

3 PROJECT DESCRIPTION

This Draft Environmental Impact Report (EIR) was prepared for the City of Tracy to evaluate potential environmental impacts resulting from the approval and implementation of the Project. The Project involves the development of approximately 1,780 acres of land with commercial, office, business park industrial, and park and recreational uses, as described more fully in this Chapter 3. To implement the Project, this would involve the adoption and implementation of a General Plan amendment and the Cordes Ranch Specific Plan (Specific Plan); the approval and implementation of a development agreement covering a portion of the Specific Plan Area;¹ rezoning and zoning for the Specific Plan Area; annexation of the Specific Plan Area to the City of Tracy; and development of the Specific Plan Area consistent with the Specific Plan (collectively, the “Project”). The Specific Plan contains land use, landscaping, circulation, sustainability, design, and infrastructure-related development standards and design guidelines, to guide investment and development in the approximately 1,780-acre Specific Plan Area. This chapter defines and describes the Project.

A. Project Area Location and Setting

The City of Tracy is located in San Joaquin County, east of the Coastal Range that separates California’s Central Valley from the San Francisco Bay

¹ As indicated in Chapter 1 of this Draft EIR, the City anticipates that other property owners within the Specific Plan Area may also seek, at some point, to enter into development agreements. At the present time, however, only one development agreement application has been submitted to the City, which would apply to approximately 1,200 acres of the 1,780-acre Specific Plan Area. As discussed later in this Chapter 3, this EIR is intended to evaluate the potential environmental impacts from the Project, including, without limitation, approval and implementation of this proposed development agreement. This Draft EIR also would provide CEQA coverage to other development agreement(s) to the extent such agreement(s) are consistent with the Project evaluated herein. The draft Specific Plan and a summary of the terms of the proposed development agreement are available for public review at the office of the Planning Division at the City of Tracy, 333 Civic Center Plaza, Tracy.

Area. The City lies 68 miles south of Sacramento and 60 miles east of San Francisco. The regional location of the City is shown in Figure 3-1.

1. Project Area

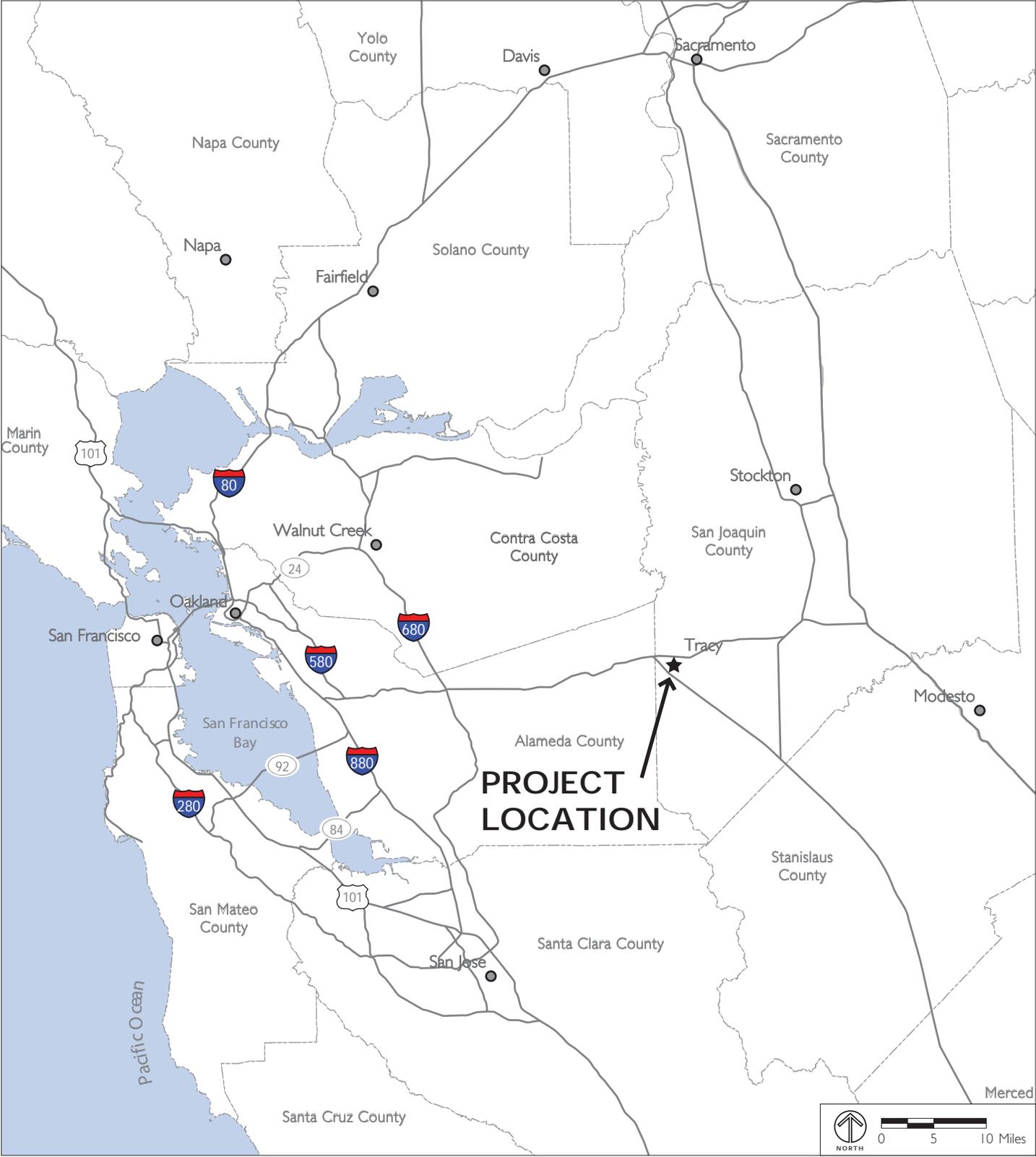
The project area, (Specific Plan Area) is located on the eastern slope of the Altamont Pass in unincorporated San Joaquin County, California, approximately an hour and a half east of San Francisco, and consists of approximately 1,780 acres. The Specific Plan Area is adjacent to and south of Interstate 205 near Mountain House Parkway and northeast of Interstate 580. The Specific Plan Area is outside of, and directly adjacent to, the City limits and is within the City's Sphere of Influence (SOI), as shown in Figure 3-2.

The Specific Plan Area is bordered by Interstate 205 to the north, Mountain House Parkway and the Delta Mendota Canal to the west, Old Schulte Road to the south, and the Tracy City limit to the east, as shown in Figure 3-3.

There are a variety of land uses and facilities within the vicinity of the Specific Plan Area. To the south and west of the Specific Plan Area the 610-acre Patterson Pass Business Park; a gas-fired electrical generation plant, (GWF Peaker Plant, Tracy Biomass Plant); the South County Fire Authority Station 94/ California Department of Forestry and Fire Protection Station 26; the California Aqueduct; and agricultural lands. The 421-acre Lammersville community (in unincorporated San Joaquin County) is located directly north of the Specific Plan Area.² Approximately one mile further to the north of the Specific Plan Area is the Mountain House community, which, at buildout, will have 16,105 residential units, 275 acres of commercial uses, 441 acres of industrial uses, 759.5 acres of open space, 285 acres of schools, and 499.5 acres of public facilities.³ Agricultural lands and residential and urban development uses are located to the east of the Specific Plan Area.

² San Joaquin County, 1992, Tracy Planning Area, http://www.sjgov.org/commdev/cgi-bin/cdyn.exe/handouts-planning_GP-V2-XII?grp=handouts-planning&obj=GP-V2-XII, accessed on March 4, 2013.

³ San Joaquin County, September 1994, *Mountain House Master Plan and Specific Plan 1 Final EIR*, page 2-1.



Source: The Planning Center | DC&E, 2011.

FIGURE 3-1
REGIONAL LOCATION

2. Existing Circulation Network

The Specific Plan Area lies near the junction of two major transportation corridors, Interstate 205 and Interstate 580. It is bounded by Interstate 205 to the north and Old Schulte Road to the south. Mountain House Parkway and Hansen Road traverse the Specific Plan Area in a north – south direction.

3. Existing Land Uses and Infrastructure

The Specific Plan Area is nearly flat, sloping gradually from an elevation of approximately 220 feet at the southwest Specific Plan Area corner to an elevation of 90 feet at the northeast Specific Plan Area corner, with a general slope of approximately 1 percent.

There are a number of existing buildings and structures within the Specific Plan Area including the following: 12 existing residences and associated structures; a PG&E gas facility; two public roadways (Mountain House Parkway and Hansen Road); and a cell tower installation and related equipment building. The remainder of the Specific Plan Area consists primarily of agricultural land, currently utilized for irrigated crop production, dry farming, and periodic cattle grazing. Existing land uses and infrastructure within the Specific Plan Area is shown on Figure 3-4.

A number of utility lines traverse the Specific Plan Area:

- There are two sets of overhead PG&E electrical transmission lines:
 - One set of lines within a 40-foot-wide PG&E transmission line easement;
 - One set of lines within a PG&E transmission line easement that varies in width from approximately 80 feet wide to approximately 105 feet wide.

There are eight underground pipelines:

- One 36-inch PG&E gas line (Line #401) within a 50-foot easement (Easement A);

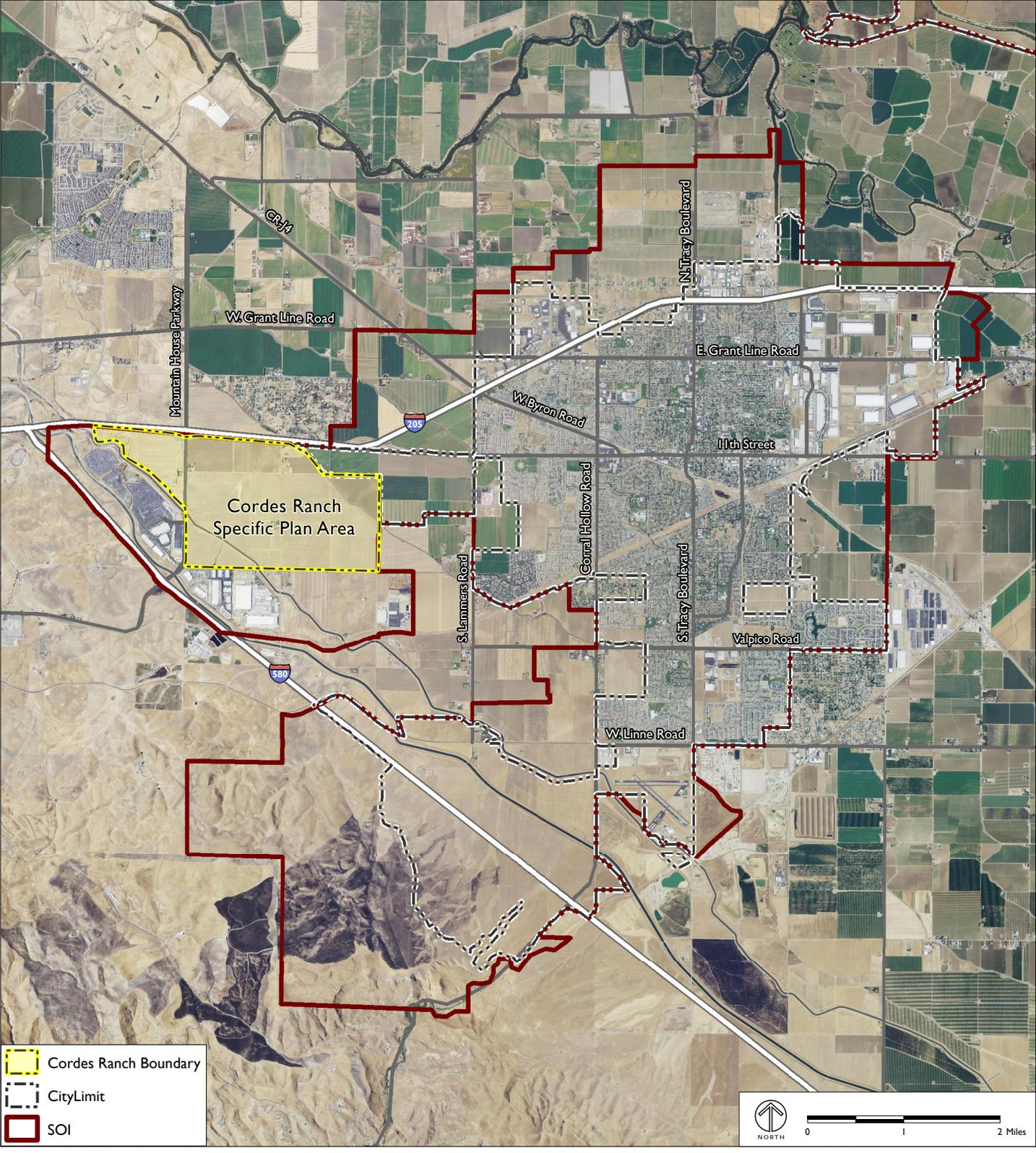
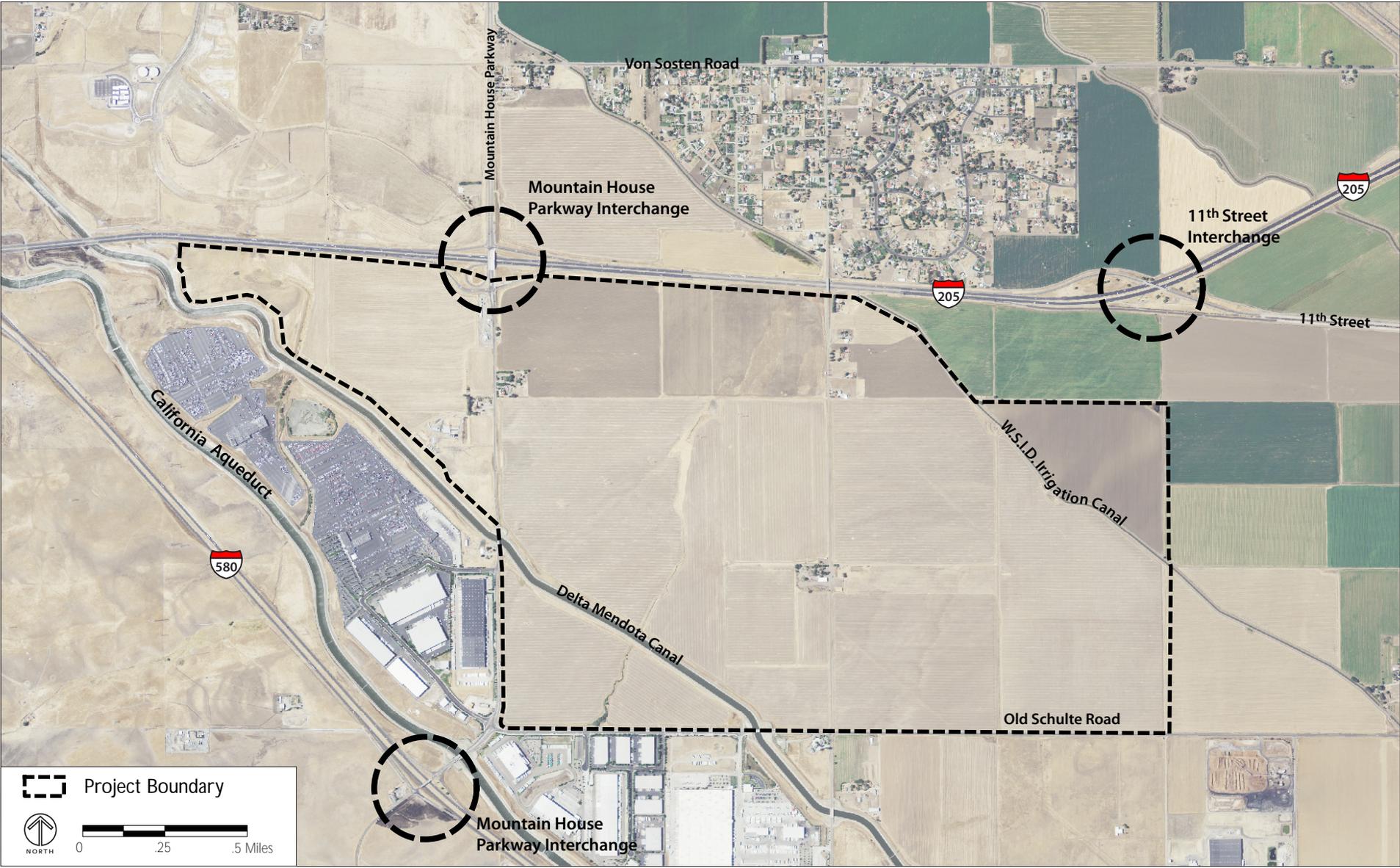
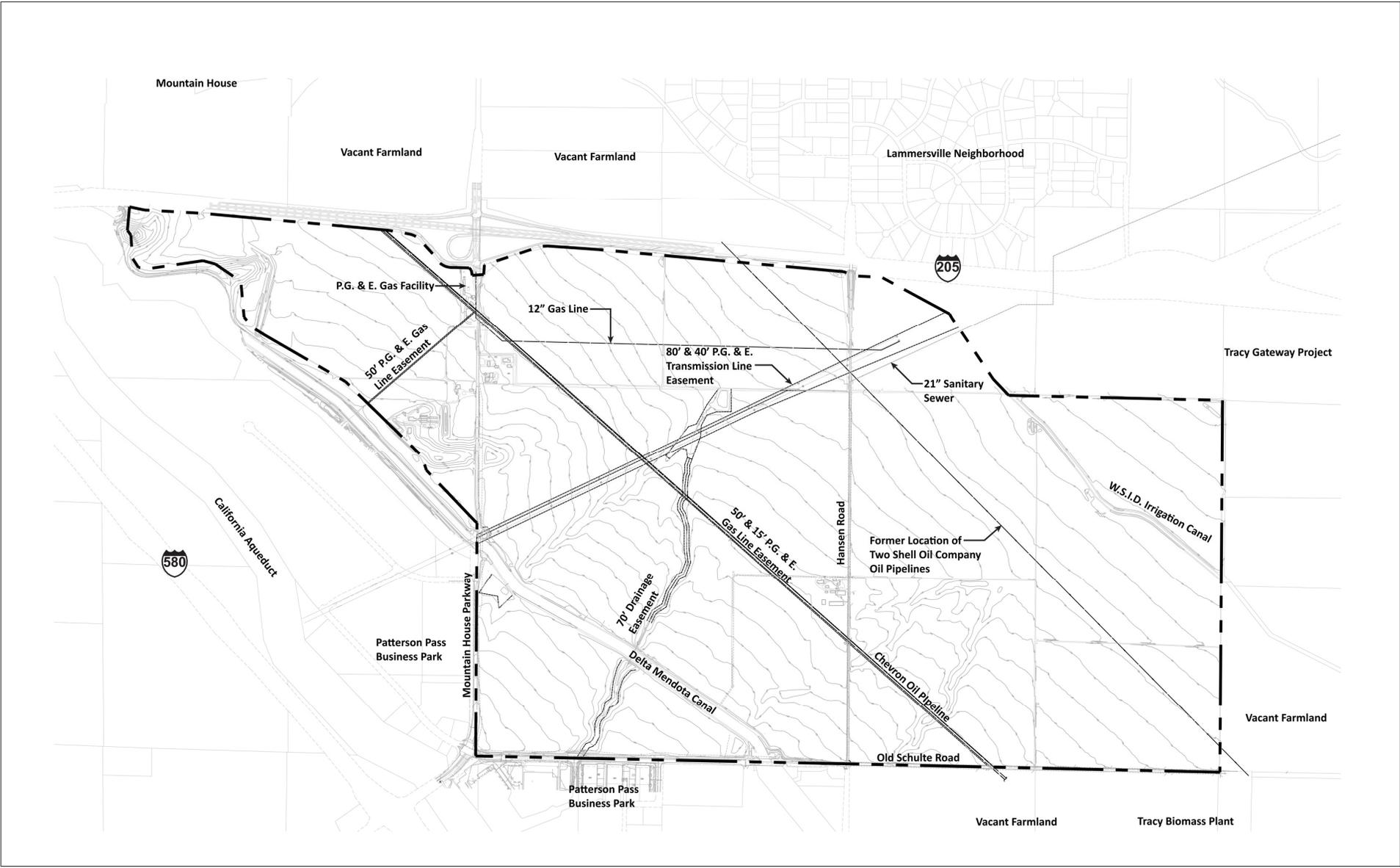


FIGURE 3-2
LOCAL LOCATION



Source: The Planning Center | DC&E, 2013; USGS, 2011.

FIGURE 3-3
SPECIFIC PLAN AREA



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

FIGURE 3-4
 EXISTING SPECIFIC PLAN AREA CONDITIONS

- “ One 26-inch PG&E gas line (Line #002) also within Easement A;
- “ One 12-inch PG&E gas line within a fifty-foot easement (Line #304) (to be relocated);
- “ One three-inch gas line (Line #222) and one deactivated 22-inch gas line (Line #107) within a single 15-foot easement (Christie Property);
- “ One 18-inch Chevron/KLM oil line within Easement A;
- “ Two 8-inch Shell oil lines within an easement of unspecified width (Abandoned and partially removed).

Four existing water and stormwater conveyance facilities are within the Specific Plan Area as follows:

- “ The Delta-Mendota canal enters at the southern Specific Plan Area boundary and extends northwest and exits at Mountain House Parkway, and then parallels the western Specific Plan Area boundary.
- “ The West Side Irrigation District (WSID) Canal enters at the mid-portion of the eastern Specific Plan Area boundary and extends northwest and exits at the proposed Commerce Drive, and then parallels the Specific Plan Area boundary.
- “ An existing swale and drainage channel extends from the southern Specific Plan Area boundary to the mid-portion of the Specific Plan Area, terminating at a small basin. From this basin, a series of ditches convey the stormwater to the east to Hansen Road, and then north along Hansen Road to a pumping station that pumps the storm water to the north side of Interstate 205. The channel and basin area have both previously been delineated as jurisdictional wetlands although this delineation expired in 2006.
- “ In the northwest corner of the Specific Plan Area is a previous stockpond of approximately 2 acres. It extends west from the base of an existing slope bank as a narrow overland flow, and widens once it reaches the leveled field portion of the Specific Plan Area, and then extends north to Interstate 205 where it enters into a culvert which drains to the north side

of Interstate 205. To date, this stockpond has not been delineated as a jurisdictional wetland.

The southern and mid portions of the Specific Plan Area also contain a number of utility lines and structures, as follows:

- “ An existing 24-inch water transmission line within Old Schulte Road. This pipeline extends as a fully pressurized 24-inch distribution line along Old Schulte Road to Mountain House Parkway.
- “ A 14-inch water distribution line within Mountain House Parkway to just south of the Delta Mendota crossing.
- “ An existing 21-inch sanitary sewer line extends from the northeast Specific Plan Area boundary to Hansen Road and continues south through the Specific Plan Area, terminating at Old Schulte Road.
- “ An additional 21-inch sanitary sewer line extending from the northeast corner of the Specific Plan Area to Old Schulte Road and continuing west to Mountain House Parkway.

A segment of the California Aqueduct is located to the southwest of the Specific Plan Area, roughly paralleling the southwestern boundary of the Specific Plan Area. Adjacent to the Specific Plan Area is the existing South County Fire Authority Station 94/California Department of Forestry and Fire Protection Station 26, located at the southwest corner of Hansen Road and Old Schulte Road.

The Tracy Biomass Plant is located adjacent to the Specific Plan Area (on its southeast boundary), south of Old Schulte Road, in unincorporated San Joaquin County. The plant is owned by the US Renewable Group and is operated and maintained by the North American Energy Services Company.

B. Project Objectives

The vision for the 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 Tracy. The City seeks to ensure that future development within the Specific Plan Area creates an identity of its own with a commitment to sustainability, thoughtful site design, and well-designed buildings and public spaces. The following objectives have been identified for the Project:

- “ Implement the City of Tracy General Plan land use vision for the Specific Plan Area (designated as Urban Reserve 6 by the General Plan).
- “ Facilitate the implementation of the City’s various infrastructure, utility, public services, and public safety master plans.
- “ Facilitate the City’s goal to master plan large parcels, in order to provide land use flexibility and encourage the efficient provision of utilities and associated infrastructure.
- “ Accommodate a variety of land uses including highway and retail commercial; office and business industrial (including office/warehouse; light industrial; warehouse and distribution facilities) to foster the growth of research and development and manufacturing uses.
- “ To create a state-of-the art commerce and business park within an economically viable and flexible planning context, which will accommodate a wide range of land uses including general commercial, general office, and business park industrial uses.
- “ Capitalize on the existing transportation corridors of Interstate 580 and Interstate 205 and increased demand for manufacturing and distribution space from the Bay Area, and attract a wide range of high-quality businesses, including emerging growth industries.
- “ To contribute to an economically vibrant employment sector by generating a significant number of temporary and permanent employment opportunities for Tracy residents (both “head-of-household” and entry level positions), and improving the City’s jobs/housing balance.

- “ Create a thematic gateway to the City of Tracy, introducing the City’s character with enhanced landscape treatments and sculptural monument signage along the Interstate 205 freeway edge.
- “ Provide a range of sustainability measures aimed at conserving resources, decreasing energy and water consumption, and reducing air and water pollutants.
- “ Allow property owners within the Specific Plan Area to realize a reasonable return on their investments to provide incentives for private development.
- “ Encourage and secure private participation in the provision and funding of community benefits.
- “ To foster economic vitality for the City of Tracy by generating substantial amounts of revenue in the form of taxes and fees, which will help fund vital improvements to City infrastructure, services, and amenities and provide improved infrastructure systems for the benefit of the broader community.
- “ To create a development that has an identity of its own with a commitment to sustainability, flexible planning, high-quality architecture and site design, and the provision of attractive on-site amenities, including open space, public spaces, recreational facilities, trail network, and enhanced landscaping design.
- “ To preserve and enhance the City’s unique character by developing business and commerce park uses within a context of passive and active park and recreational facilities, including significant open space components and an extensive trail network, which will benefit Project users and the broader community.
- “ To build a comprehensive and integrated trail network, which will create substantial pedestrian and bicycle amenities, enhance connectivity within the Specific Plan Area, and provide alternatives to automobile use.
- “ To incorporate a range of sustainability measures into the Project’s design, which will help to conserve resources by reducing energy and pota-

ble water consumption, decrease contributions to greenhouse gas emissions by promoting high levels of connectivity and reliance on multi-modal transportation modes, reduce air and water pollutants, and enhance on-site biological resources.

C. Project Overview

The development described in the Specific Plan would occur as individual, site-specific applications are brought forth by property owners. Project development would involve site grading and the demolition of on-site existing structures, except for the PG&E gas facility, overhead electrical transmission lines, six underground pipelines, cell tower installation and related equipment building, and the Delta Mendota Canal.⁴

1. Proposed Land Uses

The Project would establish a mix of commercial, office (including professional services and research and development), and business park industrial uses, business industrial flex, manufacturing, and warehouse, storage, and distribution uses, as well as park/open space uses. The following describes the proposed land use categories and related development standards.⁵ Table 3-1 provides a summary of Project's land uses proposed in the Specific Plan. Figure 3-5 shows the Proposed Land Use Plan.

⁴ In terms of the existing residences and on-site structures, in order to provide a conservative analysis, this Draft EIR assumes these residences remain in place for purposes of evaluating air quality and noise impacts, and assumes these residences have been removed for purposes of cultural resources impacts.

⁵ The Project's zoning district would be "Cordes Ranch-Specific Plan (CR-SP)." For ease of reference, each of the land use categories (General Office, General Commercial, Business Park Industrial and Parks/Open Space) would provide for permitted, conditionally permitted and prohibited uses, as well as development standards and design guidelines.

TABLE 3-1 PROJECT LAND USE SUMMARY

	Land Use Categories	Gross Acreage		
General Commercial	GC	55.1		
General Office	GO	152.2		
Business Park Industrial	BPI	1,476.9 ^a		
Parks/Open Space	P/OS	96.3		
Total Gross Acres		1,780.5		
	Land Use Categories	Net Acreage ^b	FAR ^c	Approx. Total Square Footage of Building Area
General Commercial	GC	45.3	30%	591,980
General Office	GO	125.8	45%	2,465,932
Business Park Industrial	BPI	1,291.6	50%	27,789,102
Parks/Open Space ^d	P/OS			
Central Green	P/ OS	35.3		
Eastside Park	P/ OS	17.8		
Westside O	P/ OS	15.8		
Drainage Channel/ Riparian Corridor	P/ OS	16.8		
WSID Linear Park/ Open Space Corridor	P/ OS	2.9		
Total Net Acres		1,551.3		30,847,014
Descriptions of Features Excluded from Net Acres				
Roads		149.2		
Delta Mendota Canal (existing)		39.3		
Detention Basins		34.0		

TABLE 3-1 PROJECT LAND USE SUMMARY

	Net Acreage^b
Water Tank	4.0
PG&E Gas Facility (exist- ing)	2.7
Total Acres Deducted	229.2

^a Approximately 78.5 acres or 1,367,784 sq. ft. within the BPI category would be subject to additional development standards (including a reduced FAR) and design guidelines under the I-205 overlay.

^b Net acreage reflects the deduction of acreage assisted with roads, the Delta Mendota Canal, dilution basins, water tank, and existing PG&E gas facility.

^c This assumes construction of buildings at the maximum FAR.

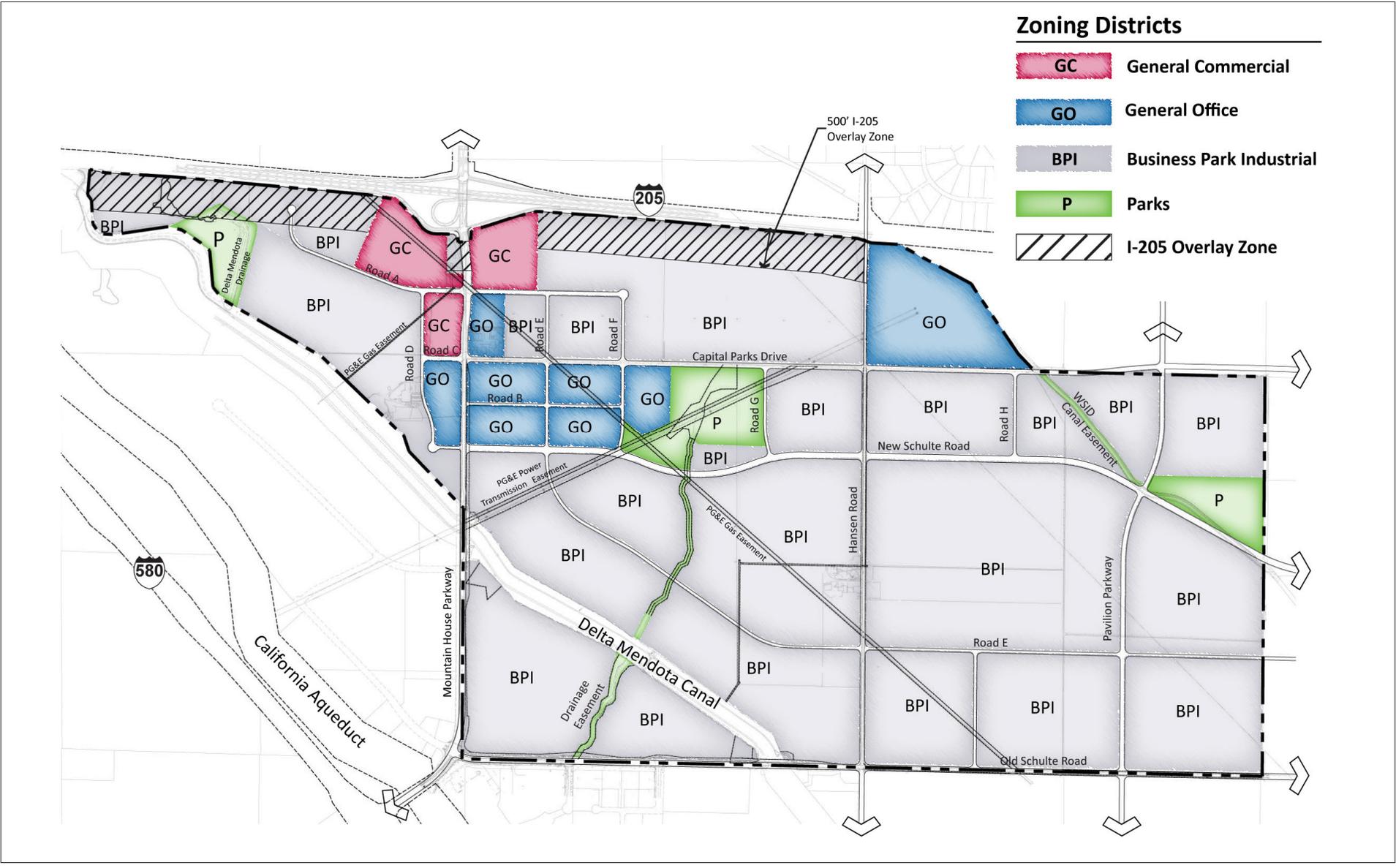
^d The Specific Plan also provides for a potential linear pathway under a power transmission easement.

i. General Commercial (CR-GC)

The General Commercial category would allow typical highway and retail commercial uses and business services designed to serve the Specific Plan Area as well as the region. The maximum FAR for General Commercial is 30 percent. Approximately 45.3 net acres of General Commercial uses are currently envisioned under the Specific Plan, which would allow approximately 591,980 square feet of building area for commercial uses.

b. General Office (CR-GO)

The General Office category would allow office, office/warehouse, research, light industrial, manufacturing, and other service-related business services. This category district also allows a limited amount of supportive and compatible commercial uses (such as restaurants) or other small-scale business-serving retail uses. The maximum FAR for General Office is 45 percent. Approximately 125.8 net acres of General Office uses are currently envisioned under the Specific Plan, which would allow approximately 2,465,932 square feet of building area for office uses.



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

FIGURE 3-5
 PROPOSED LAND USE PLAN

c. Business Park Industrial (CR-BPI)

The Business Park Industrial category would allow warehouse, distribution logistic facilities, manufacturing, assembly, and production uses. The FAR maximum for Business Park Industrial is 50 percent. Approximately 1,291.6 net acres are currently envisioned for these uses under the Specific Plan, which would allow approximately 27,789,102 square feet (inclusive of the acreage covered by the I-205 overlay, as described further below) of building area for business park industrial uses.

Within the Business Park Industrial category, certain lands would be governed under the I-205 Overlay (CR-I-205). The CR-I-205 overlay would apply to parcels that are both within the Business Park Industrial zone and within 500 feet of Interstate 205, to take advantage of the high visibility of development along Interstate 205. This overlay would allow a refined range of uses (i.e., office uses blended with light assembly, manufacturing, and business industrial flex uses) as compared to those allowed within the base Business Park Industrial category and would promote high visibility development opportunities. The maximum FAR for the CR-I-205 overlay would be 40 percent. Approximately 78.5 net acres are currently envisioned under the Specific Plan to be covered by this overlay, which would allow approximately 1,367,784 square feet of building area.

d. Parks/Open Space Category (CR-P/OS)

The Park would allow open space areas and park facilities that offer recreational, cultural, entertainment, and similar uses. It also allows for renewable energy generation and public utilities, as well as community gardens. The Specific Plan proposes approximately 89 acres of open space, park, and trails uses under this category. This includes, among others, an approximately 35-acre Central Green and approximately 18-acre Eastside Park.

2. Development Standards and Design Guidelines

Chapter 4 of the Specific Plan contains detailed development standards and design guidelines that establish criteria for site design, architecture, landscaping, parking, and circulation that would apply to development of the Project

and which would serve as the Specific Plan Area's zoning. The standards and guidelines establish requirements specific to each proposed land use category (GG, GO, BPI, P/OS) as well as the I-205 overlay, such as maximum floor-to-area ratios, maximum building area, maximum building heights, building setbacks from property lines, landscaping standards, and required off-street parking. See Tables 3.1, 3.3, 3.4 and 3.5 of the Specific Plan. In addition, the permitted, conditionally permitted and prohibited uses for each land use category as well as the I-205 overlay are shown in Table 3.1 of the Specific Plan. Chapter 4 of the Specific Plan sets forth design guidelines applicable in the Specific Plan Area generally, and in each of the designated land use categories. These guidelines apply to site design, landscaping, and building materials and architecture, among other things.

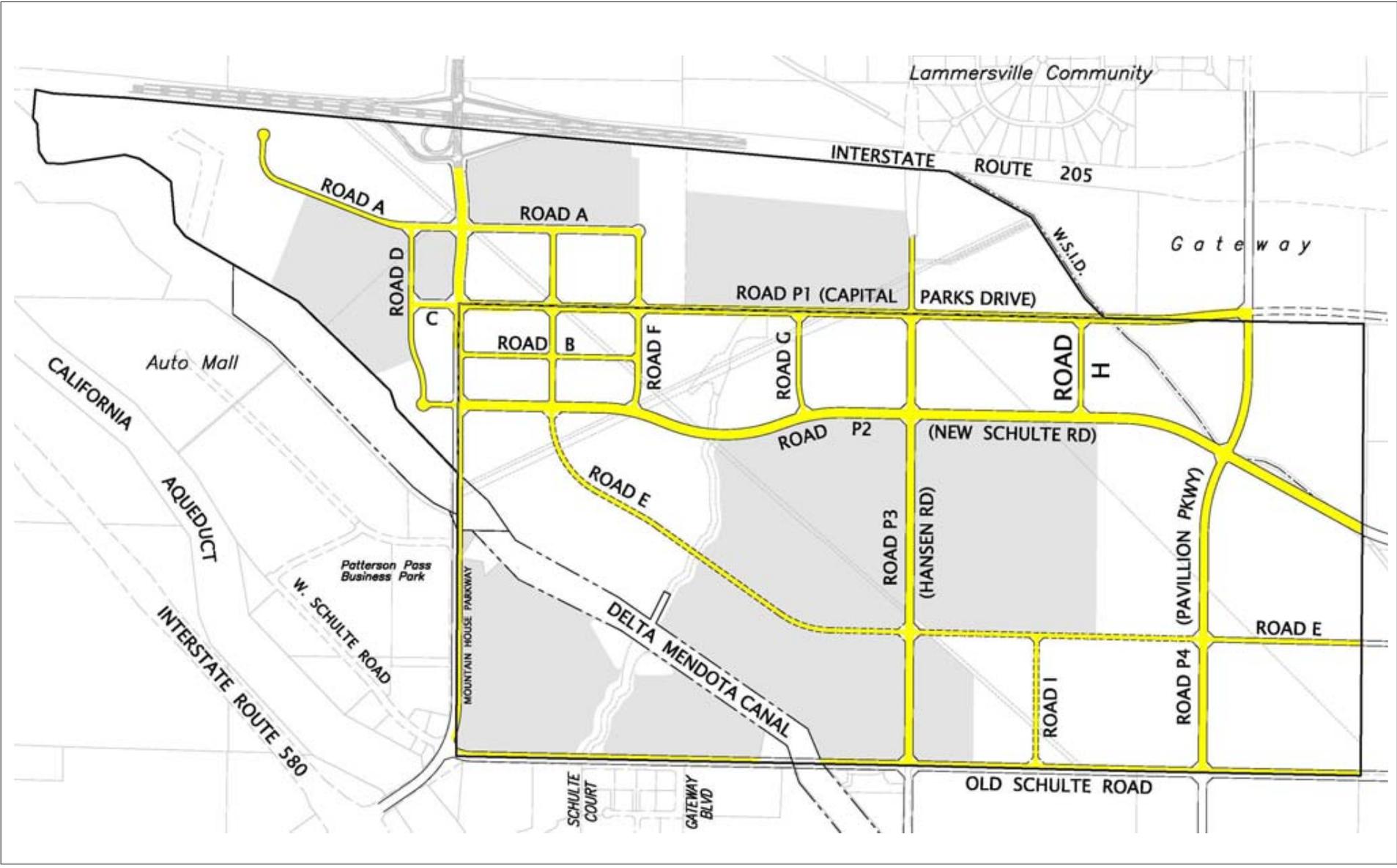
3. Proposed Circulation

a. Access

The Project has been designed to comply with and help implement the recently adopted City of Tracy Roadways and Transportation Master Plan (TMP). Proposed roadway improvements for the Specific Plan Area are shown in Figure 3-6. The main access to the Specific Plan Area would be from the west on Mountain House Parkway, which can be accessed from Interstate 580 from the south and Interstate 205 from the north.

Trucks and other vehicles would access the Specific Plan Area from both Interstate 580 and 205 at Mountain House Parkway. Mountain House Parkway, proposed New Schulte Road, proposed Capital Parks Drive, Hansen Road, Pavilion Parkway, and the other roads described in Figure 6.2 of the Specific Plan⁶ and shown here in Figure 3-6 (Proposed Roadway Improvements) would be designated as the main truck routes to access Project uses.

⁶ The names of the roads used in this Draft EIR and the Specific Plan may be subject to change through the development process.



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

FIGURE 3-6
PROPOSED ROADWAY IMPROVEMENTS

Truck route intersections would be designed to meet Surface Transportation Assistance Act (STAA) standards to accommodate the large truck and trailer turning movements. The Project would include additional minor truck routes that would provide access to interior development. Truck routes proposed for the Specific Plan Area are shown in Figure 3-7.

b. New Streets and Proposed Roadway Pattern

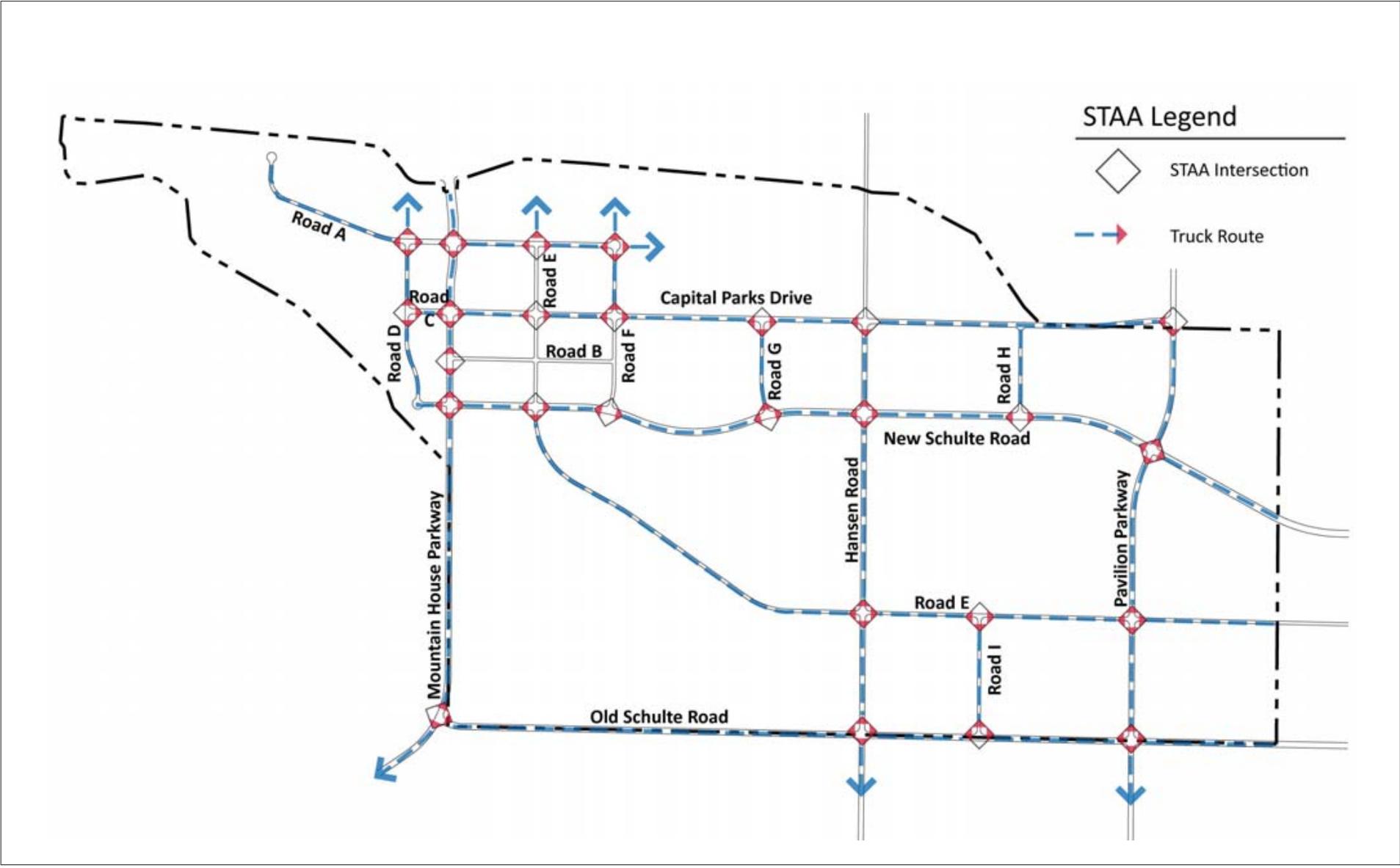
The proposed roadway pattern for the Project is generally designed on a grid system to allow for siting of buildings on an east – west orientation to take advantage of the energy efficiency orientation. The grid street system would also create pedestrian linkages between blocks and uses and would have sidewalks on both sides to encourage pedestrian access. The circulation plan would allow for multi-modal connections within the Specific Plan Area and to adjacent developments, as described further in Section 6(c).

The Project would help implement and utilize a number of streets identified in the Citywide TMP. However, as described more fully in Chapter 5 of the Specific Plan, additional landscaping area has been included in the Project to provide for further screening of industrial uses. Tree-shaded sidewalks and bike paths would allow for comfortable alternatives to the automobile for circulating throughout the Specific Plan Area and beyond.

The Project would utilize five different street types: Parkways, Major Arterials, Commercial Frontage, Industrial, and General Office streets, as more fully described in Chapter 6 of the Specific Plan. These street types are expected to be constructed in various configurations, as shown in Figures 3-8 through 3-12.

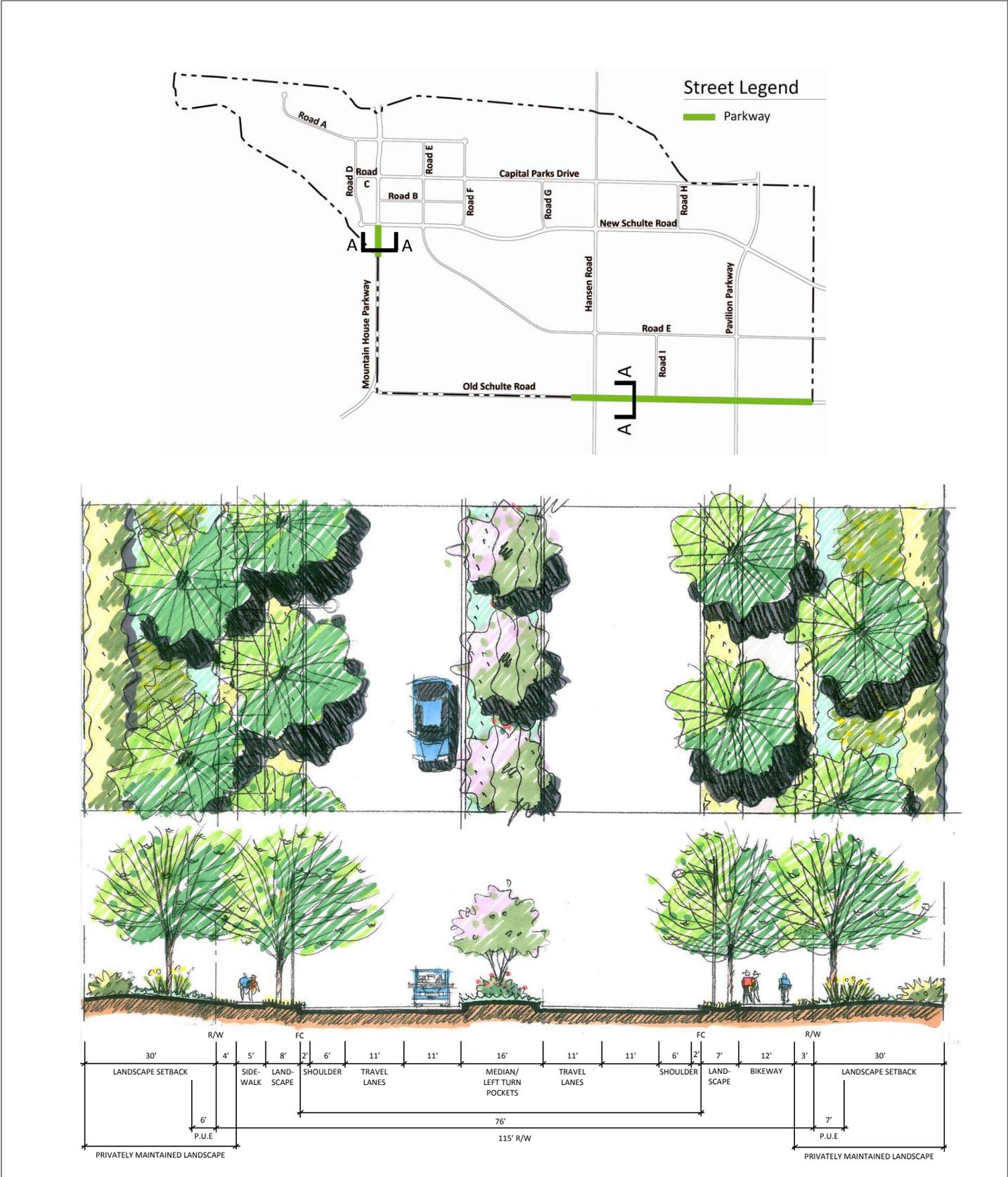
i. *Parkways*

Parkways within the Specific Plan Area would serve as main truck routes. The parkways would vary between four and eight lanes and would include landscape setbacks on one or both sides, as shown in Figures 3-8A through 3-8C.



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

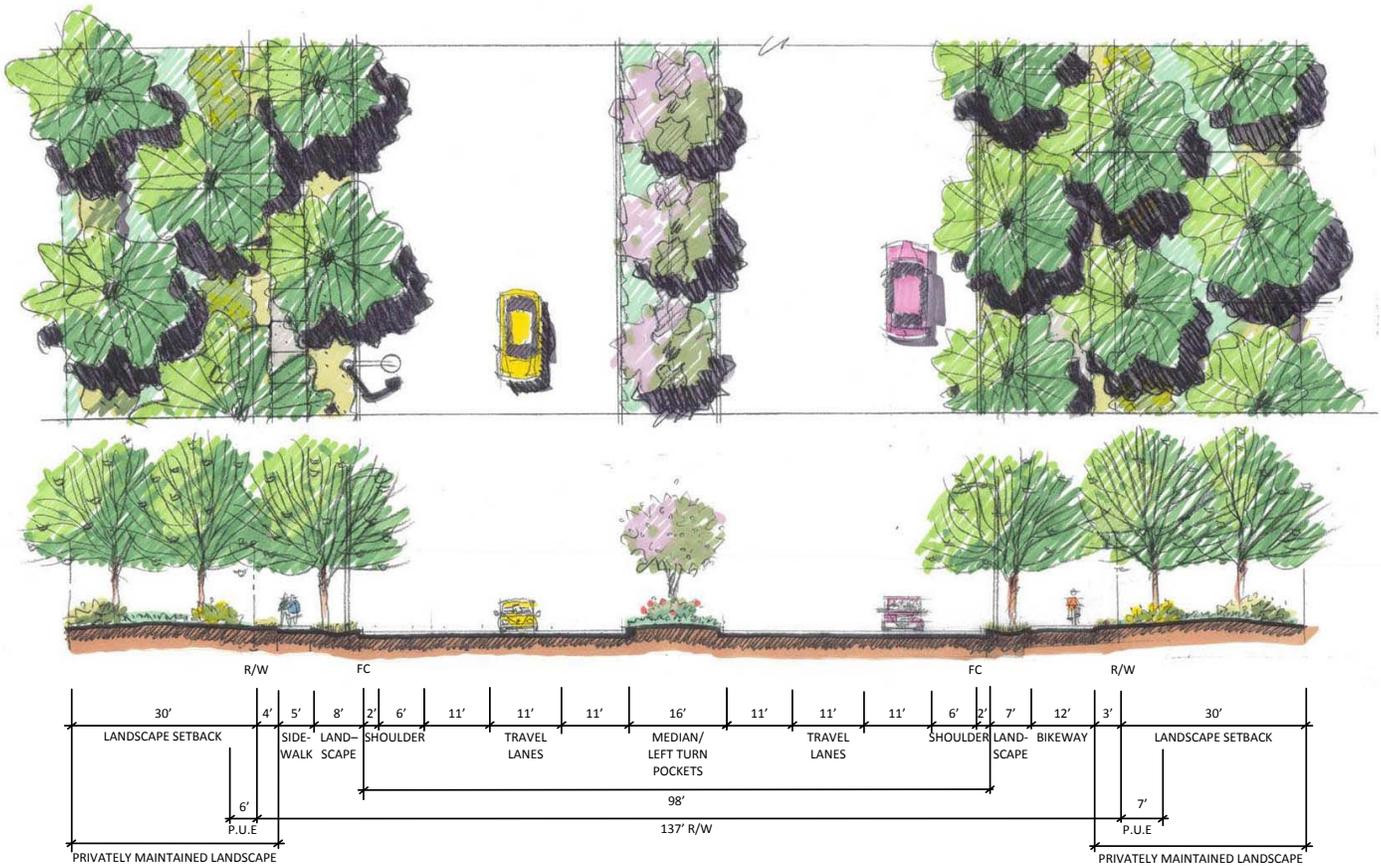
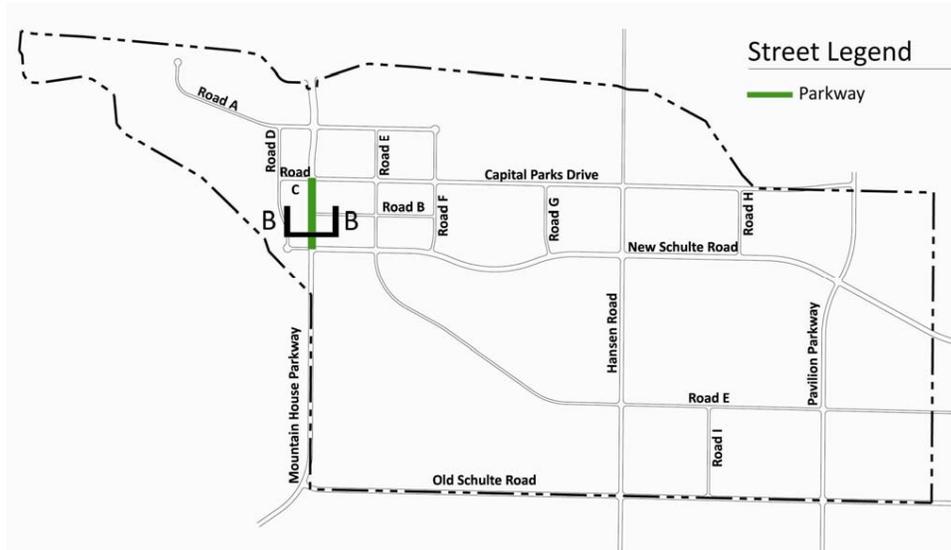
FIGURE 3-7
CONCEPTUAL TRUCK ROUTES



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

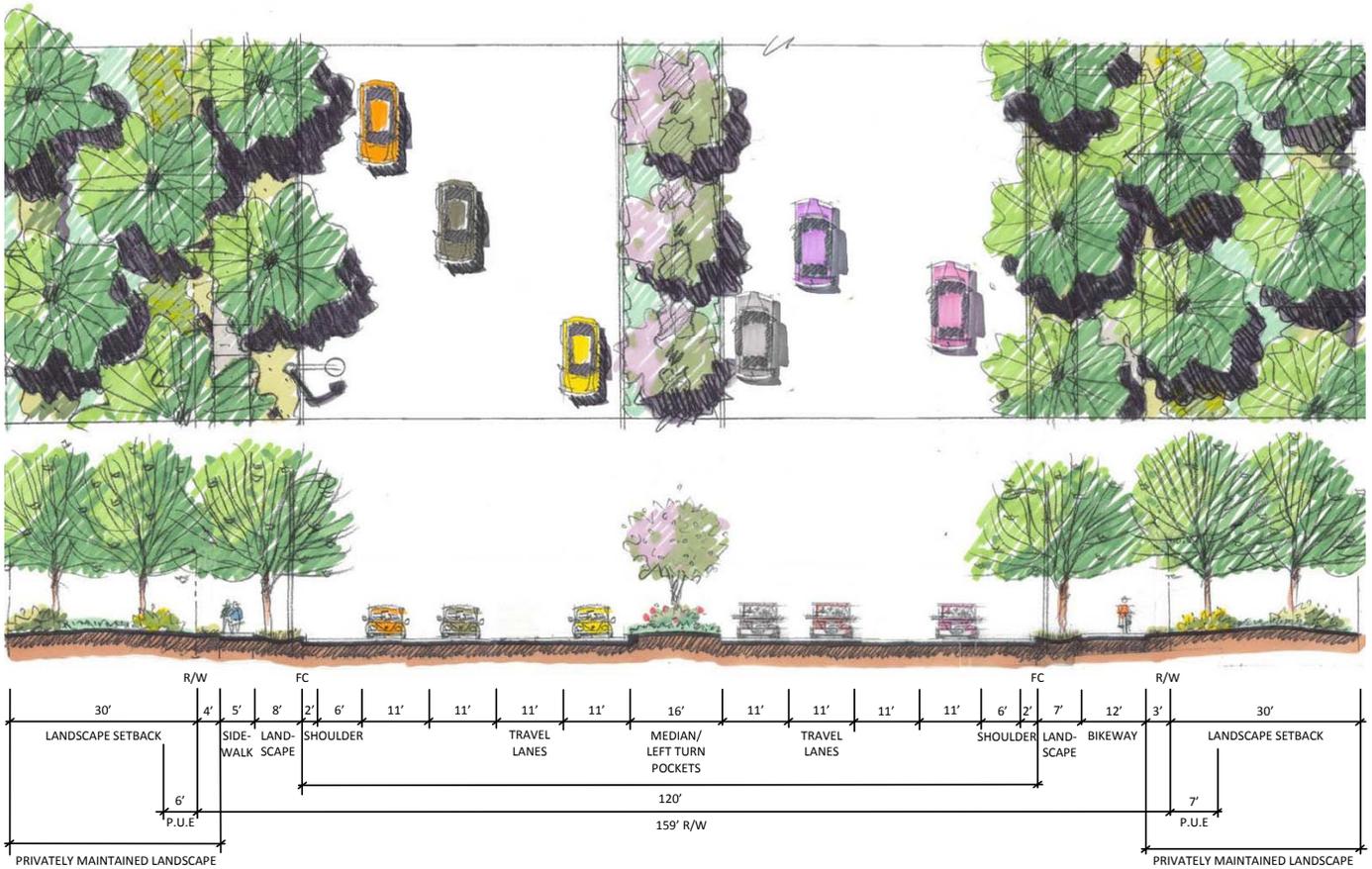
FIGURE 3-8A

CONCEPTUAL DESIGN FOR FOUR-LANE PARKWAY



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

FIGURE 3-8B
 CONCEPTUAL DESIGN FOR SIX-LANE PARKWAY



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

FIGURE 3-8C

CONCEPTUAL DESIGN FOR EIGHT-LANE PARKWAY

Mountain House Parkway would run north-south on the western portion of the Specific Plan Area. Between Interstate 205 and Capital Parks Drive, Mountain House Parkway would be eight lanes with median separation and a 30-foot landscape setback. Between Capital Parks Drive and New Schulte Road, Mountain House Parkway would be six lanes with median separation and a 30-foot landscape setback. Between New Schulte Road and Old Schulte Road, Mountain House Parkway would be four lanes with median separation and a 30-foot landscape setback on both sides of the street from the Delta Mendota Canal north, and a 30-foot landscape setback along the eastern side of Mountain House Parkway.

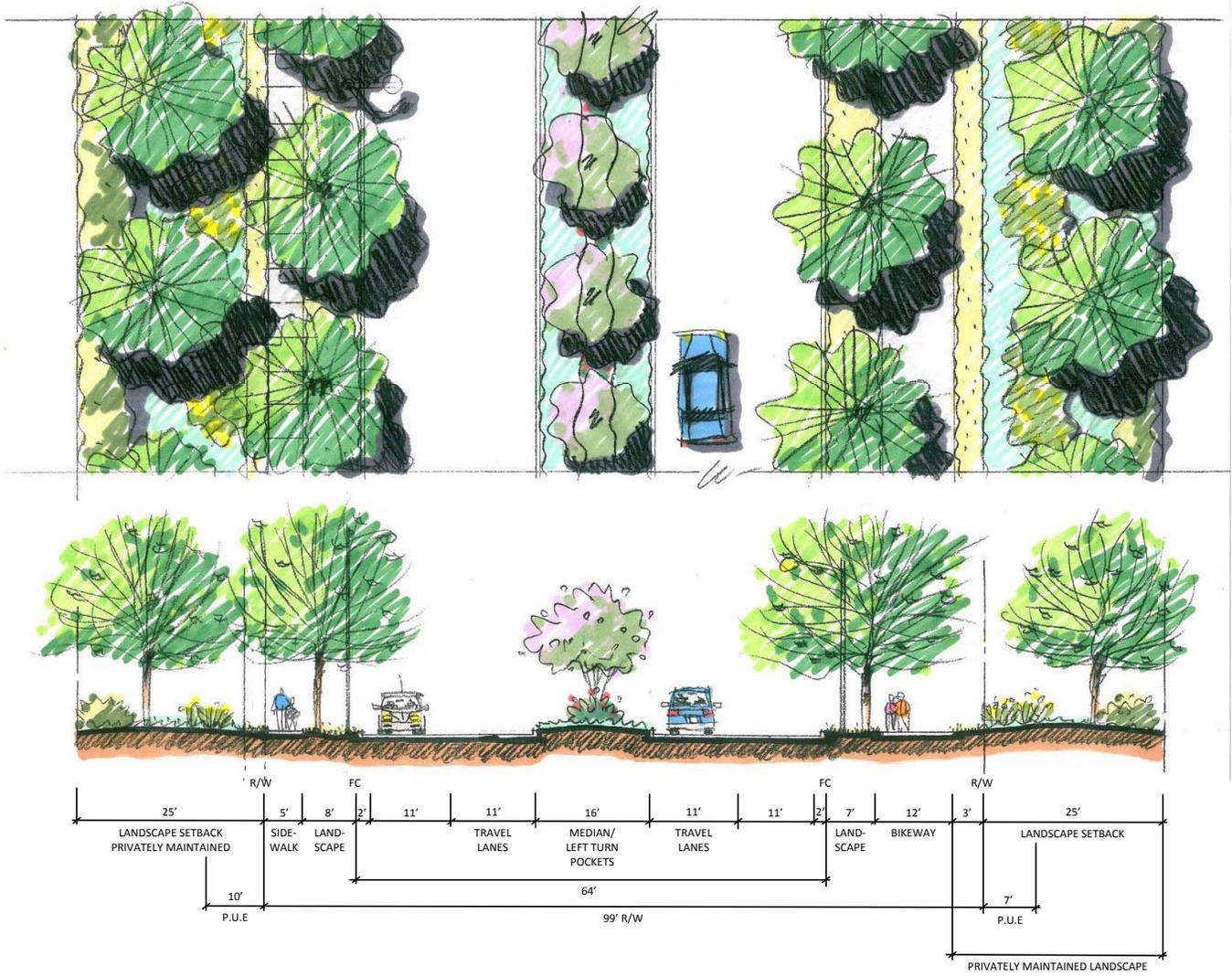
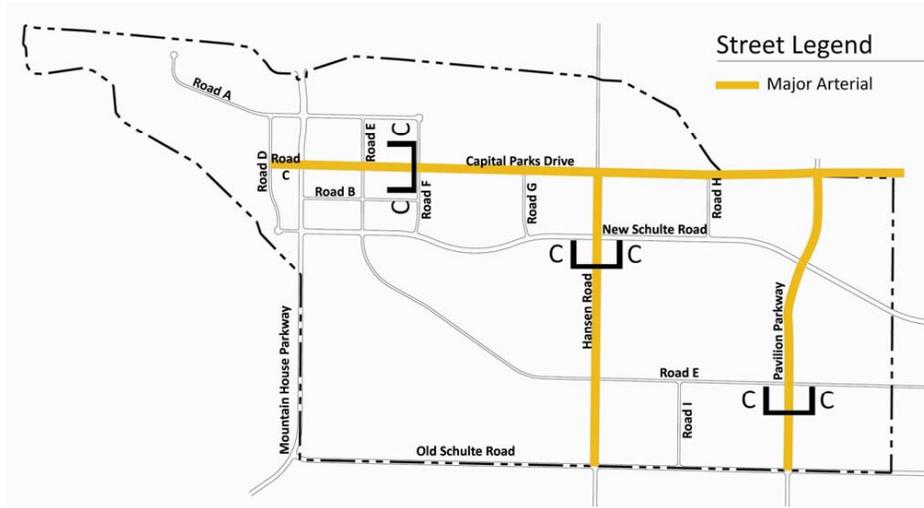
Old Schulte Road would run west-east on the southern edge of the Specific Plan Area and would be four lanes with median separation and a 30-foot landscape setback along the northern side of the street.

ii. Major Arterials

Major Arterials within the Specific Plan Area would be four- and six-lane roadways, as shown in Figures 3-9A and 3-9B.

New Schulte Road would extend eastward from Mountain House Parkway and would terminate at South Lammers Road. New Schulte Road would run through the middle of the Specific Plan Area, and would be the main east-west circulation element for the Project, allowing truck and vehicle access to a majority of interior development and parcels. New Schulte Road would consist of six lanes, and also would include a 30-foot landscape setback on the north side of the street and a 25-foot landscape setback on the south side of the street.

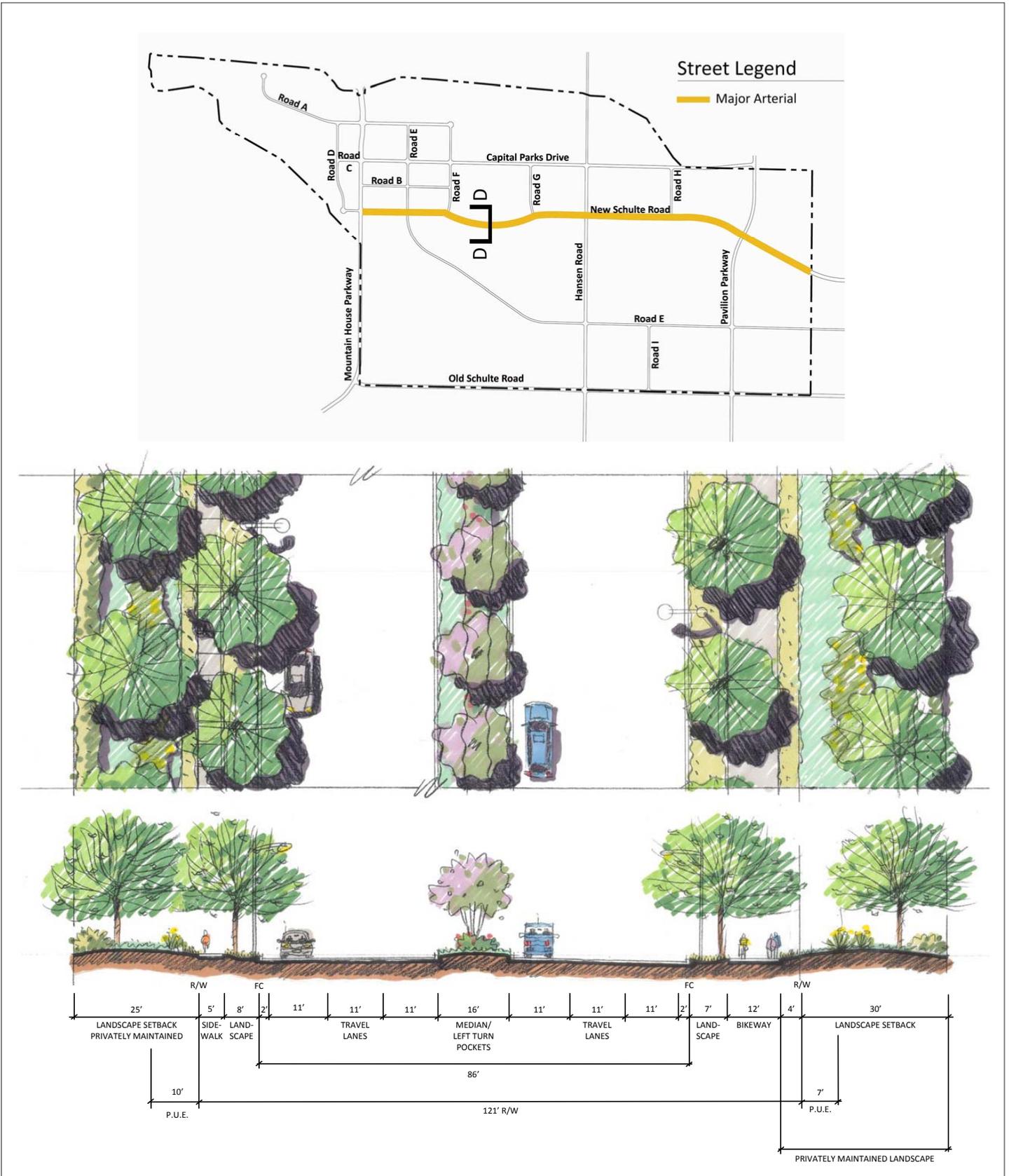
Capital Parks Drive would extend from Mountain House Parkway eastward and terminate at South Lammers Road. Capital Parks Drive would also continue west to provide the main entry to the lands within the Specific Plan Area located on the west side of Mountain House Parkway. Pavilion Parkway and Hansen Road would run in a north-south direction to the east of Hansen Road. Capital Parks Drive, Pavilion Parkway, and Hansen Road



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

FIGURE 3-9A

CONCEPTUAL DESIGN FOR FOUR-LANE MAJOR ARTERIAL



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

FIGURE 3-9B

CONCEPTUAL DESIGN FOR SIX-LANE MAJOR ARTERIAL

would consist of four lanes separated by a median, as well as a 25-foot landscape setback on both sides of the street.

iii. Commercial Frontage

Commercial Frontage Street (part of Road A) would run parallel to Interstate 205, providing access to commercial retail uses fronting Interstate 205. Commercial Frontage Street would include four lanes separated by a median, as well as a 25-foot landscape setback along the north side of the street. The conceptual design for Commercial Frontage Street is shown in Figure 3-10.

iv. Industrial Streets

Industrial streets would provide truck access to the proposed business park industrial uses within the Project. Industrial streets would each include two lanes, with shoulders on each side for emergency parking and a 15-foot landscape setback on both sides of the street. The conceptual design for industrial streets is shown in Figures 3-11A through 3-11C.

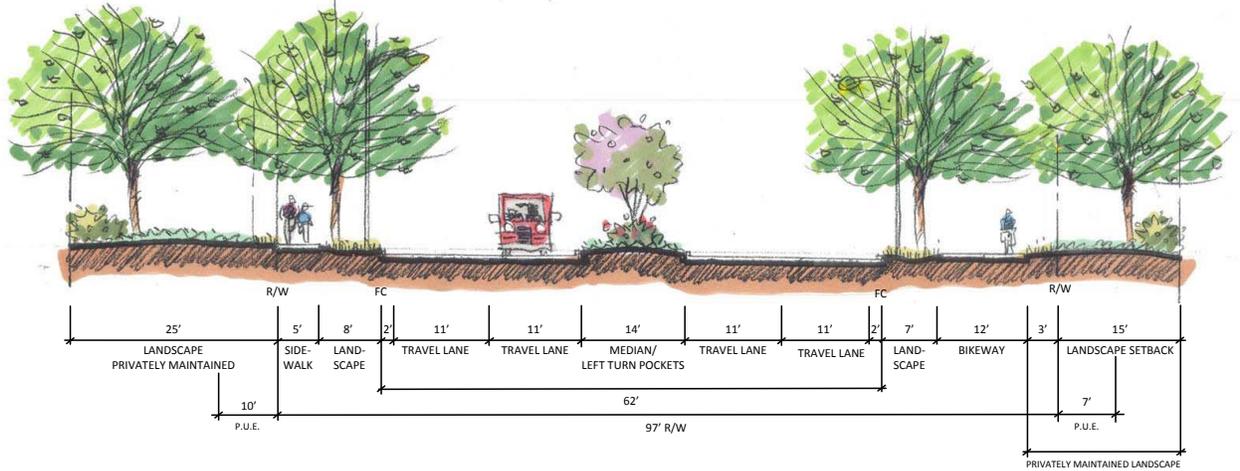
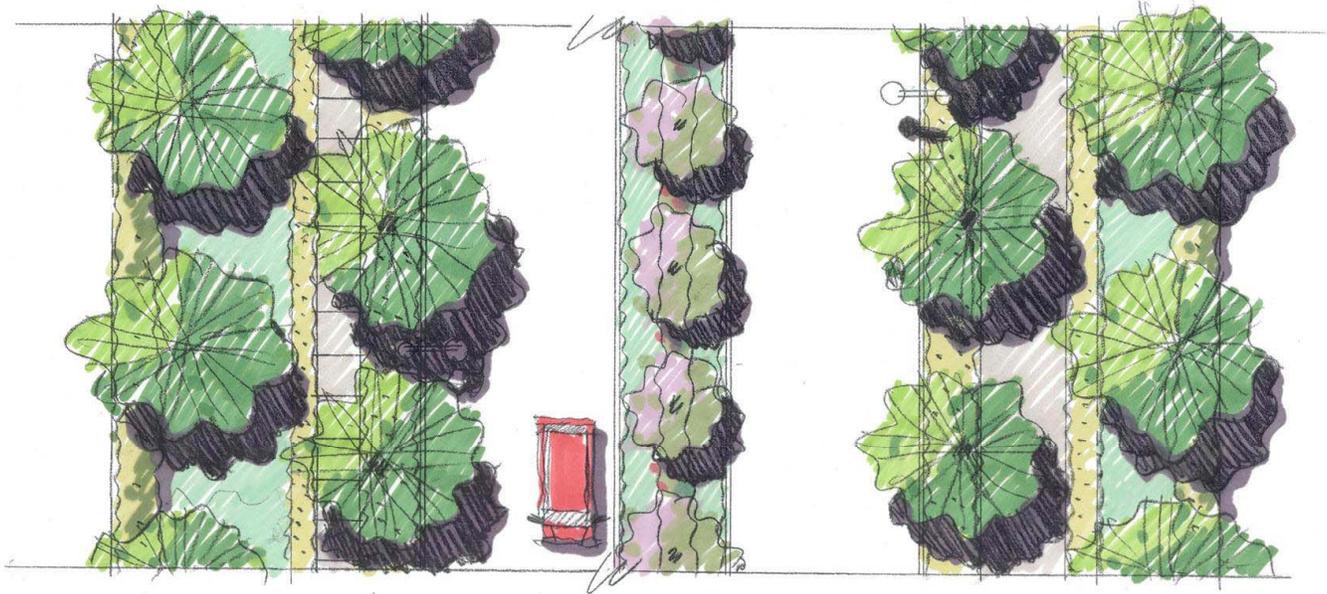
v. General Office Streets

General Office streets would be centered on the proposed Central Green. General Office streets would each include two lanes, with diagonal parking on each side and a 15-foot setback on both sides of the street. The conceptual design for General Office streets is shown in Figure 3-12.

c. Project Entries

As further described in Chapter 5 of the Specific Plan, special treatments for the Specific Plan Area entries will be required to create a strong sense of place. These treatments would include entry walls, identity monuments, columnar trees, and corner planting. The Specific Plan identifies the intersection of Mountain House Parkway and Road A as the primary entry, and Mountain House Parkway at Old Schulte Road and at New Schulte Road as secondary entries.

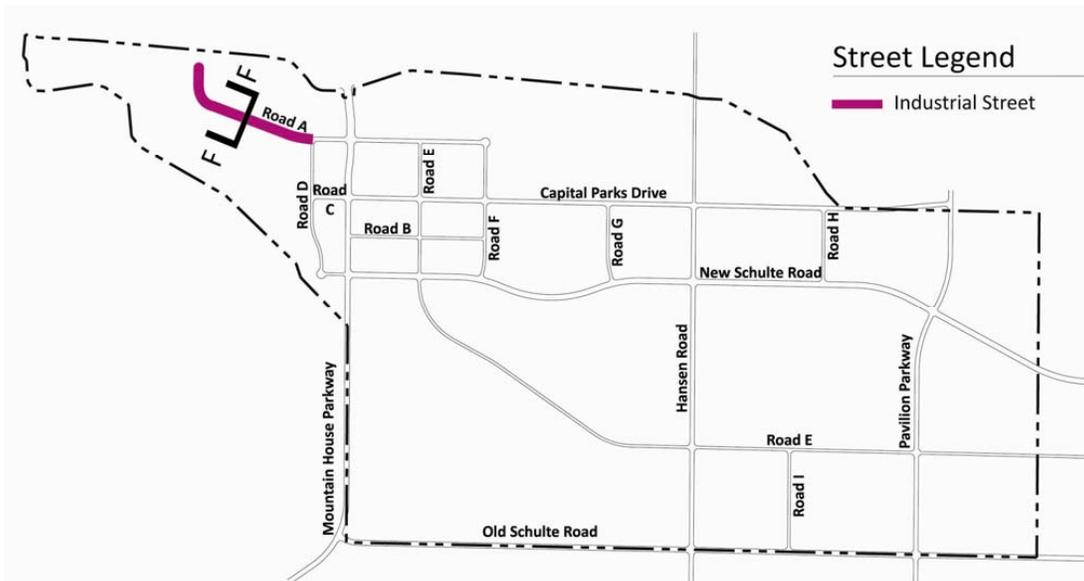
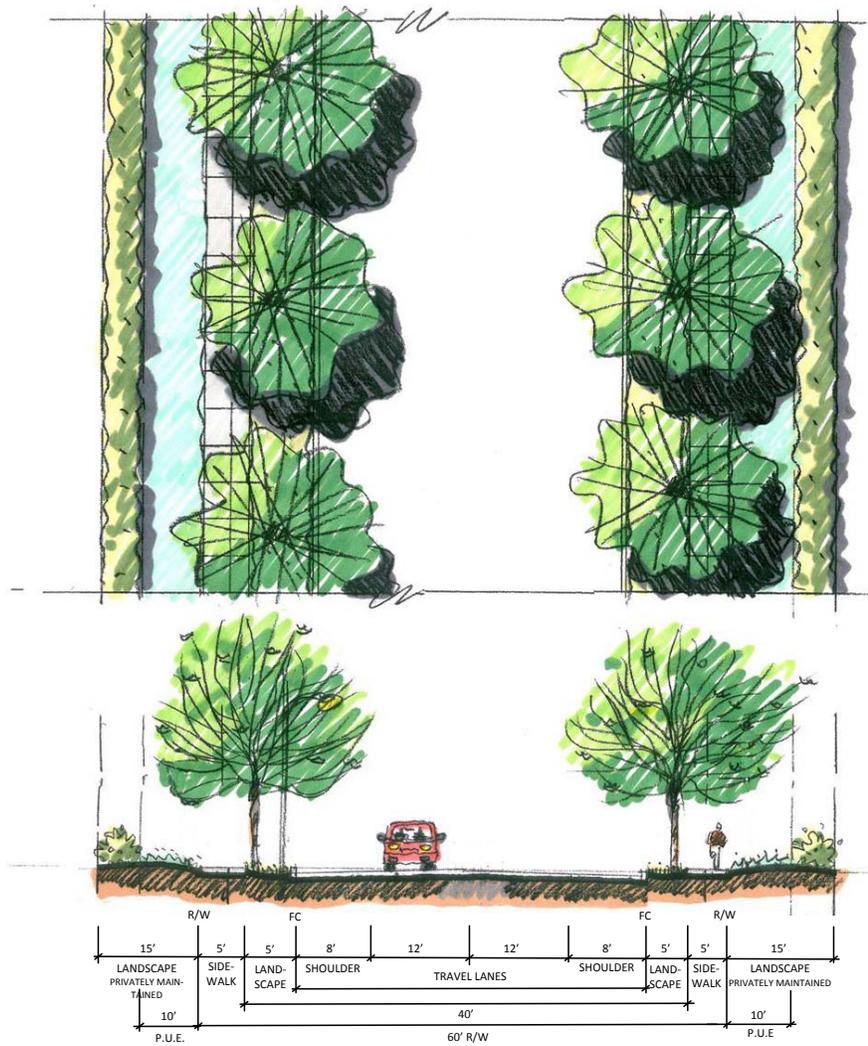
The major intersections along Mountain House Parkway and Old Schulte Road would feature corner plantings, identity monuments and walls, columnar trees, and stamped and colored asphalt to enhance street hierarchy and



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

FIGURE 3-10

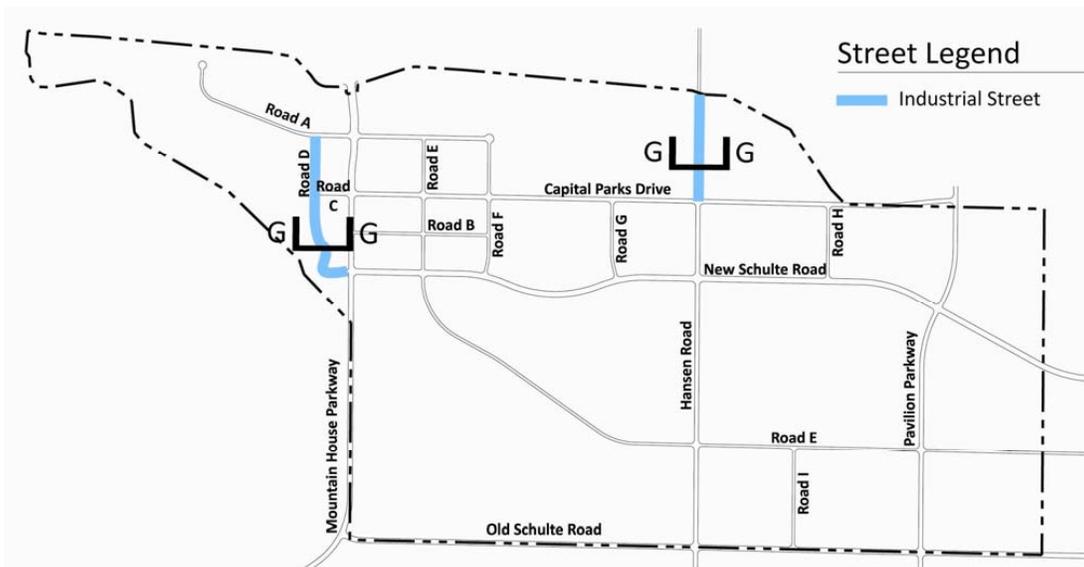
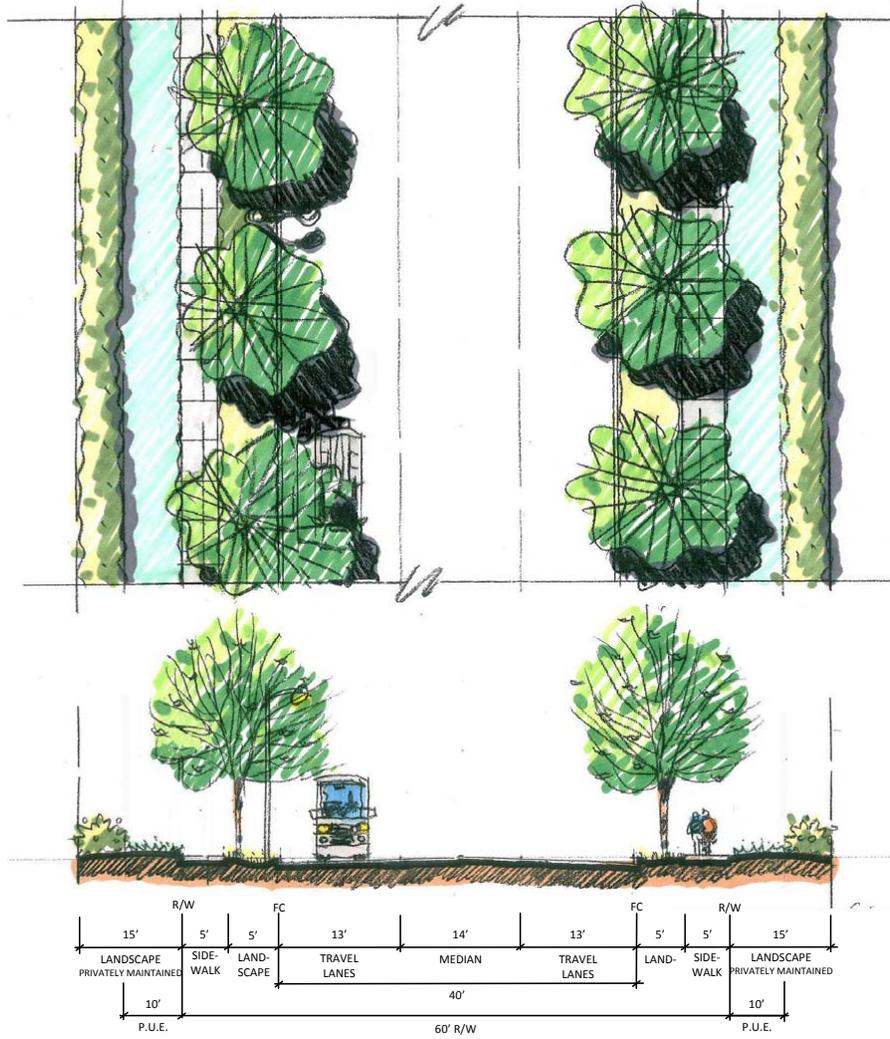
CONCEPTUAL DESIGN FOR COMMERCIAL FRONTAGE STREET



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

FIGURE 3-11A

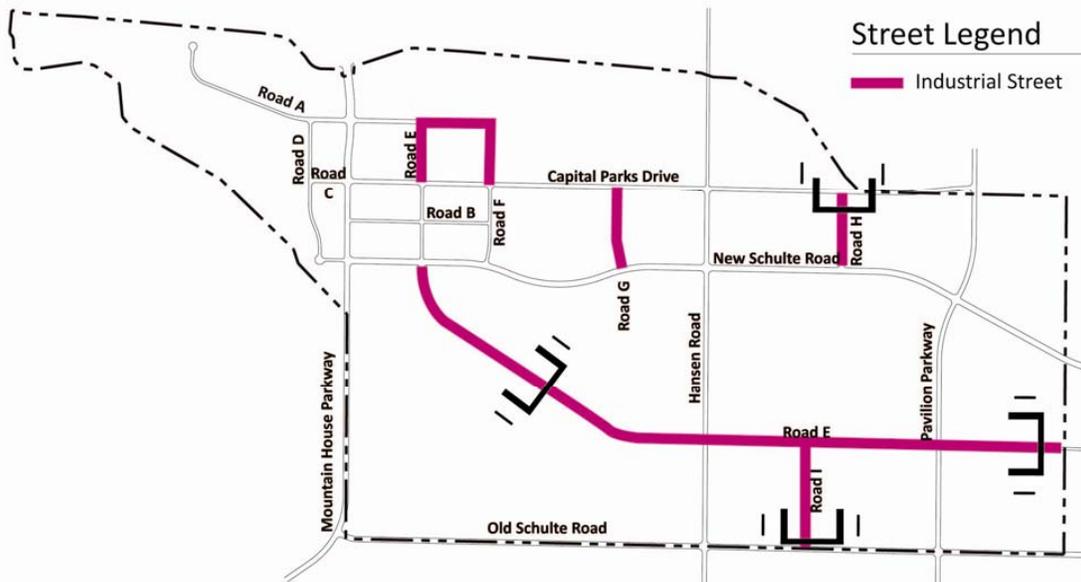
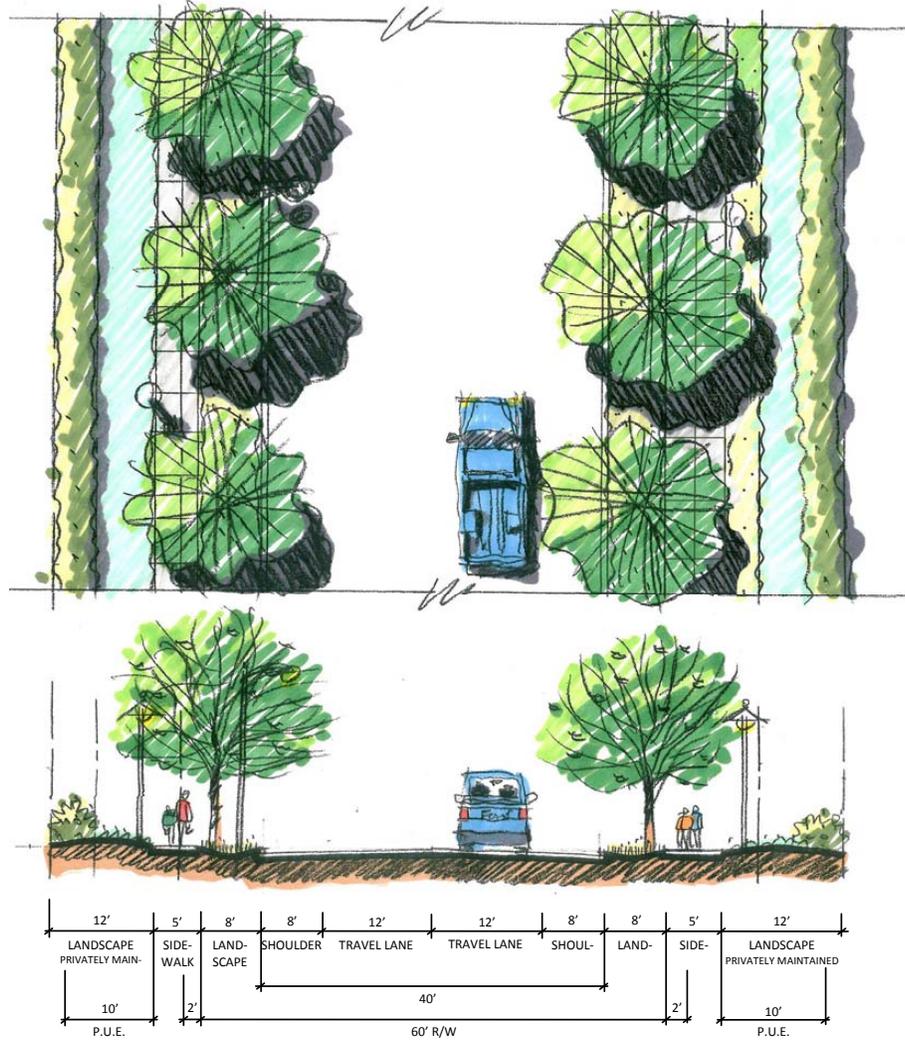
CONCEPTUAL DESIGN FOR INDUSTRIAL STREETS



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

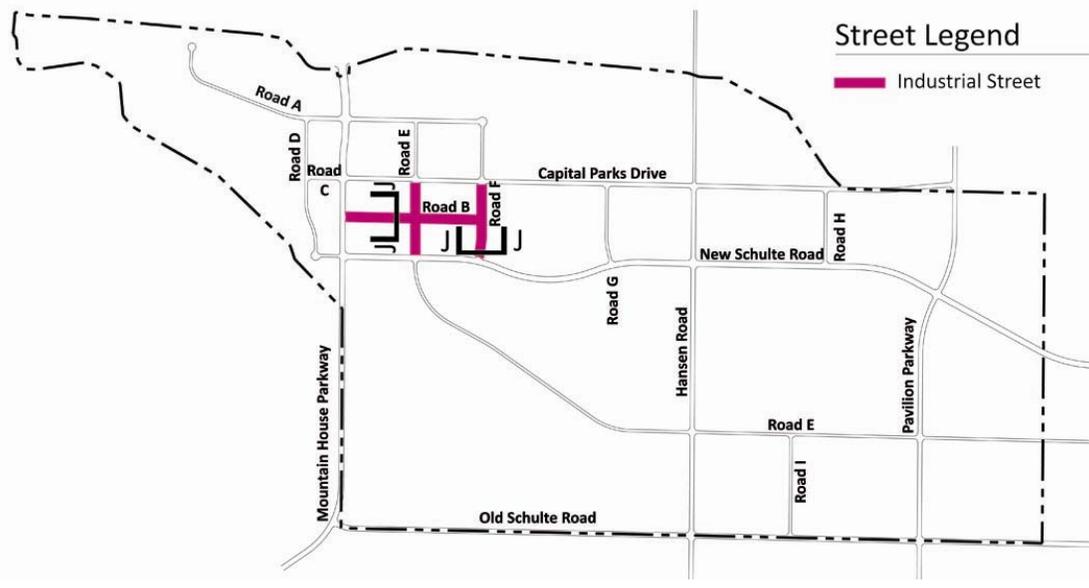
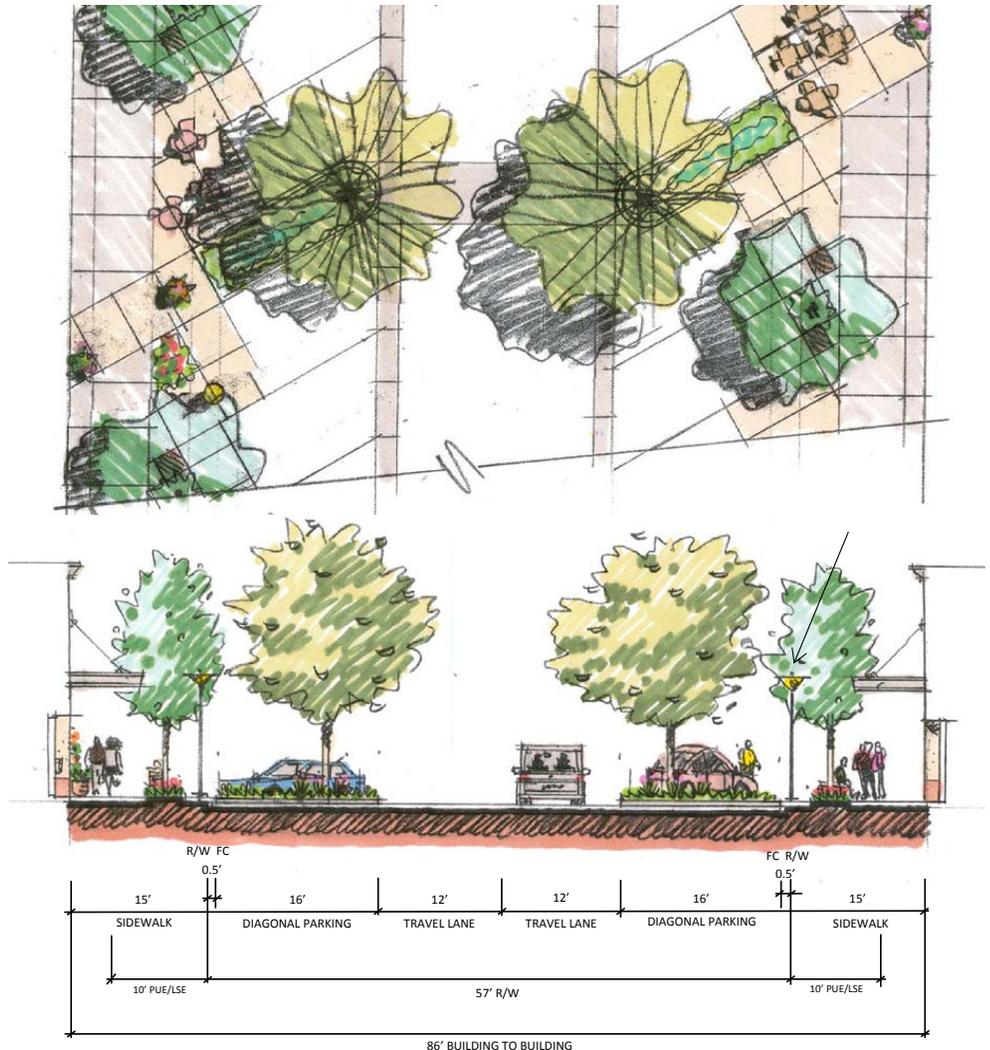
FIGURE 3-11B

CONCEPTUAL DESIGN FOR INDUSTRIAL STREETS WITH FREE TURNING LANES



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

FIGURE 3-11C
 CONCEPTUAL DESIGN FOR INDUSTRIAL STREETS



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

FIGURE 3-12
 CONCEPTUAL DESIGN FOR GENERAL OFFICE STREETS

highlight pedestrian crossings. Minor intersections along New Schulte Road, Hansen Drive, Pavilion Parkway, and Capital Parks Drive would receive similar but smaller-scale landscape treatments.

The streetscape design would provide visual structure to the Specific Plan Area, by reinforcing roadway hierarchies, emphasizing key intersections and open space, and creating pedestrian- and bicycle-friendly environments.

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

Roads would include an 8-foot-landscape strip on major roads and a 5-foot landscape strip on typical industrial roads. Landscape setbacks beyond the right-of-way, ranging from 15 to 30 feet would also be provided for screening of large buildings and structures. Landscape setbacks would generally be planted with no-mow grasses, evergreen shrubs and double rows of large screen trees. Setbacks may be bermed up to 5 feet to minimize the perceived scale of building facades, or sloped down toward architecture at a maximum 3:1, depending on the grades at a given location.

d. Bicycle and Pedestrian Circulation

Bicycle/pedestrian paths are included in roadways and as separate facilities as part of the Project as a means to increase mobility options to and throughout the Specific Plan Area, and to connect the Specific Plan Area to open space areas in the community (e.g. the proposed Central Green and East Side Park areas). These facilities would provide employees and other Project users an alternative to vehicle travel throughout the Specific Plan Area.

The Project would comply with and help implement the Citywide TMP, and would include additional Class I and II bikeways⁷ to allow for increased linkages, and to provide additional safety for bicyclists by separating them from motor vehicles (see Figure 3-13). The bikeways would also be incorporated within the Drainage Channel/Riparian Corridor and along the West Side Irrigation District Linear Park/Open Space corridor to allow additional points of access and linkages within the Specific Plan Area in support of additional mobility options and sustainability efforts. Where feasible, bikeways would be shaded with large canopy trees.

Integrated with the proposed bicycle plan, the street network would have tree-shaded, separated sidewalks on both sides of the streets to provide for safe and efficient pedestrian circulation within the Specific Plan Area (see Figure 3-14).

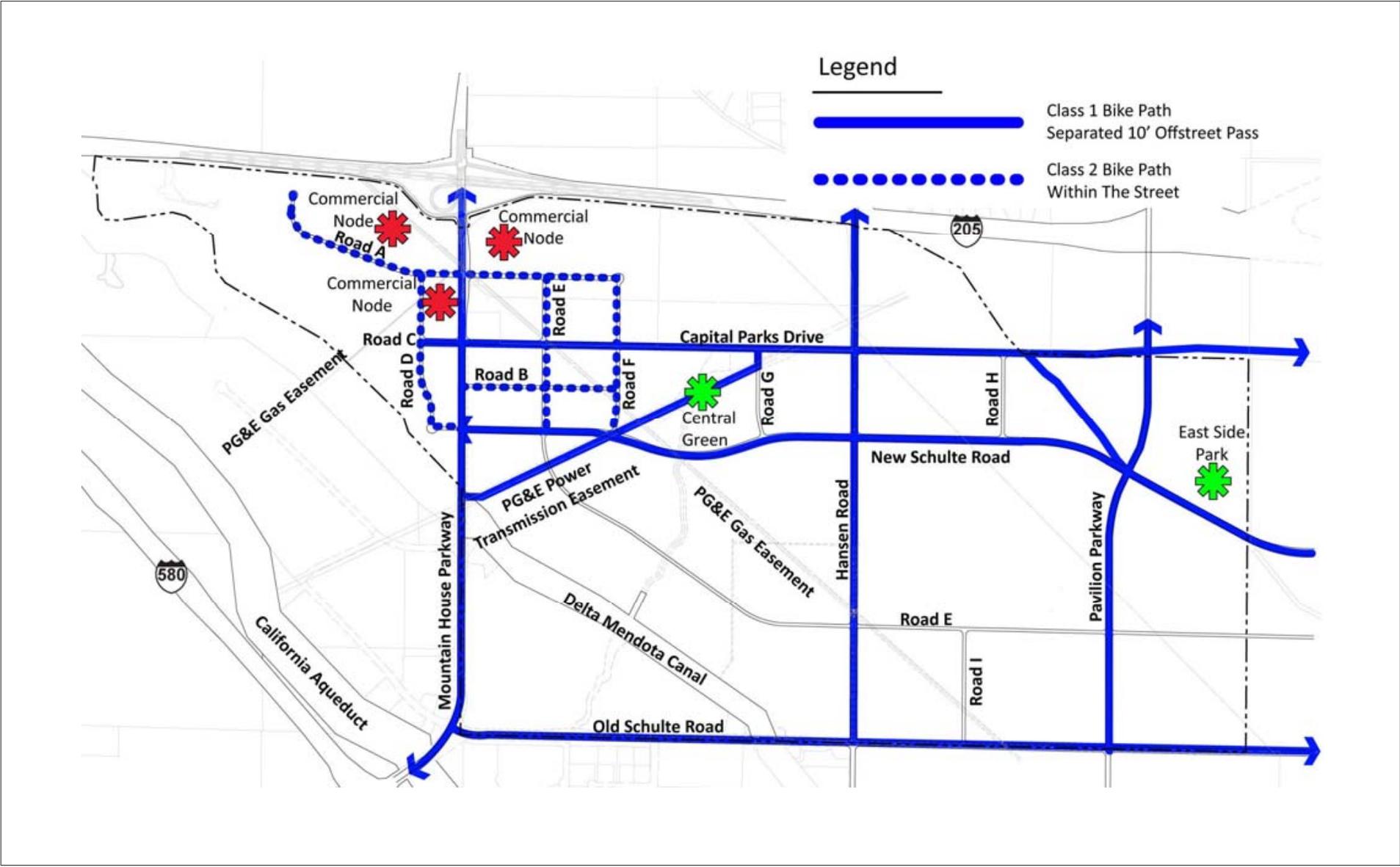
e. Transit

As set forth in the Specific Plan, it is anticipated that the Project developers will work collaboratively with the City to take a phased approach to provide public transportation to the Specific Plan Area. The Specific Plan calls for businesses within the Project to work with the City to modify and expand bus routes as needed to accommodate demand, and acknowledges that final bus stop locations may require additional right-of-way dedication, which would be identified and provided as part of the individual, site-specific development applications.

4. Parks, Open Space and Trail Network

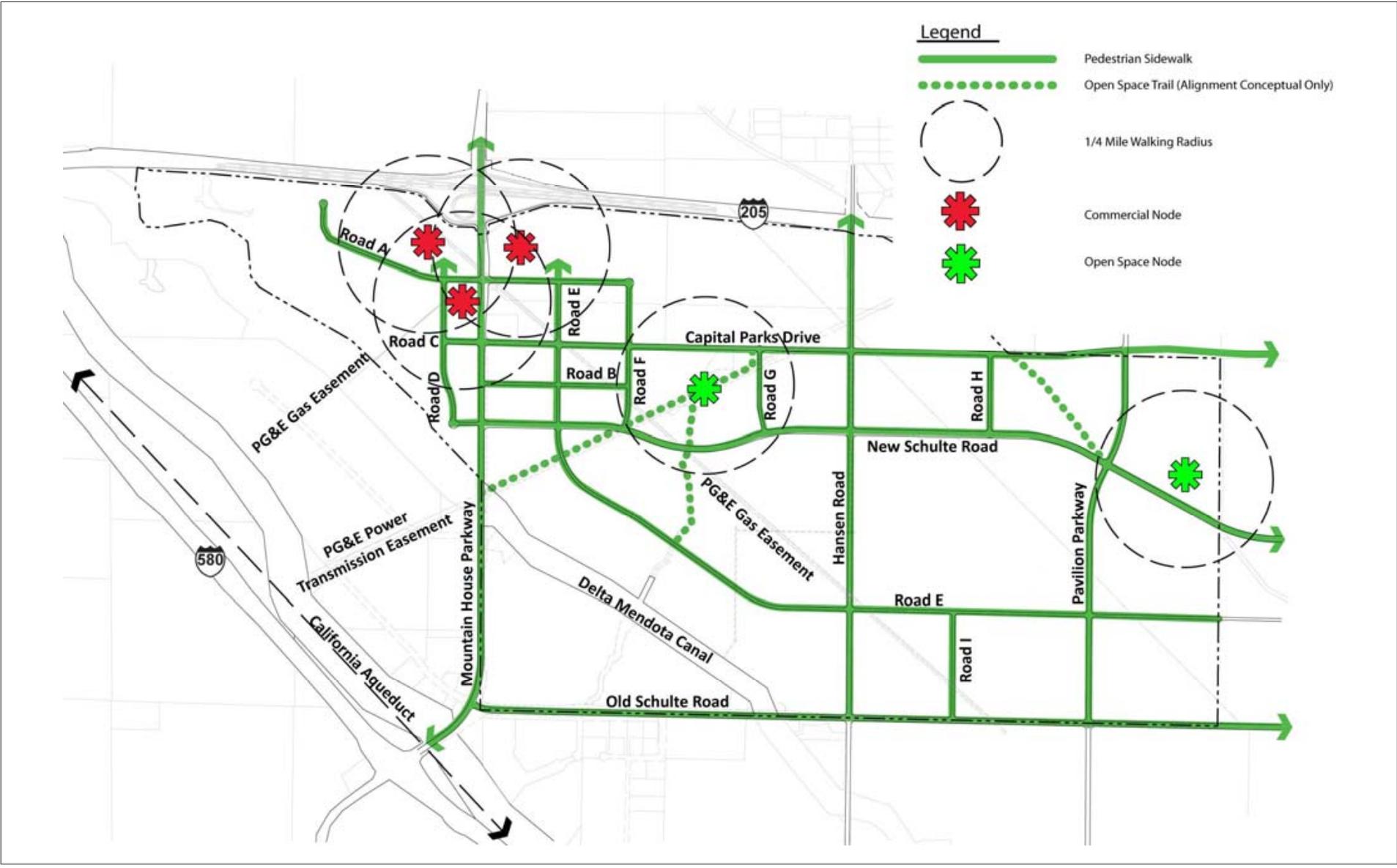
An integrated network of open spaces, park areas, and trails would facilitate connectivity throughout the Specific Plan Area and would provide passive and active use opportunities for Project users, employees and the community at large. The proposed park, open space and recreational facilities are described more fully below and in Chapter 5 of the Specific Plan.

⁷ Class I bikeways provide a separate right of way for the exclusive use of bicycles and pedestrians. Class II bikeways provide a striped bicycle lane for one-way bicycle travel on a street.



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

FIGURE 3-13
 PROPOSED BICYCLE FACILITIES



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

FIGURE 3-14
 PROPOSED PEDESTRIAN FACILITIES

a. Central Green

A Central Green, an approximately 35-acre park and open space area in the middle of the Specific Plan Area, is envisioned as a passive use area containing walking trails, picnic areas, and an enhancement of the natural habitat area, and would also serve as a stormwater detention area (see Figure 3-15).

b. Eastside Park

An approximately 18-acre Eastside Park, located near the eastern Specific Plan Area boundary, would serve as both a storm water detention area and park. This park would include passive use areas, picnic areas, and walking trails, and would also function as a detention basin which would be inundated during storm events (see Figure 3-15).

c. Westside Open Space

An approximately 16-acre Westside Open Space, located near the western Specific Plan Area boundary, would serve to convey stormwater from off-site and as an open space area. A portion of the property that would make up the Westside Open Space is owned by the United States Bureau of Reclamation and would remain in Bureau of Reclamation ownership.

d. Drainage Channel/Riparian Corridor

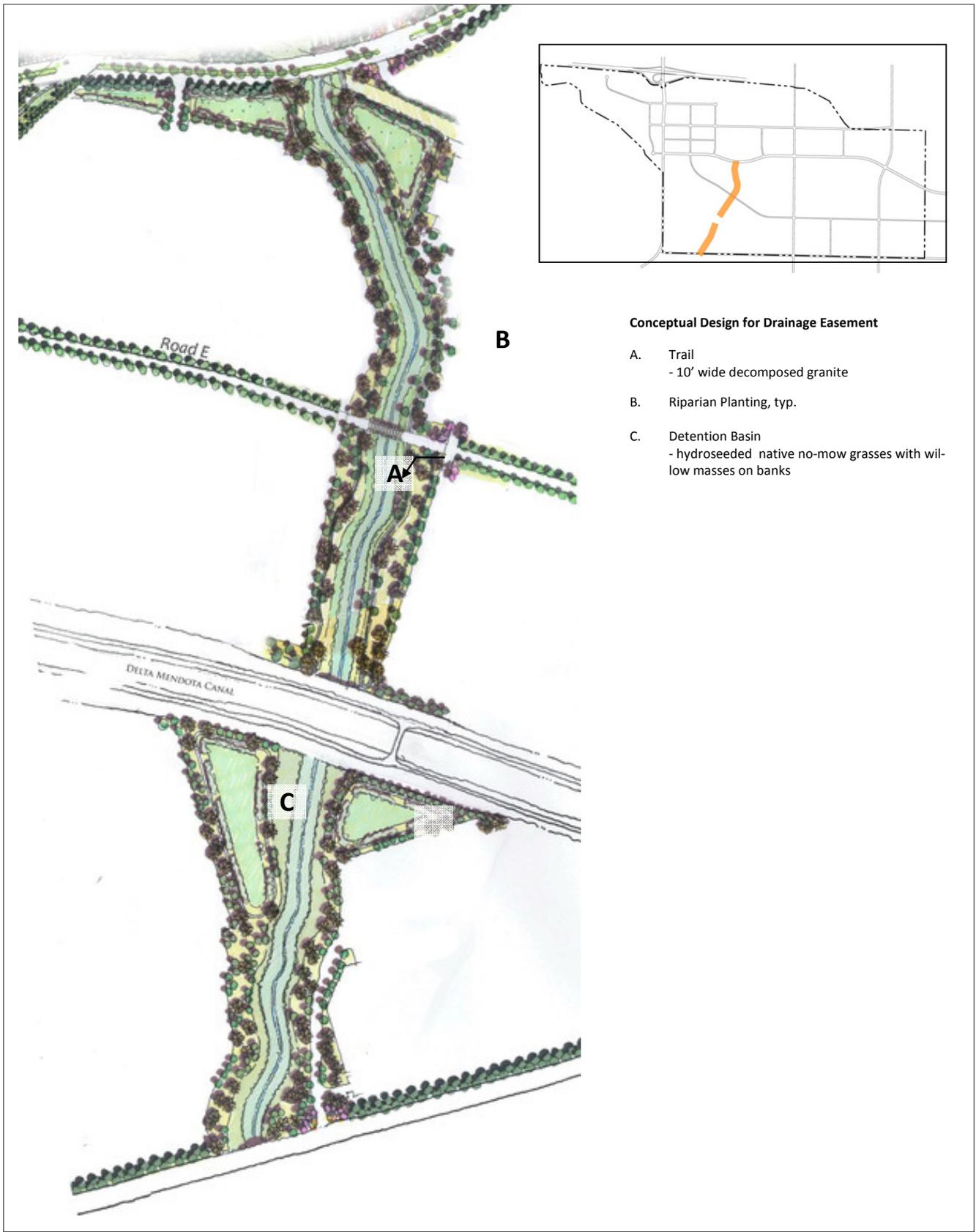
The existing approximately 17-acre natural drainage swale/channel that extends north from Old Schulte Road and passes beneath the Delta Mendota Canal toward the Central Green, would be enhanced as a riparian corridor with habitat areas, detention basins, walking trails, and passive use areas. Figure 3-16 depicts a conceptual plan for the riparian corridor. A decomposed granite path would be provided on the segment of the corridor between the Central Green and the Delta Mendota Canal, creating a recreation and circulation opportunity. Planting would be natural and riparian in character. A setback (minimum size of 25 feet, and an average size of 50 feet) would be provided from the top of bank to protect the corridor.



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

FIGURE 3-15

CENTRAL GREEN AND EASTSIDE PARK CONCEPTUAL PLANS



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

FIGURE 3-16

CONCEPTUAL DESIGN FOR DRAINAGE CHANNEL/RIPARIAN CORRIDOR

e. WSID Linear Park/Open Space Corridor

The existing WSID easement between proposed Capital Parks Drive and proposed New Schulte Road would include pedestrian and bicycle paths to connect to the Eastside Park as shown in Figure 3-18. The ultimate location for this open space corridor would be refined as part of the application process for individual, site-specific developments and in coordination with WSID.

f. Power Transmission Easement/Open Space Corridor

Although not required, the existing PG&E electrical transmission easement could provide for another Class I bicycle/pedestrian trail that would traverse the Specific Plan Area from east to west and extend through the Central Park element, as shown in Figure 3-17. The ultimate location for this open space corridor would be refined as part of the application process for individual, site-specific developments and in coordination with PG&E.

5. Master Landscape Plan

In addition to site-specific landscaping standards which are set forth in Chapter 3 of the Specific Plan, the Project is also subject to a Master Landscape Plan set forth in Chapter 5 of the Specific Plan. The Master Landscape Plan provides for major landscape treatments at key locations throughout the Specific Plan Area. The overall concept for the Master Landscape Plan would be in keeping with the agricultural heritage of the City of Tracy. This Master Landscape Plan is illustrated in Figure 3-19. Key features include agrarian inspired landscape treatments along the streetscape landscaping, at intersections, and at gateways and entries to the Specific Plan Area, which would include orchard-style planting, hedgerows of tall trees as screens, buffers, and windbreaks, and oak woodland and native grasses typically seen in rural environments.

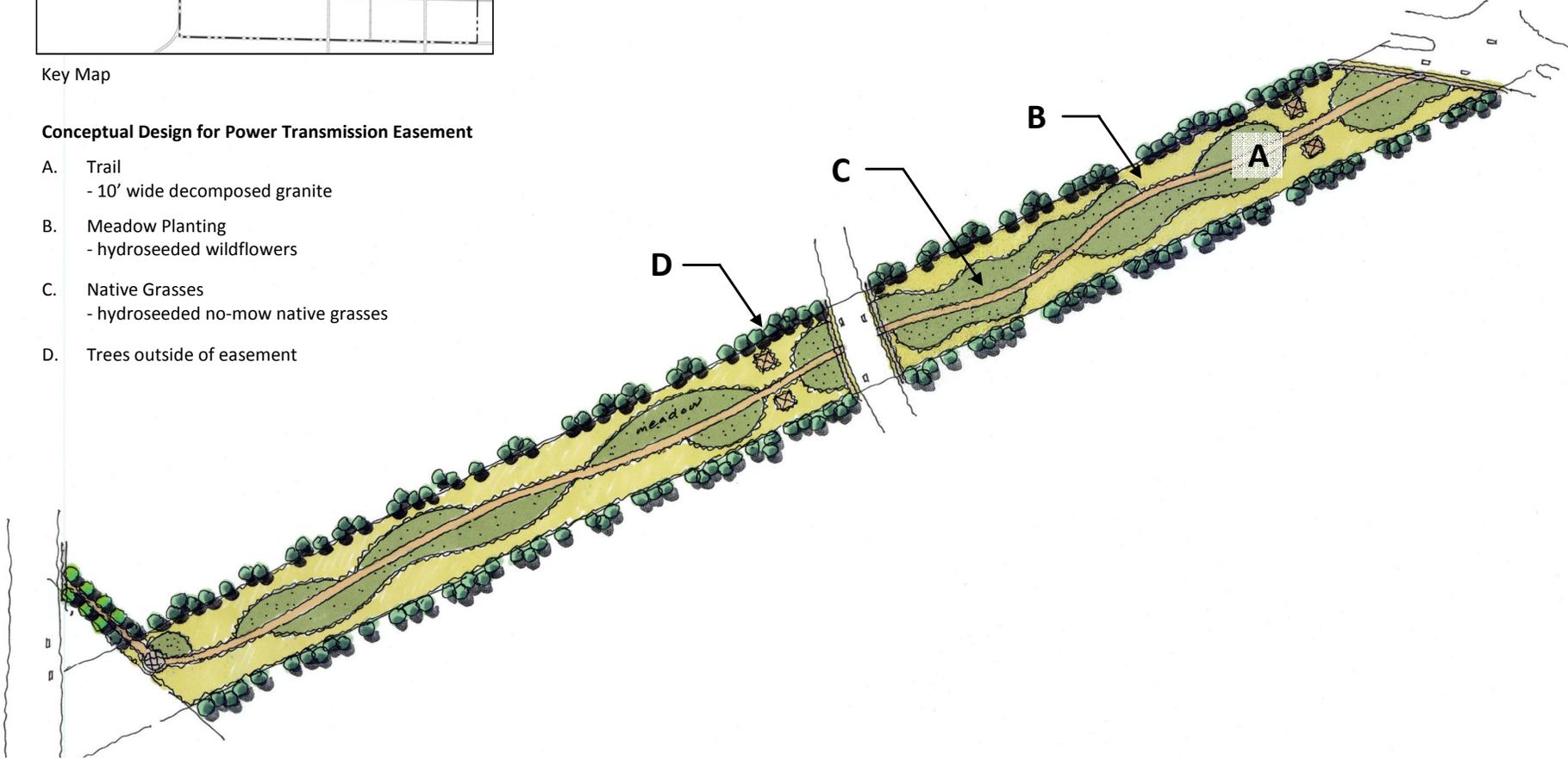
As described more fully in the Specific Plan, the Project includes sustainable landscape design, such as the use of native and climate adapted plant species, high efficiency irrigation systems and lighting, locally sourced and recycled materials and stormwater best management practices. Initially, the Project may utilize potable water for landscape irrigation, or potentially irrigation



Key Map

Conceptual Design for Power Transmission Easement

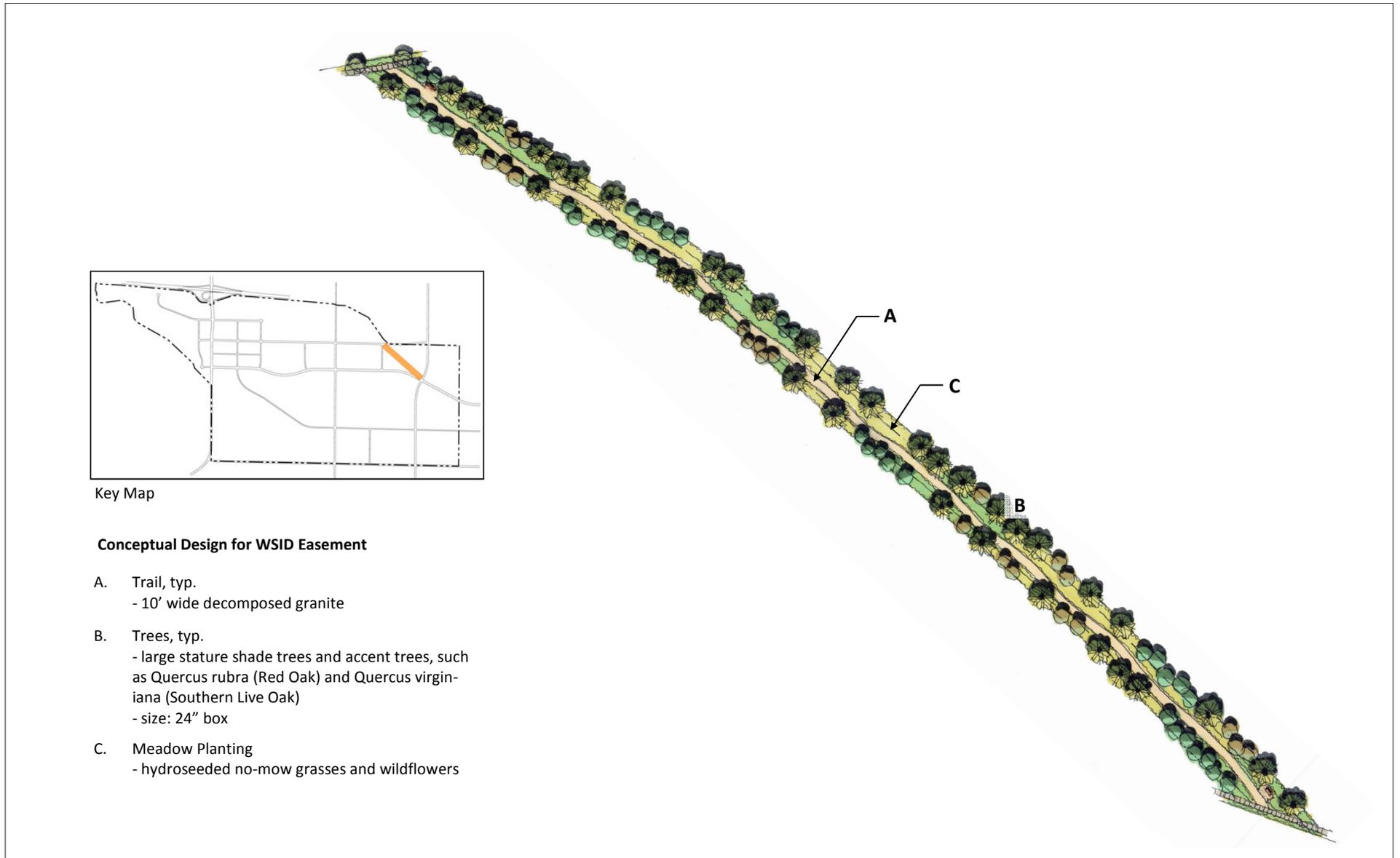
- A. Trail
- 10' wide decomposed granite
- B. Meadow Planting
- hydroseeded wildflowers
- C. Native Grasses
- hydroseeded no-mow native grasses
- D. Trees outside of easement



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

FIGURE 3-17

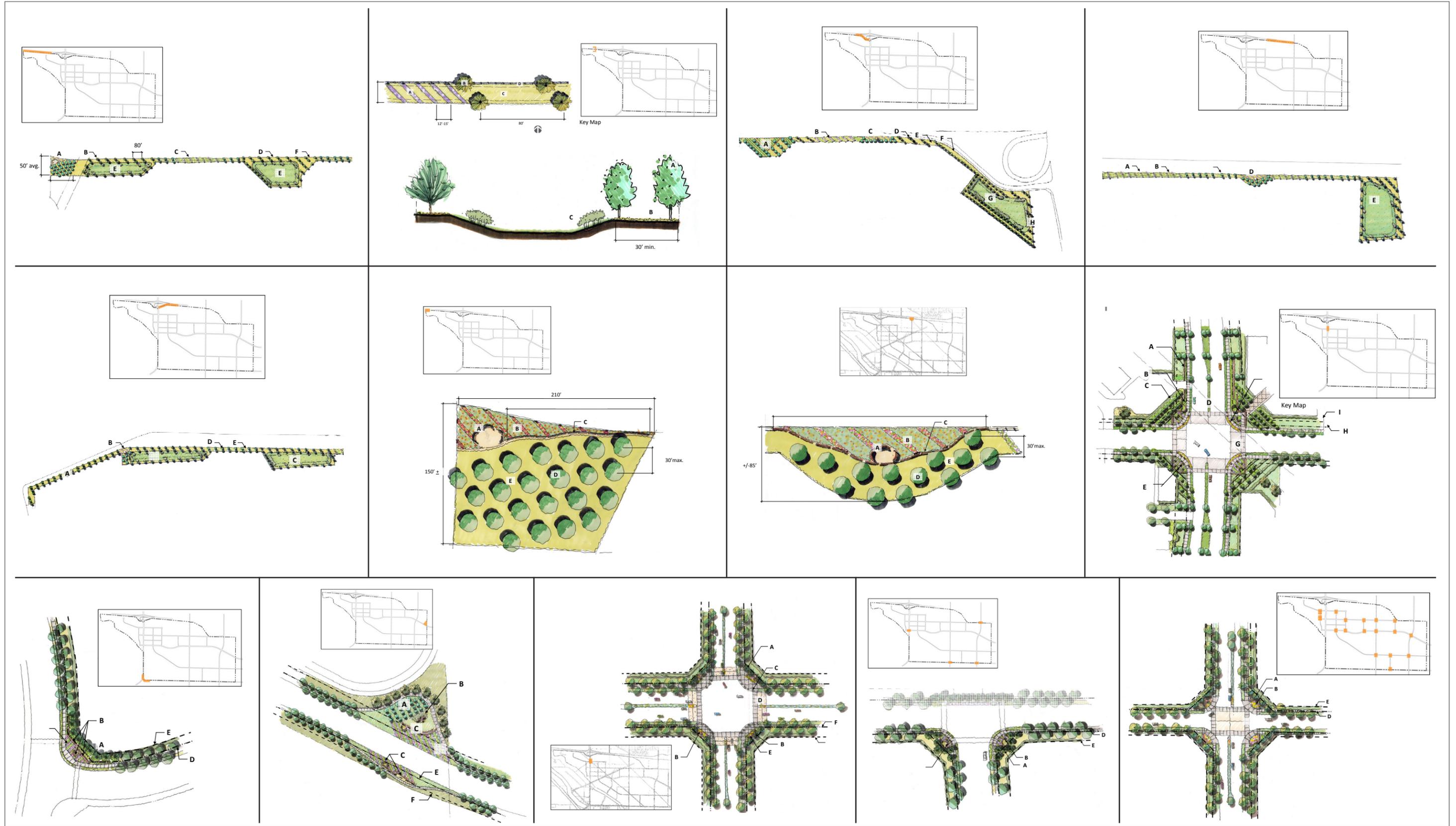
CONCEPTUAL DESIGN FOR POWER TRANSMISSION EASEMENT/OPEN SPACE CORRIDOR



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

FIGURE 3-18

CONCEPTUAL DESIGN FOR WSID LINEAR PARK/OPEN SPACE CORRIDOR



Source: Cordes Ranch Specific Plan, November 2012.

FIGURE 3-19
 MASTER LANDSCAPE PLAN

water from either WSID or BBID consistent with current entitlements. When available from the City of Tracy, recycled water from the wastewater treatment plant would be utilized, consistent with the Citywide Water System Master Plan. A “purple pipe” system would be installed in all phases of development so that recycled water, when available, can ultimately be conveyed and distributed throughout the Specific Plan Area.

6. Utilities

Development of the Project would require the extension of existing utilities in order to provide services to the Specific Plan Area. The City of Tracy has drafted and adopted citywide infrastructure master plans for water, wastewater, storm drainage, roadways and transportation, parks, public facilities, and public safety. The Project complies with and helps to implement the policies and standards of the Infrastructure Master Plans. As more fully described in Section C.9 (Phasing) and in Chapter 4.15 (Utilities), infrastructure development would initially utilize existing infrastructure with phased expansion and improvement as development occurs.

a. Potable Water

Project development would be served by the City’s water supplies, as further described in Chapter 4.15 and as referenced in the Cordes Ranch Specific Plan Water Supply Assessment (Appendix M). New potable water facilities needed for the Project would include storage tanks and booster pump stations, as defined and in compliance with the Citywide Water System Master Plan. It would include piping as required to provide potable water service for the Project, which would be included in the streets as they were built in connection with individual projects.

Necessary improvements would be installed as required to serve development of the Project, in accordance with City standards. Initially, the Project would utilize the existing Patterson Pass 24-inch water line, as described more fully in Chapter 4.15 of this Draft EIR.

Additional water conveyance improvements and pipelines ranging from 16 to 20 inches in size would be constructed to meet future water demands of the Project, as required by specific users and developments. Pipelines throughout the Specific Plan Area would be added in as streets are constructed or as looping of the distribution system is required.

b. Recycled Water

As required by the City's Water System Master Plan, recycled water would eventually be used to serve the Specific Plan Area to meet the non-potable water needs, which are estimated to be 30 percent of the Project's total water use at buildout. Pipelines would be installed throughout Project development in the road network as it is constructed or as looping of the distribution system is needed. It is anticipated that 8- to 12-inch diameter recycled water pipelines would be installed with all streets that are constructed as part of the initial Project development. Initially, recycled water services to this system would be provided through the use of existing Byron Bethany Irrigation District (BBID) water that is already supplied to the Specific Plan Area or could be provided through interconnections with the City's potable water system.

Recycled water facilities such as the storage facilities and pump stations shown in the Citywide Water Systems Master Plan would be installed by the City as needed to serve the Project and other community uses. In addition, the Citywide Water Systems Master Plan anticipates that the City would construct a 30-inch recycled distribution line and a future tank within the Specific Plan Area in accordance with the timing triggers in the Master Plan.

c. Wastewater

The Project would be served by the City's wastewater treatment plant, as provided in the City's Wastewater Systems Master Plan. The on-site wastewater collection system would range from 8- to 21-inch diameter wastewater lines, with much of the larger diameter pipelines on the eastern side of the Specific Plan Area. Project development would utilize the existing 21-inch Hansen Road sanitary sewer line that was constructed for the existing Patterson Pass Business Park until the ultimate downstream point of connec-

tion is provided, as described in the Wastewater Master Plan and Chapter 4.15 of this Draft EIR. To accommodate Project development, additional facilities would be developed including lift stations, pump stations and sewer lines, as determined necessary as part of the application projects for individual developments.

d. Stormwater

As more fully described in Chapters 4.9 and 4.15, permanent stormwater drainage detention basins would be constructed on an as-needed basis, and temporary retention basins may be constructed prior to the construction of these permanent improvements.

Initially, the Project would continue to use the historical release point, which is within the Lammers Watershed under Interstate 205 near Hansen Road. As development proceeds, the historical discharge point for the Lammers Watershed would be disconnected, and flows would be directed to the permanent connection in the City's outfall system.

Stormwater treatment would implement applicable development standards for stormwater management in the City's Manual of Storm Water Quality Control Standards for New Development and Redevelopment. The Project would include Best Management Practices (BMPs) for source control, treatment, and flow control, as explained more fully in the Specific Plan.

e. Telephone, Cable, Electricity, and Gas

Electrical, telephone, cable, and gas service to the Project would be supplied by PG&E, AT&T, and the cable provider to the City of Tracy. Public electric transmission, gas, and distribution utilities on and in proximity to the Specific Plan Area are owned and maintained by PG&E.

The Project includes a joint trench system that would be installed as an element of the proposed on- and off-site electric distribution system. The system would include gas, telephone, cable, and fiber optic system conduits. Separate trenches would be provided for conduits and conductors for street

lighting and traffic signals. Proposed distribution conduits, gas lines, and conductors would be placed underground in a joint or common trench, with vaults and boxes placed in the franchised area or public utility easements. Equipment may be pad mounted in lieu of subsurface trenching where practicable due to possible corrosiveness of the soil, as well as for safer and less expensive maintenance and operations. Vertical builders would accommodate utility transformers on-site, either by providing space and access for transformers at ground level or by providing transformers in utility dry vaults below finished grade. PG&E is currently defining additional requirements for pad mounted equipment in commercial developments, and it may be necessary for the vertical builders to accommodate pad mounted switches, fuses, and protective devices, if soil conditions dictate.

7. Public Services

a. Public Safety

Police services for the Project would be provided by the City of Tracy Police Department.

Fire protection and emergency medical services would be provided by the South County Fire Authority. There is the existing South County Fire Authority Fire Station 94/California Department of Forestry and Fire Protection Station 26, located at the southwest corner of Hansen Road and Old Schulte Road, adjacent to the Specific Plan Area.

b. Solid Waste

The Tracy Delta Solid Waste Management would provide disposal and recycling services for the Project. Solid waste would be collected at the Tracy Material Recovery Facility and Transfer Station before being transported to the Foothill Sanitary Landfill in eastern San Joaquin County.

8. Sustainability

Reducing greenhouse gas emissions through supporting the use of alternative means of transportation and minimizing vehicle miles traveled is a major goal of the City, as reflected in the City's General Plan, and are also important

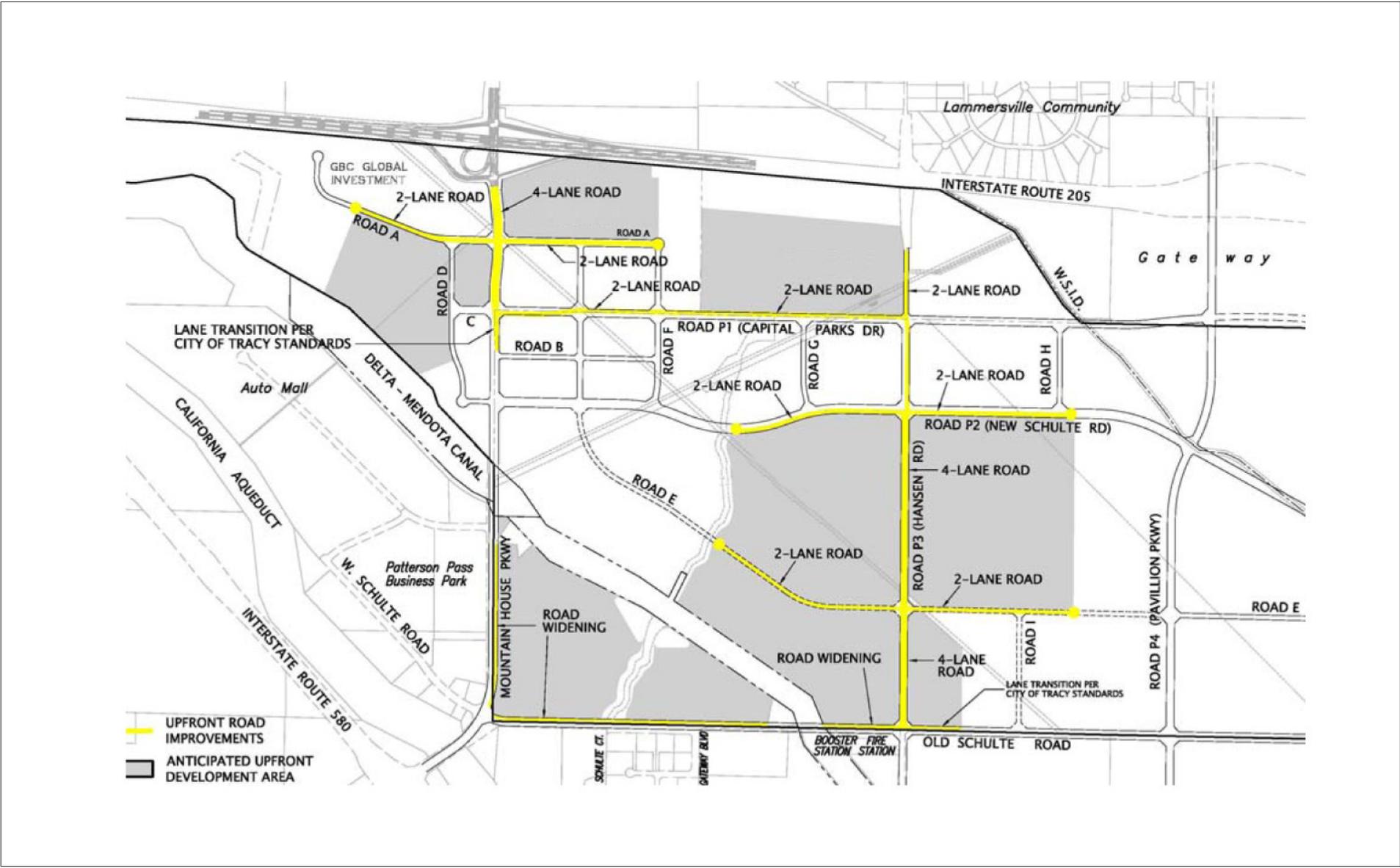
objectives of the Project. As described in the Specific Plan, the Project would create various opportunities to increase sustainability and minimize greenhouse gas emissions, reduce water and energy consumption, and decrease the impacts of construction activities and waste generation, consistent with the City's Sustainability Action Plan. Specific sustainability measures of the Project are addressed in Chapters 4.1 Aesthetics, 4.3 Air Quality, 4.4 Biological Resources, 4.7 Greenhouse Gas Emissions, 4.10 Land Use and Planning, 4.14 Transportation, and 4.15 Utilities and Service Systems.

9. Project Phasing

The Specific Plan provides for development in phases, although the phasing plan is conceptual and may change based on a variety of factors indicating market conditions and development demand. It is currently anticipated that Phase 1 would involve development of approximately 606 net acres of the Specific Plan Area, consisting of approximately 580 net acres of Business Park Industrial (BPI) uses and approximately 25 net acres of General Commercial (GC) uses (see Figure 3-20.) The actual location and size of Phase 1 development may adjust based on specific users and market demand factors. Phase 1 development is expected to occur within approximately 10 to 15 years. Full buildout is expected to occur within 20 to 30 years, depending on market factors. Given the nature of the Project, the analysis in this Draft EIR discusses the anticipated Phase I development as well as full buildout, to ensure the entire Project is described and evaluated.

D. Approvals and Implementation

This Draft EIR will be used by the City and other responsible and trustee agencies in their consideration of the various Project approvals within their respective jurisdictions in order to identify and evaluate the Project's significant environmental impacts. As mandated by CEQA Guidelines Section 15124(d), this section contains a list of agencies that are expected to use this Draft EIR in their decision-making, and a list of the actions (both discretionary and ministerial) for which this Draft EIR will be used.



Source: David Babcock & Associates, Cordes Ranch Specific Plan, 2013.

FIGURE 3-20
 CONCEPTUAL CONSTRUCTION PHASING

Specifically the following approvals will be needed from the City of Tracy to implement the Project:

- “ General Plan Amendment
- “ Cordes Ranch Specific Plan
- “ City of Tracy Municipal Code Amendments, (i.e., Zoning Map and Text Amendments to reflect the Cordes Ranch Specific Plan Zoning District).
- “ Parcel Maps, Lot Line Adjustments, Tentative and Final Subdivision Maps
- “ Development Agreement(s)
- “ Conditional Use Permits
- “ Development Review Permits
- “ Encroachment Permits, Grading Permits, Building Permits

The Project also will need to obtain approval from the San Joaquin County Local Agency Formation Commission (LAFCO) to annex the Specific Plan Area (and potential related actions) to the City of Tracy. In addition, implementation of the Project may require permits or approvals from the following local, regional, state and federal agencies:

- “ San Joaquin County
- “ San Joaquin Valley Air Pollution Control District
- “ San Joaquin Council of Governments
- “ Westside Irrigation District
- “ Byron-Bethany Irrigation District
- “ Central Valley Regional Water Quality Control Board
- “ California Department of Fish and Wildlife
- “ Caltrans
- “ State Department of Conservation
- “ State Department of Water Resources
- “ U.S. Fish and Wildlife Service
- “ U.S. Army Corps of Engineers
- “ U.S. Bureau of Reclamation

E. City of Tracy Development Review Process

As listed above, under City of Tracy approvals, in order to ensure that all of the individual developments to be constructed under the Specific Plan are compatible with the surrounding environment and consistent with the City's goals and policies, the City of Tracy would conduct a discretionary review of the design of each such individual development, including the site plan, landscape plan, building elevations, grading plan, and utility plan. This discretionary review, the Development Review, consists of the following steps:

- “ **Step #1 – Submit Application.** The project applicant would submit development application forms, general submittal requirements, and fees. These forms are located on the City of Tracy's website, www.ci.tracy.ca.us.
- “ **Step #2 – City Review.** The City would review the development application and route the application to multiple City departments and other agencies for comments. The City would compile the comments into a comprehensive letter to the applicant, which would detail any additional items or information necessary to deem the application complete, applicable requirements and staff recommendations. Once the application is deemed complete and all requirements are met, City staff would present the Project application for public hearing.
- “ **Step #3 – Applicant Response.** Some projects would require additional information or clarification by the applicant and/or revisions to the project plans. The applicant's response would be reviewed by the City and steps 2 and 3 may be repeated if necessary.
- “ **Step #4 – Public Hearing.** Public hearings before the Development Services Director are required for all Development Review applications. Director-level hearings are scheduled on an as-needed basis. A public notice of the hearing will be sent to all property owners within 300 feet of the subject property and posted in a local newspaper. Projects within the I-205 Overlay would require duly-noticed public hearings in front of the Planning Commission and the City Council.