

# 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

**Zoning Districts**

- GC** General Commercial
- GO** General Office
- BPI** Business Park Industrial
- P** Parks

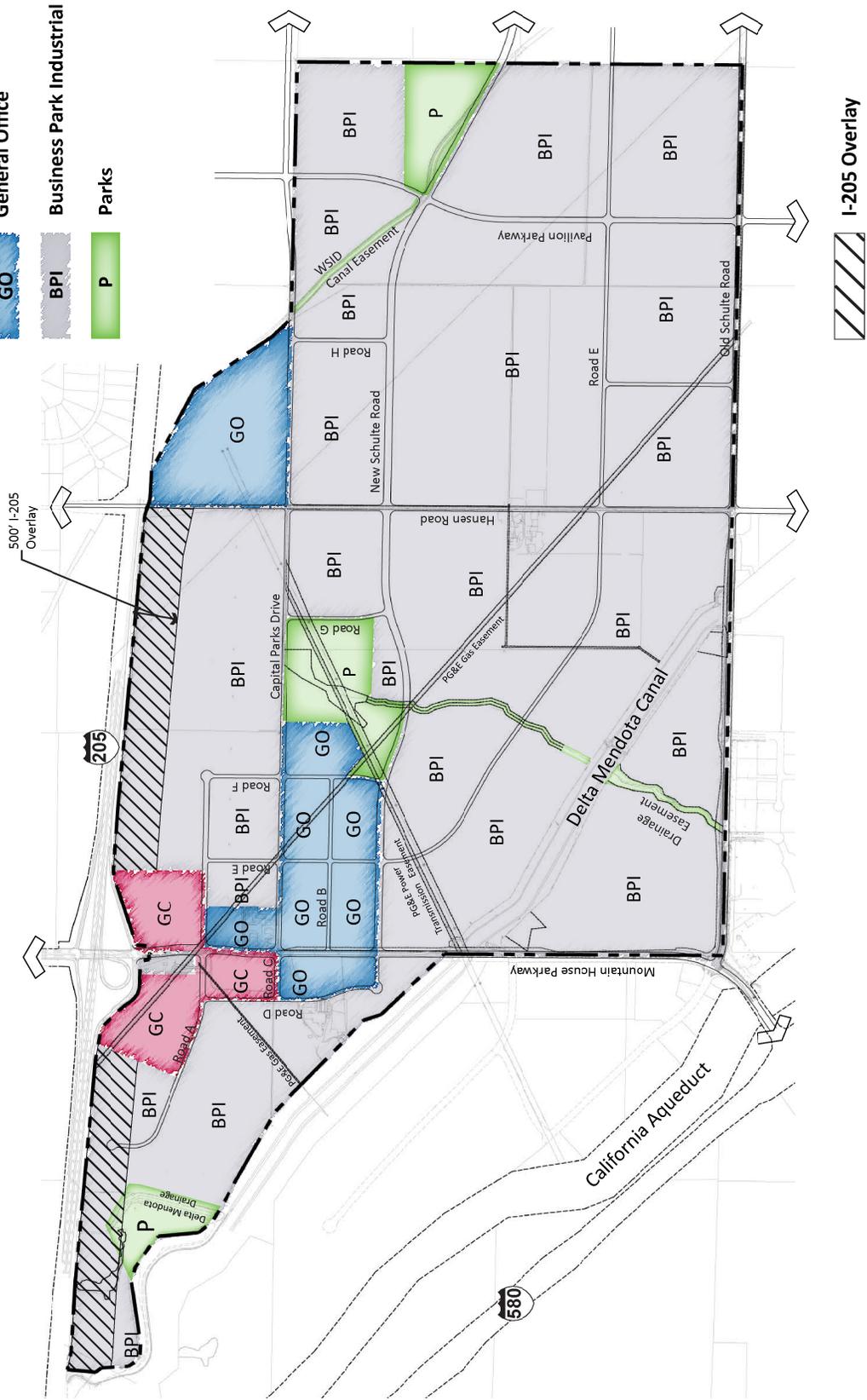


Figure 1.2, Cordes Ranch Specific Plan Zoning

<b>Projected Buildout Land Use Summary</b>			
<b>Gross Acres</b>			
<b>Zoning Districts &amp; Utilities</b>	<b>Gross Acreage</b>		
General Commercial (GC)	55.1		
General Office (GO)	152.2		
Business Park Industrial (BPI)	1476.9		
Parks (P)	96.3		
<b>Total Acres</b>	<b>1780.5</b>		
<b>Net Acres</b>			
<b>Zoning Districts &amp; Utilities</b>	<b>Net Acreage</b>	<b>Max FAR</b>	<b>Total Building Square Footage</b>
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)		
<b>Roads</b>	<b>149.2</b>		
Delta Mendota Canal	39.3		
Detention Basins	34.0		
Water Tank	4.0		
PG&E Gas Facility	2.7		
<b>Total Net Acres</b>	<b>1780.5</b>		<b>30,847,014</b>

**\*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**

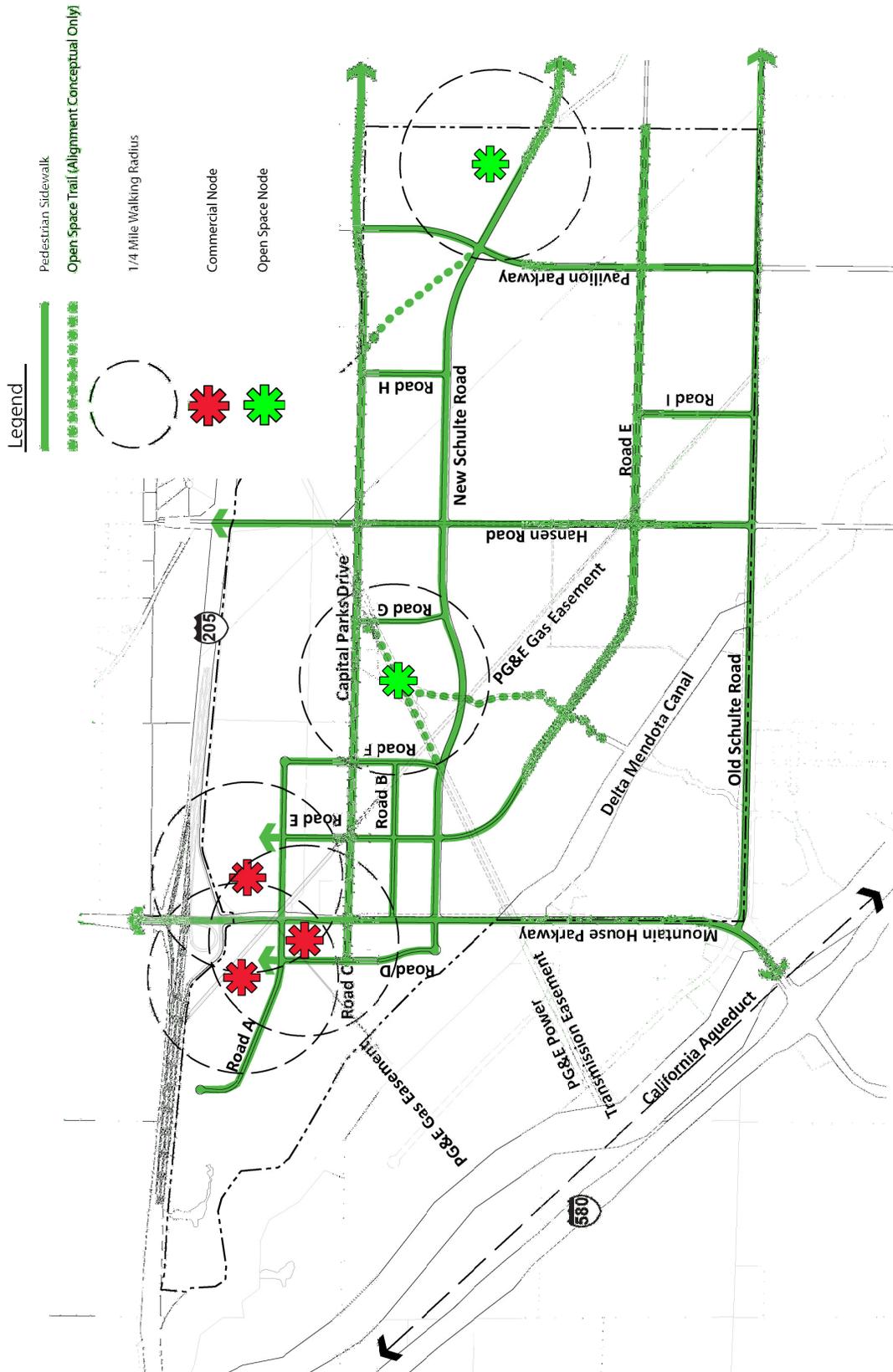


Figure 1.3, Pedestrian Path Plan

**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.

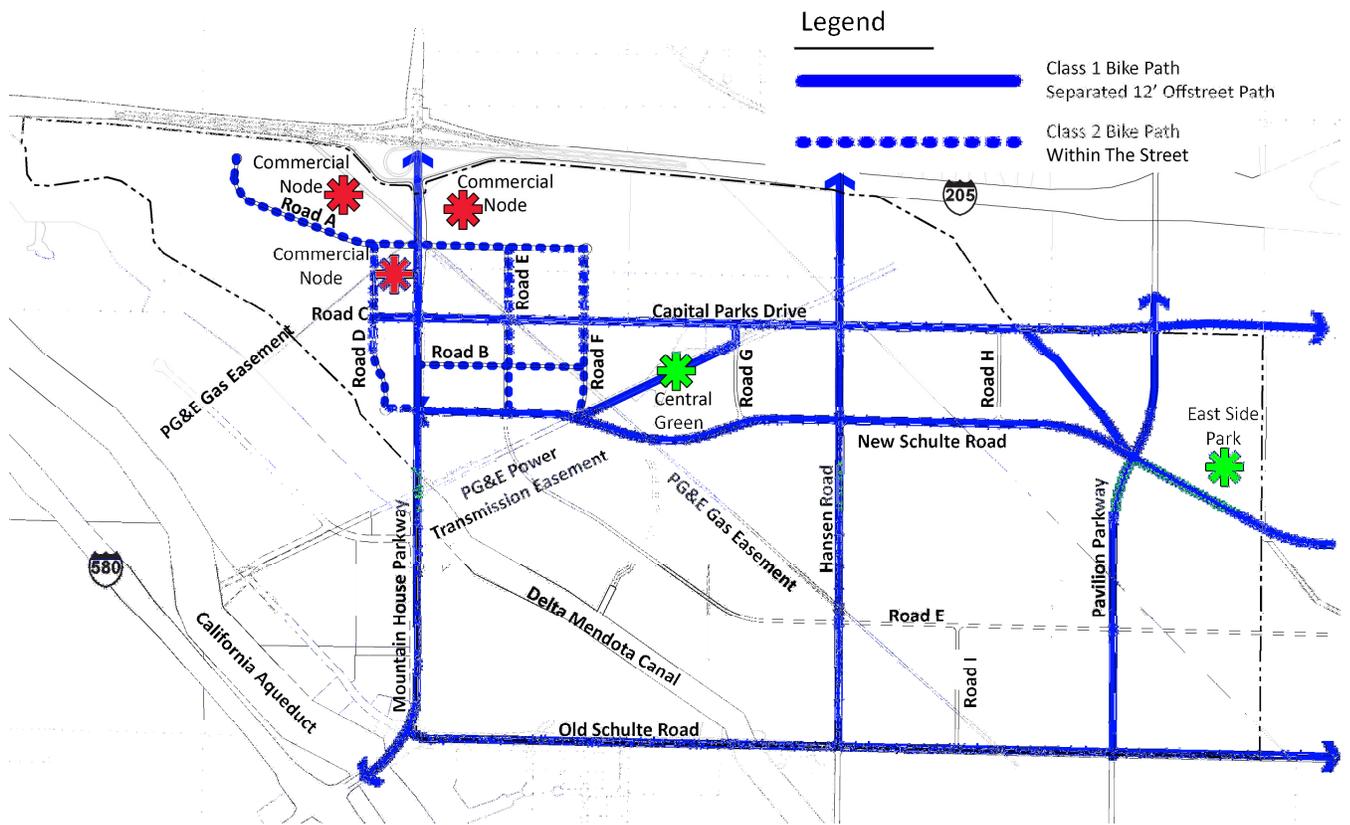


Figure 1.4, Bike Path Plan

**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 bike-ways 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-

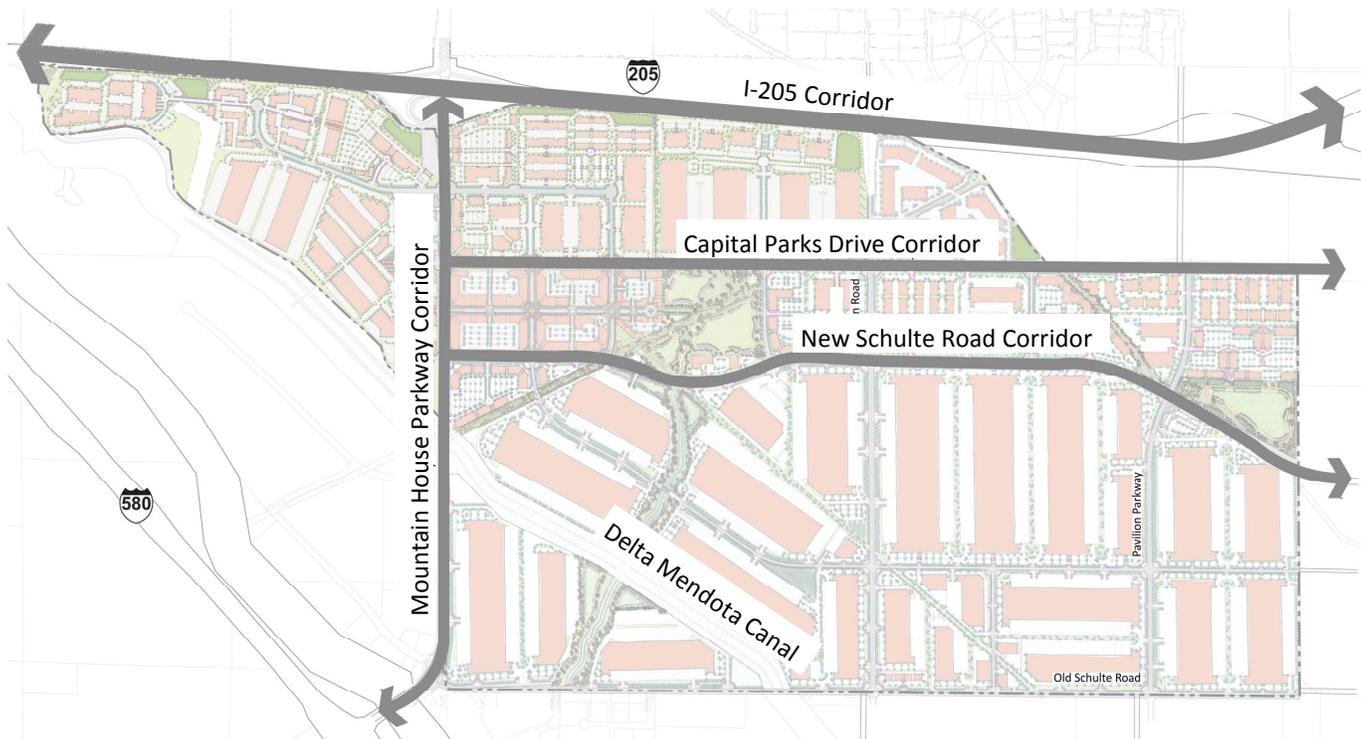


Figure 1.5, Areas of Special Design Standards

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.

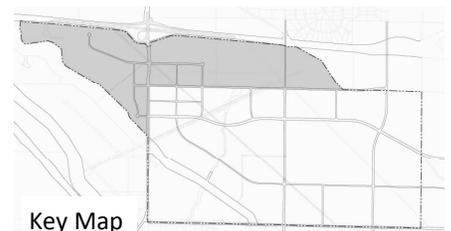
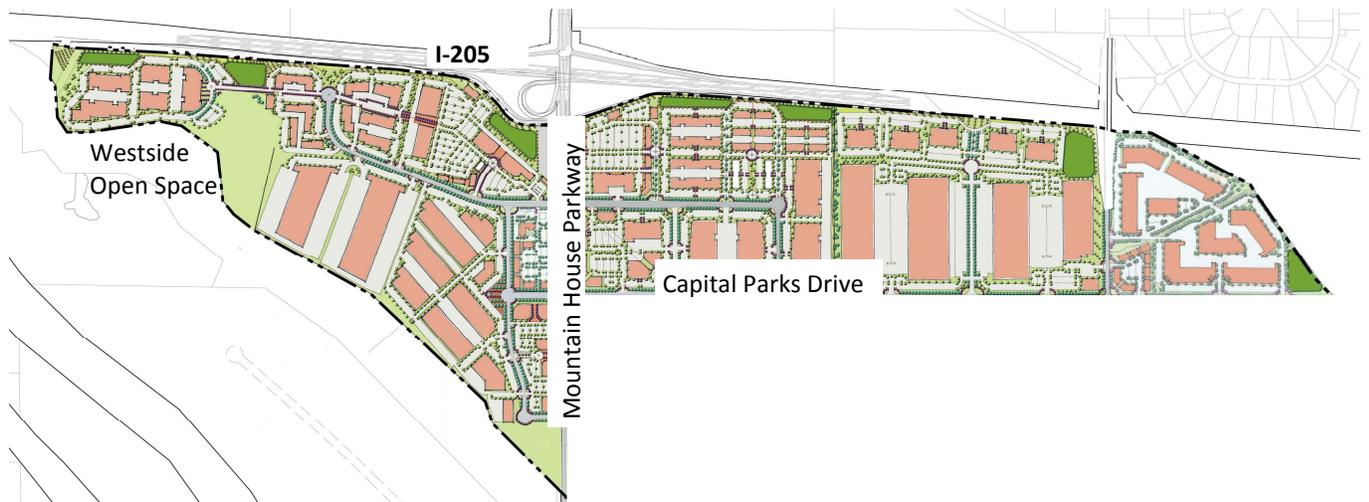
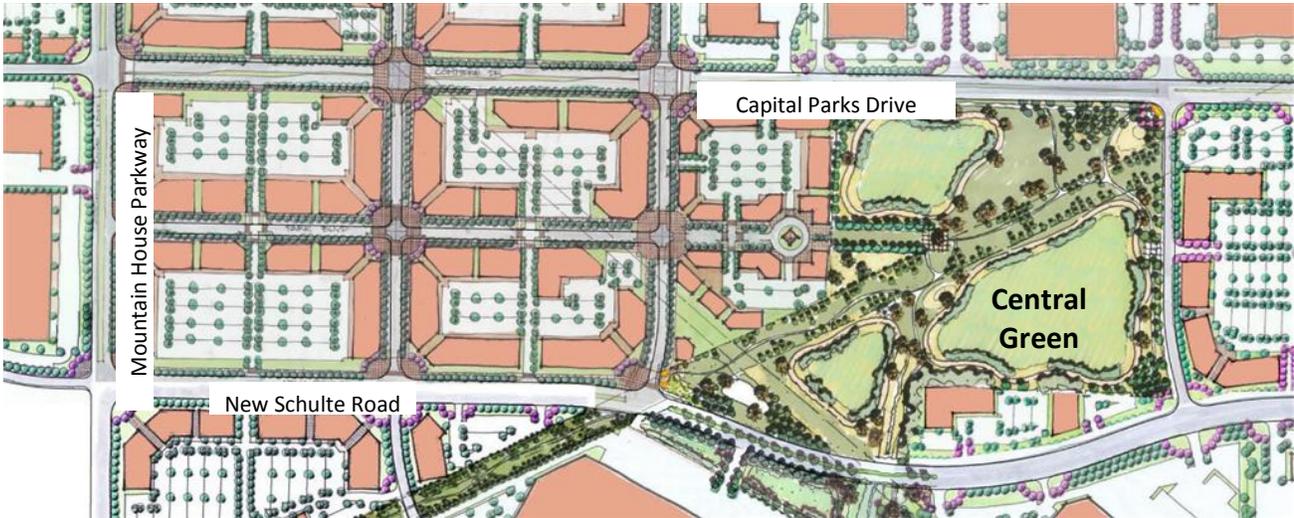


Figure 1.6, I-205 Corridor Conceptual Illustrative Development



**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.

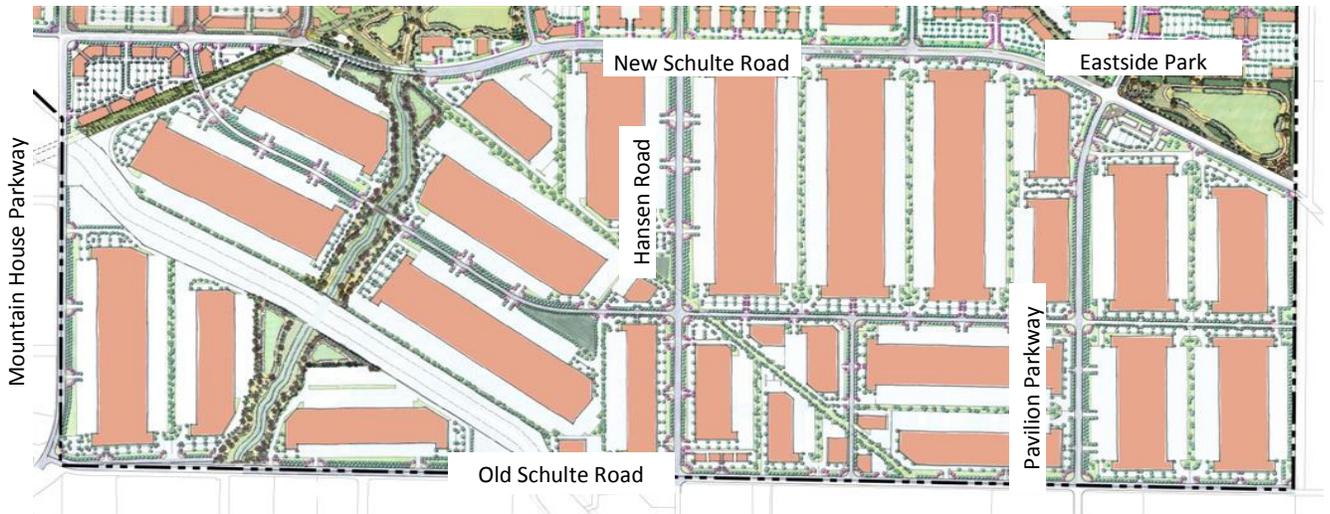


Figure 1.9, Business Park Industrial Conceptual Illustrative Development



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**

- 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.



**General Office**



**Business Park and Industrial**

1.3 RELATIONSHIP TO OTHER PLANS

a. City of Tracy General Plan

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

- **Objective LU-2.3 Expand the City’s Industrial Base, P-3.** Cordes Ranch will provide for a variety of commercial office and high quality business opportunities along the I-205 corridor at the western edge of the City.
- **Objective CC-1.1 Preserve and enhance Tracy’s unique character, P-2.** The Project will include a pedestrian friendly central core area of office and service commercial uses that will be linked to the adjacent Central Green area by means of open space corridors, pedestrian sidewalks and bicycle paths.

- **Objective CC-2.1 Maximize direct pedestrian, bicycle and vehicle connections in the City, P-1.** The Project has been designed on a grid pattern of through streets to create connectivity between uses, reduce vehicle miles traveled, orient buildings on an east-west orientation to take advantage of solar orientation, and to provide increased connectivity for pedestrians and bicycles.
- **Objective CC-9.1 Develop Village Centers that serve several Neighborhoods or Employment Areas, P-1.** General Commercial and General Office uses will provide services and goods for the employees within the Project. The General Office Uses have been located at the intersections of the major circulation roads for the Project at Mountain House Parkway, Capital Parks Drive, and New Schulte Road. Pedestrian paths and bike lanes and paths have also been designed as part of the Project to link businesses throughout the Project to the Central Green area.

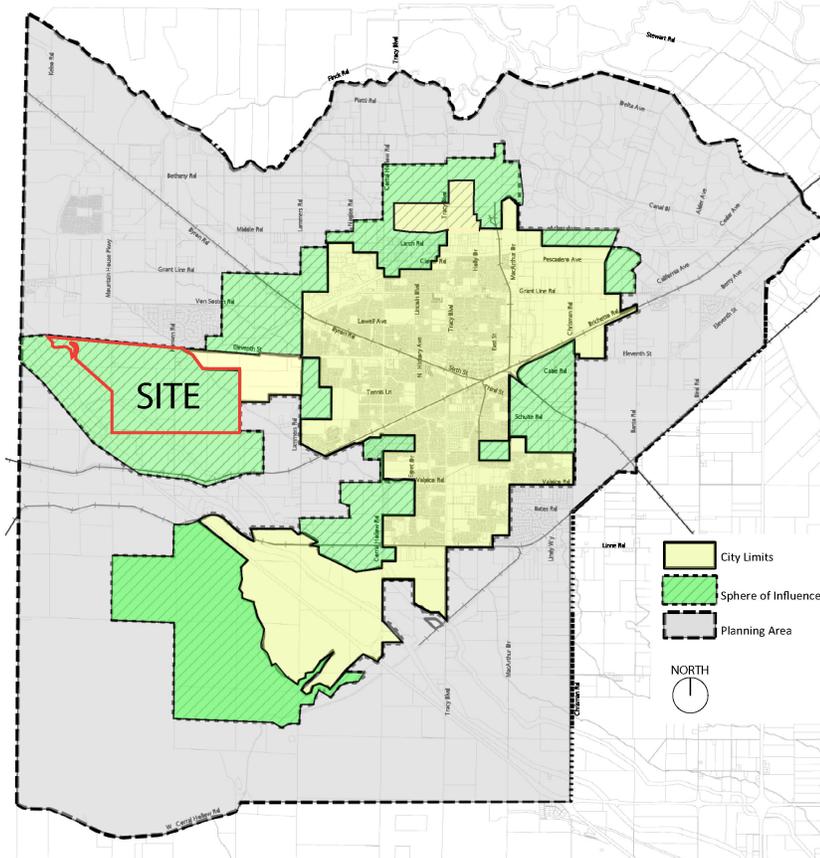


Figure 1.11, Project Vicinity

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

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

**b. City of Tracy Infrastructure Master Plans**

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

**c. Airport Plans**

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

**1.4 USE OF THE SPECIFIC PLAN**

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

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

**Chapter 2-Existing Site Conditions**

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

**Chapter 3-Land Use, Zoning, and Development Standards**

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

**Chapter 4-Design Guidelines**

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

### **Chapter 5-Master Landscape Plan**

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

### **Chapter 6-Streets and Infrastructure**

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

### **Chapter 7-Natural Resources and Sustainability**

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

### **Chapter 8-Plan Review and Administration**

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

**1.5 DEVELOPMENT PROCESS**

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

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

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

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

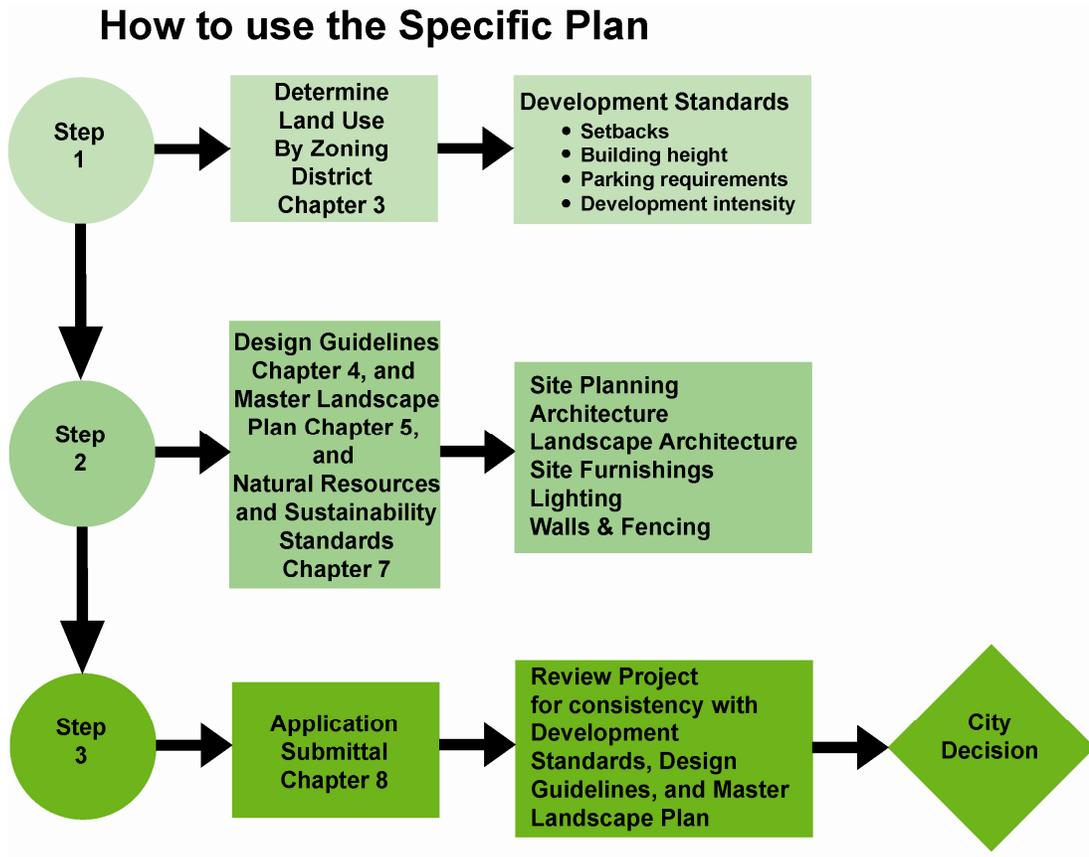


Figure 1.12, Development Process