

# CHAPTER 6 STREETS AND INFRASTRUCTURE

## 6.1 INTRODUCTION

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

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

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

The Master Plan infrastructure required to serve the Project Area is listed in the applicable citywide Master Plans as set forth therein, and depicted in Figures 6.2, 6.31, 6.33, 6.35 and 6.37.<sup>1</sup> These Master Plan improvements are referred to in this Specific Plan as “Master Plan Infrastructure.” Fees for Master Plan Infrastructure shall be collected through the City’s development impact fee program.

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

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



Figure 6.1, Existing Roadways

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

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

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

## 6.2 STREET NETWORK

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

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

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

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

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

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

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

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

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

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

<b>TABLE 6.2 SPECIFIC PLAN PRIVATE INFRASTRUCTURE</b>		
	Obligation	Description
1	City Gateway Signage	Section 5.3
2	Entryway Signage	Section 5.4
3	Major Intersections	Section 5.5
4	Minor Intersections	Section 5.6
5	Central Green Bicycle Trails and Passive Park	Section 5.7
6	Eastside Park	Section 5.8
7	Street Frontage Landscape Behind Walks	Section 5.9
8	Drainage Easement Landscaping and Trails	Section 5.10
9	I-205 Frontage Landscaping	Section 5.11
* See Detailed Exhibits with Chapter 5		

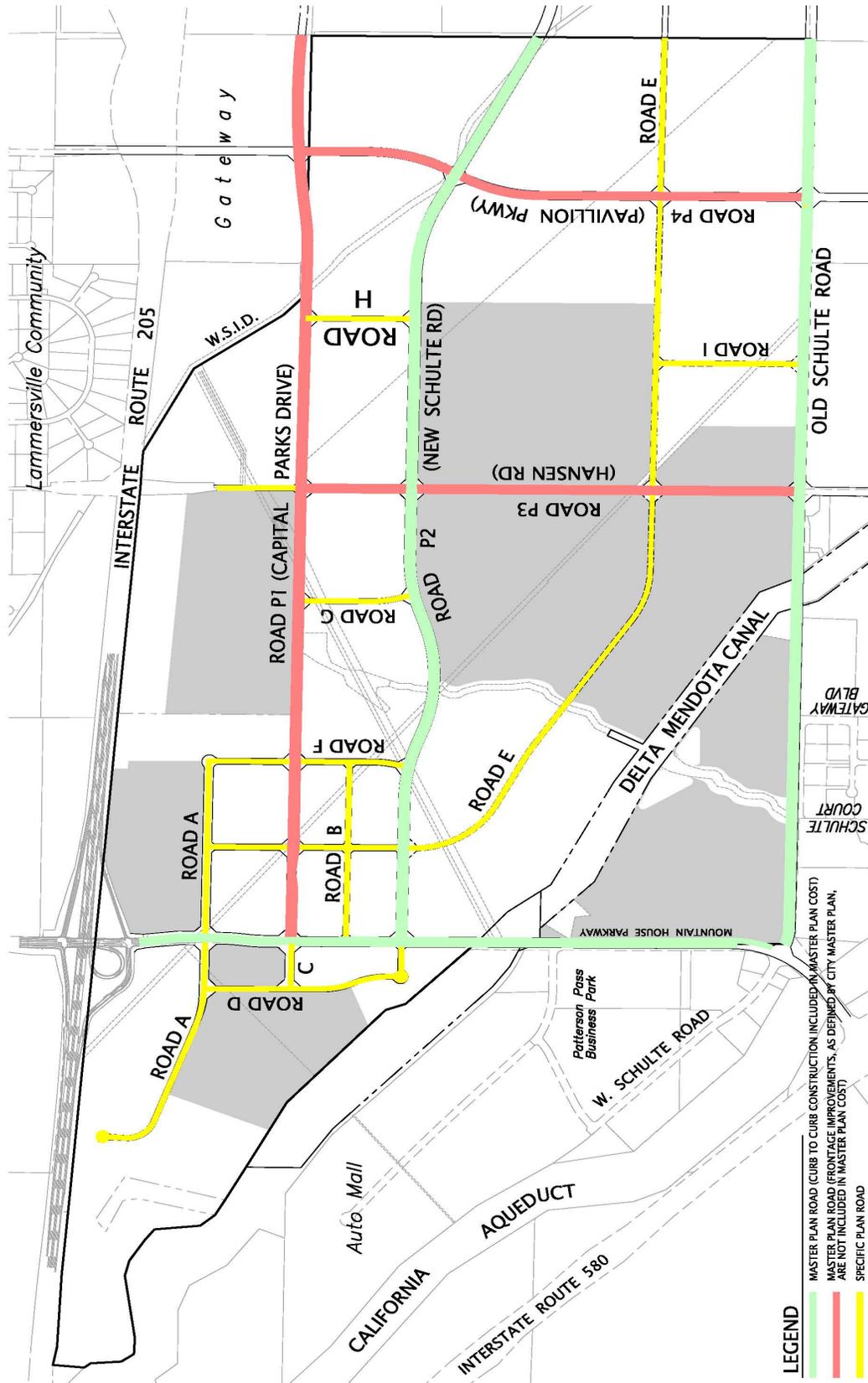


Figure 6.2, Street Improvements

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

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

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

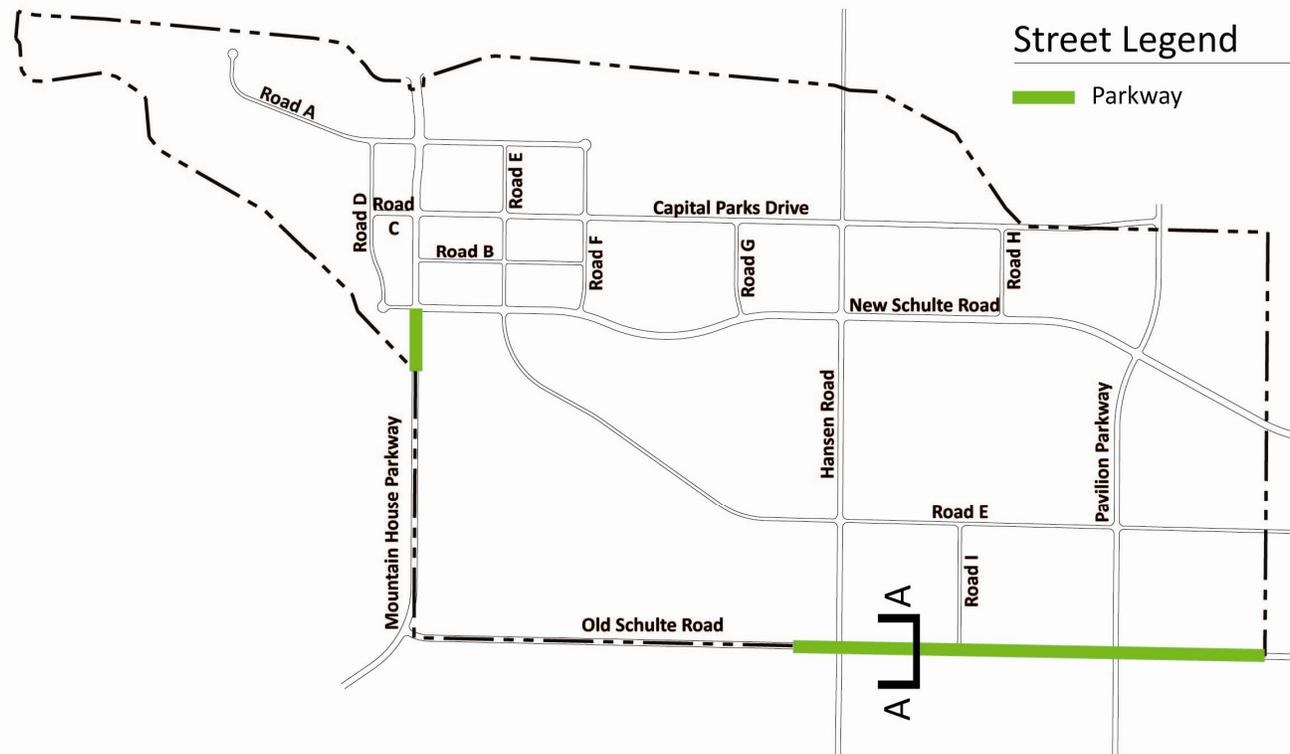


Figure 6.3, Conceptual 4-Lane Parkway Locations

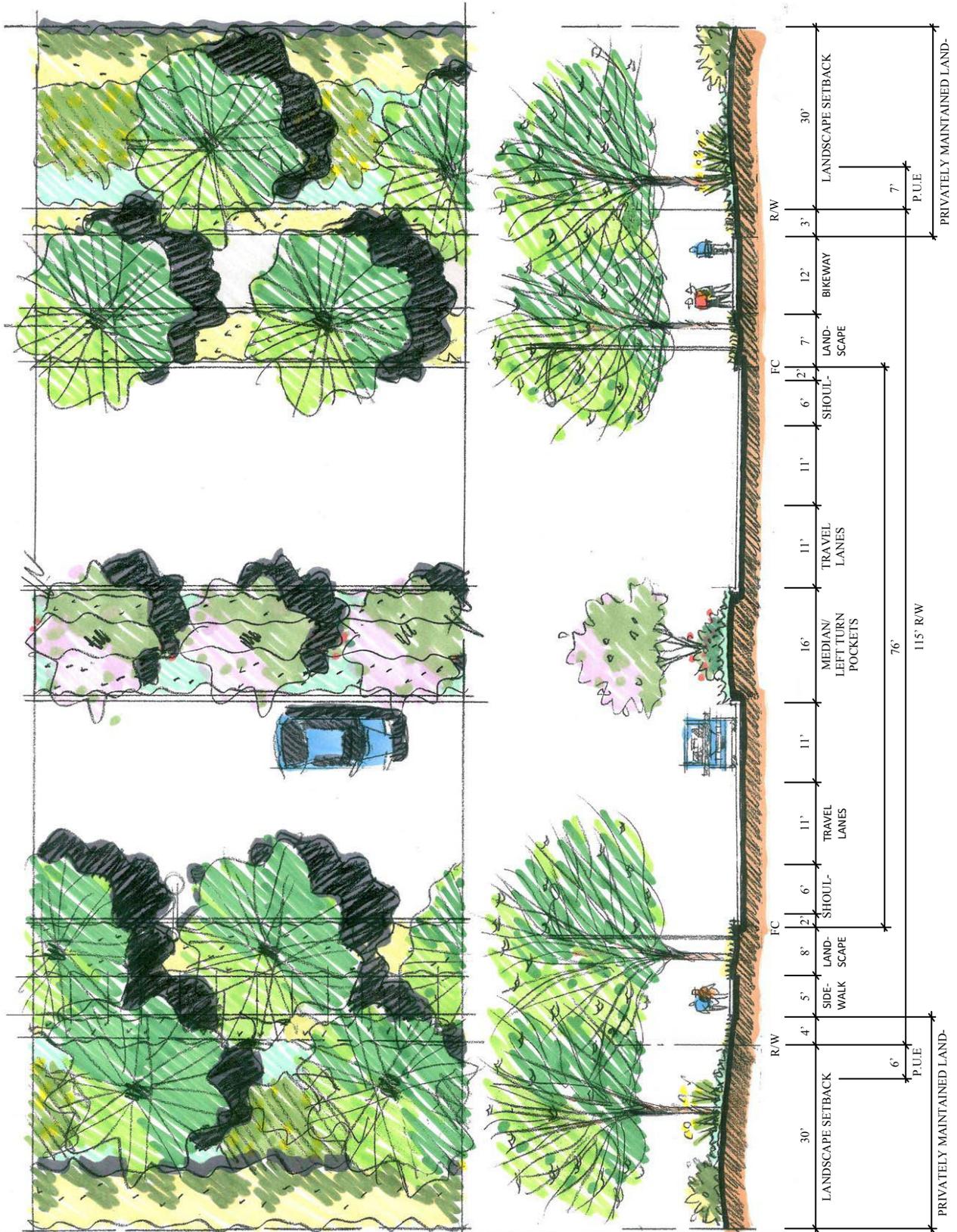
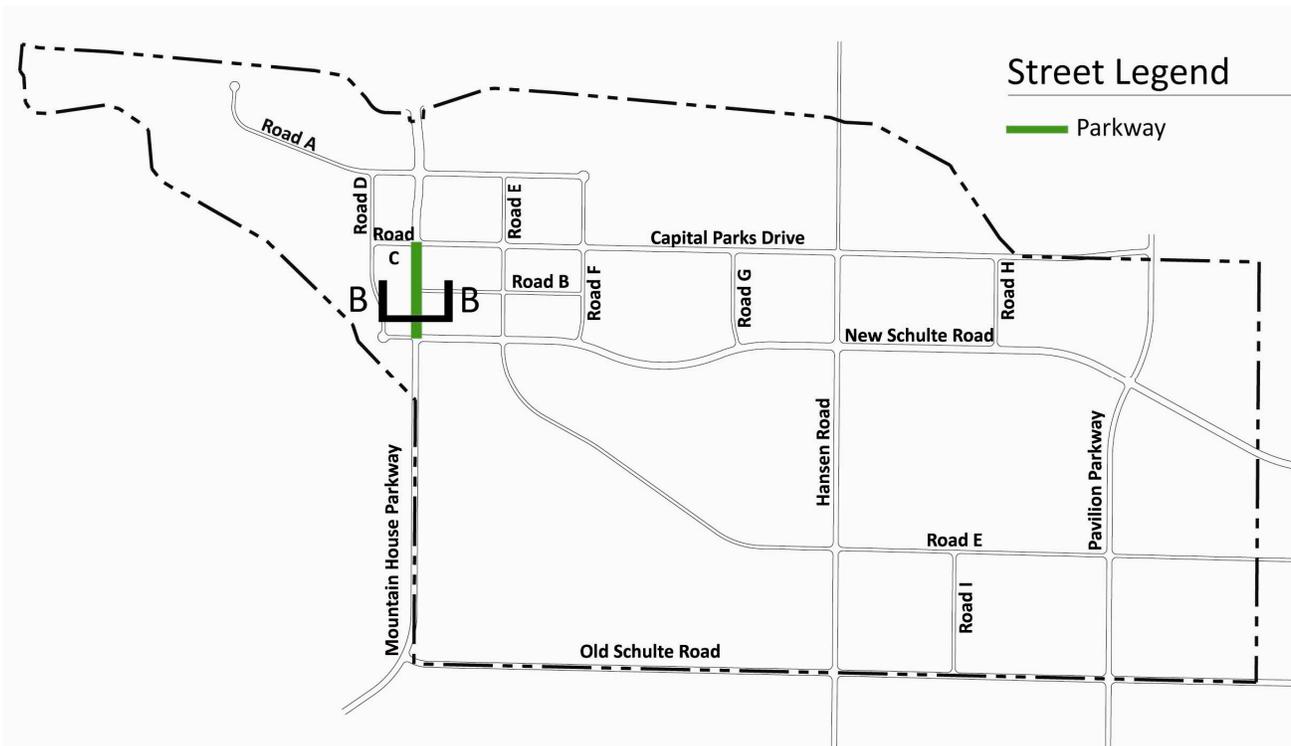


Figure 6.4, Conceptual 4-Lane Parkway, Section A-A

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

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



**Figure 6.5, Conceptual 6-Lane Parkway Location**

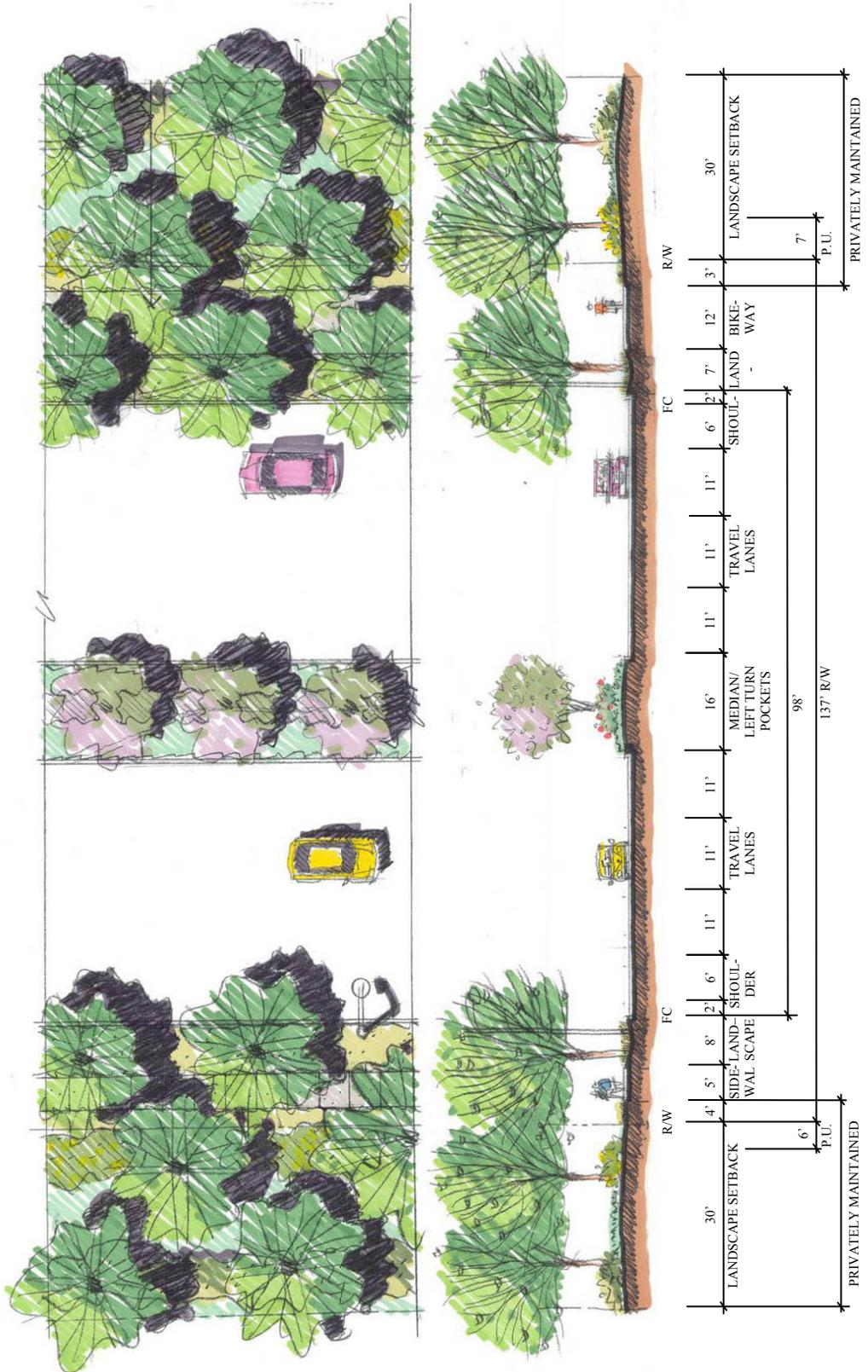


Figure 6.6, Conceptual 6-Lane Parkway, Section B-B

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

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



Figure 6.7, Conceptual 8-Lane Parkway Location

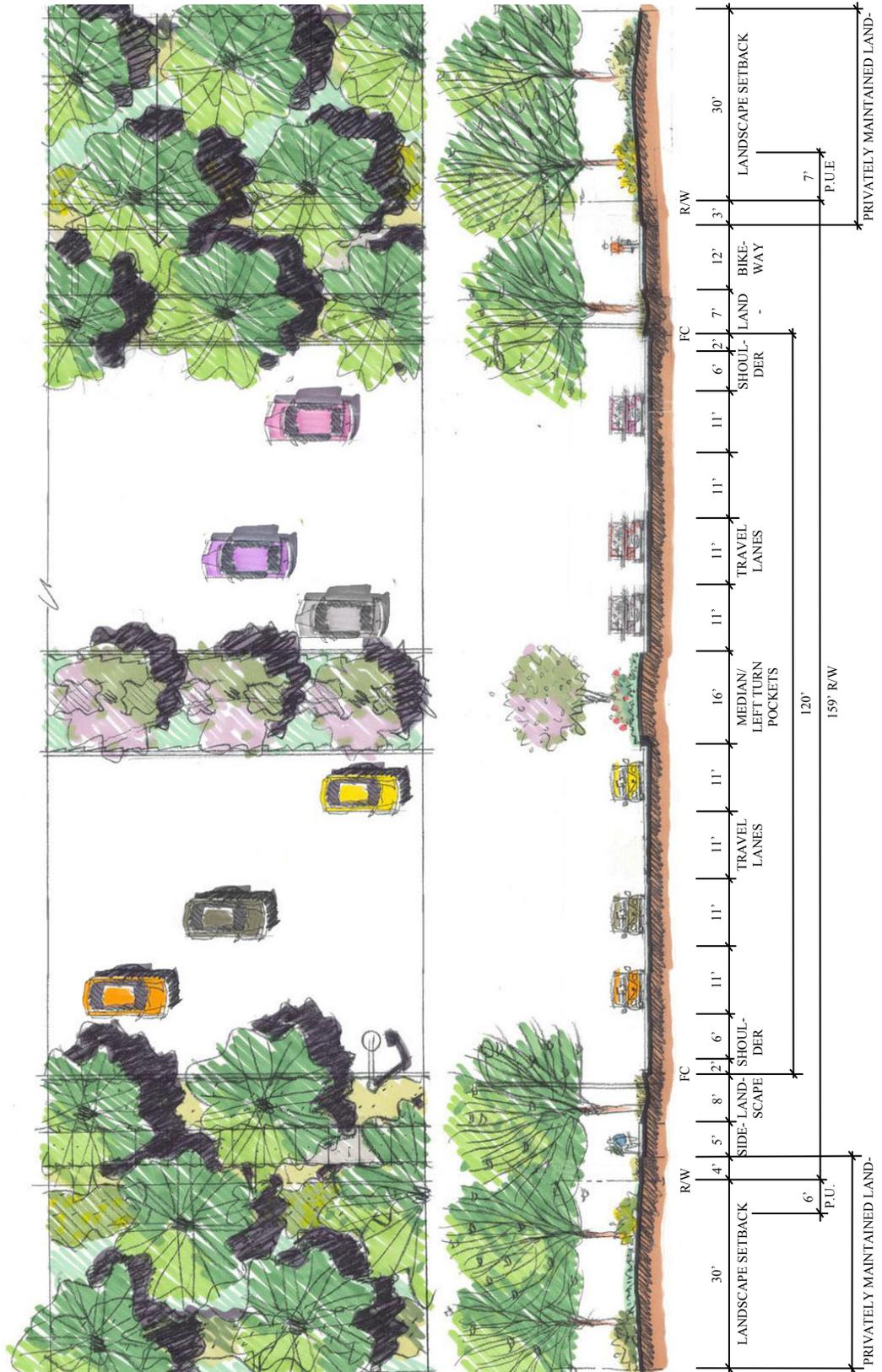


Figure 6.8, Conceptual 8-Lane Parkway, Section K-K

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

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

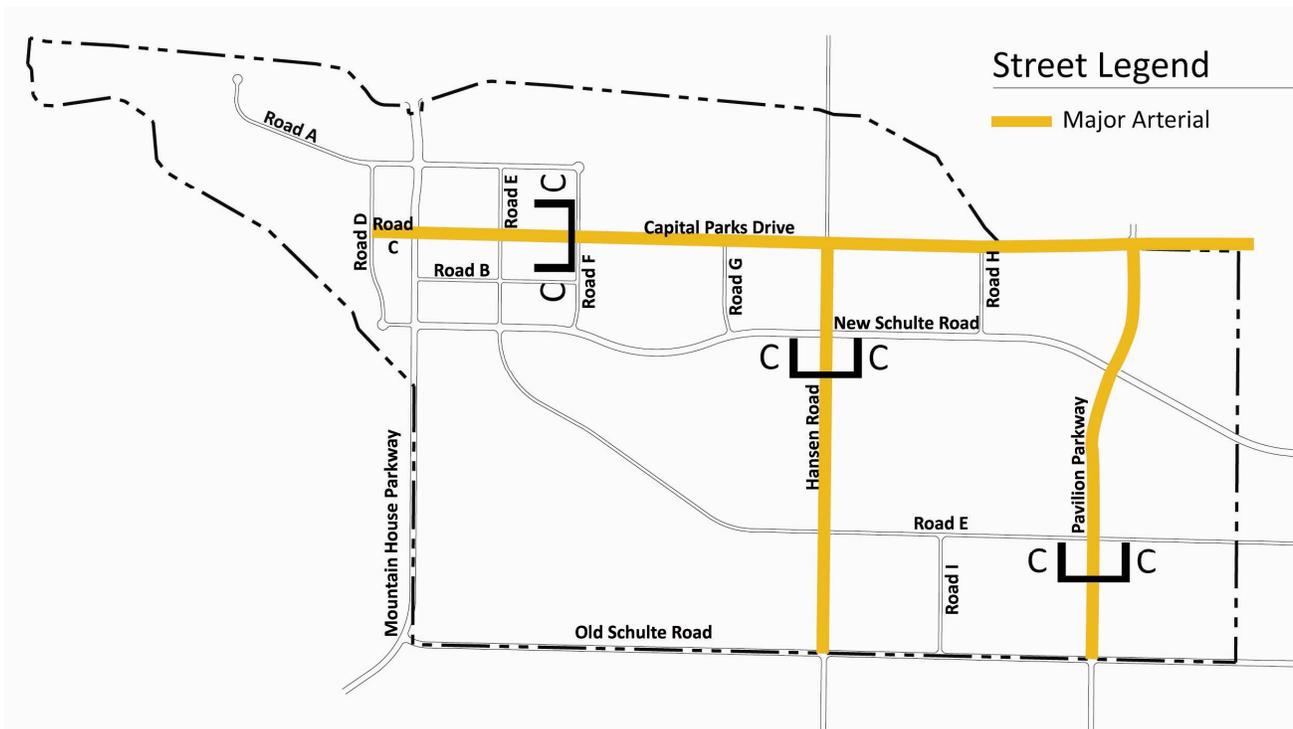


Figure 6.9, Conceptual 4-Lane Major Arterial Locations

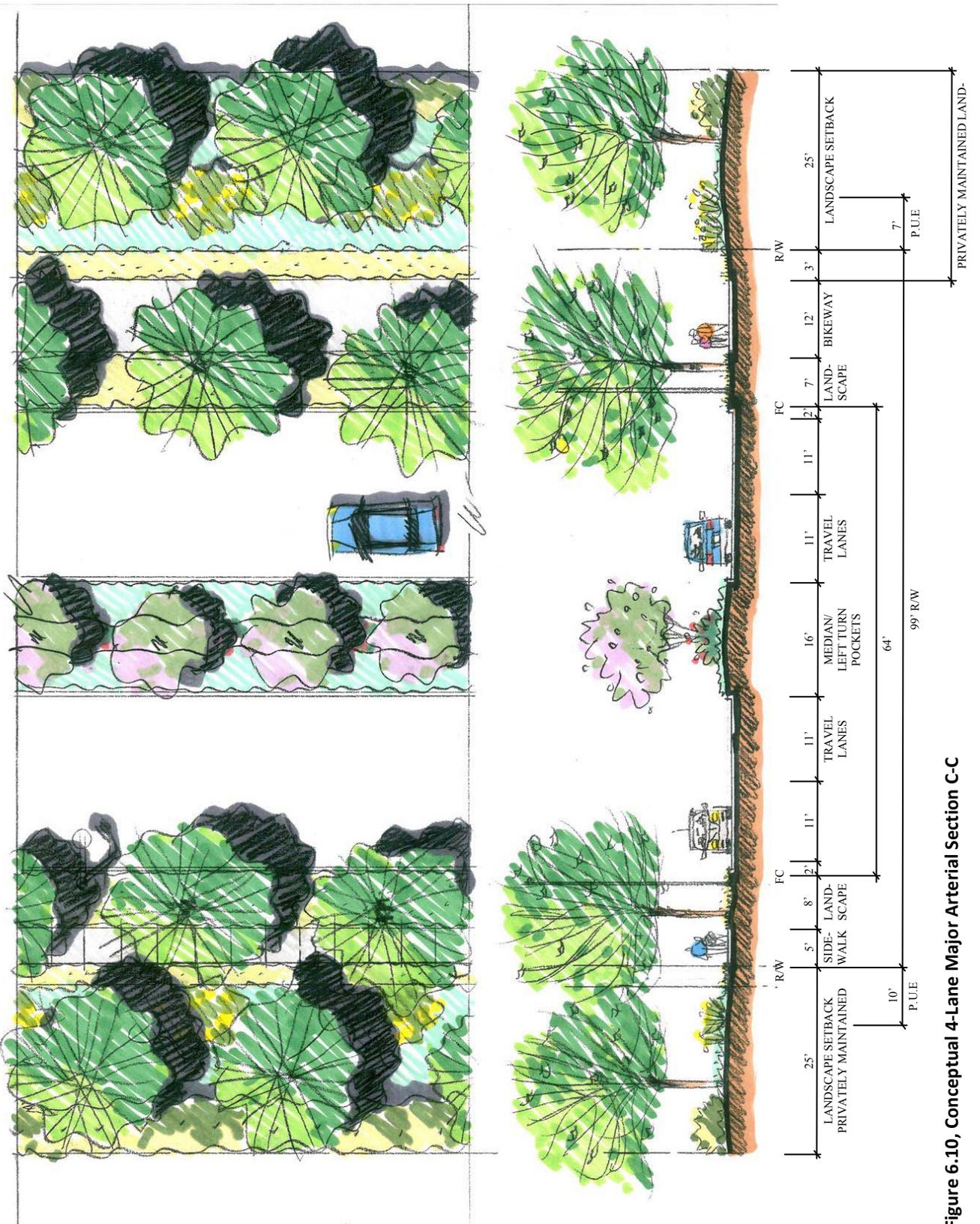


Figure 6.10, Conceptual 4-Lane Major Arterial Section C-C

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

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

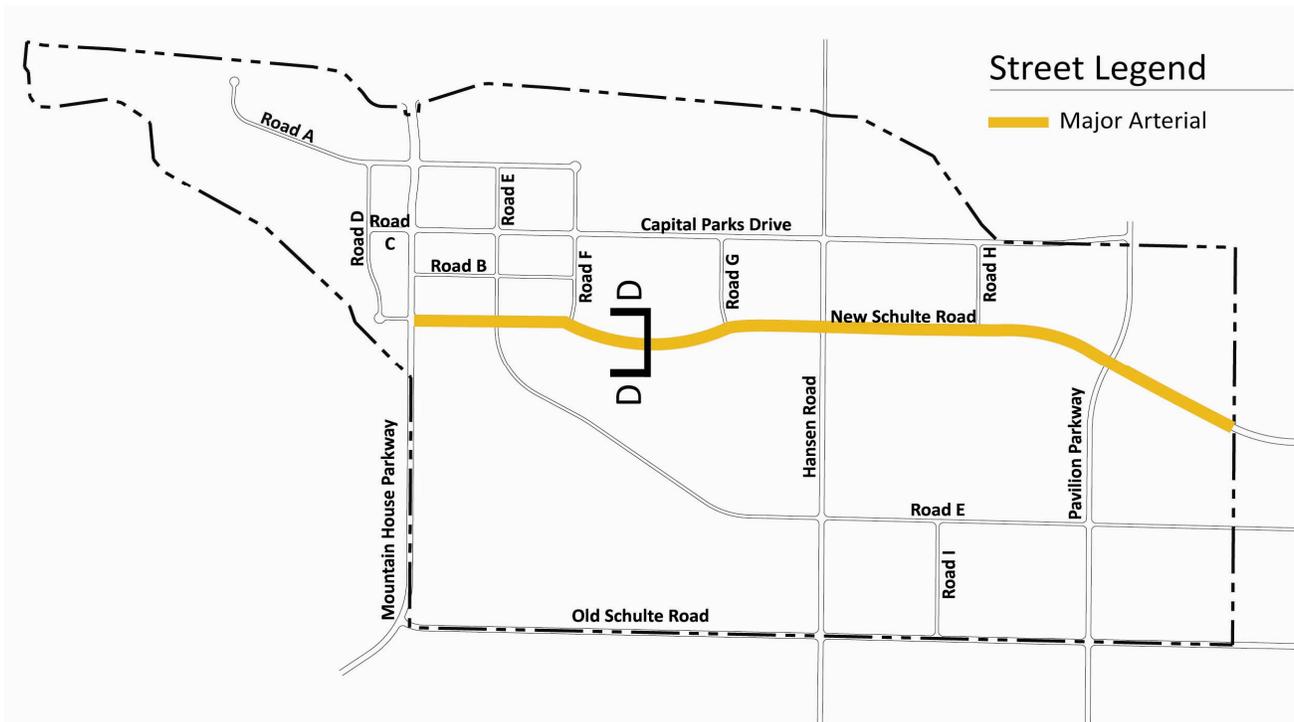
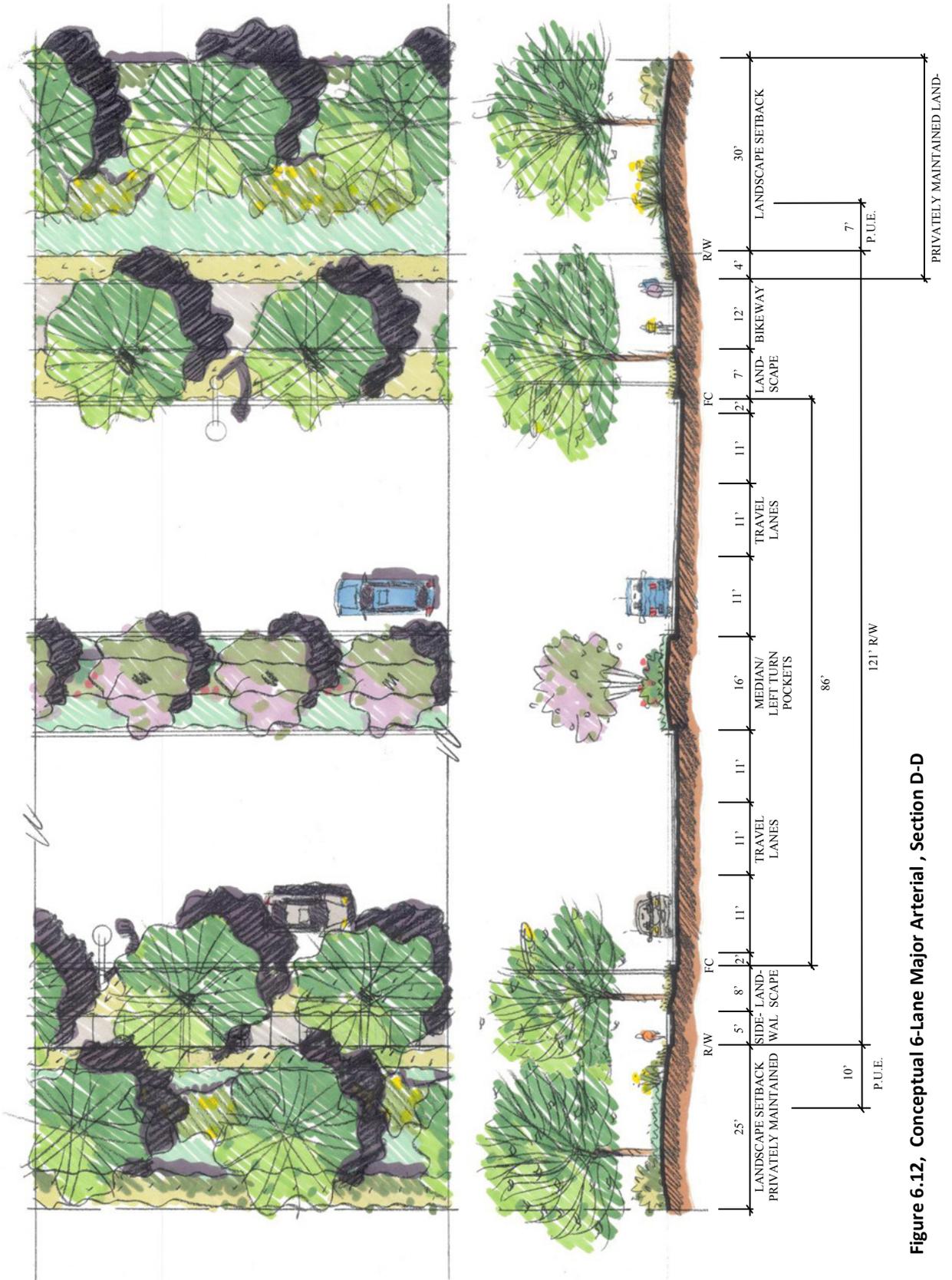
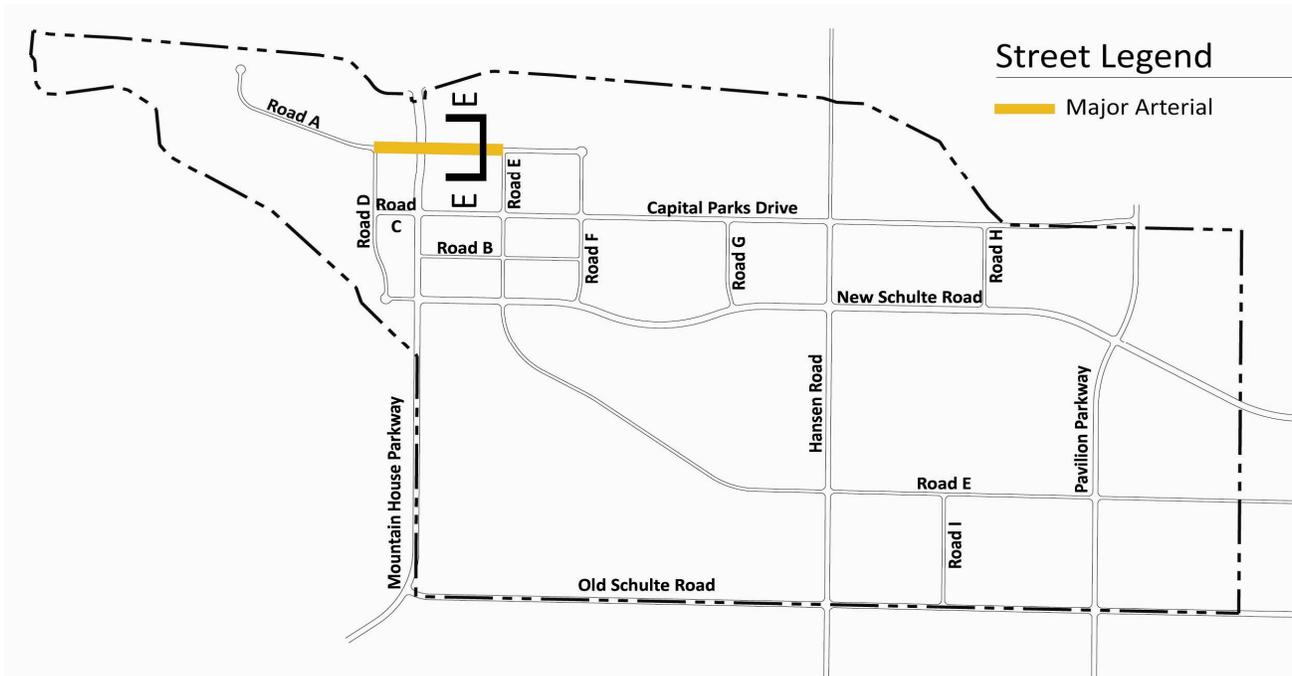


Figure 6.11, Conceptual 6-Lane Major Arterial Location



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

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



**Figure 6.13, Conceptual 4-Lane Commercial Frontage Street Location**

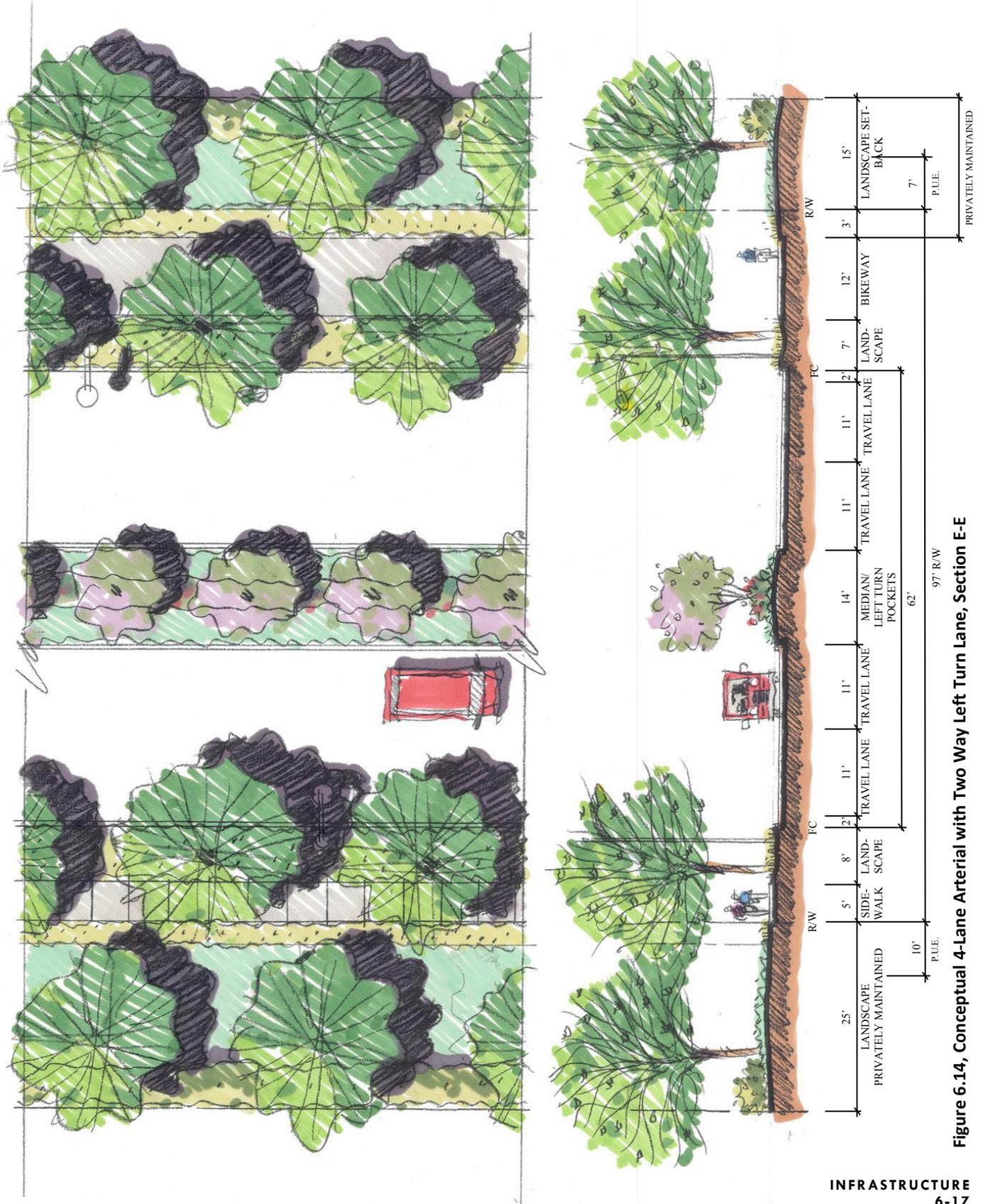


Figure 6.14, Conceptual 4-Lane Arterial with Two Way Left Turn Lane, Section E-E

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

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

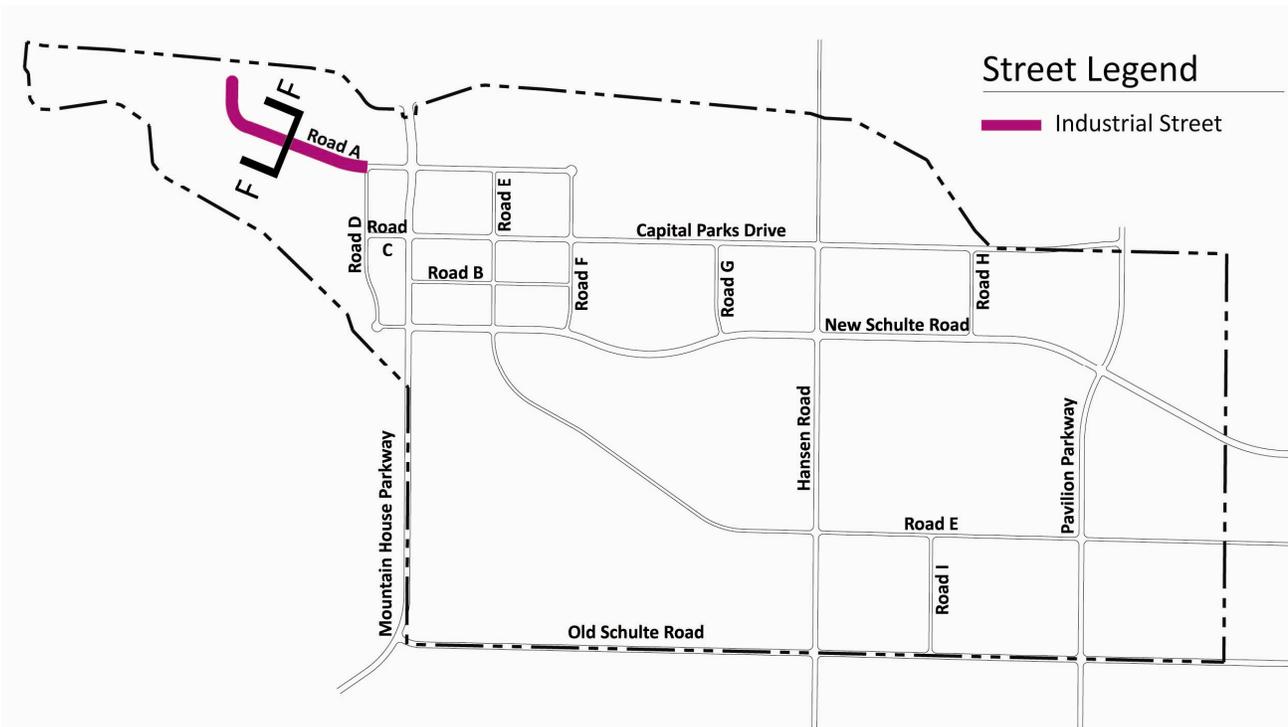


Figure 6.15, Conceptual Industrial Street Location

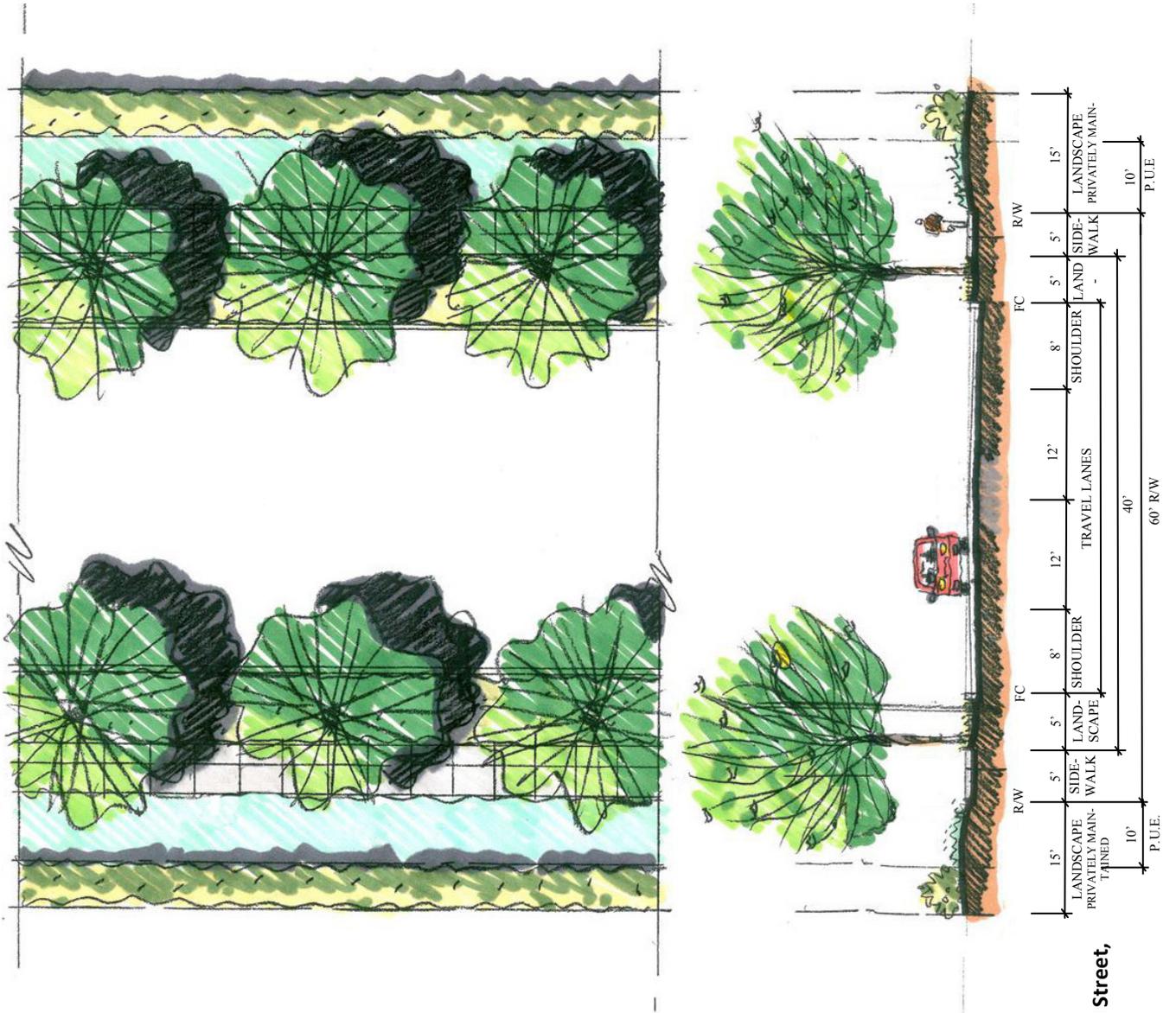


Figure 6.16, Conceptual Industrial Street, Section F-F

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

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

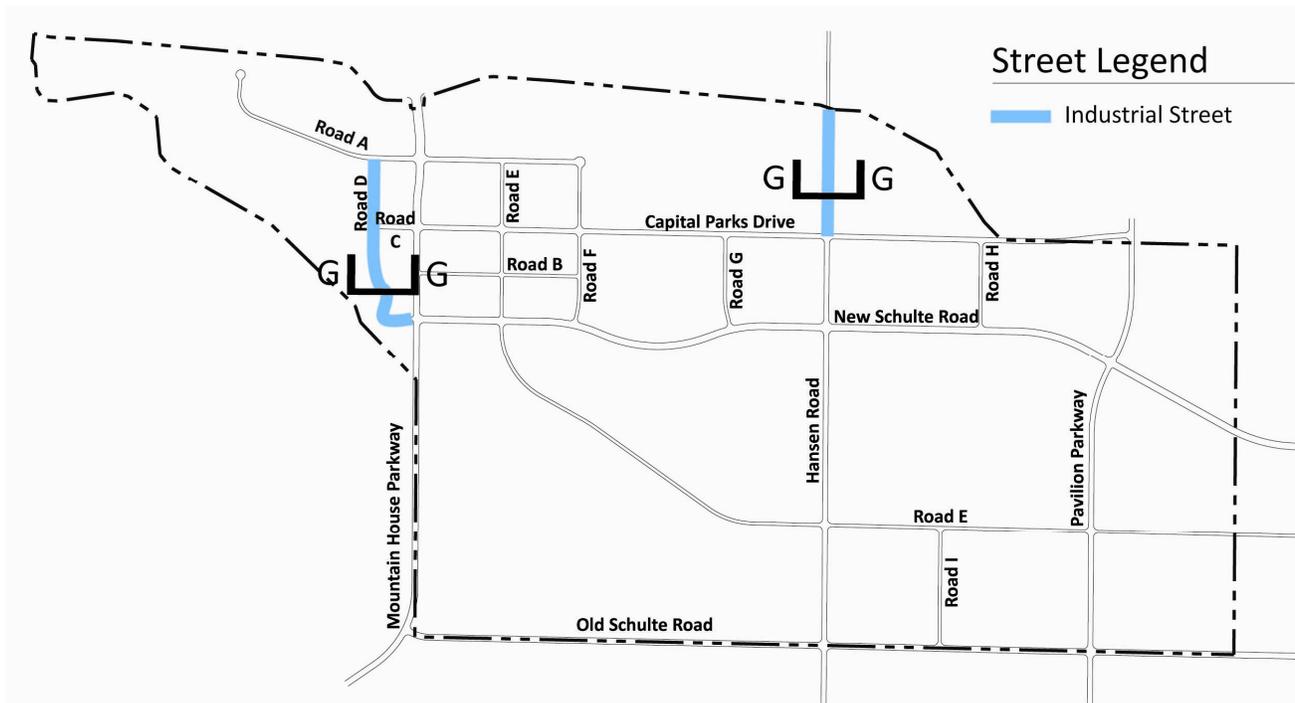


Figure 6.17, Conceptual Industrial Street With Free Turning Lane Locations

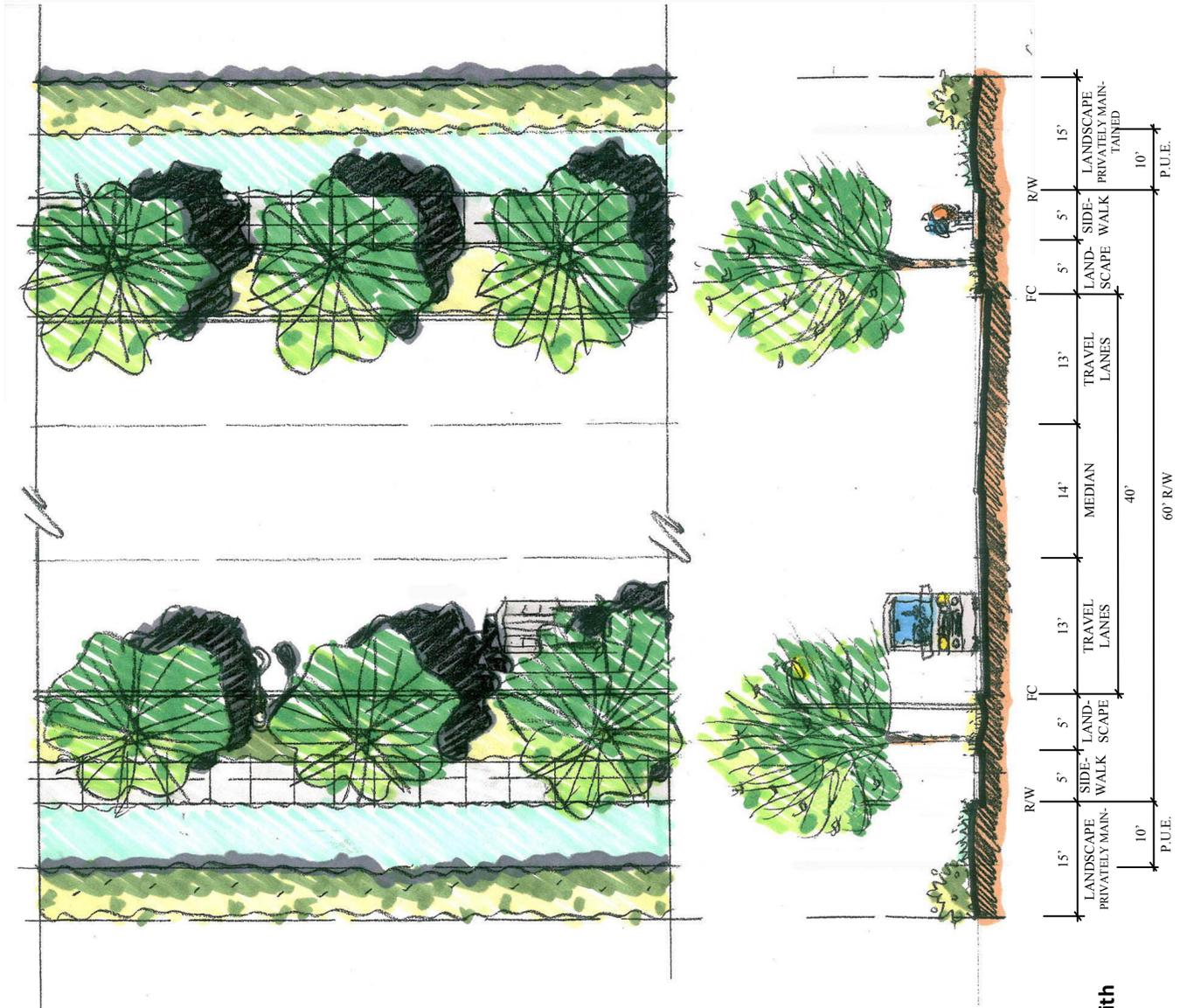


Figure 6.18, Industrial Street with Free Turning Lane, Section G-G

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

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

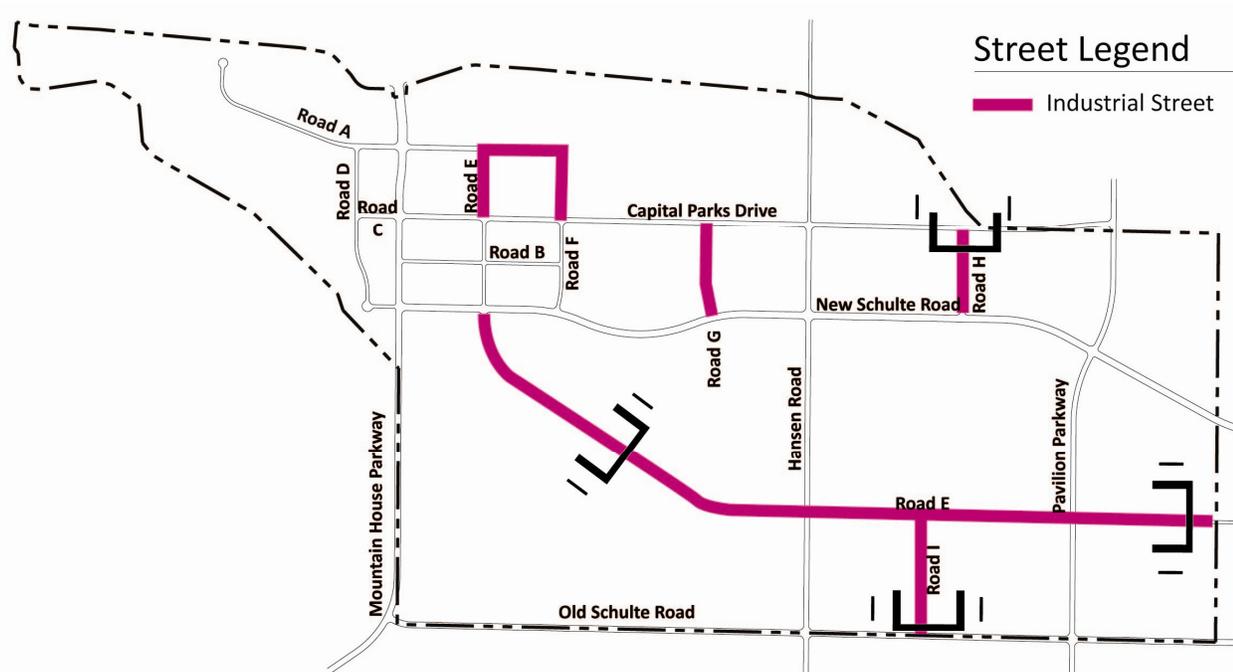


Figure 6.19, Conceptual Industrial Street Locations

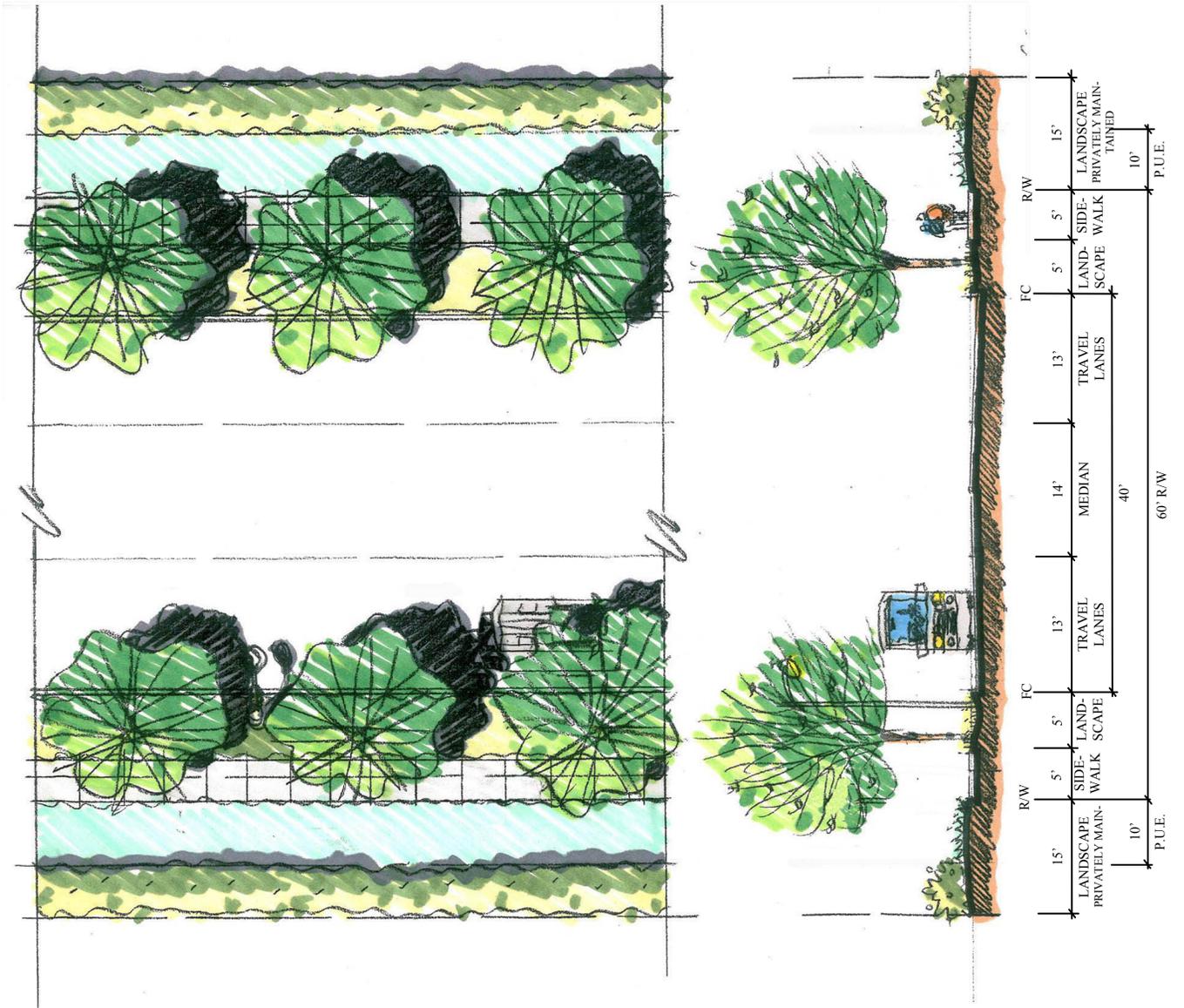


Figure 6.20 Conceptual Industrial Street, Section I-I

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

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

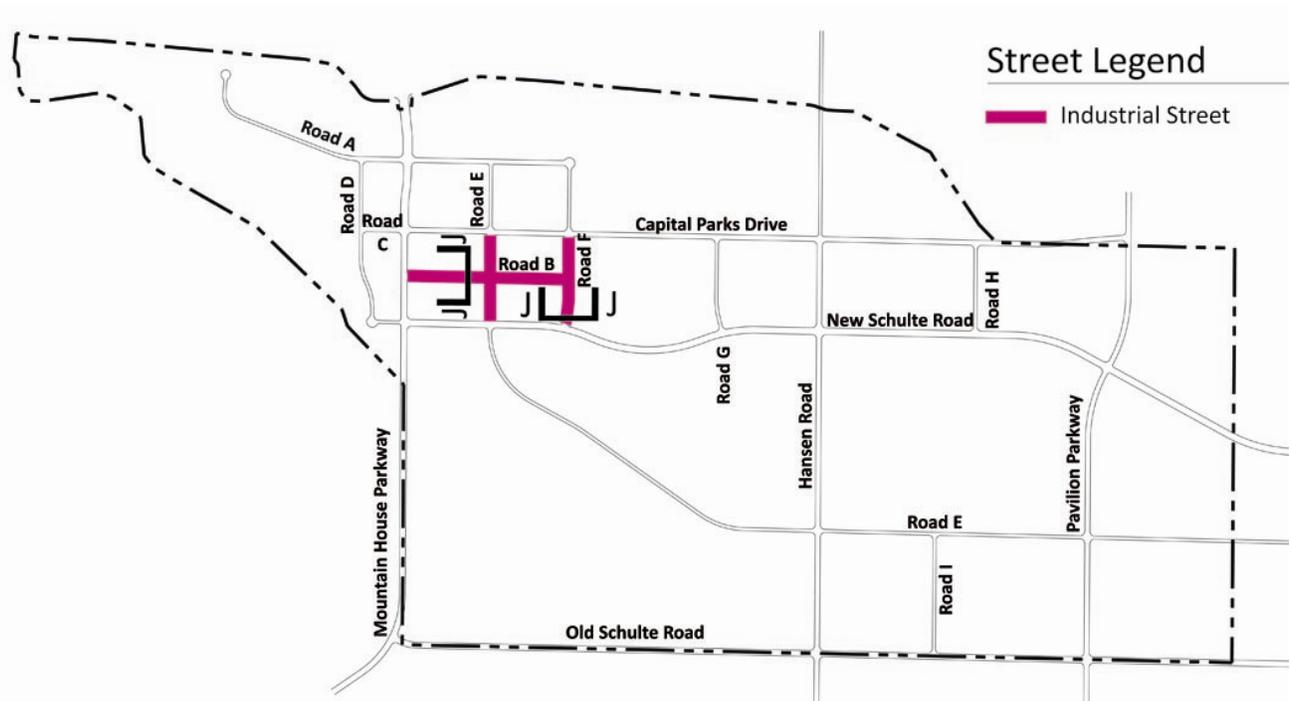


Figure 6.21, Conceptual General Office Street Locations

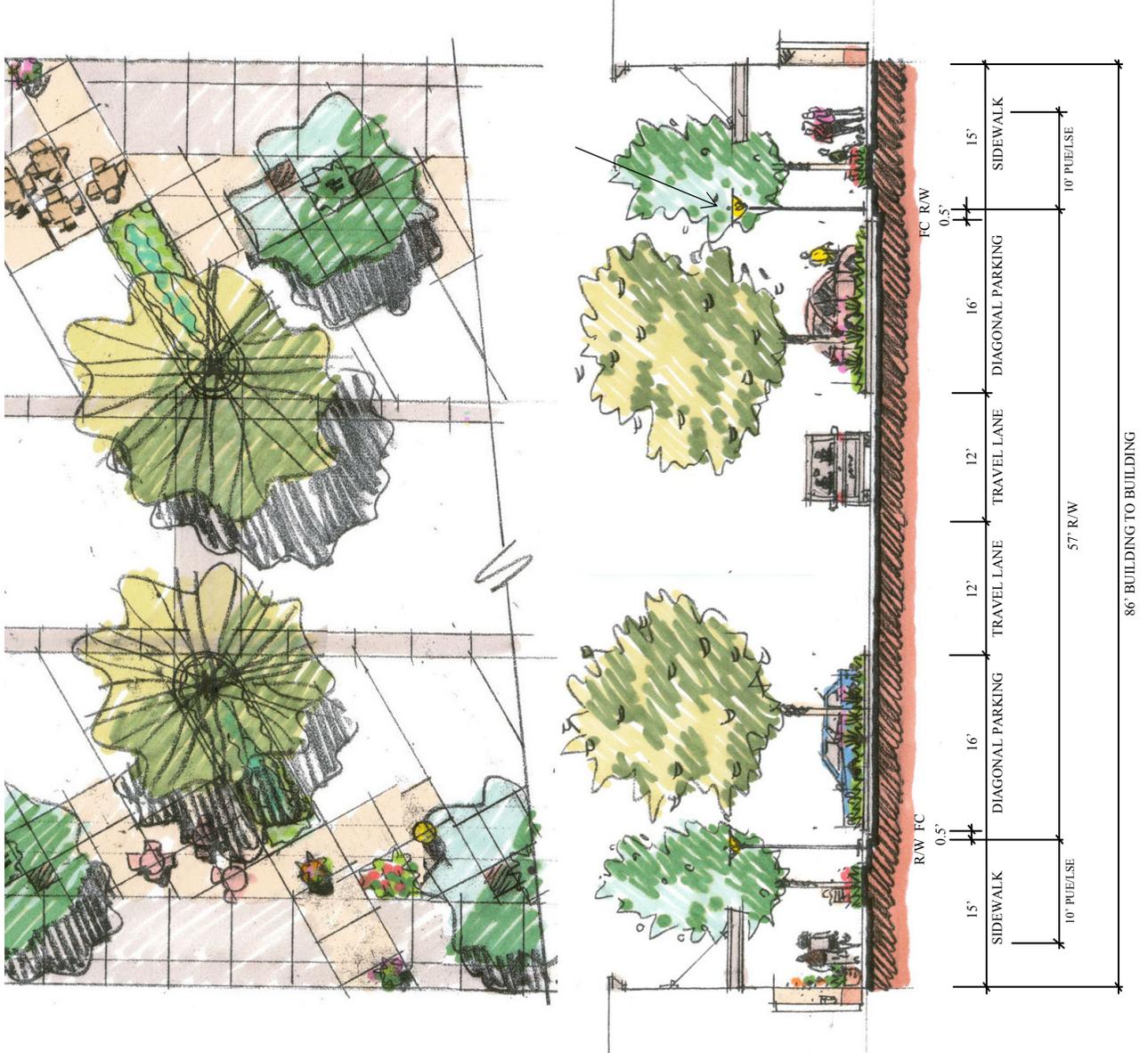


Figure 6.22, General Office Street, Section J-J

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

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

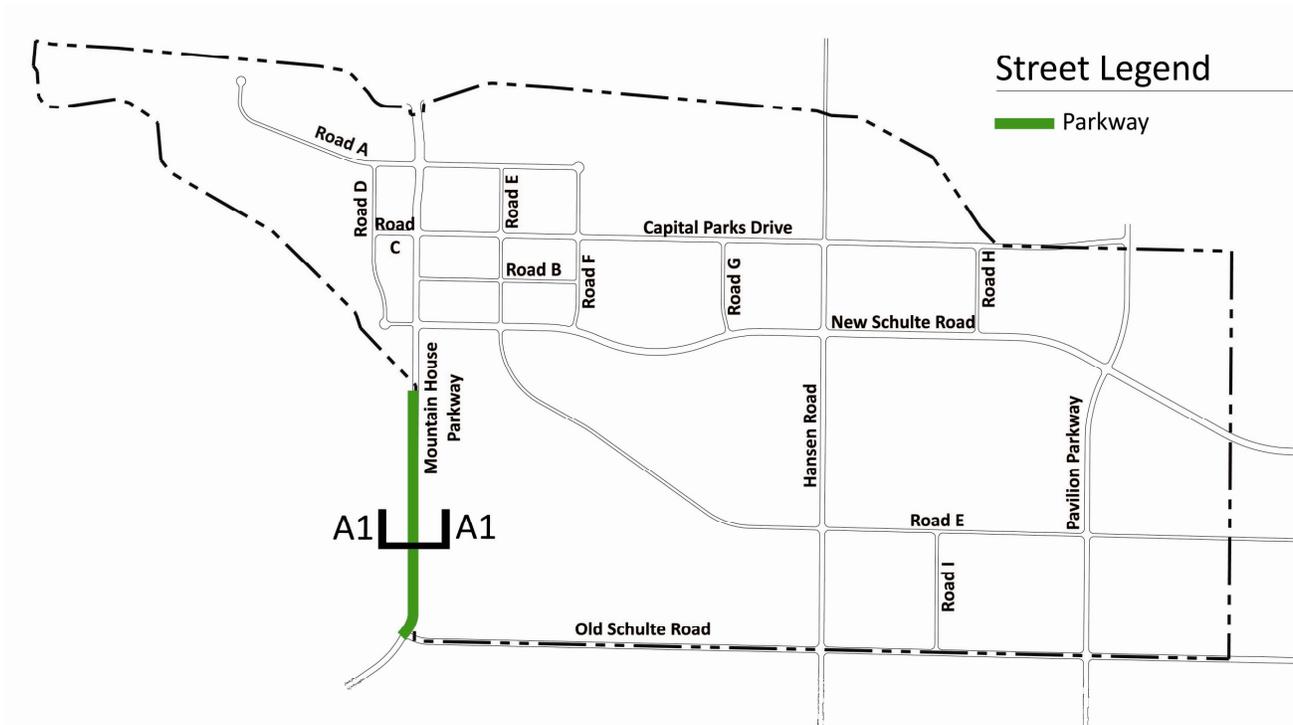


Figure 6.23, Mountain House Parkway Widening Location

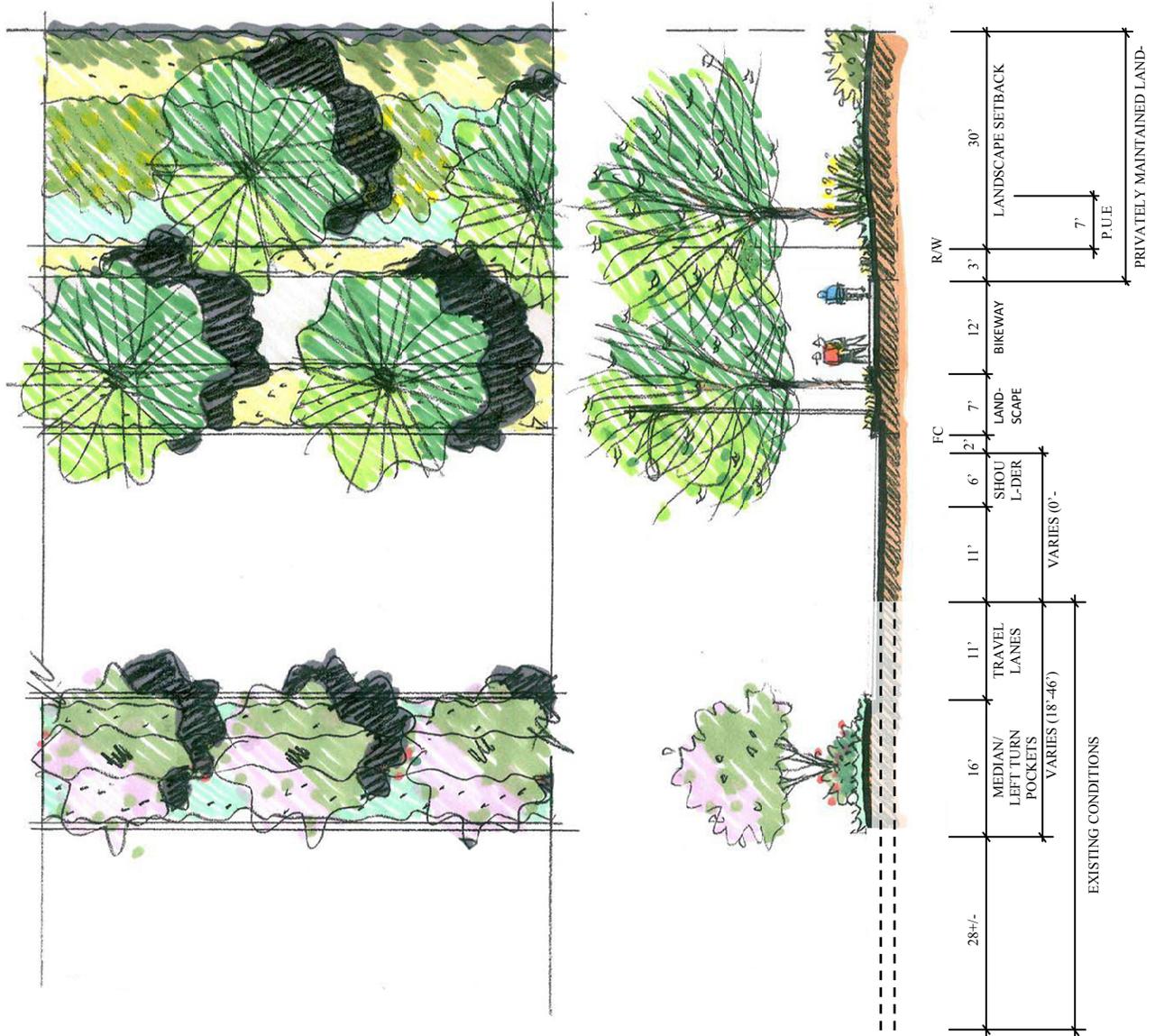


Figure 6.24, Mountain House Parkway, Section A1-A1

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

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

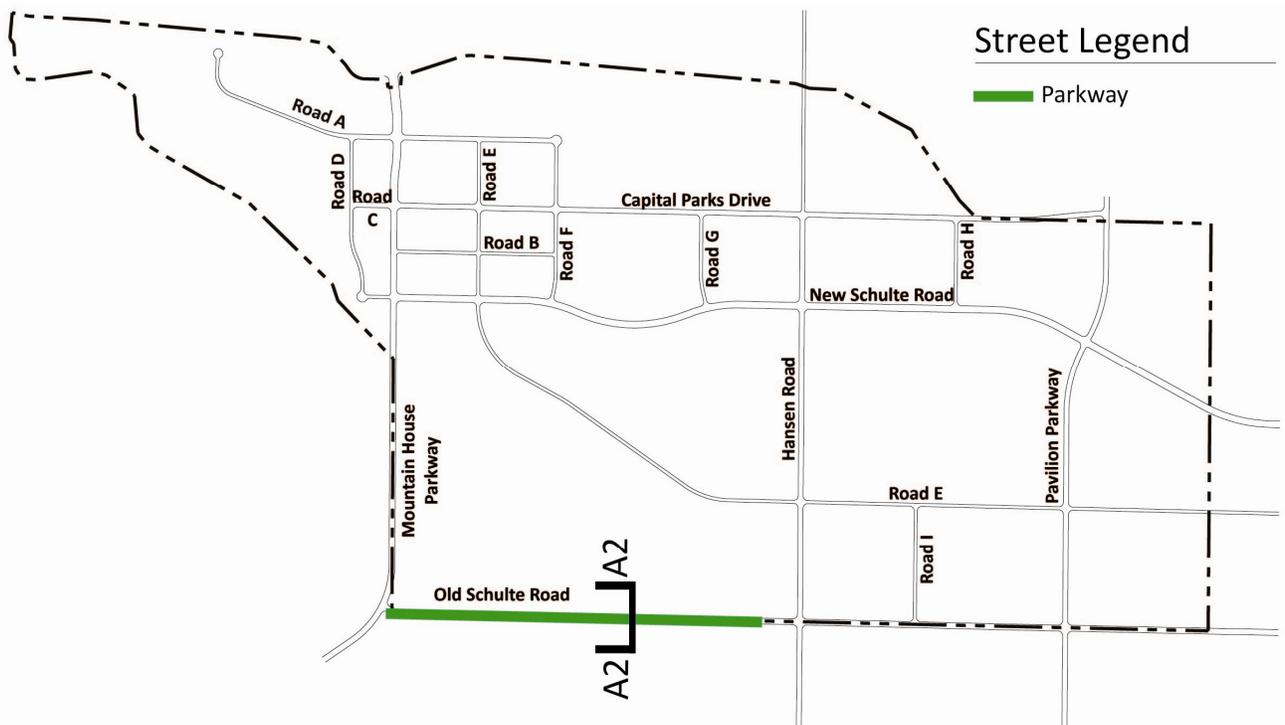


Figure 6.25, Old Schulte Widening Location

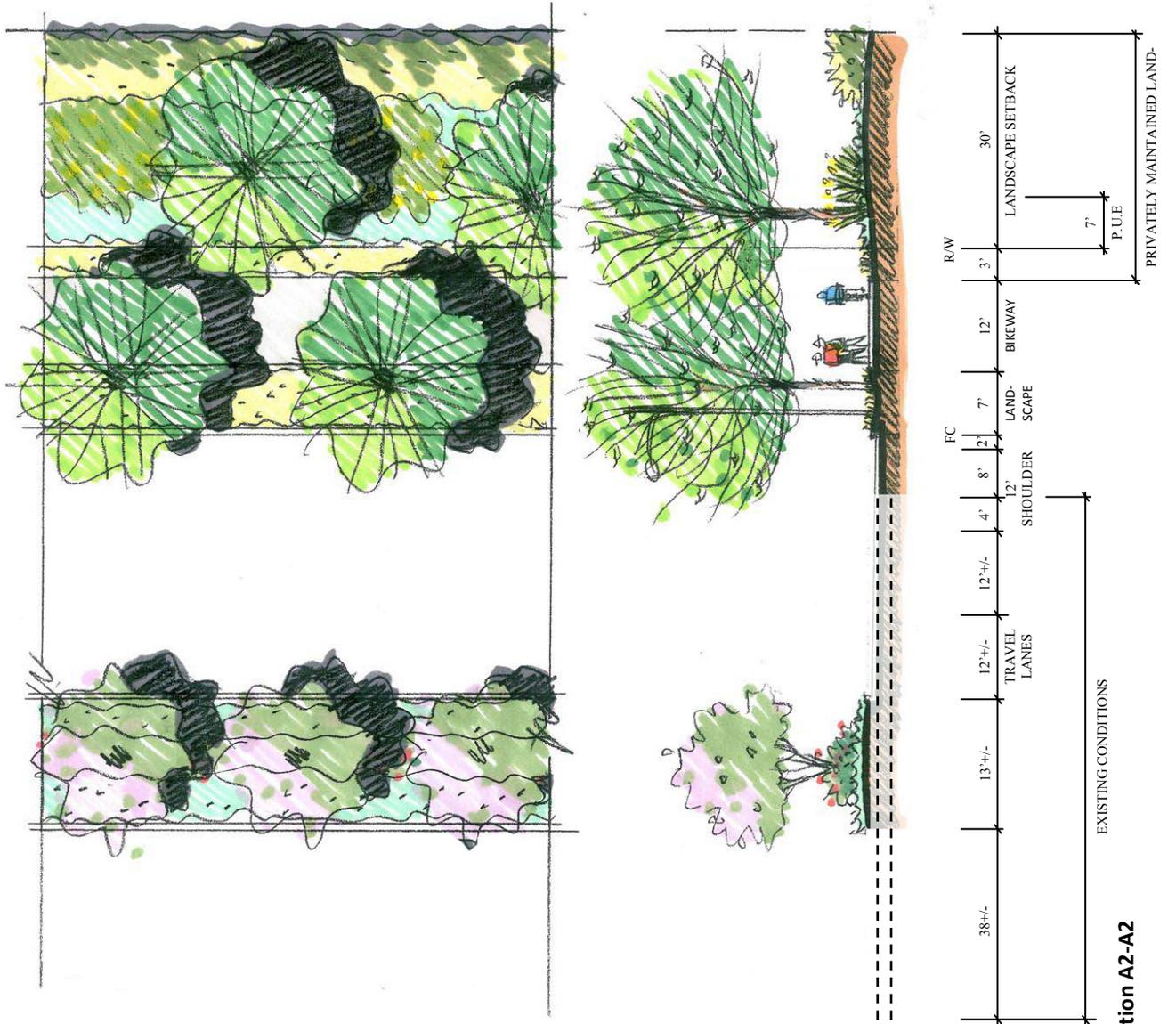


Figure 6.26, Old Schulte Road, Section A2-A2

**6.15 TRUCK ROUTES**

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

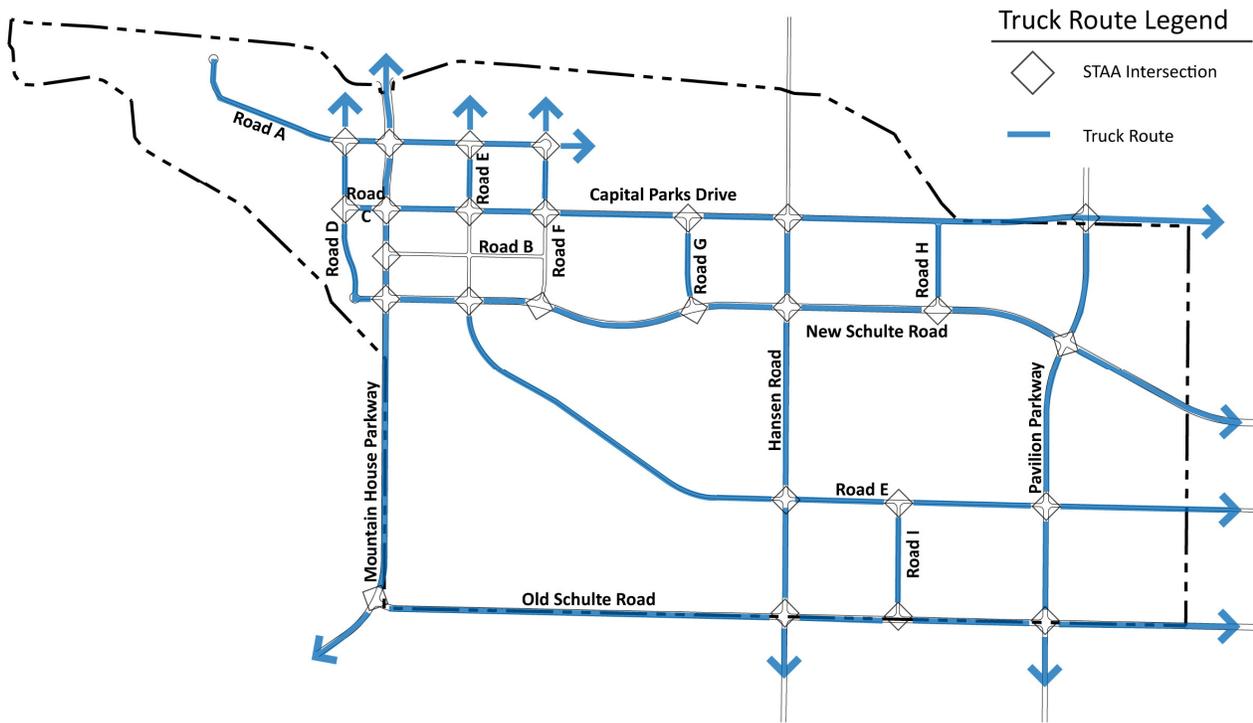


Figure 6.27, Truck Routes

### 6.16 PEDESTRIAN NETWORK

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

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

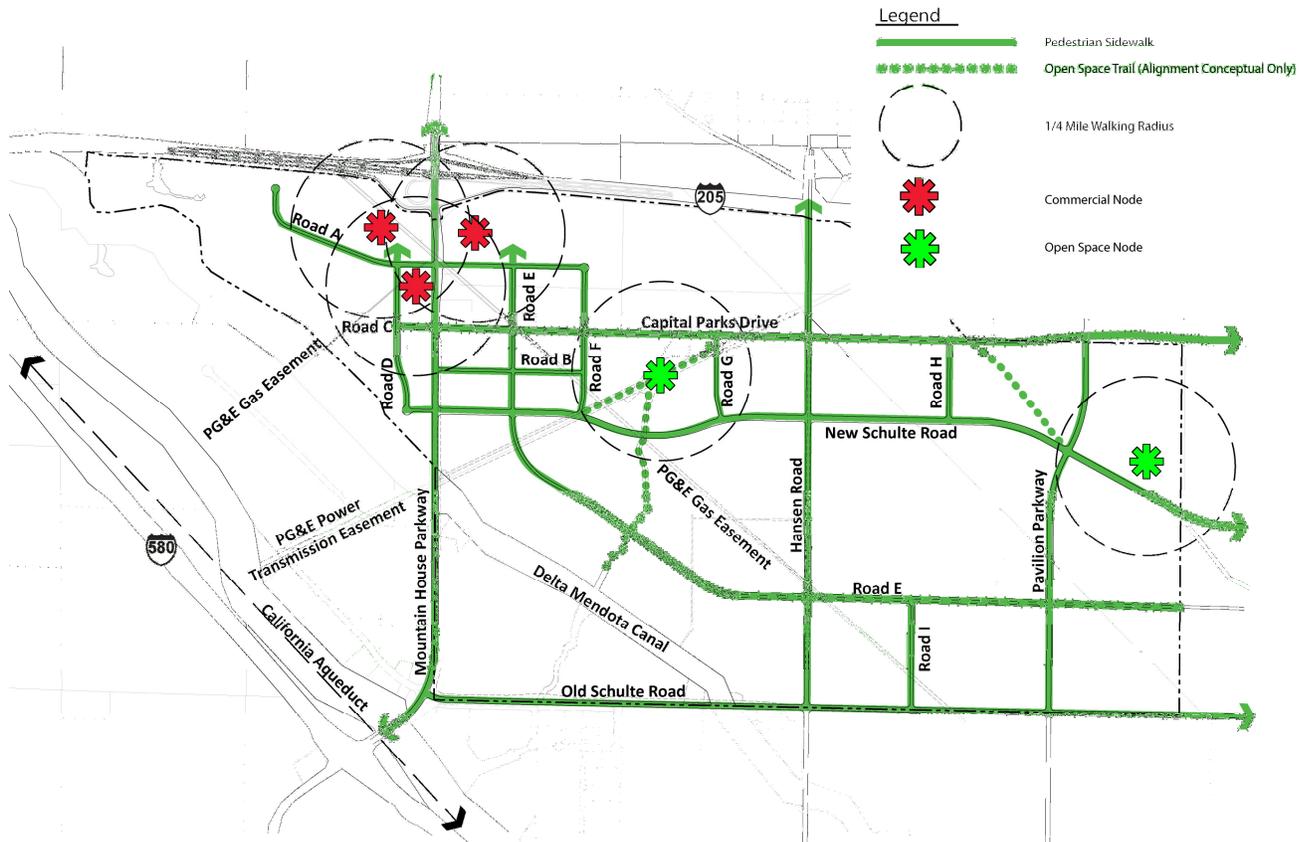


Figure 6.28, Pedestrian Network

**6.17 BICYCLE NETWORK**

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

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

**6.18 EXISTING PUBLIC TRANSPORTATION**

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

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

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

**a. Local Fixed-Route Bus Service**

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

**b. Regional Intercity Fixed-Route Bus Service**

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

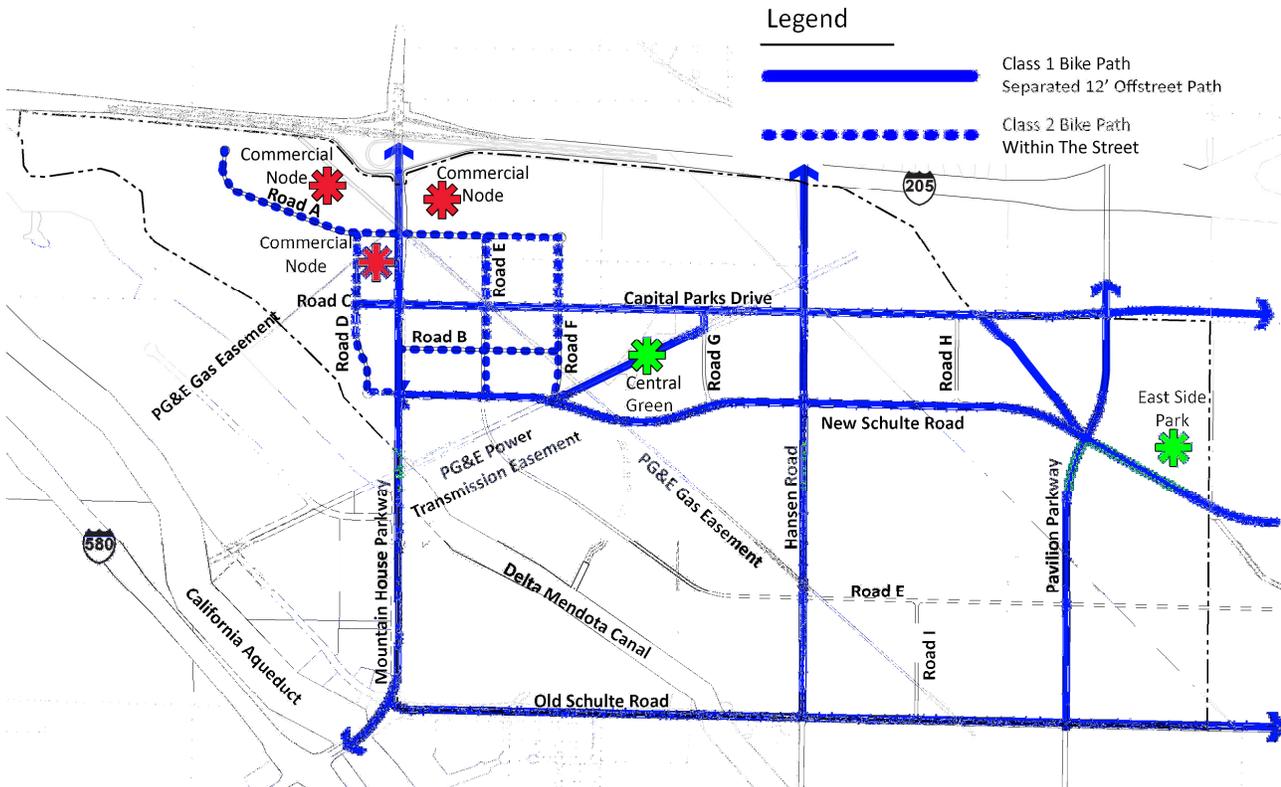


Figure 6.29, Bicycle Network

Street.

**c. SJRTD Flexible Fixed-Route Service**

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

**d. SJRTD Commuter Bus Service**

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

**e. Passenger Rail System**

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

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

## 6.19 UTILITIES

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

## 6.20 POTABLE WATER

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

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

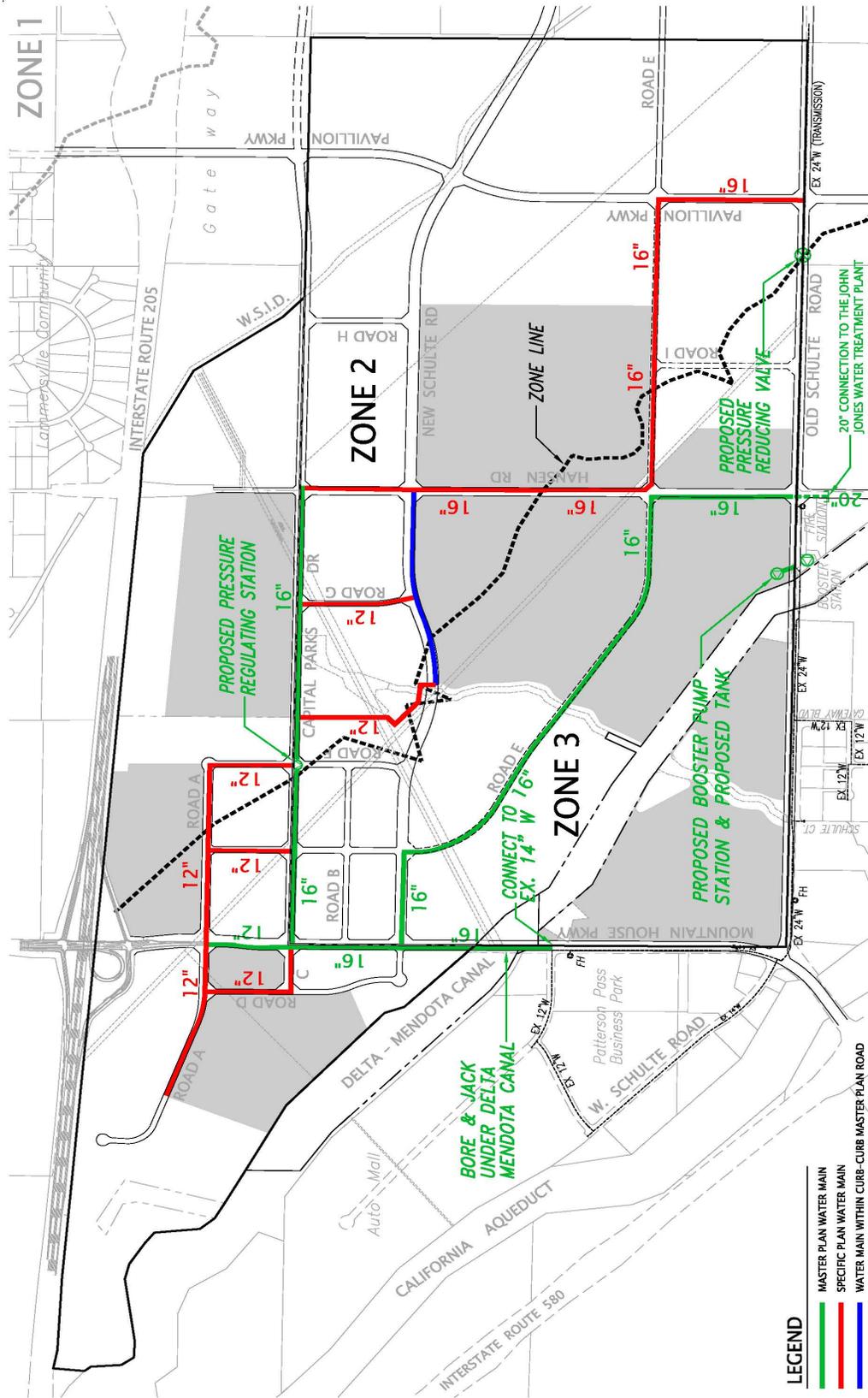
System Master Plan is constructed to serve additional development in the Project Area. Also located on Old Schulte Road is a zone 3 pump station near the Delta Mendota Canal (DMC) crossing. This pump station lifts the water from zone 2 into zone 3 to serve the Patterson Pass Business Park area. This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

**a. Potable Water Facilities Proposed for Phase I Area**

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

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

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



**LEGEND**

- MASTER PLAN WATER MAIN
- SPECIFIC PLAN WATER MAIN
- WATER MAIN WITHIN CURBS-CURB MASTER PLAN ROAD

Figure 6.30, Conceptual Phase 1 Water Facilities

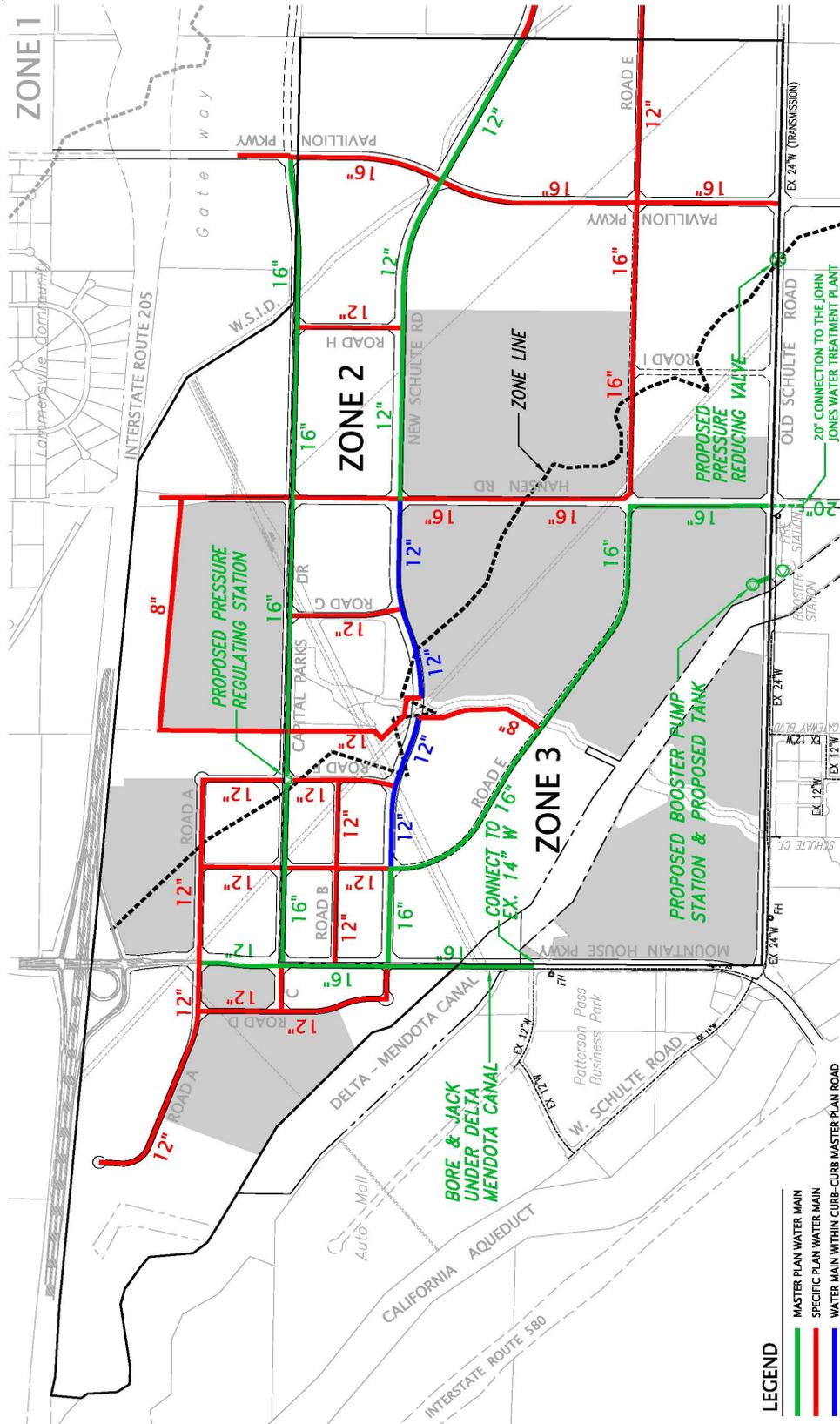


Figure 6.31, Conceptual Water Facilities at Build Out

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

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

### **6.21 RECYCLED WATER DISTRIBUTION SYSTEM**

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

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

water supplies are available from the City to meet applicable pressure and flow requirements.

### **6.22 WASTEWATER**

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

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

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

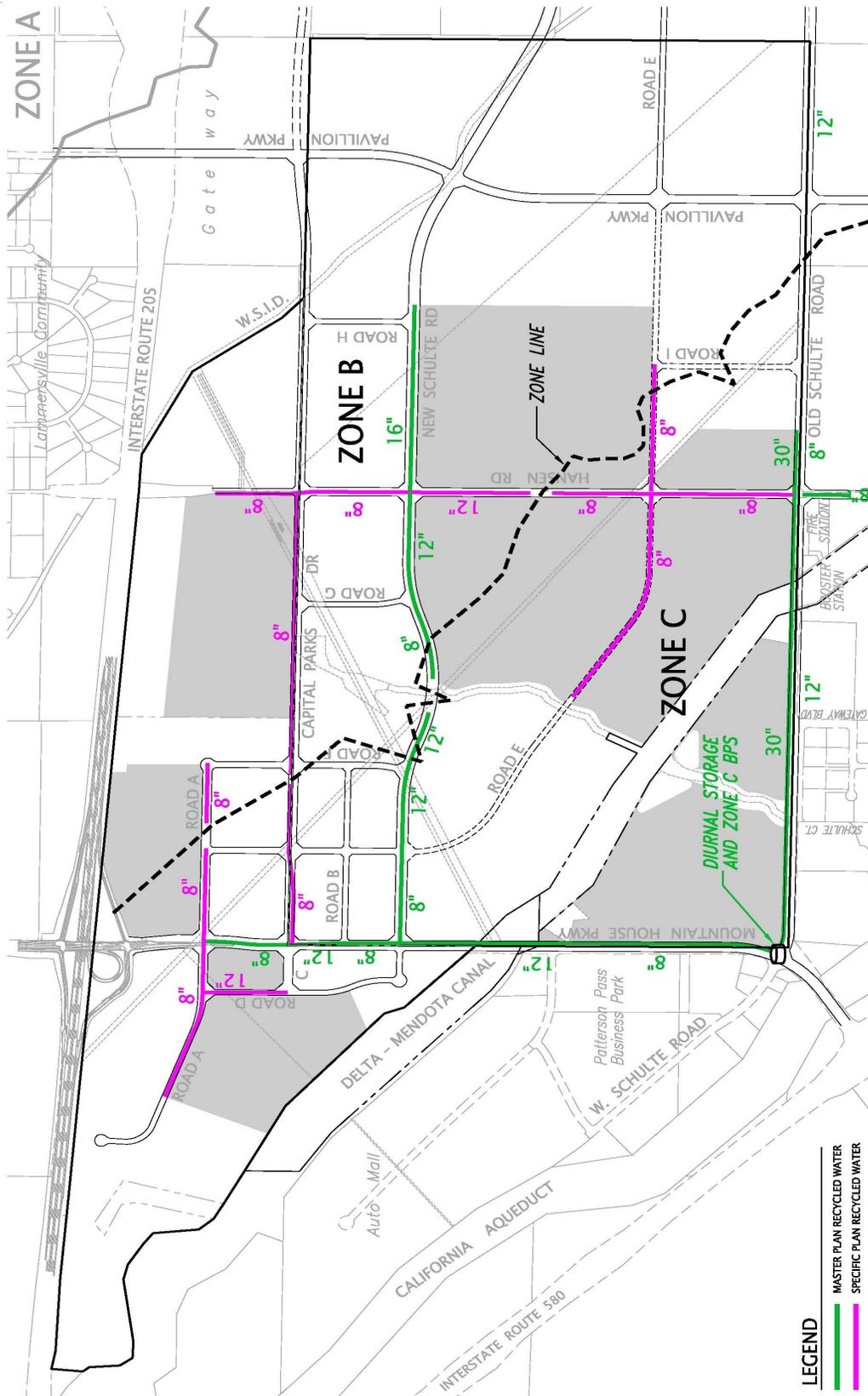
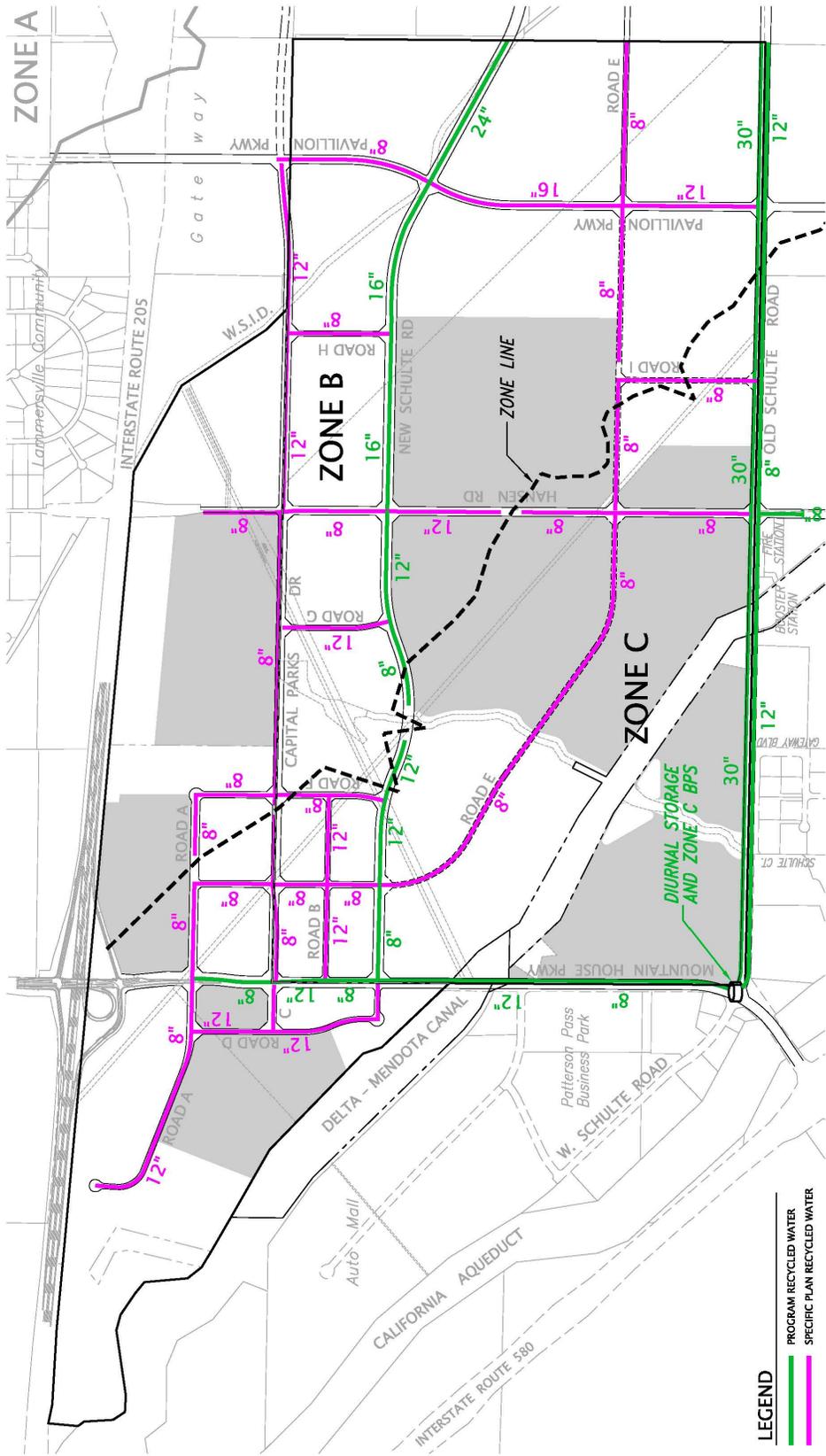


Figure 6.32, Phase 1 Recycled Water



**LEGEND**  
— PROGRAM RECYCLED WATER  
— SPECIFIC PLAN RECYCLED WATER

**Figure 6.33, Recycled Water at Build Out**

The existing conveyance of wastewater flows from the Project Area to the WWTP is through the 21" Hansen Sewer that was constructed for the Patterson Pass Business Park. The Hansen Sewer runs through the Project Area in Hansen Road from Old Schulte Road north. Early development in the Project Area will utilize available capacity in the existing Hansen Sewer until new conveyance facilities are constructed for the Project Area. See Figure 6.34 and 6.35 for Phase 1 and Build-Out of Specific Plan Wastewater Systems. A majority of the Project Area wastewater will ultimately be conveyed to Lammers Road, where it will connect to the Westside conveyance facilities flowing to the City's Wastewater Treatment Plant. Some improvements, as described in the City's Wastewater Master Plan, will be required to the Westside conveyance facilities to accommodate ultimate Project flows.

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

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

### 6.23 STORM DRAINAGE

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

The Project Area slopes from the southwest to the northeast with an approximate slope ranging from

1%-2%. The Project Area lies within portions of two different drainage watersheds, the Lammers Watershed and the Mountain House Watershed, that have been delineated by the Citywide Storm Drainage Master Plan.

#### a. Existing Lammers Watershed.

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

#### b. Existing Mountain House Watershed

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

#### c. Storm Drain Conveyance

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

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

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

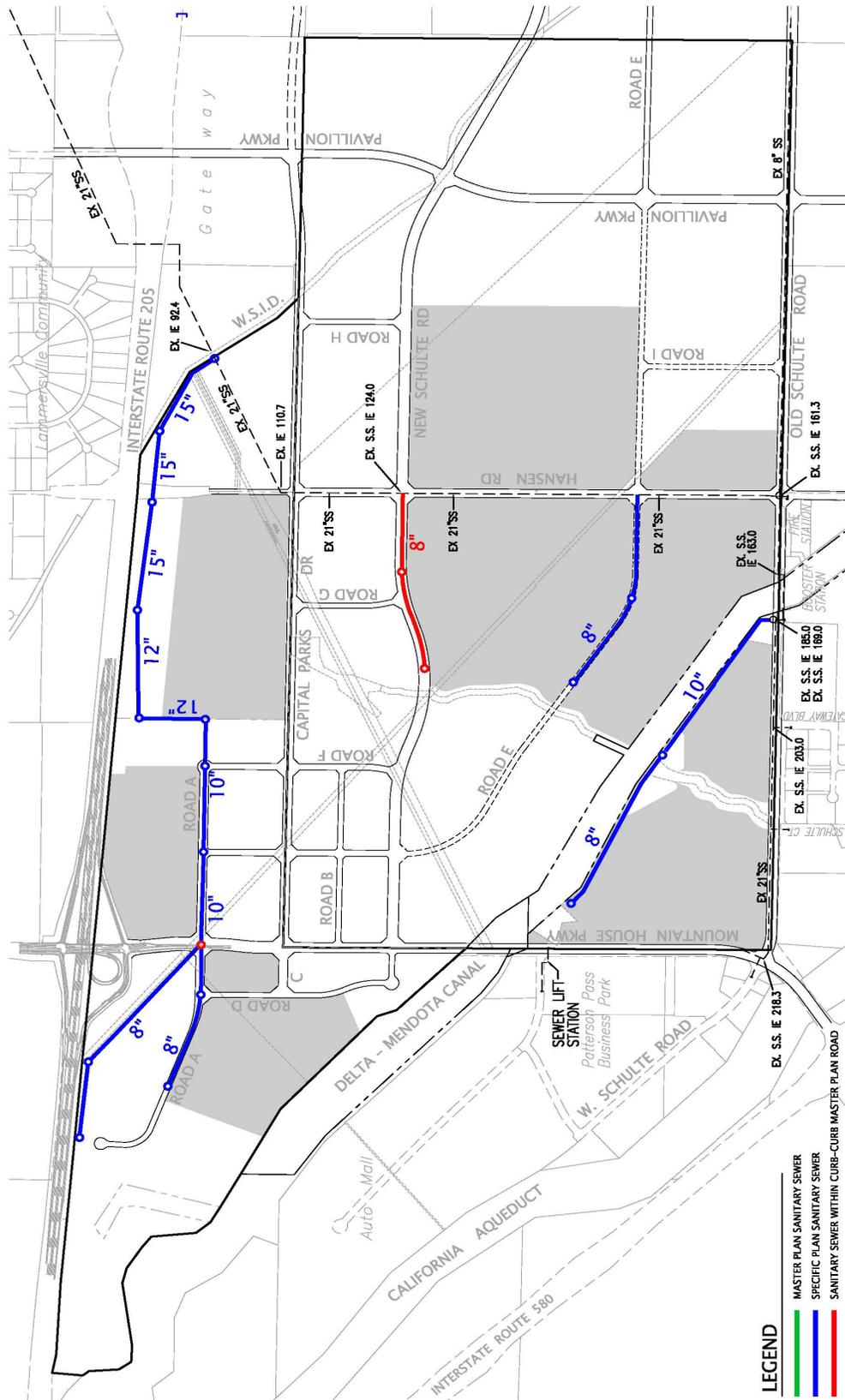


Figure 6.34, Phase 1 Wastewater Collection Facilities

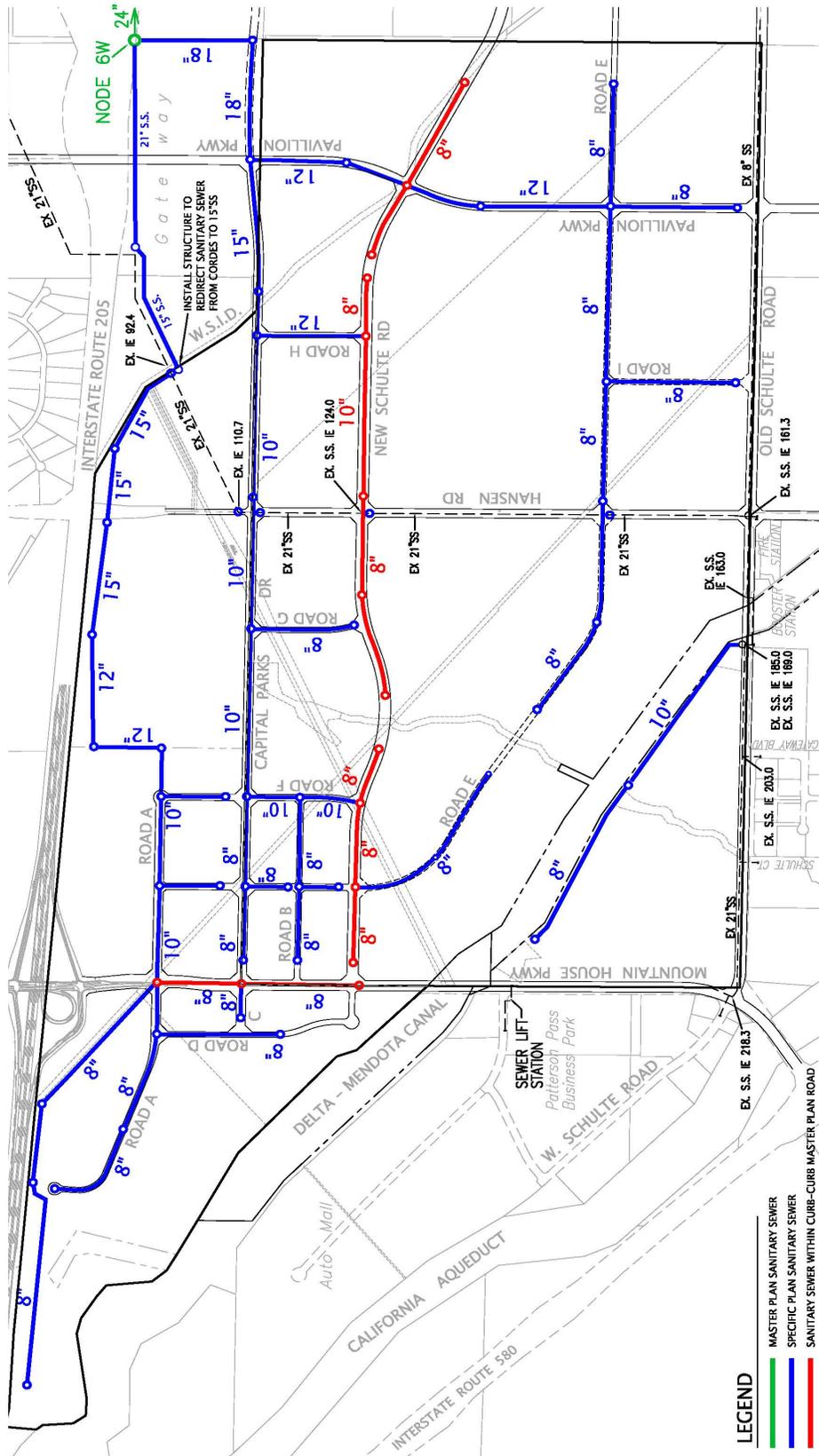


Figure 6.35, Wastewater Collection Facilities at Build Out

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

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

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

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

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

Buildings in new development areas in the southeast corner of the Project Area that are adjacent to potential sheet flow induced by runoff generated by specified portions of Sub-basin OFF3 must have finished

floors that are elevated a minimum of 1 foot above the adjacent 100-year 24-hour storm water surface elevation.

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

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

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

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

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

#### **d. Drainage Facilities for Phase 1 Area**

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

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

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

#### 6.24 STORM WATER QUALITY

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

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

LID is an approach to managing storm water runoff that mimics the natural pre-development hydrology of a development site by using design techniques that infiltrate, filter, store, treat, evaporate, and detain stormwater runoff close to the source. Almost all areas of site design can incorporate LID measures, including open space, streetscapes, parking lots, sidewalks, and medi-

ans. LID can be used in combination with traditional storm drain systems to infiltrate the smaller, more frequent storms, while allowing the larger storms to flow to pipes and basins for flood control (possibly with lower off-site costs than traditional non-LID systems). LID techniques offer great benefits for stormwater quality, especially for the smaller return interval storm events. LID will help reduce the amount of runoff entering the City's system and will aid in recharging ground water.

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

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

#### **Source Control BMPs**

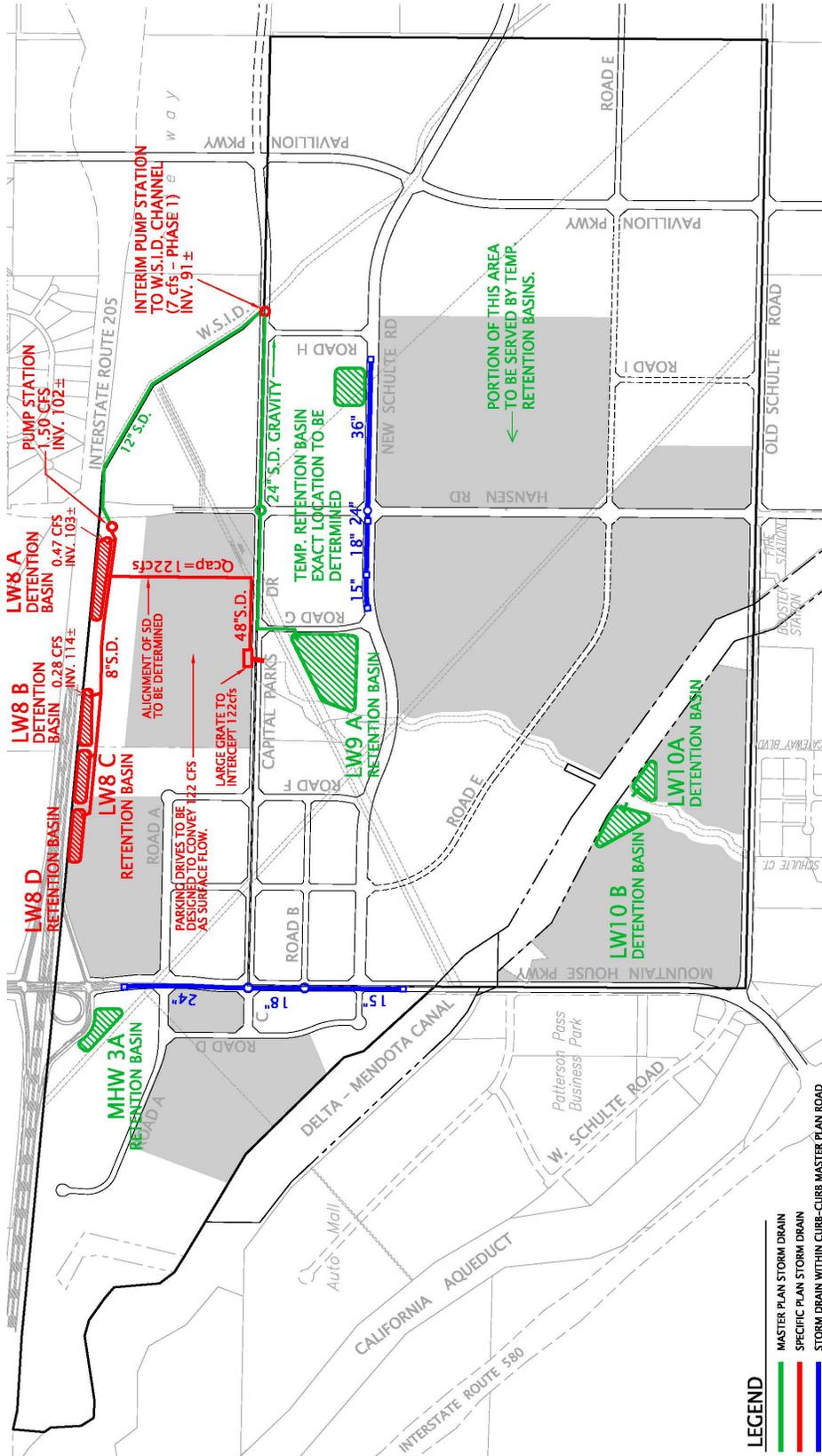
- Biofiltration planters and Biofiltration swales for treatment of impervious areas and roof areas.
- Efficient irrigation to minimize runoff of excess irrigation water.
- Storm Drain Stenciling.
- Outdoor Material BMP's.
- Covered Trash Enclosures.
- Fueling Area BMP's.

#### **Treatment Control BMPs**

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

#### **Flow Control BMPs**

- Detention Basins.



\* Please note that all other storm drains not shown within public roads are considered Specific Plan improvements

## 6.25 DRY UTILITY SYSTEMS

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

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

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

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

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

### Proposed Dry Utility Facilities

New distribution conduits and conductors will be placed underground in a joint or common trench. Vaults and boxes placed in the roads or public utility easements, and other equipment, will be pad mounted

in lieu of subsurface installation where possible to avoid corrosion and to facilitate safer and less expensive maintenance and operations.

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

## 6.26 SOLID WASTE DISPOSAL

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

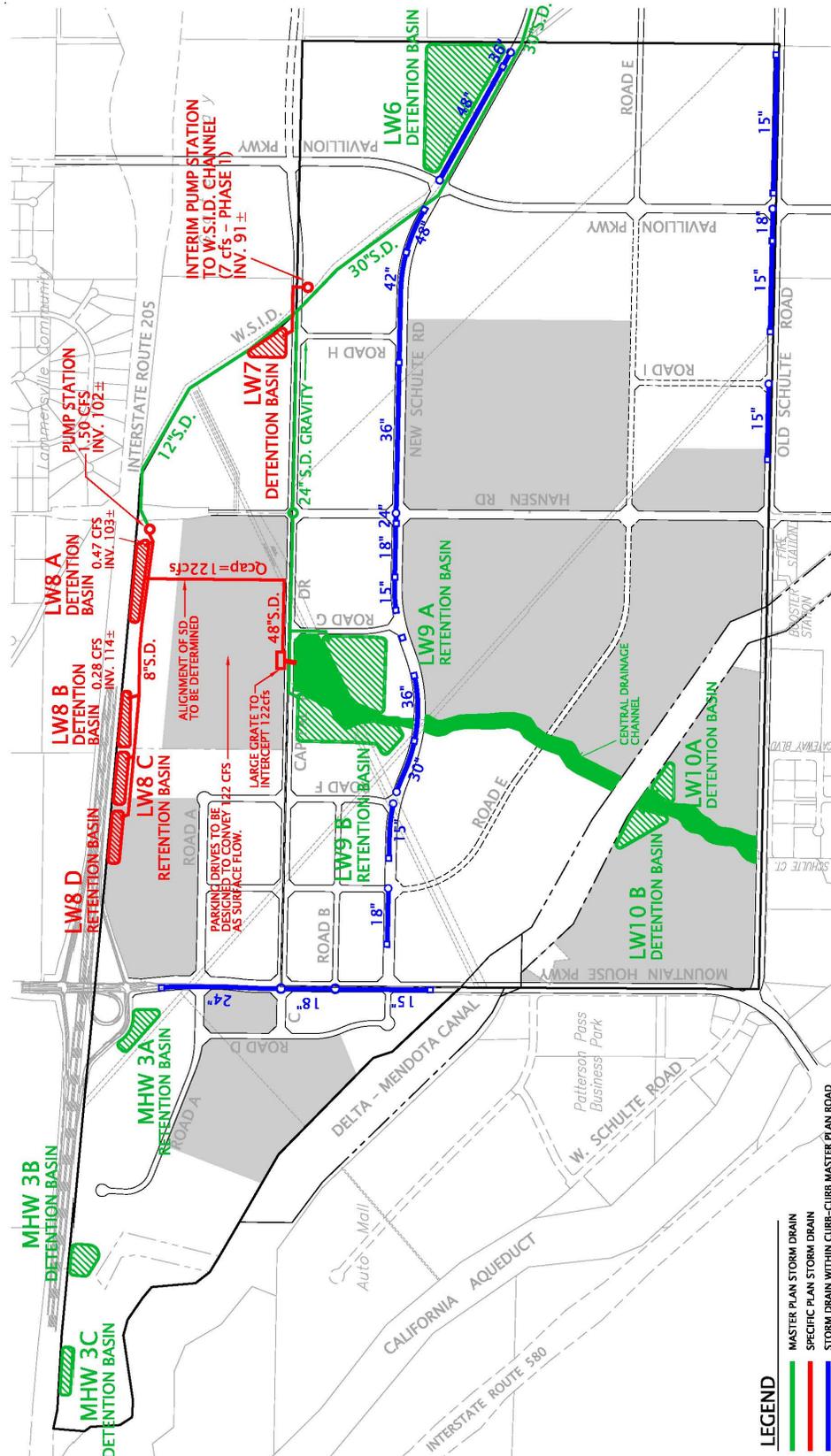
Uses in the Project Area will be required to incorporate the following sustainability measures for solid waste:

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

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

## 6.27 CONSTRUCTION PHASING

Construction within the Project Area is expected to occur in phases. Figure 6.38 depicts those portions of the Project Area that are expected to develop first, and are referred to herein as Phase 1. Phase 1 comprises approximately 600 acres, including approximately 580 net acres of Business Park Industrial (BPI), approximately 11 acres of which are within the I-205 overlay area, and approximately 25 net acres of General Commercial (GC). Most of the Phase 1 area development is expected to occur within 10-15 years, while full build out of the Project Area is expected to be completed within 20-30 years, depending on market conditions, demand and other relevant factors.



**Figure 6.37, Conceptual Storm Drainage Facilities at Build Out**

The anticipated Phase 1 area development is described in the following sections and is based on 2013 Project assumptions. Actual development of the Phase 1 area will be according to approved applications for tentative subdivision maps and individual, site-specific development projects.

In order to facilitate and implement development of the Project Area consistent with the City's goals and policies, the City has established, or will establish as part of the subdivision mapping process, timing requirements for certain components of Master Plan Infrastructure and certain Specific Plan Improvements. With respect to the Master Plan Infrastructure facilities, the anticipated timing is set forth in the various City wide Master Improvements Plans and the Project Finance and Implementation Plan which will be prepared by the City.

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

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

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

## 6.28 FUNDING

As indicated above, certain components of Master Plan Infrastructure must be constructed, expanded or upgraded to develop the Project Area. This Master Plan Infrastructure includes without limitation, the Master Plan roadways network (street lights, traffic signals, medians and also joint trench within roads designated as curb-curb only) and Master Plan utility infrastructure. This Master Plan Infrastructure is listed in the applicable citywide Master Plans as set forth therein and depicted in Figures 6.2, 6.31, 6.33, 6.35 and 6.37. All Master Plan Infrastructure will be funded through the collection of Master Plan Development Impact Fees, subject to available fee credits as determined and approved by City. Property owners may be permitted, with the City's approval, to finance certain planned utilities (e.g., water, sanitary sewer upgrades) via a community facilities district or similar financing mechanism.

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

All Specific Plan Improvements, both Public and Private, will be constructed or funded by property owners in the Specific Plan Area. To the extent that a property owner is required to construct 'oversized' Specific Plan Public Infrastructure, or is allowed to defer the construction of necessary Specific Plan Public Infrastructure, funds must be collected by the City to ensure that reimbursements can be made to eligible property owners. Such funds will be collected through the establishment by City, pursuant to the applicable provisions of the Subdivision Map Act and the Tracy Municipal Code, of a benefit district or fee program to ensure that sufficient funds are available to provide reimbursement to each eligible property owner. Such benefit district or fee program (or alternatively, a development agreement or other enforce-

**CORDES RANCH**  
SPECIFIC PLAN

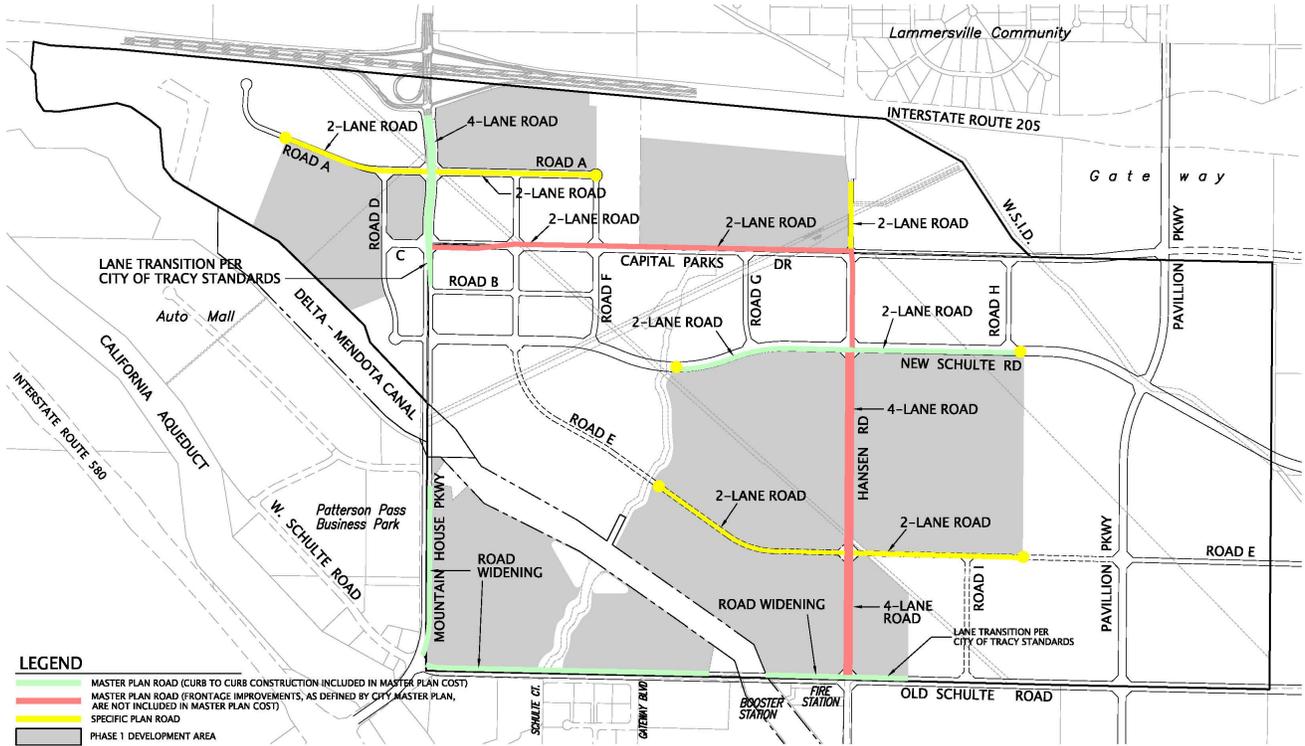


Figure 6.38, Construction Phasing

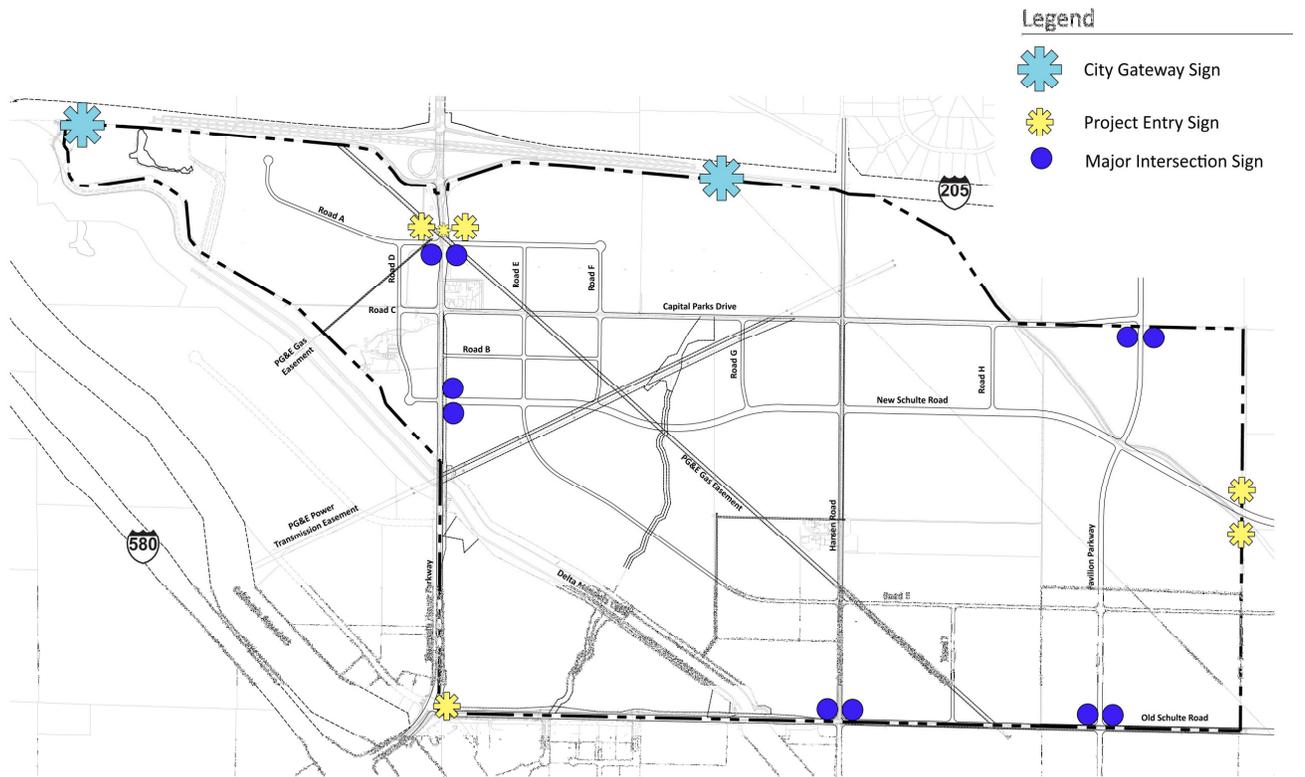


Figure 6.39, Conceptual Signage

able agreement as provided below) shall be established prior to the issuance of the first building permit for construction in the Specific Plan Area. The costs of establishing such benefit district or fee program shall be borne solely and entirely by Specific Plan Area property owners.

Alternatively, and notwithstanding the foregoing, the City may, in its discretion, permit any Specific Plan Area property owner to fund or construct Specific Plan Improvements on all or any portion of the Specific Plan Area pursuant to a development agreement or other enforceable agreement, provided that such agreement ensures that City shall not be responsible for funding any portion of the Specific Plan Improvement that is the subject of such agreement.

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

## 6.29 MAINTENANCE

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

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

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

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

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

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

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

Once the City has accepted street improvements, the City will maintain all improvements within the street Right of Way between back of walks and the property owners will be responsible for maintaining all landscaping behind back of walk and within proposed landscape setbacks. Utilities will be maintained by the appropriate service providers. Drainage basins, inlets and outfall structures will be maintained by the City, except those within the I-205 Landscape Corridor, and the costs of such City-maintained maintenance shall be funded by a City Maintenance District for Storm Drainage Improvements. The park landscaping within the basins shall be maintained through either the City Maintenance District or property owners as determined at the time of construction of said basins.

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

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

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

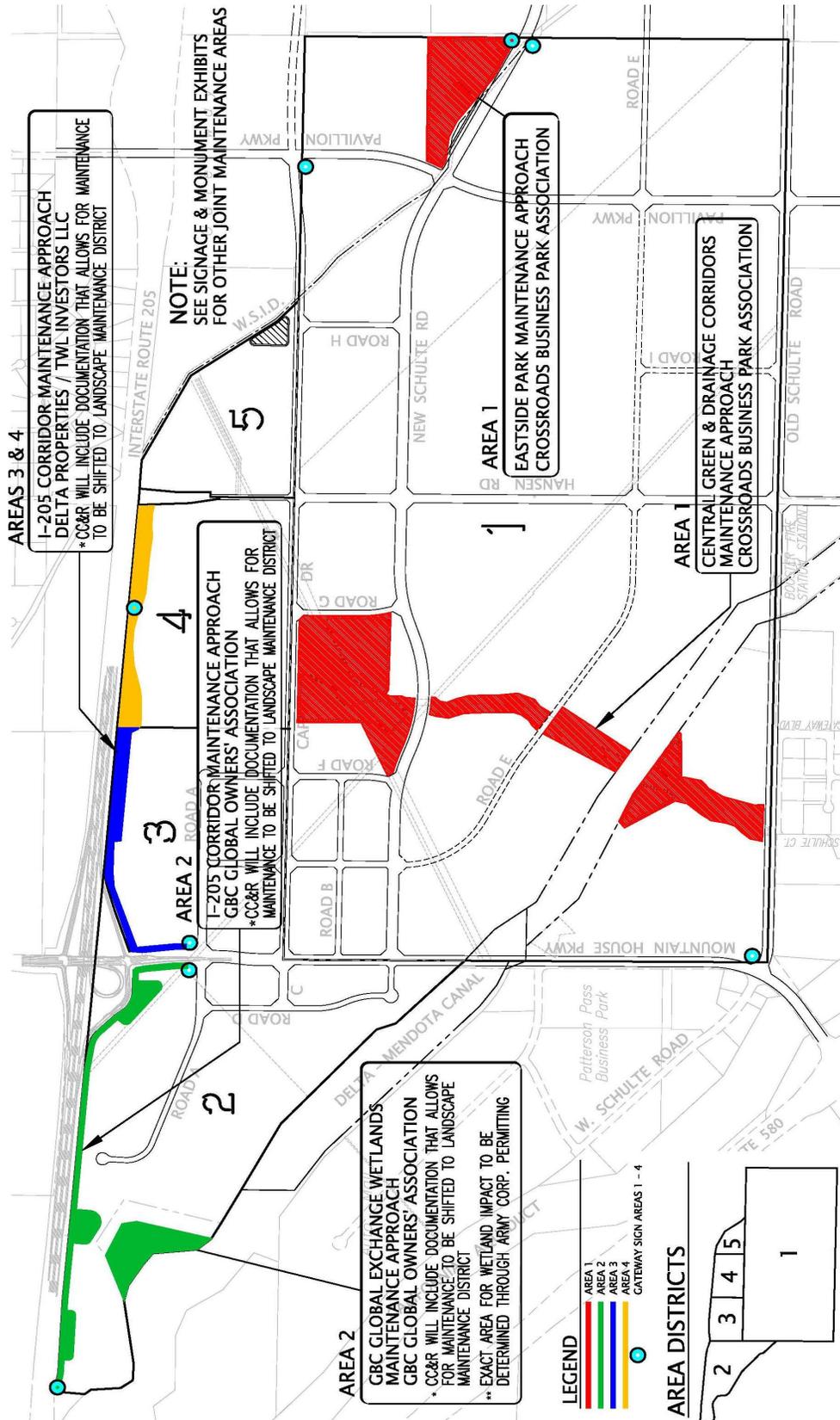


Figure 6.40, Private Specific Plan Improvements

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

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

\* Road Improvements include Required Intersections.

\*\* Joint Trench in curb to curb program Roads to accommodate lighting and traffic Signals are considered program improvements

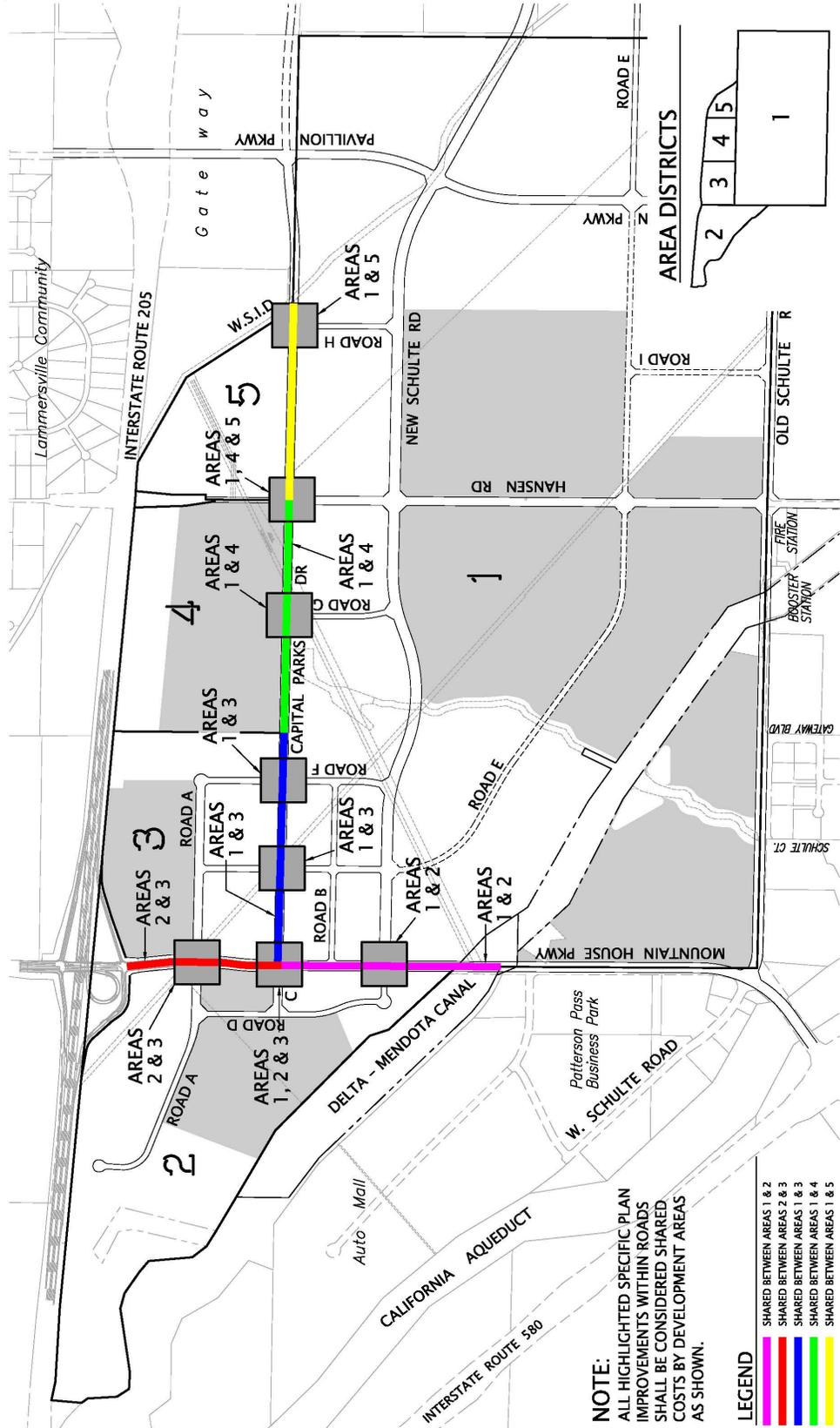


Figure 6.41, Shared Roadway Improvements

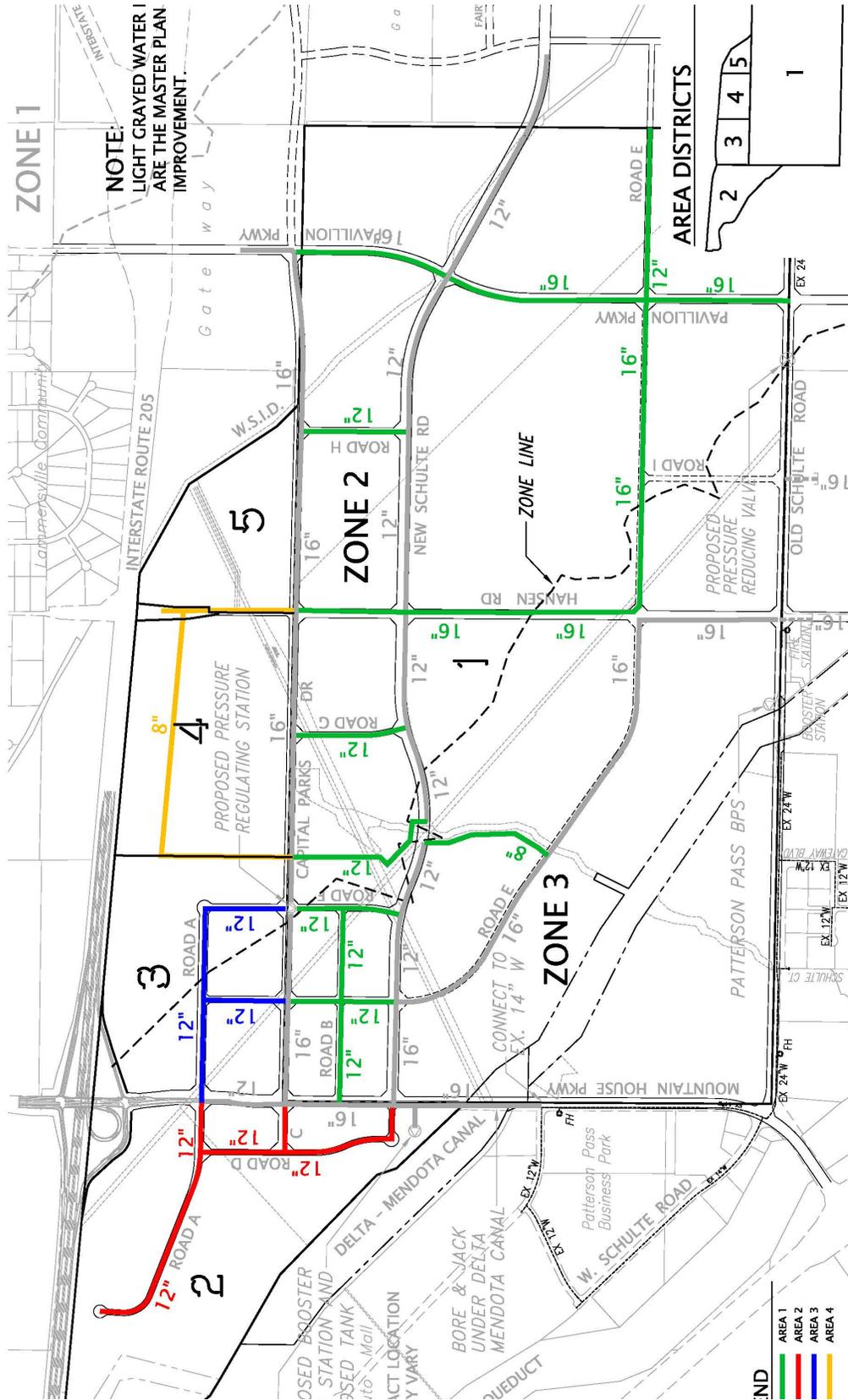


Figure 6.42, Shared Potable Water Improvements

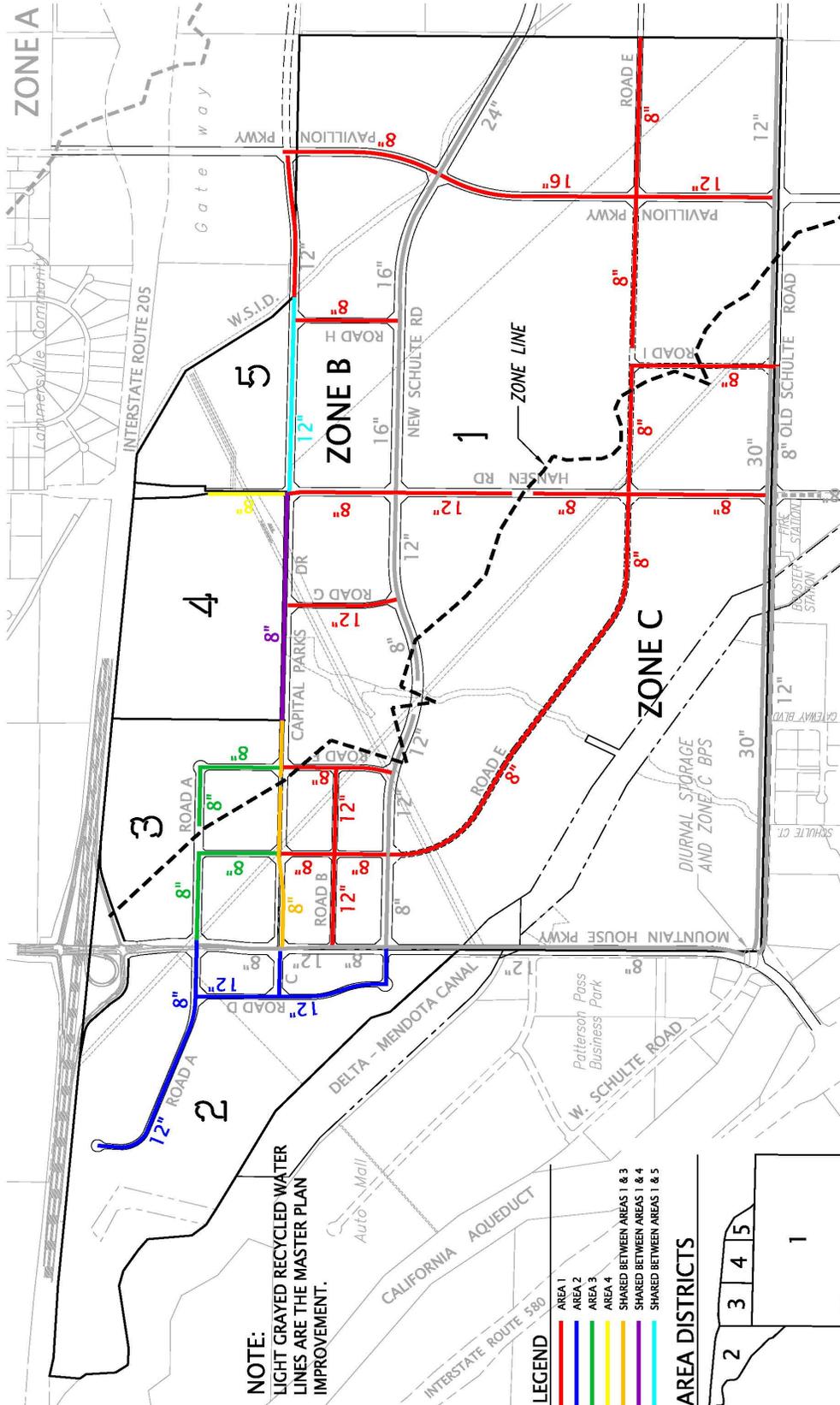


Figure 6.43, Shared Recycled Water Improvements

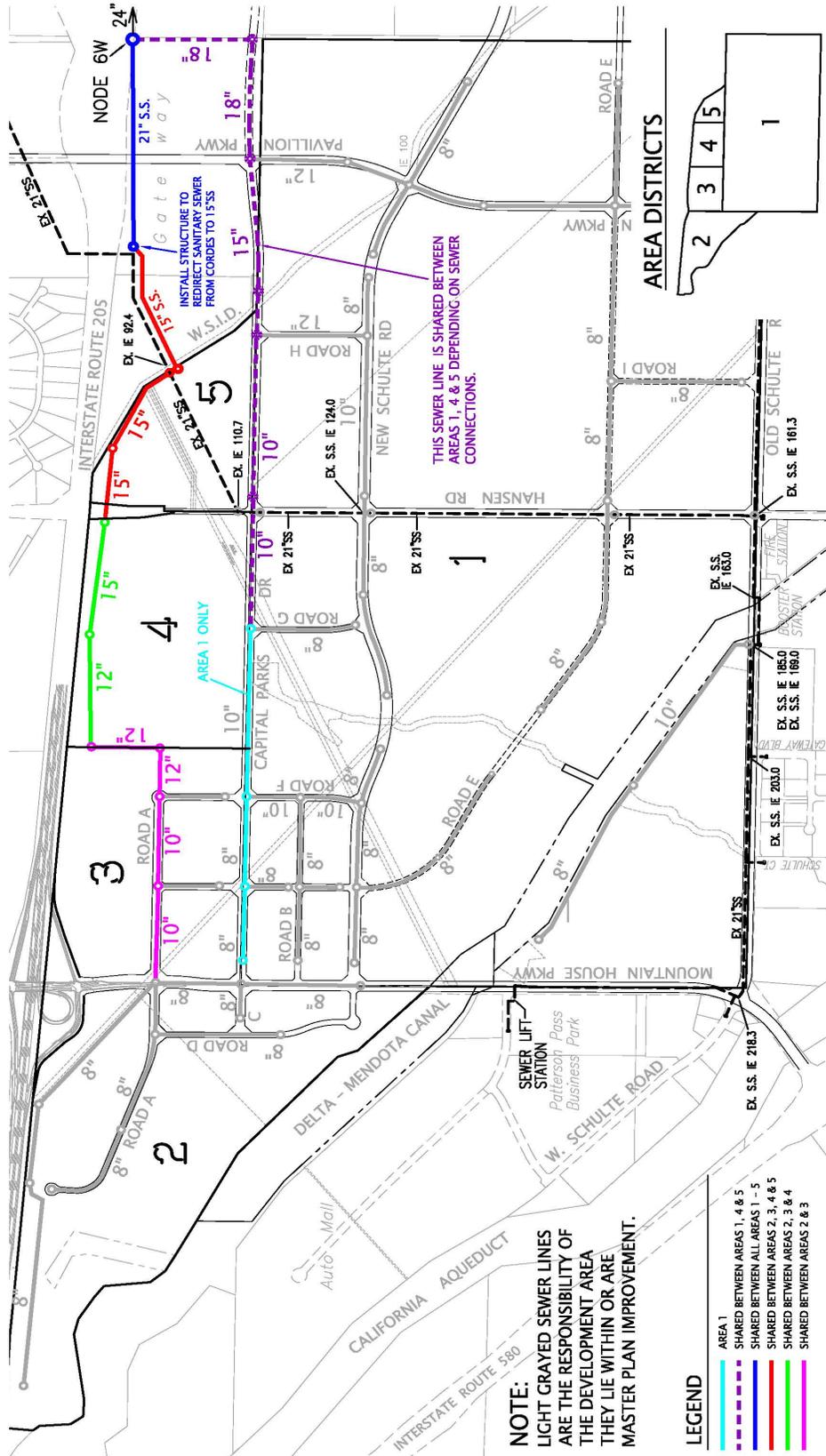


Figure 6.44, Shared Wastewater Improvements



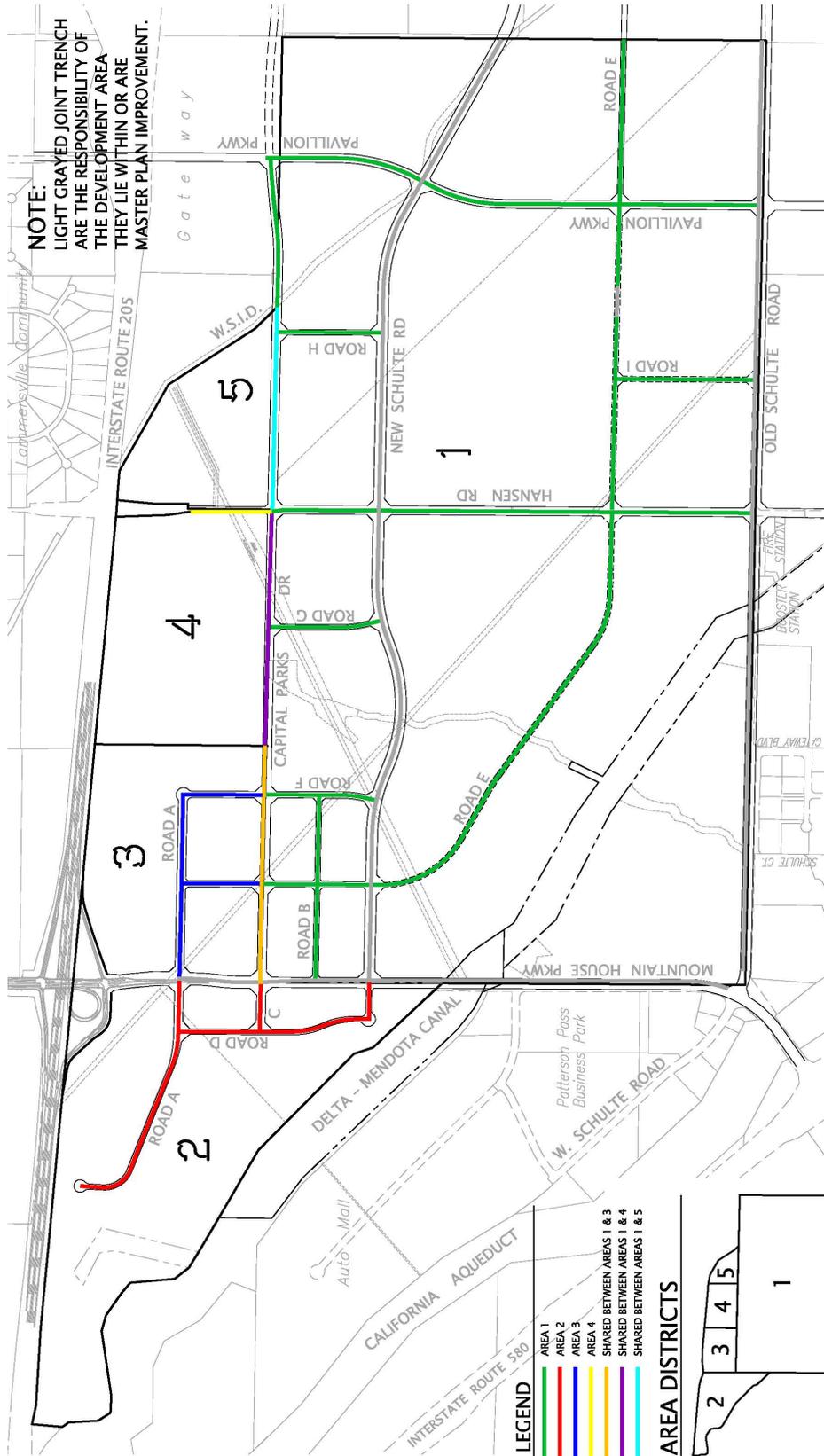
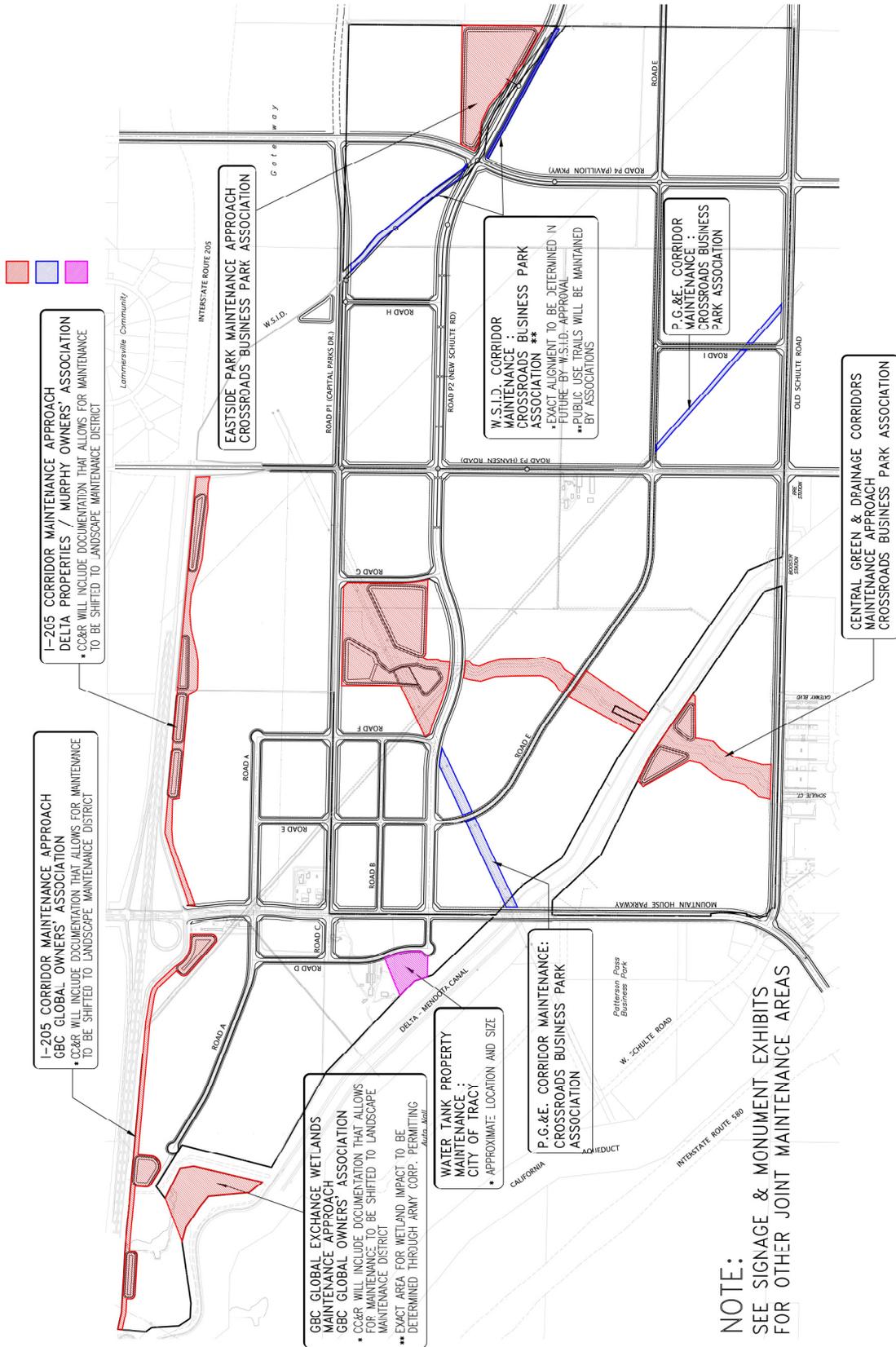


Figure 6.46, Shared Joint Trench Improvements

### 6.30 IMPLEMENTATION

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

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



**NOTE:**  
SEE SIGNAGE & MONUMENT EXHIBITS FOR OTHER JOINT MAINTENANCE AREAS

**Figure 6.47, Conceptual Maintenance**

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