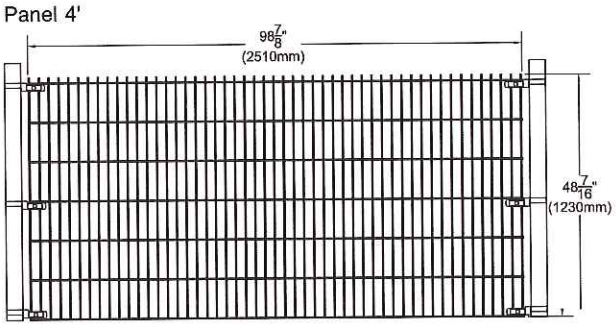


Figure 5.3, Freeway Fence Detail

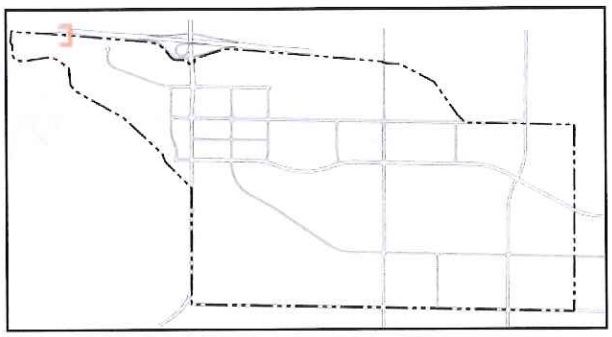
Omega Secur Doublewire Fence or approved equal by Caltrans

Design Elements for Freeway Edge Detention Basin Frontage

A. *Tree Rows*
- species: Quercus robur 'Fastigiata' (English 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 (may include bioswale)
- hydroseeded no-mow native grasses and wildflower mix

C. *Detention Basin*
- hydroseeded no-mow native grasses with willow masses on banks, no fencing around basin



Key Map

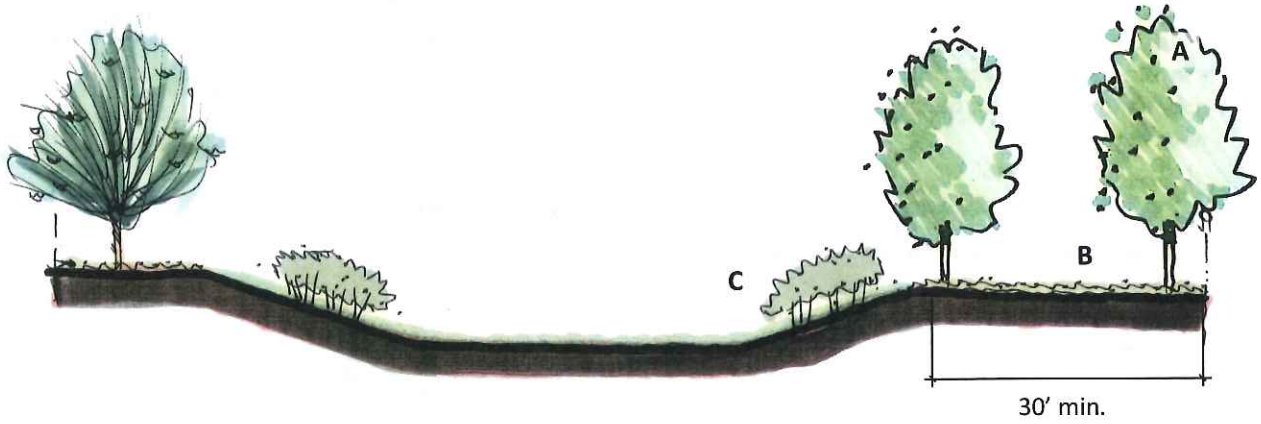


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Figure 5.4, Section, Conceptual Design for Freeway Edge Detention Basin Frontage

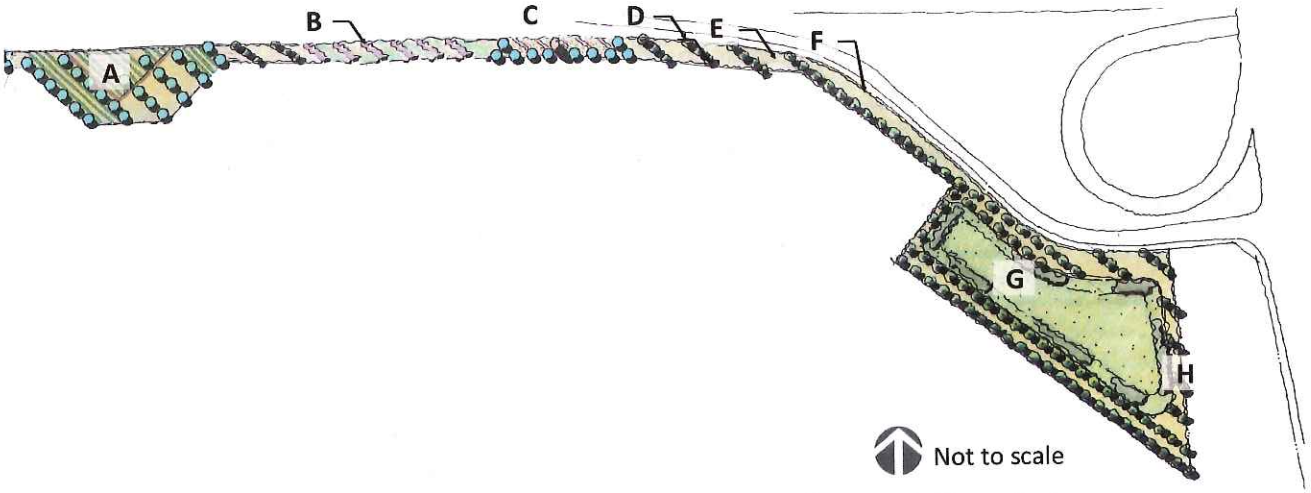


Figure 5.5, Conceptual Design for Freeway Edge, Middle Portion West of Mountain House Parkway

Design Elements for Freeway Edge, Middle Portion West of Mountain House Parkway

A. *Freeway Edge Landscape Feature*
-see Figure 5.6 for details and enlargement

B. *Evergreen Hedgerows, typ.*
- species: native, drought tolerant shrub closely spaced, e.g. Ceanothus, Manzanita and Phormium
- height: 2'-4'
- size: 5 gallon
- shrub spacing: closely spaced for hedge effect and maintained to allow plants to grow to natural form
- row spacing: 12'-15'

C. *Freeway Sign*
- see Figure 3.3
- alternating rows of low bold foliage shrubs
- size: 5 gallon
- fin fence: +/-230 lf (see Figure 5.11 for detail)
Orchard Backdrop
- species: Olea europea (Olive)
- size: 24" box
- spacing: max. 30' on center

D. *Tree Rows, typ.*
- species: Quercus robur 'Fastigiata' (English Oak)
- size: 24" box
- spacing: 30' on center, 2 rows min.
- row spacing: 80'

E. *Freeway Planting Understory, typ.*
- 30' min. landscape (may include bioswale)
- hydroseeded no-mow native grasses and wild-flower mix

F. *Freeway Fence, typ.*
-Omega Secur Double Wire, or approved equal
-height: 4'
-color: black
- see Figure 5.3 for detail

G. *Detention Basin, typ.*
- hydroseeded no-mow native grasses and willow masses on banks, no fencing around basins

H. *Wind Break/Screen at PG&E Station*
- species: Quercus robur 'Fastigiata' (English Oak)
- size: 24" box
- spacing: maximum 20' on center

Key Map

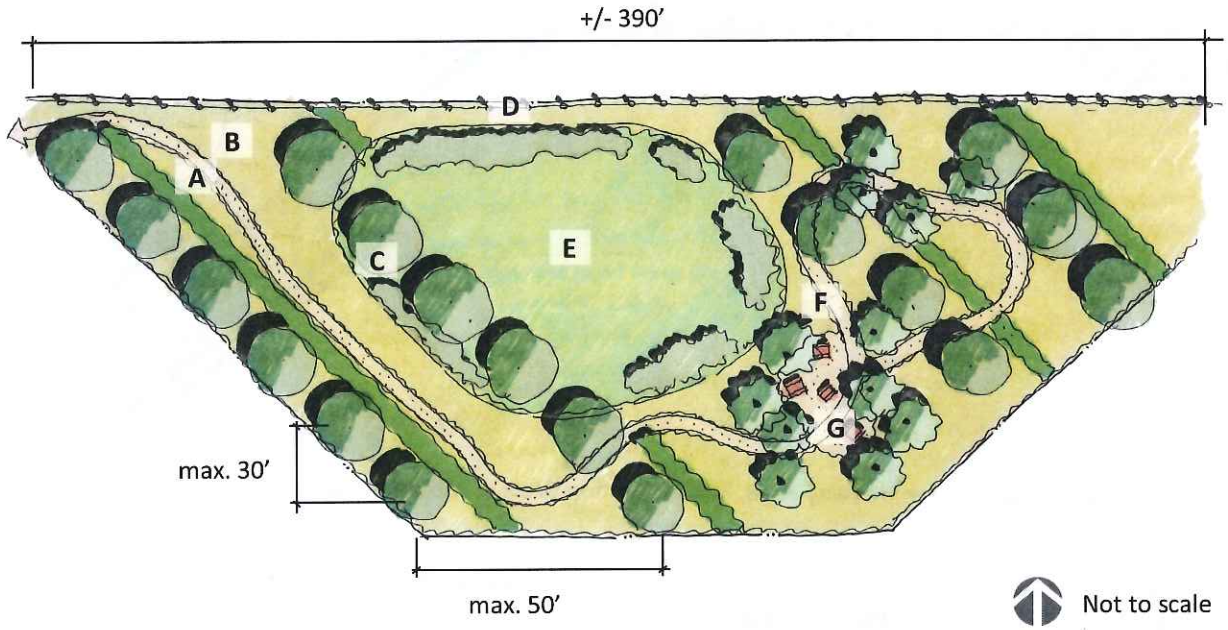


Figure 5.6, Conceptual Design for Freeway Edge Landscape Feature Enlargement

Design Elements for Freeway Edge Landscape Feature

A. *Hedgerows, typ.*
- species: native, drought tolerant shrub closely spaced, e.g. Ceanothus, Manzanita and Phormium
- height: 2'-4'
- size: 5 gallon
- spacing: closely spaced to create hedge effect and maintained to allow plants to grow to natural form
- row spacing: 12'-15'

B. *Freeway Planting Understory, typ.*
- hydroseeded no-mow native grasses and wild-flower mix

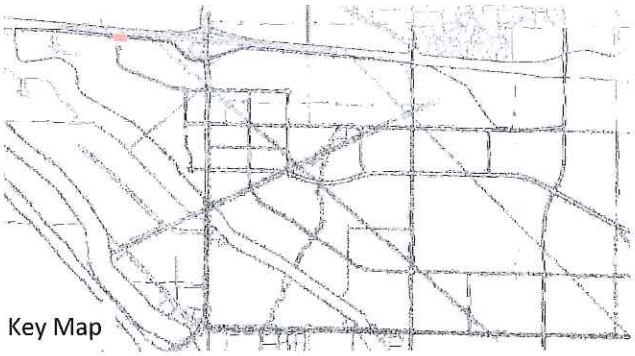
C. *Orchard*
- species: Olea europea (Olive)
- size: 24" box
- spacing: max. 30' x 50' on center in grid pattern

D. *Freeway Fence, typ.*
-Omega Secur Double Wire, or approved equal
-height: 4'
-color: black
- see Figure 5.3 for detail

E. *Meadow*
- hydroseeded no-mow native grasses with low willows at edges

F. Trail
- 10' wide decomposed granite

G. Use Areas
- picnic and/or seating/viewing areas under shade trees
- species: Quercus rubra (Red Oak) and Platanus acerifolia (London Plane Tree)
- size: 25% - 24" box to provide substantial canopy upon installation, 75% - 15-gallon
- spacing: in clusters



Key Map

Design Elements for Freeway Edge, Middle Portion East of Mountain House Parkway

A. *On-Ramp Screen Planting*
- species: Quercus robur 'Fastigiata' (English Oak)
- size: 24" box
- tree spacing: 30' on center, min. 2 trees
- row spacing: 50'

B. *Freeway Sign*
- see Figure 3.3
- alternating rows of low bold foliage shrubs
- size: 5 gallon
- fin fence: +/- 140 lf (see Figure 5.11 for detail)

Orchard Backdrop
- species: Olea europea (Olive)
- size: 24" box
- spacing: max. 30' x 50' on center in grid

C. *Detention Basin, typ.*
- hydroseeded no-mow native grasses with willow masses on banks, no fencing around basin

D. *Tree Rows*
- species: Quercus robur 'Fastigiata' (English Oak)
- size: 24" box
- tree spacing: 30' on center, min. 2 trees
- row spacing: 50' on center

E. *Freeway Planting Understory, typ.*
- 30' min. landscape (may include bioswale)
- hydroseeded no-mow native grasses and wild-flower mix

Key Map

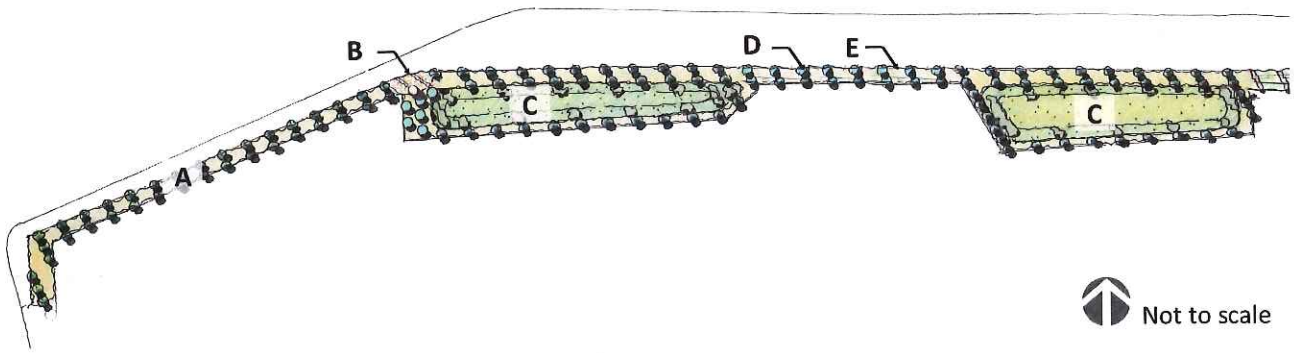


Figure 5.7, Conceptual Design for Freeway Edge, Middle Portion East of Mountain House Parkway

Key Map

Design Elements for Freeway Edge, Eastern Portion

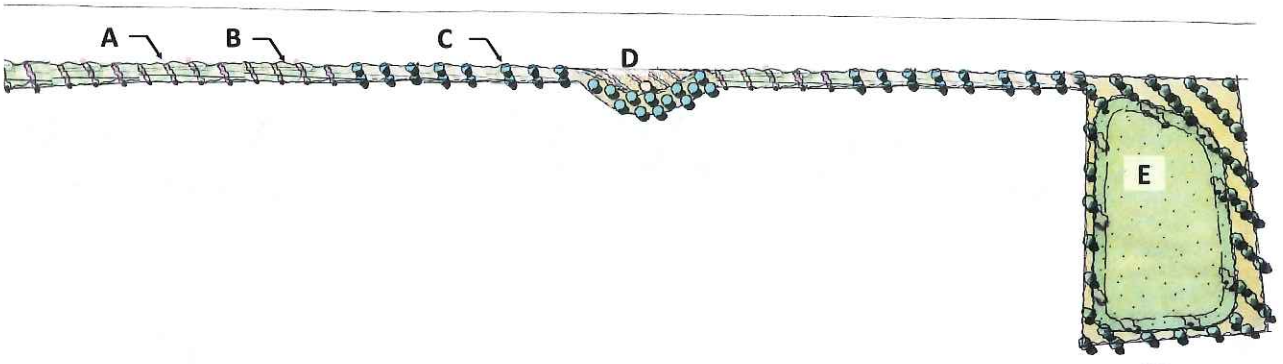
A. *Evergreen Hedgerows, typ.*
- species: native, drought tolerant shrub closely spaced, e.g. Ceanothus, Manzanita and Phormium
- height: 2'-4'
- size: 5 gallon
- shrub spacing: closely spaced to create hedge effect
- row spacing: 12'-15'

B. *Freeway Understory Planting, typ.*
- 30' min. landscape (may include bioswale)
- hydroseeded no-mow native grasses and wildflower mix

C. *Tree Rows, typ.*
- species: Quercus robur 'Fastigiata' (English Oak)
- size: 24" box
- spacing: 30' on center, min. 2 trees
- row spacing: 80'

D. *City Gateway*
- see Figure 5.11 for enlargement

E. *Detention Basin*
- hydroseeded no-mow native grasses with willow masses on banks



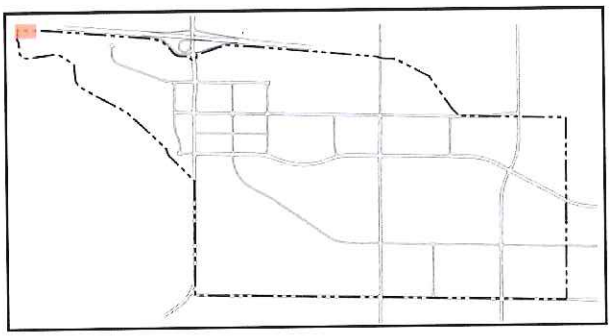
Not to scale

Figure 5.8, Conceptual Design for Freeway Edge, Eastern Portion

5.3 CITY GATEWAYS

The west end of the I-205 edge of the Cordes Ranch Specific Plan area features an iconic gateway to the City of Tracy, and the Cordes Ranch development. The landscape concept is illustrated in Figure 5.9 (and see Figure 5.1).

Colored accent planting in ~~agrarian style~~ rows is the foreground for three rolled, perforated, metal, vertical elements that evoke the silos of nearby farms. Cut out patterns of agrarian foliage and lighting enhance the elements. As signs they will announce arrival to the area with the words "Tracy" and "Cordes Ranch".



Key Map

Design Elements for City Gateway West

A. *City Gateway Signs*
- concept design per Figure 5.12

B. *Accent Planting*
- alternating rows of bold foliage shrubs, e.g. Rosa (Meidiland Rose), Phormium (Flax) and ornamental grasses such as Carex , Festuca (Fescue), and Helictotrichon sempervirens (Blue Oat Grass).
- size: 5 gallon

C. *Fin Fence*
- see Figure 5.11 for detail
- length: +/- 160 lf
- height: min. 4'
- max. spacing between fins: 4"

D. ~~*Orchard*~~ *Row Tree Backdrop*
- species: Olea europea (Olive)
- size: 24" box
- spacing: max. 30' on center in grid pattern

E. *Understory*
-hydroseeded no-mow native grasses and wildflower mix

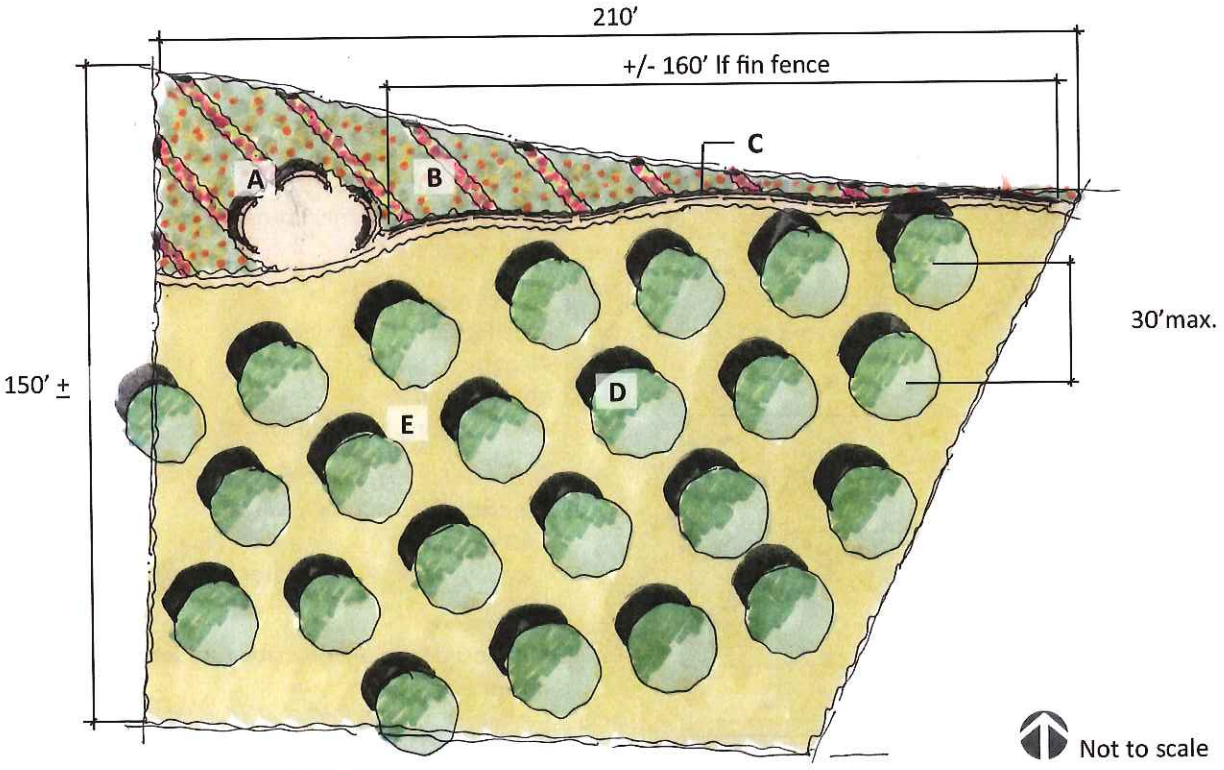


Figure 5.9, Conceptual Design for City Gateway West Enlargement (and See Figure 5.1)

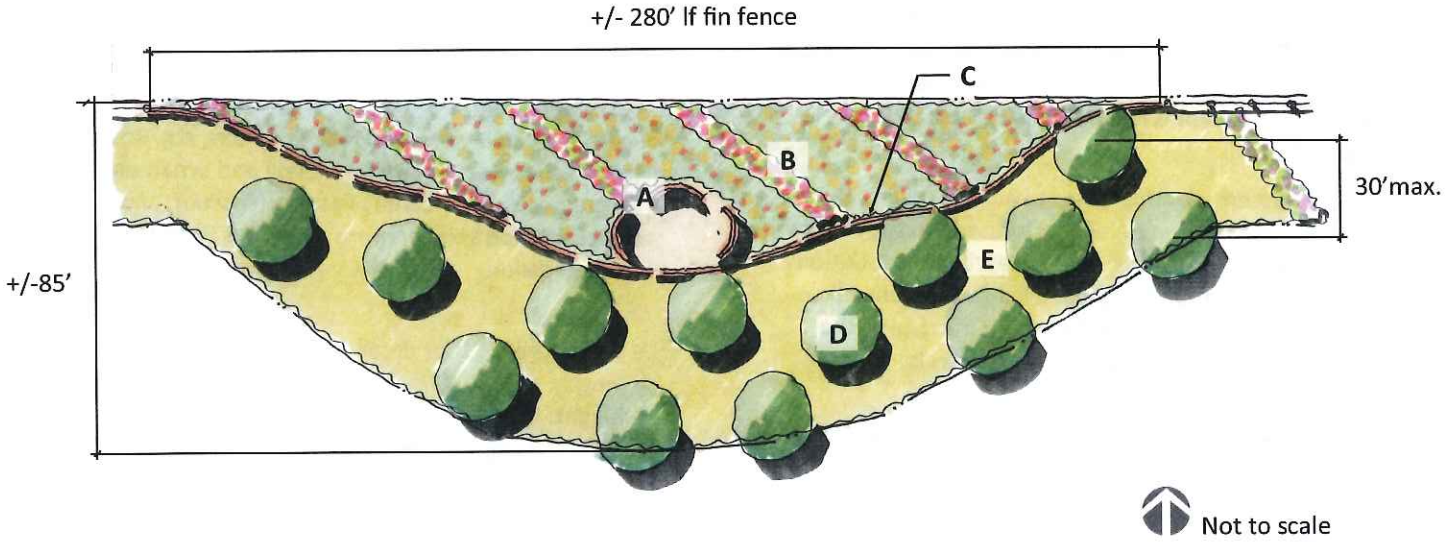
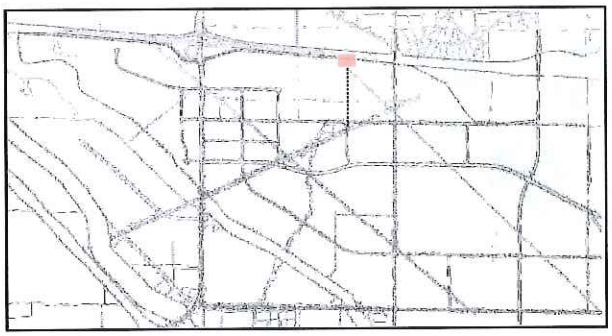


Figure 5.10, Conceptual Design for City Gateway East Enlargement (and See Figure 5.8)

A second City Gateway is located at the projected terminus of Road "G" as it extends north from Capital Parks Drive. The gateway is treated similarly to the gateway at the west end with colored accent planting in ~~agrarian style~~ rows as foreground for the City Gateway signage. Cut out patterns of agrarian foliage and lighting enhance the elements. As signage they will announce arrival to the area with the words "Tracy" and "Cordes Ranch".



Key Map

Design Elements for City Gateway

A. *City Gateway Signs*
- concept design per Figure 5.12

B. *Accent Planting*
- alternating rows of bold foliage shrubs, e.g. Rosa (Meidiland Rose), Phormium (Flax) and ornamental grasses such as Carex , Festuca (Fescue), and Helictotrichon sempervirens (Blue Oat Grass).
- size: 5 gallon

C. *Fin Fence*
- see Figure 5.11 for detail
- length: +/- 280 lf
- height: min. 4'
- max. spacing between fins: 4"

D. ~~*Orchard*~~ *Row Tree Backdrop*
- species: Olea europea (Olive)
- size: 24" box
- spacing: max. 30' on center in grid pattern

E. *Understory*
- hydroseeded no-mow native grasses and wildflower mix

City Gateway Signs

The City Gateway signs 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. Two groupings of three c-shaped signs will be located at the west and east ends of the project site, adjacent to I-205. See Figures 5.9 and 5.10. The two outside panels will display the Cordes Ranch project logo/text. The center panel will have "City of Tracy" lettering, see Figure 5.12. The signs will be constructed of cut-out and perforated metal with agricultural foliage patterns.

City Gateway Signs Design Standards

1. Signs per location: 3
2. Height: 40'
3. Width:13'
4. Area: 520 square feet each panel

A metal "fin" fence creates a uniquely attractive separation between the signage elements with accent planting and the swath of olive orchard that is the vertical backdrop to the gateway. The fence is made of corten steel members of varying heights to create an undulating form. Per Caltrans Design Manual Index 701.2(3)(f), the fence will be a minimum of 4' in height in all locations with a maximum of 4" between members.

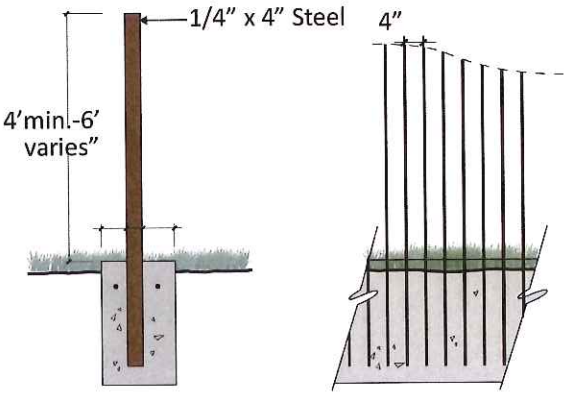


Figure 5.11, Fin Fence Detail

Fin fence and bold foliage planting

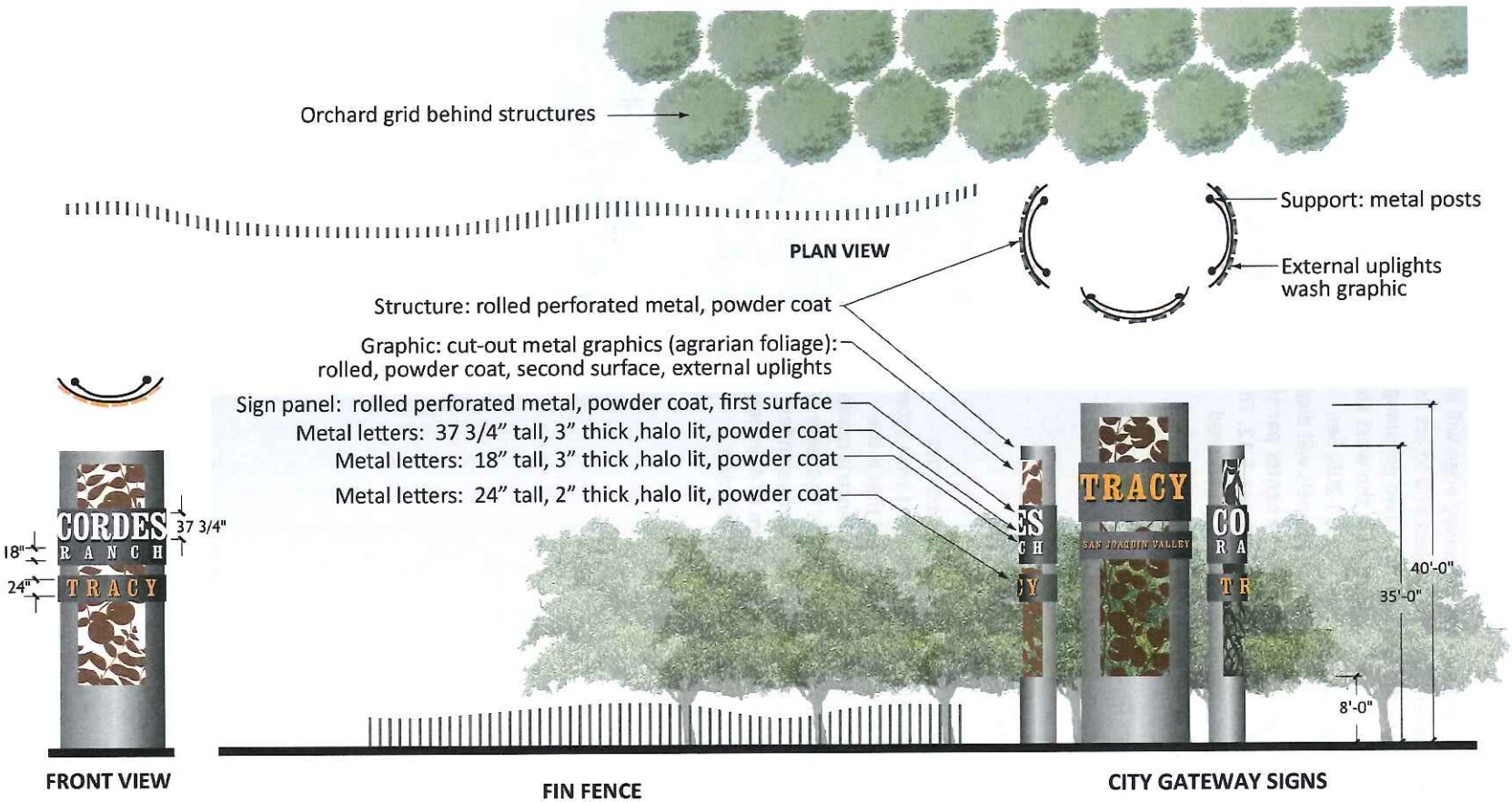


Figure 5.12, City Gateway

5.4 PROJECT ENTRIES

Project entries act as gateways to the project and will receive special treatment. Project entry designs will coordinate with the City Gateway creating a unified aesthetic theme for the project.

Project Entry

The primary project entry at Mountain House Parkway and Road 'A' will feature one approximately 20' high c-shaped metal panel sign on each side of the street, see Figure 5.14. A smaller sign (6' height) will be placed in the median, see Figure 5.15. The metal panels will be constructed of perforated metal with agricultural foliage cut-outs. The Project Entry signs will include the Cordes Ranch project logo elements and no other signage or copy.

Corten and corrugated metal walls announce the entry along Mountain House Parkway and frame the signs on the two southern corners of Mountain House Parkway and Road "A". Low ~~rural style~~ flowering and evergreen shrubs and natural rock boulders enhance the corners, while columnar trees in grid patterns form the backdrop. Enhanced planting of large columnar trees will screen the PG&E facilities on the west side of Mountain House Parkway. Streetscape planting will allow views into commercial properties. See Figure 5.13 for the landscape design concept.

The streetscape up to the back of walk will be publicly maintained. All landscaping 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.

Two additional Project Entry signs will be located at the Secondary Project Entries at the following locations:

1. Mountain House Parkway at Old Shulte Road, one sign at the northeast intersection (See Figure 5.16);
2. New Schulte Road at eastern property boundary, two signs: one located on the north side of the street, and one located on the south side of the street (See Figure 5.17) near Eastside Park.

Project Entry Signage Design Standards

1. Height: 20'
2. Width: 6'- 8"
3. Area: 134 square feet
4. Number of signs: 1 per each street side or as noted above, and 1 median sign within Mountain House Parkway only.

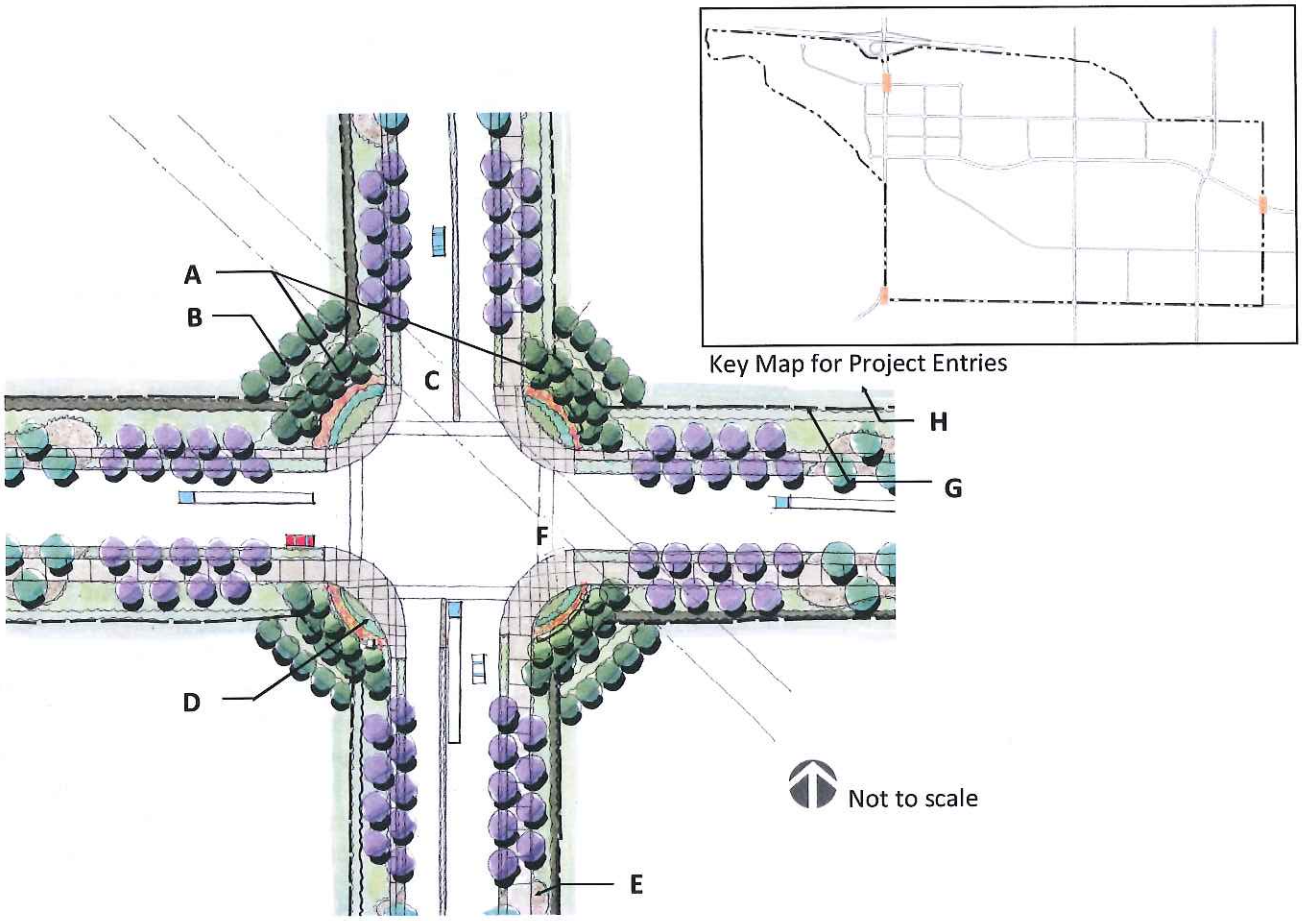


Figure 5.13, Conceptual Design for Project Entry Intersection

Design Elements for Mountain House Project Entry

~~A. Entry Walls, typ.~~
~~- materials: corten steel panel and corrugated galvanized metal~~
~~- height: 3' 6"to 5' 0" per Figure 5.14~~
~~- length: +/- 120 lf.~~

A. Project Entry Sign
- height: 20'
- materials and design per Figure 5.14

B. Columnar and Evergreen Trees, typ.
-species: ~~Carpinus betulus 'Fatigiata'~~
Quercus robur 'Fastigiata' (English Oak) and Olea europaea 'Swan Hill'
- size: 24" box
~~-spacing: 15' on centr 15' on center, 1 row~~

C. Median Sign, typ.
- height 6'
- materials and design per Figure 5.15

D. Corner Planting, typ.
- rows of alternating low accent color and evergreen shrubs at corners, such as ~~Rosa (Meidiland Rose), Phormium (Flax) and ornamental grasses such as Carex ,~~ Festuca glauca 'Elijah Blue' (Elijah Blue Fescue), ~~and Helictotrichon sempervirens (Blue Oat Grass).~~ Coleonema pulchellum 'Sunset Gold' (Golden breath of heaven), Aloe x 'Always Red' (Always Red Aloe), Agave 'Blue Glow' (Blue Glow Agave)
- shrub size: 5 gallon
- maximum height: 3'

E. ~~Rock Bollards, typ.~~
~~- natural boulders~~
~~- minimum 24" above grade and minimum 30" diameter~~
Decorative Accent Rock

F. Crosswalks, typ.
- ~~stamped colored asphalt~~ striping only

G. Property Line

H. Landscape Setback

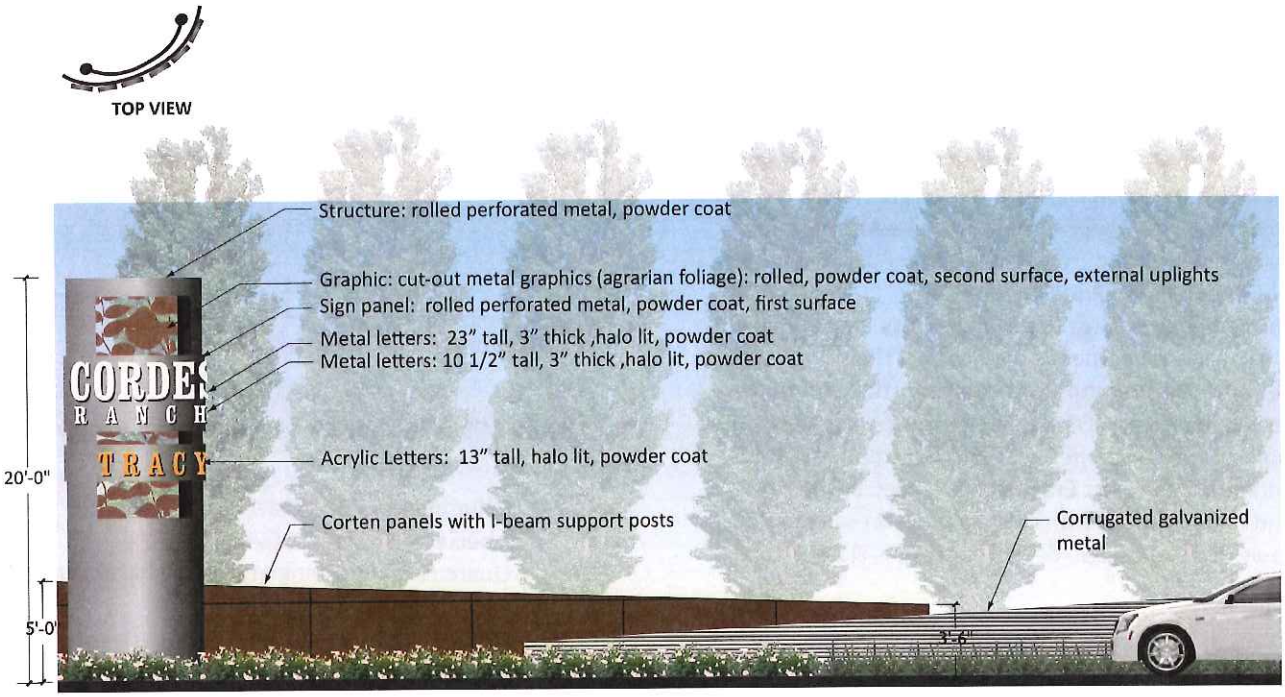


Figure 5.14, Project Entry Sign and Walls

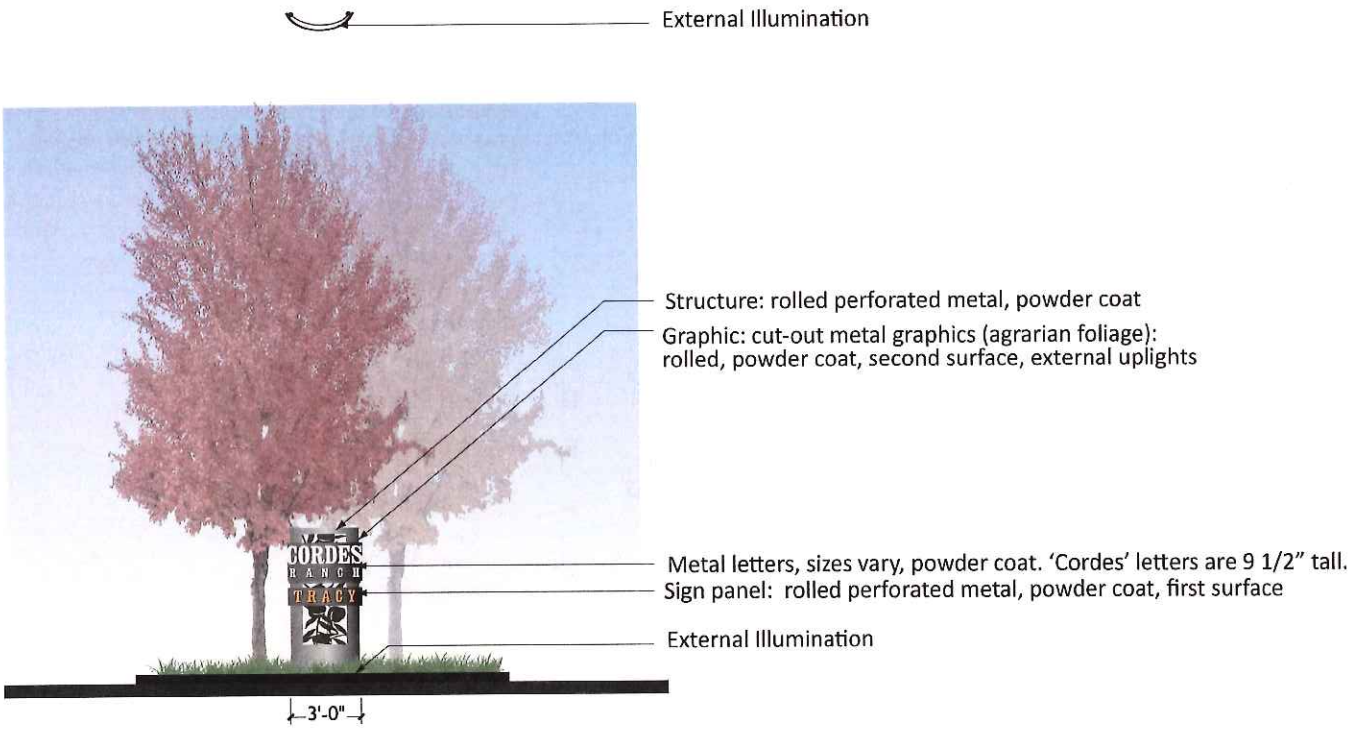


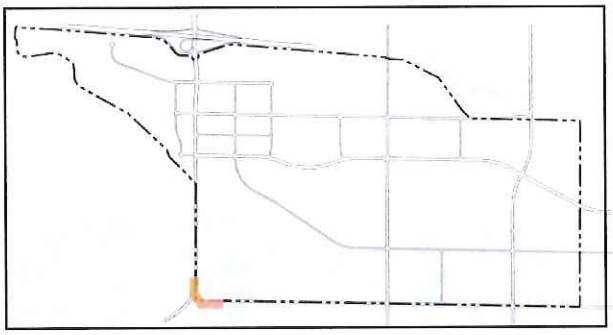
Figure 5.15, Project Entry Median Sign

Secondary Project Entries

Two secondary project entries occur at the Project edges where major roads enter the Project Area. These entries modify the primary entry design for the smaller scale and specific conditions of each entry. All will include the c-shaped entry signs, corten and corrugated metal walls, low flowering and evergreen planting and columnar ~~and orchard~~ trees. ~~in agricultural patterns.~~

Old Schulte Road Project Entry

This gateway creates the Project Entry experience at the southwest corner of the Project. The northeast corner of the intersection is the only portion within the Project boundary. Offset corten and corrugated metal walls frame the corner with a row of columnar trees behind. The Project Entry sign is placed at the corner and underplanted with color and evergreen planting in rows. The landscape design concept is illustrated in Figure 5.16.



Key Map for Old Schulte Road Project Entry

Design Elements for Old Schulte Road Project Entry

A. Columnar and Evergreen Trees, typ.
-species: ~~Carpinus betulus 'Fatigiata'~~
Quercus robur 'Fastigiata' (English Oak) and Olea europaea 'Swan Hill'
- size: 24" box
~~-spacing: 15' on centr 15' on center, 1 row~~

B. Project Entry Sign and Walls
- sign height: 20'
- materials and design per Figure 5.14
- wall length: total +/- 200 lf

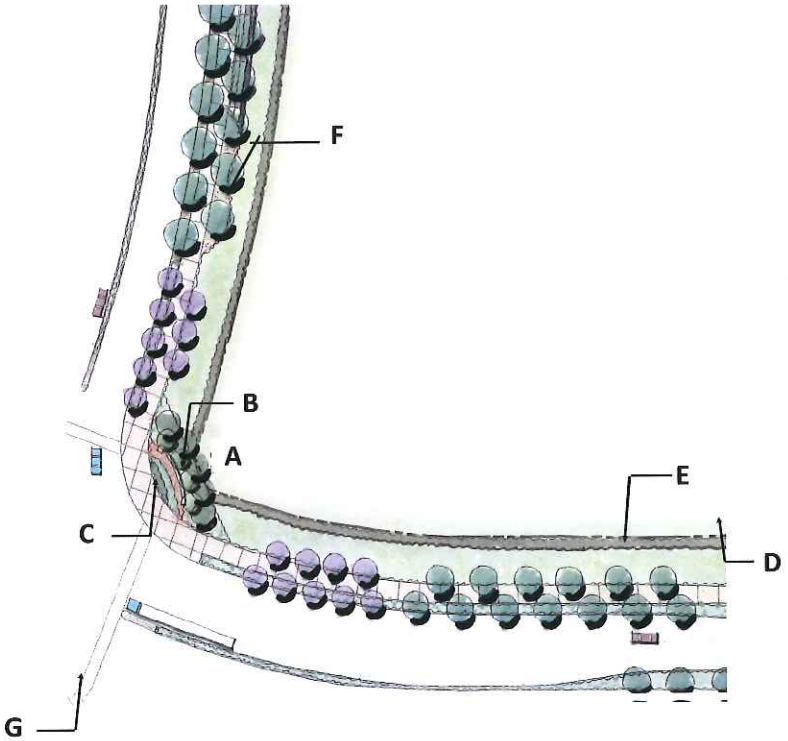
C. Corner Planting, typ.
- rows of alternating low accent color, ornamental grasses and evergreen shrubs at corners, such as ~~Rosa (Meidiland Rose), Phormium (Flax) and ornamental grasses such as Carex ,~~ Festuca glauca 'Elijah Blue' (Elijah Blue Fescue), ~~and Helictotrichon sempervirens (Blue Oat Grass).~~ Coleonema pulchellum 'Sunset Gold' (Golden breath of heaven), Aloe x 'Always' Red (Always Red Aloe), Agave 'Blue Glow' (Blue Glow Agave)
- shrub size: 5 gallon
- maximum height: 3'

D. Property Line

E. Landscape Setback

F. Decorative Accent Rock

G. Crosswalks, typ.
-striping only



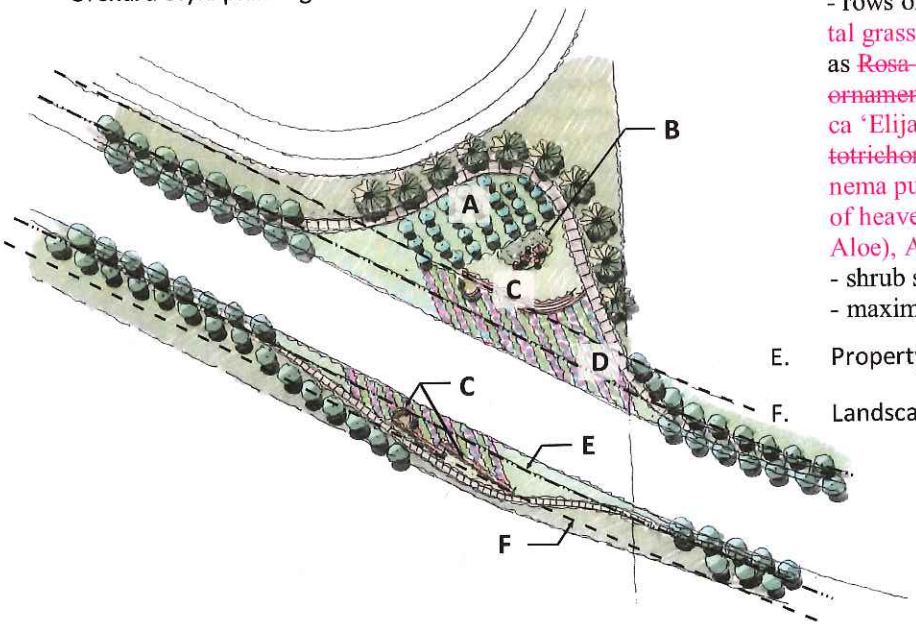
Not to scale

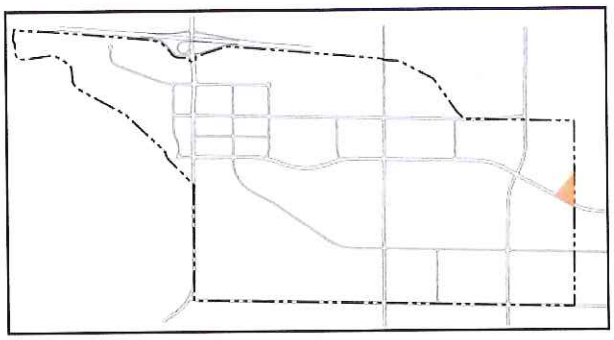
Figure 5.16, Conceptual Design for Old Schulte Road Project Entry

New Schulte Road Eastern Project Entry

This secondary Project Entry occurs at the Eastern entrance to the Plan Area on New Schulte Road. The north side makes up a corner of the Eastside Park. Large swaths of low ornamental flowered and evergreen planting create the foreground for the offset corten and corrugated metal walls and Project Entry signs. Trees in orchard patterns create the agrarian-style background. The 10' bikeway is pulled away from the street edge and into the park at the north corner to meander around the gateway elements. The 5' sidewalk on the south side is also pulled away slightly to showcase the ornamental planting, Project Entry sign and walls. The landscape design for this entry is illustrated in Figure 5.17.

Orchard-style planting





Key Map for New Schulte Road Eastern Project Entry

Design Elements for New Schulte Road Eastern Project Entry

A. Orchard Style Planting
- species: Olea europea (Olive)
- size: 24" box
- spacing: maximum 25' on center

B. Low Evergreen Shrubs and Sculptural Boulders
- shrub size: 5 gallon
- shrub height: 5'-7'

C. Project Entry Sign and Walls, typ.
- sign height: 13'-6"
- materials per Figure 5.14
- wall length: North side: +/- 180 lf, South side: +/- 150'

D. Corner Planting, typ.
- rows of alternating low accent color, ornamental grasses and evergreen shrubs at corners, such as ~~Rosa (Meidiland Rose), Phormium (Flax) and ornamental grasses such as Carex ,~~ Festuca glauca 'Elijah Blue' (Elijah Blue Fescue), ~~and Helictotrichon sempervirens (Blue Oat Grass).~~ Coleonema pulchellum 'Sunset Gold' (Golden breath of heaven), Aloe x 'Always Red' (Always Red Aloe), Agave 'Blue Glow' (Blue Glow Agave)
- shrub size: 5 gallon
- maximum height: 3'

E. Property Line

F. Landscape Setback

Not to scale

Figure 5.17, Conceptual Design for New Schulte Road Eastern Project Entry

5.5 MAJOR INTERSECTIONS

Major intersections reinforce the contemporary agrarian theme and reflect their position in the circulation hierarchy through design features. They are both place-making and wayfinding elements.

Major Intersections are enhanced with stamped and colored asphalt to emphasize hierarchy and highlight pedestrian crossings. Corners are small-scale plazas with natural rock bollards at curbs, vertical project signage, except at Capital Parks Drive, accent planting and columnar trees as background. The major intersection design concept is illustrated in Figure 5.18.

Design Elements for Major Intersections

A. Columnar and Evergreen Trees, typ.
-species: ~~Carpinus betulus 'Fatigiata'~~
Quercus robur 'Fastigiata' (English Oak) and Olea europaea 'Swan Hill'
- size: 24" box
-~~spacing: 15' on centr 15' on center, 1 row~~

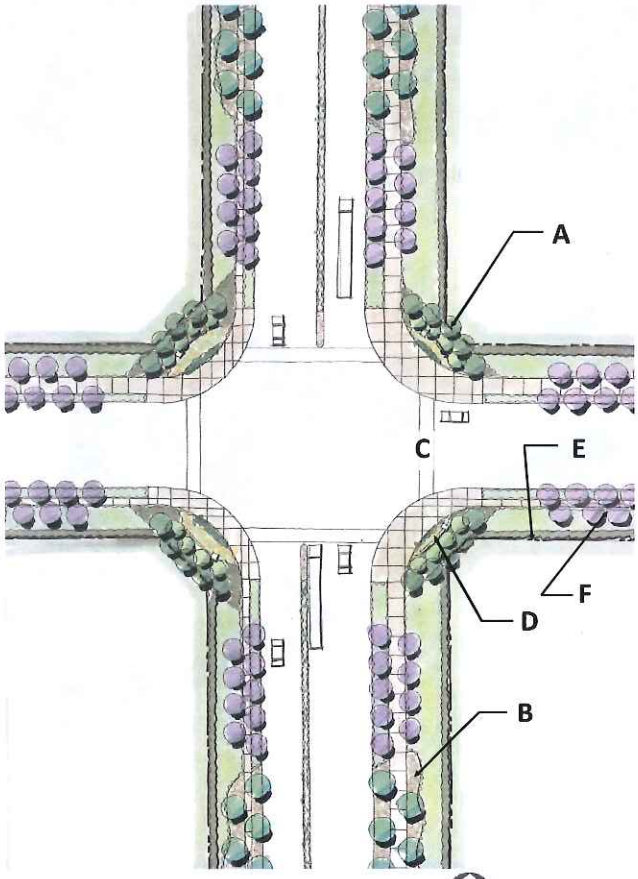
B. ~~Rock Bollards, typ.~~
~~- natural boulders~~
~~- minimum 24" above grade and minimum 30" diameter~~
Decorative Accent Rock

C. Crosswalks, typ.
- ~~stamped colored asphalt~~ striping only

D. Corner Planting, typ.
- rows of alternating low accent color, ornamental grasses and evergreen shrubs at corners, such as ~~Rosa (Meidiland Rose), Phormium (Flax) and ornamental grasses such as Carex , Festuca (Fescue), and Helictotrichon sempervirens (Blue Oat Grass).~~
- shrub size: 5 gallon
- maximum height: 3'

E. Property Line

F. Landscape Setback



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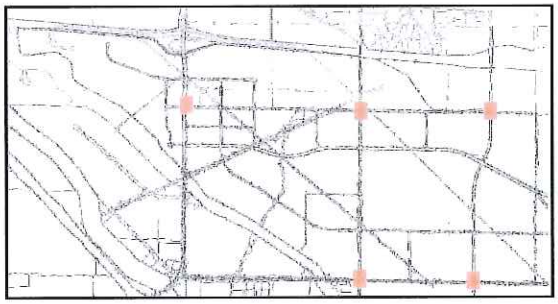


Key Map All Major Intersections

Figure 5.18, Conceptual Design for Major Intersections

Key Map Major intersection "T" configuration

Major Intersection—"T" Configuration
Major T-intersections will feature enhanced elements, including the corten and corrugated metal walls, major intersection signs and planting consistent with elements in the other entries and intersections.

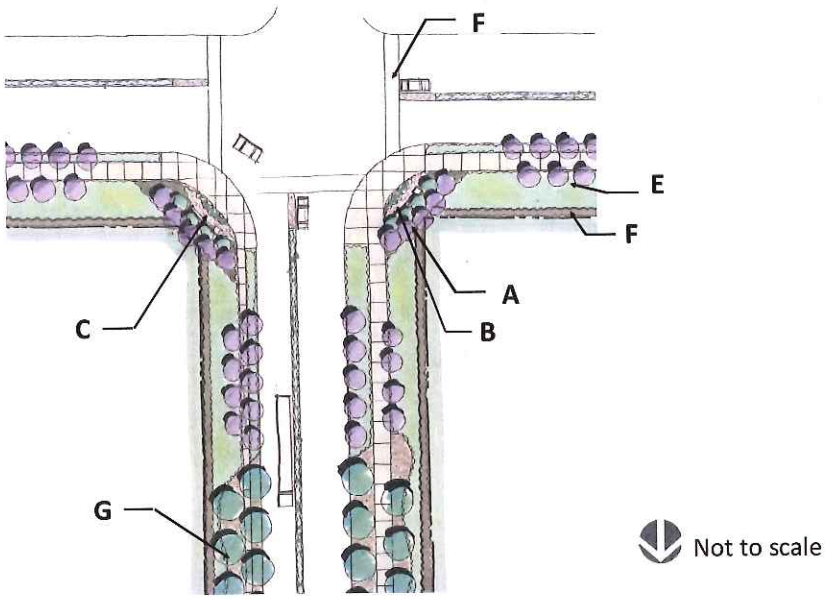


Figure 5.19, Conceptual Design for Major Intersection - "T" Configuration, Typical

Design Elements for Major Intersection - "T" Configuration

A. Columnar and Evergreen Trees, typ.
-species: ~~Carpinus betulus 'Fatigiata'~~
Quercus robur 'Fastigiata' (English Oak) and Olea europaea 'Swan Hill'
- size: 24" box
~~-spacing: 15' on centr 15' on center, 1 row~~

B. Major Intersection Sign and Walls, typ.
- sign height: 13'6"
- materials and design per Figure 5.20
- wall length: 90 lf at each corner

C. Corner Planting, typ.
- rows of alternating low accent color, ornamental grasses and evergreen shrubs at corners, such as ~~Rosa (Meidiland Rose), Phormium (Flax) and ornamental grasses such as Carex , Festuca (Fescue), and Helictotrichon sempervirens (Blue Oat Grass).~~
- shrub size: 5 gallon
- maximum height: 3'

D. Property Line

E. Landscape Setback

F. Crosswalks, typ.
-striping only

G. Decorative Accent Rock

Major Intersection Sign

The major intersection sign will feature 13'6" high c-shaped metal panel signs to be located at two of the corners of the intersections as depicted in Figure 5.20. The metal panels will be constructed of perforated metal with agricultural foliage cut-outs. The major intersection signs will include the Cordes Ranch project logo elements and no other signage or copy. Two corrugated galvanized metal walls will frame the metal panel signs.

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

1. Mountain House Parkway at New Schulte Road;
2. Old Schulte Road at Hansen Road;
3. Old Schulte Road at Pavilion Parkway.
4. Capital Parks Drive at Pavilion Parkway

Major Intersection Sign Design Standards

1. Height: 13' - 6"
2. Width: 5'
3. Area: 68' square feet
4. Maximum number of signs permitted: 2 total, one per each corner of the intersection.

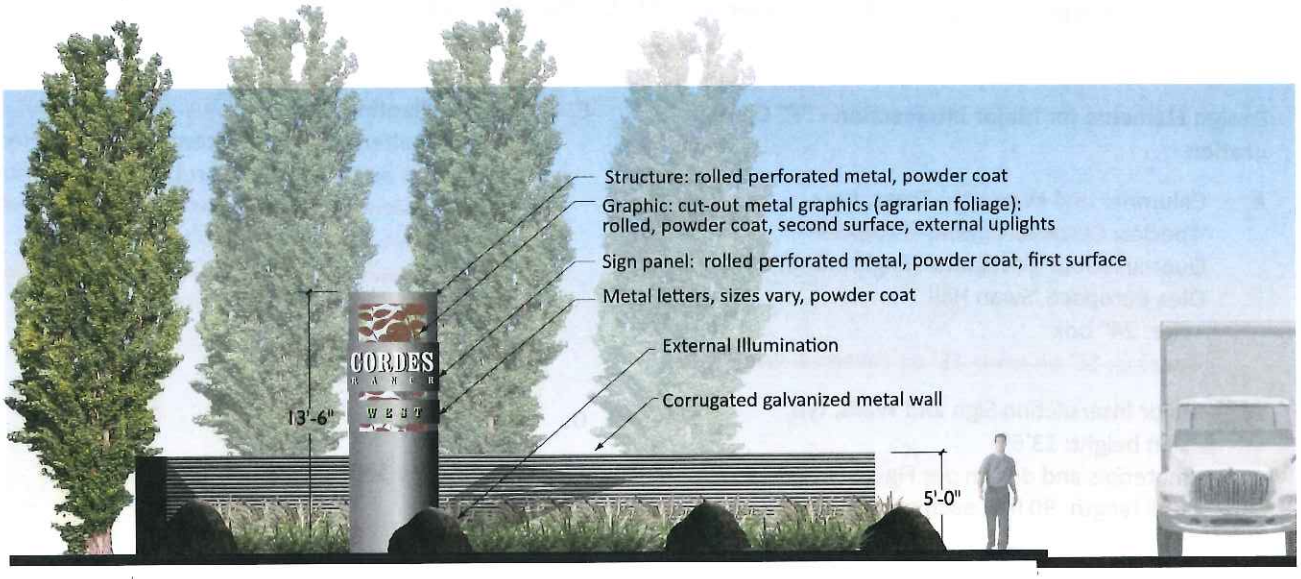
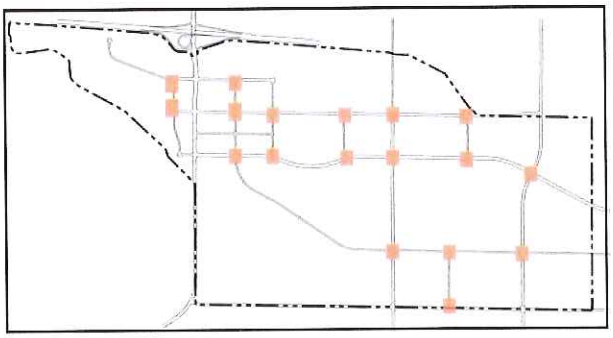


Figure 5.20, Major Intersection Sign

5.6 TYPICAL INTERSECTIONS

Reinforcing the landscape theme, typical intersections receive similar treatment to major intersections but at a smaller scale to reflect circulation hierarchy. They are enhanced with stamped and colored asphalt, accent planting and columnar trees as background. The design concept is illustrated in Figure 5.21.



Key Map

Design Elements for Typical Intersections

A. Columnar and Evergreen Trees, typ.
-species: ~~Carpinus betulus 'Fatigiata'~~
Quercus robur 'Fastigiata' (English Oak) and Olea europaea 'Swan Hill'
- size: 24" box
~~-spacing: 15' on centr 15' on center, 1 row~~

B. Corner Planting, typ.
- rows of alternating low accent color, ornamental grasses and evergreen shrubs at corners, such as ~~Rosa (Meidiland Rose), Phormium (Flax) and ornamental grasses such as Carex , Festuca (Fescue), and Helictotrichon sempervirens (Blue Oat Grass).~~
- shrub size: 5 gallon
- maximum height: 3'

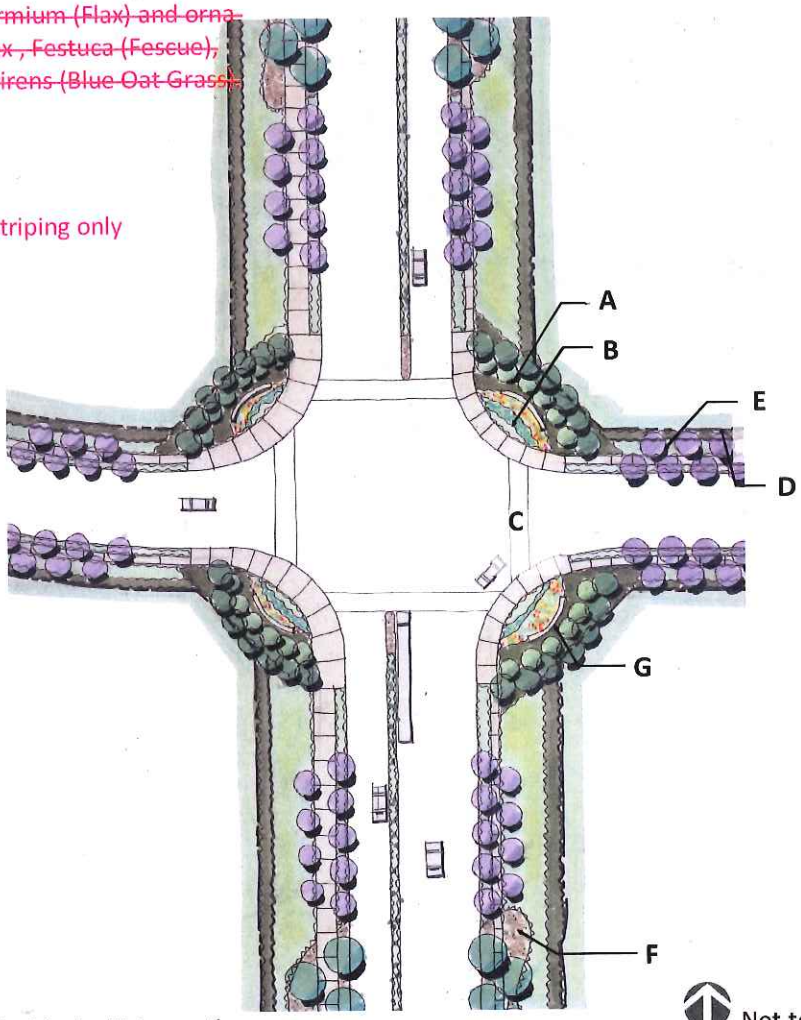
C. Crosswalks, typ.
- ~~stamped colored asphalt~~ striping only

D. Property Line

E. Landscape Setback

F. Decorative Rock Accent

G. Low Accent Wall



Not to scale

Figure 5.21, Conceptual Design for Typical Intersections

5.7 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.

Detention basin with nearby shade trees

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 5.22. 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 5.23 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) and Platanus acerifolia (London Plane Tree)
   - size: 25% - 24" box to provide substantial canopy upon installation, 75% - 15-gallon
   - spacing: in clusters

C. Park Arrival Area

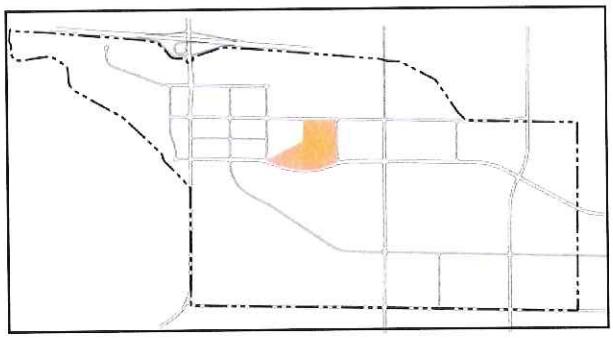
D. Allée of Trees

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 5.22.



Key Map

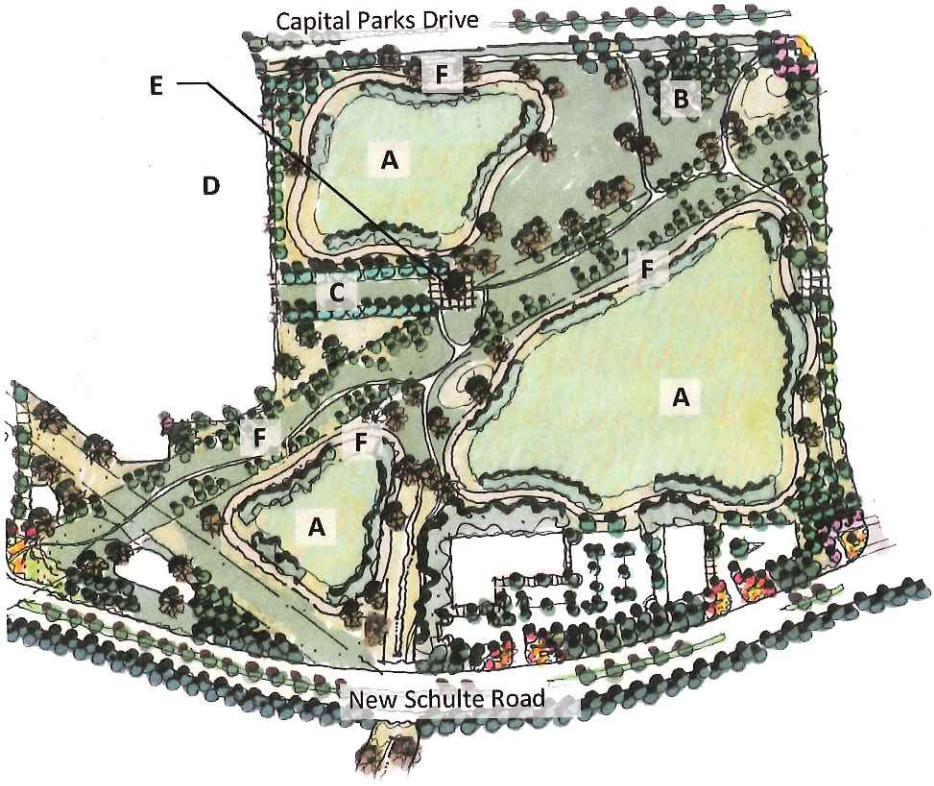
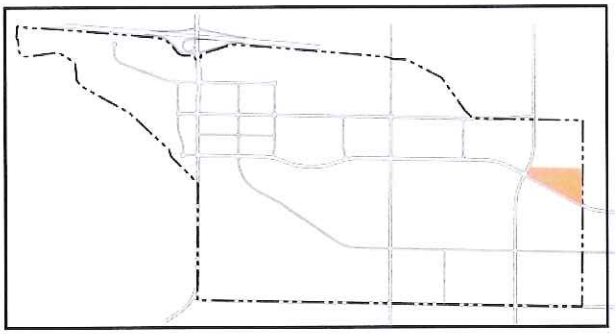


Figure 5.22, Conceptual Design for Central Green Concept

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 5.23.



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) and Platanus acerifolia (London Plane Tree)
- size: 25% - 24" box to provide substantial canopy upon installation, 75% - 15-gallon
- spacing: in clusters

E. Trails
- 10' wide decomposed granite

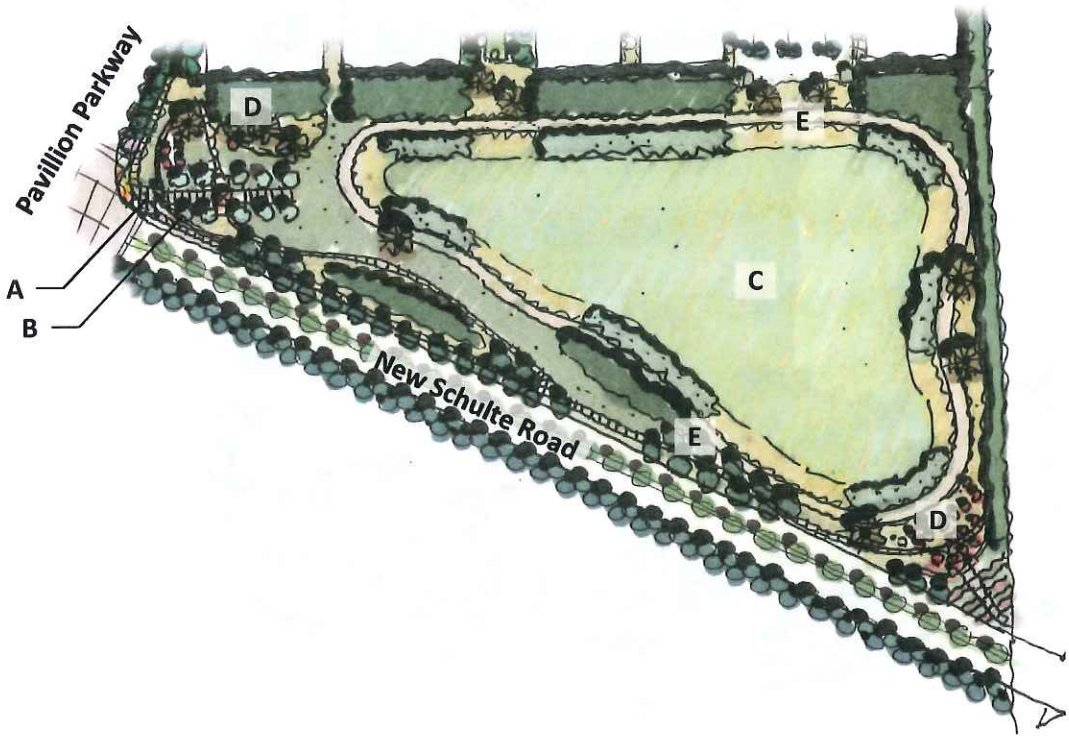


Figure 5.23, Conceptual Design for Eastside Park

5.8 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

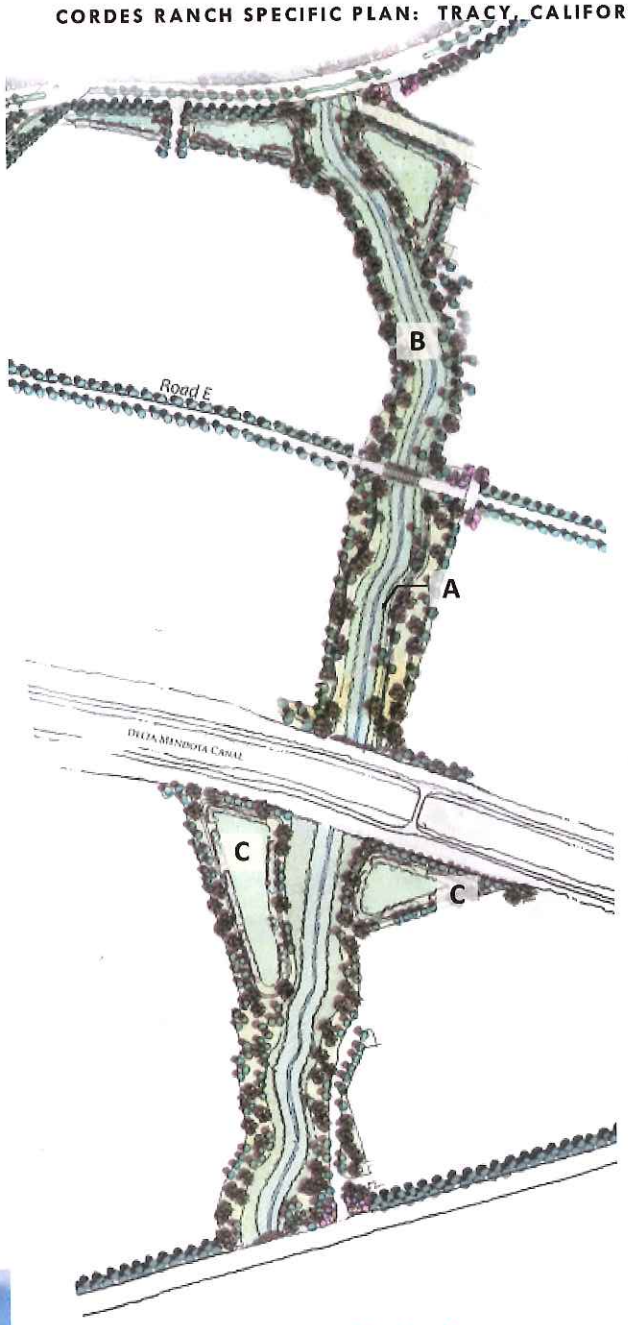
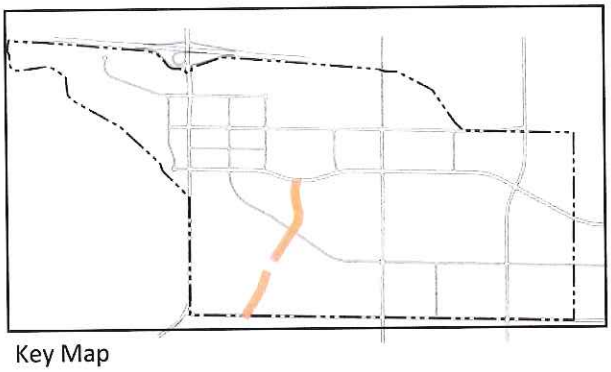


Figure 5.24, Conceptual Design for Drainage Easement

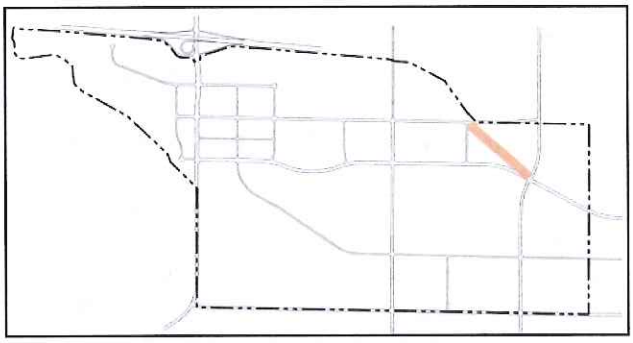
Trail and seating



Key Map

5.9 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 wildflowers

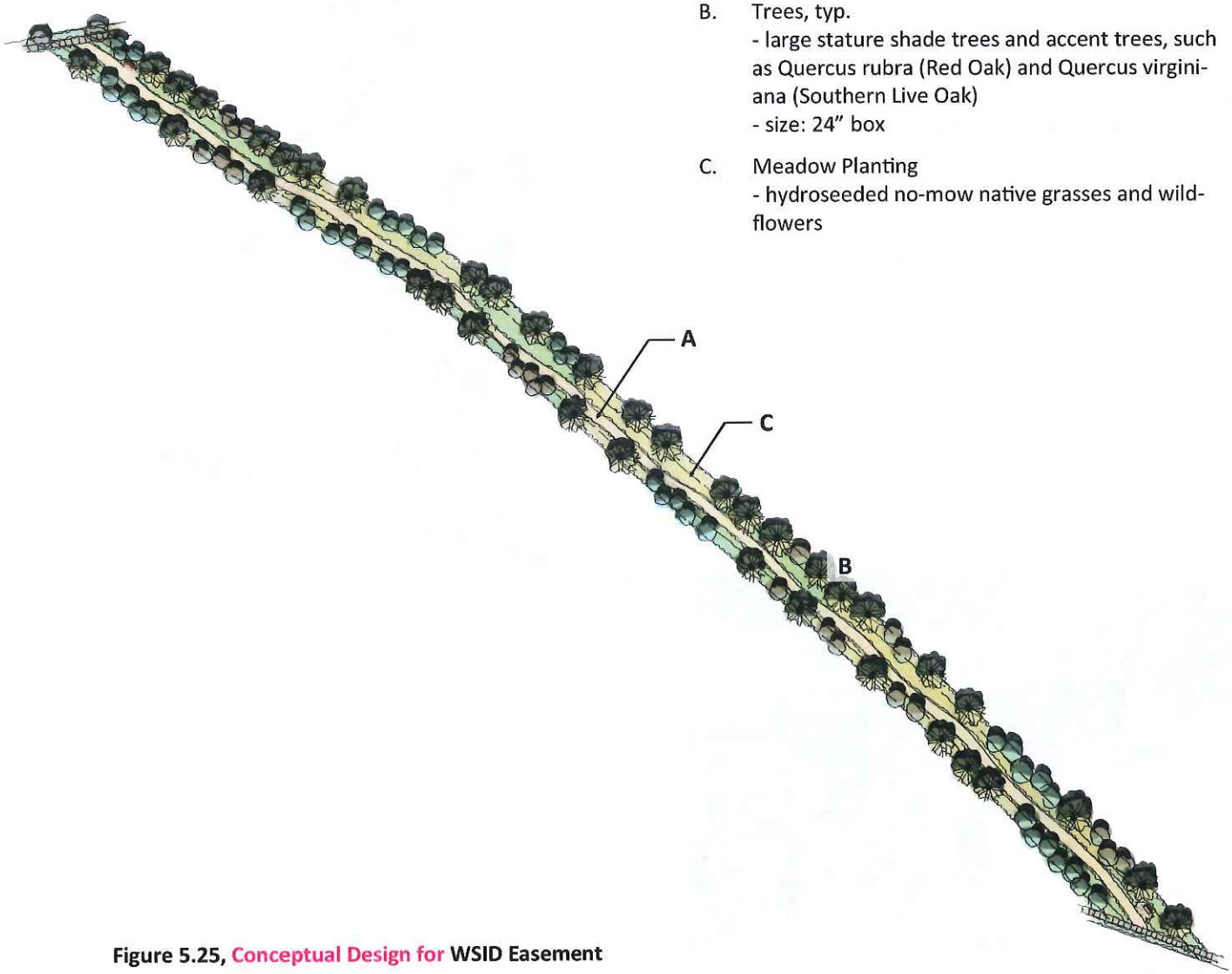


Figure 5.25, Conceptual Design for WSID Easement

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 wildflowers

Decomposed granite trail, no-mow grasses, seating

Figure 5.26, WSID Easement – Section

Landscape strip, multi-use path, landscape setback

5.10 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.

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.

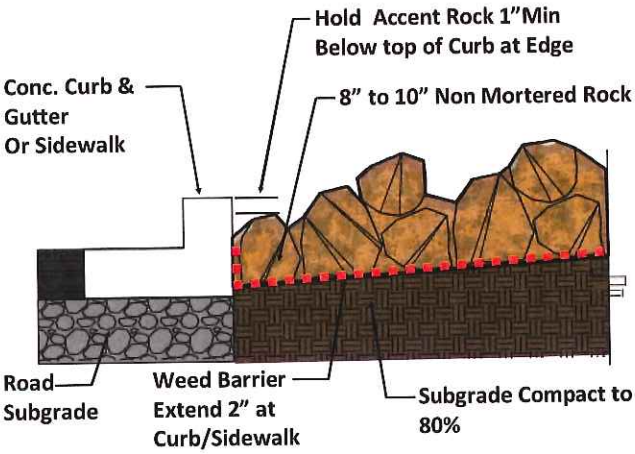
Accent rock surfacing will be used as a design and visual accent element in both the public right of way as well as private landscaping areas within Cordes Ranch Specific Plan boundary. Furthermore, this design element will help the project comply with the water conservation requirements mandated by 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. At the narrow left turn medians, the initial 20' of the narrow left turn medians will consist of a 5' concrete nose with the remaining 15' being mortared in place rock. 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

Mountain House Parkway and Old Schulte Road

Four Lane Parkway

The portion of 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 ~~no-mow~~ 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 Mountain House Parkway. The Class I Bikeway is on the north side of Old Schulte Road.

South of the Delta Mendota Canal, 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 6.27.

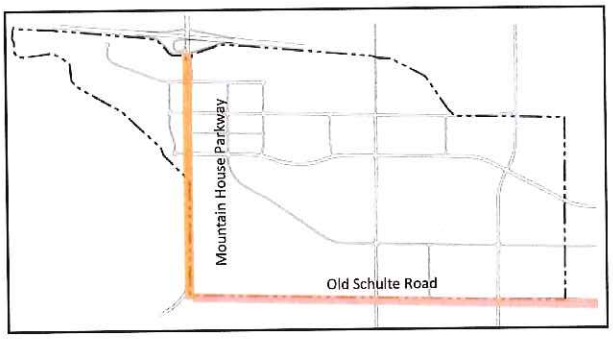
Similarly, west of the Delta Mendota Canal, Old Schulte Road has been improved on the south side, therefore the Project will install the north portion of the street section. See Figure 6.29.

Depending on grades, in some areas the screening in landscape setbacks will be accomplished with 5' berms planted with ~~no-mow~~ 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

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 Mountain House Parkway.

Median with trees and low evergreen and color



Key Map

Conceptual Mountain House Parkway Tree Palette

~~Treatment Swale~~ Right of Way Planters	~~Space: 35' on center~~ Spacing
~~*Plantanus acerifolia 'Yarwood'*~~	~~*London Plane Tree*~~
Zelkova serrata 'Village Green' (Village Green Zelkova)	*30'-0" o.c.*
Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle)	*20'-0" o.c.*
Landscape Setback	~~Space: 25'-40' on center in groupings~~ Spacing
~~*Quercus virginiana*~~	~~*Southern Live Oak*~~
Quercus ilex (Holly Oak)	*30'-0" o.c.*
Zelkova serrata 'Village Green' (Village Green Zelkova)	*30'-0" o.c.*
Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle)	*20'-0" o.c.*
Median	~~Space: 30' on center~~ Spacing
~~*Pyrus calleryana 'Red Spire'*~~	~~*Red Spire Callery Pear*~~
Arbutus x Marina (Marina Strawberry Tree)	*30'-0" o.c.*
Quercus robur 'Pyramich' (Skymaster Oak)	*30'-0" o.c.*

Conceptual Old Schulte Road Tree Palette

~~Treatment Swale~~ Right of Way Planters	~~Space: 35' on center~~ Spacing
~~*Platanus acerifolia 'Yarwood'*~~	~~*London Plane Tree*~~
Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle)	*20'-0" o.c.*
Ulmus parvifolia 'True Green' (True Green Chinese Evergreen Elm)	*30'-0" o.c.*
Landscape Setback	~~Space: 25'-40' on center in groupings~~ Spacing
~~*Quercus virginiana*~~	~~*Southern Live Oak*~~
Querus wislizenii (Interior Live Oak)	*30'-0" o.c.*
Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle)	*20'-0" o.c.*
Ulmus parvifolia 'True Green' (True Green Chinese Evergreen Elm)	*30'-0" o.c.*
Median	~~Space: 30' on center~~ Spacing
~~*Crataegus cordata*~~	~~*Washington Hawthorne*~~
Olea europaea 'Swan Hill' (Swan Hill olive)	*30'-0" o.c.*
Quercus robur 'Pyramich' (Skymaster Oak)	*30'-0" o.c.*

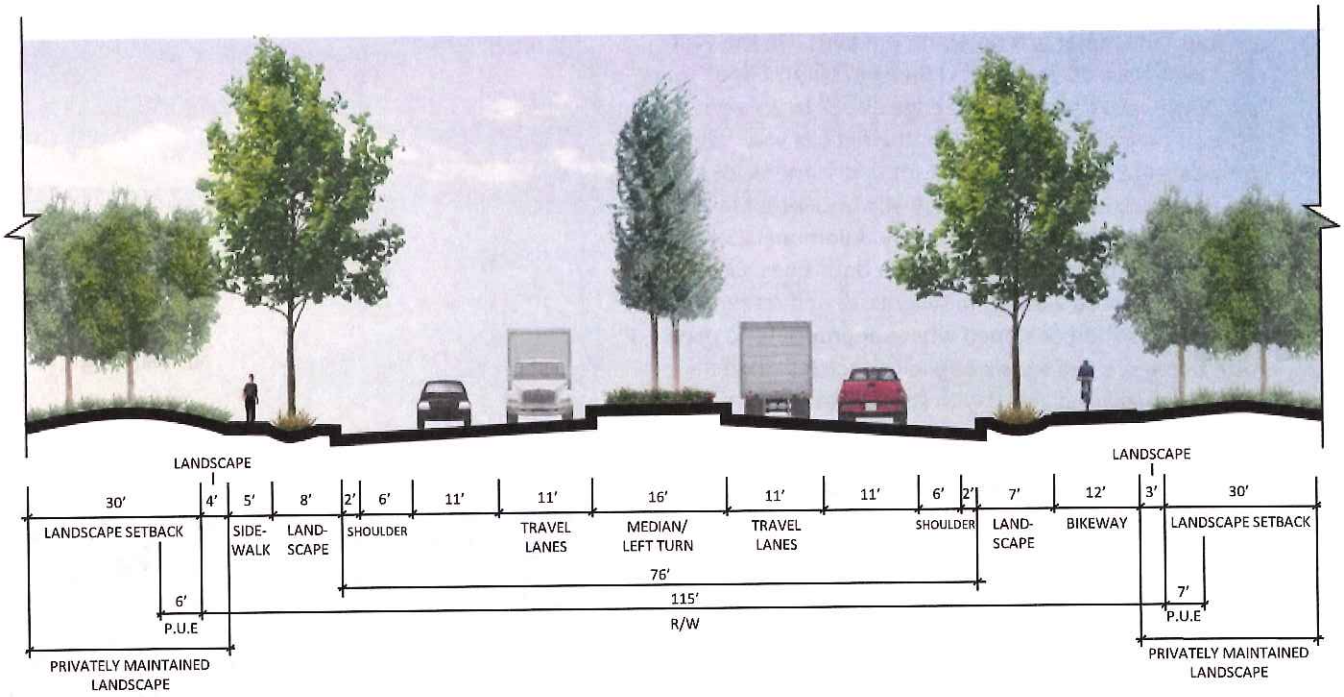


Figure 5.27, Conceptual Design for Four Lane Parkway

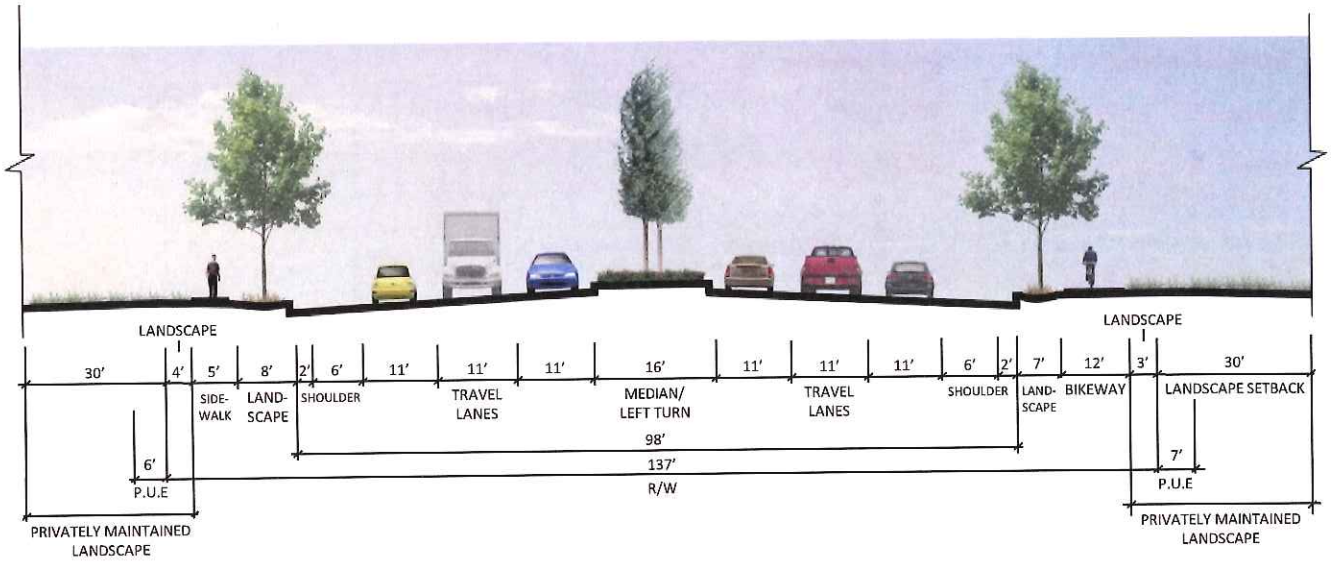


Figure 5.28, Conceptual Design for Six Lane Parkway

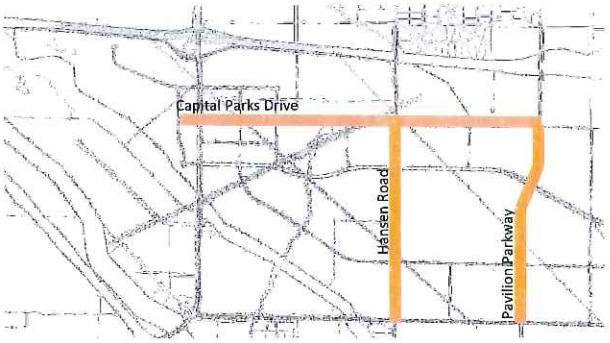
Capital Parks Drive, Hansen Road and Pavilion Parkway

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

~~Treatment Swale~~ Right of Way Planters	~~Space: 35' on center~~ Spacing
~~*Fraxinus velutina 'Rio Grande'*~~	~~*Rio Grande Velvet Ash*~~
Zelkova serrata 'Village Green' (Village Green Zelkova)	*30'-0" o.c.*
Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle)	*20'-0" o.c.*
Landscape Setback	~~Space: 25'-40' on center in groupings~~ Spacing
~~*Quercus Agrifolia*~~	~~*Coast Live Oak*~~
Quercus ilex (Holly Oak)	*30'-0" o.c.*
Zelkova serrata 'Village Green' (Village Green Zelkova)	*30'-0" o.c.*
Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle)	*20'-0" o.c.*
Median	~~Space: 30' on center~~ Spacing
~~*Cercis Canadensis 'Forest Pansy'*~~	~~*Forest Pansy Eastern Redbud*~~
Arbutus x Marina (Marina Strawberry Tree)	*30'-0" o.c.*
Quercus robur 'Pyramich' (Skymaster Oak)	*30'-0" o.c.*

Street tree, screen tree, 5' sidewalk



Key Map

Conceptual Capital Parks Drive Tree Palette

~~General Office Area~~	
~~Treatment Swale~~	~~Space: 30' on center~~
Right of Way Planters	Spacing
~~*Acer rubrum 'Red Sunset'*~~	~~*Red Maple*~~
Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle)	*20'-0" o.c.*
Ulmus parvifolia 'True Green' (True Green Chinese Evergreen Elm)	*30'-0" o.c.*
Landscape Setback	~~Space: 25'-40' on center in groupings~~ Spacing
~~*Acer rubrum 'Red Sunset'*~~	~~*Red Maple*~~
Querus wislizenii (Interior Live Oak)	*30'-0" o.c.*
Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle)	*20'-0" o.c.*
Ulmus parvifolia 'True Green' (True Green Chinese Evergreen Elm)	*30'-0" o.c.*
~~*Nyssa sylvatica*~~	~~*Saucer Magnilia*~~
~~Outside of General Office~~	
~~Treatment Swale~~	~~Space: 30' on center~~
~~*Acer rubrum 'Red Sunset'*~~	~~*Red Maple*~~
~~Landscape Setback~~	~~Space: 25'-40' on center in groupings~~
~~*Quercus agrifolia*~~	~~*Coast Live Oak*~~
Median	~~Space: 30' on center~~ Spacing
~~*Lagerstroemia indica*~~	~~*Crape Myrtle*~~
Olea europaea 'Swan Hill' (Swan Hill olive)	*30'-0" o.c.*
Quercus robur 'Pyramich' (Skymaster Oak)	*30'-0" o.c.*

Conceptual Hansen Road Tree Palette

~~Treatment Swale~~	~~Space: 35' on center~~
Right of Way Planters	Spacing
~~*Pyrus calleryana 'Aristocrat'*~~	~~*Flowering Pear*~~
Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle)	*20'-0" o.c.*
Zelkova serrata 'Village Green' (Village Green Zelkova)	*30'-0" o.c.*
Landscape Setback	~~Space: 25'-40' on center in groupings~~ Spacing
~~*Quercus Agrifolia*~~	~~*Coast Live Oak*~~
Quercus ilex (Holly Oak)	*30'-0" o.c.*
Zelkova serrata 'Village Green' (Village Green Zelkova)	*30'-0" o.c.*
Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle)	*20'-0" o.c.*
Median	~~Space: 30' on center~~ Spacing
~~*Acer rubrum 'Columnare'*~~	~~*Columnar Red Maple*~~
Arbutus x Marina (Marina Strawberry Tree)	*30'-0" o.c.*
Quercus robur 'Pyramich' (Skymaster Oak)	*30'-0" o.c.*

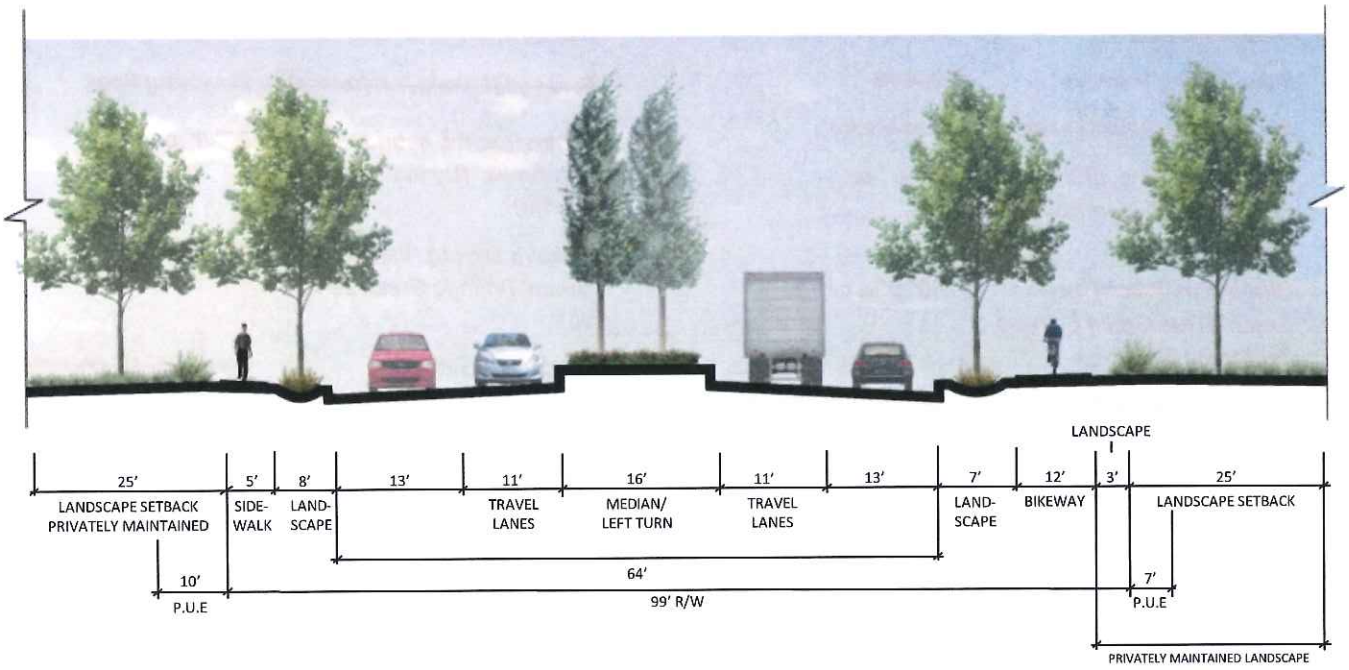


Figure 5.29, Conceptual Design for Four Lane Major Arterial with Median

New Schulte Road

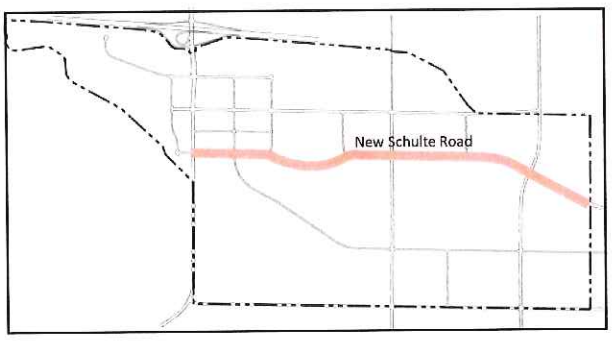
New Schulte Road is a six lane arterial with intermittent pull outs. The north side contains a 7-foot landscape strip at the street edge, a 12-foot Class I Bikeway and 3-foot landscape strip, adjacent to a 30-foot landscape setback beyond the right of way. The opposite side has an 8-foot landscape strip 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 ~~no-mow~~ 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

~~Treatment Swale~~	~~Space: 35' on center~~
Right of Way Planters	Spacing
~~*Quercus rubra*~~	~~*Red Oak*~~
Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle)	*20'-0" o.c.*
Ulmus parvifolia 'True Green' (True Green Chinese Evergreen Elm)	*30'-0" o.c.*
Landscape Setback	~~Space: 25'-40' on center in groupings~~ Spacing
~~*Quercus suber*~~	~~*Cork Oak*~~
Querus wislizenii (Interior Live Oak)	*30'-0" o.c.*
Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle)	*20'-0" o.c.*
Ulmus parvifolia 'True Green' (True Green Chinese Evergreen Elm)	*30'-0" o.c.*
Median	~~Space: 30' on center~~ Spacing
~~*Carpinus betulus 'Fastigiata'*~~	~~*European Hornbeam*~~
Olea europaea 'Swan Hill' (Swan hHll olive)	*30'-0" o.c.*
Quercus robur 'Pyramich' (Skymaster Oak)	*30'-0" o.c.*



Key Map

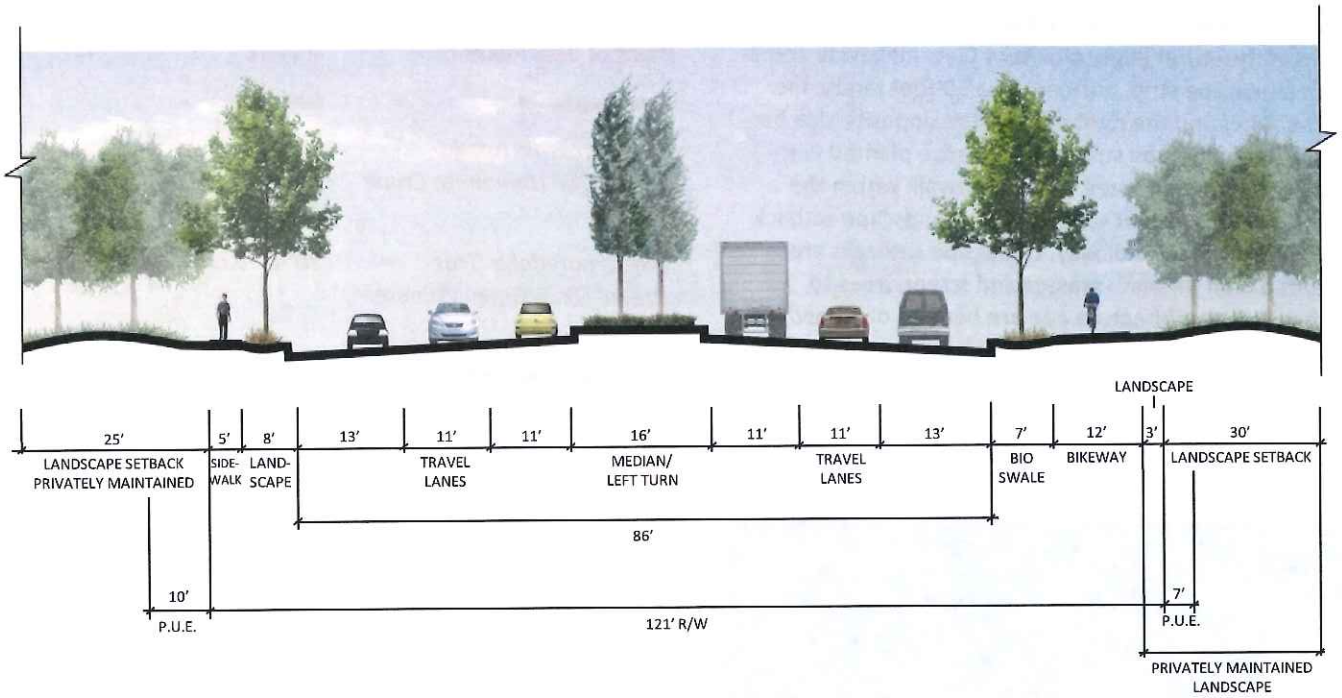


Figure 5.30, Conceptual Design for Six Lane Major Arterial with Intermittent 8-Foot Pull-outs

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' (Saratiga 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.*

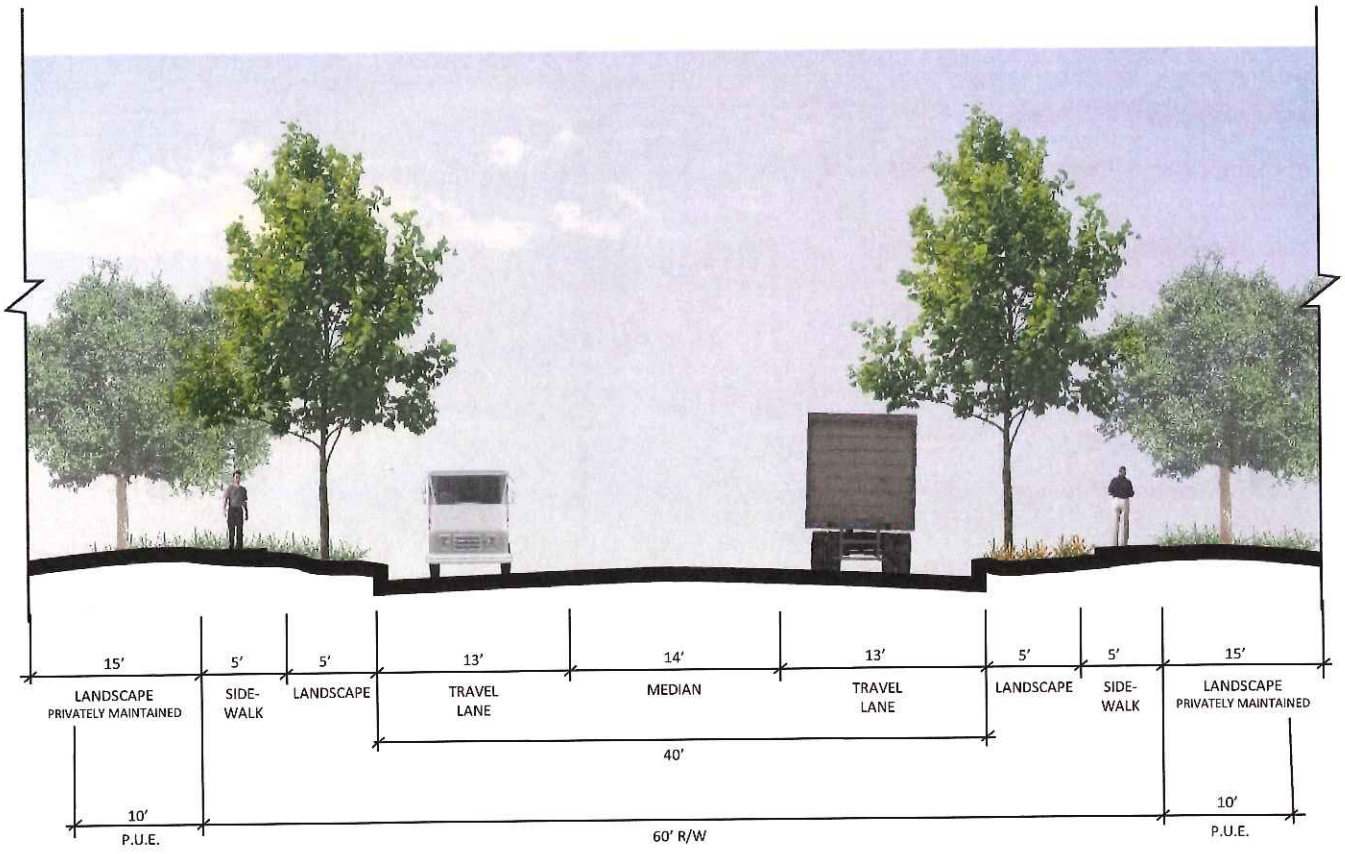


Figure 5.31, Conceptual Design for Industrial Streets (Section I-I)

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 List.

Right of Way Planters

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

Medians

Botantical Name (Common Name)	Spacing
Arbutus x Marina (Marina Strawberry Tree)	*30'-0" o.c.*
Olea europaea 'Swan Hill' (Swan Hill olive)	*30'-0" o.c.*
Quercus robur 'Pyramich' (Skymaster Oak)	*30'-0" o.c.*

Landscape Setback Area

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

Botanical Name	Common Name
Acer rubrum 'Red 'Sunset'	*Red Sunset Maple*
Celtis sinensis	*Japanese Hackberry*
Cercis canadensis 'Forest Pansy'	
Cercis occidentalis	*Western Redbud*
Crataegus cordata	*Washington Hawthorne*
Crataegus oxycantha	*Hawthorn*
Cupressus sempervirens	*Italian Cyprus*
Fraxinus sp. 'Leprechaun', 'Centerpointe'	*Ash*
Fraxinus Americana 'Autumn Purple'	*Ash*
Fraxinus hololricha 'Moraine'	*Moraine Ash*
Fraxinus pennsylvanica 'Urbanite'	*Ash*
Fraxinus velutina 'Rio Grande'	*Rio Grande Velvet Ash*
Fraxinus uhdei	*Evergreen Ash*
Ginkgo biloba 'Autumn Gold', 'Princeton Century'	*Ginkgo*
Lagerstroemia indica	*Crape myrtle*
Liriodendron tulipifera	*Tuliptree*
Liquidambar styraciflua	*Sweet Gum*
Nyssa sylvatica	*Saucer Magnolia*
Pistacia chinensis (Male)	*Chinese Pistache*
Platanus acerifolia 'Yarwood', 'Bloodgood'	*London Planetree*
Prunus cerasifera 'krauter Vesuvius'	*Krauter Vesuvius Flowering Plum*
Pyrus calleryana 'Aristocrat', 'Capital', 'Red Spire', 'Whitehouse', 'New Bradford', 'Cleveland'	*Flowering Pear, Callery Pear, Capital, Red Spire, Whitehouse Callery Pear, New Bradford Pear, Cleveland Flowering Pear*
Quercus agrifolia	*Coast Live Oak*
Quercus coecchinea	*Scarlet Oak*
Quercus ilex	*Holly Oak*
Quercus lobata	*Valley Oak, White Oak*
Quercus palustris	*Pin Oak*
Quercus rubra	*Red Oak*
Quercus suber	*Cork Oak*
Quercus virginiana	*Southern Live Oak*
Sapium sebiferum	*Chinese Tallow Tree*
Schinus molle	*California Pepper Tree*
Ulmus sp. 'Prospector', 'Liberty', 'Frontier', 'Homestead'	
Zelkova serrata 'Green Vase' or 'Village Green'	*Japanese Zelkova*

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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:

a. Park and open space amenities;
b. Freeway and road frontage corridors;
c. 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-

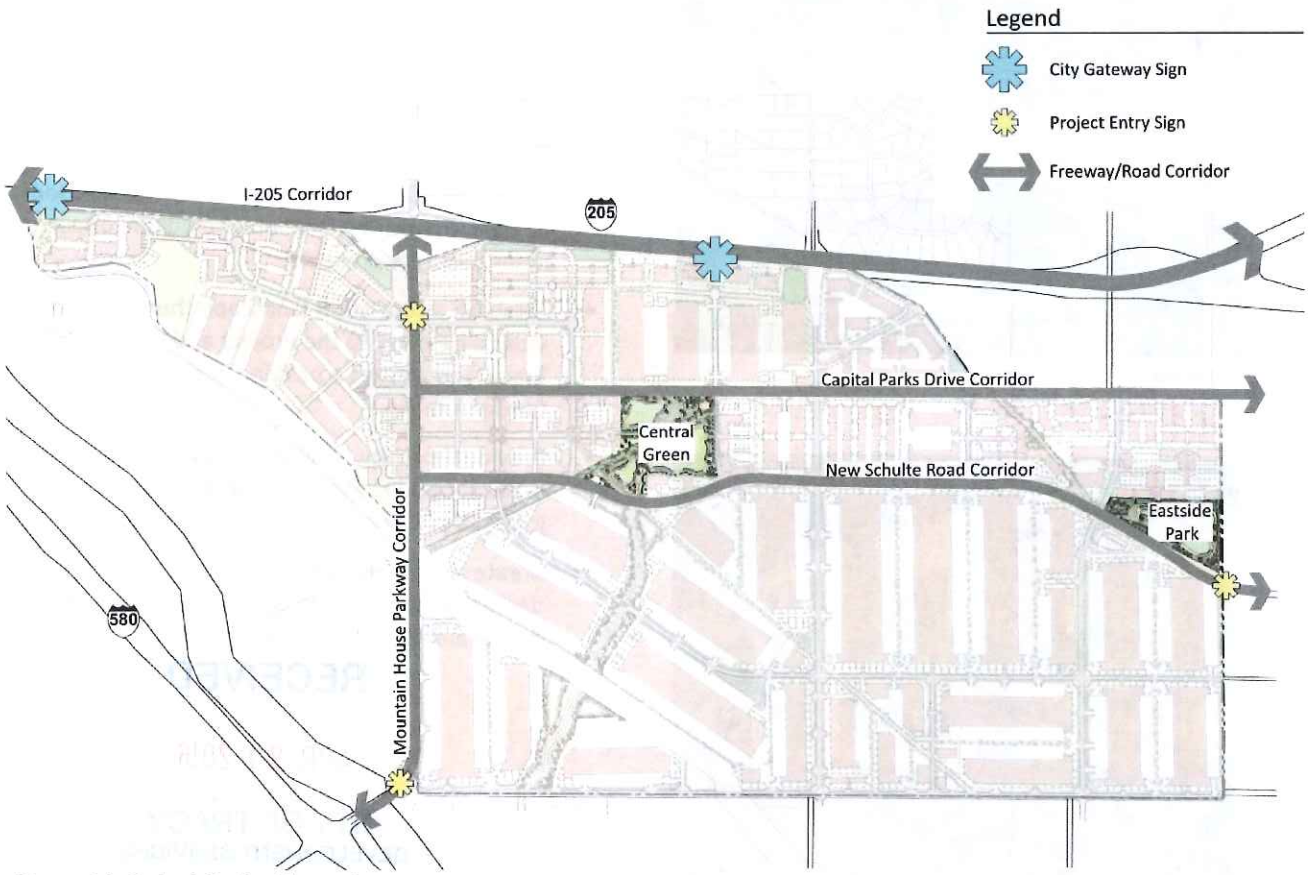


Figure 4.1, Project Design Elements

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.

- 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.

Create landscaped drive isles to direct vehicles and pedestrians

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.

Design buildings with offsets and recesses

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.
- 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.

Design trash enclosures to be compatible with Project architecture

Exterior utility equipment screened with planting

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.
- Parking, when located adjacent to frontage streets, shall incorporate landscaping to screen the parking areas from the public view.

Include landscaped planters to divide large parking areas

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

- 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 ~~an "orchard" effect,~~ 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 adjacent to the landscape setback area, it should be constructed of tubular steel or similar material.

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

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

Accent bollard lighting

Light fixture bases should be protected

Contemporary ~~Agrarian~~ Landscape

- 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 ~~agrarian,~~ which is a uniquely California aesthetic. Native and climate adapted plantings in ~~rural~~ swath patterns ~~such as orchards~~ 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.
- Screening and sound attenuation along roads should be achieved through siting, berming and landscaping.

Screen parking with landscaping and berming

Encourage creative, innovative landscape designs

Stormwater management as part of landscape

- 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 ~~agrarian~~ character of the project.
- Sophisticated designs with simple plant palettes, such as rows and masses of native and climate adapted grasses and ~~orchard style~~ 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.

Native/climate adapted plants in simple designs

Outdoor space separated from parking with planters

Turf minimized in the landscape

b. Materials

- Natural materials, including stone, and wood in 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 Chapater 5.

Botanical Name	Common Name
~~*Acer rubrum 'Red 'Sunset'*~~	~~*Red Sunset Maple*~~
~~*Celtis sinensis*~~	~~*Japanese Hackberry*~~
~~*Cercis Canadensis 'Forest Pansy'*~~	
~~*Cercis occidentalis*~~	~~*Western Redbud*~~
~~*Crataegus cordata*~~	~~*Washington Hawthorne*~~
~~*Crataegus oxycantha*~~	~~*Hawthorn*~~
~~*Cupressus sempervirens*~~	~~*Italian Cyprus*~~
~~*Fraxinus hololricha 'Moraine'*~~	~~*Moraine Ash*~~
~~*Fraxinus velutina 'Rio Grande'*~~	~~*Rio Grande Velvet Ash*~~
~~*Fraxinus uhdei*~~	~~*Evergreen Ash*~~
~~*Lagerstoemia indica*~~	~~*Crape myrtle*~~
~~*Liriodendron tulipifera*~~	~~*Tuliptree*~~
~~*Nyssa sylvatica*~~	~~*Saucer Magnolia*~~
~~*Pistacia chinensis (Male only)*~~	~~*Chinese Pistache*~~
~~*Platanus acerifolia 'Yarwood'*~~	~~*London Planetree*~~
~~*Prunus cerasifera 'krauter Vesuvius'*~~	~~*Krauter Vesuvius Flowering Plum*~~
~~*Pyrus calleryana 'Aristocrat', 'Capital', , 'Red Spire', 'Whitehouse'*~~	~~*Flowering Pear, Callery Pear, Capital, Red Spire, Whitehouse Callery Pear*~~
~~*Pyrus calleryana 'New Bradford'*~~	~~*New Bradford Pear*~~
~~*Pyrus calleryana 'Cleveland Select'*~~	~~*Cleveland Flowering Pear*~~
~~*Quercus agrifolia*~~	~~*Coast Live Oak*~~
~~*Quercus coecchinea*~~	~~*Scarlet Oak*~~
~~*Quercus lobata*~~	~~*Valley Oak, White Oak*~~
~~*Quercus rubra*~~	~~*Red Oak*~~
~~*Quercus suber*~~	~~*Cork Oak*~~
~~*Quercus virginiana*~~	~~*Southern Live Oak*~~
~~*Schinus molle*~~	~~*California Pepper Tree*~~
~~*Zelkova serrata 'Green Vase' or 'Village Green'*~~	~~*Japanese Zelkova*~~

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 plac-
- 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

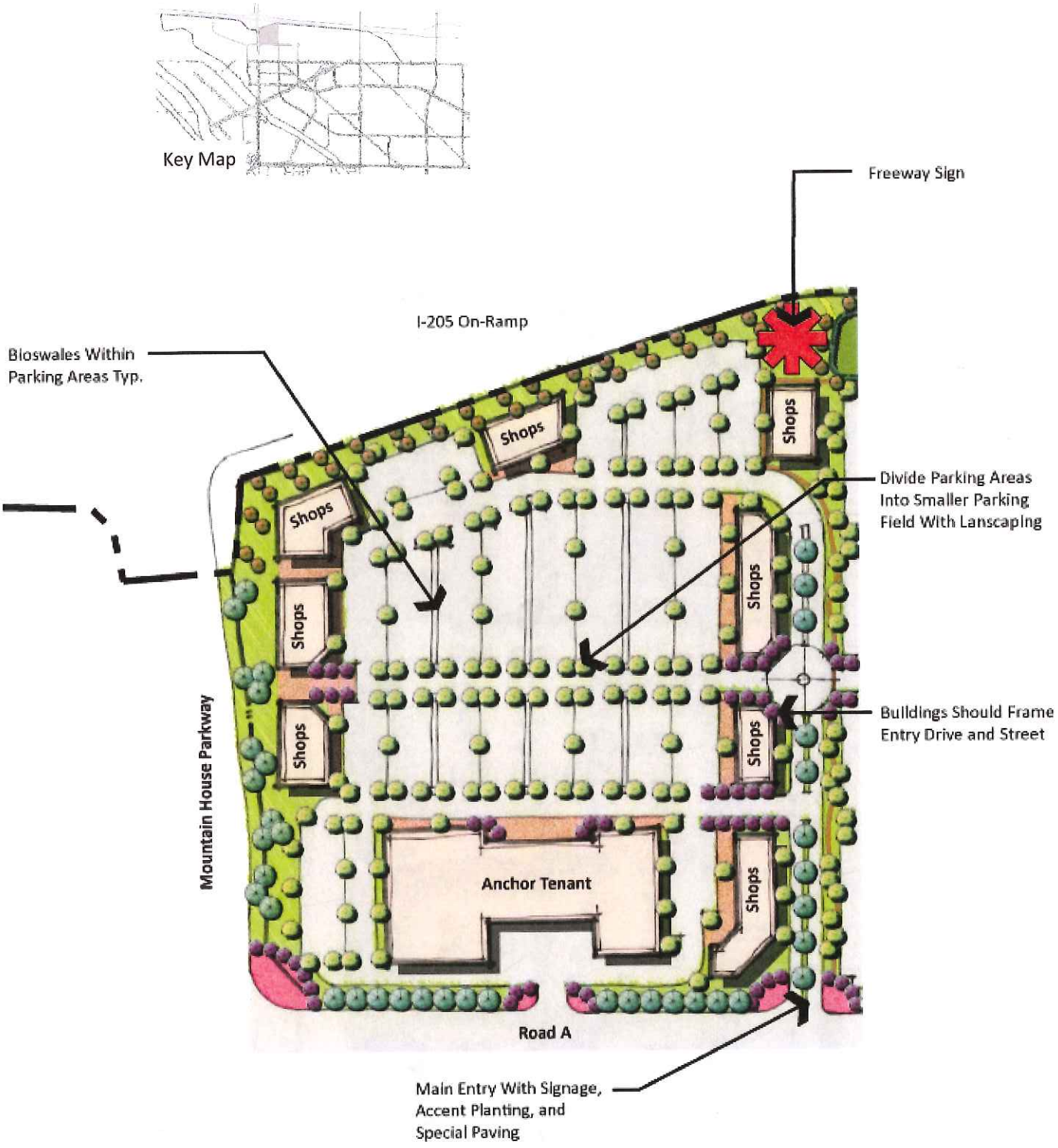


Figure 4.2, Conceptual Large Commercial Illustrative Plan

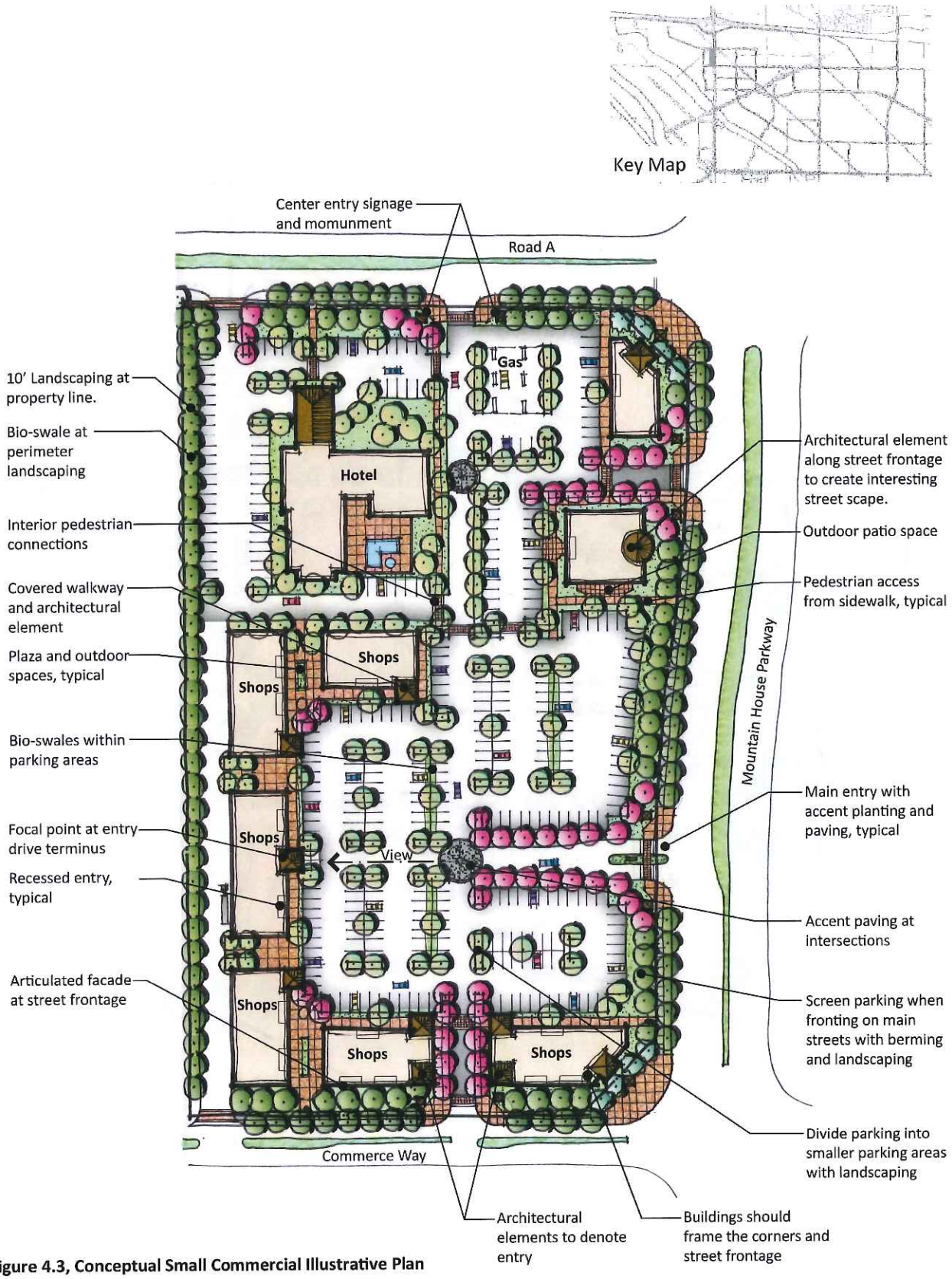


Figure 4.3, Conceptual Small Commercial Illustrative Plan

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.

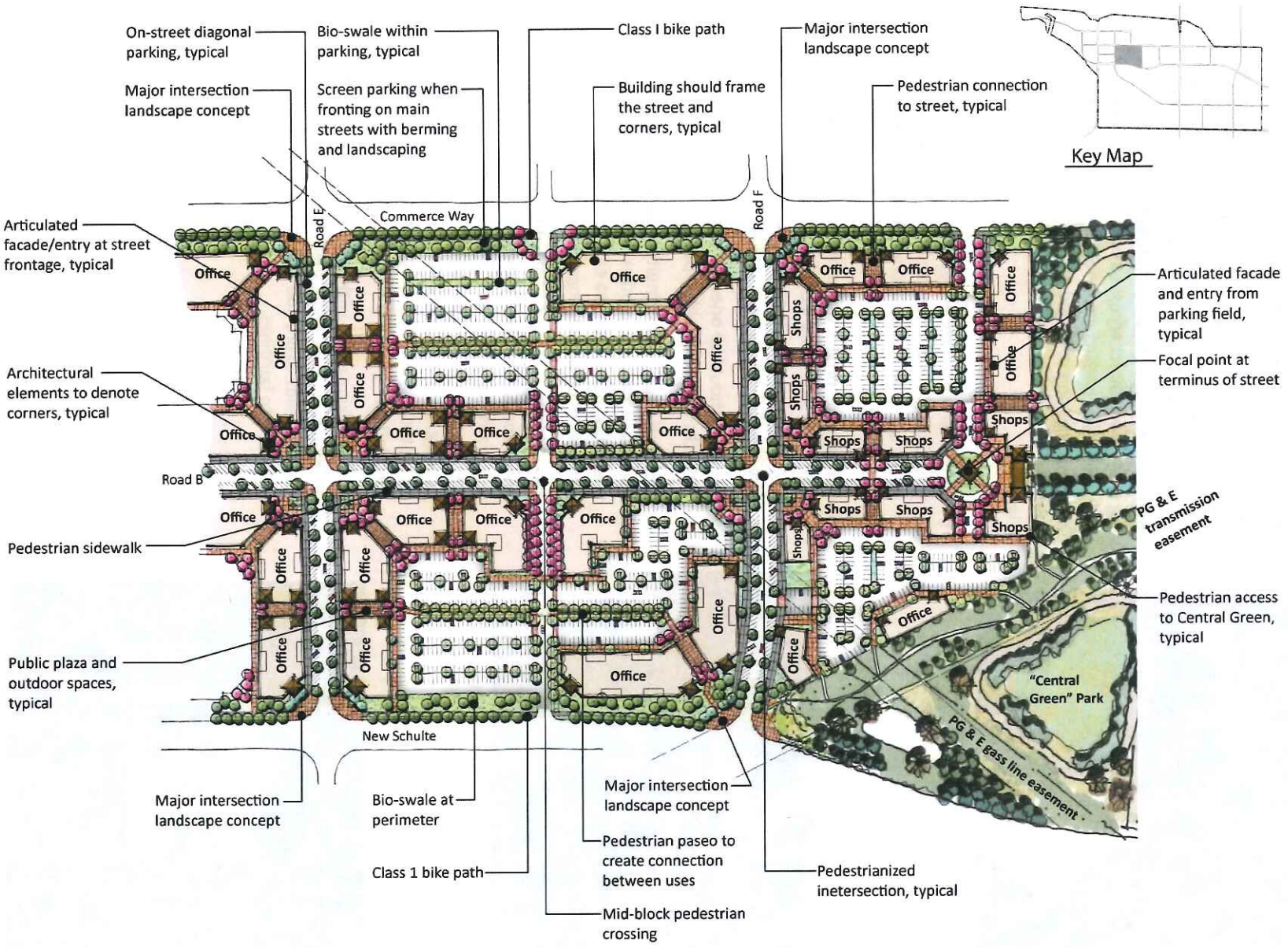


Figure 4.4, General Office Illustrative Site Plan

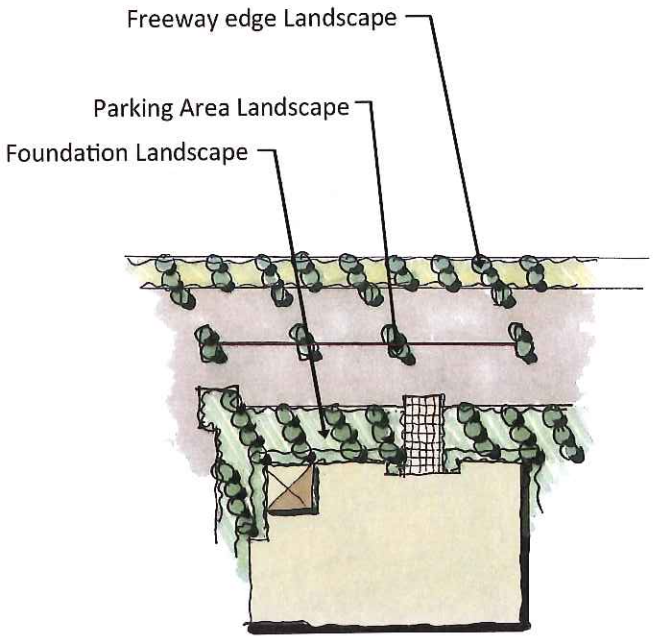
4.7 I-205 OVERLAY GUIDELINES

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.

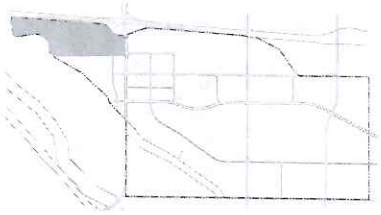
- Loading docks and service doors are not allowed to face I-205.
- Development with more than one building should orient buildings so that loading docks and service doors oppose each other and face the interior to screen views from I-205.
- Parking and/or frontage/access roads shall be located adjacent 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.



Key Map

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

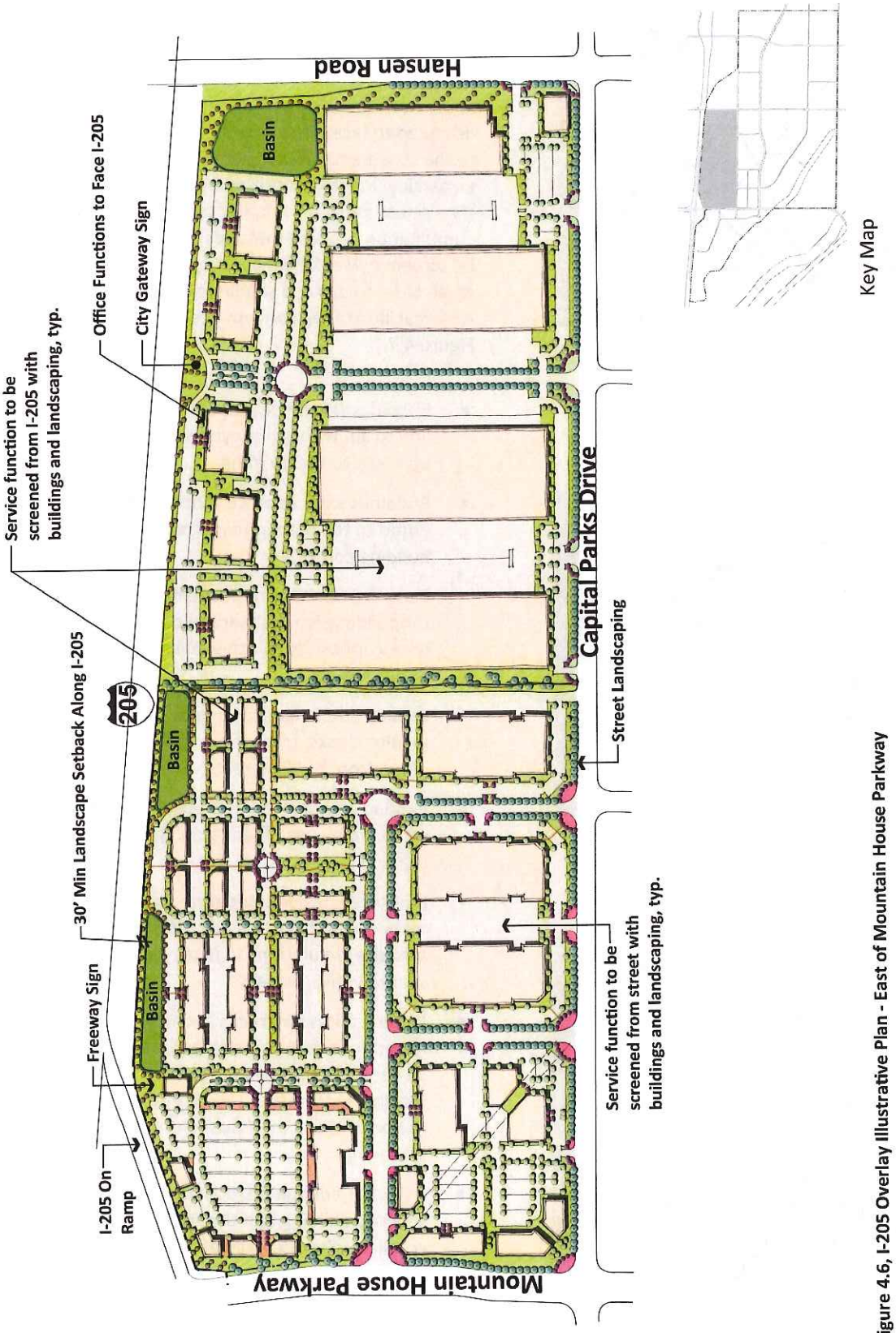


Figure 4.6, I-205 Overlay Illustrative Plan - East of Mountain House Parkway

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.

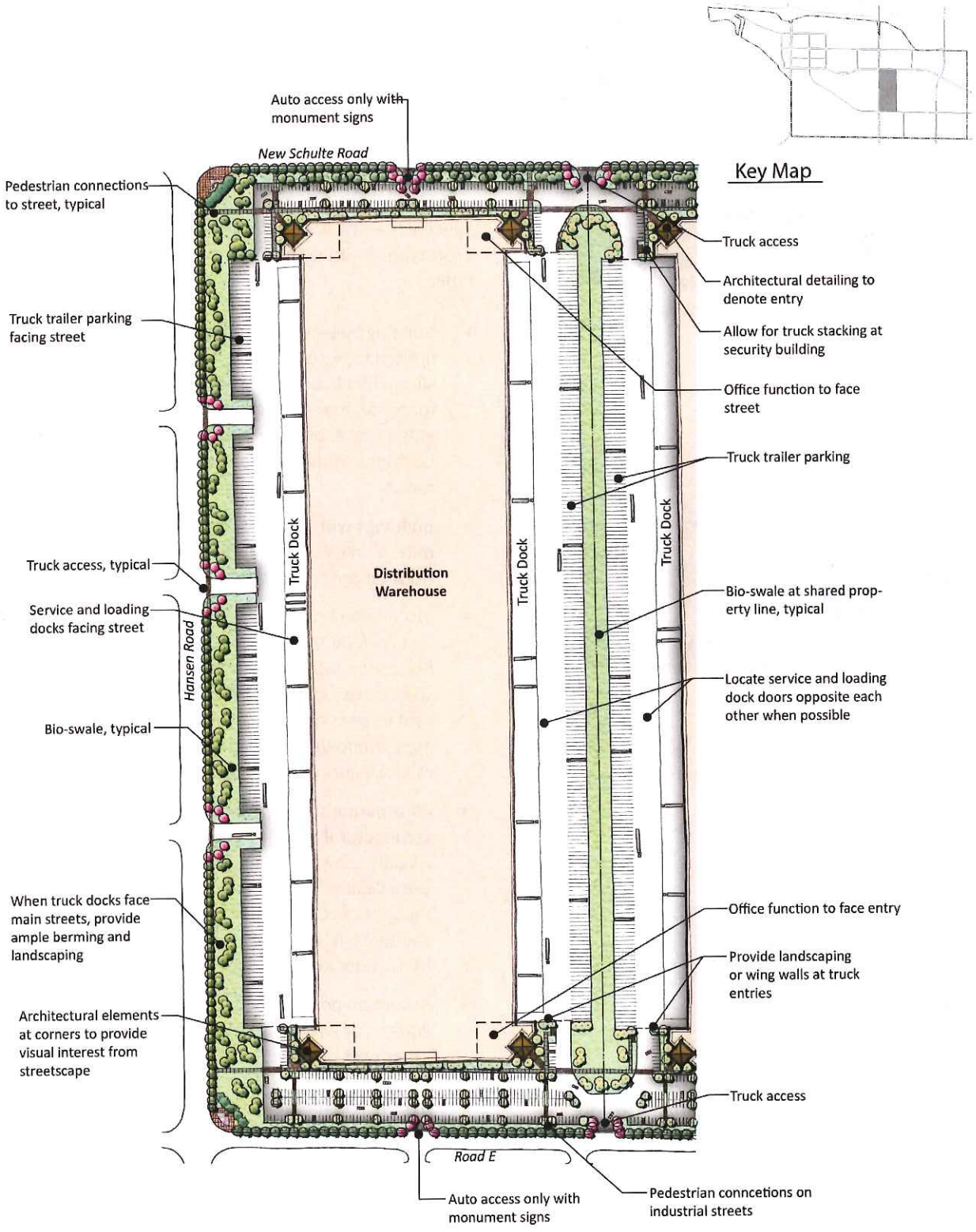


Figure 4.7, Business Park Industrial Illustrative Plan

Use a variety of materials in the building design

Use vertical and horizontal design elements to create façade 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.

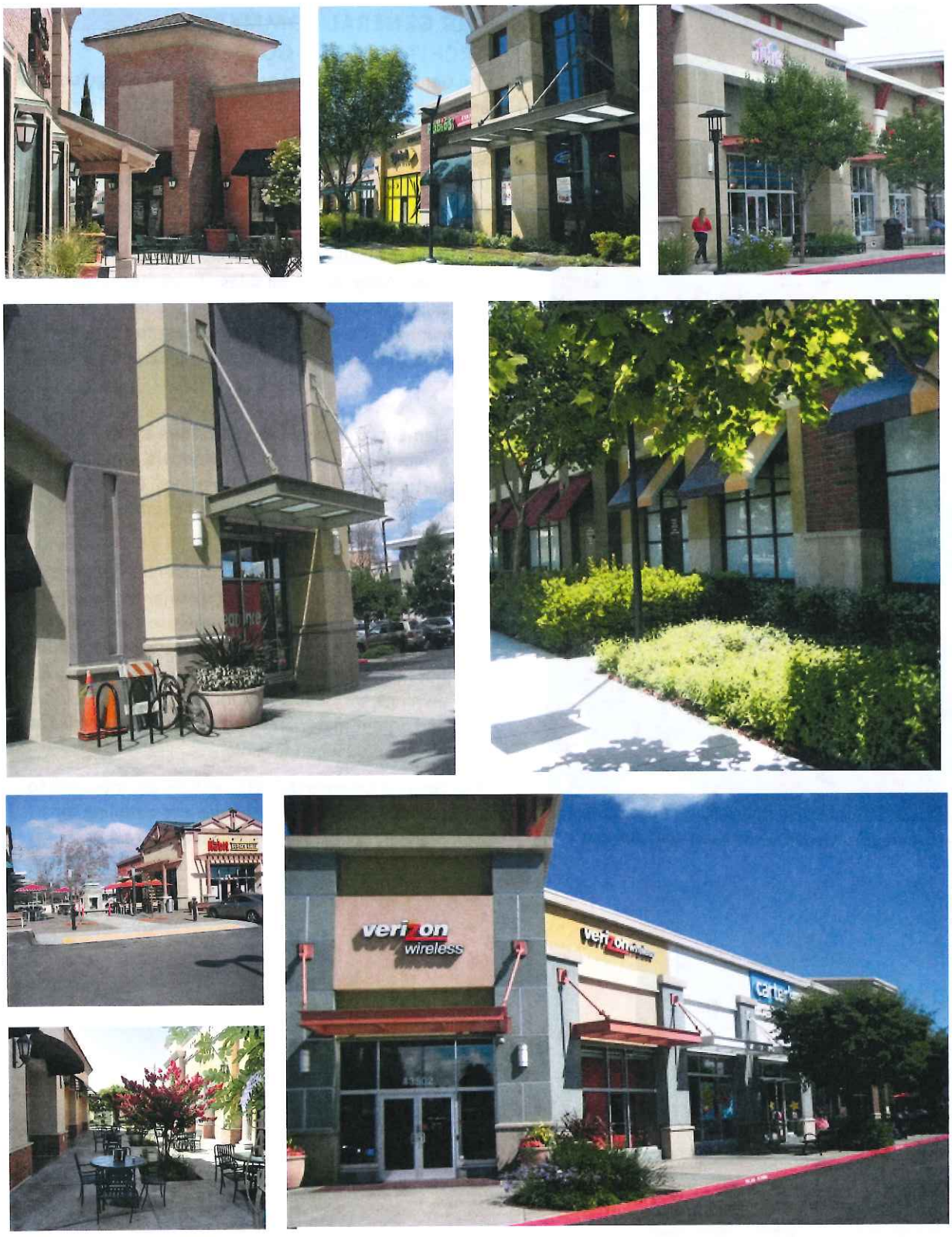


Figure 4.8, Typical General Commercial Architecture

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.

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.

Figure 4.10, Typical Business Park Industrial Architectural Styles

Attachment B

RESOLUTION 2016-_____

RECOMMENDING THAT THE CITY COUNCIL APPROVE AN AMENDMENT TO THE CORDES RANCH SPECIFIC PLAN RELATED TO THE LANDSCAPE DESIGN CONCEPTS, APPLICATION NUMBER SPA16-0002

WHEREAS, On September 3, 2013, City Council certified the Final Revised Environmental Impact Report for the Cordes Ranch Project and approved a General Plan Amendment, annexation, a development agreement, and the Cordes Ranch Specific Plan for the approximately 1,780-acre site, and

WHEREAS, Annexation of the Cordes Ranch site to the City of Tracy was completed by LAFCo on November 21, 2013, and

WHEREAS, On March 8, 2016, Prologis submitted an application to amend the Cordes Ranch Specific Plan related to the landscape design concepts (Application Number SPA16-0002), and

WHEREAS, The project is consistent with the Final Revised Environmental Impact Report (EIR) certified by the City Council on September 3, 2013 for the Cordes Ranch Project, which included the Cordes Ranch Specific Plan (SCH#2011122015). Pursuant to CEQA Guidelines Section 15162 and Public Resources Code Section 21166, no subsequent EIR shall be prepared for the project because the project has a certified EIR and no substantial changes are proposed in the project that would require major revisions to the previous EIR; no substantial changes have occurred with respect to the circumstances under which the project will be undertaken that would require major revisions to the previous EIR; and no new information of substantial importance regarding significant effects, mitigation measures, or alternatives for this project has become known, which was not known at the time the previous EIR was certified as complete. Therefore, no further environmental review is necessary, and

WHEREAS, On April 27, 2016, the Planning Commission conducted a duly noticed public hearing to consider the proposed amendment to the Cordes Ranch Specific Plan;

NOW, THEREFORE, BE IT RESOLVED, That the Planning Commission recommends that the City Council approve an amendment to the Cordes Ranch Specific Plan related to the landscape design concepts, Application Number SPA16-0002, as specified in the attached Exhibit “1”.

* *

The foregoing Resolution 2016-_____ was passed and adopted by the Planning Commission of the City of Tracy on the 27th day of April 2016, by the following vote:

AYES: COMMISSION MEMBERS:
NOES: COMMISSION MEMBERS:
ABSENT: COMMISSION MEMBERS:
ABSTAIN: COMMISSION MEMBERS:

_____
CHAIR

ATTEST:

_____
STAFF LIAISON

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.

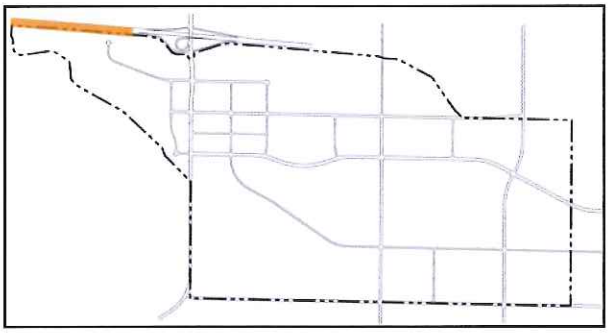
Sustainable design of the landscape will include the use of native and climate adapted plant species, high-efficiency irrigation systems and lighting, locally sourced and recycled materials and stormwater best management practices. This approach to the design will create a contemporary California landscape 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, characterized by columnar trees in angled rows is inspired by windrows seen in the San Joaquin Valley. The second theme, featuring low hedgerows of native shrubs, opens views into the Plan Area where desired. The repetition and regular spacing of both concepts reflect a contemporary aesthetic. No-mow grasses will be planted as understory for tree rows and between hedges. Detention basins along the freeway frontage will be planted with hydroseeded grasses and enhanced with trees planted in rows along the perimeter, see Figure 5.4. The detention basins have the benefits 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—5.12 depict the conceptual design for the I-205 frontage.



Key Map

Design Elements for Freeway Edge, Western Portion

A. *City Gateway*
- see Section 5.3 City Gateway for details and enlargement

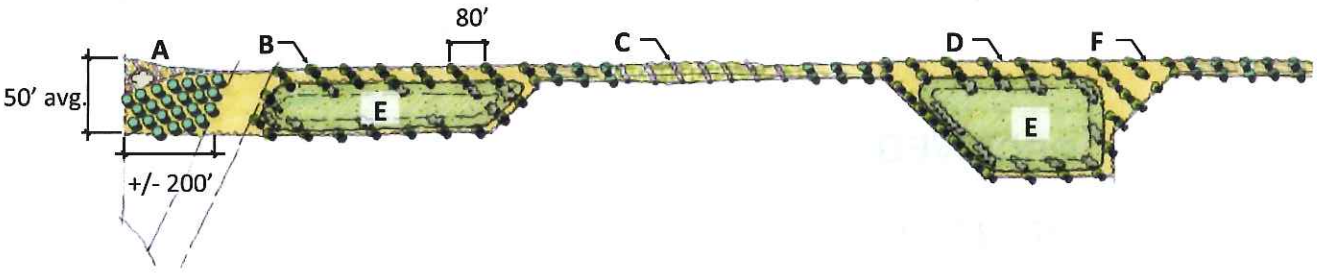
B. *Tree Rows, typ.*
- species: Quercus robur 'Fastigiata' (English Oak)
- size: 24" box
- tree spacing: 30' on center, min. 2 trees
- row spacing: 80' on center

C. *Evergreen Hedgerows, typ.*
- see Figure 5.2 for details and enlargement
- species: native, drought tolerant shrub closely spaced, e.g. Ceanothus, Manzanita and Phormium
- height: 2'-4'
- size: 5 gallon
- shrub spacing: spaced closely to create hedge effect and maintained to allow plants to grow to natural form
- row spacing: 12'-15'

D. *Freeway Planting Understory, typ.*
- 30' min. landscape (may include bioswale)
- hydroseeded no-mow native grasses and wildflower mix

E. *Detention Basin*
- hydroseeded no-mow native grasses with willow masses on banks, no fencing around basin

F. *Freeway Fence, typ.*
- Omega Secur Double Wire, or approved equal by Caltrans
- height: 4'
- color: black
- see Figure 5.3 for detail



Not to scale

Figure 5.1, Conceptual Design for Freeway Edge, Western Portion

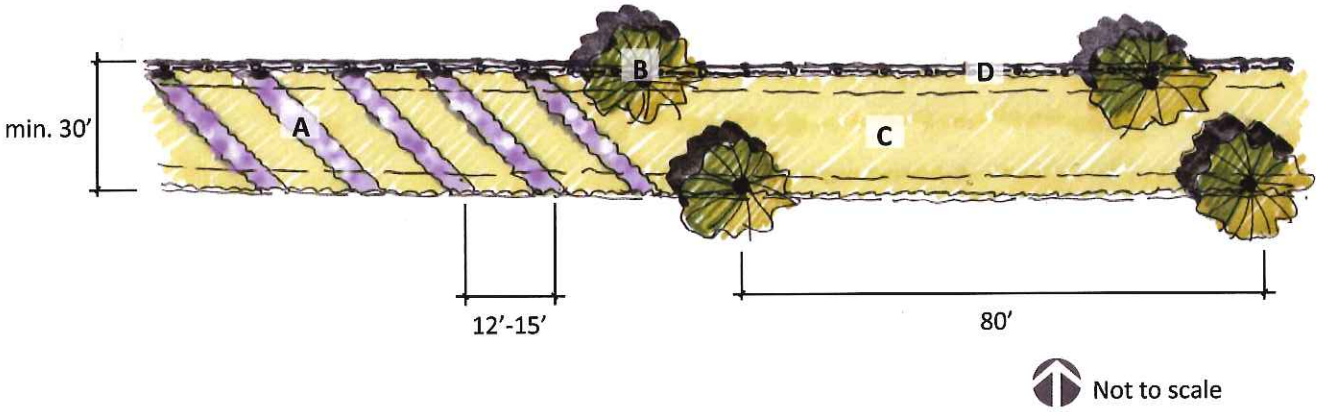


Figure 5.2, Conceptual Design for Hedgerow Enlargement

Design Elements for Hedgerow

A. *Evergreen Hedgerows, typ.*
- species: native, drought tolerant shrub closely spaced, e.g. Ceanothus, Manzanita and Phormium
- height: 2'-4'
- size: 5 gallon
- shrub spacing: spaced closely to create hedge effect and maintained to allow plants to grow to natural form
- row spacing: 12'-15'

B. *Tree Rows, typ.*
- species: Quercus robur 'Fastigiata' (English Oak)
- size: 24" box
- tree spacing: 30' on center, min. 2 trees
- row spacing: 80' on center

C. *Freeway Planting Understory, typ.*
- 30' min landscape (may include bioswale)
- hydroseeded no-mow native grasses and wild-flower mix

D. *Freeway Fence, typ.*
- Omega Secur Double Wire, or approved equal by Caltrans
- height: 4'
- color: black
- see Figure 5.3 for detail

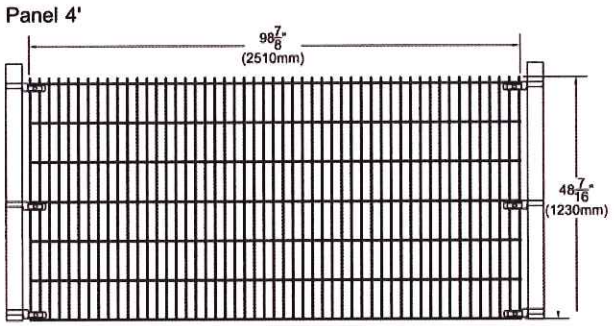


Figure 5.3, Freeway Fence Detail

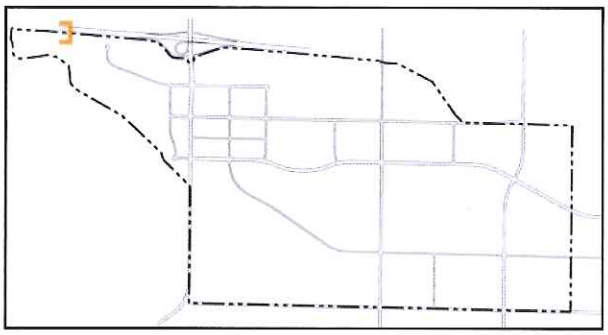
Omega Secur Doublewire Fence or approved equal by Caltrans

Design Elements for Freeway Edge Detention Basin Frontage

A. *Tree Rows*
- species: Quercus robur 'Fastigiata' (English 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 (may include bioswale)
- hydroseeded no-mow native grasses and wildflower mix

C. *Detention Basin*
- hydroseeded no-mow native grasses with willow masses on banks, no fencing around basin



Key Map

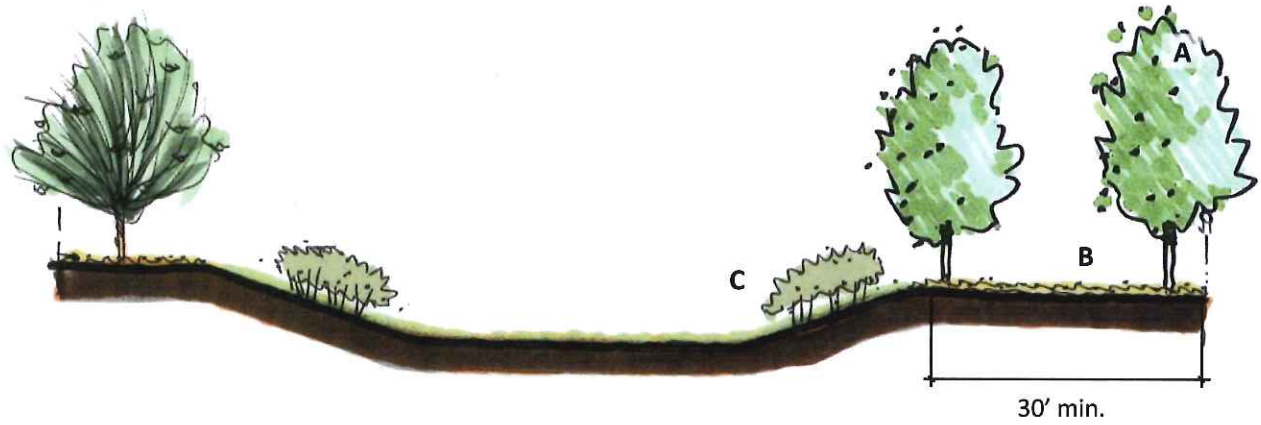


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Figure 5.4, Section, Conceptual Design for Freeway Edge Detention Basin Frontage

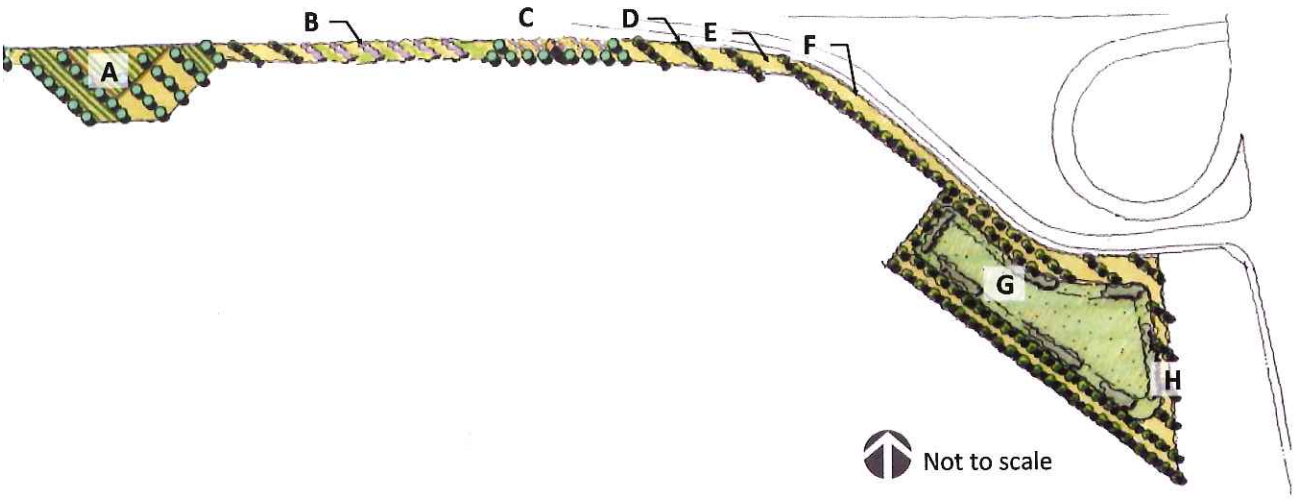


Figure 5.5, Conceptual Design for Freeway Edge, Middle Portion West of Mountain House Parkway

Design Elements for Freeway Edge, Middle Portion West of Mountain House Parkway

A. *Freeway Edge Landscape Feature*
-see Figure 5.6 for details and enlargement

B. *Evergreen Hedgerows, typ.*
- species: native, drought tolerant shrub closely spaced, e.g. Ceanothus, Manzanita and Phormium
- height: 2'-4'
- size: 5 gallon
- shrub spacing: closely spaced for hedge effect and maintained to allow plants to grow to natural form
- row spacing: 12'-15'

C. *Freeway Sign*
- see Figure 3.3
- alternating rows of low bold foliage shrubs
- size: 5 gallon
- fin fence: +/-230 lf (see Figure 5.11 for detail)
Orchard Backdrop
- species: Olea europea (Olive)
- size: 24" box
- spacing: max. 30' on center

D. *Tree Rows, typ.*
- species: Quercus robur 'Fastigiata' (English Oak)
- size: 24" box
- spacing: 30' on center, 2 rows min.
- row spacing: 80'

E. *Freeway Planting Understory, typ.*
- 30' min. landscape (may include bioswale)
- hydroseeded no-mow native grasses and wild-flower mix

F. *Freeway Fence, typ.*
-Omega Secur Double Wire, or approved equal
-height: 4'
-color: black
- see Figure 5.3 for detail

G. *Detention Basin, typ.*
- hydroseeded no-mow native grasses and willow masses on banks, no fencing around basins

H. *Wind Break/Screen at PG&E Station*
- species: Quercus robur 'Fastigiata' (English Oak)
- size: 24" box
- spacing: maximum 20' on center

Key Map

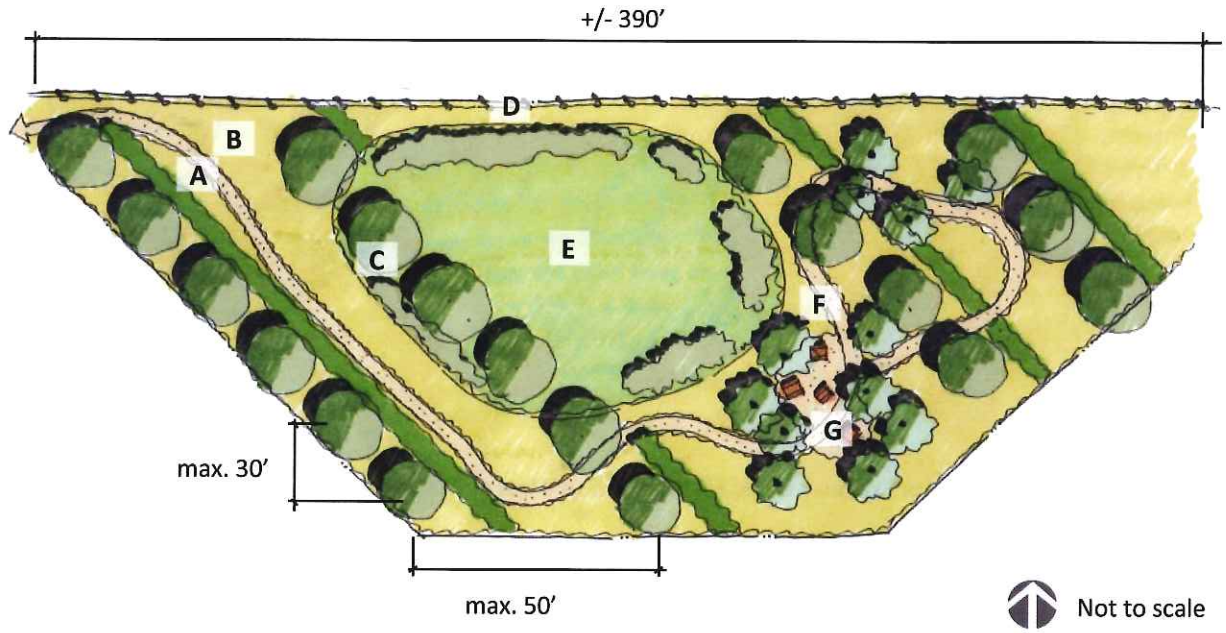


Figure 5.6, Conceptual Design for Freeway Edge Landscape Feature Enlargement

Design Elements for Freeway Edge Landscape Feature

A. *Hedgerows, typ.*
- species: native, drought tolerant shrub closely spaced, e.g. Ceanothus, Manzanita and Phormium
- height: 2'-4'
- size: 5 gallon
- spacing: closely spaced to create hedge effect and maintained to allow plants to grow to natural form
- row spacing: 12'-15'

B. *Freeway Planting Understory, typ.*
- hydroseeded no-mow native grasses and wild-flower mix

C. *Orchard*
- species: Olea europea (Olive)
- size: 24" box
- spacing: max. 30' x 50' on center in grid pattern

D. *Freeway Fence, typ.*
-Omega Secur Double Wire, or approved equal
-height: 4'
-color: black
- see Figure 5.3 for detail

E. *Meadow*
- hydroseeded no-mow native grasses with low willows at edges

F. Trail
- 10' wide decomposed granite

G. Use Areas
- picnic and/or seating/viewing areas under shade trees
- species: Quercus rubra (Red Oak) and Platanus acerifolia (London Plane Tree)
- size: 25% - 24" box to provide substantial canopy upon installation, 75% - 15-gallon
- spacing: in clusters

Key Map

Design Elements for Freeway Edge, Middle Portion East of Mountain House Parkway

A. *On-Ramp Screen Planting*
- species: Quercus robur 'Fastigiata' (English Oak)
- size: 24" box
- tree spacing: 30' on center, min. 2 trees
- row spacing: 50'

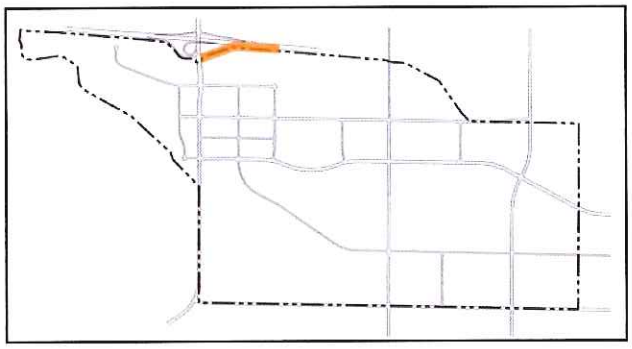
B. *Freeway Sign*
- see Figure 3.3
- alternating rows of low bold foliage shrubs
- size: 5 gallon
- fin fence: +/- 140 lf (see Figure 5.11 for detail)

Orchard Backdrop
- species: Olea europea (Olive)
- size: 24" box
- spacing: max. 30' x 50' on center in grid

C. *Detention Basin, typ.*
- hydroseeded no-mow native grasses with willow masses on banks, no fencing around basin

D. *Tree Rows*
- species: Quercus robur 'Fastigiata' (English Oak)
- size: 24" box
- tree spacing: 30' on center, min. 2 trees
- row spacing: 50' on center

E. *Freeway Planting Understory, typ.*
- 30' min. landscape (may include bioswale)
- hydroseeded no-mow native grasses and wild-flower mix



Key Map

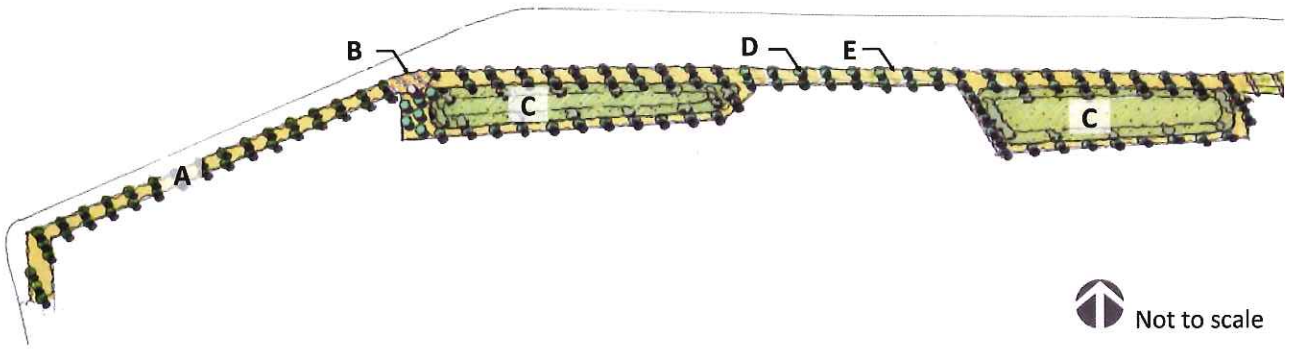


Figure 5.7, Conceptual Design for Freeway Edge, Middle Portion East of Mountain House Parkway

Design Elements for Freeway Edge, Eastern Portion

A. *Evergreen Hedgerows, typ.*
- species: native, drought tolerant shrub closely spaced, e.g. Ceanothus, Manzanita and Phormium
- height: 2'-4'
- size: 5 gallon
- shrub spacing: closely spaced to create hedge effect
- row spacing: 12'-15'

B. *Freeway Understory Planting, typ.*
- 30' min. landscape (may include bioswale)
- hydroseeded no-mow native grasses and wildflower mix

C. *Tree Rows, typ.*
- species: Quercus robur 'Fastigiata' (English Oak)
- size: 24" box
- spacing: 30' on center, min. 2 trees
- row spacing: 80'

D. *City Gateway*
- see Figure 5.11 for enlargement

E. *Detention Basin*
- hydroseeded no-mow native grasses with willow masses on banks

Key Map

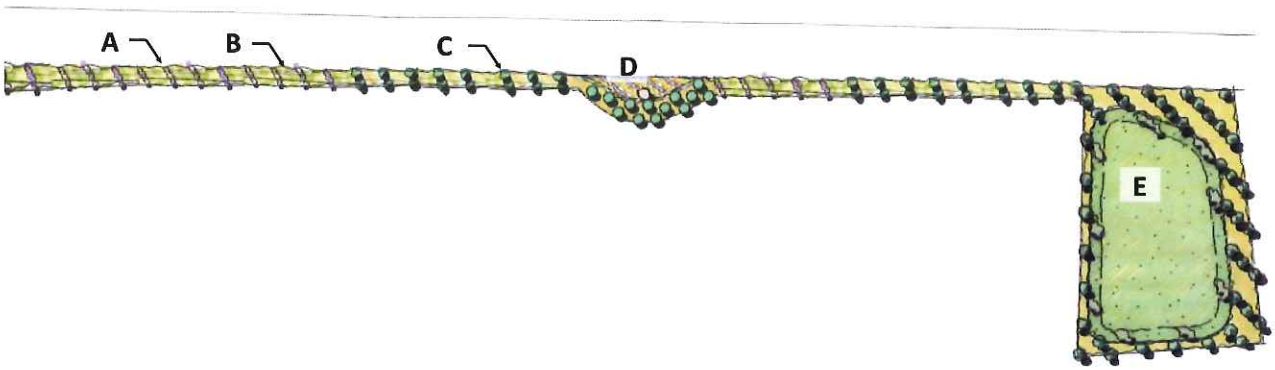


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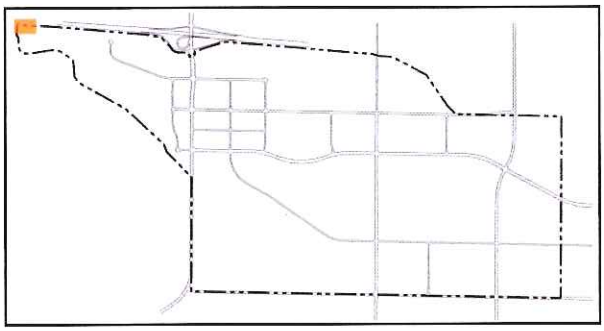
Figure 5.8, Conceptual Design for Freeway Edge, Eastern Portion

5.3 CITY GATEWAYS

The west end of the I-205 edge of the Cordes Ranch Specific Plan area features an iconic gateway to the City of Tracy, and the Cordes Ranch development. The landscape concept is illustrated in Figure 5.9 (and see Figure 5.1).

Colored accent planting in rows is the foreground for three rolled, perforated, metal, vertical elements that evoke the silos of nearby farms. Cut out patterns of agrarian foliage and lighting enhance the elements. As signs they will announce arrival to the area with the words "Tracy" and "Cordes Ranch".



Key Map

Design Elements for City Gateway West

A. *City Gateway Signs*
- concept design per Figure 5.12

B. *Accent Planting*
- alternating rows of bold foliage shrubs, e.g. Rosa (Meidiland Rose), Phormium (Flax) and ornamental grasses such as Carex , Festuca (Fescue), and Helictotrichon sempervirens (Blue Oat Grass).
- size: 5 gallon

C. *Fin Fence*
- see Figure 5.11 for detail
- length: +/- 160 lf
- height: min. 4'
- max. spacing between fins: 4"

D. *Row Tree Backdrop*
- species: Olea europea (Olive)
- size: 24" box
- spacing: max. 30' on center in grid pattern

E. *Understory*
-hydroseeded no-mow native grasses and wildflower mix

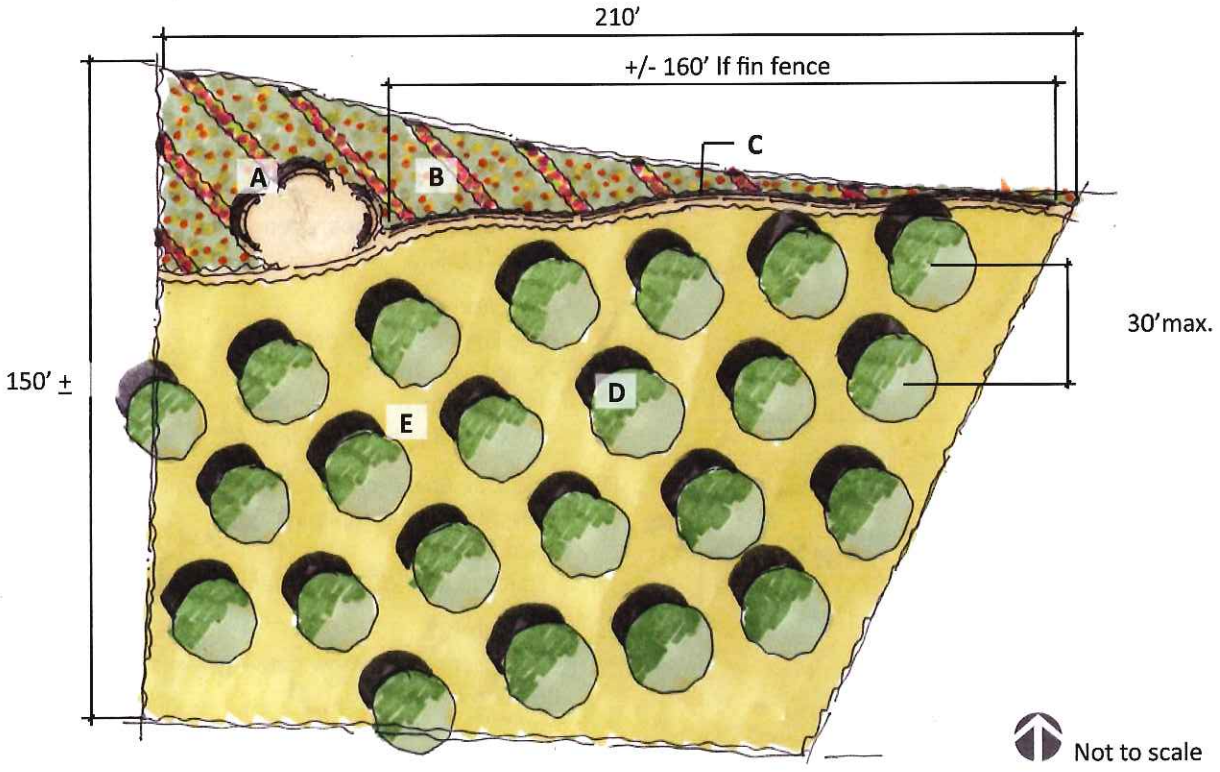


Figure 5.9, Conceptual Design for City Gateway West Enlargement (and See Figure 5.1)

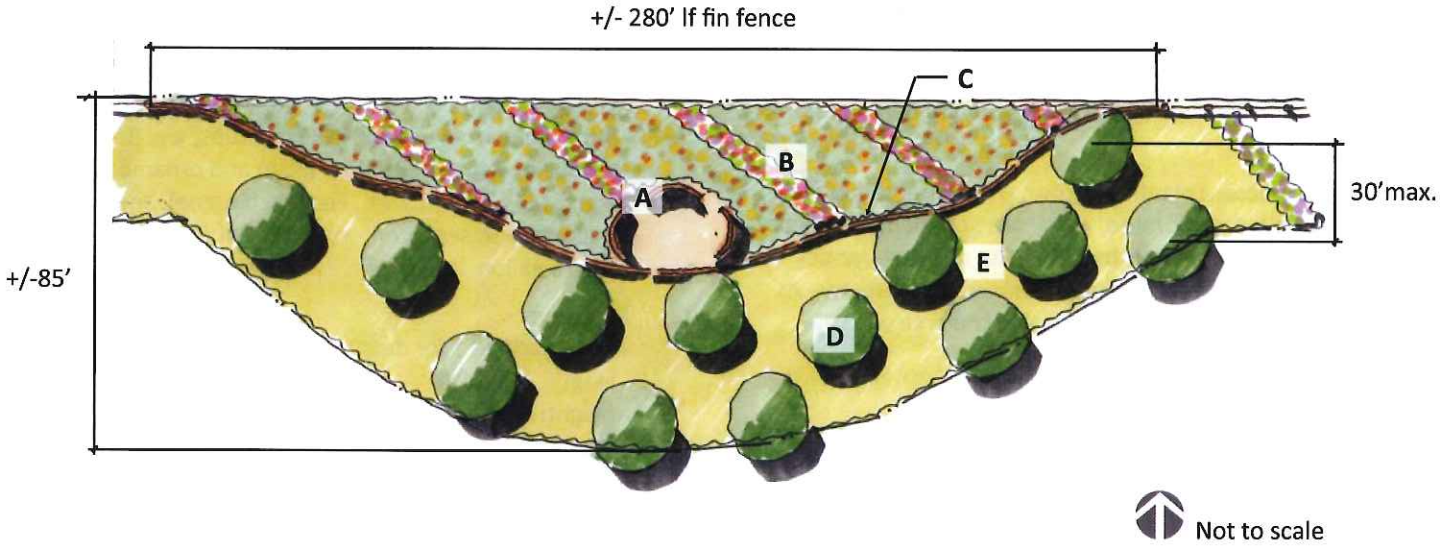


Figure 5.10, Conceptual Design for City Gateway East Enlargement (and See Figure 5.8)

A second City Gateway is located at the projected terminus of Road "G" as it extends north from Capital Parks Drive. The gateway is treated similarly to the gateway at the west end with colored accent planting in rows as foreground for the City Gateway signage. Cut out patterns of agrarian foliage and lighting enhance the elements. As signage they will announce arrival to the area with the words "Tracy" and "Cordes Ranch".

Design Elements for City Gateway

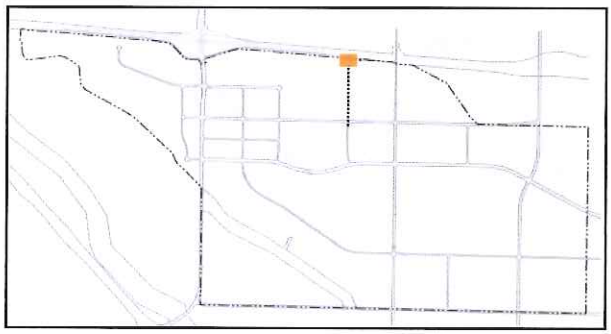
A. *City Gateway Signs*
- concept design per Figure 5.12

B. *Accent Planting*
- alternating rows of bold foliage shrubs, e.g. Rosa (Meidiland Rose), Phormium (Flax) and ornamental grasses such as Carex , Festuca (Fescue), and Helictotrichon sempervirens (Blue Oat Grass).
- size: 5 gallon

C. *Fin Fence*
- see Figure 5.11 for detail
- length: +/- 280 lf
- height: min. 4'
- max. spacing between fins: 4"

D. *Row Tree Backdrop*
- species: Olea europea (Olive)
- size: 24" box
- spacing: max. 30' on center in grid pattern

E. *Understory*
- hydroseeded no-mow native grasses and wildflower mix



Key Map

City Gateway Signs

The City Gateway signs 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. Two groupings of three c-shaped signs will be located at the west and east ends of the project site, adjacent to I-205. See Figures 5.9 and 5.10. The two outside panels will display the Cordes Ranch project logo/text. The center panel will have "City of Tracy" lettering, see Figure 5.12. The signs will be constructed of cut-out and perforated metal with agricultural foliage patterns.

City Gateway Signs Design Standards

1. Signs per location: 3
2. Height: 40'
3. Width:13'
4. Area: 520 square feet each panel

A metal "fin" fence creates a uniquely attractive separation between the signage elements with accent planting and the swath of olive orchard that is the vertical backdrop to the gateway. The fence is made of corten steel members of varying heights to create an undulating form. Per Caltrans Design Manual Index 701.2(3)(f), the fence will be a minimum of 4' in height in all locations with a maximum of 4" between members.

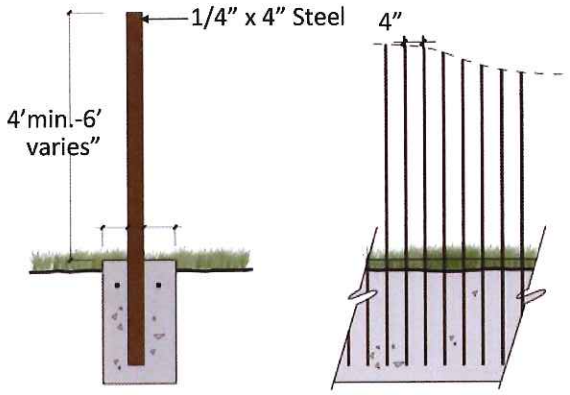
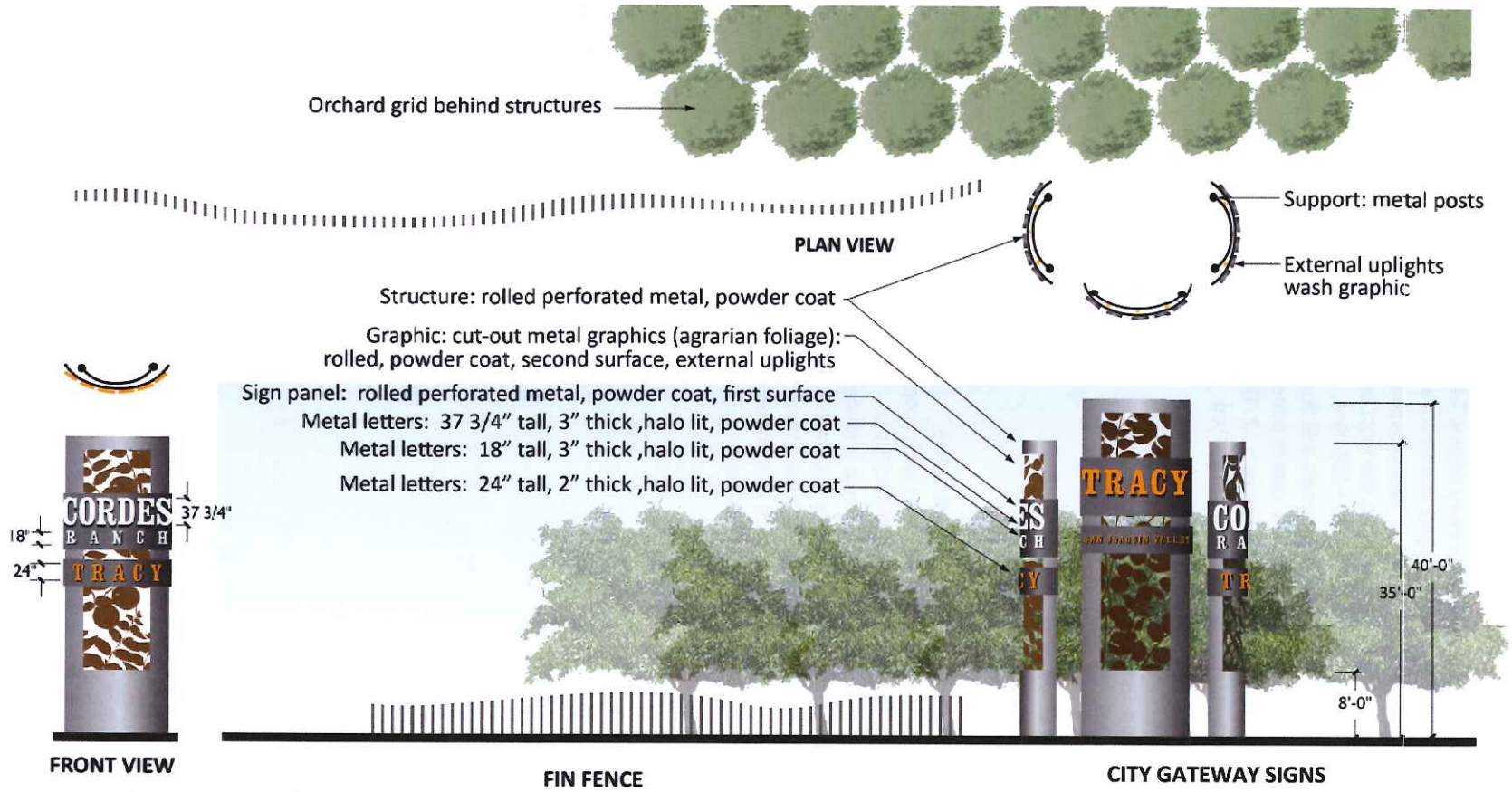


Figure 5.11, Fin Fence Detail

Fin fence and bold foliage planting



Fin Fence: Natural finish Corten, minimum 4' tall, 4" maximum between fins - set in concrete footing.

Figure 5.12, City Gateway

5.4 PROJECT ENTRIES

Project entries act as gateways to the project and will receive special treatment. Project entry designs will coordinate with the City Gateway creating a unified aesthetic theme for the project.

Project Entry

The primary project entry at Mountain House Parkway and Road 'A' will feature one approximately 20' high c-shaped metal panel sign on each side of the street, see Figure 5.14. A smaller sign (6' height) will be placed in the median, see Figure 5.15. The metal panels will be constructed of perforated metal with agricultural foliage cut-outs. The Project Entry signs will include the Cordes Ranch project logo elements and no other signage or copy.

Corten and corrugated metal walls announce the entry along Mountain House Parkway and frame the signs on the two southern corners of Mountain House Parkway and Road "A". Low flowering and evergreen shrubs and natural rock boulders enhance the corners, while columnar trees in grid patterns form the backdrop. Enhanced planting of large columnar trees will screen the PG&E facilities on the west side of Mountain House Parkway. Streetscape planting will allow views into commercial properties. See Figure 5.13 for the landscape design concept.

The streetscape up to the back of walk will be publicly maintained. All landscaping 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.

Two additional Project Entry signs will be located at the Secondary Project Entries at the following locations:

1. Mountain House Parkway at Old Shulte Road, one sign at the northeast intersection (See Figure 5.16);
2. New Schulte Road at eastern property boundary, two signs: one located on the north side of the street, and one located on the south side of the street (See Figure 5.17) near Eastside Park.

Project Entry Signage Design Standards

1. Height: 20'
2. Width: 6'- 8"
3. Area: 134 square feet
4. Number of signs: 1 per each street side or as noted above, and 1 median sign within Mountain House Parkway only.

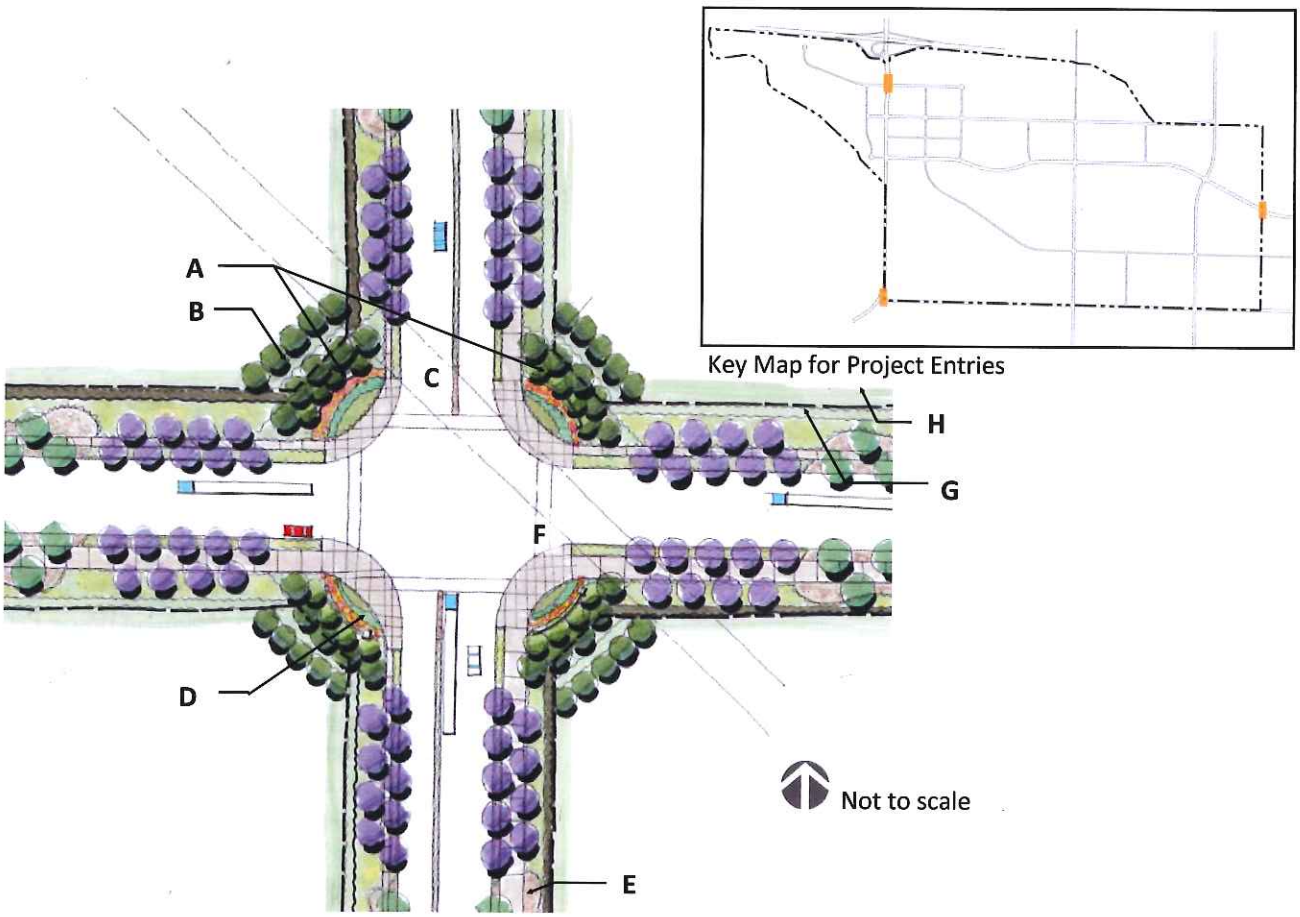


Figure 5.13, Conceptual Design for Project Entry Intersection

Design Elements for Mountain House Project Entry

A. Project Entry Sign
- height: 20'
- materials and design per Figure 5.14

B. Columnar and Evergreen Trees, typ.
-species:
Quercus robur 'Fastigiata' (English Oak) and Olea europaea 'Swan Hill'
- size: 24" box

C. Median Sign, typ.
- height 6'
- materials and design per Figure 5.15

D. Corner Planting, typ.
- rows of alternating low accent color and evergreen shrubs at corners, such as Festuca glauca 'Elijah Blue' (Elijah Blue Fescue), Coleonema pulchellum 'Sunset Gold' (Golden breath of heaven), Aloe x 'Always Red' (Always Red Aloe), Agave 'Blue Glow' (Blue Glow Agave)
- shrub size: 5 gallon
- maximum height: 3'

E. Decorative Accent Rock

F. Crosswalks, typ.
- striping only

G. Property Line

H. Landscape Setback

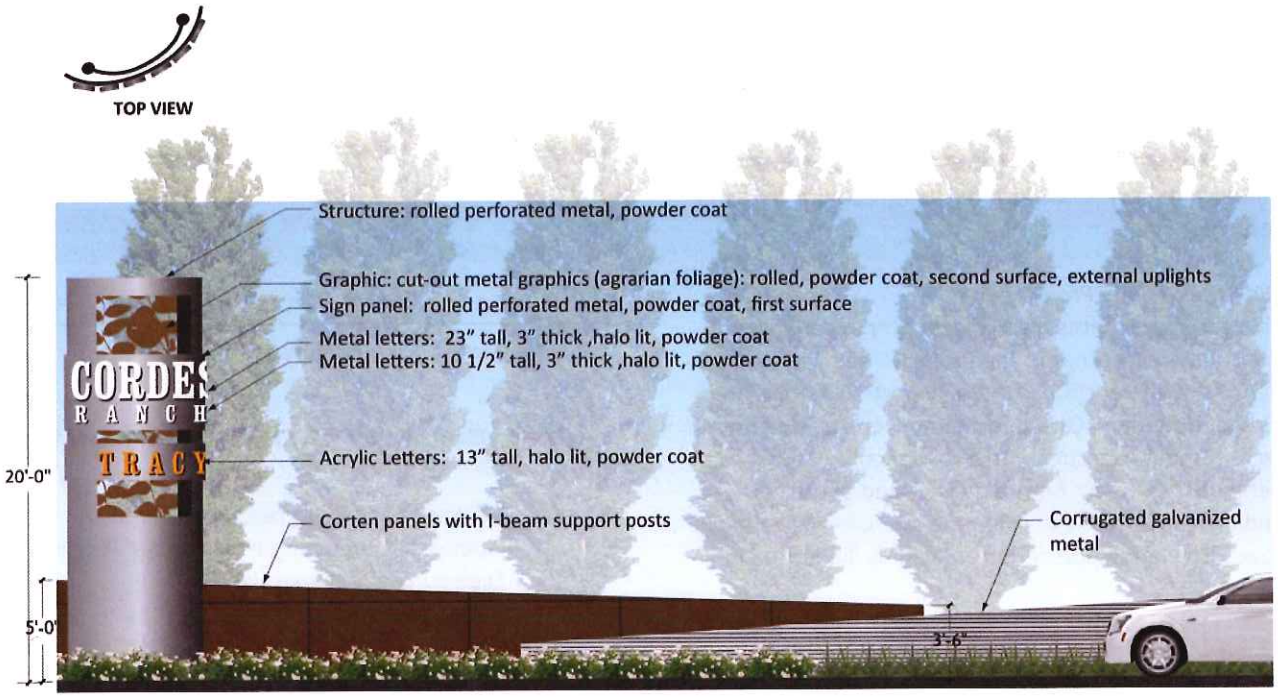


Figure 5.14, Project Entry Sign and Walls

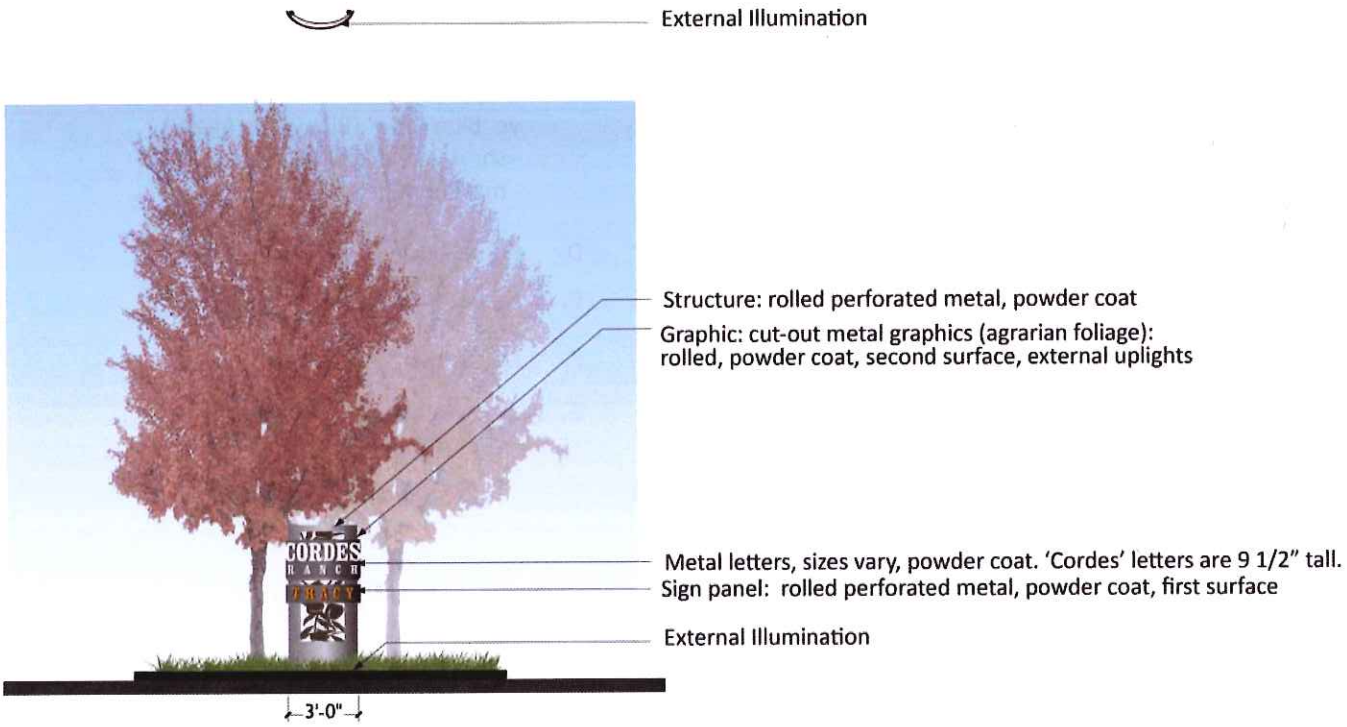


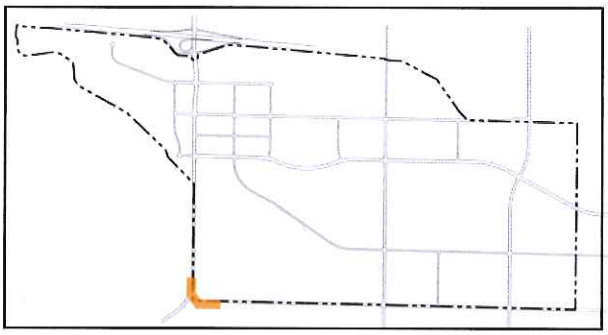
Figure 5.15, Project Entry Median Sign

Secondary Project Entries

Two secondary project entries occur at the Project edges where major roads enter the Project Area. These entries modify the primary entry design for the smaller scale and specific conditions of each entry. All will include the c-shaped entry signs, corten and corrugated metal walls, low flowering and evergreen planting and columnar trees.

Old Schulte Road Project Entry

This gateway creates the Project Entry experience at the southwest corner of the Project. The northeast corner of the intersection is the only portion within the Project boundary. Offset corten and corrugated metal walls frame the corner with a row of columnar trees behind. The Project Entry sign is placed at the corner and underplanted with color and evergreen planting in rows. The landscape design concept is illustrated in Figure 5.16.



Key Map for Old Schulte Road Project Entry

Design Elements for Old Schulte Road Project Entry

A. Columnar and Evergreen Trees, typ.
-species: Quercus robur 'Fastigiata' (English Oak) and Olea europaea 'Swan Hill'
- size: 24" box

B. Project Entry Sign and Walls
- sign height: 20'
- materials and design per Figure 5.14
- wall length: total +/- 200 lf

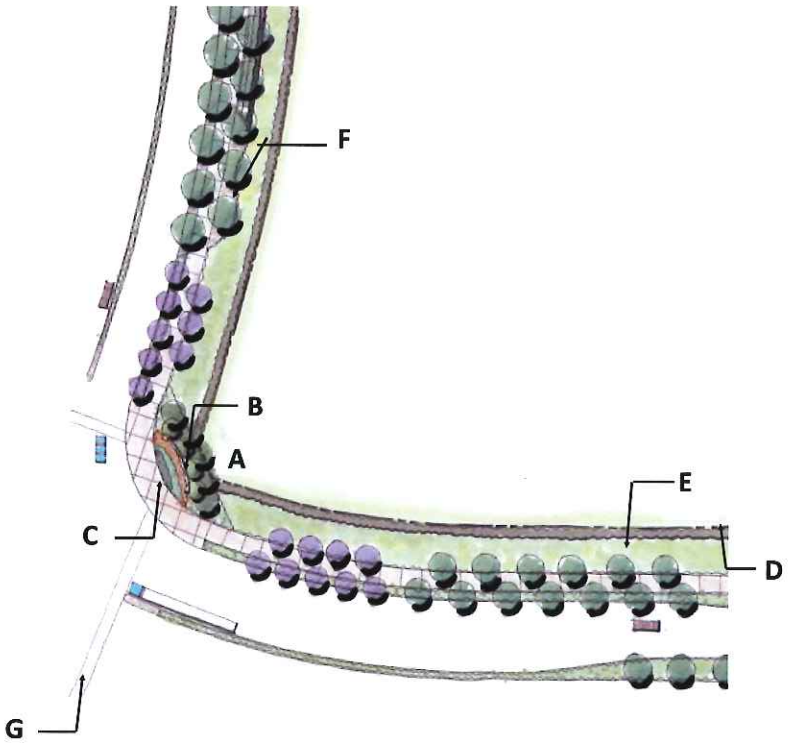
C. Corner Planting, typ.
- rows of alternating low accent color, ornamental grasses and evergreen shrubs at corners, such as Festuca glauca 'Elijah Blue' (Elijah Blue Fescue), Coleonema pulchellum 'Sunset Gold' (Golden breath of heaven), Aloe x 'Always' Red (Always Red Aloe), Agave 'Blue Glow' (Blue Glow Agave)
- shrub size: 5 gallon
- maximum height: 3'

D. Property Line

E. Landscape Setback

F. Decorative Accent Rock

G. Crosswalks, typ.
-striping only



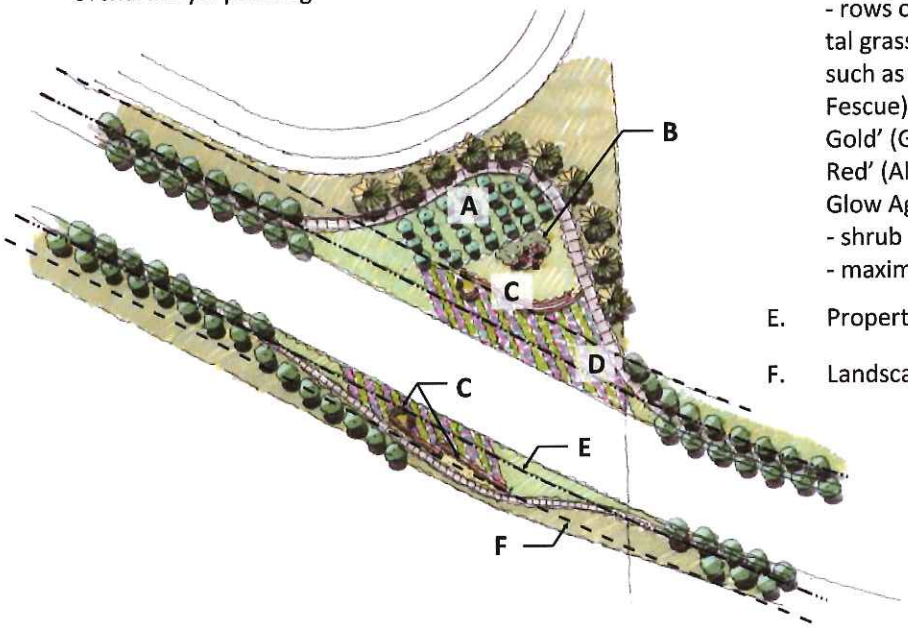
Not to scale

Figure 5.16, Conceptual Design for Old Schulte Road Project Entry

New Schulte Road Eastern Project Entry

This secondary Project Entry occurs at the Eastern entrance to the Plan Area on New Schulte Road. The north side makes up a corner of the Eastside Park. Large swaths of low ornamental flowered and evergreen planting create the foreground for the offset corten and corrugated metal walls and Project Entry signs. Trees in orchard patterns create the agrarian-style background. The 10' bikeway is pulled away from the street edge and into the park at the north corner to meander around the gateway elements. The 5' sidewalk on the south side is also pulled away slightly to showcase the ornamental planting, Project Entry sign and walls. The landscape design for this entry is illustrated in Figure 5.17.

Orchard-style planting



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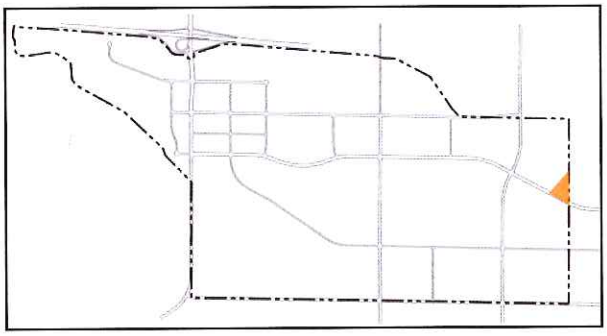


Key Map for New Schulte Road Eastern Project Entry

Design Elements for New Schulte Road Eastern Project Entry

A. Orchard Style Planting
- species: Olea europea (Olive)
- size: 24" box
- spacing: maximum 25' on center

B. Low Evergreen Shrubs and Sculptural Boulders
- shrub size: 5 gallon
- shrub height: 5'-7'

C. Project Entry Sign and Walls, typ.
- sign height: 13'-6"
- materials per Figure 5.14
- wall length: North side: +/- 180 lf, South side: +/- 150'

D. Corner Planting, typ.
- rows of alternating low accent color, ornamental grasses and evergreen shrubs at corners, such as Festuca glauca 'Elijah Blue' (Elijah Blue Fescue), Coleonema pulchellum 'Sunset Gold' (Golden breath of heaven), Aloe x 'Always Red' (Always Red Aloe), Agave 'Blue Glow' (Blue Glow Agave)
- shrub size: 5 gallon
- maximum height: 3'

E. Property Line

F. Landscape Setback

Figure 5.17, Conceptual Design for New Schulte Road Eastern Project Entry

5.5 MAJOR INTERSECTIONS

Major intersections reinforce the contemporary agrarian theme and reflect their position in the circulation hierarchy through design features. They are both place-making and wayfinding elements.

Major Intersections are enhanced with stamped and colored asphalt to emphasize hierarchy and highlight pedestrian crossings. Corners are small-scale plazas with natural rock bollards at curbs, vertical project signage, except at Capital Parks Drive, accent planting and columnar trees as background. The major intersection design concept is illustrated in Figure 5.18.

Design Elements for Major Intersections

A. Columnar and Evergreen Trees, typ.
-species: Quercus robur 'Fastigiata' (English Oak) and Olea europaea 'Swan Hill'
- size: 24" box

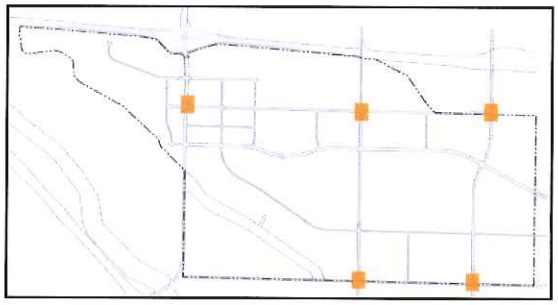
B. Decorative Accent Rock

C. Crosswalks, typ.
- striping only

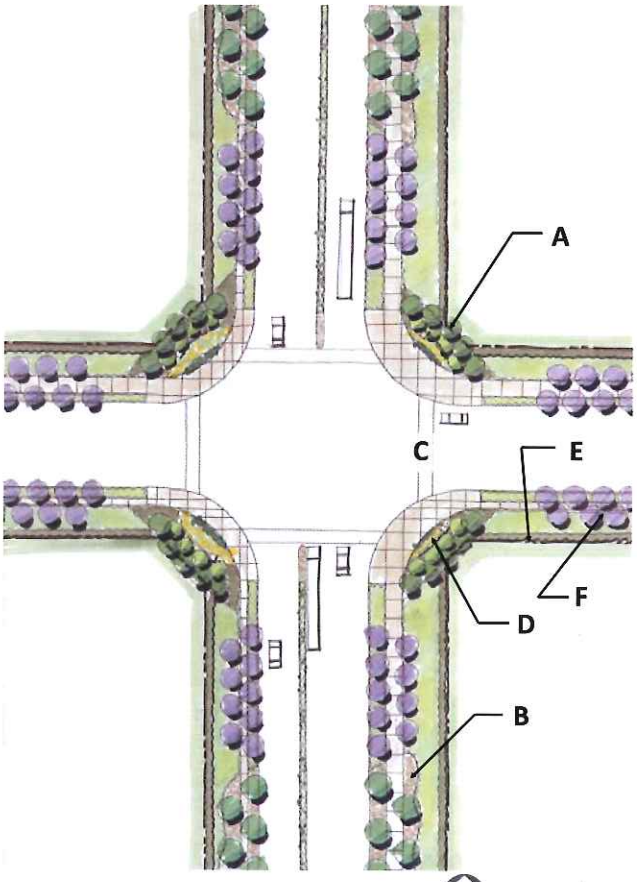
D. Corner Planting, typ.
- rows of alternating low accent color, ornamental grasses and evergreen shrubs at corners, such as Festuca glauca 'Elijah Blue' (Elijah Blue Fescue), Coleonema pulchellum 'Sunset Gold' (Golden breath of heaven), Aloe x 'Always Red' (Always Red Aloe), Agave 'Blue Glow' (Blue Glow Agave)
- shrub size: 5 gallon
- maximum height: 3'

E. Property Line

F. Landscape Setback



Key Map All Major Intersections



Not to scale

Figure 5.18, Conceptual Design for Major Intersections

Key Map Major intersection "T" configuration

Major Intersection—"T" Configuration
Major T-intersections will feature enhanced elements, including the corten and corrugated metal walls, major intersection signs and planting consistent with elements in the other entries and intersections.

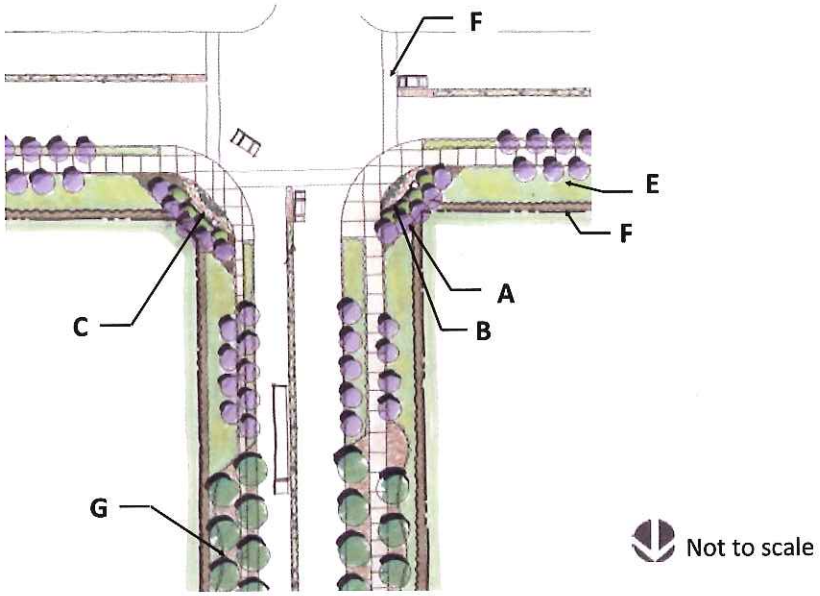


Figure 5.19, Conceptual Design for Major Intersection - "T" Configuration, Typical

Design Elements for Major Intersection - "T" Configuration

A. Columnar and Evergreen Trees, typ.
-species: Quercus robur 'Fastigiata' (English Oak) and Olea europaea 'Swan Hill'
- size: 24" box

B. Major Intersection Sign and Walls, typ.
- sign height: 13'6"
- materials and design per Figure 5.20
- wall length: 90 lf at each corner

C. Corner Planting, typ.
- rows of alternating low accent color, ornamental grasses and evergreen shrubs at corners, such as Festuca glauca 'Elijah Blue' (Elijah Blue Fescue), Coleonema pulchellum 'Sunset Gold' (Golden breath of heaven), Aloe x 'Always Red' (Always Red Aloe), Agave 'Blue Glow' (Blue Glow Agave)
- shrub size: 5 gallon
- maximum height: 3'

D. Property Line

E. Landscape Setback

F. Crosswalks, typ.
-striping only

G. Decorative Accent Rock

Major Intersection Sign

The major intersection sign will feature 13'6" high c-shaped metal panel signs to be located at two of the corners of the intersections as depicted in Figure 5.20. The metal panels will be constructed of perforated metal with agricultural foliage cut-outs. The major intersection signs will include the Cordes Ranch project logo elements and no other signage or copy. Two corrugated galvanized metal walls will frame the metal panel signs.

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

1. Mountain House Parkway at New Schulte Road;
2. Old Schulte Road at Hansen Road;
3. Old Schulte Road at Pavilion Parkway.
4. Capital Parks Drive at Pavilion Parkway

Major Intersection Sign Design Standards

1. Height: 13' - 6"
2. Width: 5'
3. Area: 68' square feet
4. Maximum number of signs permitted: 2 total, one per each corner of the intersection.

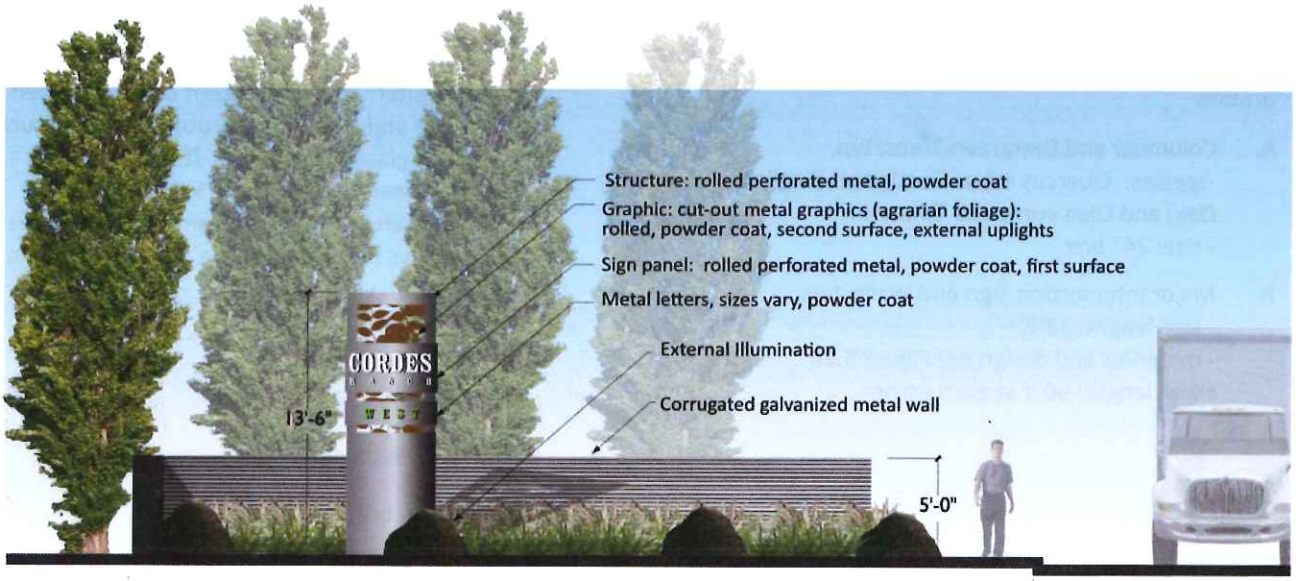
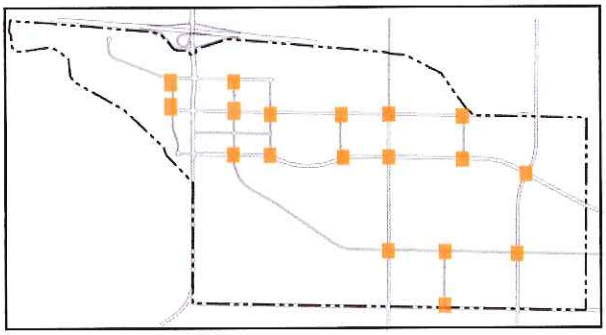


Figure 5.20, Major Intersection Sign

5.6 TYPICAL INTERSECTIONS

Reinforcing the landscape theme, typical intersections receive similar treatment to major intersections but at a smaller scale to reflect circulation hierarchy. They are enhanced with stamped and colored asphalt, accent planting and columnar trees as background. The design concept is illustrated in Figure 5.21.



Key Map

Design Elements for Typical Intersections

A. Columnar and Evergreen Trees, typ.
-species: Quercus robur 'Fastigiata' (English Oak) and Olea europaea 'Swan Hill'
- size: 24" box

B. Corner Planting, typ.
- rows of alternating low accent color, ornamental grasses and evergreen shrubs at corners, such as Festuca glauca 'Elijah Blue' (Elijah Blue Fescue), Coleonema pulchellum 'Sunset Gold' (Golden breath of heaven), Aloe x 'Always Red' (Always Red Aloe), Agave 'Blue Glow' (Blue Glow Agave)
- shrub size: 5 gallon
- maximum height: 3'

C. Crosswalks, typ.
-striping only

D. Property Line

E. Landscape Setback

F. Decorative Rock Accent

G. Low Accent Wall

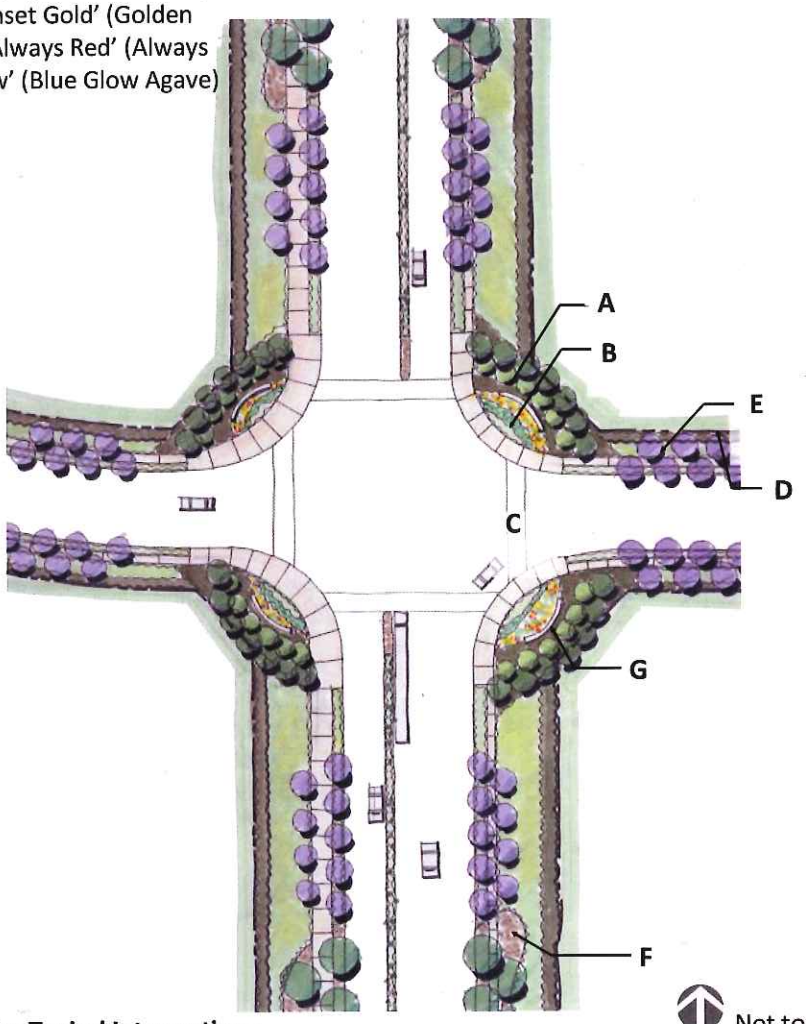


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Figure 5.21, Conceptual Design for Typical Intersections

5.7 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.

Detention basin with nearby shade trees

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 5.22. 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 5.23 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) and Platanus acerifolia (London Plane Tree)
   - size: 25% - 24" box to provide substantial canopy upon installation, 75% - 15-gallon
   - spacing: in clusters

C. Park Arrival Area

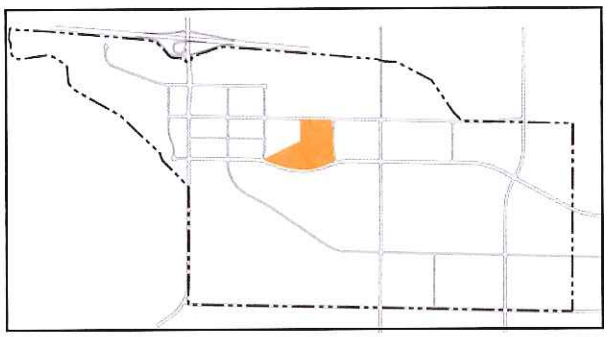
D. Allée of Trees

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 5.22.



Key Map

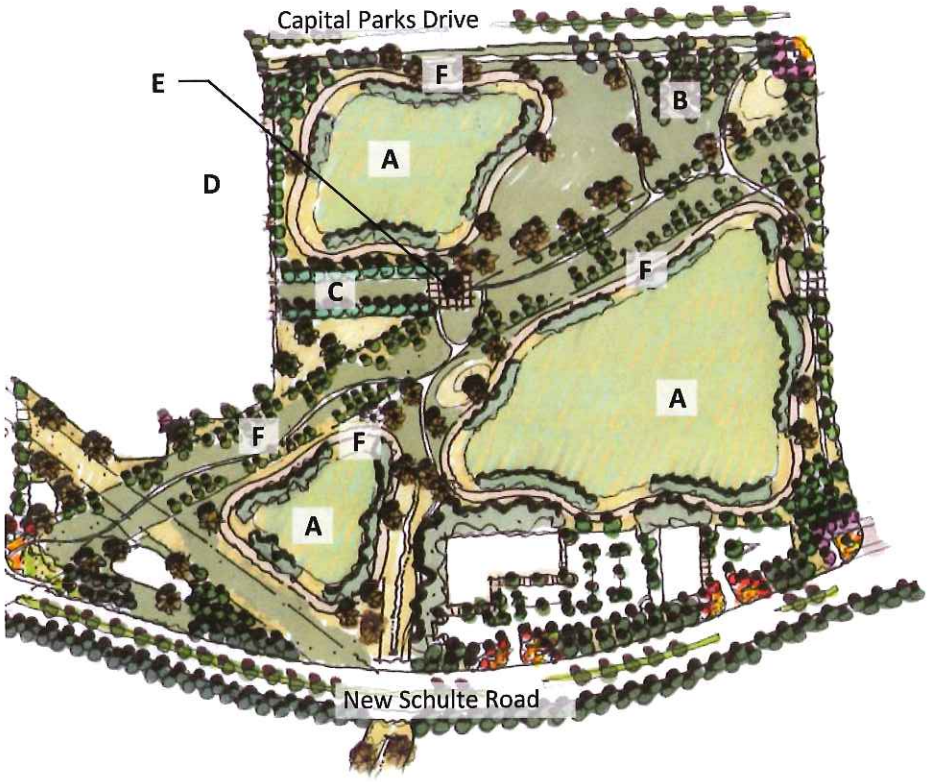
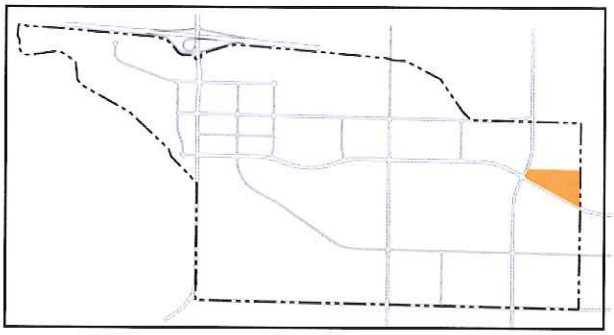


Figure 5.22, Conceptual Design for Central Green Concept

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 5.23.



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) and Platanus acerifolia (London Plane Tree)
- size: 25% - 24" box to provide substantial canopy upon installation, 75% - 15-gallon
- spacing: in clusters

E. Trails
- 10' wide decomposed granite

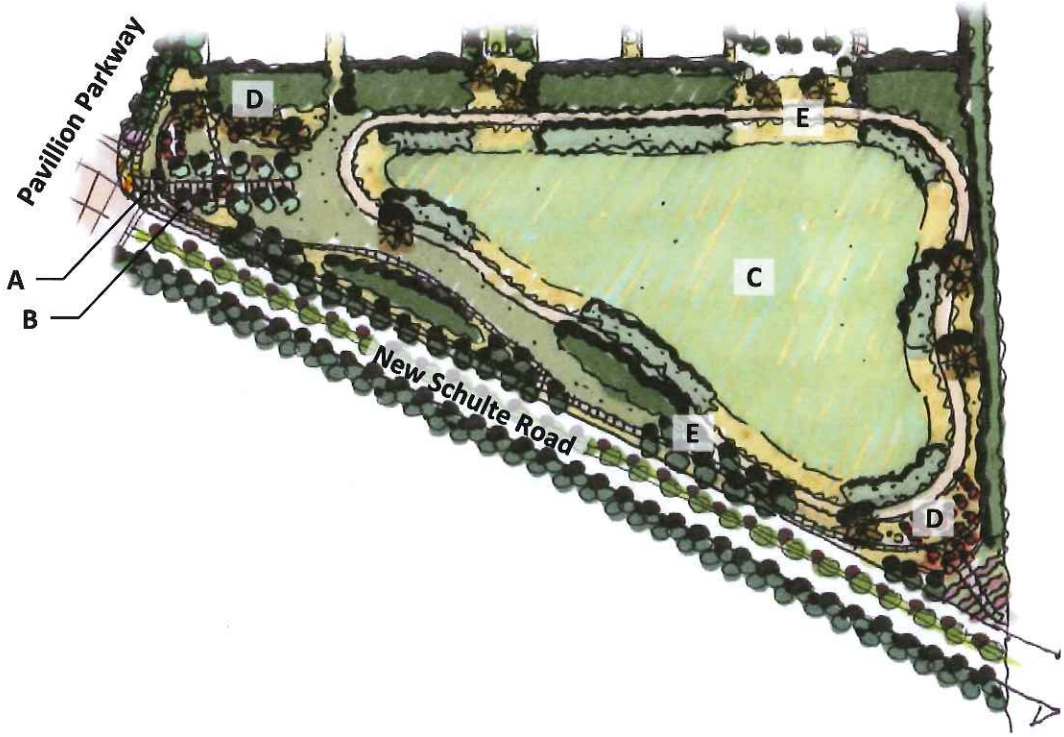


Figure 5.23, Conceptual Design for Eastside Park

5.8 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

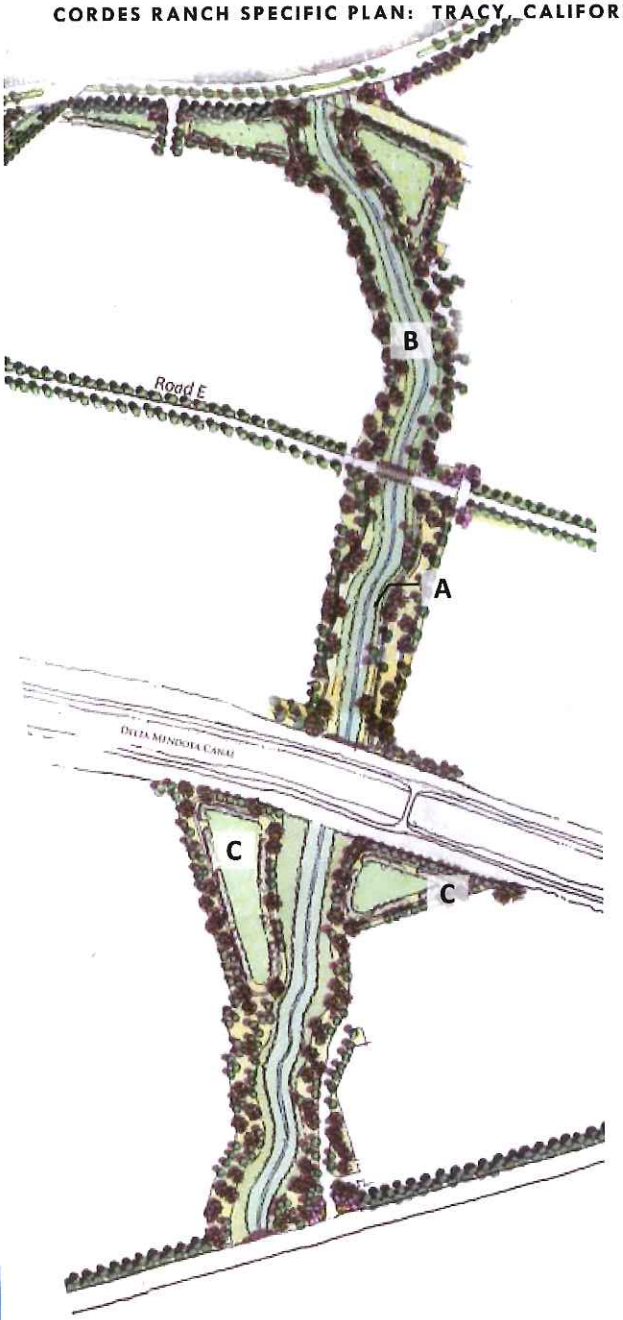
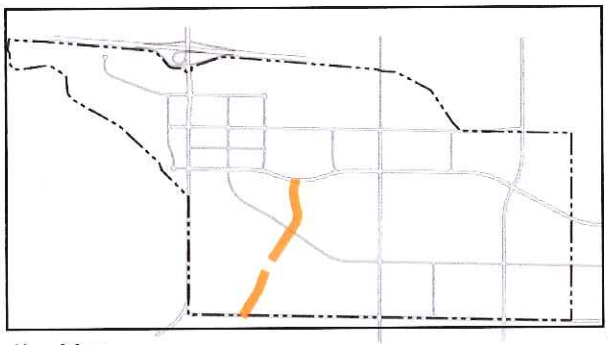


Figure 5.24, Conceptual Design for Drainage Easement

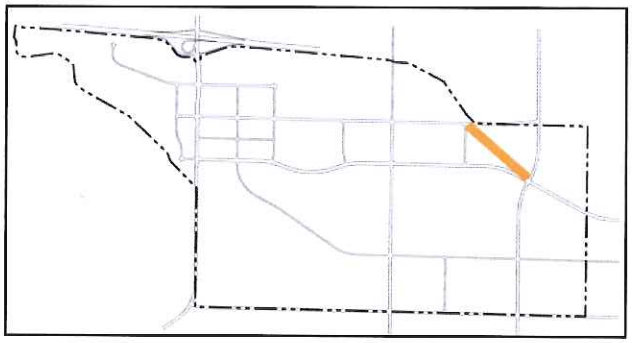
Trail and seating



Key Map

5.9 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 wildflowers

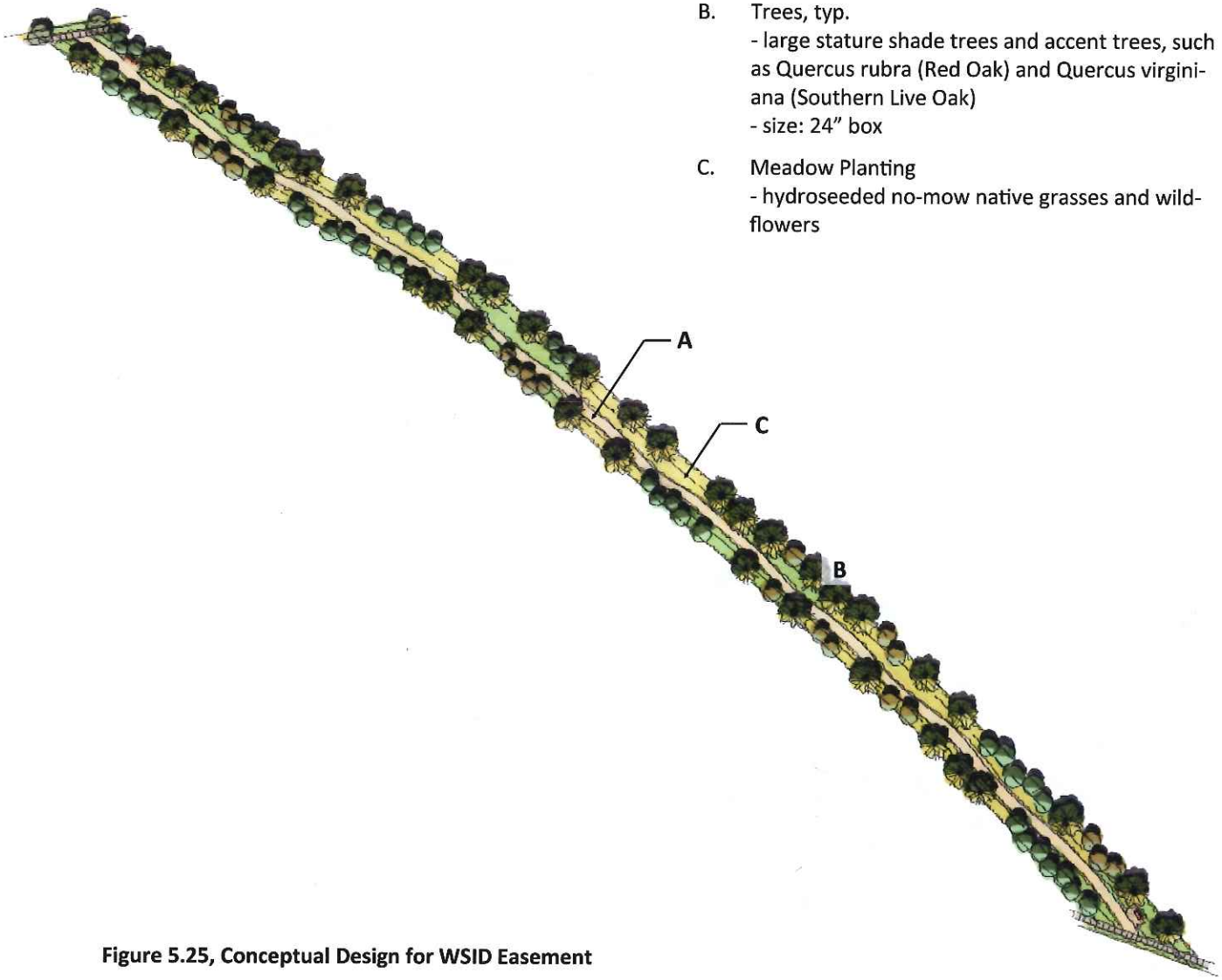


Figure 5.25, Conceptual Design for WSID Easement

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 wildflowers

Decomposed granite trail, no-mow grasses, seating

Figure 5.26, WSID Easement – Section

Landscape strip, multi-use path, landscape setback

5.10 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.

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.

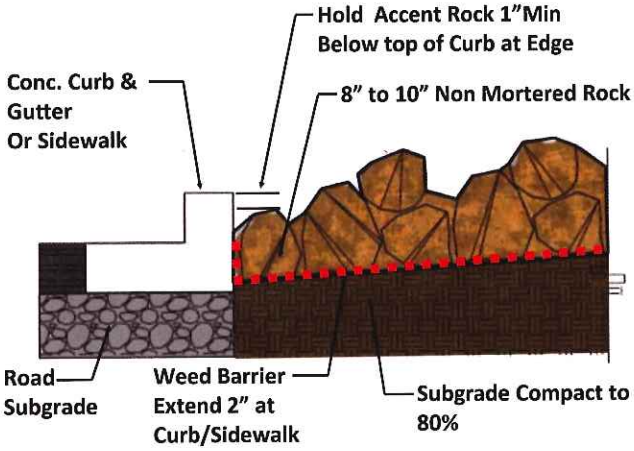
Accent rock surfacing will be used as a design and visual accent element in both the public right of way as well as private landscaping areas within Cordes Ranch Specific Plan boundary. Furthermore, this design element will help the project comply with the water conservation requirements mandated by 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. At the narrow left turn medians, the initial 20' of the narrow left turn medians will consist of a 5' concrete nose with the remaining 15' being mortared in place rock. 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

Mountain House Parkway and Old Schulte Road

Four Lane Parkway

The portion of 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 Mountain House Parkway. The Class I Bikeway is on the north side of Old Schulte Road.

South of the Delta Mendota Canal, 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 6.27.

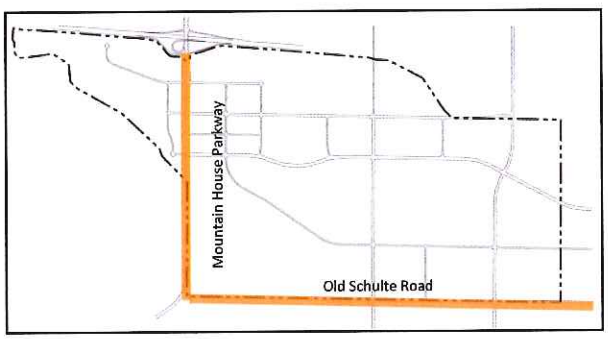
Similarly, west of the Delta Mendota Canal, Old Schulte Road has been improved on the south side, therefore the Project will install the north portion of the street section. See Figure 6.29.

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

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 Mountain House Parkway.

Median with trees and low evergreen and color



Key Map

Conceptual Mountain House Parkway Tree Palette

Right of Way Planters	Spacing
Zelkova serrata 'Village Green' (Village Green Zelkova)	*30'-0" o.c.*
Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle)	*20'-0" o.c.*
Landscape Setback	**Spacing**
Quercus ilex (Holly Oak)	*30'-0" o.c.*
Zelkova serrata 'Village Green' (Village Green Zelkova)	*30'-0" o.c.*
Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle)	*20'-0" o.c.*
Median	**Spacing**
Arbutus x Marina (Marina Strawberry Tree)	*30'-0" o.c.*
Quercus robur 'Pyramich' (Skymaster Oak)	*30'-0" o.c.*

Conceptual Old Schulte Road Tree Palette

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

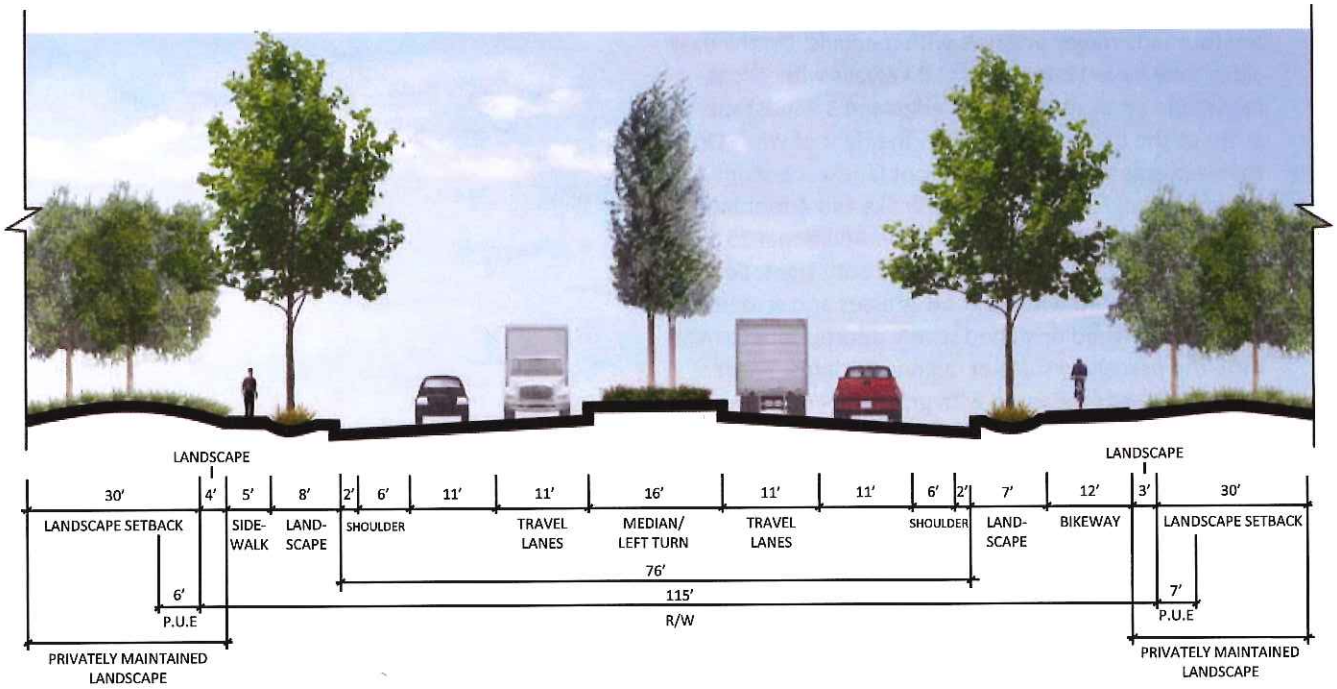


Figure 5.27, Conceptual Design for Four Lane Parkway

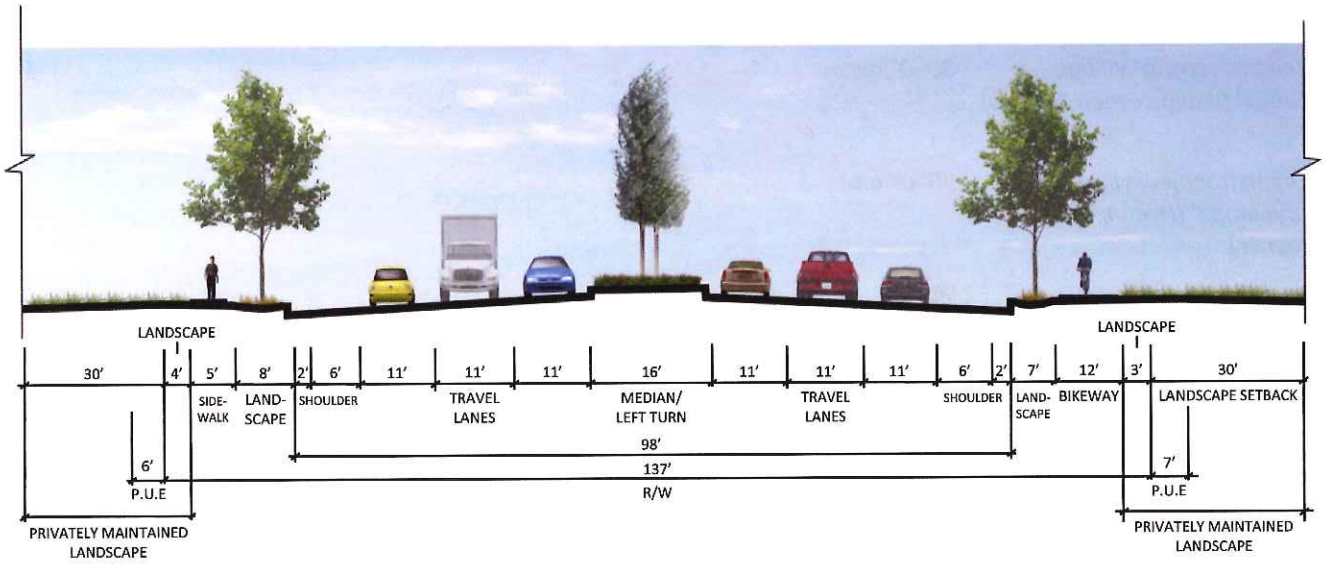


Figure 5.28, Conceptual Design for Six Lane Parkway

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
Zelkova serrata 'Village Green' (Village Green Zelkova)	*30'-0" o.c.*
Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle)	*20'-0" o.c.*
Landscape Setback	Spacing
Quercus ilex (Holly Oak)	*30'-0" o.c.*
Zelkova serrata 'Village Green' (Village Green Zelkova)	*30'-0" o.c.*
Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle)	*20'-0" o.c.*
Median	Spacing
Arbutus x Marina (Marina Strawberry Tree)	*30'-0" o.c.*
Quercus robur 'Pyramich' (Skymaster Oak)	*30'-0" o.c.*

Street tree, screen tree, 5' sidewalk

Key Map

Conceptual Capital Parks Drive Tree Palette

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

Conceptual Hansen Road Tree Palette

Right of Way Planters	Spacing
Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle)	*20'-0" o.c.*
Zelkova serrata 'Village Green' (Village Green Zelkova)	*30'-0" o.c.*
Landscape Setback	Spacing
Quercus ilex (Holly Oak)	*30'-0" o.c.*
Zelkova serrata 'Village Green' (Village Green Zelkova)	*30'-0" o.c.*
Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle)	*20'-0" o.c.*
Median	Spacing
Arbutus x Marina (Marina Strawberry Tree)	*30'-0" o.c.*
Quercus robur 'Pyramich' (Skymaster Oak)	*30'-0" o.c.*

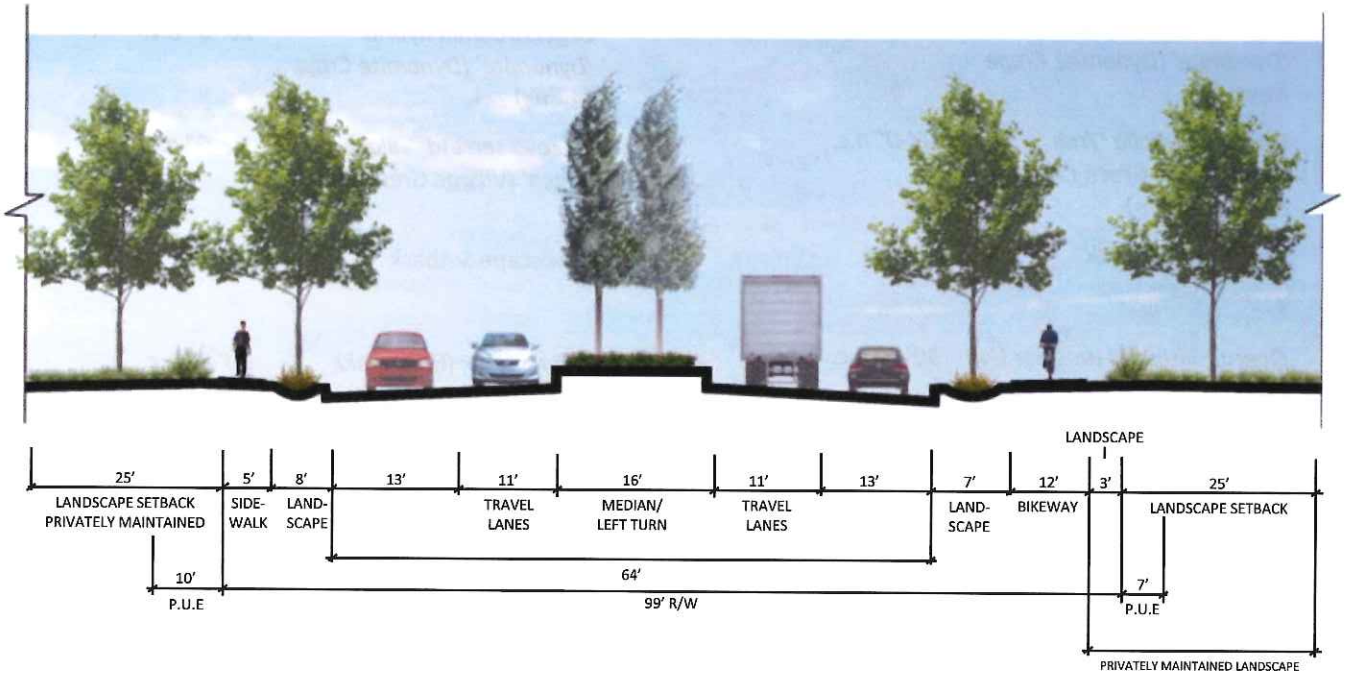


Figure 5.29, Conceptual Design for Four Lane Major Arterial with Median

New Schulte Road

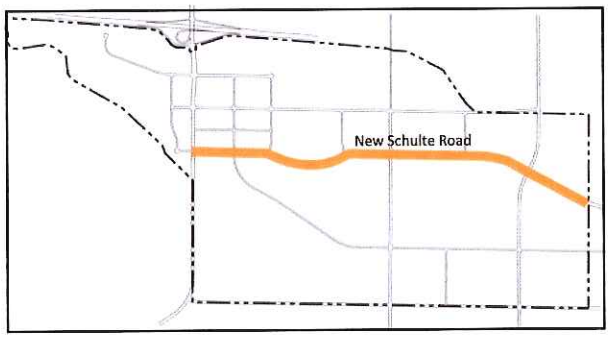
New Schulte Road is a six lane arterial with intermittent pull outs. The north side contains a 7-foot landscape strip at the street edge, a 12-foot Class I Bikeway and 3-foot landscape strip, adjacent to a 30-foot landscape setback beyond the right of way. The opposite side has an 8-foot landscape strip 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
Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle)	*20'-0" o.c.*
Ulmus parvifolia 'True Green' (True Green Chinese Evergreen Elm)	*30'-0" o.c.*
Landscape Setback	Spacing
Querus wislizenii (Interior Live Oak)	*30'-0" o.c.*
Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle)	*20'-0" o.c.*
Ulmus parvifolia 'True Green' (True Green Chinese Evergreen Elm)	*30'-0" o.c.*
Median	Spacing
Olea europaea 'Swan Hill' (Swan hHll olive)	*30'-0" o.c.*
Quercus robur 'Pyramich' (Skymaster Oak)	*30'-0" o.c.*



Key Map

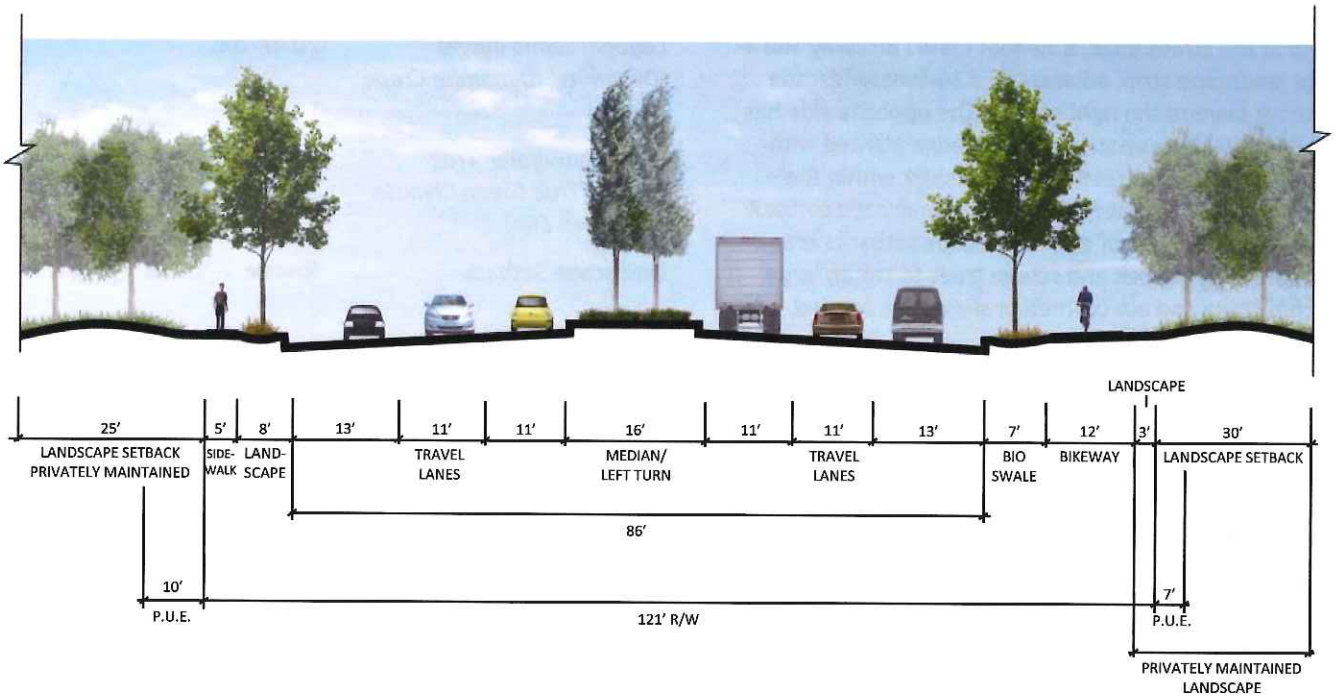
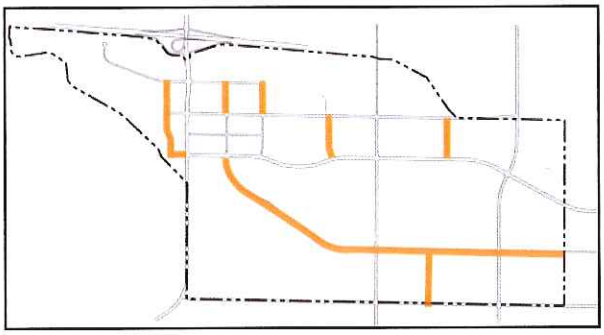


Figure 5.30, Conceptual Design for Six Lane Major Arterial with Intermittent 8-Foot Pull-outs

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' (Saratiga 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.*

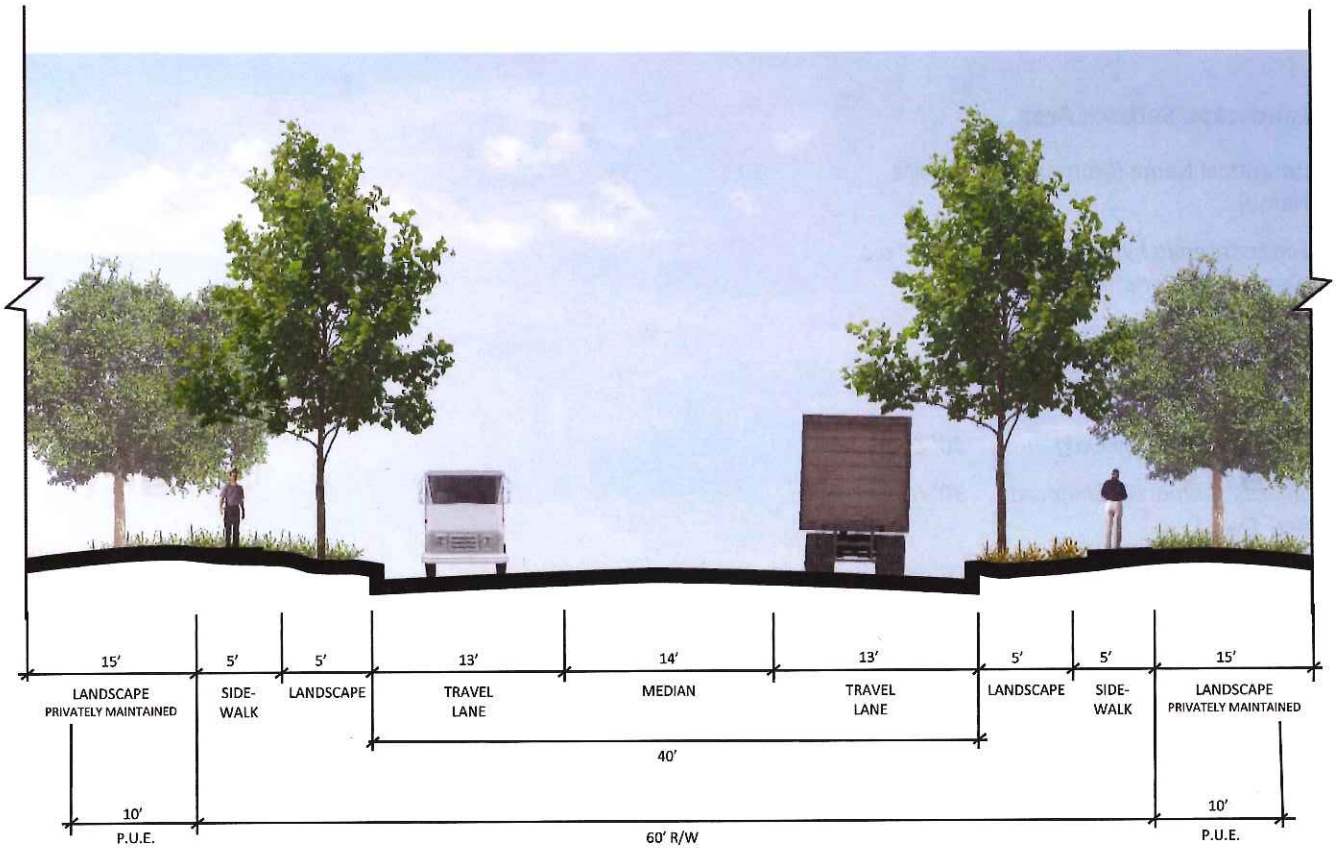


Figure 5.31, Conceptual Design for Industrial Streets (Section I-I)

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

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

Medians

Botantical Name (Common Name)	Spacing
Arbutus x Marina (Marina Strawberry Tree)	*30'-0" o.c.*
Olea europaea 'Swan Hill' (Swan Hill olive)	*30'-0" o.c.*
Quercus robur 'Pyramich' (Skymaster Oak)	*30'-0" o.c.*

Landscape Setback Area

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

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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:

a. Park and open space amenities;
b. Freeway and road frontage corridors;
c. 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-

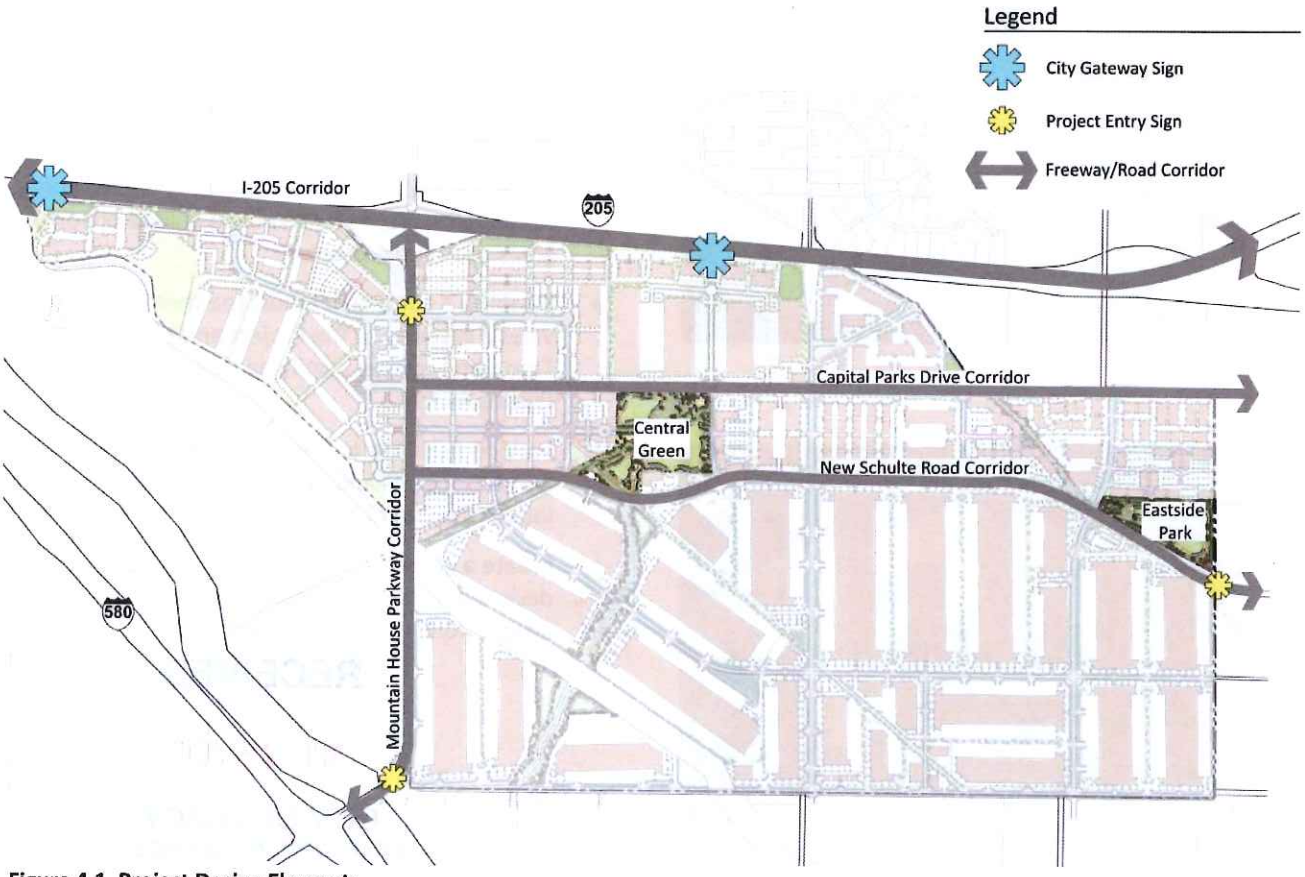


Figure 4.1, Project Design Elements

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.

- 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.

Create landscaped drive isles to direct vehicles and pedestrians

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.

Design buildings with offsets and recesses

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.

- 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.

Include landscaped planters to divide large parking areas

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.

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

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 Chapater 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

Figure 4.2, Conceptual Large Commercial Illustrative Plan

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

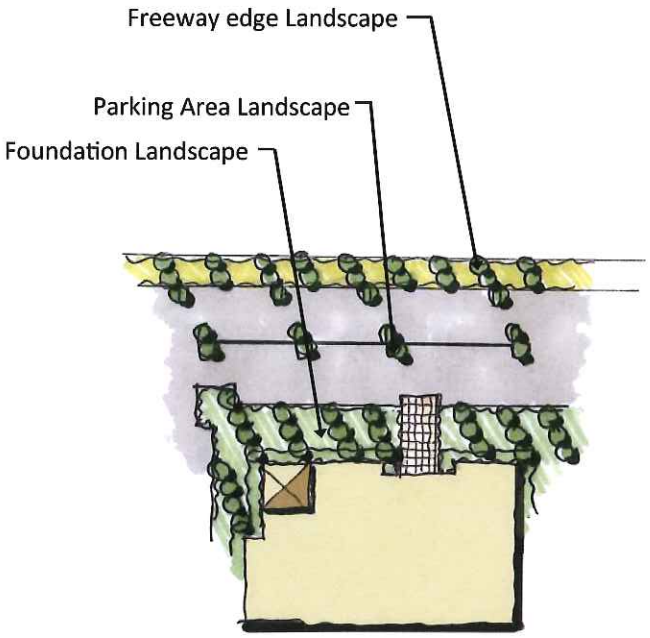
4.7 I-205 OVERLAY GUIDELINES

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.

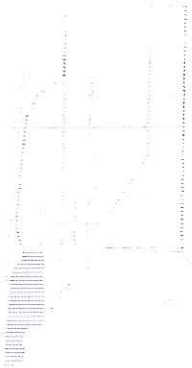
- Loading docks and service doors are not allowed to face I-205.
- Development with more than one building should orient buildings so that loading docks and service doors oppose each other and face the interior to screen views from I-205.
- Parking and/or frontage/access roads shall be located adjacent 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

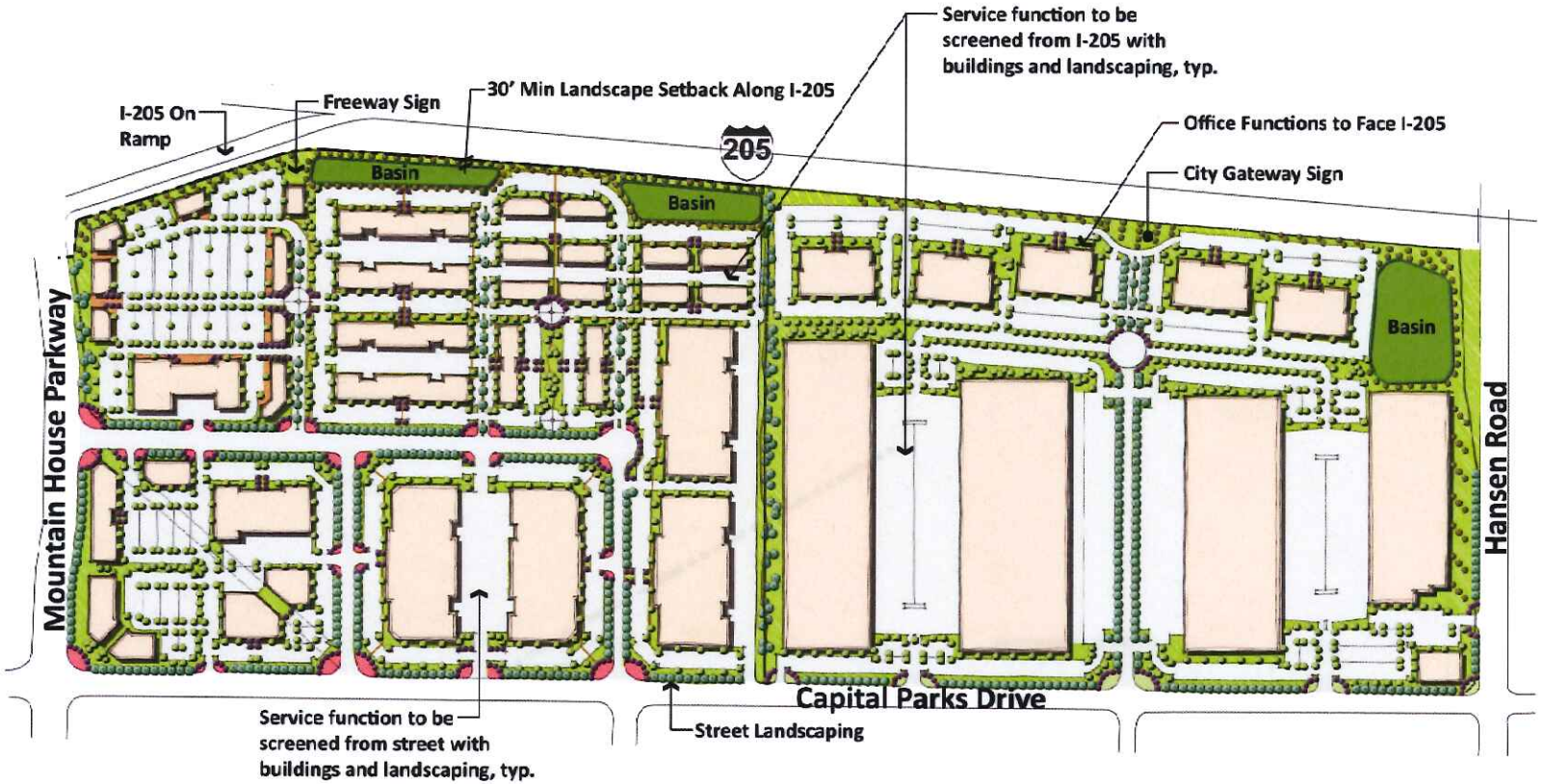
Screen walls used to conceal parking, loading docks, and service doors

- 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.



Key Map

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.

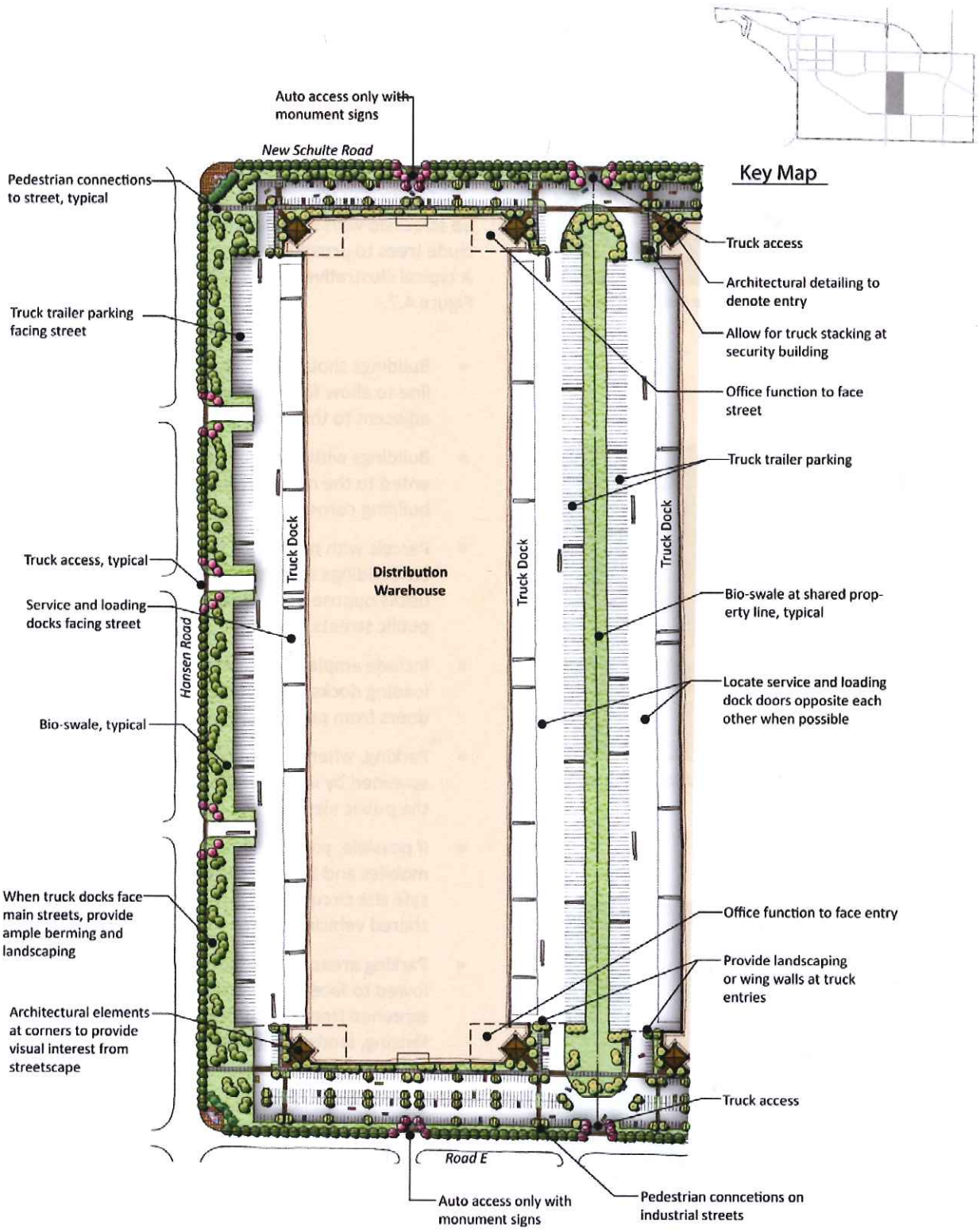


Figure 4.7, Business Park Industrial Illustrative Plan

Use a variety of materials in the building design

Use vertical and horizontal design elements to create façade 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.

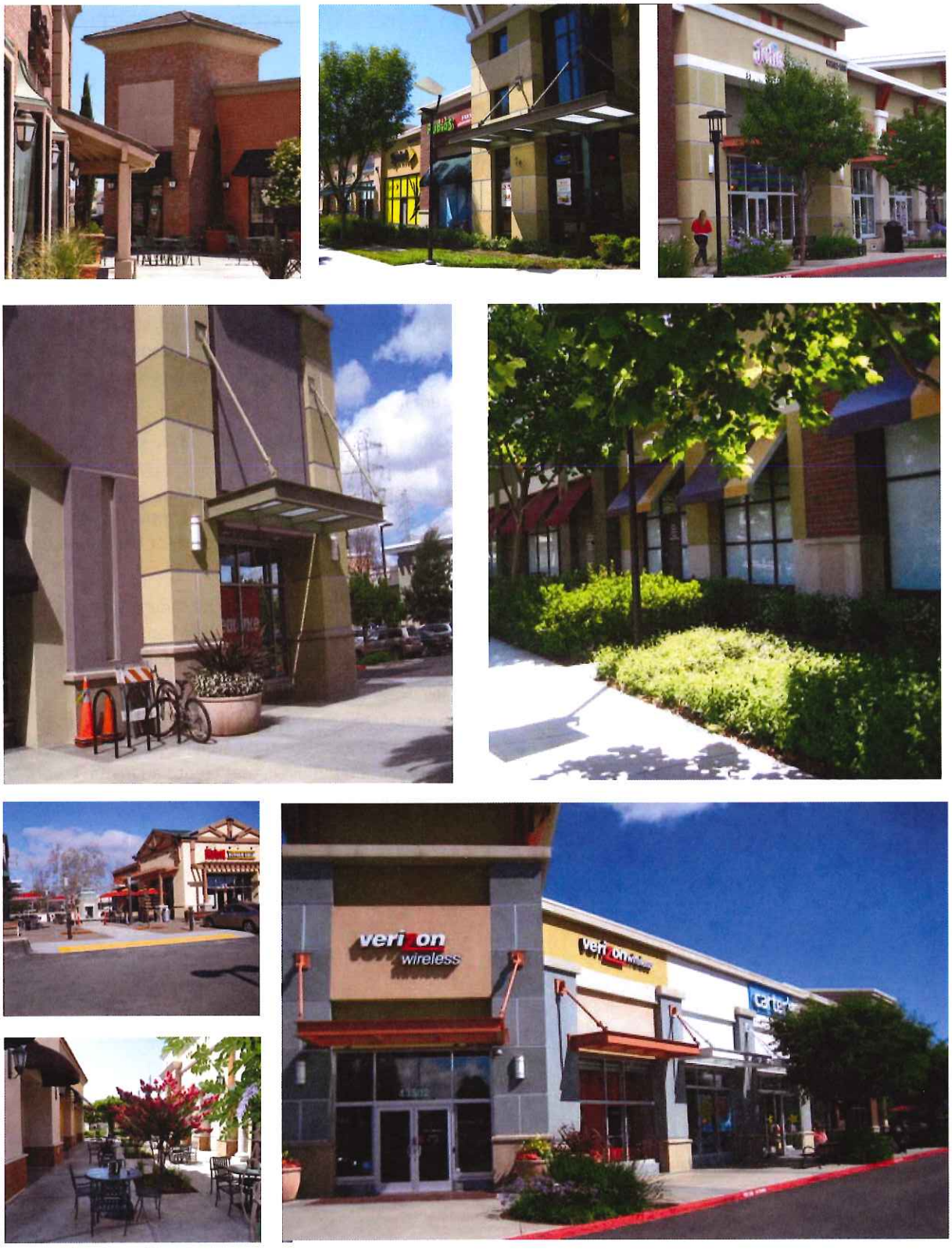


Figure 4.8, Typical General Commercial Architecture

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.

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.

Figure 4.10, Typical Business Park Industrial Architectural Styles