CHAPTER 1
INTRODUCTION

1.1 INTRODUCTION

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

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

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

Figure 1.1, Site Aerial Photo

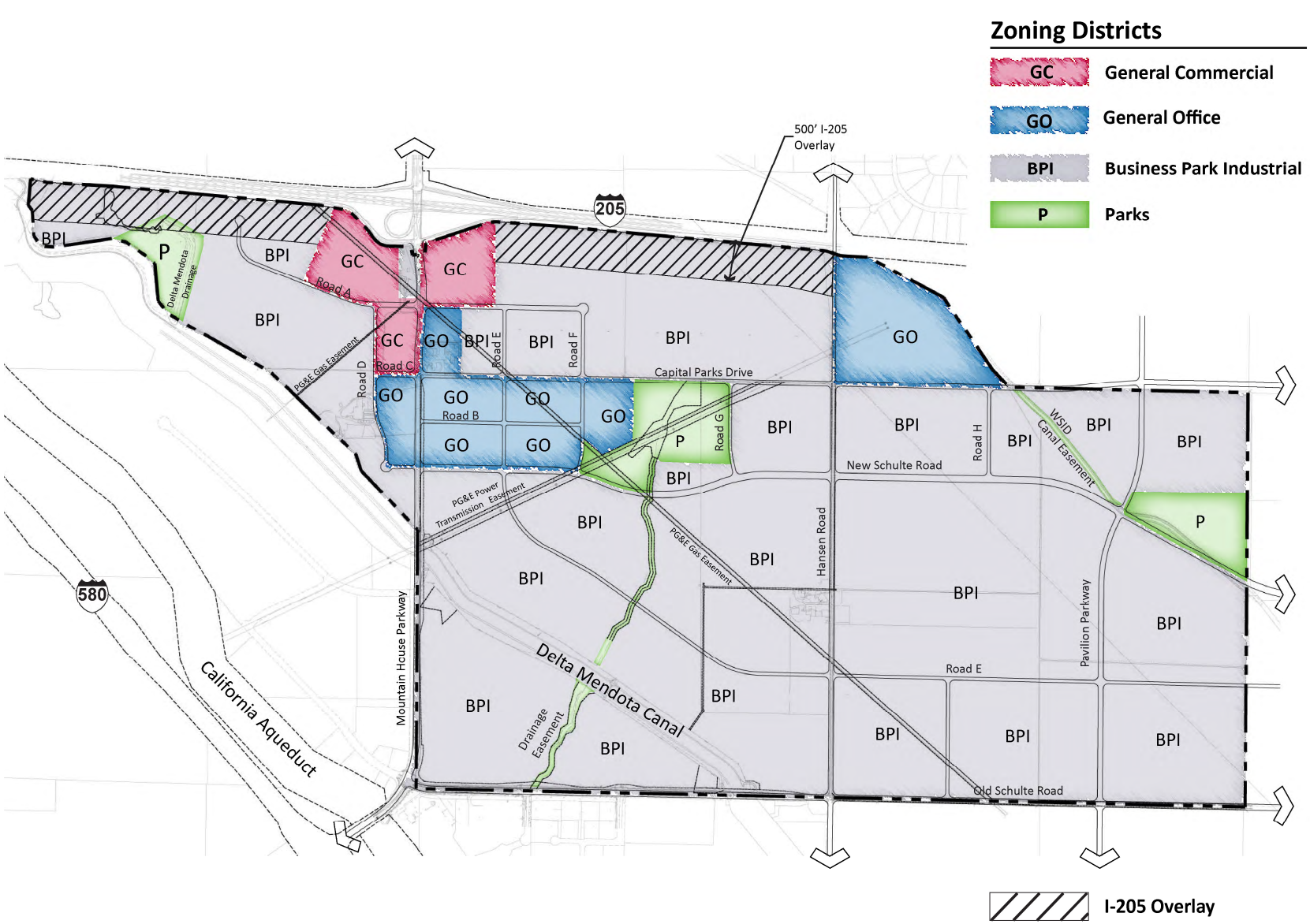


Figure 1.2, Cordes Ranch Specific Plan Zoning

Projected Buildout Land Use Summary

Gross Acres

Zoning Districts & Utilities	Gross Acreage
General Commercial (GC)	55.1
General Office (GO)	152.2
Business Park Industrial (BPI)	1476.9
Parks (P)	96.3
Total Acres	1780.5

Net Acres

Zoning Districts & Utilities	Net Acreage	Max FAR	Total Building Square Footage
General Commercial (GC)	45.3	30%	591,980
General Office (GO)	125.8	45%	2,465,932
Business Park Industrial* (BPI)	1291.6	50%	27,789,102
Parks (P)	88.6		
Central Green	(35.3)		
Eastside Park	(17.8)		
Westside Open Space	(15.8)		
Drainage Channel/Riparian Corridor	(16.8)		
WSID Linear Park/Open Space Corridor	(2.9)		
Roads	149.2		
Delta Mendota Canal	39.3		
Detention Basins	34.0		
Water Tank	4.0		
PG&E Gas Facility	2.7		
Total Net Acres	1780.5		30,847,014

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

Table 1.1, Buildout Land Use Summary

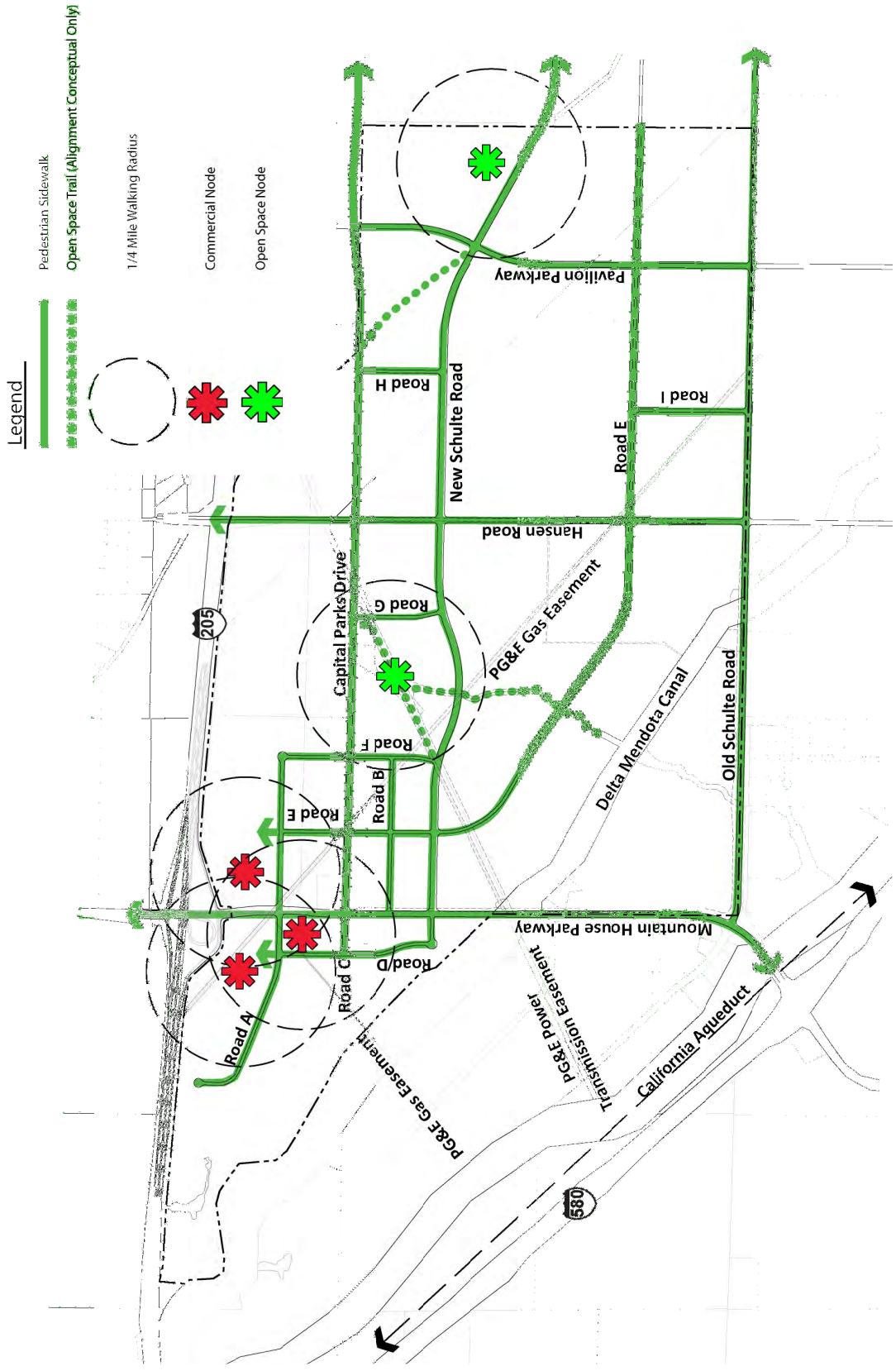


Figure 1.3, Pedestrian Path Plan

a. Vision

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

b. Buildout Land Use Summary

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

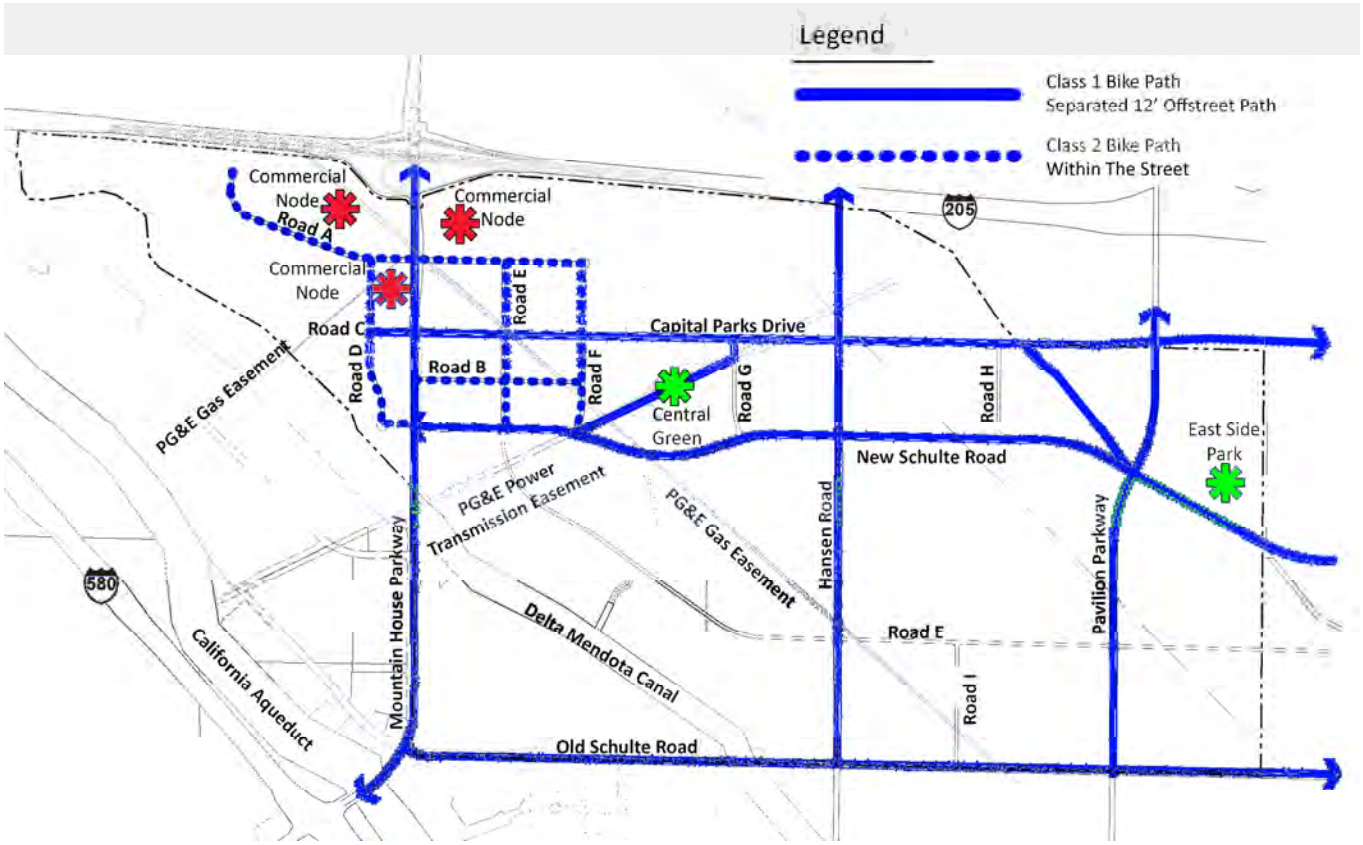


Figure 1.4, Bike Path Plan

c. Plan Concept

The Specific Plan is organized around an approximate 35-acre "Central Green" consisting of passive use open space areas, and a joint use park/stormwater detention facility. A strong open space and trails network will utilize the existing utility easements and drainage easements to provide passive use areas, and pedestrian and bicycle trails amenities that all connect to the Central Green, see Figure 1.3. The Project is designed on a grid street pattern to create additional linkages between development sites and includes separated sidewalks, and Class I and II bikeways on a majority of the streets, see Figure 1.4.

The design concept for the project is to maintain a high level of site design and architecture, especially along the major corridors, namely I-205, New Schulte Road, Capital Parks Drive, and the section of Mountain House Parkway north of the Delta Mendota Canal, see Figure 1.5. The I-205 frontage is comprised of the properties abutting I-205 and portions of Mountain House Parkway and is intended for development of high identity businesses with an emphasis on commercial, office, and small scale business park indus-

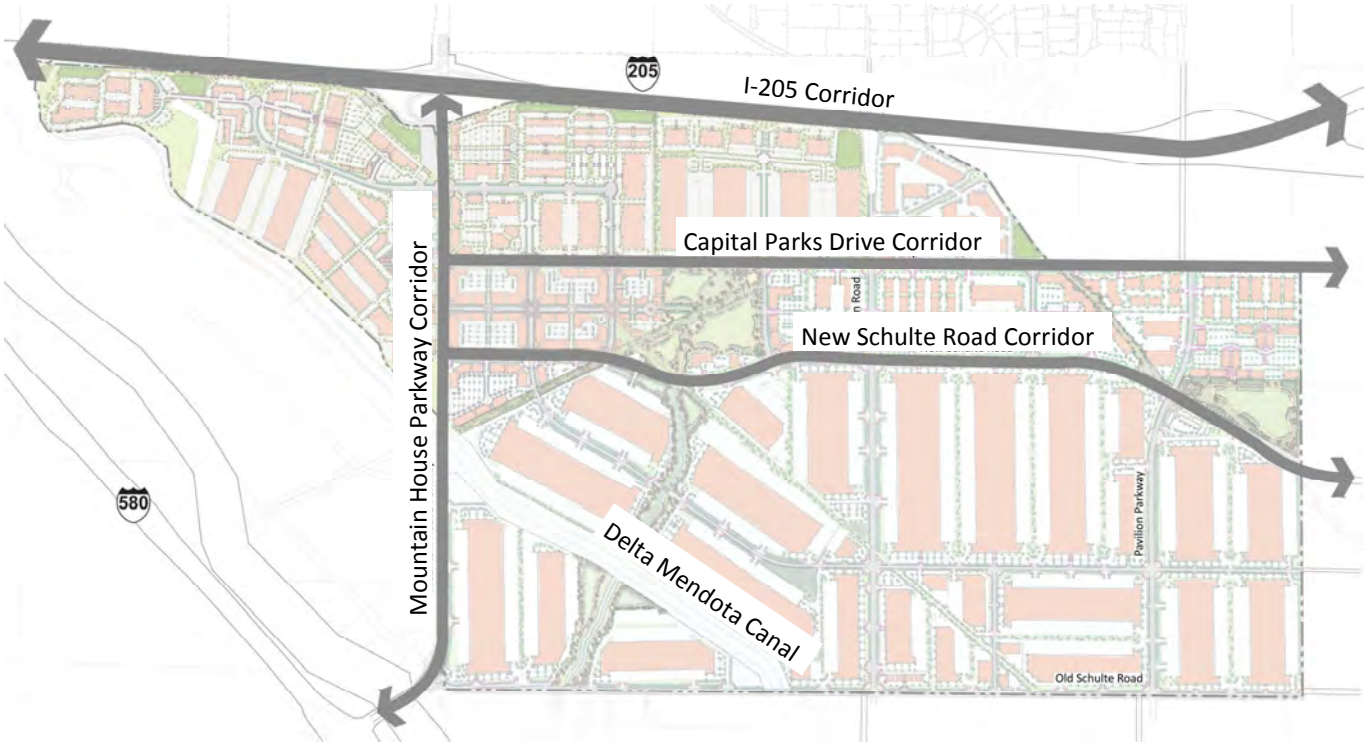
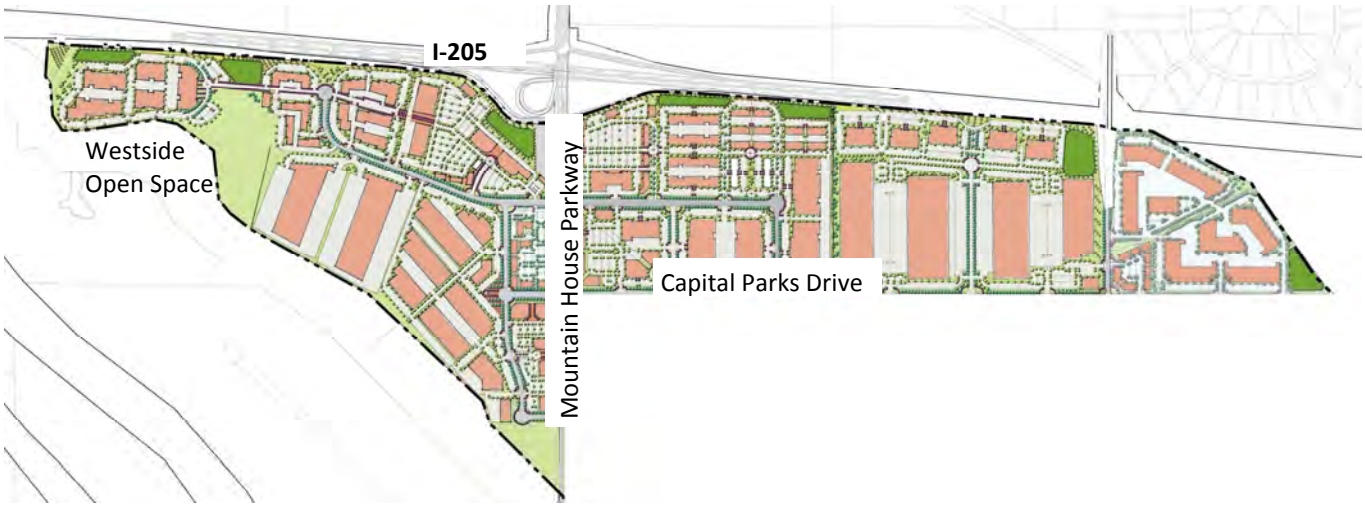


Figure 1.5, Areas of Special Design Standards

trial uses, see Figure 1.6. Parcels within 500' of I-205 are included within the I-205 Overlay Zone which requires higher development and design standards with an emphasis on building orientation, architectural design, and landscape planting and screening.

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



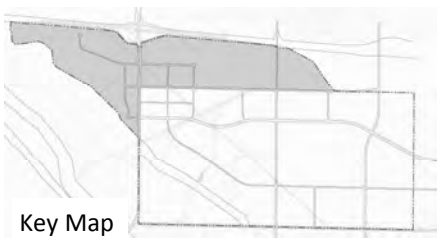


Figure 1.6, I-205 Corridor Conceptual Illustrative Development

Figure 1.7, General Office Conceptual Illustrative Development

Key Map

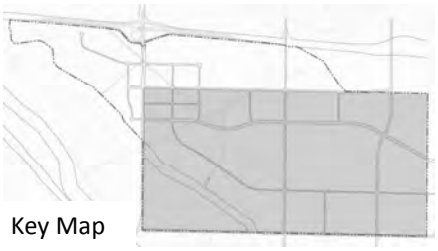
Figure 1.8, Business Park Industrial Conceptual Illustrative Development

Key Map

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

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

Figure 1.9, Business Park Industrial Conceptual Illustrative Development



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

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

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

d. Goals

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

- Accommodate a variety of land uses including highway and retail commercial; office; office/ warehouse; light industrial; warehouse and distribution facilities to foster the growth of research and development and manufacturing and distribution uses.

- Capitalize on the existing transportation corridors of Interstates 580 and 205 and increased demand for manufacturing and distribution space from the Bay Area.

Figure 1.10, Conceptual Design for West Side Irrigation District Canal

General Commercial

General Office

Business Park and Industrial

- Create opportunities to generate jobs and contribute to a vibrant workplace for the City of Tracy and the San Joaquin Valley.

- Create a thematic gateway to the City of Tracy, introducing the City's character with enhanced landscape treatments and sculptural monument signage along the I-205 freeway edge.

- Implement a range of sustainability measures aimed at conserving resources, decreasing energy and water consumption, and reducing air and water pollutants.

1.2 CALIFORNIA GOVERNMENT STATUTORY REQUIREMENTS

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

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

(2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

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

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

1.3 RELATIONSHIP TO OTHER PLANS

a. City of Tracy General Plan

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

- **Objective LU-2.3 Expand the City's Industrial Base, P-3.** Cordes Ranch will provide for a variety of commercial office and high quality business opportunities along the I-205 corridor at the western edge of the City.

- **Objective CC-1.1 Preserve and enhance Tracy's unique character, P-2.** The Project will include a pedestrian friendly central core area of office and service commercial uses that will be linked to the adjacent Central Green area by means of open space corridors, pedestrian sidewalks and bicycle paths.

- **Objective CC-2.1 Maximize direct pedestrian, bicycle and vehicle connections in the City, P-1.** The Project has been designed on a grid pattern of through streets to create connectivity between uses, reduce vehicle miles traveled, orient buildings on an east-west orientation to take advantage of solar orientation, and to provide increased connectivity for pedestrians and bicycles.

- **Objective CC-9.1 Develop Village Centers that serve several Neighborhoods or Employment Areas, P-1.** General Commercial and General Office uses will provide services and goods for the employees within the Project. The General Office Uses have been located at the intersections of the major circulation roads for the Project at Mountain House Parkway, Capital Parks Drive, and New Schulte Road. Pedestrian paths and bike lanes and paths have also been designed as part of the Project to link businesses throughout the Project to the Central Green area.

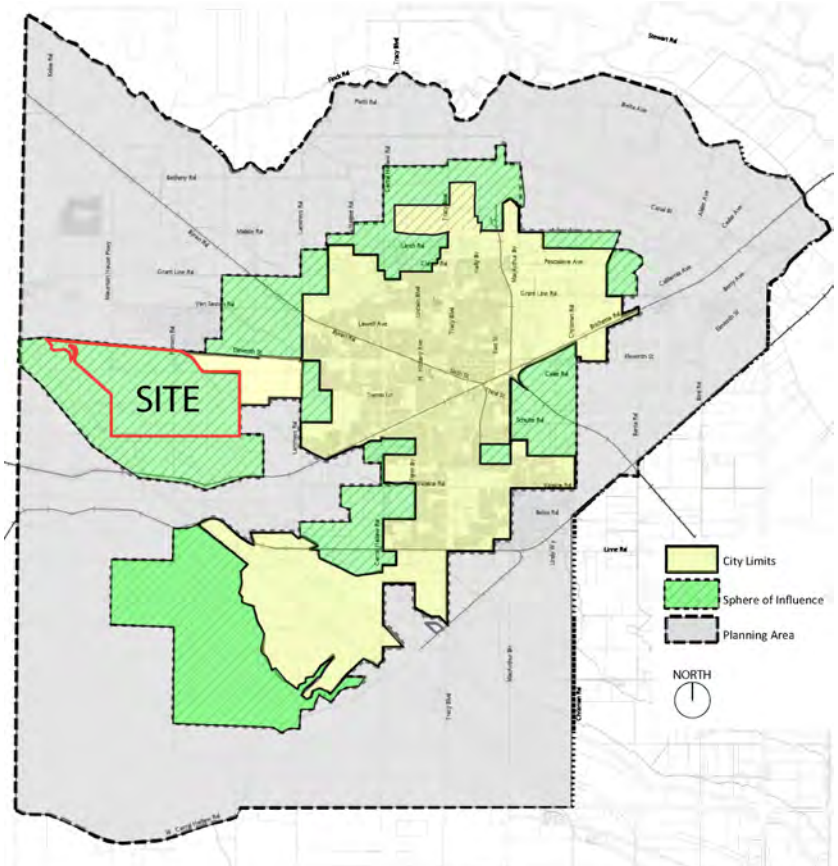


Figure 1.11, Project Vicinity

- **Goal CC-11 Well designed Employment areas that are integrated with other parts of Tracy, P-1, P-3.** Cordes Ranch will include an approximately 35-acre Central Green that will provide for the main focal point for the Project and an amenity for the employees of the business park. Another approximate 18-acre Eastside Park and storm drain detention pond with dual use potential as a park is located at the eastern edge of the Project will provide for passive and active uses. The street network, Class 1 bikeways and pedestrian sidewalks have all been designed to connect with park amenities.
- **Objective ED-1.1 Attract emerging growth industries to increase employment opportunities for a wide range of skill levels and salaries to meet the current and future employment needs of residents, P-1.** It is anticipated that Cordes Ranch will provide for approximately 125 net acres of General Office uses which will allow for corporate headquarters and emerging industries including technical, finance, insurance, and information technologies uses. Another approximately 1291 net acres of Business Park Industrial uses is also anticipated which will allow for a variety of service, manufacturing, distribution, and warehousing related uses.

- **Objective ED-5.3 Support I-205/I-580/I-5 infrastructure as key to economic growth in the area, P-2, P-3.** The development of the Project will fund and extend infrastructure per the City-wide Infrastructure Master Plans from the east to the Project Area. This will allow for development to occur on the site and allow business to expand and provide employment opportunities along the I-205 and I-580 corridors.

- **Objective ED-6.7 Develop higher-end office and office flex uses, particularly along entryways to the City along I-205 and I-580, P-1, P-2, P-3.** Cordes Ranch will provide opportunities for the development of General Office uses that contain a variety of amenities such as plazas, framed open space areas and pedestrian pathways and connections to open spaces. Design standards and guidelines included in the Specific Plan support the design of high quality business spaces, and architecture along major entryways and streets within the Project.

- **Objective CIR-1.2 Provide a high level of street connectivity, P-3, P-5.** The road circulation network and block lengths within the Project Area will provide for a variety of uses. The streets will provide for multi-modal transportation including autos, trucks, bicycles, and public transportation to promote a high level of connectivity between individual parcels and services within the Project Area. Arterial and collector streets will include Class 1 bike ways and pedestrian sidewalks. Industrial streets will include sidewalks to provide pedestrian circulation within the warehouse and distribution development areas. Street intersections will be designed to provide for safe crossing by pedestrians and bicycles.
- **Objective CIR 3.1 Achieve a comprehensive system of City-wide bike way and pedestrian facilities, P-6, P-7.** Class 1 bike ways and pedestrian paths have been included per the Citywide Roadway and Transportation Master Plan. Additional Class 1 bicycle facilities have been included within New Schulte Road, Hansen Road and Pavilion Parkway to promote safe bicycle travel on streets that have truck traffic. The PG & E easement will also include a combination Class 1 bike way and pedestrian path to link uses to the Central Green. Additional Class II bike ways will be included within the central area to provide connectivity with and to the Class I bike ways within Capital Parks Drive and New Schulte Road. Bicycle racks/parking areas will be included within retail, office, and manufacturing and distribution projects.

- **Objective OSC-4.2 Ensure that new development is responsible for providing parks and recreation facilities throughout the City of Tracy.** The Project Area has been designed with an approximately 35-acre Central Green area and an approximately 18-acre Eastside Park, which include joint use detention/park facilities. The Project also preserves the existing wetland and drainage corridor and will include pathways and passive use areas. These facilities will provide park and outdoor use areas for employees and users of the business park and Tracy residents.

- **Objective PF-6.5 Use recycled water to reduce non-potable water demands whenever practicable and feasible, P-2.** The Project Area will include a recycled water "purple pipe system" to utilize tertiary treated water when available from the wastewater treatment plant .

- **Objective PF-7.3 Promote coordination between land use planning and wastewater conveyance, treatment and disposal, P-3.** Cordes Ranch property owners will pay their proportional share of the cost of wastewater treatment and conveyance facilities and infrastructure identified in the Tracy Wastewater Master Plan. The property owners will also set up an "owners association" responsible for the operation and maintenance of private/public facilities that will be identified as the Project infrastructure is designed.

b. City of Tracy Infrastructure Master Plans

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

c. Airport Plans

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

1.4 USE OF THE SPECIFIC PLAN

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

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

Chapter 2-Existing Site Conditions

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

Chapter 3-Land Use, Zoning, and Development Standards

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

Chapter 4-Design Guidelines

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

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

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

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

Chapter 8-Plan Review and Administration
Chapter 8 outlines the development application review process and the submittal requirements.

1.5 DEVELOPMENT PROCESS

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

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

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

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

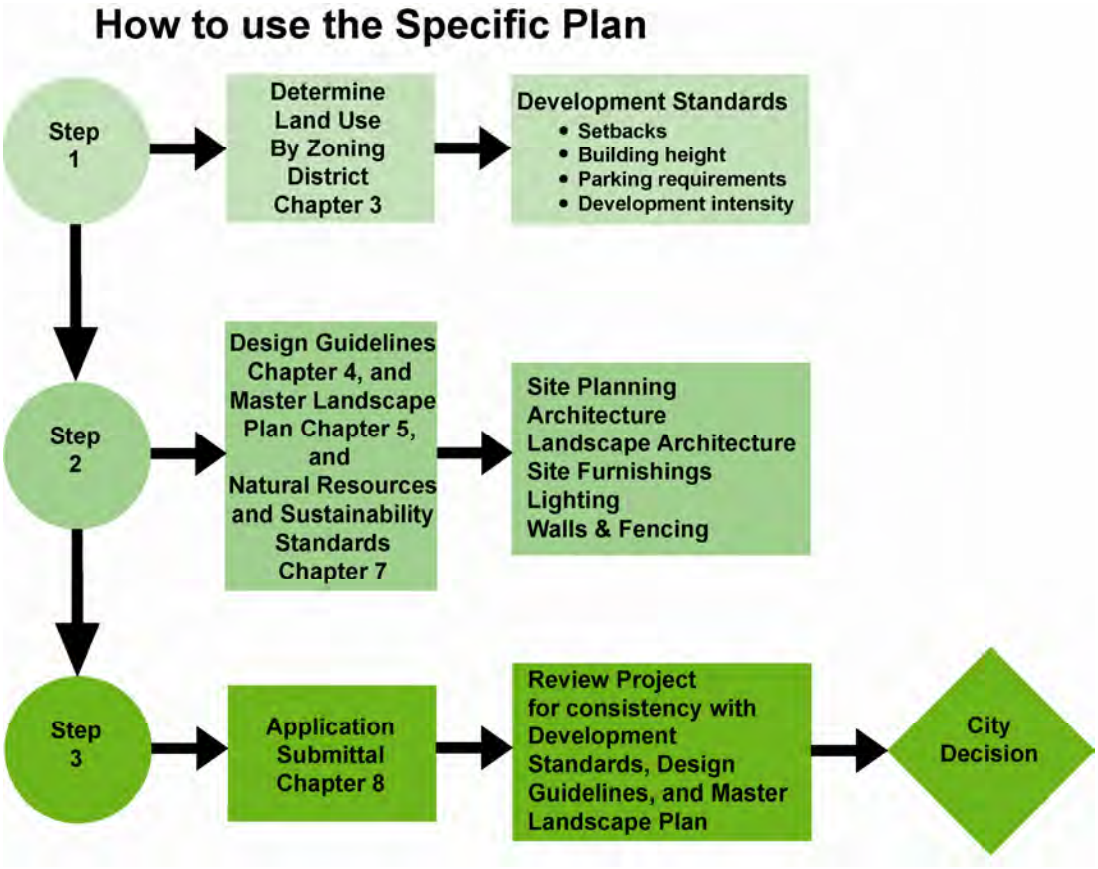


Figure 1.12, Development Process

CHAPTER 3
LAND USE, ZONING, AND DEVELOPMENT STANDARDS

3.1 INTRODUCTION

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

In addition to the four zoning designations described above, parcels within 500' of I-205 are included within the I-205/Business Park Industrial Overlay. Property within the I-205 Overlay is subject to height-

Figure 3.1, Project Concept

ened development and design standards with emphasis on building orientation, architectural design, and landscape planting and screening.

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

3.2 ZONING DISTRICTS

As explained above, the Specific Plan incorporates four zoning districts and an overlay zone with a variety of allowed uses. The zoning districts allow for flexibility to accommodate the future needs of the Project and the City of Tracy.
The following sections describe the zone districts and the intent of each, permitted and conditionally permitted uses, allowable floor area ratios, and other development standards. Chapters 4 and 5, Design Guidelines and Master Landscape Plan, will further guide development within the Project Area and will be used in conjunction with the development standards in this chapter.

General Commercial (GC)

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

General Office (GO)

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

Business Park Industrial (BPI)

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

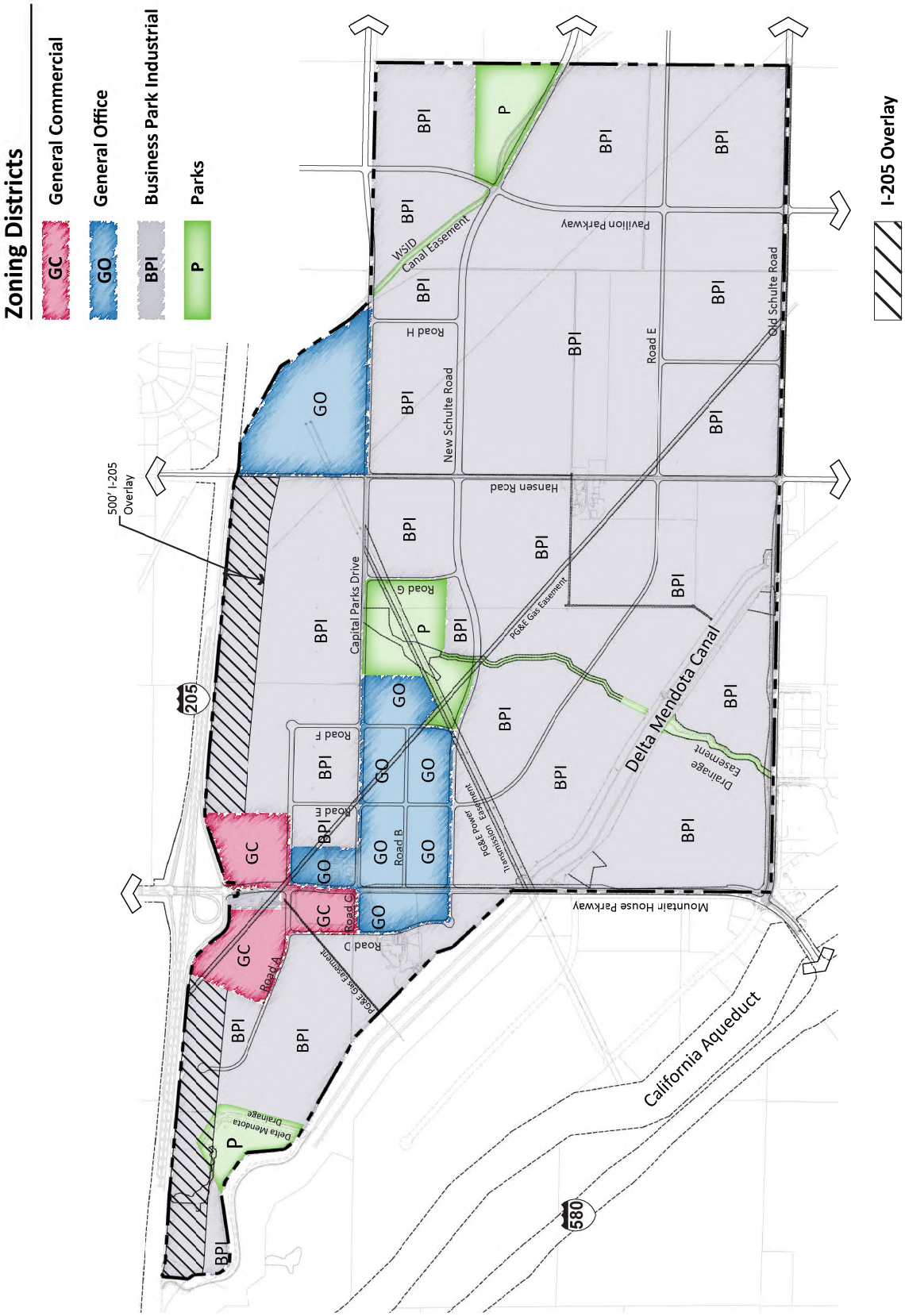


Figure 3.2, Cordes Ranch Specific Plan Zoning Districts

Permitted and Conditionally Permitted Uses

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

P = Permitted
C = Conditionally Permitted
NP = Not Permitted

Table 3.1, Permitted and Conditionally Permitted Uses

Parks (P)

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

I-205 Overlay

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

Table 3.1 Notes:

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

3.3 PERMITTED AND CONDITIONALLY PERMITTED USES

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

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

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

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

Table 3.2, Prohibited Uses

3.4 DEVELOPMENT STANDARDS

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

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

Development Standards by Zoning District

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

Notes:

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

Table 3.3, Development Standards

3.5 OFF-STREET PARKING

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

Required Off-Street Parking	
Use	**Required Parking Based On Use**
Retail Commercial	One space per 250 square feet of gross floor area.
Vehicle Sales and rentals including RV's and mobile homes.	One space per 250 square feet of gross floor area, plus one space per vehicle for sale or stored on lot.
Offices: businesses, professional (not including medical or dental), and banks.	One space per 250 square feet of gross floor area.
Dental or medical clinics or offices	One space per 200 square feet of gross floor area.
Motor vehicle repair garages	One space per 600 square feet of gross floor area; repair stalls not counted as parking spaces.
Cafes, restaurants and other establishments for the sale and consumption of food and beverages	Dining: one space per 45 square feet of customer area and one space per 250 square feet of all other areas.
Hotels and motels	One space per guest room.
Warehouse and storage buildings	One space per 1,000 square feet of the first 20,000 square feet of gross floor area, plus one space per 2,000 square feet of the second 20,000 square feet of gross floor area, plus one space per 4,000 square feet of the remaining square feet of gross floor area.
Manufacturing, processing, and assembly	One space per 600 square feet of grosss floor area, or if the number of employees on the maximum work shift can be verified, one space per one employee on the maximum work shift.
Auditoriums, churches, sports arenas, theaters and other places of assembly	One space per five (5) fixed seats or, if the assembly does not have fixed seats, one space per 60 square feet of assembly area. If the number of parking spaces required for the sum of all accessory uses does not exceed the number of parking spaces required for the assembly area no additional parking is required. Uses which are not accessory to the assembly use, shall provide additional off-streetparking in accordance with City parking regulations.
Street Section J	On-street diagonal parking on Street Section J, along the parcel frontage of Streets B, E and F may be counted as part of the off-street parking requirement.

Table 3.4, Required Off-site Parking

3.6 LANDSCAPE STANDARDS FOR OFF-STREET PARKING AREAS

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

Landscape Standards for Off-Street Parking Areas	
a. Landscaping Shall Be Installed at the Following Rate:	
Number of Required Auto Spaces	**Percent of Parking Area in Landscaping**
1 through 15	5%
16 through 30	10%
31 through 60	15%
Over 60	20%
b. Landscaping shall consist of plant materials and shall include a combination of trees, shrubs, and ground cover.	
c. Trees shall be of a type approved by the Development Services Director. Trees shall be required at the rate of one tree per each five required auto parking spaces. Such trees shall be a minimum 24" box in size. Canopy trees shall be evenly distributed throughout the parking area so that 40 percent of the area shall be shaded at tree maturity. Canopy trees shall be the type that normally achieves a minimum canopy diameter of 25 feet, as approved by the Development Services Director.	
d. Trees shall be planted according to the City of Tracy Standard Specifications for street trees.	
e. The requirements for parking lot landscaping for industrial development, as indicated in this section, may be decreased by a maximum of 50% provided a corresponding minimum increase in perimeter landscaping of fifty (50%) percent is provided.	
f. Screening of the parking area from public rights-of-way shall be provided at a minimum height of two and one-half feet and a maximum height of three feet measuring from the top of the parking area pavement. Parking area screening from public rights-of-way may consist of one or a combination of the following: 1. Berms landscape with ground cover, trees, and shrubs; 2. Solid, low profile, decorative masonry walls; 3. Evergreen shrubbery which, when solely used as screening, shall be continuously maintained to provide solid screening.	
g. Trash receptacles/enclosures and loading areas shall be screened on all sides, with a gate provided for access, and shall be landscaped.	
h. All landscaping shall be protected with a six inch raised concrete curb.	
i. Landscaped areas and planters shall be serviced by a permanent automatic irrigation system approved by the Development Services Director.	
j. All parking areas, landscaping and screening shall be continuously maintained by the property owner. Landscaping and screening shall be free of weeds, debris, litter, and dead plants. Any dead plant material shall be replaced with similar type of living plant material.	
k. Parking area and perimeter landscaping shall be installed or secured as required prior to any authorization to occupy any building(s) served by required parking areas.	
l. Landscaping shall be designed to obscure views of loading and other service areas, including trash storage areas, from rights of way and adjoining property containing such loading facilities.	
m. 40% canopy tree coverage.	

Table 3.5, Landscape Requirements for Parking Areas

3.7 ADDITIONAL LANDSCAPING STANDARDS

Parking Area Landscape

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

Vegetated bioswales in planting islands

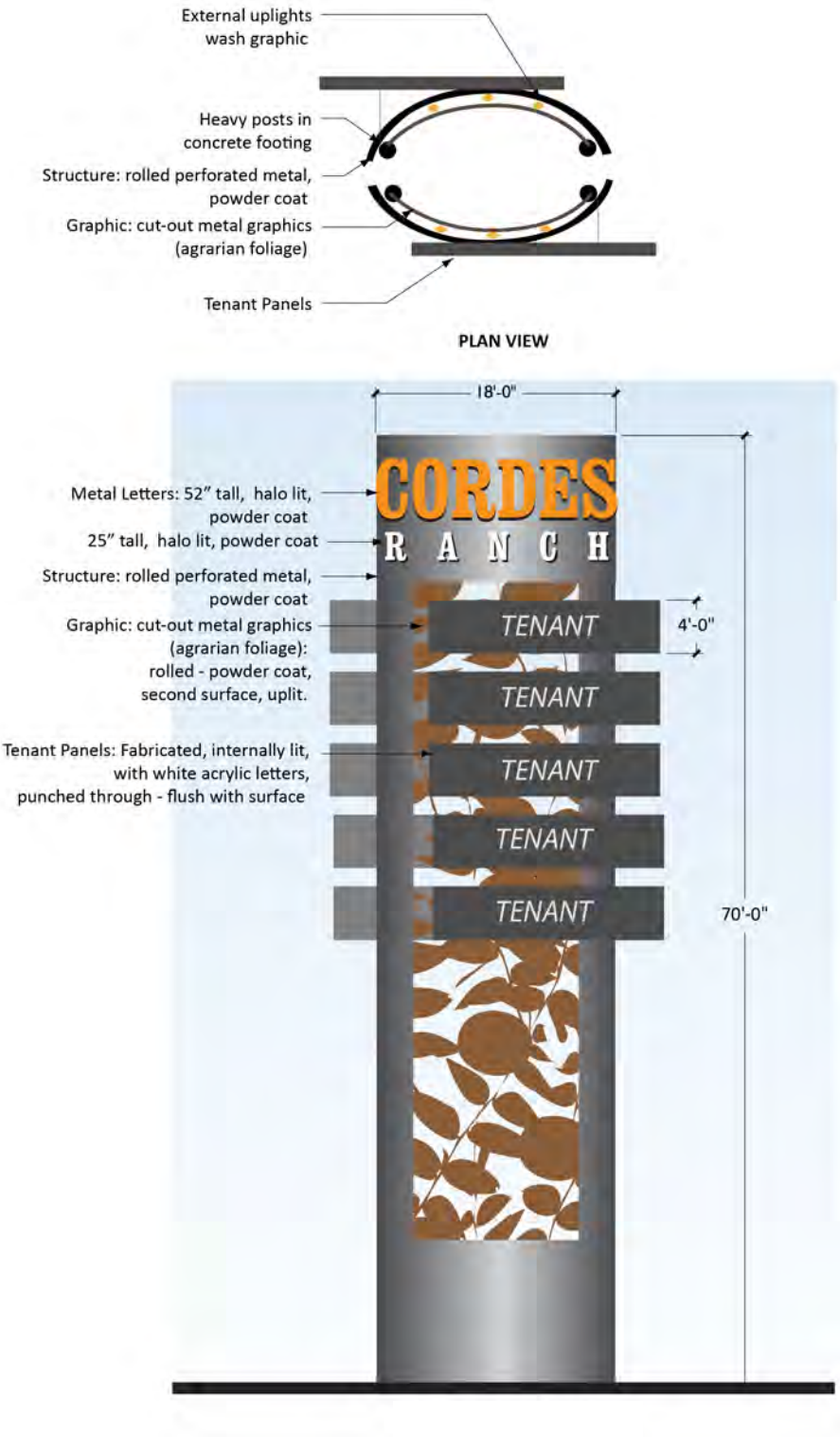


Figure 3.3, Freeway Sign Design

3.8 SIGN STANDARDS

Signs within the Project Area shall be allowed in accordance with Tracy Municipal Code standards, except as modified herein.

Freeway Sign

A total of two Freeway Signs visible from both eastbound and westbound directions of I-205 are allowed within the Cordes Ranch Specific Plan. They may be located within the General Commercial parcels adjacent to I-205, and may provide advertising of businesses located within the General Commercial Zone. Figure 3.3 depicts the design and dimensions for the Freeway Sign, and Figure 3.4 depicts the approximate location for each.

Freeway Sign Design Standards

1. Maximum height: 70'
2. Maximum width: 18'
3. Maximum area: 300 square feet per sign face
4. Minimum ground clearance: 8'
5. Maximum number of signs permitted: 2 within the Cordes Ranch Specific Plan Area.

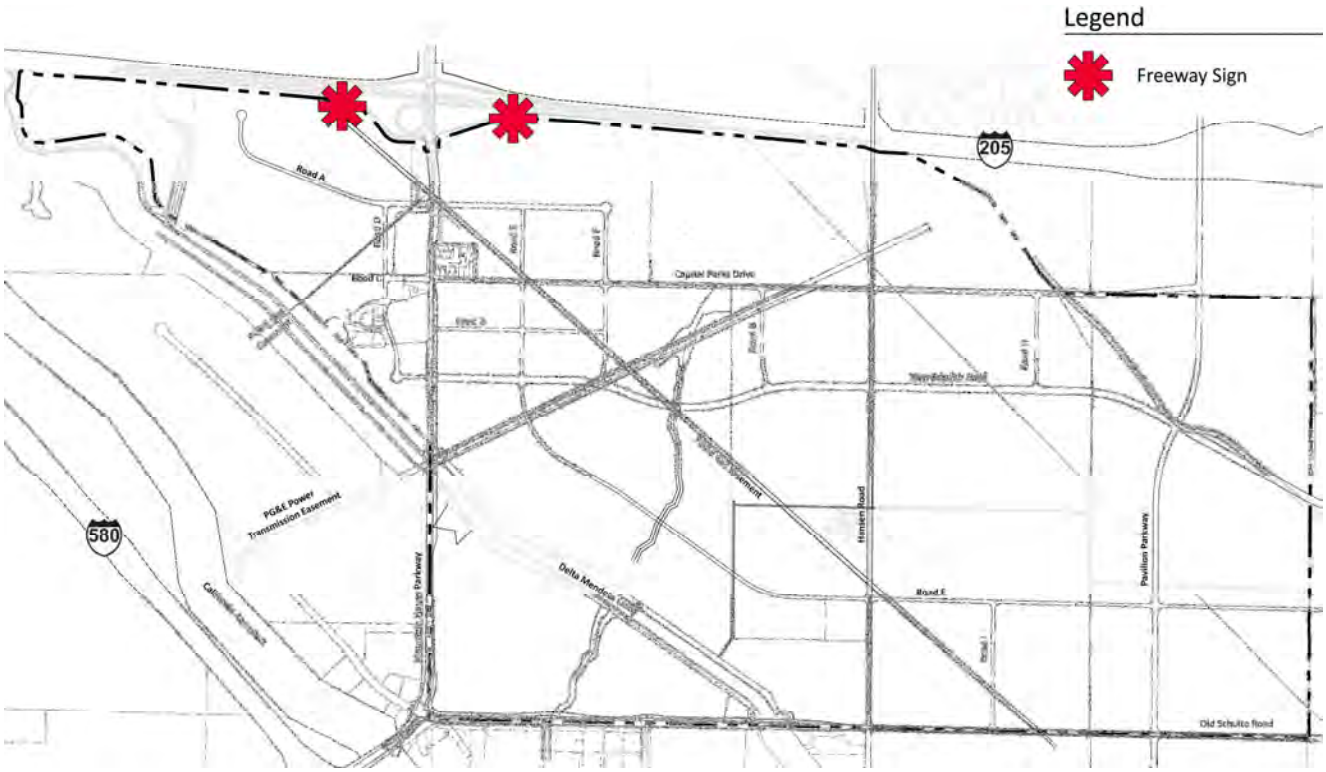


Figure 3.4, Freeway Sign Locations

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.

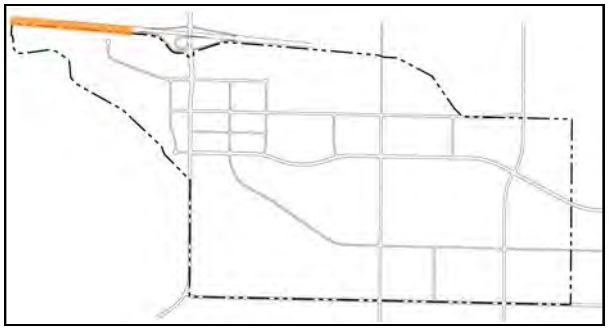
Sustainable design of the landscape will include the use of native and climate adapted plant species, high-efficiency irrigation systems and lighting, locally sourced and recycled materials and stormwater best management practices. This approach to the design will create a contemporary California landscape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

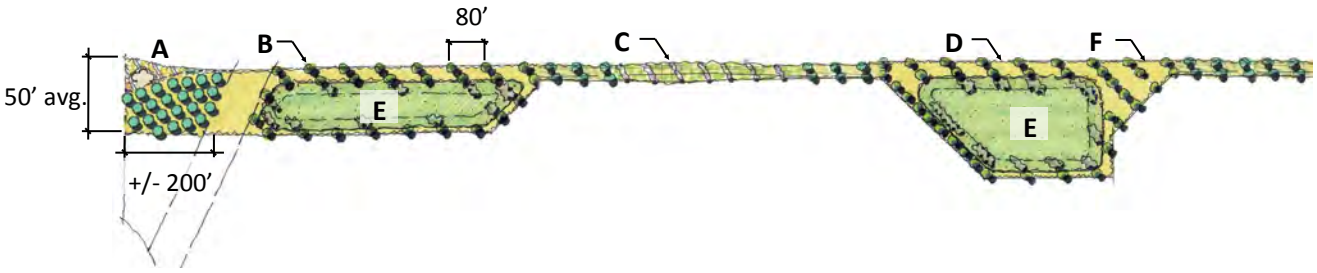


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Figure 5.1, Conceptual Design for Freeway Edge, Western Portion

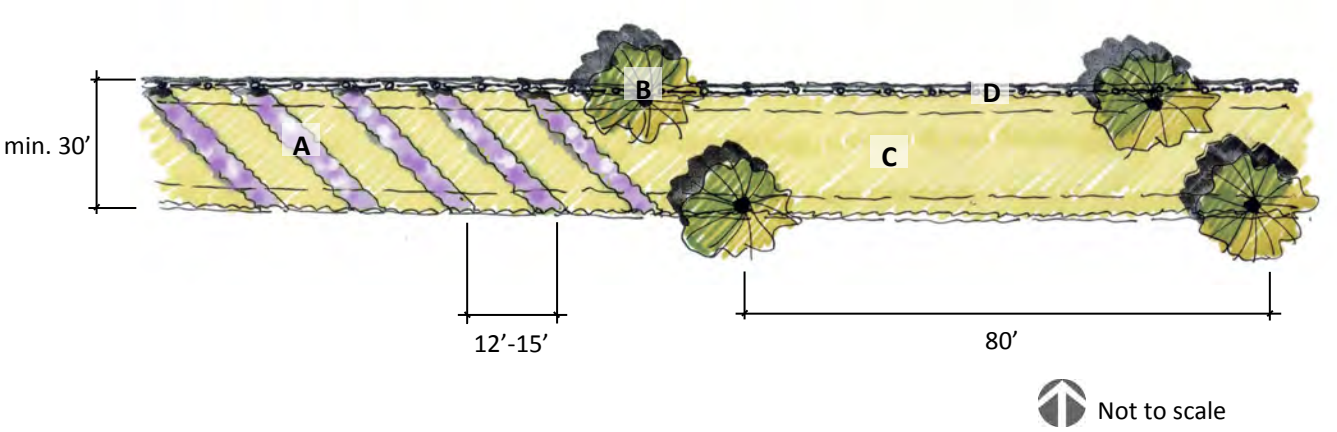


Figure 5.2, Conceptual Design for Hedgerow Enlargement

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

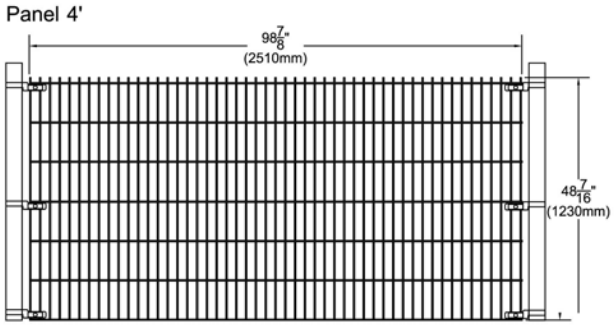


Figure 5.3, Freeway Fence Detail

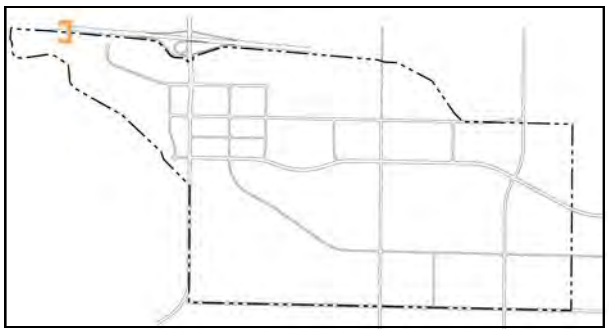
Omega Secur Doublewire Fence or approved equal by Caltrans

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 wild-flower mix

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



Key Map

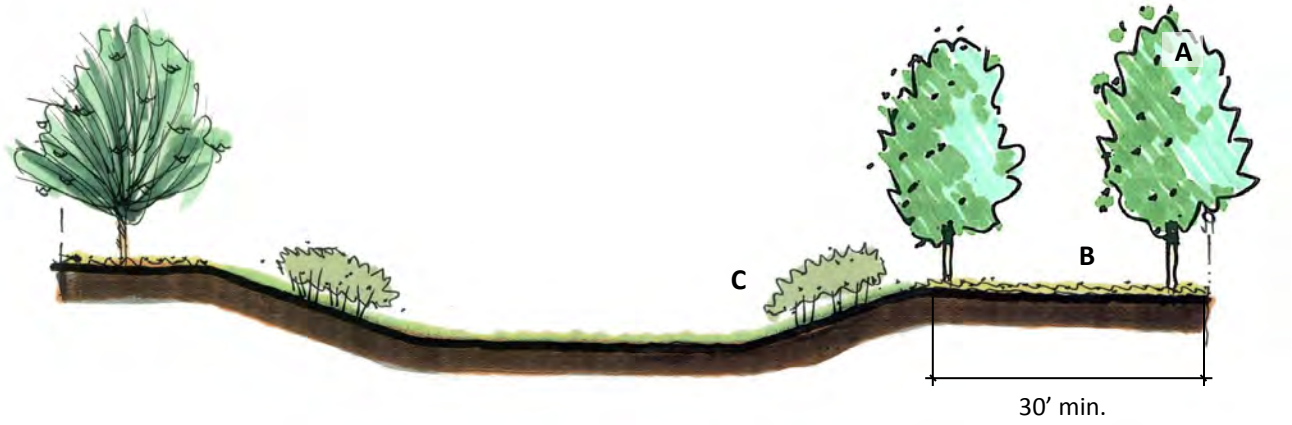


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Figure 5.4, Section, Conceptual Design for Freeway Edge Detention Basin Frontage

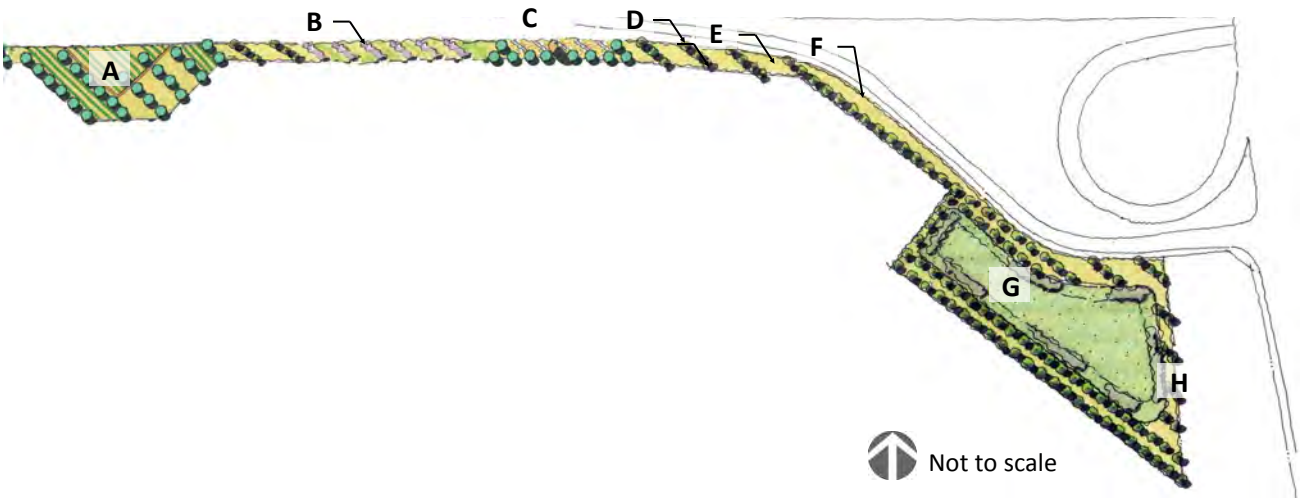


Figure 5.5, Conceptual Design for Freeway Edge, Middle Portion West of Mountain House Parkway

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

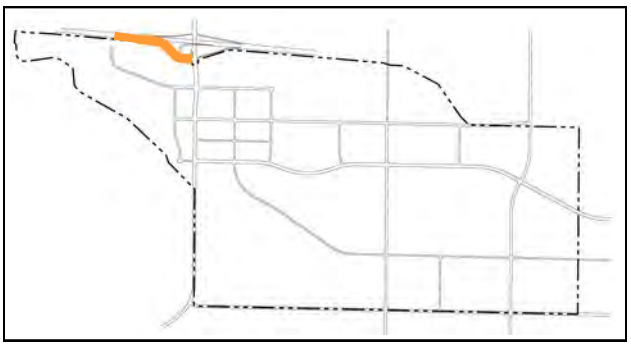
D. *Tree Rows, typ.*
- species: Quercus robur 'Fastigiata' (English Oak)
- size: 24" box
- spacing: 30' on center, 2 rows min.
- row spacing: 80'

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

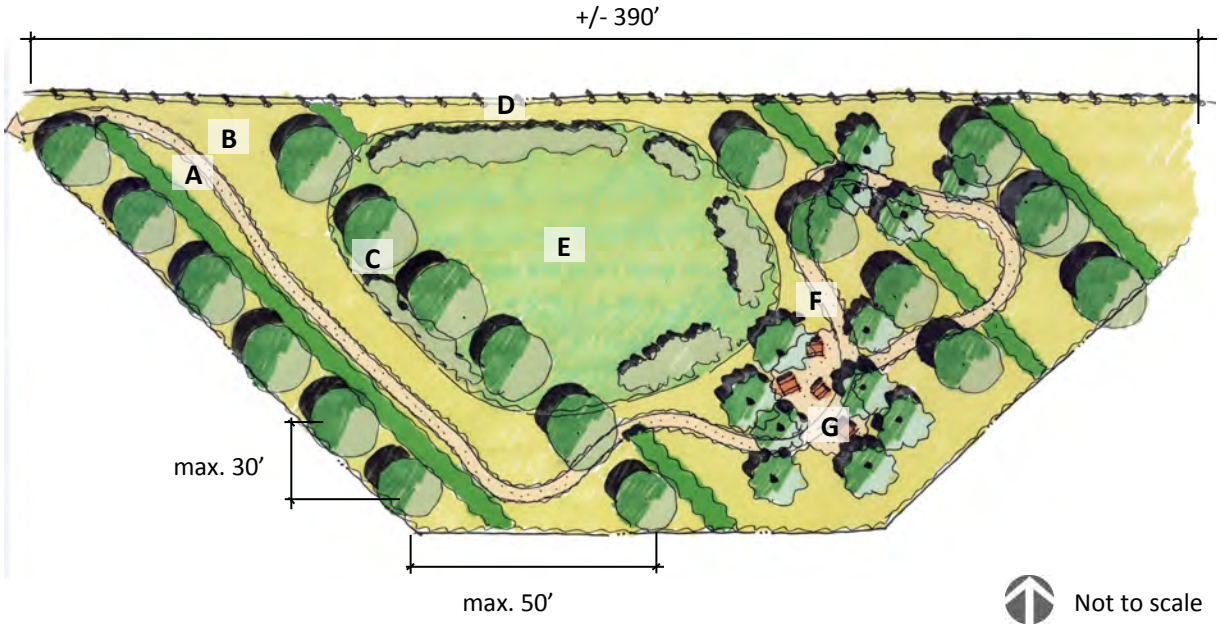


Figure 5.6, Conceptual Design for Freeway Edge Landscape Feature Enlargement

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

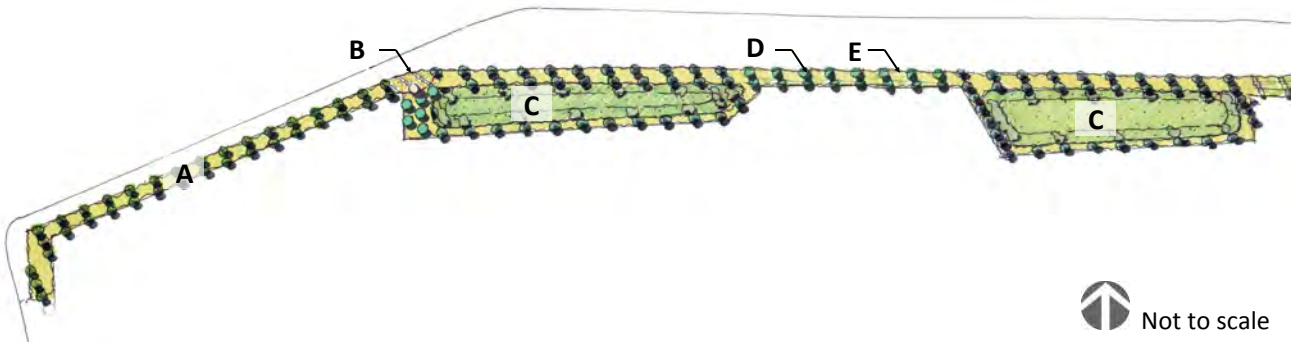


Figure 5.7, Conceptual Design for Freeway Edge, Middle Portion East of Mountain House Parkway

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

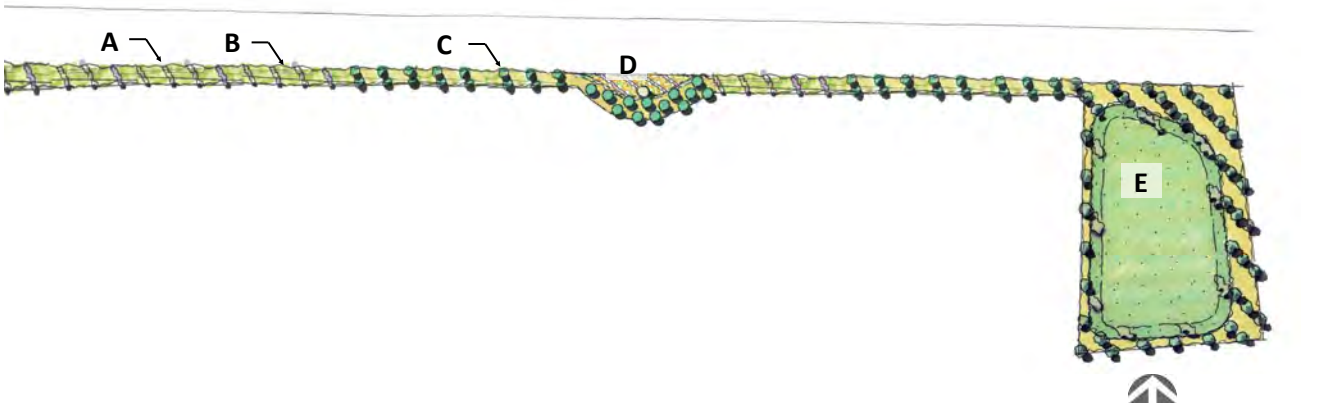


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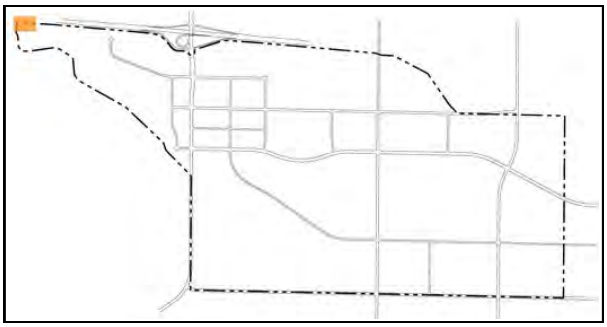
Figure 5.8, Conceptual Design for Freeway Edge, Eastern Portion

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

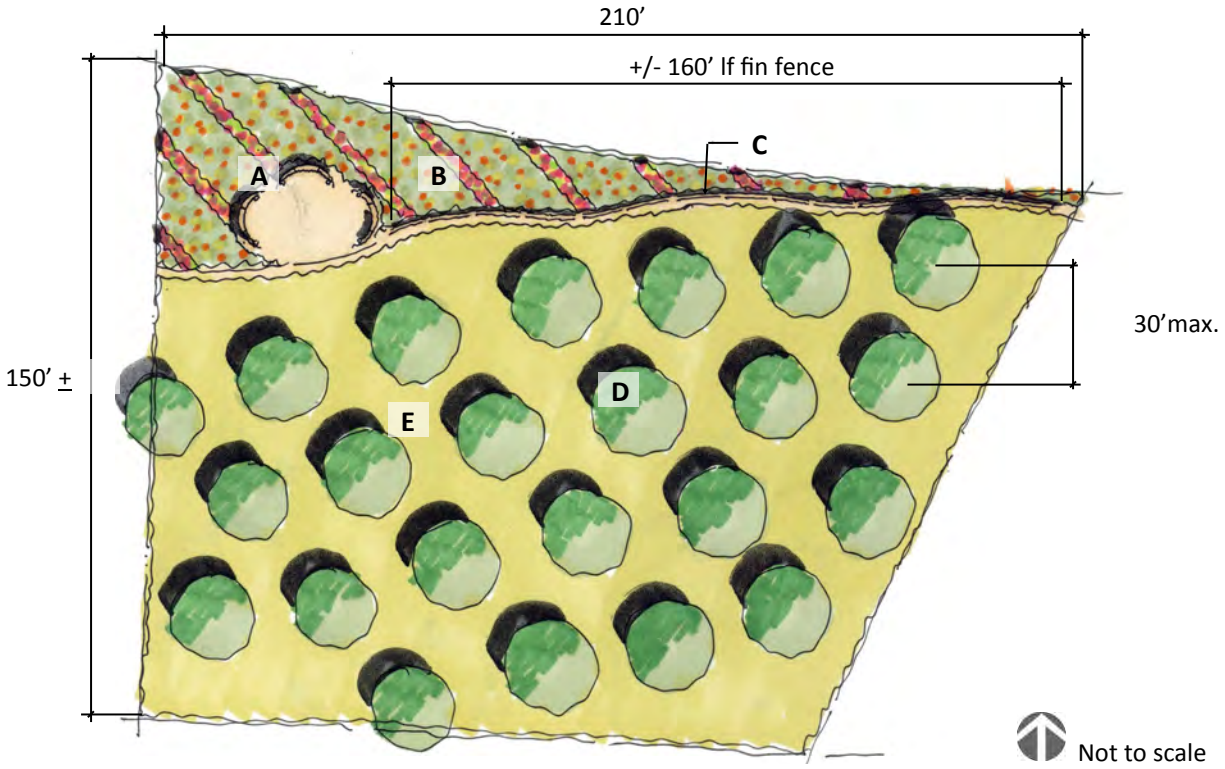


Figure 5.9, Conceptual Design for City Gateway West Enlargement (and See Figure 5.1)

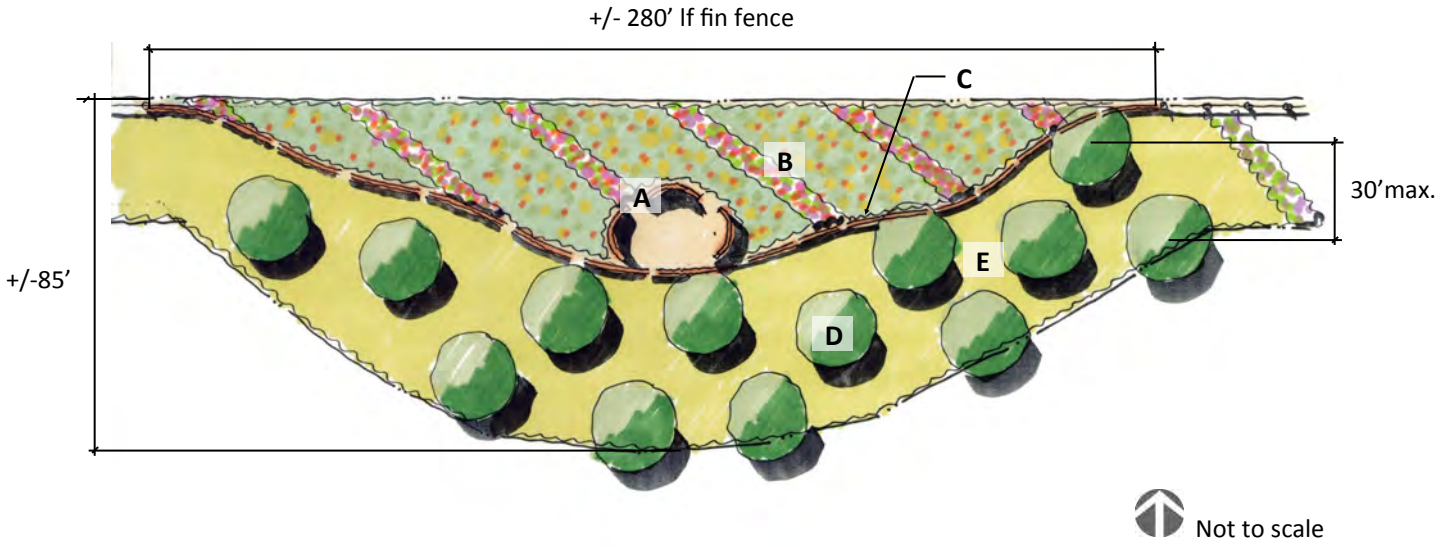


Figure 5.10, Conceptual Design for City Gateway East Enlargement (and See Figure 5.8)

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".

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. *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.

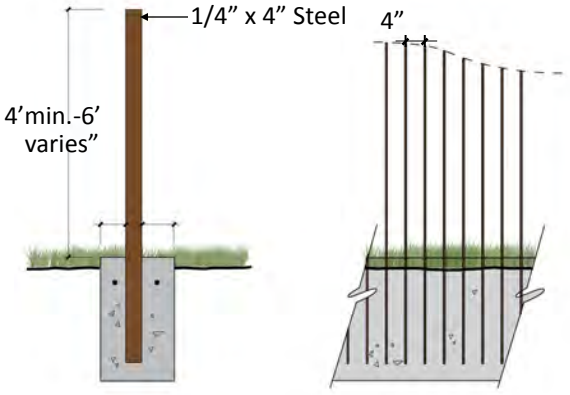
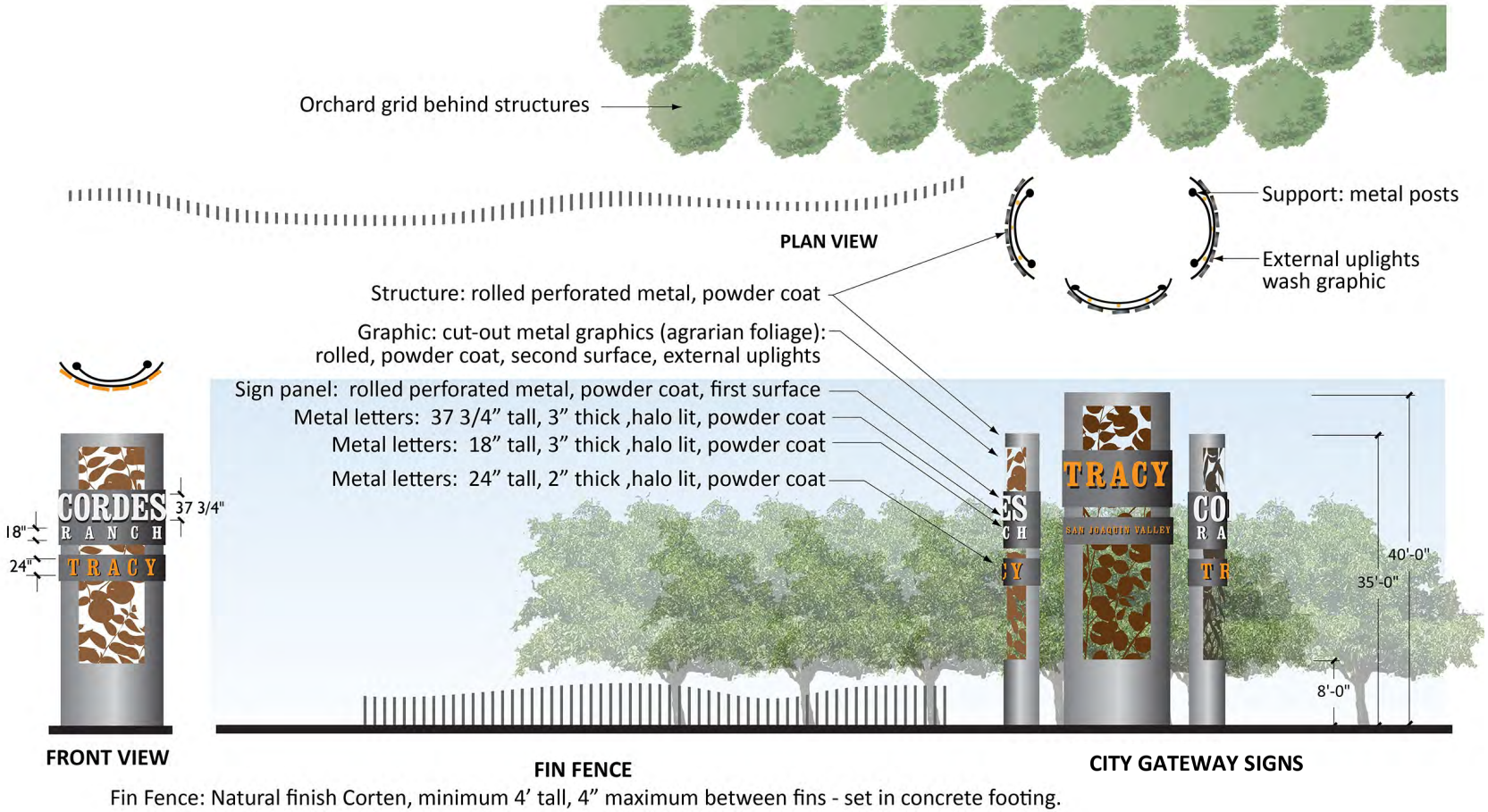


Figure 5.11, Fin Fence Detail

Fin fence and bold foliage planting



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.

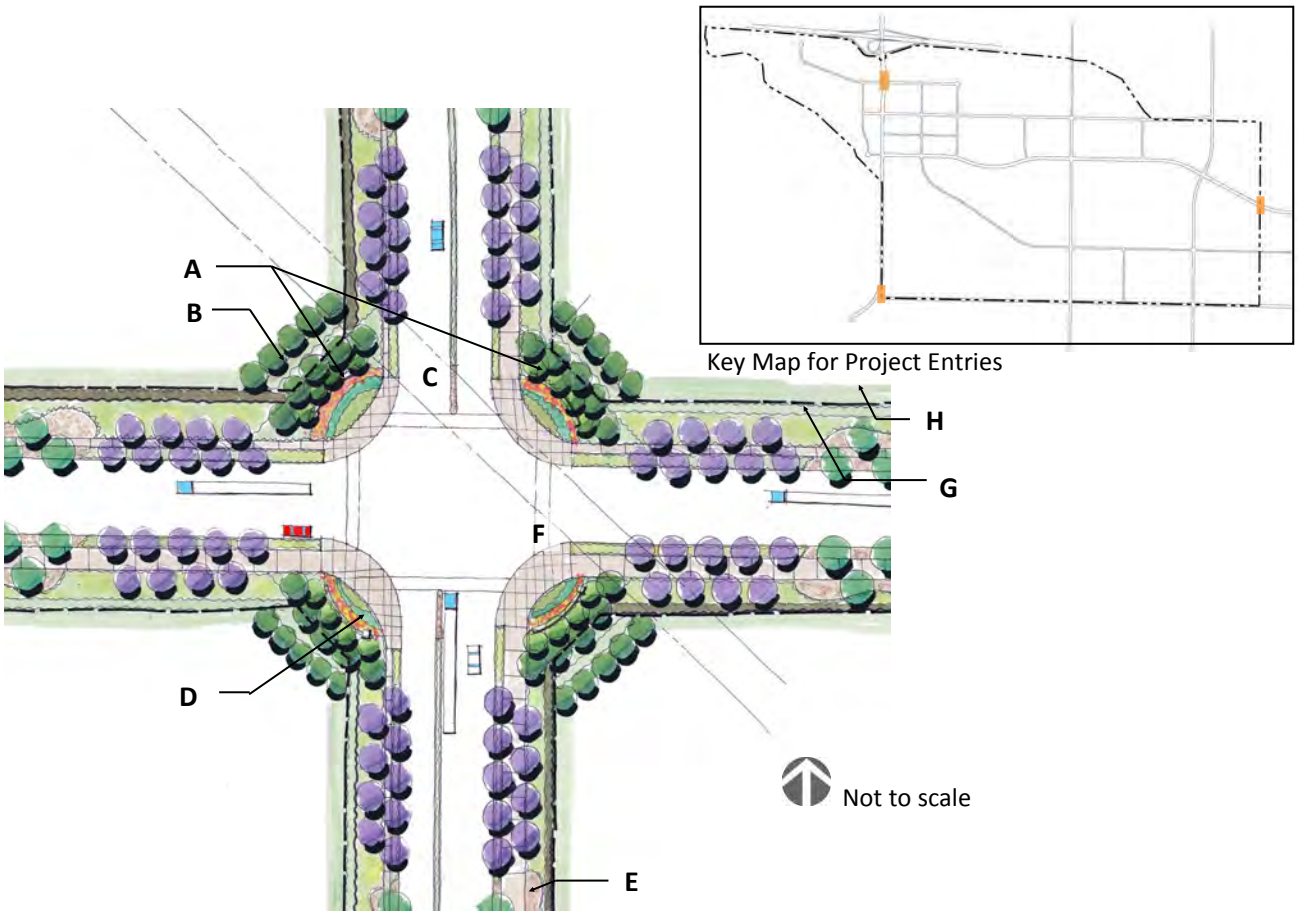


Figure 5.13, Conceptual Design for Project Entry Intersection

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.
- stamped colored asphalt

G. Property Line

H. Landscape Setback

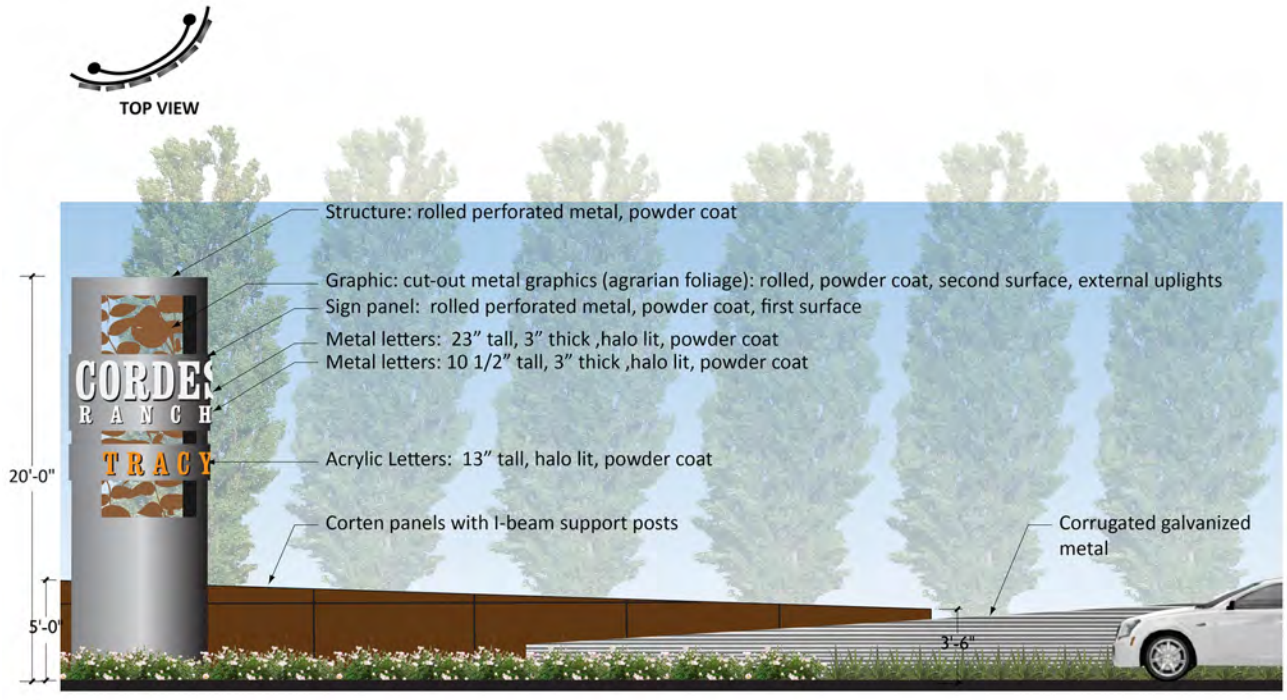


Figure 5.14, Project Entry Sign and Walls

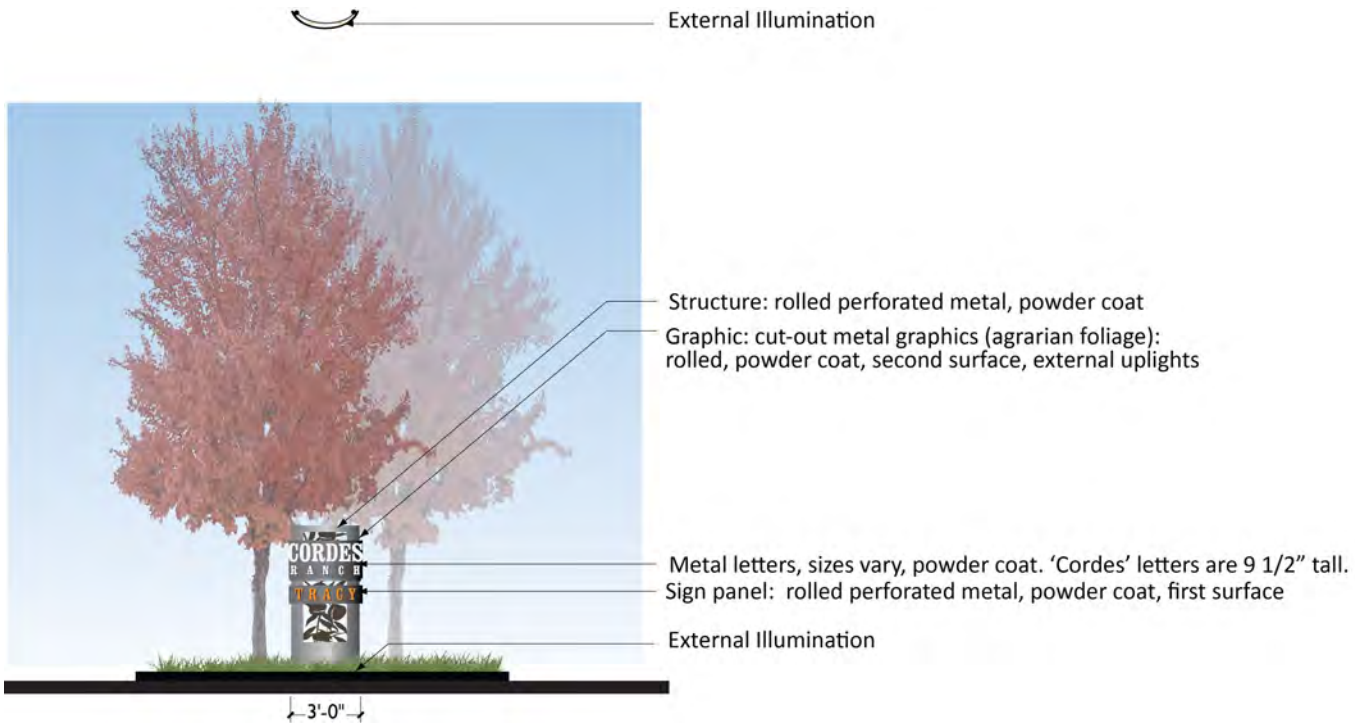


Figure 5.15, Project Entry Median Sign

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

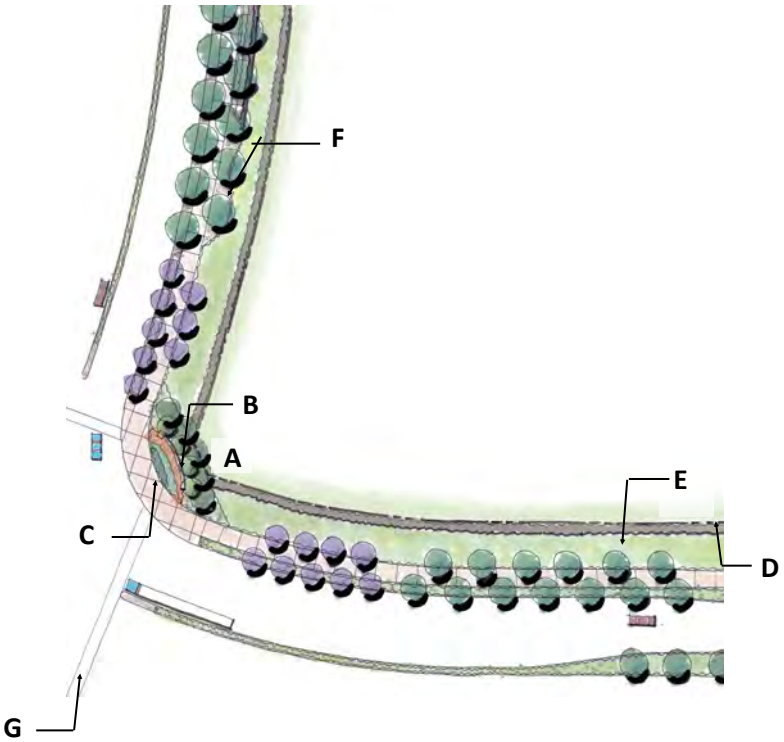
C. Corner Planting, typ.
- rows of alternating low accent color, ornamental grasses and evergreen shrubs at corners, such as Festuca glauca 'Elijah Blue' (Elijah Blue Fescue), Coleonema pulchellum 'Sunset Gold' (Golden breath of heaven), Aloe x 'Always' Red (Always Red Aloe), Agave 'Blue Glow' (Blue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

D. Property Line

E. Landscape Setback

F. Decorative Accent Rock

G. Crosswalks, typ.
-stamped colored asphalt

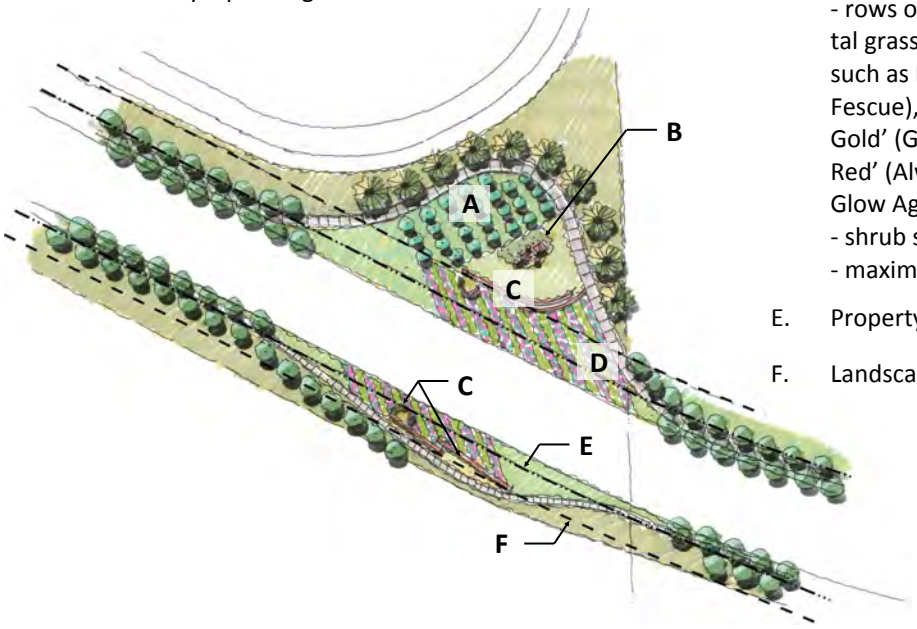


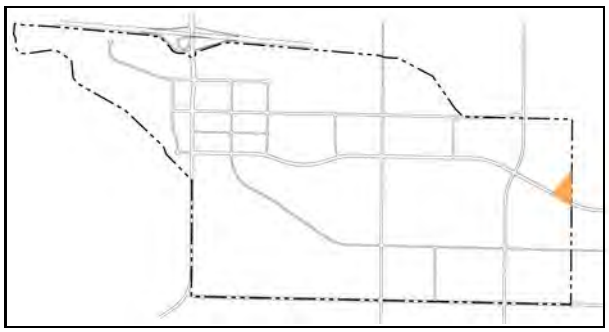
Not to scale

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 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

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: Quercus robur 'Fastigiata' (English Oak) and Olea europaea 'Swan Hill'
- size: 24" box

B. Decorative Accent Rock

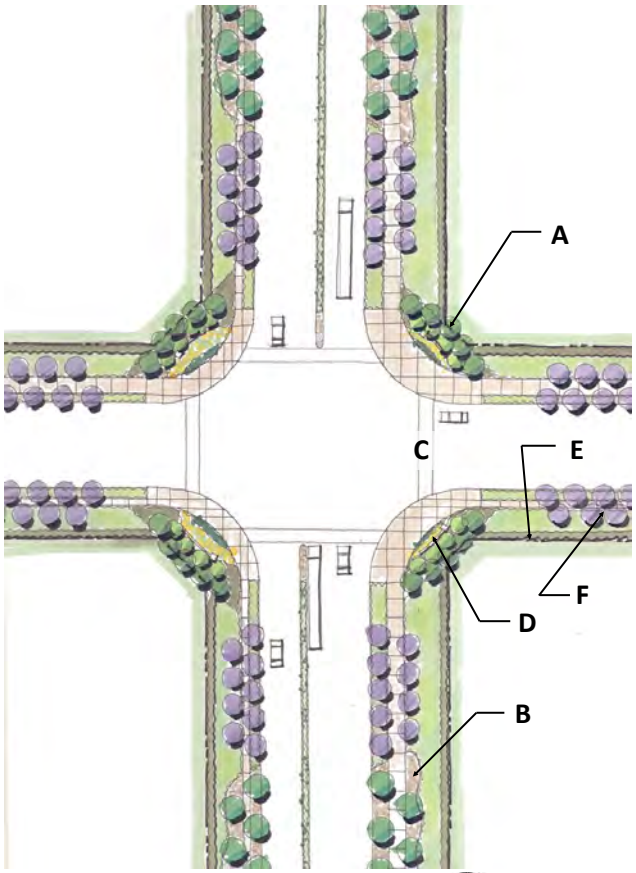
C. Crosswalks, typ.
- stamped color asphalt

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.

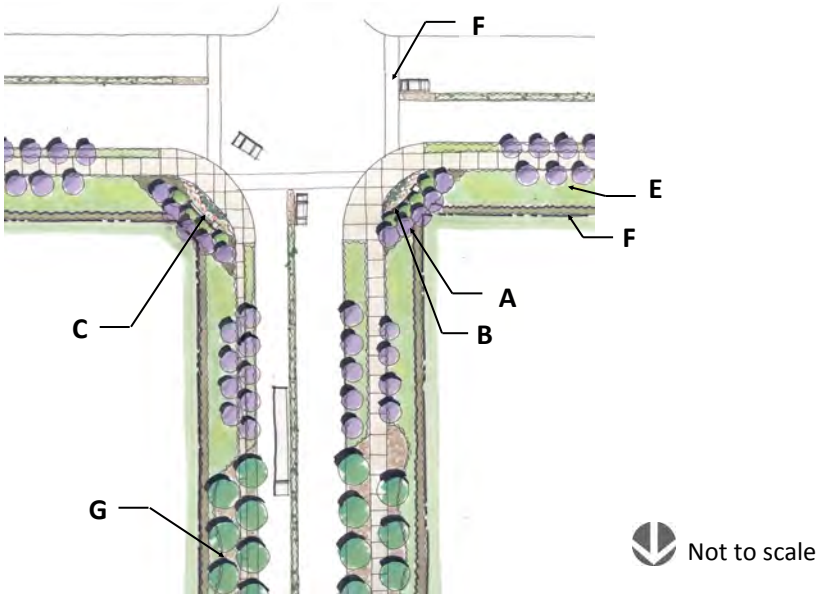


Figure 5.19, Conceptual Design for Major Intersection - "T" Configuration, Typical

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.
-stamped color asphalt

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.

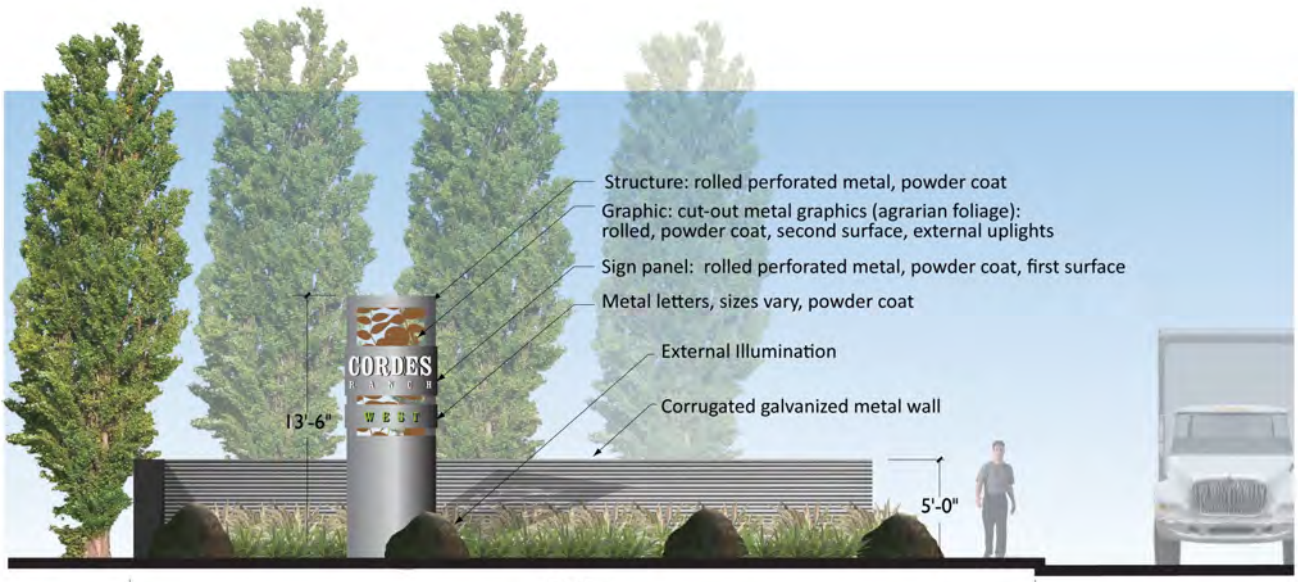
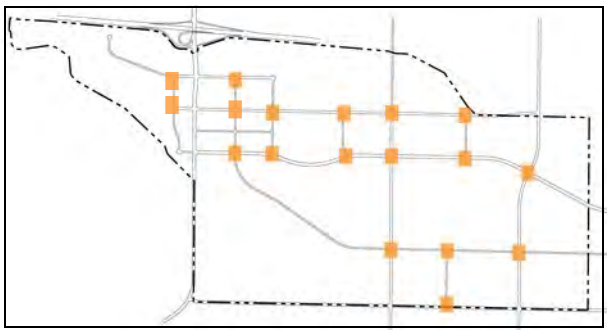


Figure 5.20, Major Intersection Sign

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'

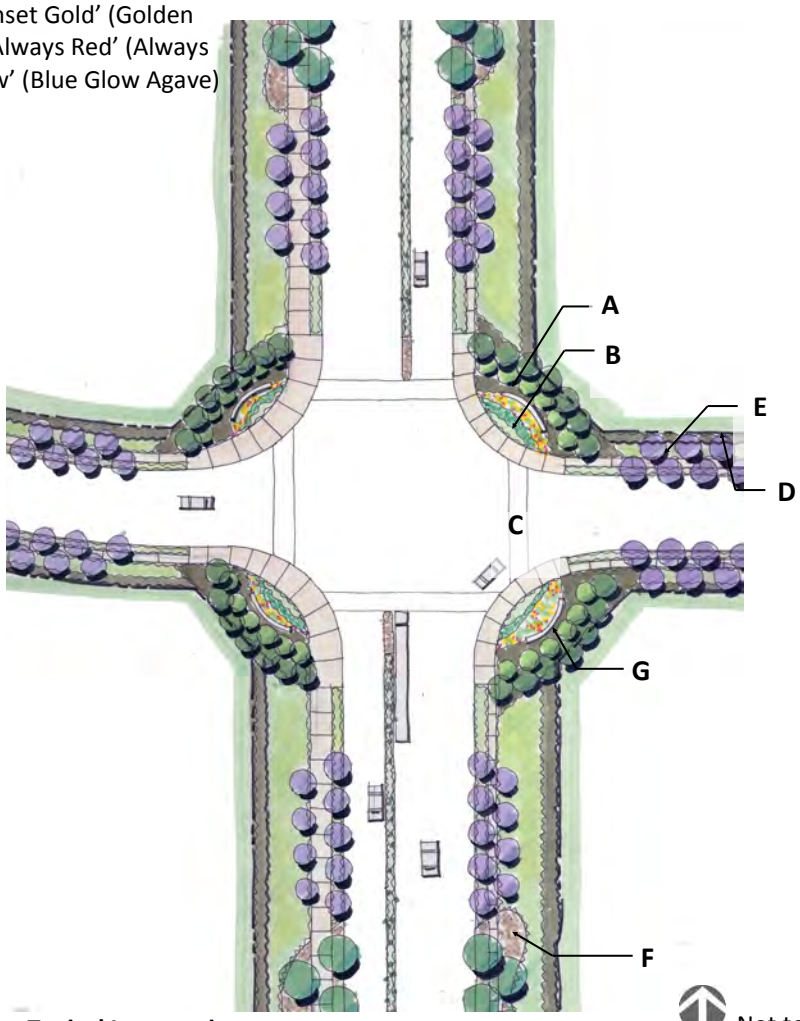
C. Crosswalks, typ.
-stamped color asphalt

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

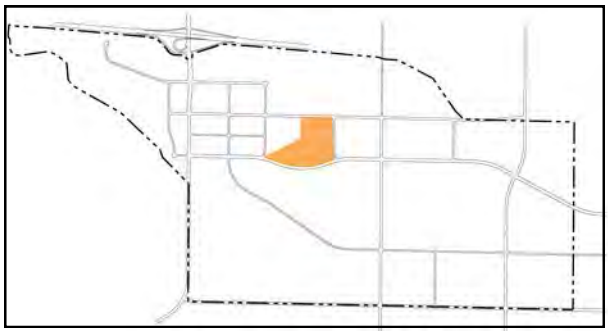
D. Allée of Trees

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.

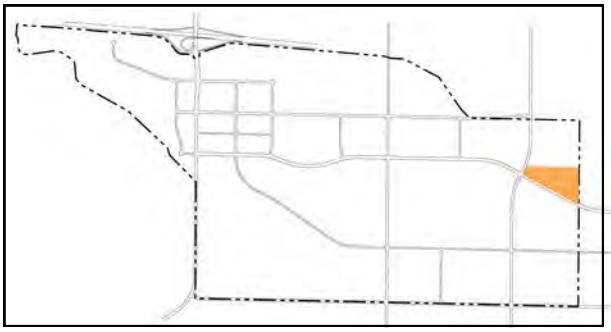


Key Map

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

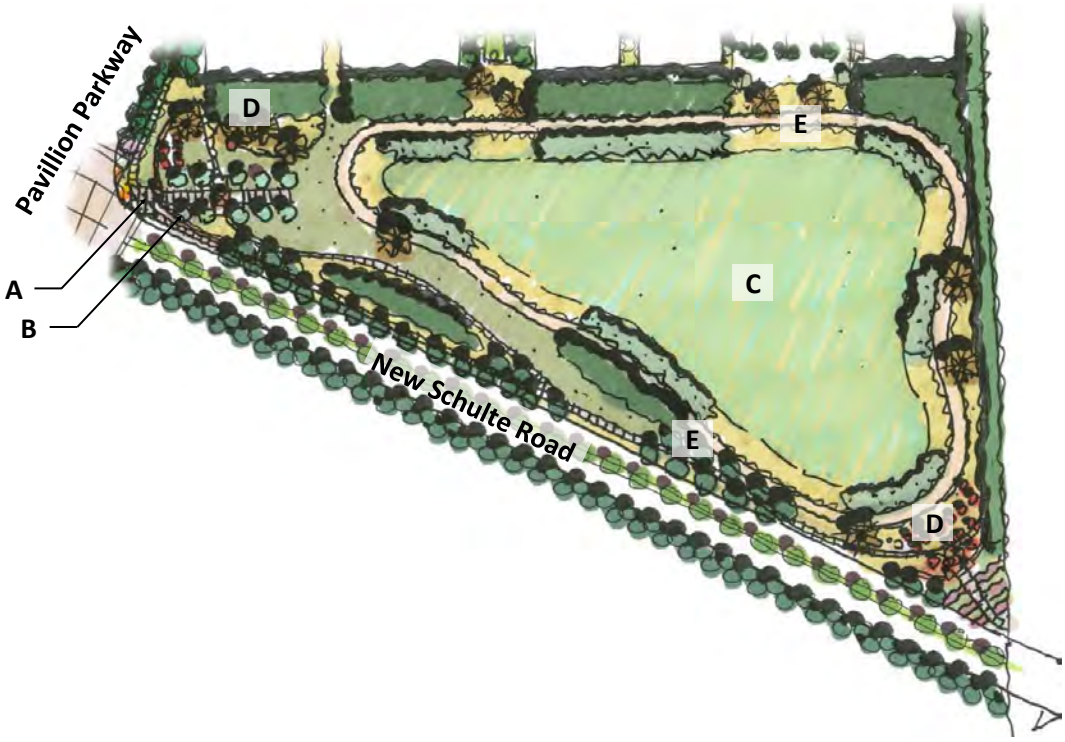


Figure 5.23, Conceptual Design for Eastside Park

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

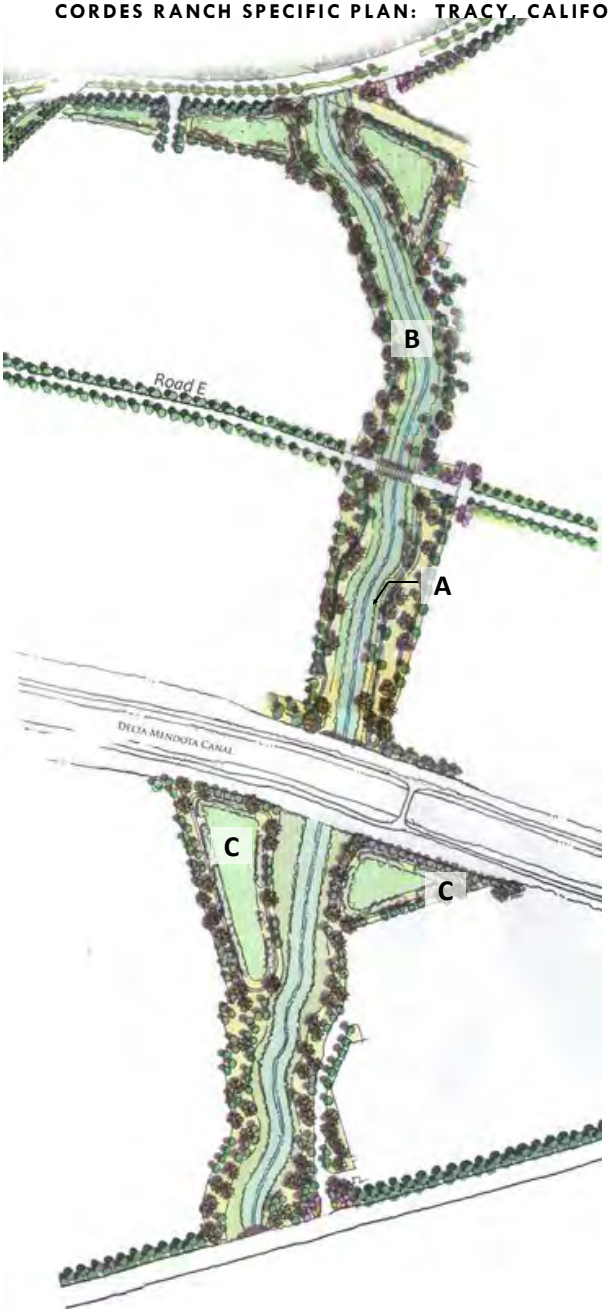
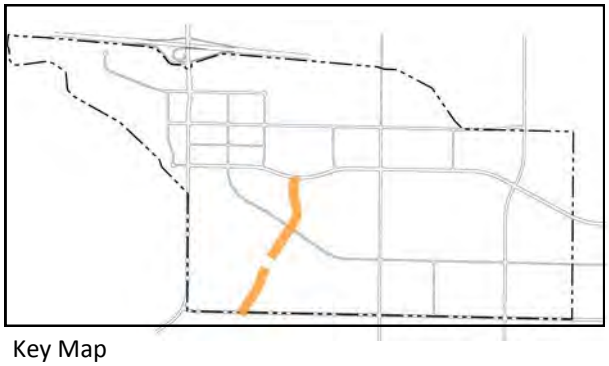


Figure 5.24, Conceptual Design for Drainage Easement

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

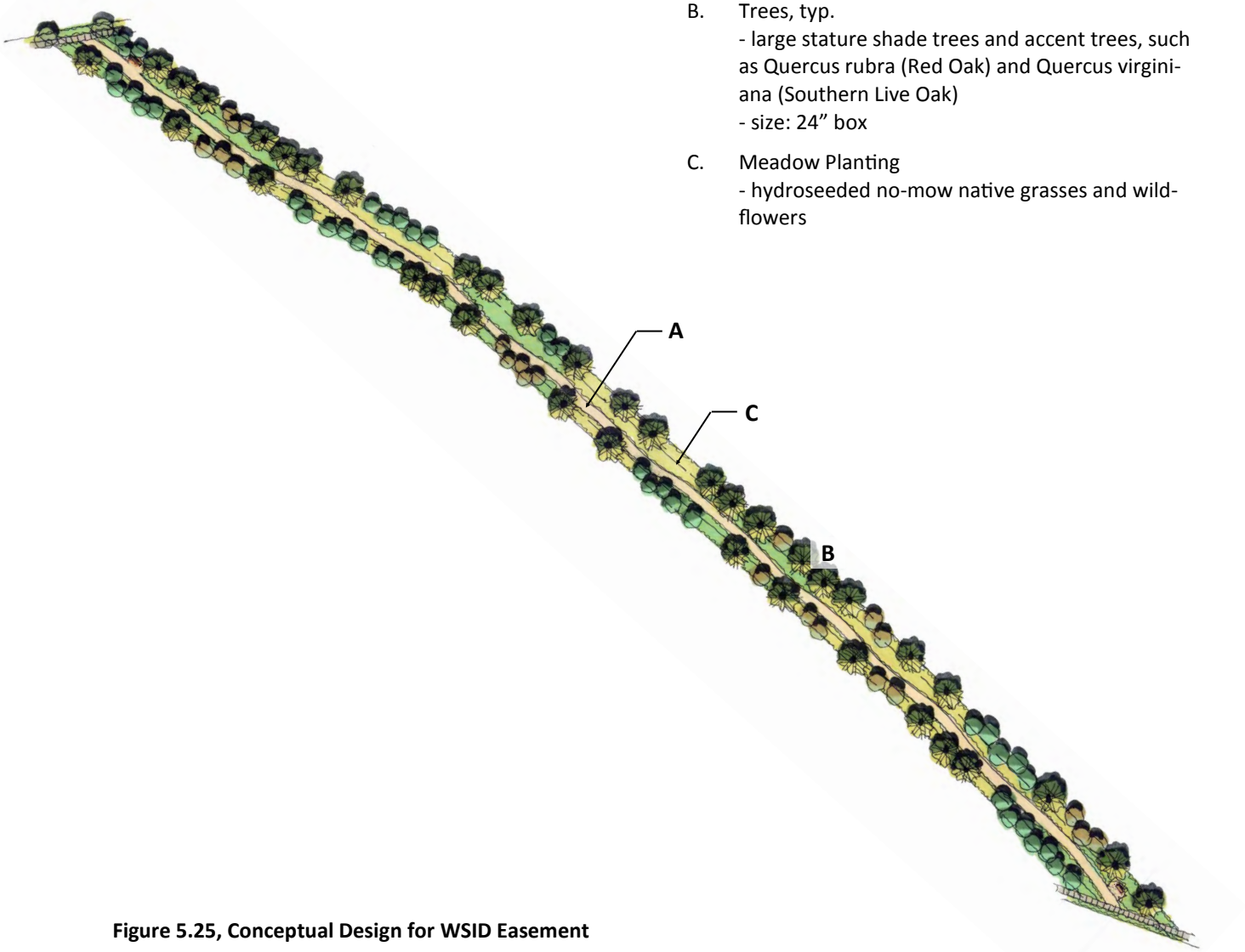


Figure 5.25, Conceptual Design for WSID Easement

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.

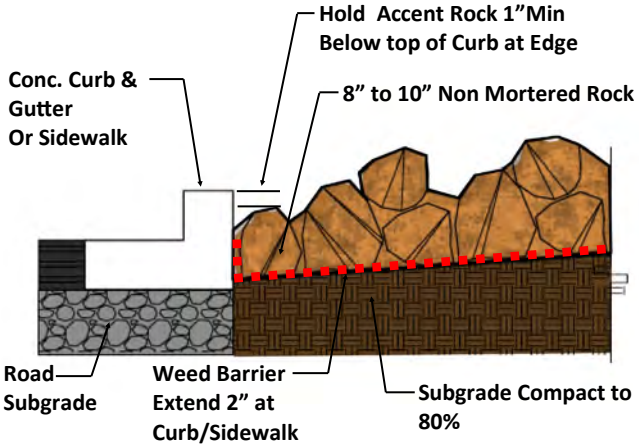
Accent rock surfacing will be used as a design and visual accent element in both the public right of way as well as private landscaping areas within Cordes Ranch Specific Plan boundary. Furthermore, this design element will help the project comply with the water conservation requirements mandated by 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. 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.

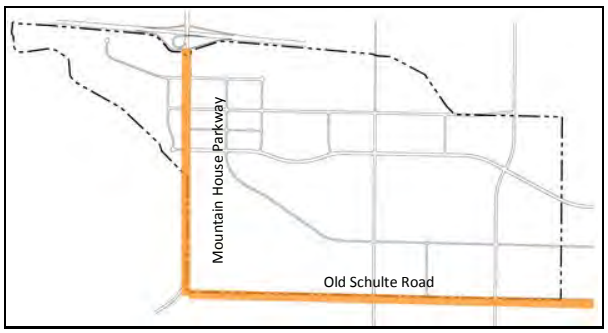
Similarly, west of the Delta Mendota Canal, Old Schulte Road has been improved on the south side, therefore the Project will install the north portion of the street section. See Figure 6.29.

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.*

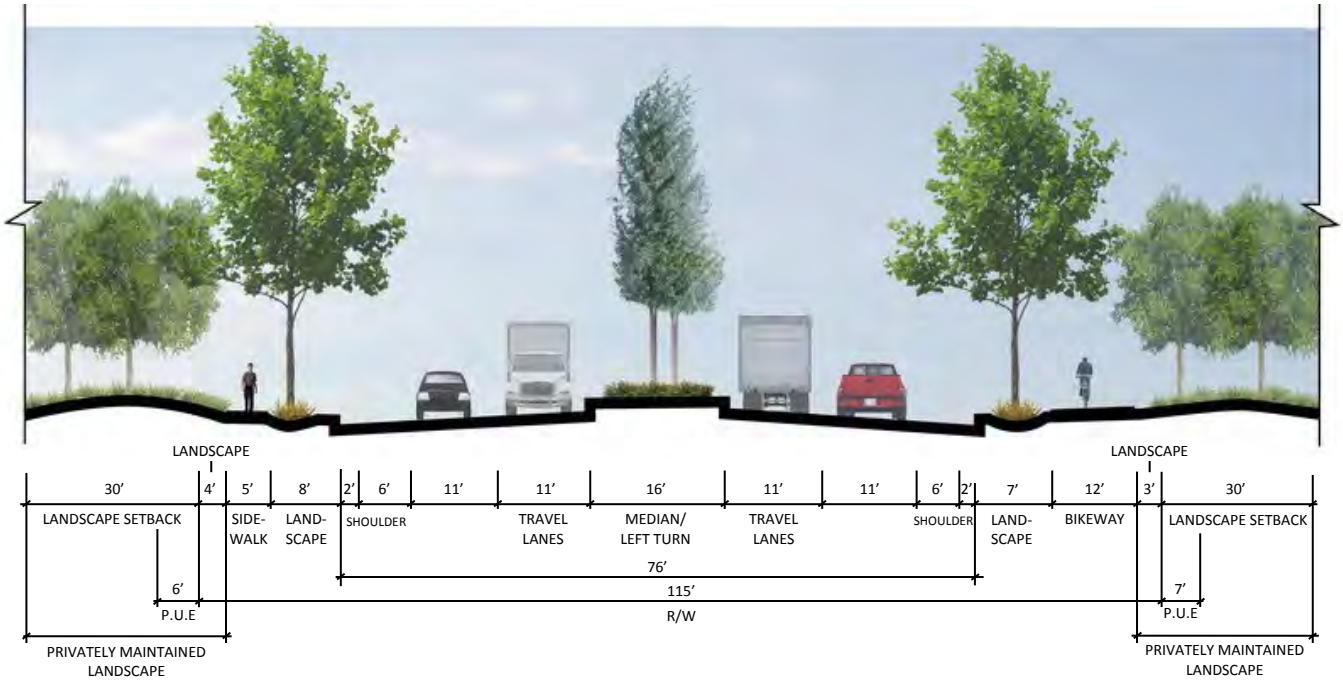


Figure 5.27, Conceptual Design for Four Lane Parkway

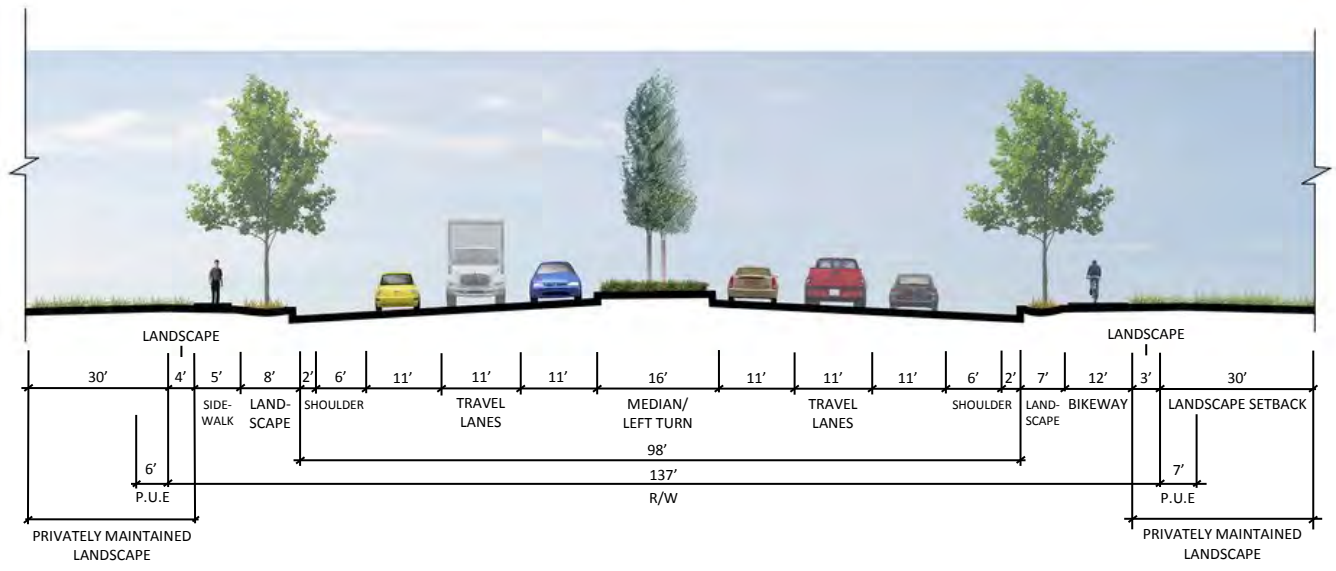


Figure 5.28, Conceptual Design for Six Lane Parkway

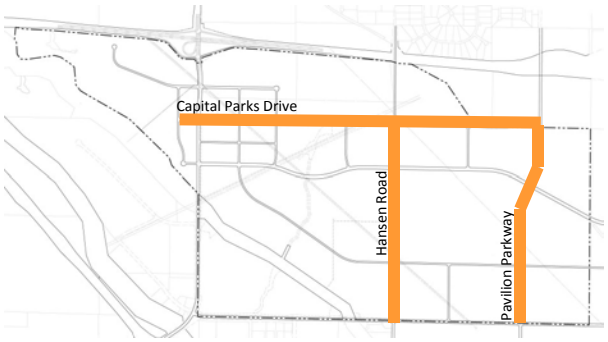
Capital Parks Drive, Hansen Road and Pavilion Parkway

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.*

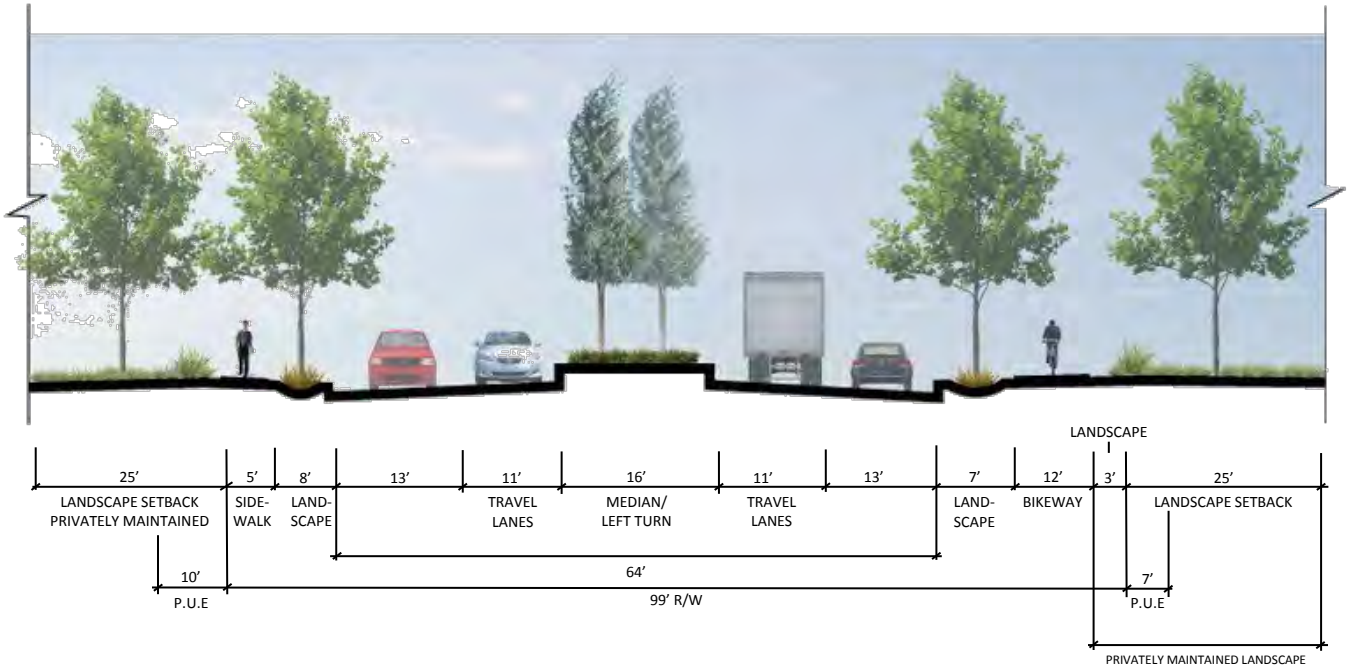


Figure 5.29, Conceptual Design for Four Lane Major Arterial with Median

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

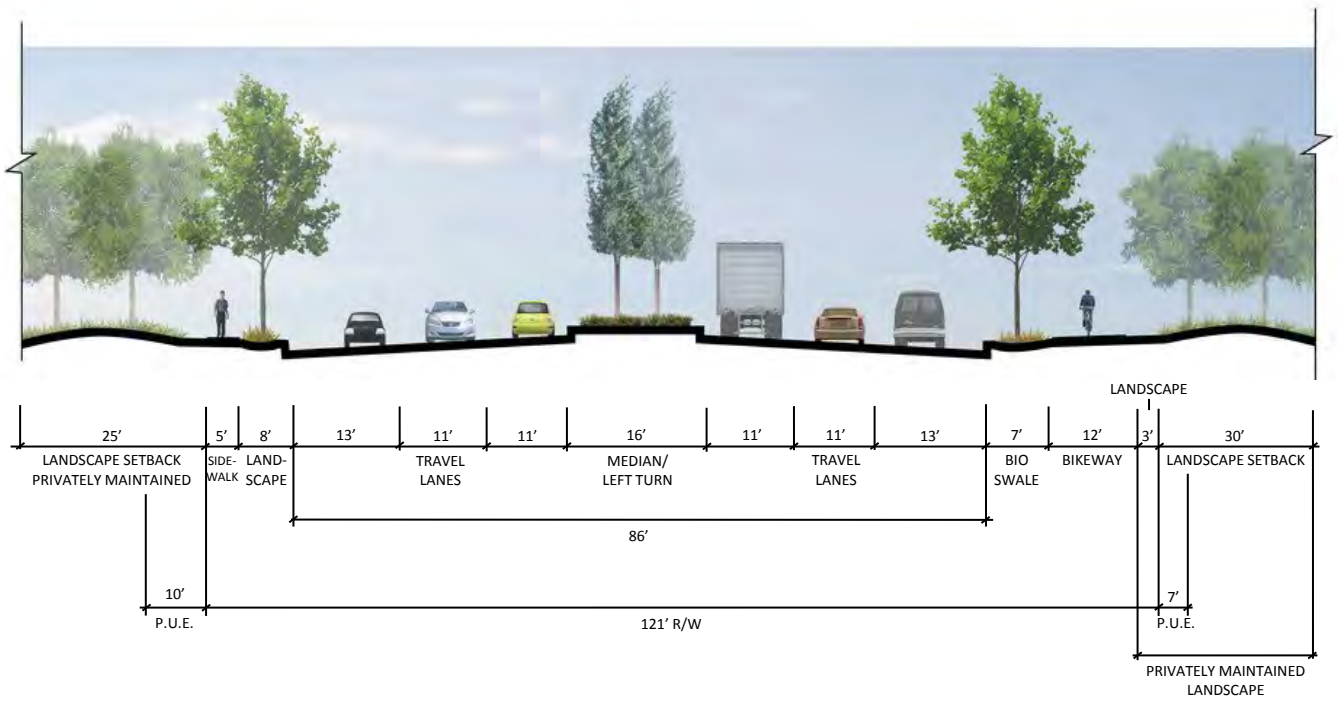
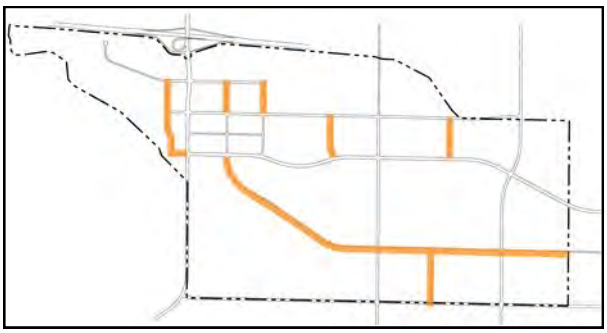


Figure 5.30, Conceptual Design for Six Lane Major Arterial with Intermittent 8-Foot Pull-outs

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.*

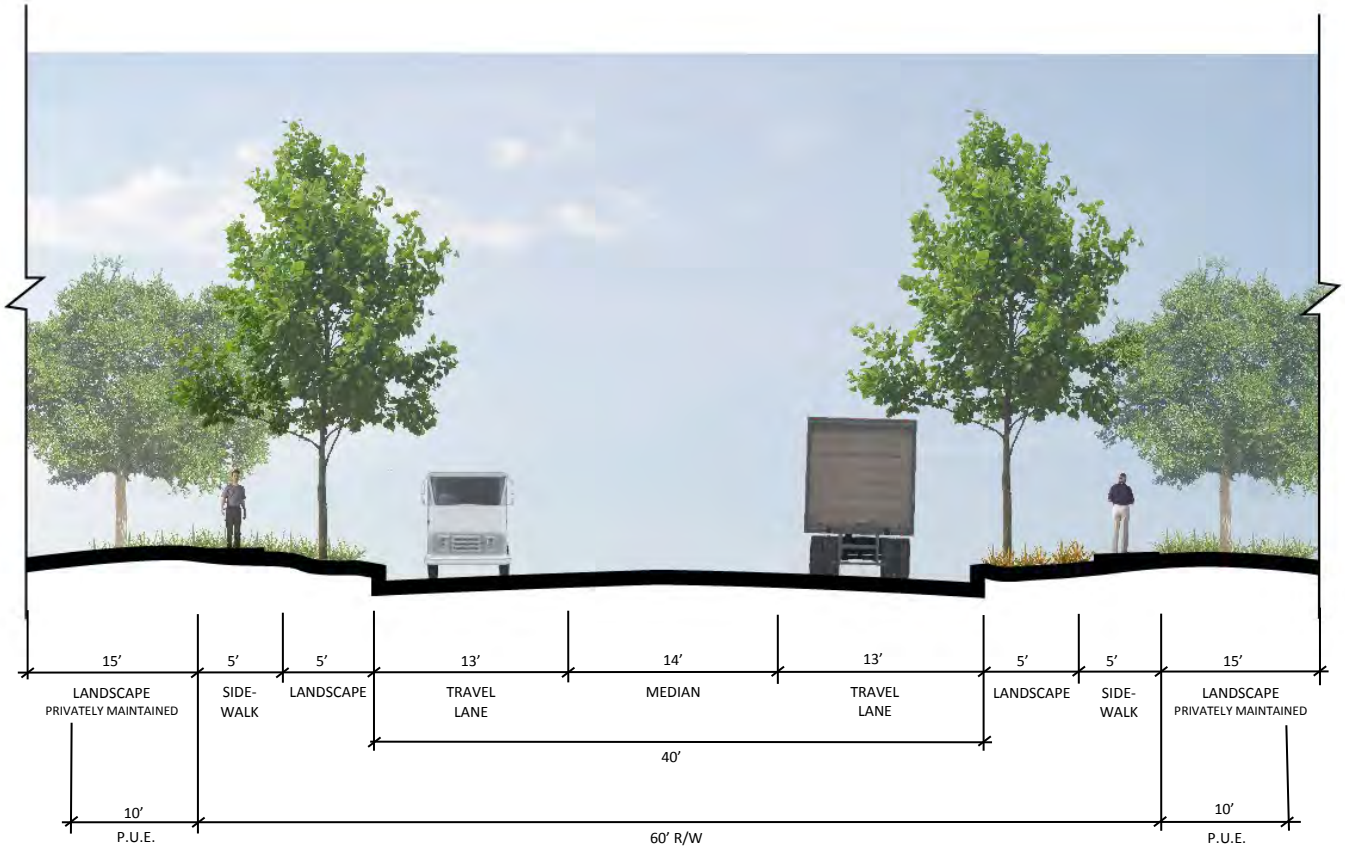


Figure 5.31, Conceptual Design for Industrial Streets (Section I-I)

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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