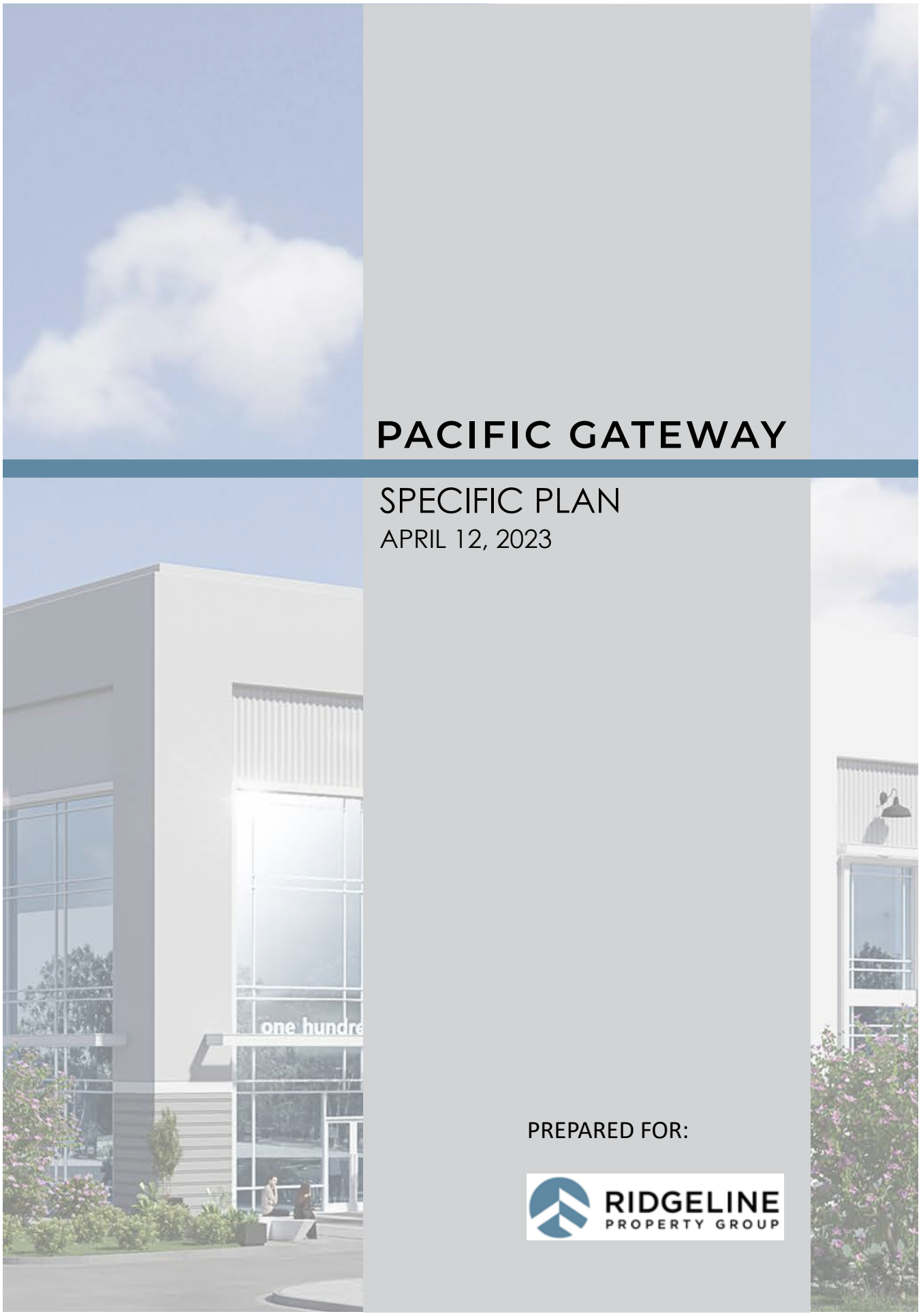

PACIFIC GATEWAY

SPECIFIC PLAN

APRIL 12, 2023

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1 INTRODUCTION

PACIFIC GATEWAY

1.1 INTRODUCTION

The Pacific Gateway (PG) Specific Plan ("Proposed Plan") establishes the land uses, zoning, development standards, and development regulations for land in southwest San Joaquin County ("County") at the junction of Interstate I-580 and State Route 132, see Figure 1.1. Throughout this document, the 1,612.9 acres within the boundaries of the site area are referred to as the "Specific Plan Area."

The Specific Plan Area is primarily level and is developed with active agricultural uses, which include commercial scale almond and cherry orchards, as well as two agricultural processing and manufacturing facilities. These facilities are separately operated by Crown Nut Company and A.B. FAB, Inc. A surface mining operation and a West Valley Disposal facility are located to the north and west of the Specific Plan Area.

East of the Specific Plan Area, there is a series of rural-style large lot single-family homes that typically front onto Durham Ferry Road. The single-family homes extend along Durham Ferry Road from Chrisman Road east to South Bird Road.

The existing street network within and around the Specific Plan Area includes South Tracy Boulevard, South MacArthur Drive, and South Chrisman Road. South Chrisman Road is a designated Surface Transportation Assistance Act (STAA) route and provides north/south circulation access through the Specific Plan Area and into the City of Tracy. Current east/west access is limited to private, unimproved farm roads, other than eastbound Durham Ferry Road from South Chrisman Road, which is intended as secondary access only.

There are limited existing private wet and dry utilities which are located on private property which are scaled to serve current private agricultural operations and residential uses only.

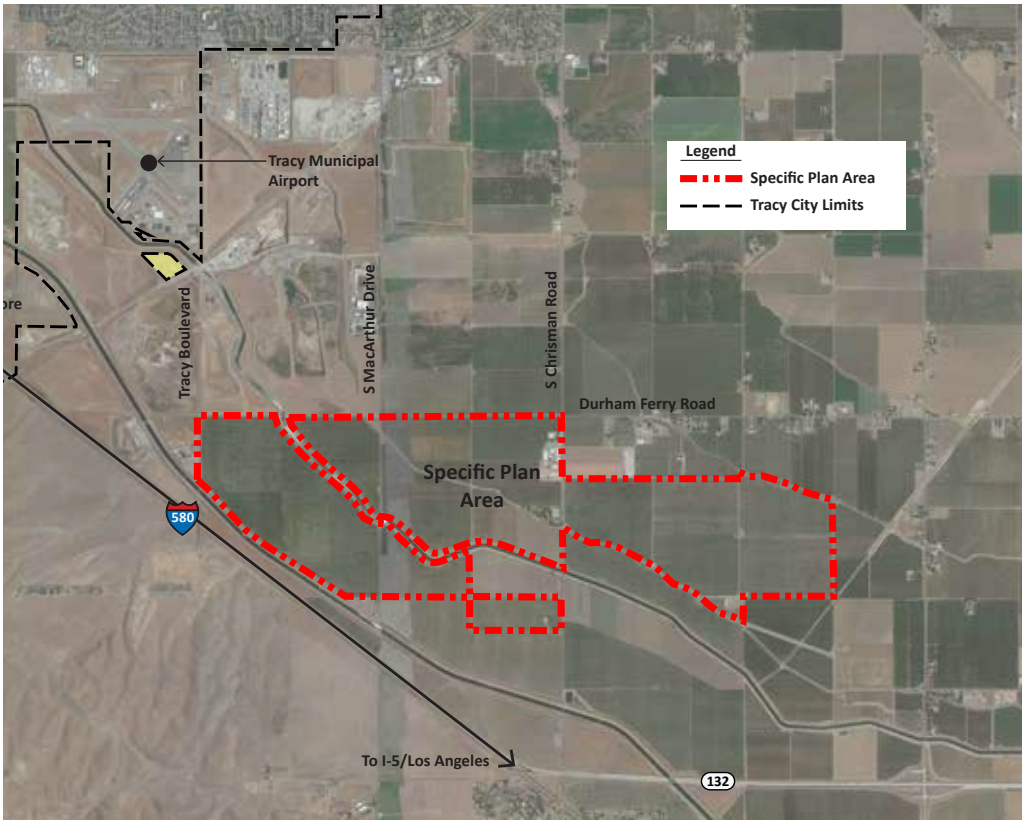

Figure 1.1, Site Aerial

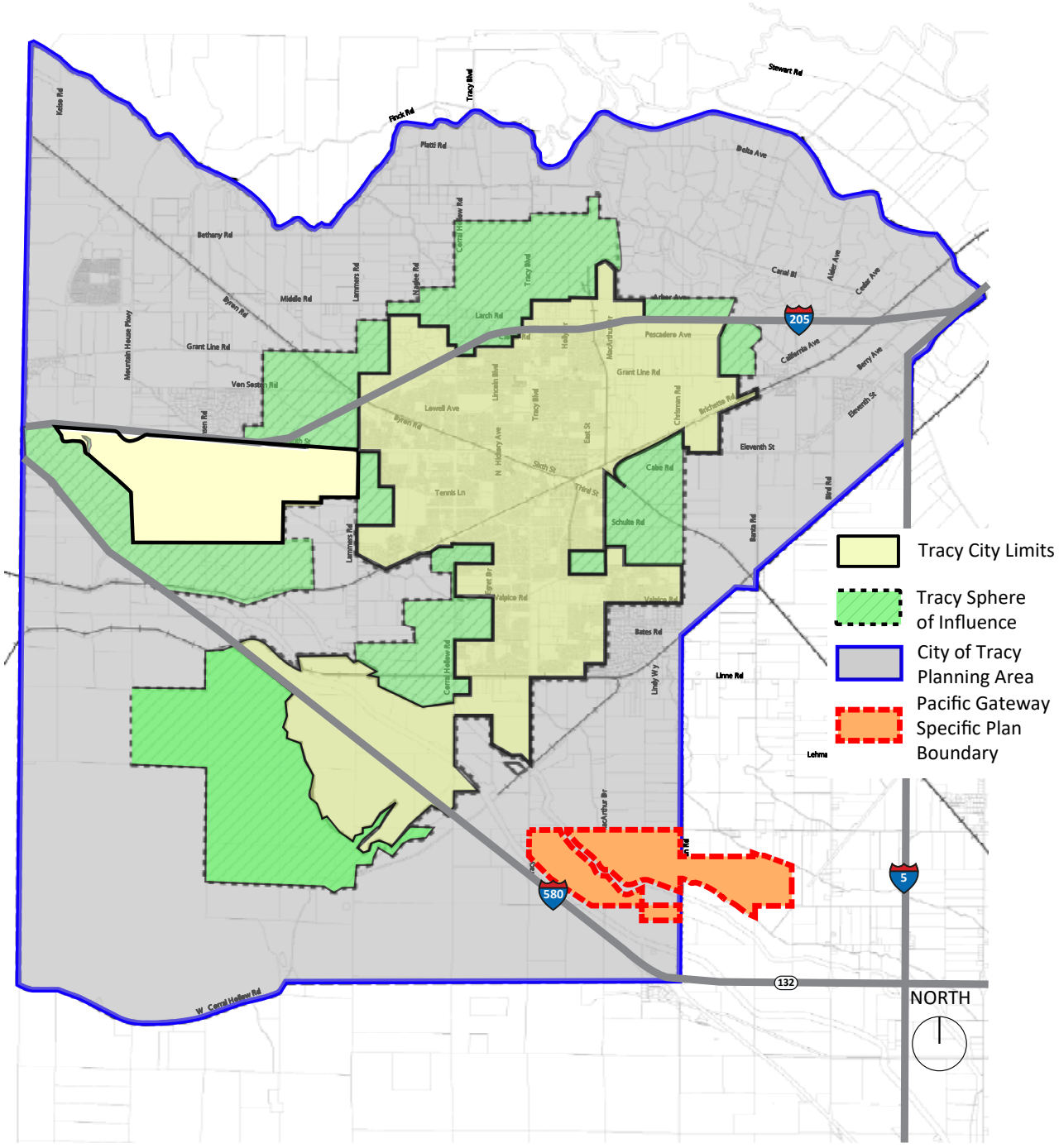

Figure 1.2, Project Vicinity

1.2 DISTRICT CONCEPT

The Proposed Plan envisions a phased development of an approximately 1,612.9-acre mixed use logistics hub that will support a variety of industrial uses to support a broad market of potential users. The proposed road network and the Delta Mendota Canal naturally divides the Project area into four development districts East, University, Central, and West, see Figure 1.3. Each district will be linked together with a network of roads as well as pedestrian and bike paths providing alternatives to vehicle trips and opportunities for exercise. The following outlines the uses and development opportunities of each District.

East District

The initial phase of development east of Chrisman Road will include approximately 315-acres of General Industrial uses are envisioned with the initial phase of development. This will include the necessary road improvements and infrastructure to support the project, including the water and wastewater treatment facilities, see Figure 1.3. The remainder of the East District will also be developed with industrial uses with the timing of development to be based on market demand.

University District

The initial phase of the University District will include an approximately 29-acre campus on the west side of Chrisman Road. The campus will be adjacent the Delta Mendota Canal to the South, "H" Court to the West, and "A" Street to the north, and Chrisman Road to the east. This development will include campus buildings, internal road circulation and parking, a recreation field, and the extension of the wet and dry utilities.

Central District

The Central portion of the project includes the property north of Delta Mendota Canal, south of Durham Ferry Road, and extending east to Chrisman Road. This district will also provide for a variety of industrial uses to meet market demand. The configuration of parcels and specific site constraints will dictate the overall district building size and orientation. Within the Central District, the initial phase of development will also include a Veterans of Foreign Wars (VFW) Post to provide a variety of programs to support the veterans and service members. Future development along Chrisman Road will also include business park/office uses, retail commercial services, a centralized park area with parking, all of which will support the overall project.

Western District

The remainder of the site south of the Delta Mendota Canal and extends along "F" Street from Chrisman Road to Durham Ferry Road and will be developed with primarily industrial warehouse buildings and uses.

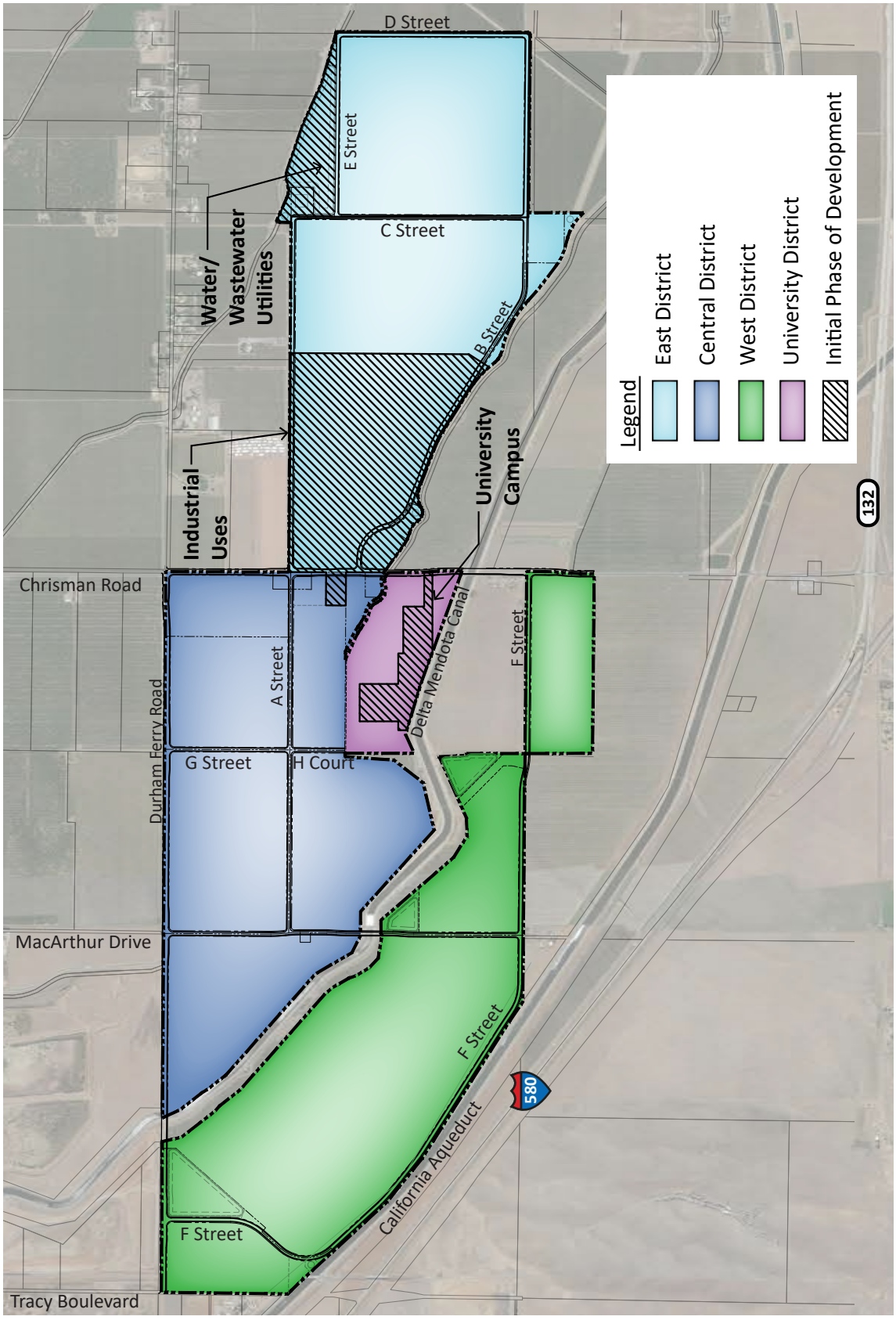

Figure 1.3, Conceptual Districts Plan

1.3 DEVELOPMENT CONCEPT

The general development concept includes, but is not limited to, warehouse and distribution buildings, a private university campus, a business park, and limited commercial retail to support the overall Project, see Figure 1.4. Table 1.1 provides the land use acreage for the entire project. An individual lot coverage shall not exceed 60%. The conceptual site plan depicted in Figure 1.4 provides a prospective vision for development to include a network of streets for vehicles and trucks and circulation system for pedestrians and bicycles. Chapter 3 Section 3.3, Permitted and Conditionally Permitted Uses, lists all the uses that may occur on the site based on market demand and individual tenant development requirements.

The Specific Plan provides an overall vision for the for the Project and is not intended to be the final design solution for the site. Individual County Improvement Plan applications will be required for each development proposal and will be evaluated using this Proposed Plan and the Environmental Impact Report (EIR) mitigation measures that has been prepared for the Project to ensure compliance and consistency. Chapter 8 of the Specific Plan also outlines the administrative approval process that will be utilized for individual building development approvals and the Initial Study process to ensure compliance with California Environmental Quality Act (CEQA).

1.4 INDUSTRIAL

The majority of the Proposed Plan will be developed with warehouse and distribution uses intended to implement the General Industrial land use category of the General Plan. This designation provides for a wide range of industrial uses, including general warehouse and logistics, bulk storage, fulfillment centers and e-commerce, conditioned warehouse, light manufacturing and assembly uses requiring large building facilities to allow efficient movement of goods. See Table 3.1 for definitions, and Table 3.2 for permitted and conditionally permitted uses.

It is anticipated that these high demand industrial uses will generate employment opportunities for the region. The General Industrial designation is to be served by a public water, wastewater, and storm drainage system as described in Chapter 6. Building types in this zone will include industrial and warehouse uses limited to 100 feet in height in areas within the Airport Influence Area, and otherwise limited to 120 feet.

1.5 PUBLIC

This zone is designed to provide for provide for open park facilities with recreational, and/or open space facilities, as well as community amenities and similar uses such as the university. Also included in this zone will be the development of the necessary utilities to serve development.

University

The University of Silicon Andhra, currently located in Milpitas, California, will be developing a new campus as part of the Proposed Plan. The new campus is an opportunity to reflect the University's unique heritage and mission and expand its enrollment, curriculum, campus and learning environment. The campus is intended to provide opportunities for education and research in professional, liberal arts, health, technology, sciences, and education sectors. The rich heritage and traditions of India inform both the University's culture and values while also being oriented toward excellence in education. Contributing directly to the vitality of the local community is central to the University's goals; locating the new campus in San Joaquin County will provide educational opportunities for this historically under-served region.

Parks/Open Space

The parks and open spaces will be integrated throughout the Specific Plan Area and will be well-connected via pedestrian and bicycle networks. As part of these spaces, construction of flood control infrastructure to provide for storm water management, including bioswales and retention and detention basins would occur. Typically, these flood control improvements/ spaces will include exercise stations, picnic areas, sitting areas, concession/food truck service areas, natural areas, and trails.

Utility services

Services required for development of the site will include ground wells, an on-site public water treatment facility, an on-site public wastewater treatment facility, a dedicated fire system and fire storage facility, and bio-treatment and detention basins for the treatment and storage of storm water. Water generated by the treatment of the wastewater facility will be recycled for on-site landscape irrigation. Chapter 6 provides a complete description of the public and private utilities necessary for the phased development of the project.

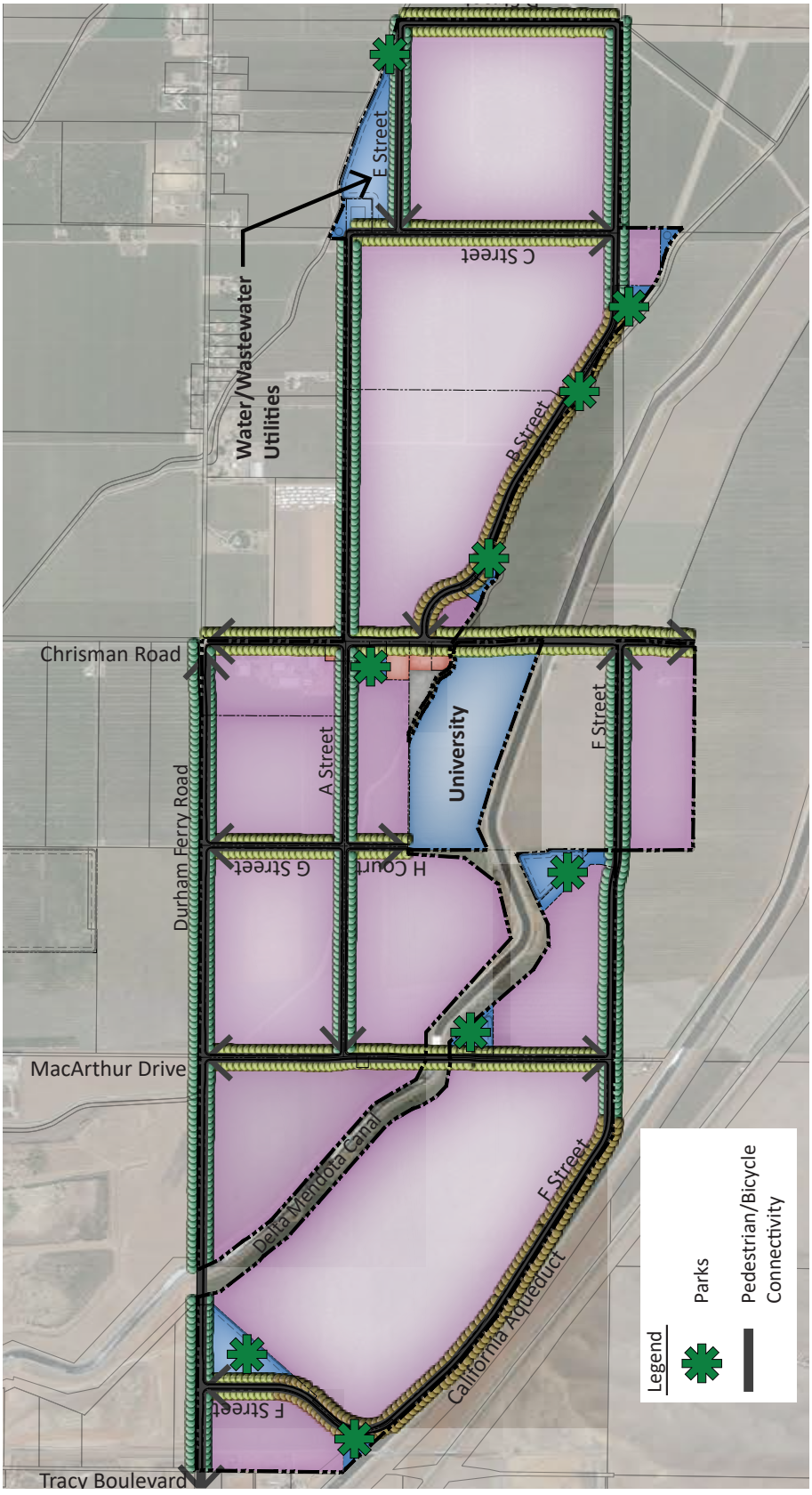

Figure 1.4, Project Concept Plan

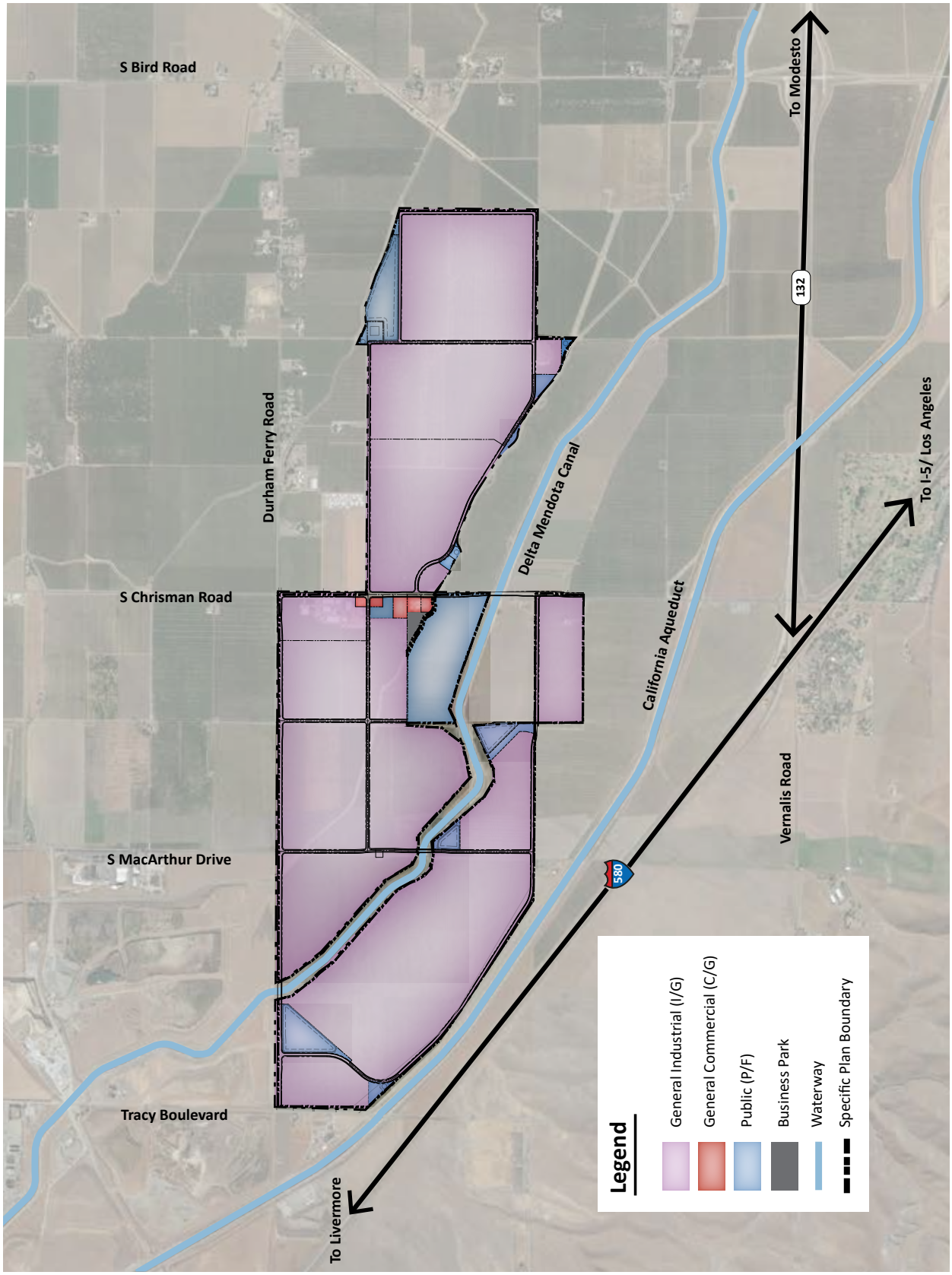

Figure 1.5, Zoning/Land Use Plan

Projected Buildout Land Use Summary				
Gross Acres				
Zoning Districts & Utilities		**Gross Acreage**		
Gerneral Commercial (C-G)		10.3		
Business Park (B-P)		4.3		
Industrial Limited (I-L)		1532.3		
Public (P-F)		66.0		
Total Acres		**1612.9**		
Net Acres				
Zoning Districts & Utilities		**Net Acreage**	**Max Coverage**	**SQ.FT**
General Commercial (C-G)		8.0	30%	104,544
Business Park (B-P)		4.3	50%	93,654
Industrial General (I-G)		1312.4	60%	27,650,000
Public Facilities (P-F)		177.5	50%	
University		64.6		
Parks/Detention Basins		107.5		
Utilities/Water & Sewer Treatment Facilites		5.4		
Roads		110.7		
Total Net Acres		**1612.9**		**27,848,198**

Table 1.1, Land Use Summary

1.6 COMMERCIAL RETAIL AND SERVICE USES

The Proposed Plan includes the development of commercial retail use and additional services to support employee and student populations in the adjacent industrial, business park and university campus, see Figure 1.5. The Commercial Retail and Service zone will also allow for the new home for the Veterans of Foreign Wars (VFW) Tracy Post 1537, a new facility that will provide services, and outreach to its members and a new building for its membership to gather. The VFW is a fraternal, patriotic, historical, and charitable organization that provides outreach and education to strengthen comradeship among its members.

- Tracy Post will be available for community events and gatherings.
- It will also provide space for weddings, receptions, and other events.

1.7 BUSINESS PARK

North of the University shall be zoned Business Park (BP) and be dedicated to Business Park uses, including but not limited to uses requiring smaller spaces with office, and the balance as warehouse. Building sizes will typically include smaller building footprints and may be divided into smaller tenant spaces. Uses may include but are not limited to those set forth in Table 3.2.

1.8 PROJECT VISION

The purpose of the Specific Plan is to provide a framework for land use policies and standards supportive of high-quality development. It is specifically intended to encourage a variety of uses, which include but are not limited to, warehouse and distribution, logistics, e-commerce, bulk storage, light manufacturing, product assembly and associated offices, processing, business services, a university campus, and commercial retail services, see Figure 1.4.

Table 1.1 presents the approximate acreage within the proposed zoning districts and the maximum building square footage envisioned for the buildout for each zoning district. The zoning districts proposed for the project will consist of General Industrial (IG), Public (P/F), Business Park (BP) and General Commercial (CG) under the County's General Plan land use designations, see Figure 1.5. The Proposed Plan will attract a wide variety of development that will generate construction and permanent jobs and provide for workforce and business development within San Joaquin County and the surrounding communities.

General Development Concept

The general concept envisions the phased development of warehouse, distribution and other general industrial facilities as set forth herein, a business park, a university campus, park and open space development, and commercial retail. It also includes the necessary roads, vehicle circulation, parking, and wet/dry utility infrastructure to support the project.

Goals

The Proposed Plan will ensure that future development creates an identity of its own with a commitment to sustainability, thoughtful site layout, and well-designed buildings. The following goals have been established for the Proposed Plan:

- Accommodate a variety of warehouse, distribution and other general industrial facilities as set forth herein, to foster research and development, manufacturing, and distribution uses.
- Capitalize upon existing transportation corridors (Interstates I-580 and I-5, and State Routes 132 and 99) and respond to the increasing demand for industrial and distribution space throughout the Bay Area and Central Valley.
- Create opportunities to generate jobs and contribute to a vibrant workplace in the San Joaquin Valley.
- Implement a range of sustainability measures aimed at conserving resources, decreasing energy and water consumption, and reducing the impact on air quality, greenhouse gases and water pollution.
- Establish pedestrian and bicycle circulation system to encourage employee wellness and provide non-vehicle alternatives, see Figures 1.6 and 1.7.

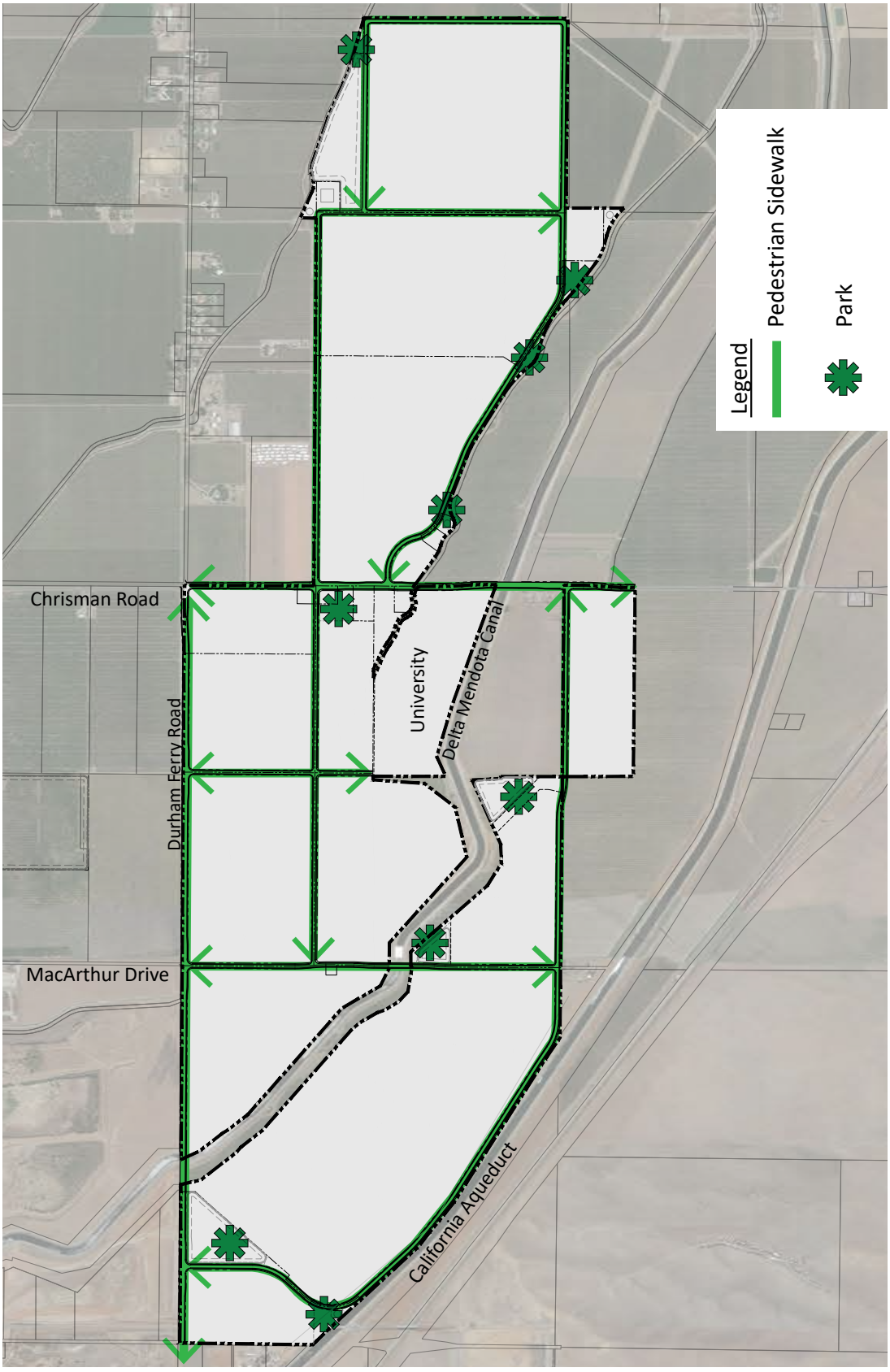

Figure 1.6, Pedestrian Network

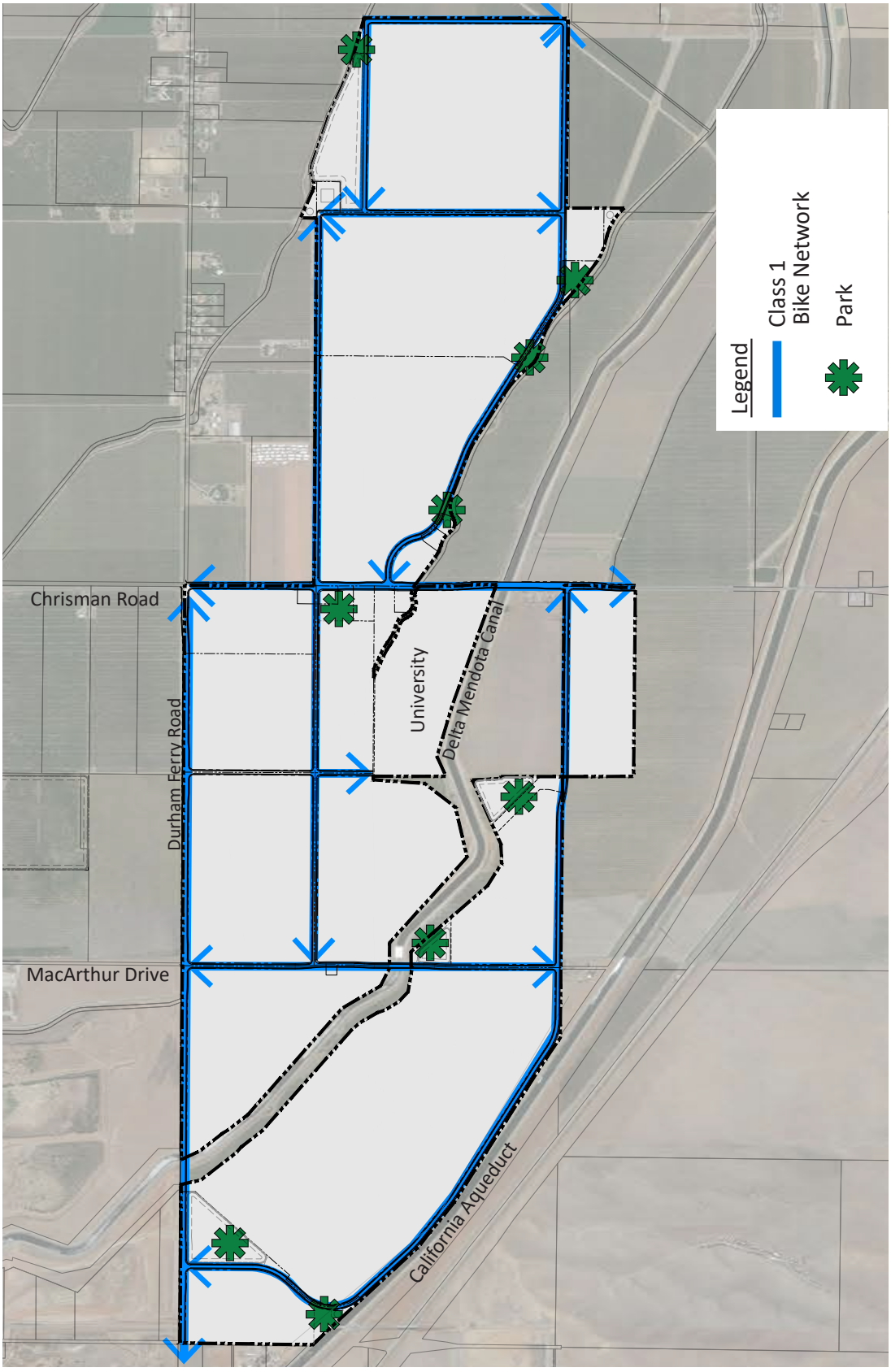

Figure 1.7, Bike Network

1.9 CALIFORNIA GOVERNMENT STATUTORY REQUIREMENTS

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

1. The distribution, location, and extent of land uses, including open space, within the area covered by the plan.
2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities. These will be located within the area covered by the plan and are needed to support the land uses outlined.
3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs 1), 2), and 3).
5. The Specific Plan shall include a statement of its relationship to the General Plan.

The Specific Plan may address any other subjects which are deemed by the San Joaquin County to be necessary or desirable for implementation of the General Plan.

1.10 RELATIONSHIP TO OTHER PLANS AND DOCUMENTS

The 2035 General Plan for San Joaquin County presents a vision for the County's future and a strategy for future development. The Plan is comprehensive, providing a framework for the County's physical, economic, and social development and environmental resources preservation. The plan looks ahead to 2035, while at the same time presenting policies to guide current land use decisions. It is general enough to respond to current trends, but specific enough to inform residents, businesses, staff, and County decision-makers on how individual properties and County resources should be developed and managed.

The County's Development Title 9, guides current development within the County through standards and regulations relating to allowable land uses, conditionally allowable land uses, height, setbacks, parking, signage, etc. The Development Title also contains and outlines the permit and process requirements for entitlement of development projects. The Specific Plan includes land uses and standards which are intended to further clarify and provide additional detail to meet the market development requirements for the uses identified in the Specific Plan. Where differences in the uses and standards are identified, the Specific Plan shall supersede County Title 9.

The Environmental Impact Report (EIR) for the Proposed Plan establishes the Mitigation and Monitoring and Reporting Program (MMRP) for mitigating and/or reducing the impacts associated with both the initial phase and long-term development plans. Each development project will be required to implement these mitigation measures based on the timing and thresholds established by and as required in the EIR. The County will be responsible for reviewing each project and administering the mitigation measures as development progresses to construction.

The County also has several informational handouts and checklists to assist in the preparation of development applications and to provide additional details necessary for submittal and County review. These include the following:

- Application Fee Schedule
- Landscaping, Fencing, and Screening Manual
- Parking and Loading Manual
- Improvement Plan Checklist
- Improvement Plan Sample
- Subdivision Map and Improvement Plan Process Overview
- Improvement Plan submittal Requirements

The Engineering Division also has Improvement Standards and Details which establishes the County's minimum engineering design requirements and standard plans for the construction of subdivisions, commercial and other types of development projects.

1.11 USE OF THE SPECIFIC PLAN

The Proposed Plan provides guidance for architects, urban planners, landscape architects, and developers to design cohesive, functional, and sustainable uses within the Specific Plan Area. These guidelines and standards should specifically support the priorities and interests of San Joaquin County. As such, the County will evaluate each development proposal for consistency with the goals, objectives, development standards, and design guidelines outlined in the Specific Plan. Their review will then determine individual project approval.

The Proposed Plan is divided into 8 chapters that provide specific development standards and guidelines needed to ensure consistency with the goals outlined in Section 1.8 above. The content of these chapters is summarized below:

Chapter 2: Existing Site Conditions
Chapter 2 outlines the existing conditions of the Specific Plan Area, including topography, easements, drainage corridors, utility infrastructure, and roadways.

Chapter 3: Land Use, Zoning, and Development Standards
Chapter 3 describes the zoning districts of the Specific Plan Area and development standards that will be utilized to guide development. Permitted and conditionally permitted land uses are prescribed in this chapter. Development standards, including building heights, maximum building coverage, signage, parking requirements, and landscaping standards are indicated to regulate the built environment.

Chapter 4: Design Guidelines
Chapter 4 presents the design guidelines that will be used in conjunction with development standards in Chapter 3 to generate site plans, building architecture, and landscape architecture designs for the various development parcels. This chapter also includes imagery and preliminary concept plans to illustrate the vision of the guidelines.

Chapter 5: Master Landscape Plan
Chapter 5 presents the landscape themes, concepts, and guidelines that will be used to create an attractive, sustainable, and cohesive natural environment throughout the Specific Plan Area.

Chapter 6: Streets and Infrastructure
Chapter 6 outlines road, utility, and other infrastructure improvements necessary to support the level of development intensity envisioned in the Proposed Plan, the sources of anticipated infrastructure funding for construction, and the conceptual phasing of these improvements. It also provides descriptions and concepts for vehicle, truck, bicycle, and pedestrian circulation networks.

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

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

1.12 DEVELOPMENT PROCESS

The development process for each parcel will generally consist of four steps, described below and outlined in Figure 1.8.

Step One: Review Chapter 3 to determine standards and consistency with the following:

- Permitted and conditionally permitted land uses, Section 3.6
- Development standards, Section 3.7
- Off-site parking requirement, Section 3.9
- Landscape requirements, Section 3.10
- Signage standards, Section 3.11

Step Two: Review the Design Guidelines and determine concepts to be incorporated into the project design and the submittal drawings to be based on:

- Chapter 4 Design Guidelines
- Chapter 5 Streets, Parks, and Landscape
- Chapter 6 Roadways and Utilities
- Chapter 7 Sustainability

Step Three: Prepare a County Improvement Plan application for submittal to generally include the following:

- Site plan
- Building architecture
- Landscape plans
- Site features, employee break areas, signage etc.
- Lighting plans
- Walls and fencing
- Site civil engineering, utilities, grading, drainage, and improvements
- Other supporting materials, biological, geotechnical etc.

Step Four: Submit the necessary plans and studies for County Improvement Plan application review and administrative approval to generally include the following steps:

- Prepare County Improvement Plan application and submittal materials and submit to County with application fee.
- County to complete a consistency review of the application against Improvement Plan submittal requirements and Specific Plan standards and guidelines.

County to review project at an administrative level and prepare conditions of approval in response to the application and in support of project approval. Chapter 8, Section 8.4 further describes the process of project review and administrative approval through the County's Improvement Plan Application and approval process.

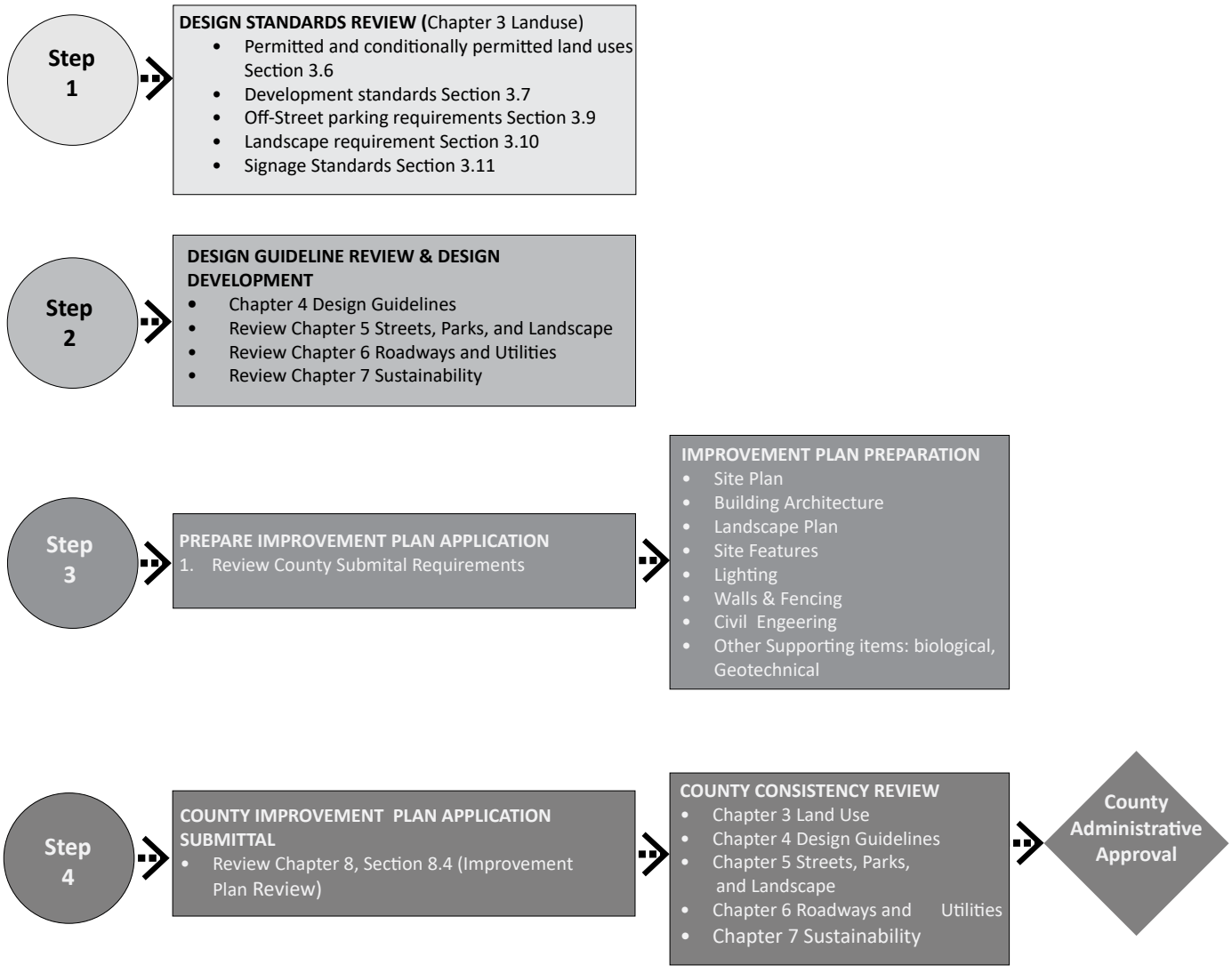

Figure 1.8, Development Process

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2 EXISTING CONDITIONS
PACIFIC GATEWAY

Figure 2.1, Regional Location

Figure 2.2, Site Location

2.1 REGIONAL LOCATION

The Specific Plan Area is located in San Joaquin County California, sixty (60) miles east of San Francisco at the crossroads of Interstate 580 and State Highway 132, just south of the City of Tracy, see Figure 2.1. The Specific Plan Area is bound on the west and north by Tracy Boulevard and Durham Ferry Road, respectively. The southern boundary is formed by the California Aqueduct in its western reach and the Delta-Mendota Canal and the Banta-Carbona Irrigation District along its eastern reach. The eastern boundary sits approximately one-half mile west of Bird Road and approximately two miles west of Interstate 5 (I-5). South Chrisman Road, which runs north to south, roughly bisects the center of the Specific Plan Area, see Figure 2.2. The Specific Plan Area is generally level and developed with active agricultural uses, which include commercial scale almond and cherry orchards, as well as an agricultural processing and manufacturing facilities. These facilities are separately operated by Crown Nut Company and A.B. FAB, Inc.

2.2 CLIMATE

The Central Valley experiences wide climate variation throughout the year. Winter temperatures can reach lows in the mid-30's, and summer highs can extend from the mid-90's to over 100 degrees. Yearly rainfall is typically low with approximately 14-inches, with the primary rainy season extending from November to March. Being located at the base of the Altamont Pass, the area can experience windy conditions throughout the year.

2.3 EXISTING SETTING

Currently the project site is being used for commercial scale agriculture. The site topography is flat and slopes gently from an elevation of approximately 212-feet at the northwest corner to 152-feet at the southeast corner. There are few structures on the site other than the agricultural processing facilities along South Chrisman Road near Durham Ferry Road. Land uses surrounding and in the vicinity of the site consist of the following.

- North - Existing agricultural uses and the Tracy West Valley Disposal Facility;
- East - Rural residential along Durham Ferry Road, between Chrisman Road and Interstate 5, existing agricultural uses, and two existing residences east of Chrisman Road south of the Delta Mendota Canal;
- South - Existing agricultural uses, the California Aqueduct and existing residential and the Tracy Golf and Country Club;
- West – A kennel with residential and an existing residence and storage yard, both with access off S. Tracy Boulevard, the California Aqueduct, and Highway 580 which is listed as a scenic highway.

2.4 RELATIONSHIP TO OTHER PLANS

San Joaquin County General Plan

The Specific Plan Area has a General Plan designation for 1,532.9 acres of General Agriculture (A/G) and eighty (80) acres of Open Space/Resource Conservation (OS/RC) which correspond to the drainage canals bisecting the site. The General Agricultural designation provides for large-scale agricultural production and associated processing, sales, and support uses. The General Agriculture Designation generally applies to areas outside areas planned for urban development where soils are capable of producing a wide variety of crops and/or support grazing. The Parks and Recreation (OS/PR) designation is applicable to neighborhoods, communities, and other areas of the County. Typically, these areas are characterized by a high degree of open area, and a limited number of buildings.

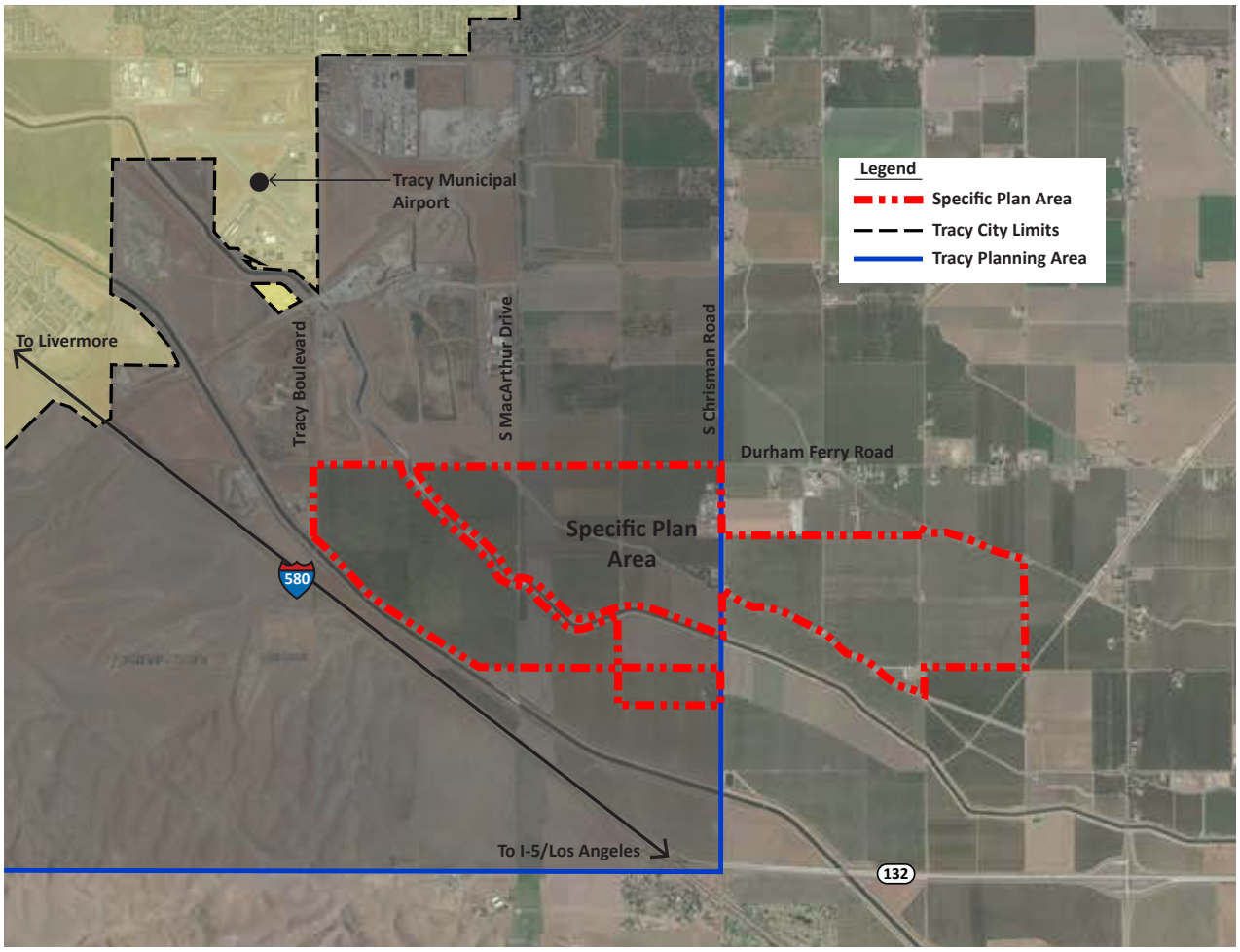

Figure 2.3, Tracy Planning Area Boundary

San Joaquin County Zoning
The current zoning for the site is AG-40. The General Agriculture (AG) Zone was established to preserve agricultural lands for the continuation of commercial agricultural enterprises. This zone is intended to implement the General Agriculture land use category of the General Plan.

City of Tracy
The Project is outside the Tracy City Limits and Sphere of Influence (SOI) boundaries and approximately half of the project is located within the City's Planning Area boundary, see Figure 2.3. State law allows cities to identify a Planning Area which is an area outside of city boundaries and generally outside the SOI that bears a relation to the City's planning and policy direction. The City does not have any regulatory authority within the Planning Area but recognizes that planning and development within this area has an impact on the future of the City. The areas outside of the SOI will remain under the jurisdiction of San Joaquin County.

Airport Plan Requirements
Tracy Municipal Airport is located along South Tracy Boulevard near West Linne Road, approximately 1.6 miles northwest of the Specific Plan Area boundary, see Figure 2.4. The San Joaquin County Airport Land Use Compatibility Plan, June 2009, depicts the Airport Influence Area (AIA) extending approximately to South Chrisman Road as Zone 8. Airport Compatibility Zone 8 has no limits for maximum non-residential intensity and no requirement for open land. It does identify prohibited uses which pose a hazard to flight as structures greater than 100' in height which includes visual and electronic forms of interference with the safety of aircraft operations. Development in Zone 8 is also prohibited to include land uses which may cause the increased attraction of birds. Any project inside the Airport Influence Area (AIA) of Tracy Municipal Airport is required to be referred to the San Joaquin County Airport Land Use Commission (ALUC) for land use consistency review by County staff.

San Joaquin Multi-Species Habitat Conservation and Open Space Plan
The SJMSCP is a master plan with the key purpose of balancing the need to conserve open space for wildlife and converting open space to accommodate a growing population. SJMSCP is administered by San Joaquin Council of Governments (SJCOG) a joint-powers authority comprised of the County of San Joaquin and the cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon, and Lathrop. The SJMSCP also provides coverage for impacts to biological resources pursuant to the California Environmental Quality Act (CEQA), the California Endangered Species Act (CESA) and Federal Endangered Species Act (FESA) and is approved and authorized by the California Department of Fish and Wildlife and the United States Fish and Wildlife Service. Pursuant to these authorizations, applications submitted to this jurisdiction are forwarded to SJCOG, Inc. for accounting and reporting purposes and to guide those participating in the Proposed Plan to comply with the provisions of the SJMSCP.

2.5 EXISTING ROADWAYS/ CIRCULATION/PUBLIC TRANSPORTATION

Access to the site is provided by a number of existing highways and roads within and around the project, these consist of the following, see Figure 2.5.

Existing Freeway Access

- Highway 580 at the western edge of the project provides one of the main access points to the site from both the Bay Area as well as Southern California and provides access to State Route 132.
- State Route 132 provides the main east/ west connector between Highway 580 to the west and Interstate 5 to the east. Access to the site from State Route 132 is currently available through the existing interchange at Chrisman Road, which can be accessed from both east and west bound directions.
- Interstate 5 provides connection to the site from both Sacramento to the north and Southern California to the south. An existing interchange at State Route 33 provides another point of entry to the site and provides both access from the north and south bound directions.

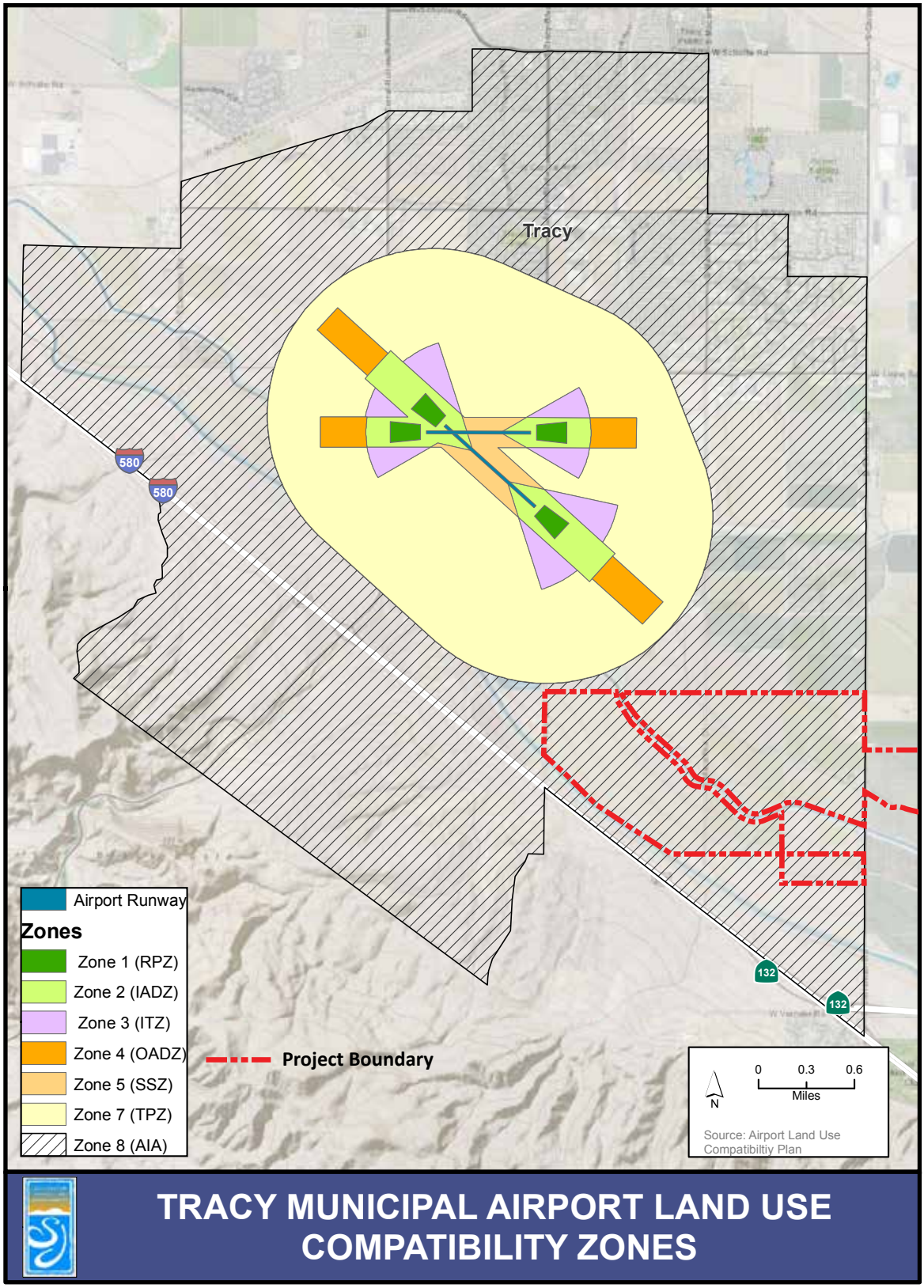

Figure 2.4, Airport Land Use Compatibility Zones Source: San Joaquin County

Existing Road Access

- Chrisman Road extends from State Route 132 and bisects the project in a north/south direction. Chrisman Road extends north past the Project and connects to the City of Tracy at E 11th Street and the North East Industrial Park adjacent to I-205. Chrisman Road is designated as a STAA truck route.
- Access to the Project from Interstate 5 is provided by State Route 132, and also by Ahern Road, W. Lehman Road, and South Bird Road. These roads generally consist of 2-lane streets, no curb and gutter improvements, and minimal shoulders.
- At the western edge of the project, S Tracy Boulevard extends north to West Linne Road and the City of Tracy and the existing residential neighborhoods. S Tracy Boulevard continues through the City of Tracy and connects to Interstate 205.
- South MacArthur Drive extends north/south within the Project area and also extends north to West Linne Road and the City of Tracy. South MacArthur continues through the City of Tracy and meanders through the North East Industrial Park and connects to Interstate 205.
- Linne Road – is located north of the project and is a main east-west connection between Corral Hollow Road to the west, and terminates at S Bird Road to the east. Linne Road has no direct connection to I-5.

Existing Pedestrian/Bicycle Circulation

The existing Project road network as described above does not include bike lanes or sidewalks to provide pedestrian or bicycle circulation within the Project area.

Existing Public Transportation

Currently there is no bus service provided for the Project area by San Joaquin County Regional Transit District.

Altamont Corridor Express (ACE) Train Service

The Altamont Corridor Express Train operates weekdays between Stockton and San Jose with a station located at South Tracy Boulevard at Linne Road, approximately 3-miles northwest, see Figure 2.5.

2.6 ON-SITE BIOLOGICAL CONSIDERATIONS

There are no jurisdictional waters of the United States observed on the project site. The only aquatic habitat on the site is the Byron-Bethany Irrigation District's (BBID) Upper Main Canal. The Upper Main Canal is mapped as a "riverine" feature on the National Wetland Inventory (NWI) map and is depicted as a "blue-line stream" on the United States Geological Survey (USGS) topographic map. Due to its created nature and hydrologic regime, the Upper Main Canal does not meet the technical and regulatory criteria for jurisdictional waters. No vernal pools, seasonal wetlands, marshes, creeks, lakes, or any other areas meeting the technical and regulatory criteria of jurisdictional waters or wetlands were observed on the site.

Due to a lack of suitable habitat, no special-status plants or wildlife are anticipated on the site. Special-status plants generally occur in relatively undisturbed areas in vegetation communities. The concrete-lined California Aqueduct and Delta Mendota Canal, as well as the earthen Banta-Carbona Irrigation District do not provide suitable aquatic habitat for any special-status plants or wildlife species. Additionally, the narrow strips of grasslands along the farm roads within the Specific Plan Area are highly disturbed and do not provide suitable habitats. As such, the potential for habitats within the project site by special-status plants or wildlife species is low.

The Proposed Plan is expected to participate in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), which involves payment of fees and compliance with standard Incidental Take Minimization Measures (ITMMs). The SJMSCP is further discussed below.

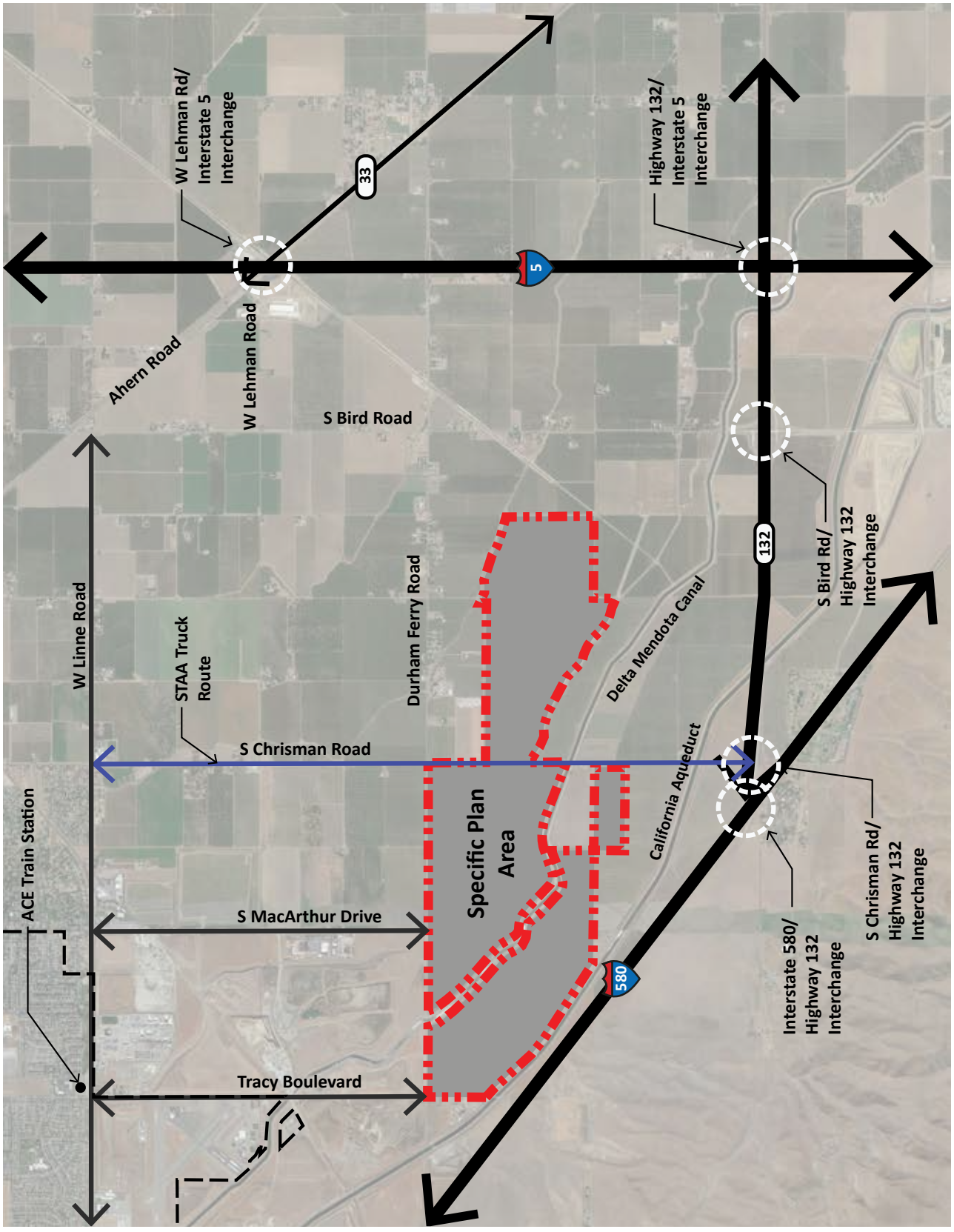

Figure 2.5, Existing Roadways

2.7 EXISTING UTILITIES AND EASEMENTS

Existing wet and dry utilities within the Specific Plan Area are limited and are scaled to serve ongoing agricultural operations and nearby private residential uses. Existing utilities consist of individual water wells with water treatment systems, and septic systems with either holding tanks or leach fields to treat effluent generated by individual parcels. PG&E will be the service provider for electrical and gas services and will implement the required design and installation of infrastructure needed for the Proposed Plan. Additionally, a variety of service businesses will provide data/internet services to support development. A number of existing road and utility easements are located west of Chrisman Road. Figure 2.6 illustrates the location and use of each.

2.8 EXISTING PUBLIC SERVICES

The Specific Plan Area is within the Tracy Rural Fire District and the San Joaquin County Sheriff's District. The Environmental Impact Report (EIR) has reviewed the project for compliance with the General Plan, and other regulatory guidance, to ensure the adequate provision of public safety and fire services relative to the Proposed Plan and the ultimate build-out of the project.

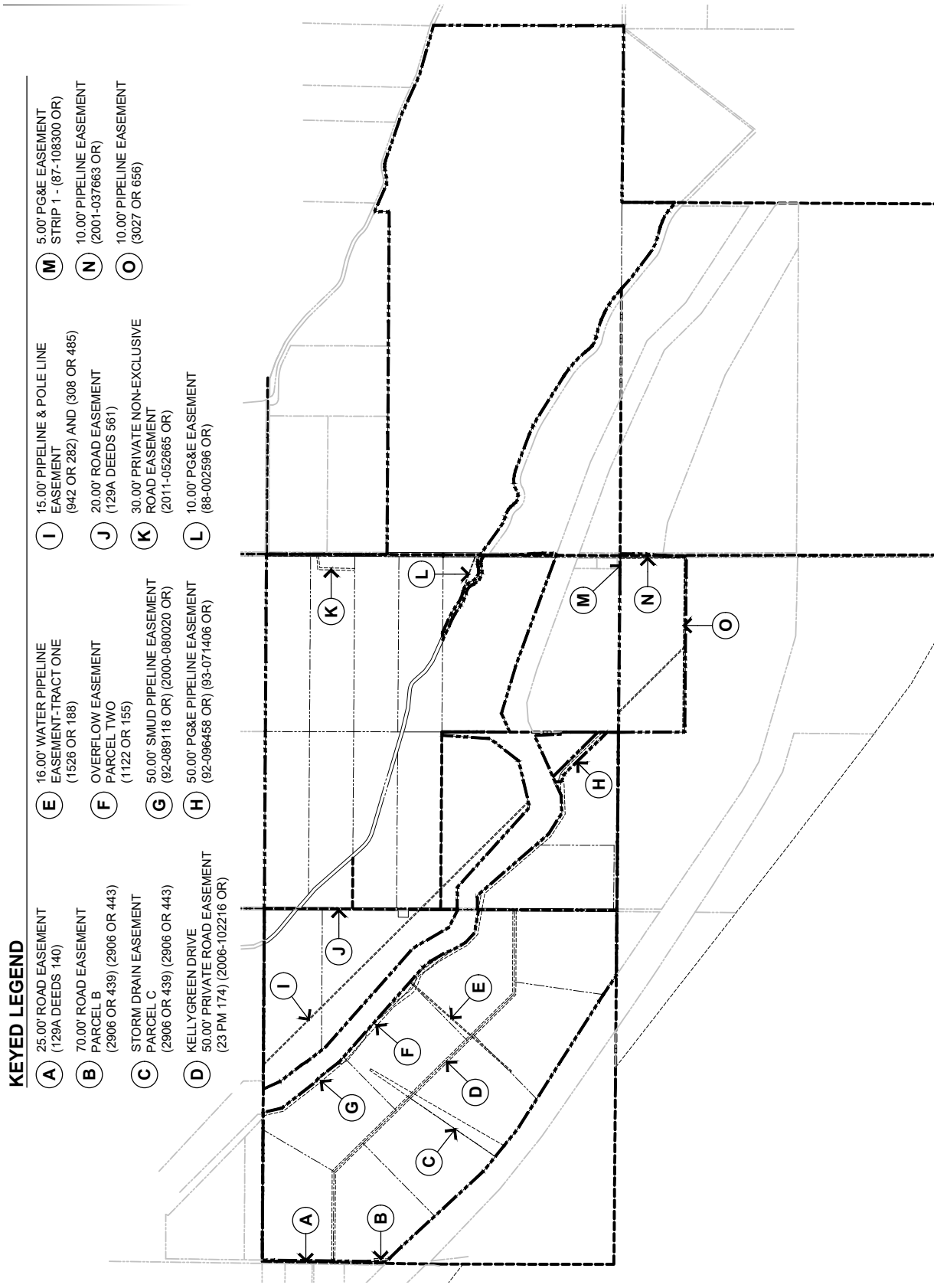

Figure 2.6, Existing Utilities and Easements

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3 LAND USE
PACIFIC GATEWAY

3.1 INTRODUCTION

The San Joaquin County industrial real estate market is experiencing rapid growth due to its central location in California, proximity to major markets along the West Coast, and favorable access to various major transportation networks. These networks include major freeways (i.e., SR-99, I-5, I-205 and I-580), the Union Pacific and Burlington Northern Santa Fe Railway (BNSF) lines, the growing Tracy Municipal Airport, and the Ports of both Oakland and Stockton.

The Proposed Plan envisions a variety of uses within the Specific Plan Area, the majority of which is intended as industrial warehouse and distribution facilities. Additionally, a university campus, commercial retail, business park, and the Veterans of Foreign Wars meeting hall are proposed at the central portion of the site.

Proposed open space, parks, pedestrian and bike facilities will provide for outdoor spaces for both passive outdoor use and recreation and to provide accessibility for both the workforce and the community. Pedestrian and bike trips are also encouraged by a network of trails and sidewalks as an alternative to vehicle trips, see Figure 3.1. In addition, a network of public streets will provide access to parcels within the Specific Plan Area including on-site private interior site circulation and the necessary vehicle parking, including truck and trailer courts.

The Proposed Plan includes zoning designations for General Industrial, General Commercial, Public, and Business Park use types, see Figure 3.2. In addition to the allowed and conditionally allowed uses, development standards and guidelines have been incorporated to guide the design of individual buildings. This will ensure that buildings will meet user requirements while maintaining a commitment to sustainability, quality architecture, and branding consistency for the project.

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

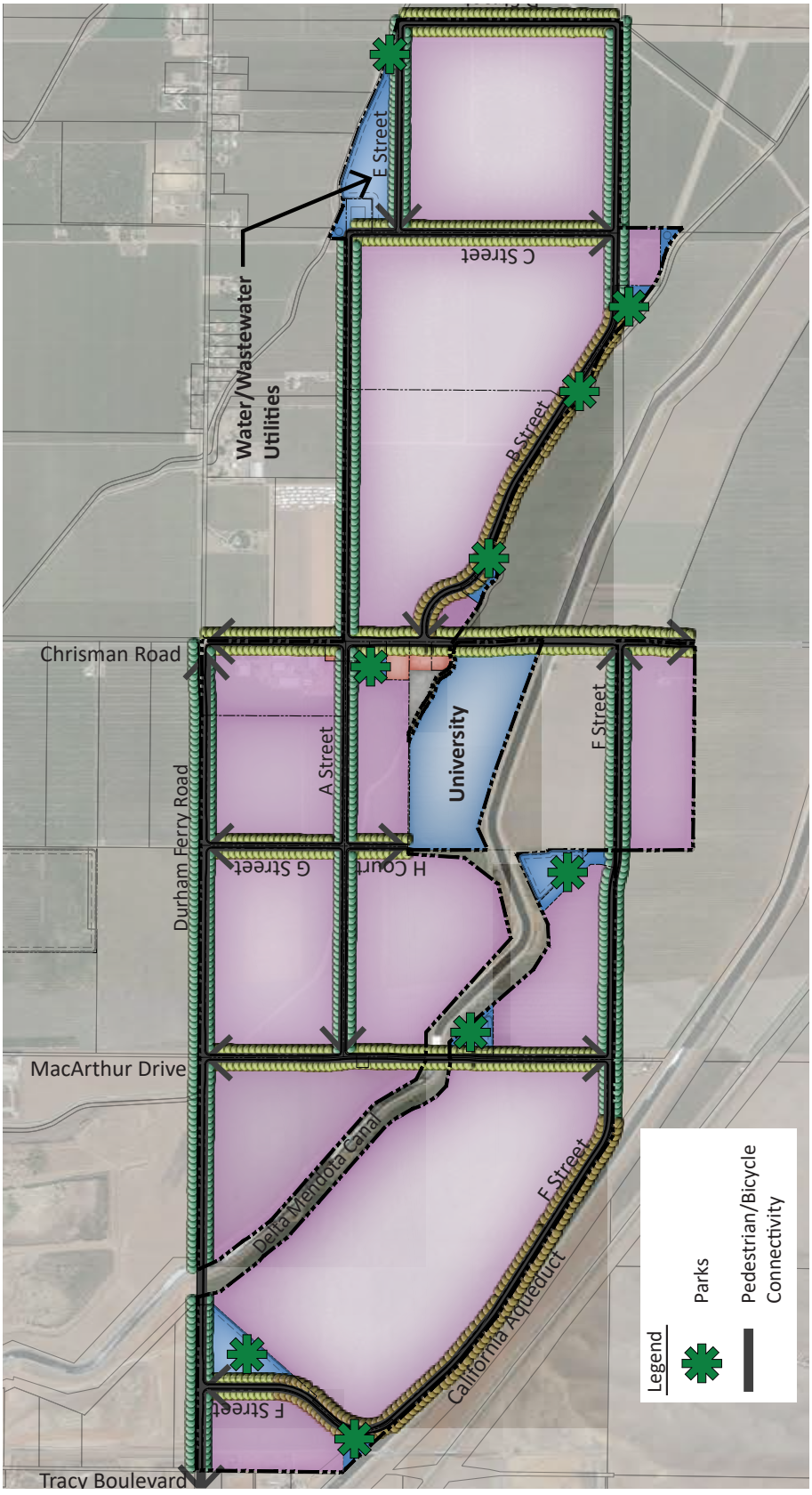

Figure 3.1, Project Concept Plan

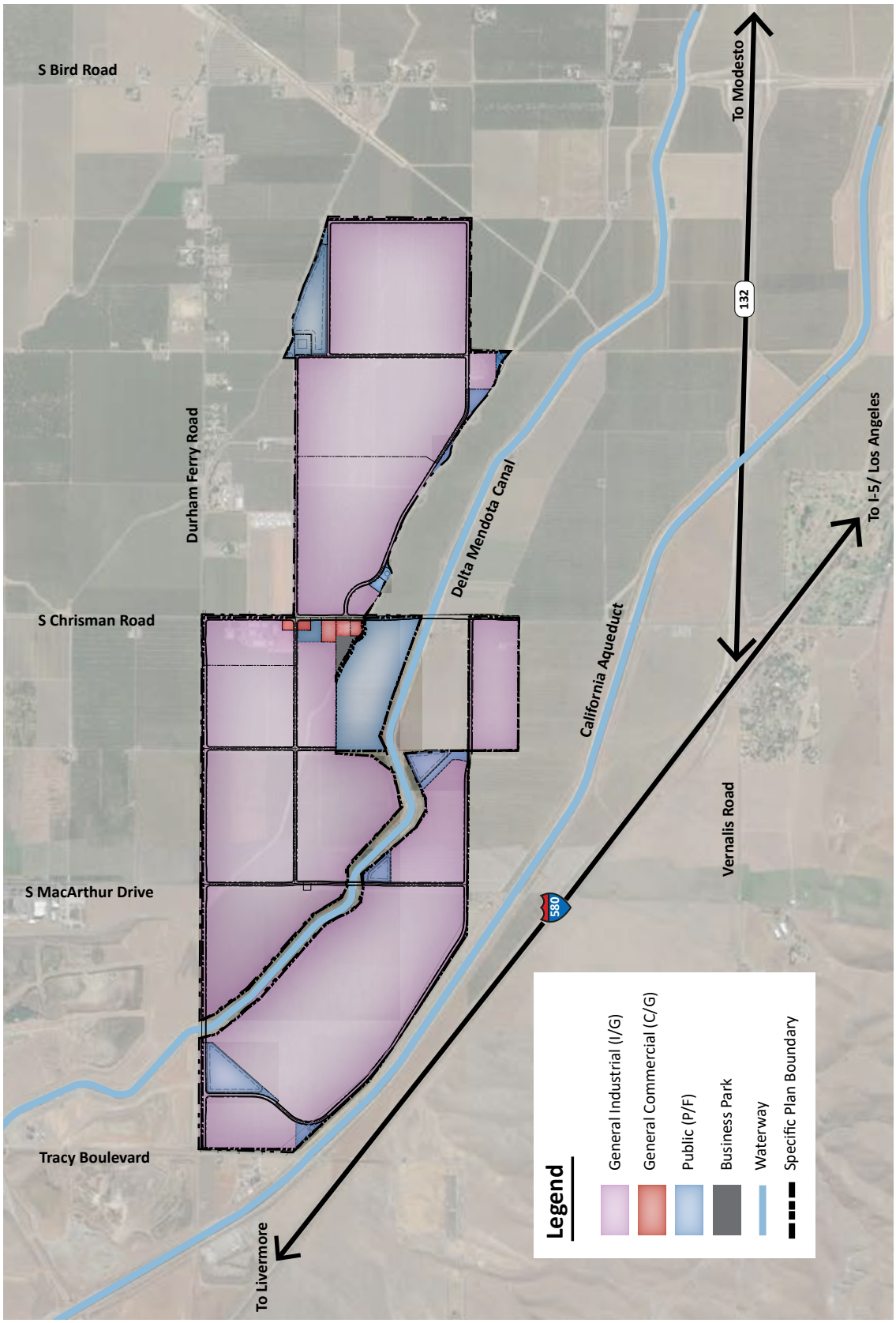

Figure 3.2, Zoning/Land Use Plan

Development flexibility is created through a wide range of permitted and conditionally permitted uses, which anticipate adaptability to the current and future development market, and development standards which will guide the design of buildings, parking, and landscape with a commitment to quality and sustainability. To the extent any regulation in this Specific Plan conflicts with the County Municipal Title, the regulations set forth herein shall prevail. The review process for each type of development application shall be as specified in the County Municipal Title, except as modified herein.

3.2 GENERAL COMMERCIAL

This designation provides for a variety of retail commercial uses and business services designed to serve those working, learning, and living within the Specific Plan Area. As such, priority will be given to goods and services that support those utilizing the industrial and warehouse facilities as well as the university. This commercial zone will be centrally located adjacent to Chrisman Road and will be connected to the surrounding areas by pedestrian, bicycle, and vehicle networks. Typical building types will include single story commercial structures with walk up storefronts.

3.3 BUSINESS PARK

The Business Park Zone is intended to provide for a variety of small-scale office, office/warehouse, research, light industrial, light manufacturing and other service-related businesses. Typical uses may include assembly of electronics, plumbing and building contractors, medical research and supply, and professional offices. This zone can also contain a limited amount of supportive and compatible commercial uses to serve the surrounding business park uses.

3.4 PUBLIC - UNIVERSITY CAMPUS/VETERANS OF FOREIGN WARS(VFW)/PARKS

This designation provides public services and facilities to meet the needs of existing and future residents including higher education, fire protection facilities, public facilities, parks and open space, and flood control improvements.

University Campus

The university campus is intended to expand access to education and research in professional services, liberal arts, health, technology, science, and education sectors. The location of the new campus in southern San Joaquin County will provide vast opportunities for this underserved region. The campus will grow over time, dependent on trends in enrollment growth and interest in the various programs it will offer. At this time, a medical school will be the first program to launch, followed by arts, student support, administration and other facilities. Some initial sports facilities will be developed when sufficient demand exists. Building types will vary based on use and will include facilities for academic classrooms, athletics, recreation, administrative services, as well as performance and special event spaces.

Veterans of Foreign Wars

The Veterans of Foreign Wars (VFW) of the United States is a nonprofit veterans service organization comprised of eligible veterans and military service members from the active, guard, and reserve forces. The VFW provides a variety of programs and services that work to support veterans, service members and their families, as well as the community. The project will include a parcel for a new building and associated parking for the new home of Tracy Post 1537. The facility will provide meeting spaces and offices for the administration of services and outreach to support Veterans. The facility will be available for community events and gatherings including weddings, receptions, and other events. The parking lot will also allow for the parking of recreational vehicles for those Veterans traveling through the area and need a safe and secure location for short-term parking.

Parks

The project also provides for open space areas, park facilities with recreational and open space facilities, as well as many other community amenities. The parks and recreation zone also allows for the construction of flood control infrastructure to provide for storm water bio treatment and retention. Typically, these flood control improvements are envisioned to include exercise stations, picnic areas, sitting areas, concession/food truck service areas, nature areas, and trails. The parks and open spaces will be integrated throughout the Specific Plan Area and will be well-connected via pedestrian and bicycle networks.

3.5 GENERAL INDUSTRIAL

A majority of the Proposed Plan will be zoned General Industrial. This zone is intended to implement the Light Industrial land use category of the General Plan. This designation provides for warehouse, distribution, fulfillment center, light manufacturing and assembly and other light industrial uses requiring large facilities to efficiently move goods. Uses include but are not limited to those permitted or conditionally permitted and are included in Table 3.1. Below is a brief description of the typical permitted and conditionally permitted types of uses envisioned for the project.

Transload Facility
Products stored on-site for more than a month, and the distribution of pallet loads (or larger) of manufacturers, wholesalers, or retailers. This includes short storage duration, high throughput and high efficiency.

Short Term Storage
Warehousing/distribution operated at high efficiency with custom features incorporated into the structure for movement of large volumes of freight.

Consolidation Warehouse
Storage facility where small shipments are combined into larger and more economical delivery trucks bound for similar destinations.

Fulfillment Center
Storage and direct distribution of e -commerce products to end users, shipping of smaller packages and quantities, often includes multiple mezzanine levels for product storage and retrieval.

Automated Sorting Center
Consolidation and distribution of pallet loads (or larger) of manufacturers, wholesalers, or retailers. Short storage duration, high throughput and merchandise movement is performed in part or in full by machines or robotics.

Cold Storage Warehouse
Temperature controlled for frozen and perishable products, building construction includes substantial building insulation.

Parcel Hub
Regional and local freight-forwarder facility, time sensitive shipments using air freight and ground via UPS, FedEx. Site development may include truck maintenance, vehicle wash, and fueling facility.

Last Mile Fulfillment Center
Facility focused on the movement of goods from a transportation hub to the final delivery destination. The final delivery destination is typically a personal residence or a local business. The focus of last mile logistics is to deliver items to the end user as fast as possible. Such a center often involves extensive storage of local delivery vehicles.

Trailer Storage
Includes empty trailers as well as trailers loaded with finished goods for ultimate distribution to businesses and consumers, and trailers containing parts or commodities to facilitate just-in-time delivery to manufacturers.

It is anticipated that these high demand industrial uses will generate significant employment opportunities for the region. Building types in this zone will include standard industrial structures limited to 100 feet in height in areas within the Airport Influence Area, and otherwise limited to 120 feet in the remainder of the project.

3.6 DEVELOPMENT BUFFERS & SETBACKS

Development buffers and setbacks between the General Industrial and other non-industrial land uses should generally be limited to uses located along Chrisman Road and between the university campus that will back up to warehouse and distribution buildings within the Central District. Buffers and setbacks for buildings should be created through perimeter landscaping and vehicle parking lots and truck courts (that may include truck trailer parking) and circulation space. Side yards between industrial buildings and the property lines of non-industrial land uses could vary from a minimum of approximately 150’ to 200’ depending on the layout and configuration of the truck courts.

Truck court side yards which face non-industrial land uses will incorporate a minimum 3' berm or dense landscape with appropriate trees and scrubs within the landscape set back from the non-industrial uses. Buffers and front setbacks along the interior roadway networks should include 20' of landscaping adjacent to the street, either a single or double row of parking, and landscaping adjacent to the building. Front setbacks and buffers should range from approximately 90' to 200' depending on the design and configuration of the vehicle parking. A typical building and parking layout adjacent to the street should also include multiple tiers of landscaping that will provide screening of the building.

Buffers and setbacks for buildings at the perimeter of the project between typical warehouse and distribution uses and existing agricultural uses should generally consist of road circulation, a landscape setback, and either vehicle parking or truck courts parallel to the street. These building buffers and setbacks should range from a street right of way from 70' to 100', a landscape setback of 20', and 90' to 180' for vehicle parking or truck courts. This will create a buffer from the existing agricultural uses that varies from approximately 160' to 280' of separation depending on the site configuration and design.

Additionally, the typical site design parallel to the street should include multiple landscape planting areas to assist in screening the buildings. Truck court side yards which face public streets, or private streets used by the public, will also incorporate a minimum 3' berm with appropriate trees and scrubs within the landscape set back to screen the trucks from view.

3.7 PERMITTED AND CONDITIONALLY PERMITTED USES

Table 3.1 presents the permitted and conditionally permitted land uses within the Project Area. In addition, accessory uses and temporary uses shall be allowed as determined by County Title. This may include temporary construction activities and on-site construction staging areas with concrete and/or asphalt batch facilities. Table 3.2 presents the prohibited uses which will not be allowed within any of the zoning districts within the Project Area.

LEGEND:

P = Permitted Use (Building Permit may be required); T = Temporary Use Permit required; Z = Zoning Compliance Review required; A = Administrative Use Permit by Zoning Administrator; C = Conditional Use Permit by Planning Commission; SPP = Special Purpose Plan required; L# = Numbered limitation at end of table. "NP" = Not permitted

USES	Commercial General [(1)] C-G	Business Park [(1)] B-P	Public [(1)] P-F	General Industrial [(1)] I-L
Nonresidential Use Types				
Administrative Offices	A	A	P	A (3)
Administrative Support Services	A	A	P	A (3)
Veterans Organizations	A	C	P	NP
Agricultural Processing				
Preparation Services	NP	NP	NP	A (4)
Food Manufacturing	NP	NP	NP	A (4)
Auto Sales & Services				
Operable Vehicle Storage	A (3)	A (3)	NP	A (3)
Parking	A (3)	A (3)	NP	A (3)
Building & Maintenance Services	NP	A	NP	A (3)
Child Care Services				
Child Care Centers	A	A(3)	A (3)	A (3)
Communication Services				
Type I	NP	NP	A (3)	A (3)
Construction Services				
Light	NP	A (4)	NP	A (4)
Eating Establishment				
Convenience (Market or Deli to provide food services on university campus)	A	NP	A (3)(6)	NP
Full Service (On Campus restaurant for students)	A	A	A (3)(6)	NP
Educational Services				
Commercial/Trade School	A	A	A	C
General	A	A	A	NP
Gasoline Sales				
Service	A	NP	NP	NP
Combination with convienience market or deli	A	NP	NP	NP
General Industrial				
Limited	NP	NP	NP	A(2,5)
Intermediate	NP	NP	NP	C(5)
High Technology Industry	NP	C(4)	NP	C(4)
Laundry Services	A	C	NP	NP
Liquor Sales				
On-Premises (University campus bar or restaurant)	A	NP	A(6)	NP
Off-Premises	A	NP	NP	NP
Professional Services	A	A	A	NP
Public Services				
Administrative	NP	NP	A	NP
Essential	NP	NP	A	NP

Table 3.1, Permitted and Conditionally Permitted Uses

LEGEND: P = Permitted Use (Building Permit may be required); T = Temporary Use Permit required; Z = Zoning Compliance Review required; A = Administrative Use Permit by Zoning Administrator; C = Conditional Use Permit by Planning Commission; SPP = Special Purpose Plan required; L# = Numbered limitation at end of table. "NP" = Not permitted					
USES		**Commercial General [1] C-G**	**Business Park [1] B-P**	**Public [1] P-F**	**General Industrial [1] I-L**
Recreation					
	Parks	A	A	A	A
Religious Assembly					
	Neighborhood (University campus or buildings not in use during evenings/Weeekends)	C	C	A(6)	C
Research & Laboratory		NP	C(4)	A(4)	NP
Retail Sales & Services					
	Primary (Book store, convenience market on university campus)	A	A	A	NP
	Intermediate	A	A	NP	NP
	General (Food or product sales as part of the larger use)	A	NP	NP	A (3,5)
Truck Sales & Services					
	Parking	NP	NP	NP	A
	Truck Terminal	NP	NP	NP	A
Wholesaling & Distrbution					
	Light	NP	NP	NP	A(2,5)

NOTES:

(1) Any change in an existing use to a new use allowed within the respective zoning areas defined in Table 3.1 which requires a Site Approval shall be permitted without the need to process a subsequent Site Approval. A Use Permit will still be required for those uses as defind in the above table unless the subsequent use, as determined by the Review Authority, is consistent with prior use for which the original use permitted was granted.

(2) May include Uses as further defined in Section 3.5

(3) Allowed use only when it is incidental and subordinate to the principal use of the lands on which it is located.

(4) Use must be conducted wholly within a building, including storage.

(5) May include warehouse style retail commercial uses which is incidental and subordinate to the principal use of the lands on which it is located.

(6) Allowed only as a secondary or accessory use to primary post-scondary education use - i.e. incidental to university campus uses.

Prohibited Uses (All Categories)
Uses
Adult Businesses or Adult Uses
Massage Parlors
Trash Transfer Stations
Outdoor Recycling Facilities
Composting Facilities
Junk Yards and Automobile Wrecking Yards
Explosives Handling
Funeral and Interment Services
Animal, Poultry, and Fish Farming, Including Breeding, Raising, Maintaining, or Slaughtering
Any Use Prohibitted by State or Federal Law

Table 3.2, Prohibited Uses

3.8 DEVELOPMENT STANDARDS

Development standards have been prepared to guide the design of improvements within the various use zones outlined in Sections 3.3 through 3.6 above. Table 3.3 presents the standards for development which include minimum setback requirements, maximum building heights, and landscape setbacks. No lot shall be created with size or dimensions rendering it incapable of meeting the land use, public utilities, or development standards of this project.

Development Standards by Zoning District				
	General Commercial (GC)	Business Park (BP)	Public (PF)	Industrial (IG)
MAXIMUM LIMITS				
Building Coverage (%)	30%	50%	50%	60%
Building Height	60'	60'	60'	100'/120'
Maximum Freestanding Light Pole Height	40	40	40'	40'
MINIMUM SETBACKS				
Front Yard/Street	20'	20'	20'	20'
Side Yard - street/non-street	20'/ None	20'/None	10'	20'/None
Rear Yard - street/non-street	None	None	10'	None

Table 3.3, Development Standards

3.9 PHASING

The Proposed Plan will be developed in phases based on market demand. This demand will guide building size and site configuration at the time of development. In addition, each subsequent phase will expand upon the Initial Phase development street of network and utility systems to provide the vehicle access and utility infrastructure systems needed to develop individual parcels, see Figure 3.3.

The Initial Phase of the development will include development of warehouse and distribution buildings east of Chrisman Road, a portion of the University Campus, and the VFW facility, see Figure 3.4. The Initial Phase will also include the necessary roadways, water, wastewater, recycled water, and storm drainage and detention basin improvements needed to support development. It is anticipated that the Initial phase of development will be constructed over time based on market and student demand. The VFW facility is expected to be completed concurrent with the first warehouse building(s).

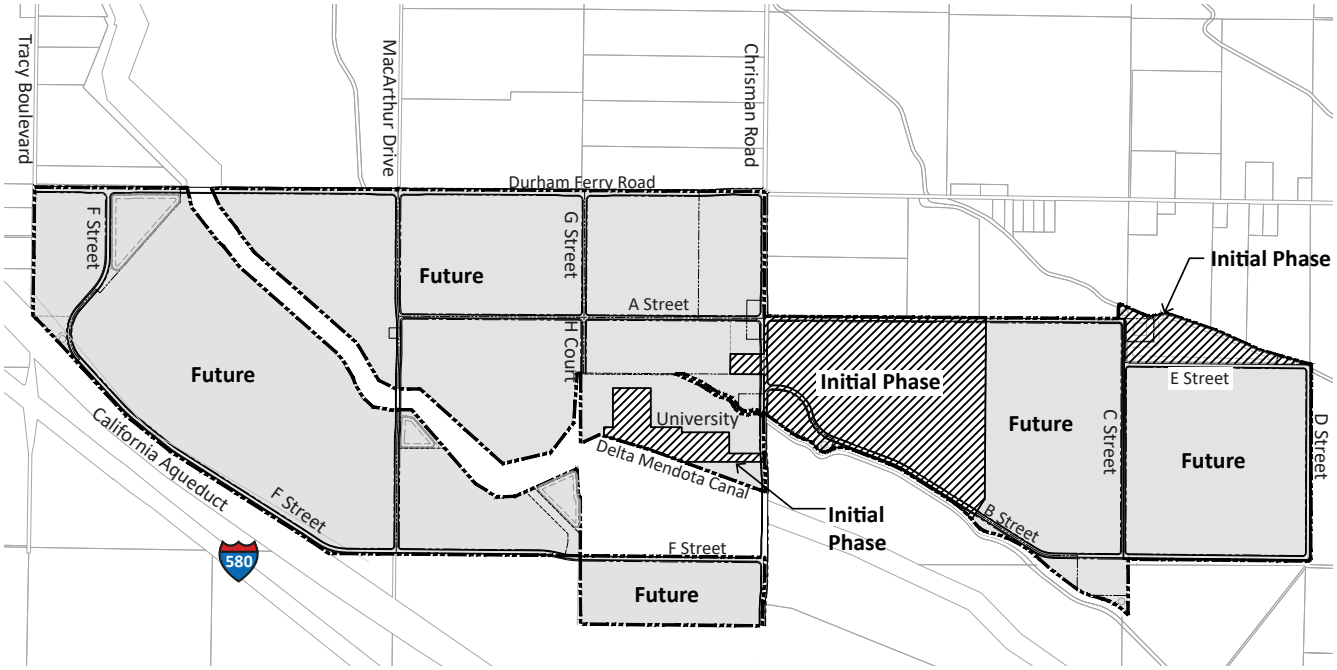

Figure 3.3, Conceptual Phasing Plan

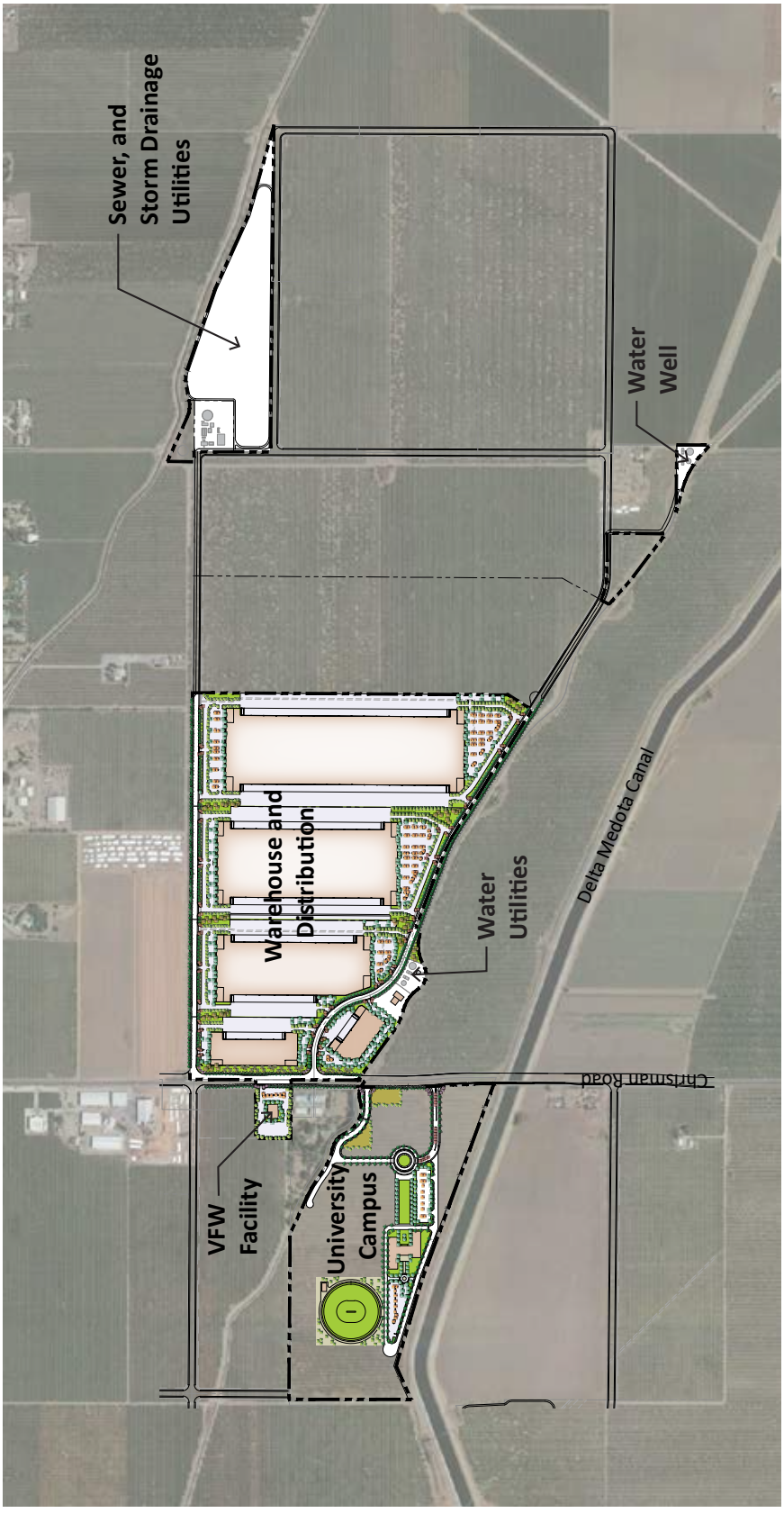

Figure 3.4, Conceptual Site Plan

3.10 OFF-STREET PARKING

Off-street parking requirements as outlined in Table 3.4 shall apply to the Pacific Gateway Specific Plan. Land uses not identified will default to the San Joaquin County Development Title for parking requirements.

3.11 LANDSCAPE STANDARDS FOR OFF-STREET PARKING AREAS

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

Required Off-Street Parking

Use	Required Parking based on use
Retail Commercial	One space per 250 square feet of gross floor area.
Offices: businesses, professional	One space per 250 square feet of gross floor area.
Cafes, restaurants and other establishments for the sale and consumption of food and beverages	Dining: one space per 45 square feet of customer area and one space per 250 square feet of all other areas.
Warehouse and storage buildings	One space per 1,000 square feet of the first 20,000 square feet of gross floor area, plus one space per 2,000 square feet of the second 20,000 square feet of gross floor area, plus one space per 4,000 square feet of the remaining square feet of gross floor area.
Business Park Manufacturing, processing, and assembly	One space per 600 square feet of grosss floor area, or if the number of employees on the maximum work shift can be verified, one space per one employee on the maximum work shift.

Table 3.4, Required Off-Street Parking

3.12 SIGN STANDARDS

Project gateway, secondary entry, monument/wall, directional, and address signage are important for consistent business identification. Prominent signage provides wayfinding and navigation throughout the site, see Figure 3.4.

Gateway Signage

At the southern entry of the Project at Chrisman Road, signage will denote the main entry and gateway to the Pacific Gateway. The signage will feature two vertical column elements to create a bold entry statement, see Figure 3.5 for locations. The two vertical elements will be located outside the road right of way and will be located on private property, see Figure 3.6. The gateway will include the Pacific Gateway name split between the two signage structures and will include the logo for the project. The sign includes a 26' column element to frame the entry, a 23' element with the project name with halo illuminated lettering, and a smaller 6' wall that transitions to the street level. Signage will utilize similar materials and colors as the building architecture consisting of a brownish horizontal tile with a wood grain appearance, a white aluminum composite panel (ACM) as the background for the lettering, and a concrete grey base to anchor and support the signage structure.

Secondary Entry Signage

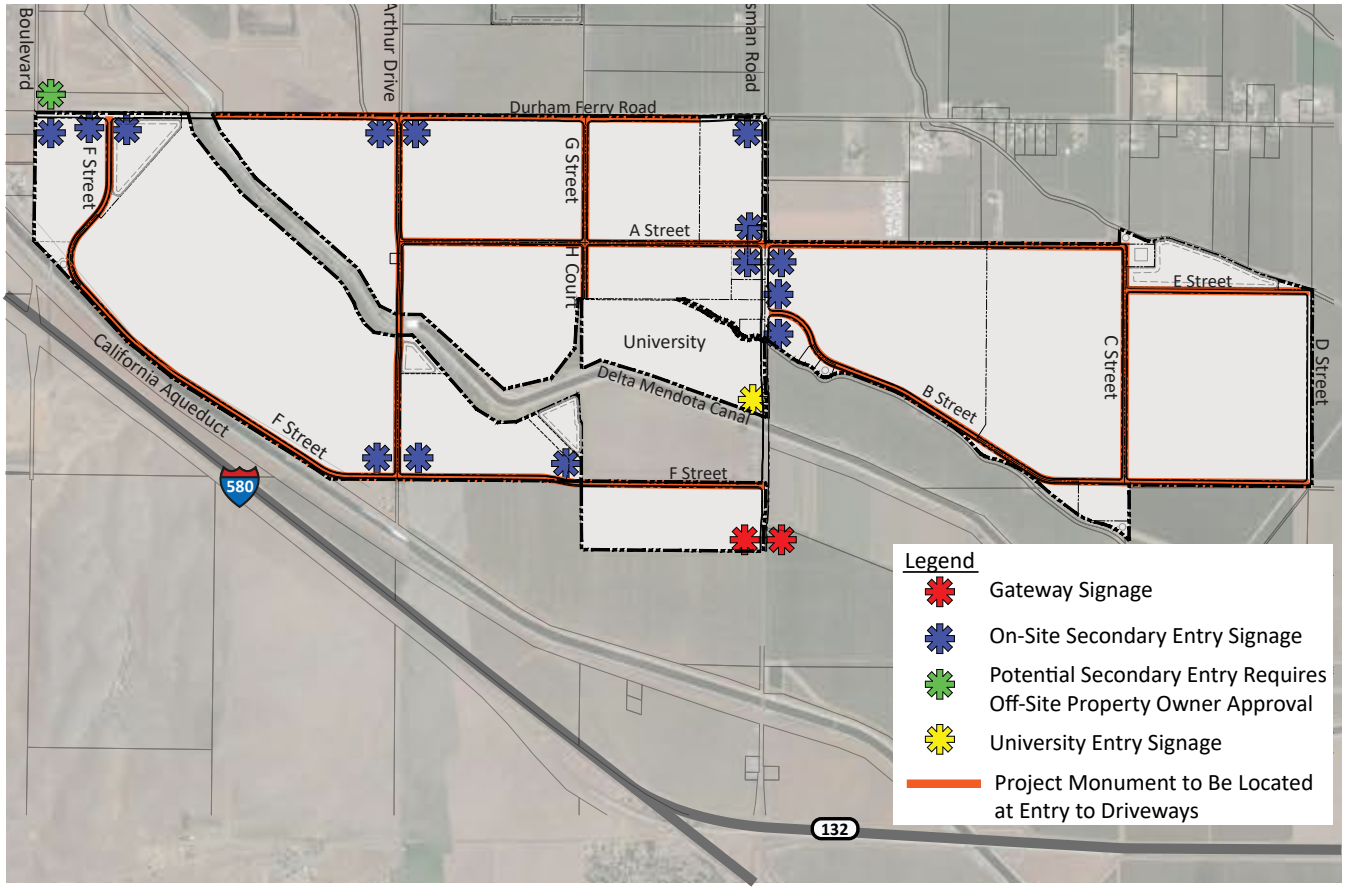

Figure 3.5, Project Signage Locations

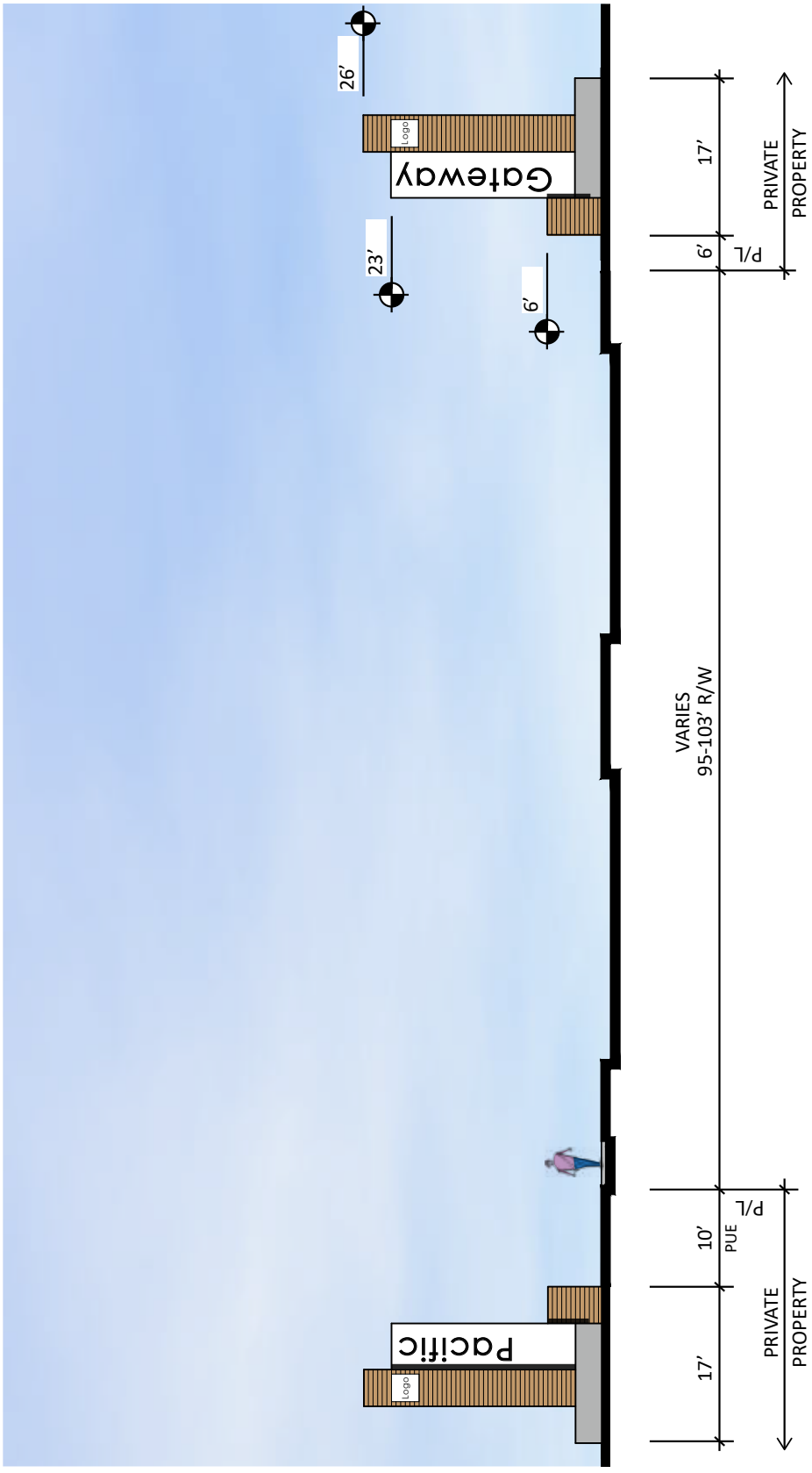

Figure 3.6, Gateway Signage

Secondary entry signage will delineate the project entrance from the north into the business park from Chrisman Road at Durham Ferry Road, MacArthur Drive at Durham Ferry Road, and Tracy Boulevard at Durham Ferry Road, see Figure 3.7. The entry signage corners will feature a more horizontal appearance with a 9' high vertical element located adjacent to the street right of way, a 6' white aluminum composite panel (ACM) as the background for the halo illuminated lettering, and a 4' wall which will transition and anchor the signage. The secondary entry signage will utilize similar materials and colors as discussed in the gateway signage description.

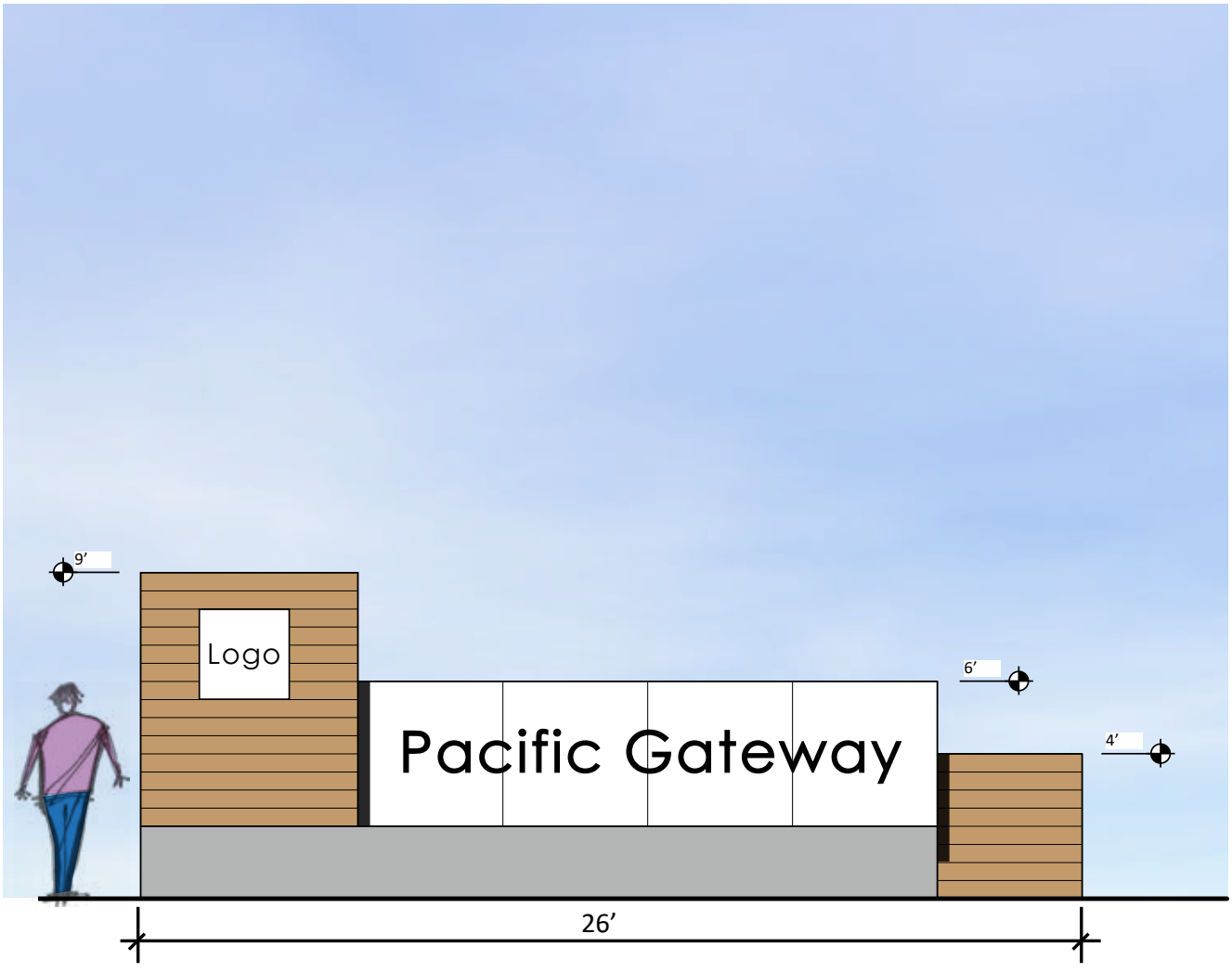

Figure 3.7, Secondary Entry Signage

Monument Signs
Monument signs will assist with wayfinding and will denote the vehicle entry points to individual businesses. Monument signage will feature a more horizontal appearance at a smaller scale than the secondary entry signs, see Figure 3.8. The signage will consist of a 6' high vertical element located towards the building, a 5' white aluminum composite panel (ACM) as the background, and a 3' wall which will transition and anchor the signage. The monument signage will utilize similar materials and colors as in the gateway signage. Monument signage placement shall not obstruct vehicular sight lines, as set forth in the San Joaquin County Municipal Title.

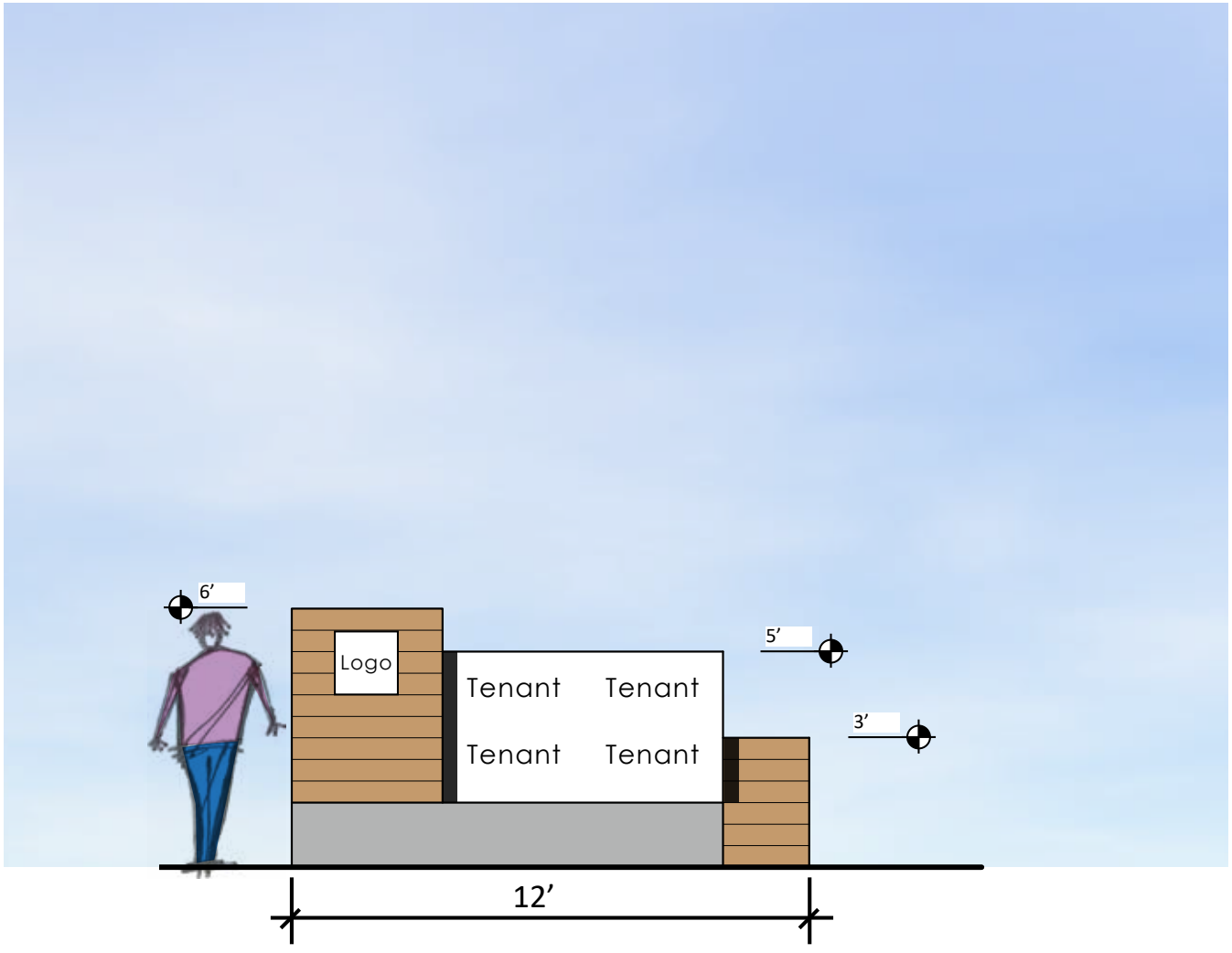

Figure 3.8, Monument Signage

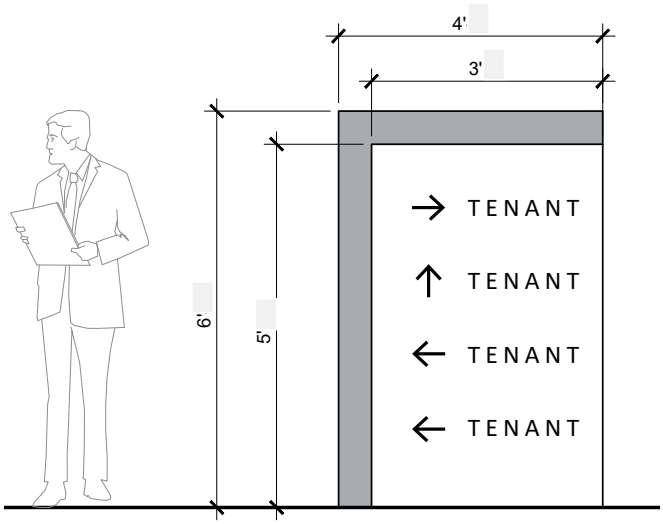

Figure 3.9, Directional Signage

Directory and Directional Signage
Directory and directional signs will assist visitors with on-site wayfinding, denote the location of business entries, and assist with on-site vehicle circulation. Directory and directional signs shall be located a minimum of 20 feet from public rights-of-way and must be oriented to on-site visitors, see Figure 3.9.

Wall Signs
It is important that wall signs be proportional to the scale and mass of the large industrial buildings. Due to the size, building mass, and building setbacks from the street frontages, wall signs will be important to identify tenant(s) located within each building complex. Figure 3.10 and 3.11 depict the typical locations for wall signage and logo elements, which can be positioned on either the end of building or above the loading docks to allow for maximum visibility. The total building sign area allowed on each parcel shall be calculated as the sum of the sign areas of all types of signs, not to exceed one square foot of sign area for each lineal foot of building elevation frontage of business being advertised.

Address Wall Signs
Address wall signs identify building addresses and may include a logo element. Placement and height of these signs is subject to building and fire department regulations, see Figure 3.10.

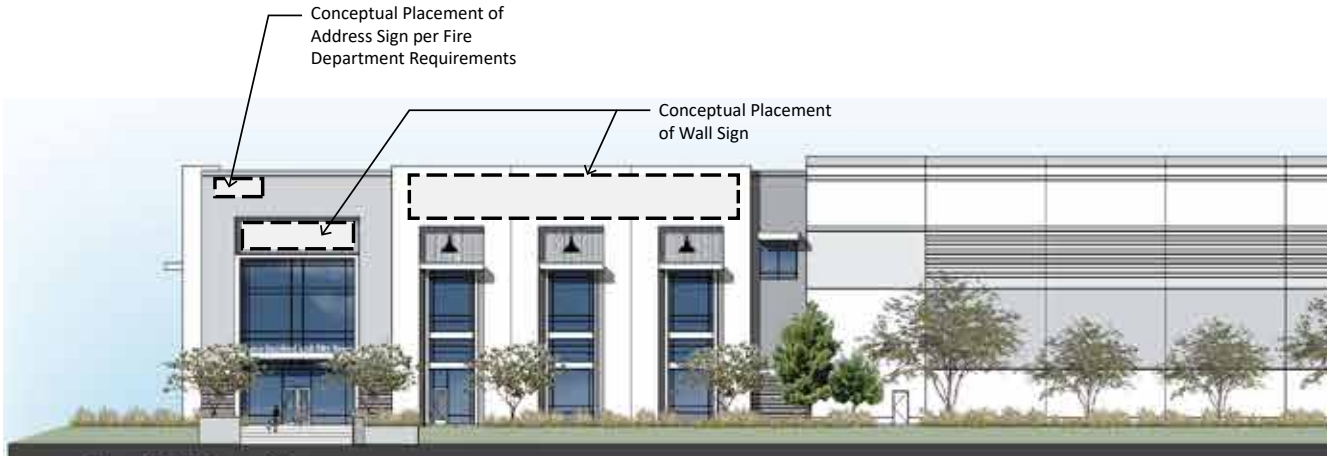

Figure 3.10, Building Tenant Wall Signage

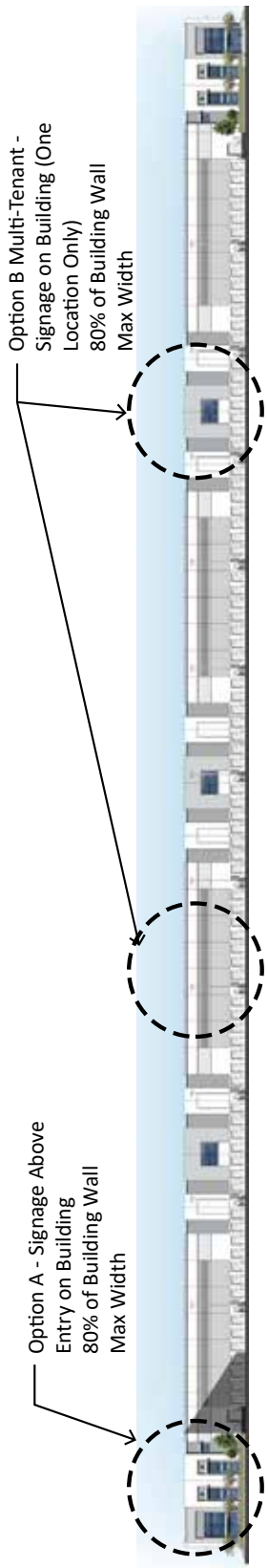

Figure 3.11 Building Wall Signage Locations

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4 DESIGN GUIDELINES
PACIFIC GATEWAY

4.1 INTRODUCTION

The design guidelines set forth in this chapter apply to the site planning, vertical development/architecture, and landscape elements for the proposed zoning designations within the project. The guidelines are intended to establish an overall design theme and character, deliver environmentally responsible design solutions, and contribute to the economic vitality of the surrounding communities and region. The guidelines are to be used in conjunction with the Development Standards in Chapter 3, which provide standards for building and landscape setbacks, building height, intensity of development, and permitted and conditionally permitted uses. Chapter 8 outlines the Development Review process that the County will complete, and these guidelines will be used to evaluate the development applications in order to make the necessary findings for project approval. In the case of conflict between the provisions of this Specific Plan and San Joaquin County Title, the provisions herein shall take precedence.

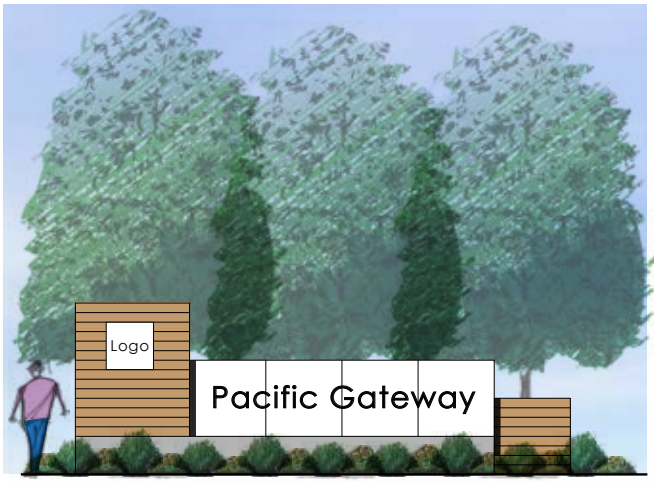
The goal is to guide design solutions that:

1. Establish a sense of place through consistency with development criteria and the use of architectural design themes, site design elements, and use of materials and colors.
2. Guide site planning and building orientation to capitalize on the location and unique opportunities of each individual site.
3. Create a comprehensive landscape theme that establishes consistency between individual project and the street corridors that connect them.
4. Provide a standard to address design flexibility to allow for a variety of development options and to promote compatibility with the surrounding communities.

4.2 DESIGN ELEMENTS

The Specific Plan provides a framework for design and development to allow County staff to evaluate and approve entitlement applications. These elements include the following:

Streetscape Example



Project Entry

A. Site Design

Site design will be a key evaluation element in combination with the building architecture and landscape design that will create design edges. Views of loading docks and service doors shall be minimized from view from these public street corridors with either landscaping, berming, or screen walls or any combination of these methods. Building architecture and orienting the office function to face the street and corners will be important to create a strong streetscape experience.

B. Building Architecture and Design Detail

Consistent use of branding will establish the project's contemporary design theme will be established through the use of complementary building, site, and architectural detailing, design elements, and use of similar materials and colors. The building construction will likely consist of wood or steel framed structures for the retail commercial and university buildings, and concrete tilt-up for the warehouse and logistics buildings. Insulated Metal Panel or Non-Insulated Metal Panel (IMP/NIMP) construction may be utilized whole, or in conjunction with concrete tilt-up or steel/wood frame construction. Where viable and economically feasible, sustainable methodologies may be employed in lieu of concrete tilt-up. An example might include utilizing an IMP/NIMP or other similar envelope material over cross-laminate timber-framed building walls.

C. Landscape Design and Street Corridors

Creating a consistent landscape theme to the streetscape and on-site design will provide a unifying visual look and will assist in reinforcing the branding for the project. Utilize sustainable landscape design practices which may include native and climate adapted plant species, high-efficiency irrigation, and locally sourced and recycled materials. This approach to the design will create a contemporary California landscape that is attractive, yet resource-efficient and relatively low-maintenance. The scale and location of landscape design features will complement the street circulation framework established for the project.

Screen Parking with Landscaping and Berming

Design Building Footprints with Recesses to Create Plazas

D. Signage

Signage will help create a sense of project entry and provide tenant identification. The entry signage, landscape and building monument tenant signage will incorporate the overall project theme of contemporary design. Thoughtful placement of signage, along with the use of high-quality sustainable materials, will allow for subtle integration with the landscape.

4.3 COMMERCIAL DESIGN GUIDELINES

Development will include a mix of retail commercial uses, businesses, and professional services. Buildings should frame the street and be sited at the minimum building/landscape setback required. Buildings should be clustered to create plazas and framed spaces for seating, fountains, and other design amenities.

Site planning should orient buildings to face the primary street frontage to maximize exposure for the retail businesses. Drive aisles should be oriented parallel to the buildings to provide for easy pedestrian access to the buildings. A pedestrian pathway should be incorporated into the project to provide a linkage and clear pathway for safe pedestrian access between buildings and the street. A typical illustrative site plan is presented in Figure 4.1. Site Planning guidelines for commercial uses will be as follows:

- Buildings should be oriented to face the main public street so that businesses and commercial uses are highly visible.
- Commercial uses fronting Chrisman Road and Road A shall be setback at the minimum 20' building/ landscape setback.
- Design building footprints with offsets, recesses, and create courtyards, and plazas to provide for a variety of outdoor gathering places.
- Trash enclosures shall be completely screened from public streets and to allow for adequate collection vehicle turning and access.
- Site planning shall anticipate the location of above ground utilities and backflow preventers and be screened from public view when feasible. Use landscaping or "green screen" walls to reduce the visibility of utilities and other infrastructure that require location above ground.

Figure 4.1, Conceptual Commercial Plan

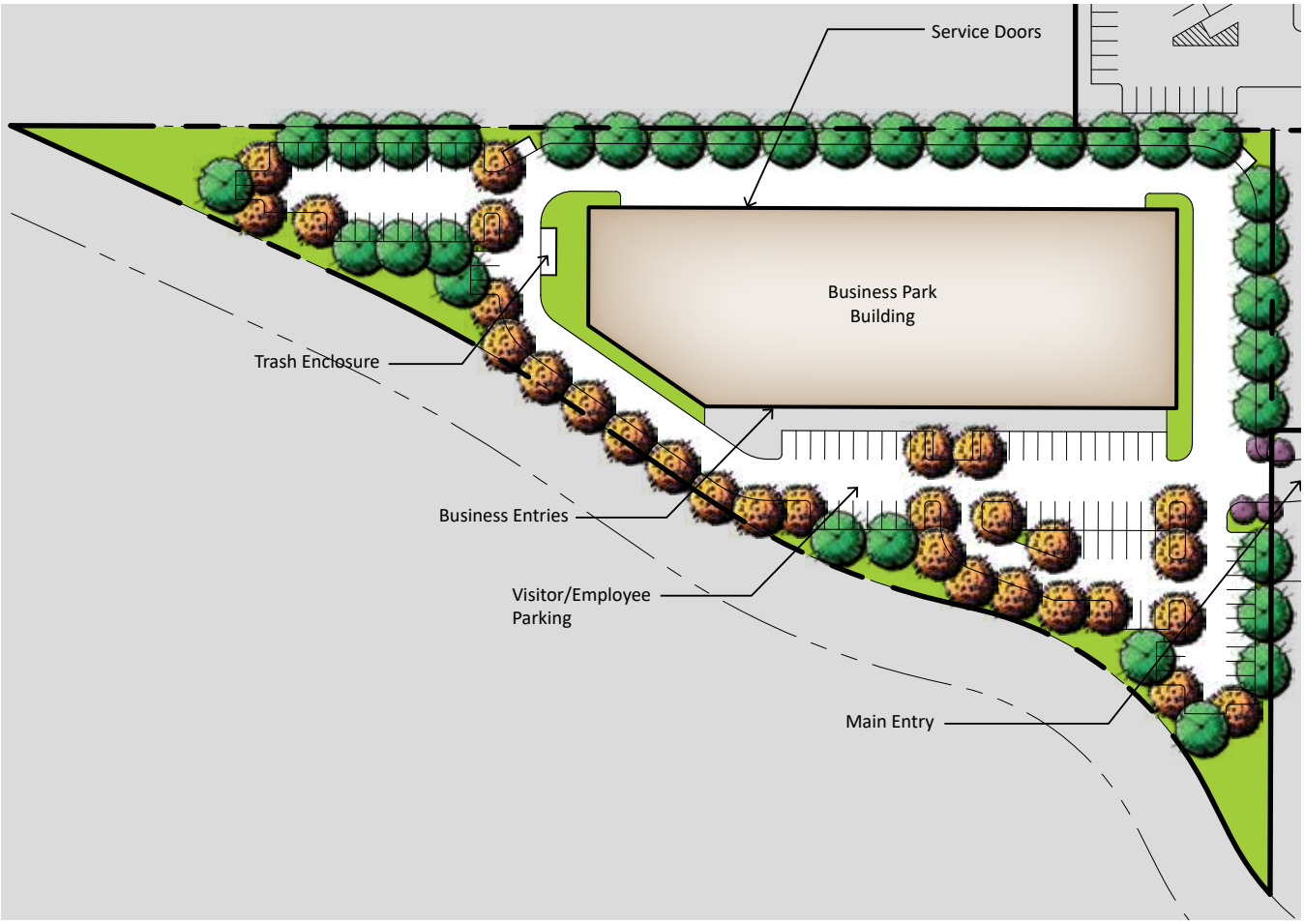
4.4 BUSINESS PARK DESIGN GUIDELINES

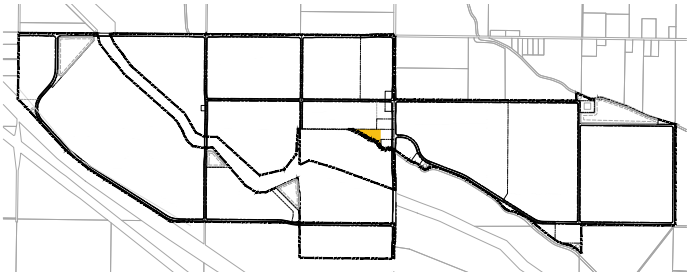
The Business Park Zone allows for the development of corporate offices, warehousing, light manufacturing, wholesaling, and professional offices, and services. Site planning should orient buildings to face the primary street frontage to maximize exposure for businesses and office functions. Truck parking and service doors should be located behind buildings and screened with landscaping and berming. Employee parking should be located parallel to the building to to provide easy access to the building entries. A typical illustrative site plan is presented in Figure 4.2. The following guidelines have been established for development of the Business Park parcel:

Orient Buildings so Service Doors Oppose Each Other

Parking Shall be Adjacent to Main Circulation Road

- Service dock doors are not allowed to face the main circulation streets.
- Development with more than one building should orient buildings so that service doors oppose each other to screen views of trucks and loading dock.
- Parking shall be located adjacent to the main circulation road to provide additional building setbacks to reduce building mass.
- Site planning shall provide for two "tiers" of landscaping adjacent to the main circulation streets:
    1. A 20' minimum landscape setback from the property boundary paralleling the main circulation road.
    2. Landscaping within the parking field shall be required to meet the minimum parking shading requirements for San Joaquin County Title.
- Parking along the main circulation road should be screened by use of landscaping, low berming, or low walls or a combination of all.
- Screen views of interior facing service dock doors that may be visible from the main circulation road with landscaping, berming, screens walls, or any combination of these.
- The main building elevation with street frontage should include additional articulation of roof or parapet and wall design.





Key Map

Figure 4.2, Conceptual Business Park Plan

4.5 PUBLIC DESIGN GUIDELINES

University Design Guidelines

The Public Zone allows for the development of a university campus which benefits from being organized into use zones that allow for efficient operations and circulation throughout the day. A relatively compact academic zone allows for easy access between classes and destinations. Athletics and recreational uses are likewise often co-located so that supporting amenities such as gyms, changing rooms, or equipment storage can be in close walking proximity. Figure 4.3 illustrates how the various programs are currently envisioned for the campus. The individual buildings and academic programs are likely to evolve over time. The site plan indicates how buildings, circulation (especially pedestrian) and open space can create a special environment suited to the local climate and supportive of a diverse learning environment. Ideas for outdoor landscape treatments and special gardens are also illustrated for various locations. Site planning and campus design will be guided by the following principals:

University Outdoor Amenities
Source: Page Architects

- Locate buildings, circulation (especially pedestrian) and open spaces to create environments sited to the local climate and supportive of learning and university environment.
- Include outdoor spaces and amenities that support the uses of the adjacent building and facilities to allow for socialization and views of outdoor performances and learning experiences.
- Provide interior vehicular roadway circulation that provides looped access to the entire campus and parking lots.

University Outdoor Amenities
Source: Page Architects

Source: Page Architects

Figure 4.3, Conceptual Campus Plan

Typical Use of Shade Structures
Source: Page Architects

Typical Building Design
Source: Page Architects

- Create pedestrian connections from parking lots to campus buildings, and outdoor spaces which include landscaping, tree shading, seating, and security lighting.
- Provide pedestrian linkages from the campus to the surrounding areas through internal road circulation and pathways to the surrounding street network.
- Include bicycle pathways within the campus and provide linkages to the surrounding street network.
- Locate parking mostly at the perimeter and near destinations to create the central portion of the campus free of vehicles.
- Include shade structures and large canopy tree species to provide shaded outdoor areas throughout the interior of the campus.
- Select trees, shrubs, and accent planting that provides for seasonal variation and visual interest throughout the year.
- Design the buildings/forms to relfect the rural character of the site and its agricultural history.
- Focus on sustainable site and building design to include strategies for capturing prevailing winds, solar orientation for buildings and solar panels, and rainwater collection for reduced water use.

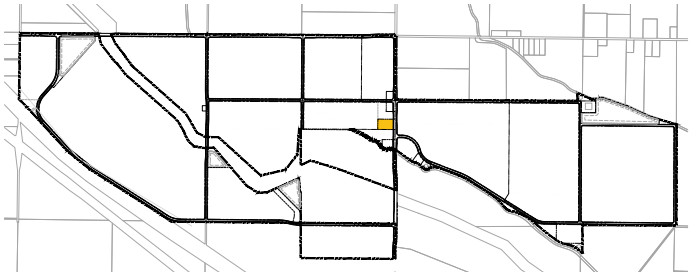
VFW Design Guidelines
The VFW facility will provide offices, meeting spaces, and will also be available for community events and gatherings. Outdoor spaces around the building will also allow the facility to provide for additional uses and events. Parking of recreational vehicles will be provided for those Veterans traveling through the area, creating a safe and secure location for short-term parking.

Site planning should orient the building and main entry to face the primary street to create a sense of place and arrival to the facility. Guest parking should be located around the building to allow for easy access to the entries and outside gathering spaces. A conceptual illustrative site plan is presented in Figure 4.5.

The following guidelines have been established to guide development of the parcel:

- Locate the main building entry to face the street to create a clear sense of entry to the facility.
- Create open spaces for community gatherings and events suited to the local climate with shade and wind protection.
- Include trees, shrubs, and walls to create, frame, and screen open spaces with.
- Provide looped site circulation for easy access to the parking lots and recreational vehicle parking area.
- Create pedestrian connections from parking lots to the VFW facility and outdoor spaces. Landscaping, tree shading, seating, and security lighting will enhance the pedestrian experience.

Figure 4.4, Conceptual VFW Elevation Source: HPA



Key Map

Figure 4.5, Conceptual VFW Plan

4.6 GENERAL INDUSTRIAL DESIGN GUIDELINES

General Industrial development will consist of larger parcels that can accommodate large buildings. Concrete tilt-up panels should include simple architectural expressions using reveals, score lines, and paint finishes to establish a design solution that is consistent between all buildings. On longer elevations, the use of parapet height variation, score lines, minor panel relief design elements, paint colors, and alternate materials should be utilized to minimize building massing. Accordingly, buildings may be designed to face office functions and orient entries toward the street. Screening of truck and trailer parking, loading docks, and service doors with either landscaping, berming or screen walls or any combination of these methods will be incorporated. Parking should also be screened with landscaping and berming and include trees to provide appropriate shading to reduce heat gain. A typical illustrative concept site plan is presented in Figure 4.6, and incorporates the following principles:

Office Area of Industrial Facilities Should Face Street

Include Private Employee Break Area Spaces

a. Site Planning and Building Orientation

- Office areas of industrial buildings should face and be accessible from the primary street frontage.
- Provide pedestrian connections between the street and the office function of the warehouse buildings.
- Buildings should include private employee break area spaces.
- Site planning and parking lot design should consider view corridors from the public streets to businesses for the placement of signage, and scale and location of special architectural features.
- Main vehicle access drives shall be oriented to provide visitors with a clear view of building entrances.
- Entry landscaping should be distinctive and enhance the sense of place. Design elements may include monoliths, low ornamental walls or fences, and accent and color planting.
- Signage and landscape enhance should enhance the entries that serve the main building points of entry for the general public from truck and service entries.

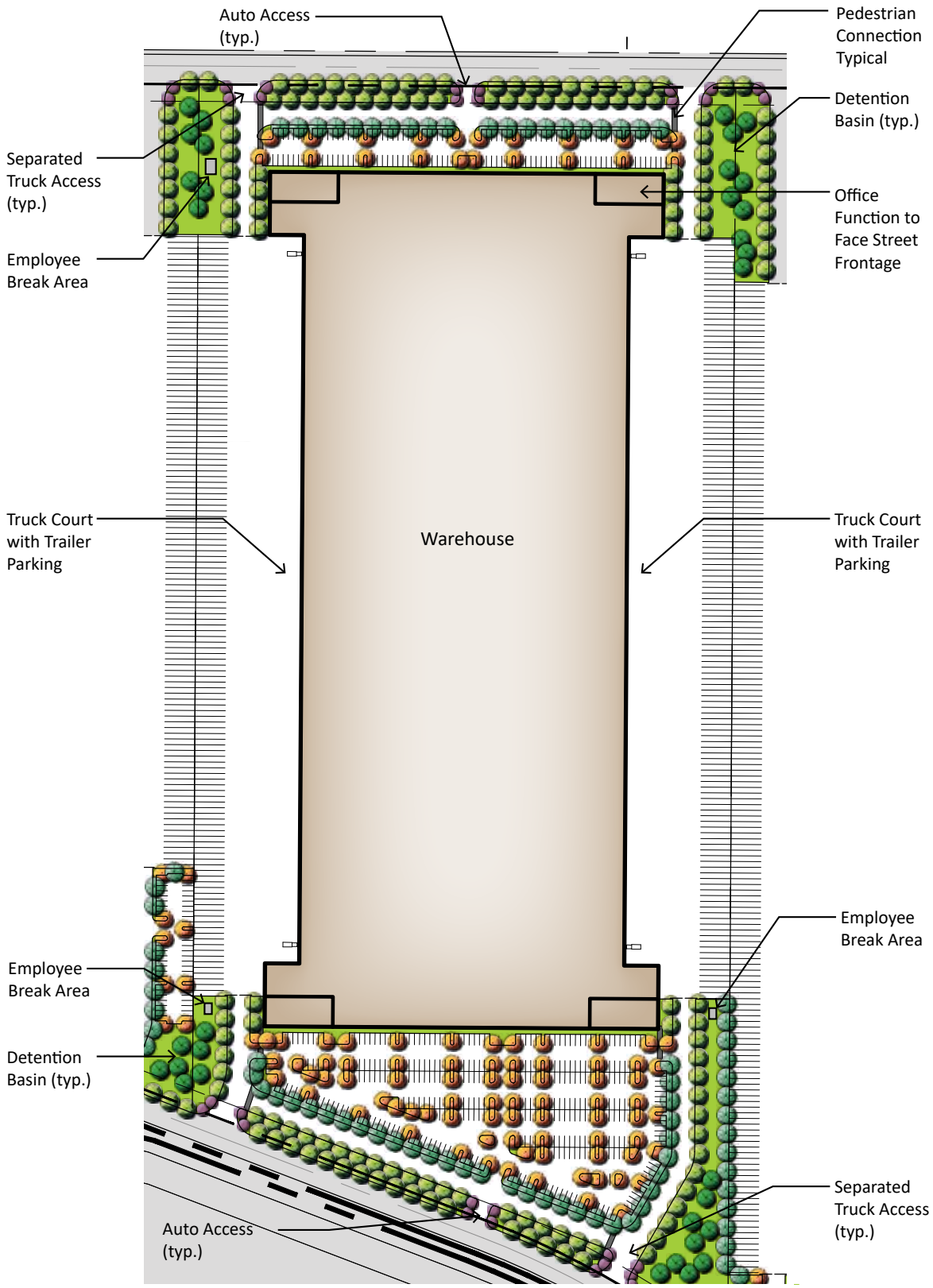


Figure 4.6, Conceptual Warehouse Plan

Screen Truck and Trailer Parking with Landscaping

Screen Parking and Dock Doors from Public View

- Service vehicle traffic should be separated from employee and visitor circulation. A clear travel route should be provided between the street and the building's entrance.
- Provide for efficient vehicular circulation by creating landscaped drive aisles that divide parking fields from truck circulation routes.
- Provide vehicular parking in front of buildings and along street frontages that will assist with increased street presence.
- Provide adequate vehicle stacking length at main entries and the first drive aisle to limit ingress and egress conflicts.
- Single parcels with multiple buildings shall be designed so that grade level doors and loading docks oppose each other to minimize views of the dock doors from the public streets.
- Automobile vehicle parking areas shall include planting islands within the parking field to achieve the 50% shading as required by CalGreen.
- Include ample landscaping at entrances to truck courts to screen views of the loading docks, truck trailer parking, and service dock doors from public streets.
- Parking, when in front of buildings, shall be screened by use of landscaping or berming from the public view.
- Where possible, provide separate entrances for automobiles and trucks that are clearly marked to promote safe site circulation.
- Parking areas for trucks and trailers shall be allowed to face public streets, but should be screened from public view. Methods to provide screening may include but not be limited to any combination of screen walls, fencing, landscaping, and berming.
- Sites that incorporate security guard shacks to control access shall also incorporate driveways/ lanes with adequate truck staging.

Distinguish Pedestrian Pathways from Vehicular Drives

Screen Loading Docks and Truck Trailer Parking

b. Bicycle/Pedestrian Circulation

- Provide clear, convenient bike and pedestrian connections from the public streets, sidewalks, transit stops and trails to the business entries.
- Provide clearly delineated crosswalks and pedestrian pathways to distinguish them from vehicular drives.
- Provide ample lighting at bike and pedestrian pathways to improve safety.

c. Screening and Utilities

- Loading docks, truck trailer parking and service doors shall be allowed to face public streets, but screened with either landscaping, berming, or screen walls or any combination of these methods.
- Fleet vehicle storage shall be well screened with landscaping, berming, solid wall or a combination of all. Use of a solid wall should be compatible with the architecture of surrounding buildings and landscape. Chain link fencing with slats is not permitted where visible by the public for such particular uses.
- Where feasible, screen utilities with landscaping, berming and fences or a combination of all. This includes but is not limited to, PG&E transformers, phone company boxes, fire department connections, backflow preventers, water tanks, irrigation controllers and other on-site utilities.
- Trash enclosures shall be designed with solid doors, interior concrete curbs, and exterior materials and colors compatible with the adjacent building design. All trash enclosures shall be sized to fit both trash and recycling containers that will be necessary to serve the users of the site.
- Trash enclosures shall be screened from view from all public rights-of-way by buildings or landscaping, with openings oriented away from public view, but still be accessible by the trash/recycling vehicles.
- Trash compactors located within truck courts may be placed to grade-level ramps and will not require screening.

Trash Enclosure Colors Shall be Compatible with Adjacent Buildings

Utilize Landscaped Drive Aisles to Provide Clear Separation Between Truck/Vehicle Circulation

Divide Large Parking Areas with Landscaping

d. Parking and Circulation

- Create a clear visual entry to the project using well-designed signage, entry walls, hardscape, paving and accent landscape elements.
- Large parking areas should include landscaped drive aisles that divide parking fields to improve circulation and access to parking adjacent to buildings.
- Tree planting in parking areas should create shading and soften the appearance of the parking lot. At least 50% of the paved area shall be shaded at tree maturity per Cal Green.
- Provide a 12-inch wide concrete curb step-out adjacent to landscape planter islands to limit damage to the landscape.
- Incorporate storm water treatment improvements into the overall site design and parking lot layout of each parcel. Storm water control shall be designed in accordance with adopted County standards.

e. Walls and Fences

- Loading dock and truck court screening may be accomplished by landscape planting, concrete tilt-walls or landscape berms of no less than 3’ in height, or a combination of these features.
- Solid screen wall materials may include pre-cast concrete walls, split-face masonry, stone or stone veneer, brick, or similar high-quality material.
- Security gates should be constructed of the same materials and detailing as the fencing for the project.
- Fencing shall be limited to a maximum height of 12’ adjacent to the side setback area, it should be constructed of tubular steel or similar material.
- Gates for pedestrian and vehicular access to restricted areas that are visible from public areas (i.e., parking lots, drive aisles) shall be constructed of, tubular steel, or similar material.
- Chain-link is not preferred and only permitted when not visible from street or in public view, such as on the side or rear project boundaries. Barbed wire, razor wire, integrated corrugated metal, electronically charged or plain exposed plastic concrete/PCC fences will not be permitted.

Typical Tubular Steel Fencing

Typical Tubular Steel Gate

f. Lighting

- Lighting shall provide essential safety, visibility, and be consistent with the overall aesthetic of the project.
- Site lighting should highlight building entries, open spaces, walkways, and architectural features and will not impact adjacent development, roadways, or residences.
- Adequate lighting should be used for pedestrian walkways to provide safe access between buildings and parking areas.
- Lighting shall be a 40’ maximum height for a freestanding light pole as indicated in Table 3.3.
- Pedestrian lighting should be low-profile and in scale with the setting, which may include post lights and light bollards.
- Parking areas shall have lighting which provides adequate illumination for safety and security. Parking lot lighting fixtures shall avoid conflict with tree planting locations, so they do not interfere with the plantings required to achieve parking lot shading.
- All lighting fixtures shall be fully shielded with cut-off fixtures so that there is no glare emitted onto adjacent properties or above the lowest part of the fixture.
- Outdoor lighting and other means of illumination for signs, structures, landscaping, and similar areas, shall be made of durable, vandal resistant materials.
- Light pole footings in traffic and parking lot areas shall be designed and installed to protect the light standard from potential vehicular damage.

Typical Single-Head Parking Lot Lighting

Typical Accent Lighting

4.7 LANDSCAPE DESIGN GUIDELINES

Landscape design plays an important role in creating an inviting, sustainable, and health-promoting environment. The landscape vision for this project is a contemporary design. Native and climate-adapted plantings in swath patterns and hedgerows which create a rustic, yet organized environment. Natural materials should be used to give the feeling of simple sophistication throughout the project. The project is visually unified with signage, coordinated furnishings and fixtures, and building architecture.

The Landscape Guidelines are intended to provide a framework for achieving the high-quality character envisioned for the project. The guidelines are not intended to limit innovative design solutions, but rather to provide direction on design elements that achieve the desired branding for the project. The landscape guidelines shall be as follows:

a. General Landscaping Requirements

- Sites should be landscaped to optimize the aesthetic appeal and comfort for employees, students, faculty, and visitors.
- Large trees and shrubs should be used to minimize visual dominance of any large architectural structures.
- All portions of a site not devoted to buildings, structures, and parking should be landscaped, to the extent feasible.
- Landscapes should be designed to reach a reasonable level of maturity within five years.
- Fast-growing trees spaced in groupings to create visual mass are encouraged.
- Landscape setbacks should be provided between parking and road and property line setbacks to provide visual relief from large expanses of hardscape.
- Property owners are responsible for installing and maintaining the landscape within their properties, in accordance with the County requirements and this Specific Plan.

Use Native and Climate-Adapted Plants for a California Aesthetic

Berming Between Street and Parking Lot

- Simple plant palettes, such as rows and massings of native and climate-adapted grasses and tree plantings are encouraged.
- Building entries should feature accent landscaping, shade trees, bold foliage accent planting in pots or planters, seating areas, and accent lighting.
- A consistent use of landscape design elements shall be used throughout the project. Random placement of shrub and tree locations should be avoided.
- Trees shall be provided at a ratio of an average of at least one tree for every 1,000 square feet of landscape/hardscape area, not including required parking lot trees.
- Trees shall be installed at a minimum size of 24" box.
- Parking lot trees and planters should be provided to achieve the 50% shading requirement per CalGreen within 15 years.
- Trees may be clustered to define circulation routes, frame site views, and reinforce edge planting. Large scale, high branching shade trees should be used in all parking areas.
- Vegetated bioswales are encouraged in parking lot planting islands to treat on-site stormwater and provide visual relief within the hardscape.
- No large landscape areas are to be landscaped with a single species in order to promote visual diversity and create texture.

b. Materials

- Refer to the Plant Palette provided on page 4-22 for suggested plant materials.
- Locally sourced, salvaged, and recycled content materials in the landscape are encouraged.
- Species listed on the CAL-IPC list of invasive species shall not be used in the landscape.
- Turf should be minimized in the landscape, except where needed for recreational purposes. The use of turf for solely decorative purposes is strongly discouraged.

Use Rows and Massings of Native and Climate-Adapted Plantings in the Landscape Design

Vegetated Bioswales are Encouraged in Parking Lots

Utilize Natural Materials

c. Sustainability

- The use of renewable energy in the landscape, such as photovoltaics are encouraged.
- Sustainable landscape practices employing the most current technologies will be strongly encouraged.
- High-efficiency, weather-based irrigation systems should be used.
- Recycled water generated from the treated wastewater shall be used for landscape irrigation.
- Landscape design and placement of trees should be used to help provide summer shade on buildings, parking spaces, drives and paths.
- Stormwater Best Management Practices, such as rain gardens, bioswales and rainwater harvesting, should be incorporated into the landscape to maximize on-site infiltration of stormwater, to the extent possible.

d. Site Furnishings

- Site furnishings should be high quality and contemporary in design and compatible with the overall landscape design.
- Site furnishings should be durable and vandalism resistant.

Suggested On-Site Tree Palette
The following plant list provides suggested species suitable for the design aesthetic desired for the project at on-site locations.

Botanical Name	Common Name
Acer rubrum 'Redpointe'	Redpointe Maple
Cedrus deodara	Deodar Cedar
Cercis occidentalis	Western Redbud
Fraxinus pennsylvanica 'Urbanite'	Urbanite Ash
Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Maidenhair Tree
Koelreuteria paniculata	Golden Rain Tree
Lagerstroemia hyb. 'Muskogee'	Lavender Flowering Crape Myrtle
Lagerstroemia hyb. 'Tuscarora'	Pink-Red Flowering Crape Myrtle
Laurus x 'Saratoga'	Saratoga Sweet Bay Laurel
Olea europaea 'Swan Hill'	Swan Hill Olive
Olea europaea 'Wilsonii'	Wilson's (fruitless) Olive
Pinus eldarica	Afghan Pine
Pistacia chinensis 'Keith Davey'	Keith Davey Chinese Pistache
Quercus coccinea	Scarlet Oak
Quercus macrocarpa 'Urban Pinnacle'	Urban Pinnacle Oak
Quercus shumardii	Shumard Red Oak
Quercus suber	Cork Oak
Quercus robur 'Crimson Spire'	Crimson Spire (columnar) Oak
Quercus robur 'Fastigiata'	Columnar English Oak
Quercus virginiana	Southern Live Oak
Quercus virginiana 'Sky Climber'	Sky Climber Live Oak
Ulmus parvifolia 'True Green'	True Green Chinese Evergreen Elm
Ulmus parvifolia 'Allee'	Allee Chinese Evergreen Elm
Zelkova serrata 'Green Vase'	Green Vase Zelkova
Zelkova serrata 'Village Green'	Village Green Zelkova

4.8 COMMERCIAL ARCHTECTURAL GUIDELINES

Commercial architectural design guidelines are intended to provide direction for the development of buildings that will provide commercial retail and consumer service land uses. These buildings should be designed with elements that consider the human scale to promote the comfort of the customers by providing protection from the elements through awnings, covered walkways, and other pedestrian-friendly elements. All commercial building elevations visible to the public should be designed in a manner to welcome customers from both the street as well as the parking lot.

- Elements that promote pedestrian activity such as awnings, covered arcades, windows, and hardscape features shall be incorporated into the design of commercial buildings.

- All publicly visible sides of commercial buildings shall be designed with a consistent level of detailing and quality of materials to create visual interest. This may include the use of spandrel glazing, awnings, trims, covered doorways, accent colors and materials.

- Trash enclosures shall be designed with solid doors, interior concrete curbs, and exterior materials and colors shall be compatible with the adjacent building exteriors on a site. All trash enclosures shall be sized to fit both trash and recycling containers that will be necessary to serve the users of the site.

- Trash compactors adjacent to the buildings are permitted and will be screened from public view.

Design All Sides of Buildings with Detailing and Quality of Materials

Utilize Awnings, Windows, and Hardscape Features to Promote Pedestrian Activity

Highlight Building Entries with Pedestrian-Scale Elements

Utilize a High Window to Wall Ratio on Elevations Facing Vehicle Circulation

Create a Sense of Architectural Rhythm

4.9 BUSINESS PARK ARCHITECTURAL GUIDELINES

The Business Park design guidelines are intended to ensure high-quality development of light manufacturing, wholesaling, limited warehousing or professional offices. Design and detailing should complement the surrounding buildings with similar architecture, colors, and materials. Buildings shall be single-story and may stand alone or be grouped to create a campus environment.

- Colors and materials should be compatible with the architectural theme of surrounding buildings.
- Building entries should be enhanced with pedestrian-scale elements to direct visitors and employees to the entrance and distinguish it from the remainder of the building.
- Elevations facing main vehicle circulation and parking should be designed with a high window to wall ratio. The use of glass walls is encouraged. Spandrel glazing may be used to provide the illusion of glass for large portions of a building where structural elements constrict the use of glass walls.
- Repetition of shapes, lines and dimensions should be strategically used to create form and rhythm that visually unites the building features.

4.10 PUBLIC ARCHITECTURAL GUIDELINES

Include Outdoor Courtyards and Gathering Spaces
Source: Page Architects

Provide Pedestrian Access to all Buildings
Source: Page Architects

University Architectural Guidelines
The architectural vision for the building form is inspired by the rural character of the site manifesting a barn/ contemporary-rustic style through the use of steel-clad roofs, wood elements to impart a sense of scale for both indoor-outdoor spaces, and overall use of natural materials. The campus complex of buildings will include outdoor courtyards, seating and areas for study, outdoor instruction, and relaxation spaces. The University design is inspired by its roots, responsive to its present physical and cultural purpose to serve present and future generations of students and the community. Sustainability efforts include capturing prevailing breezes and capturing and reusing solar energy. Ultimately the building occupants' health and well-being will be at the core of the University's design process. The following outlines those design principles:

- Maximize building energy efficiency and achievement of net zero or net positive carbon outcomes.
- Building design should include building orientation, window placements, and materials selection to minimize energy use year-round.
- Implement highly energy and water efficient buildings and infrastructure.
- Maximize natural light and natural ventilation indoors to reduce energy use and promote natural health elements.
- Provide convenient pedestrian access to all buildings and destinations and within the campus academic core.
- Include shade structures such as pergolas, small pavilions, verandas and canopies to provide shaded outdoor spaces for building occupants that complement the building designs.

The University images are intended to guide the style of the architecture and detailing for Public building development, see Figure 4.7.






Figure 4.7, Typical University Architecture

Source: Page Architects

VFW Architectural Guidelines

The VFW design guidelines are intended to ensure design and detailing that complements the surrounding development by use of similar architecture, colors, and materials. The building should consider the human scale, to provide protection from the elements through shade structures, covered entries and walkways, and other pedestrian-friendly elements.

- Elements such as shade structures, hardscape patio areas, and landscape features shall be incorporated into the open space areas.

- All visible sides of the building shall be designed with a consistent level of detailing and materials so that there is equal visual interest on all sides. This may include, but not be limited to, the use of spandrel glazing, awnings, trims, covered doorways, accent colors and accent materials.

- Trash enclosures shall be designed with solid doors, interior concrete curbs, and exterior materials and colors shall be compatible with the main building. All trash enclosures shall be sized to fit both trash and recycling containers that will be necessary to serve the users of the site.

- Materials should include but are not limited to brick, wood, concrete block, tilt concrete panels, or other surface treatments.

- Design elements should include simple shapes provided through the use of both vertical and horizontal façade breaks.

- Consider varied roof heights and pitches, awnings, windows, recessed entries, score lines, and a mix of colors and materials to complement the design elements of the Limited Industrial and Business Park Design Guidelines.

Utilize Accent Colors and Materials

Utilize Varied Roof Heights, Winows, and Awnings

Figure 4.8, Conceptual VFW Elevations Source: HPA

4.11 INDUSTRIAL ARCHITECTURAL DESIGN GUIDELINES

Industrial design guidelines are intended to provide direction for the development of well-designed warehouse structures that will meet the standards envisioned with this Specific Plan. These guidelines will ensure a base-level of quality of architecture and design consistent with the vision of the project. These guidelines are as follows:

Utilize a Variety of Colors and Materials

- Building base materials should generally consist of concrete tilt-up panels. Accent materials may consist of, but not be limited to, tile, glass, stone, and metal.
- All buildings should utilize a variety of colors and materials that align with the general palette of the project, or styles so that there is an aesthetic connection between all buildings on the site.
- Buildings with primarily metal exteriors are not permitted unless the Director of Planning and Community Development makes an administrative review based on the merits of the design.
- Create visual interest on buildings with simple shapes through use of vertical and horizontal façade elements.

Structures Shall Have Consistent Architectural Detail

- Include varying roof heights and pitches, stepped panels, awnings, windows, recessed entries, score lines, and a mix of colors and materials.
- Utilitarian portions of buildings, such as vents, gutters, downspouts, flashing, electrical conduit, and other wall-mounted utilities shall be painted to match the color of the adjacent surface.
- Buildings shall be designed to substantially screen any roof-mounted equipment. This includes HVAC units, vents, fans, sky lights and dishes from view at the public rights-of-way in front of the property.

Concentrate Windows and Enhanced Colors and Materials at Building Entries

- Warehouse buildings over 150,000 square feet shall articulate the long building elevations every 150' to add visual variety. Examples include adding score lines, varying parapet roof heights, adding color changes, and changes in materials. See Figure 4.9.

- Building entries shall be designed with the human scale in mind by concentrating windows and enhanced colors and materials at the office and visitor entries.

- Metal is discouraged as a building's primary exterior material and if used should include additional detailing, decorative features, textural changes, or relief techniques to break up large building faces and glass.

- Materials should include but are not limited to concrete block, tilt concrete panels, or other surface treatments to the office portions of structures from view at public streets shall be required.

The General Industrial buildings presented in the corresponding images provide the quality, general architectural styles and detailing for typical warehouse/ distribution or manufacturing facilities desired, see Figure 4.10.

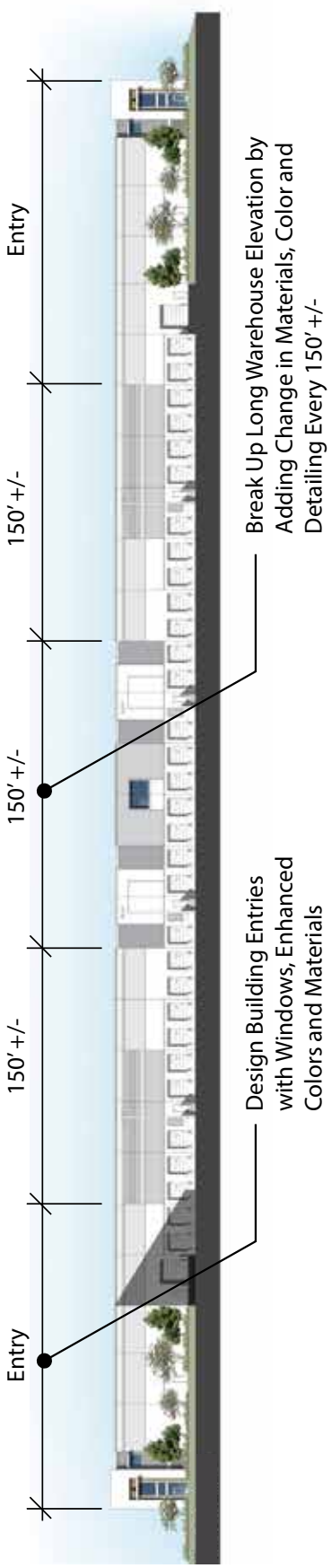


Figure 4.9, Warehouse Elevation Design

Figure 4.10, Typical General Industrial Architecture

5 STREETS/PARKS LANDSCAPE
PACIFIC GATEWAY

Conceptual Streetscape Planting

Conceptual Streetscape Planting

5.1 LANDSCAPE CONCEPT

The landscape for the project includes design concepts that promote the natural environment and promotes influences upon personal health. The design vision is contemporary to match the architectural style of the buildings, and also supports sustainable practices in its functionality. The landscaped environments will be integrated throughout the project with a consistent application of the plant palette and coordinated furnishings and fixtures, to create a strong sense of place.

The project will also include landscaped pedestrian and bicycle connectivity to promote non-vehicular movement between the building areas and parcels. These connections between buildings will take advantage of the grid street pattern that divides the site into four development districts – the West, East, Central and University.

The public landscape elements located outside of the public right-of-way and will be privately maintained. Implementation of landscape improvements is further addressed in Chapter 6. Details describe specific triggers for these improvements and maintenance responsibilities. The portion of right-of-way beyond the back of walk will be privately maintained for simplicity and to ensure maintenance consistency. Where certain features extend into the right-of-way, maintenance easements or other arrangements acceptable to the County will be established to allow for private maintenance. Alternatively, a curb, bender-board or other similar improvement shall clearly demarcate the landscape areas subject to public and private maintenance.

Sustainable design of the landscape will include the use of native and climate adapted plant species, high-efficiency weather-based irrigation systems, locally sourced and recycled materials, and stormwater best management practices. Water use for landscape irrigation is also in the forefront of current design practices and guidelines have been included to address water conservation. This approach to the design will create a contemporary landscape that is attractive, yet resource-efficient and relatively low-maintenance.

The design concepts and illustrations depicted are intended to be conceptual only and are envisioned to provide guidelines for landscape solutions. Final landscape designs for design elements in public right of way including but not limited to the design and layout, plant species, plant spacing, and container sizes will be reviewed and approved by the County as part of individual development applications or as part of the public road improvement plan approval process.

Typical 8” to 10” Brown Fractured Angular Rock

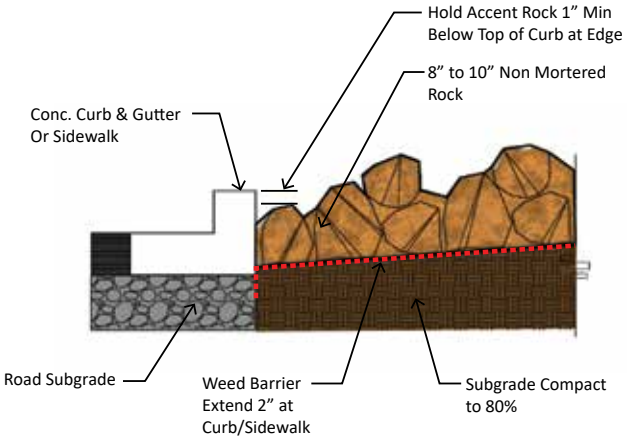


Figure 5.1, Typical Accent Rock Detail

5.2 STREETSCAPES

The streetscape design will provide a visual structure to the project by reinforcing roadway hierarchies, emphasizing key intersections, and creating landscape that separates pedestrian and bicycle paths. Thematic site furnishings and fixtures including benches, public transit shelters, trash receptacles, lighting, and signage will support the overall design character and branding of the project.

All roads will include a landscape strip on both sides planted with street trees. Landscape setbacks beyond the right-of-way of 20 feet will provide for screening of large architecture. Landscape setbacks will generally be planted with grasses, evergreen shrubs and double rows of large screen trees. Setbacks may be bermed up to 5’ to minimize the perceived scale of building facades, or slope down away from streets at a maximum 3:1, depending on the grades. Landscape setbacks from back-of-curb will be privately maintained. Roadway sections that indicate privately maintained landscape areas are shown in Chapter 6.

Accent rock will also be used as a design and visual accent element in both the public right of way as well as private landscaping areas within the project boundary. This design element will assist in reducing water use, reducing the risk of roadside fires, and will comply with the water conservation requirements mandated by the Model Water Efficient Landscape Ordinance (MWELO). This will also decrease maintenance and create a more sustainable landscape. Accent rock surfacing can be generally described as angular rock that will be placed un-mortared over a weed barrier, see Accent Rock Detail Figure 5.1. The purpose of the rock design concept is to create a varied experience to the streetscape by breaking up the landscape planting with a pattern of rock and to reduce the overall area of landscape.

To further emphasize the street landscape experience, the north/south and east/west streets will have a specific planting palette for each orientation to create a distinct landscape design. This will assist in creating variation in the streetscape aesthetic and will also diversify the landscape.

Chrisman Road
Four Lane Major Arterial Street
Chrisman Road is classified as a four-lane Major Arterial Streets within the specific plan area. The west side of the roadway includes an 8-foot landscape strip at the street edge planted with grasses and street trees, a 12-foot Class I Bikeway. The opposite side has an 8-foot landscape strip and 5-foot sidewalk, see Figure 5.4. Chrisman Road beyond the project boundary and along the Crown Nut processing facility includes a 5' sidewalk on the west side and only a 8' landscape strip on the eastern street frontage, see Figure 5.3. Beyond the right-of-way, additional landscape setbacks are required on the development side of the right of way to provide additional screening of parking and large buildings. The road includes a 14-foot median/turn lane strip. Medians are planted with grasses, evergreen shrubs and trees. Dual left-turn lanes may be needed at certain locations on each street, necessitating a wider median in some areas.

Durham Ferry Road
Four Lane Major Arterial Street
Durham Ferry Road is classified as four-lane Major Arterial Streets within the specific plan area. The south side of the roadway includes an 8-foot landscape strip at the street edge planted with grasses and street trees, and a 5-foot sidewalk, see Figure 5.5. The north side of Durham Ferry Road only has an 8-foot landscape strip. Beyond the southern right-of-way, an additional landscape setback is required on the development side of the right of way to expand the planted area and provide additional screening of parking and large buildings. The road includes a 14-foot median/turn lane strip. Medians are planted with grasses, evergreen shrubs and trees. Dual left-turn lanes may be needed at certain locations on each street, necessitating a wider median in some areas.

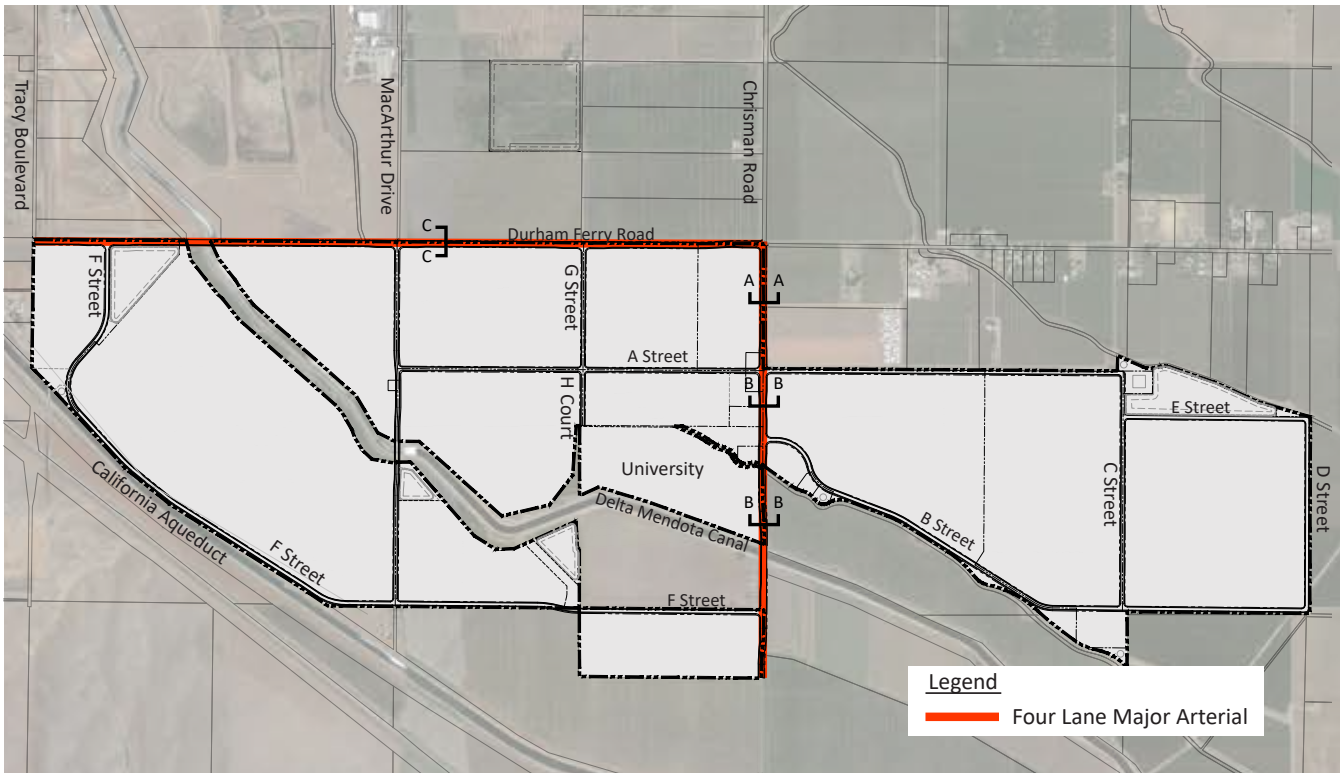


Figure 5.2, Arterial Street Locations

Conceptual Chrisman Road Tree Palette

1. Right of Way Planters

Laurus nobilis 'Saratoga' (Saratoga Sweet Bay) @ 25'-0" o.c.

Ulmus parvifolia 'True Green' (True Green Chinese Evergreen Elm) @ 30'-0" o.c.

2. Landscape Setback

Querucs virginiana 'Sky Climber' (Sky Climber Live Oak) @ 30'-0" o.c.

Ulmus parvifolia 'True Green' (True Green Chinese Evergreen Elm) @ 30'-0" o.c.

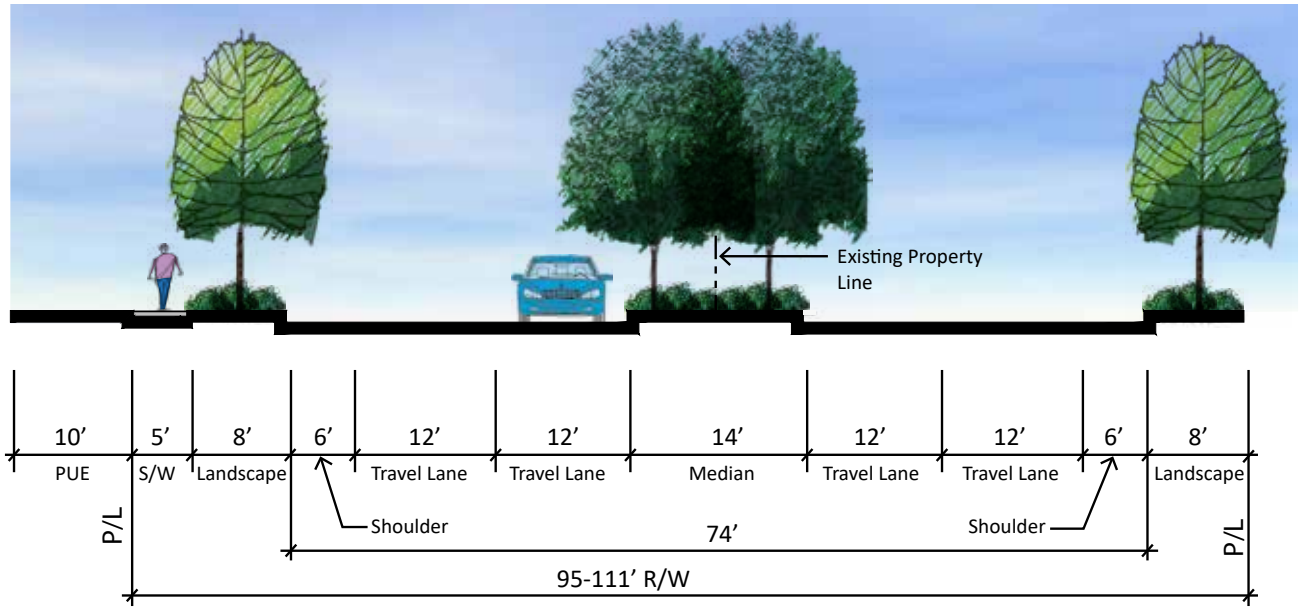


Figure 5.3, Conceptual Design for 4-Lane Arterial, Section A-A

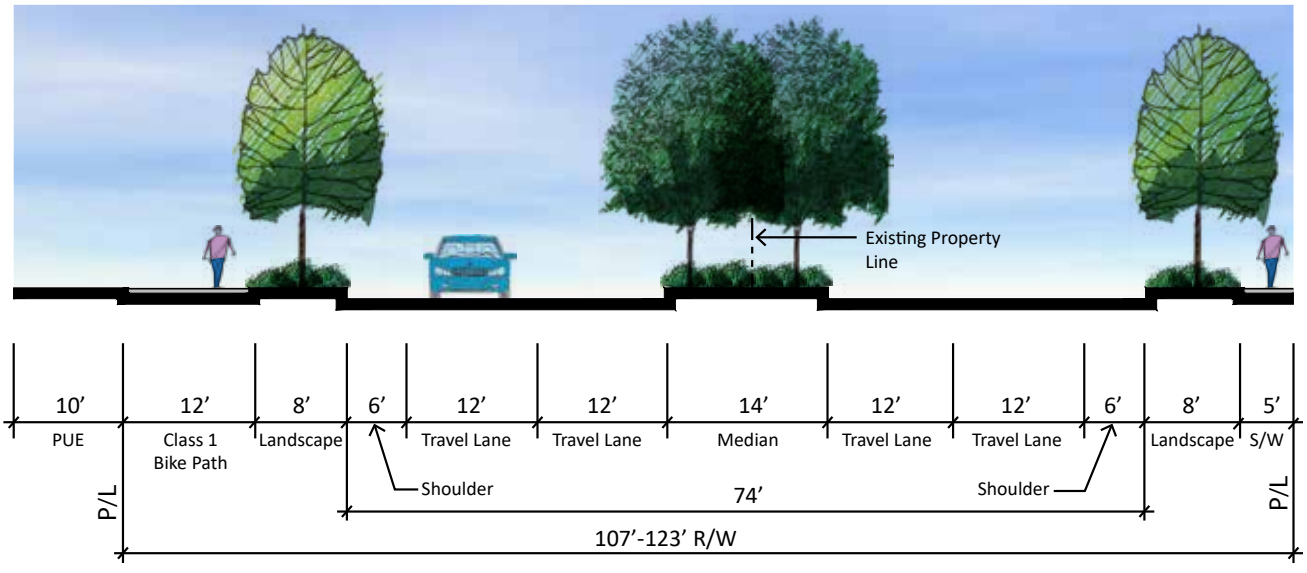


Figure 5.4, Conceptual Design for 4-Lane Arterial, Section B-B

3. Median
   Olea europaea 'Arizona Fruitless' (Arizona Fruitless Olive) @ 30'-0" o.c.
   Quercus macrocarpa 'Urban Pinnacle' (Urban Pinnacle Oak) @ 30'-0" o.c.

Conceptual Chrisman Road Understory Palette
Callistemon viminalis 'Better John' (Better John Dwarf Weeping Bottlebrush)
Festuca mairei (Atlas Fescue)
Lomandra longifolia 'Platinum Beauty' (Variegated Dwarf Mat Rush)
Pennisetum orientale (Oriental Fountain Grass)

Conceptual Durham Ferry Road Tree Palette
1. Right of Way Planters
   Laurus nobilis 'Saratoga' (Saratoga Sweet Bay) @ 25'-0" o.c.
   Ulmus x 'Frontier' (Frontier Hybrid Elm) @ 30'-0" o.c.
2. Landscape Setback
   Quercus wislizenii (Interior Live Oak) @ 30'-0" o.c.
   Ulmus x 'Frontier' (Frontier Hybrid Elm) @ 30'-0" o.c.
3. Median
   Olea europaea 'Arizona Fruitless' (Arizona Fruitless Olive) @ 30'-0" o.c.
   Quercus macrocarpa 'Urban Pinnacle' (Urban Pinnacle Oak) @ 30'-0" o.c.

Conceptual Durham Ferry Road Understory Palette
Festuca mairei (Atlas Fescue)
Lomandra longifolia 'Breeze' (Breeze Mat Rush)
Pennisetum orientale (Oriental Fountain Grass)
Grevillea rosmarinfolia 'Scarlet Sprite' (Scarlet Sprite Rosemary Grevillea)

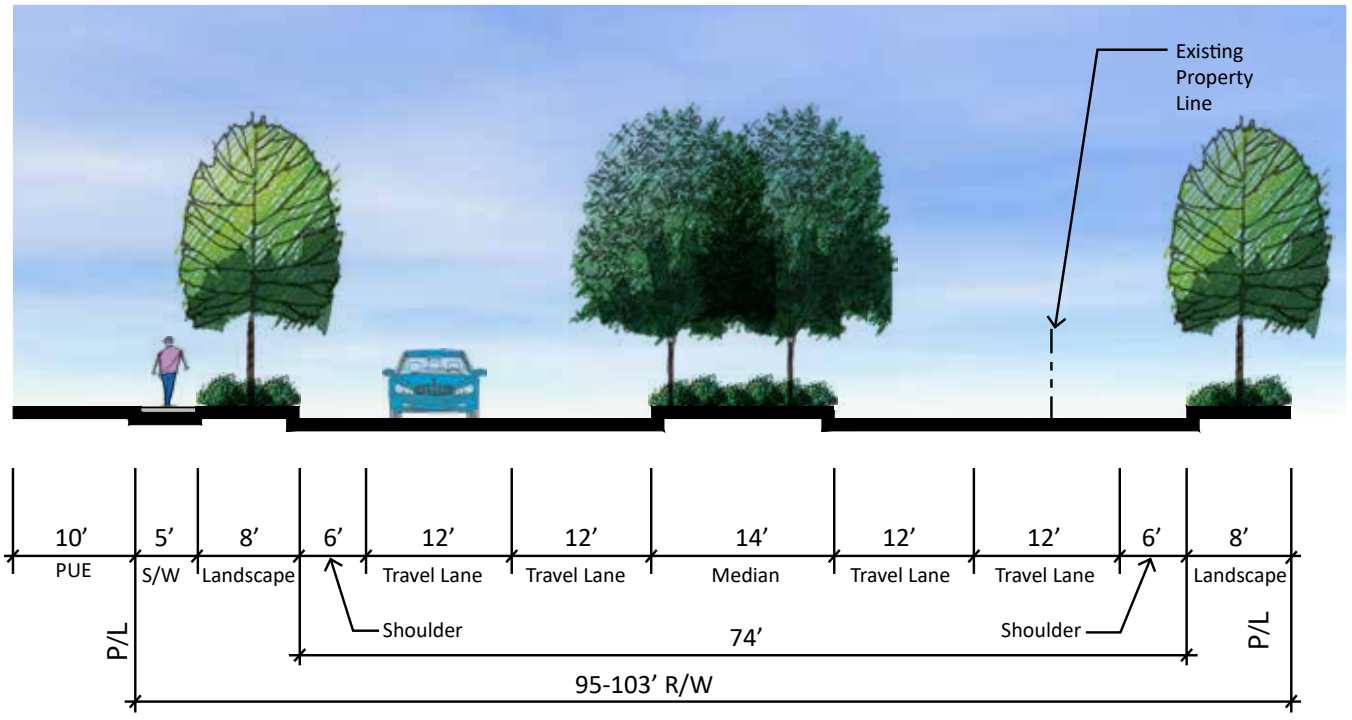


Figure 5.5, Conceptual Design for 4-Lane Arterial, Section C-C

MacArthur Drive/Interior Industrial Streets
MacArthur Drive and the interior industrial streets are two lane local industrial streets. The industrial streets will function to efficiently provide truck circulation within Industrial development areas. Industrial streets include 2 lanes with a striped median and continuous two-way left-turn lane to allow turns into driveways. Sidewalks and landscape planter strips are provided on both sides to encourage pedestrian circulation and to continue the streetscape landscape theme. A 20' 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. Industrial streets will be designed to STAA standards to allow for truck traffic.

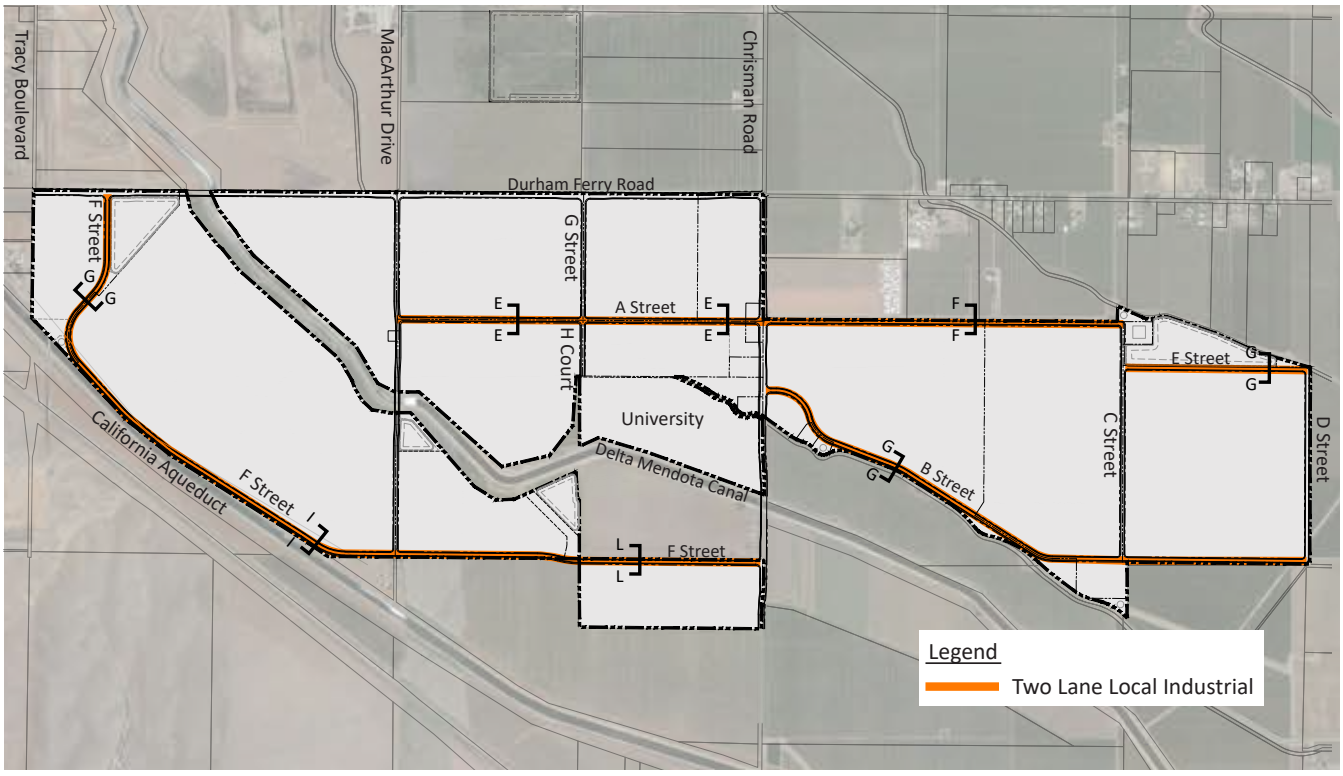


Figure 5.6, East/West Industrial Street Locations

Conceptual East/West Industrial Road Tree Palette

1. Right of Way Planters
   Laurus nobilis 'Saratoga' (Saratoga Sweet Bay) @ 25'-0" o.c.
2. Landscape Setback
   Olea europaea 'Arizona Fruitless' (Arizona Fruitless Olive) @ 30'-0" o.c.
   Quercus coccinea (Scarlet Oak) @ 30'-0" o.c.

Conceptual East/West Industrial Road Understory Palette

Festuca mairei (Atlas Fescue)
Lomandra longifolia 'Breeze' (Breeze Mat Rush)
Pennisetum orientale (Oriental Fountain Grass)
Callistemon viminalis 'Better John' (Better John Dwarf Weeping Bottlebrush)

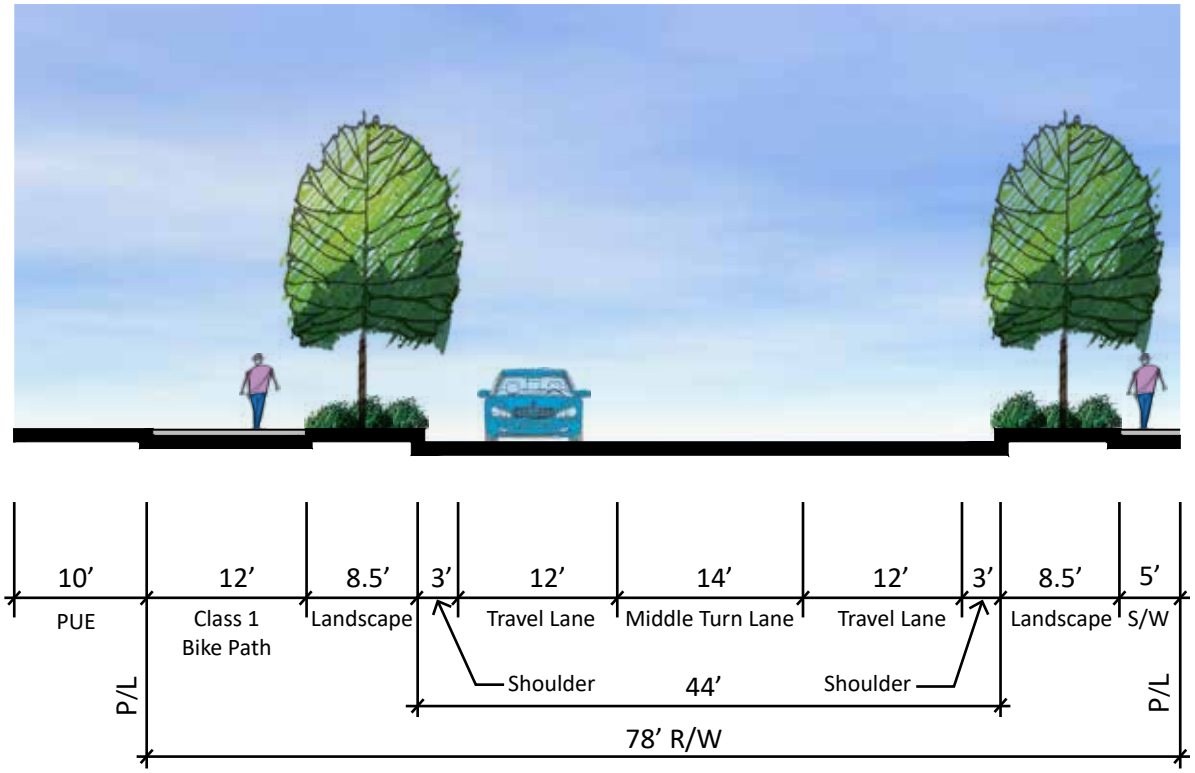


Figure 5.7, Conceptual Design for 2-Lane Local Industrial, East/West Section E-E, F-F, G-G,I-I, L-L

Conceptual North/South Industrial Road Tree Palette

1. Right of Way Planters

Laurus nobilis 'Saratoga' (Saratoga Sweet Bay) @ 25'-0" o.c.

2. Landscape Setback

Olea europaea 'Arizona Fruitless' (Arizona Fruitless Olive) @ 30'-0" o.c.

Quercus coccinea (Scarlet Oak) @ 30'-0" o.c.

Conceptual North/South Industrial Road Understory Palette

Festuca mairei (Atlas Fescue)

Lomandra longifolia 'Platinum Beauty'

Pennisetum orientale (Oriental Fountain Grass)

Callistemon viminalis 'Better John' (Better John Dwarf Weeping Bottlebrush)

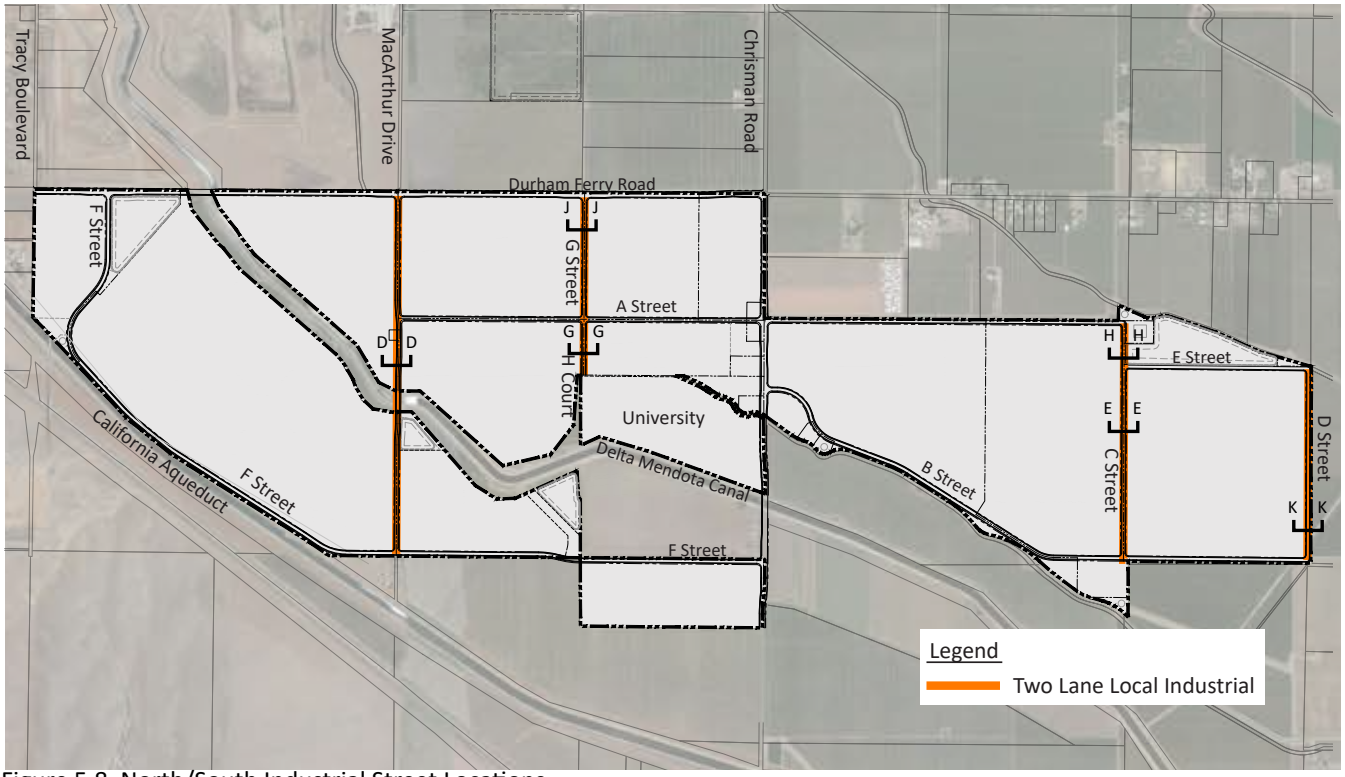


Figure 5.8, North/South Industrial Street Locations

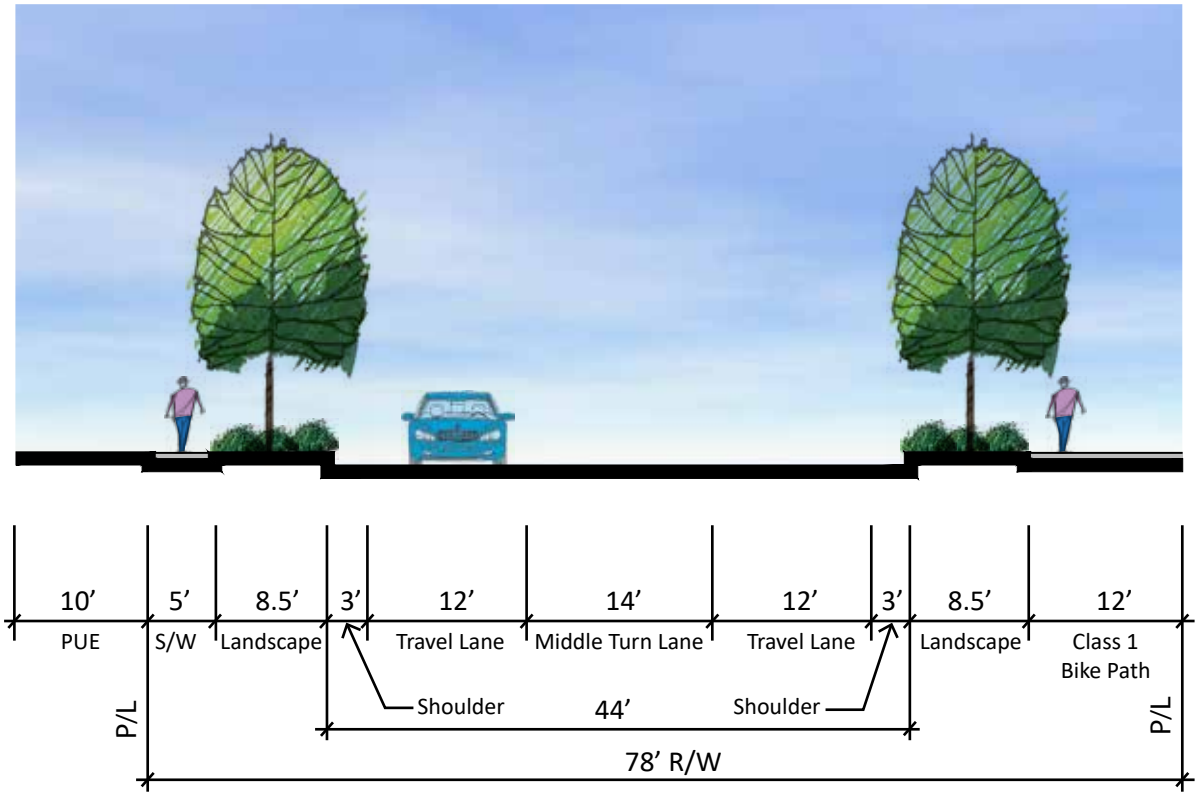


Figure 5.9, Conceptual Design for 2-Lane Local Industrial, North/South Section D-D, G-G, H-H, J-J, K-K

Private Driveways
Additional internal circulation may be necessary to provide access to interior buildings by a private 40' driveway, see Figure 5.10. The private driveways will typically extend from the public street system and provide access to the on-site vehicle parking areas and truck courts.

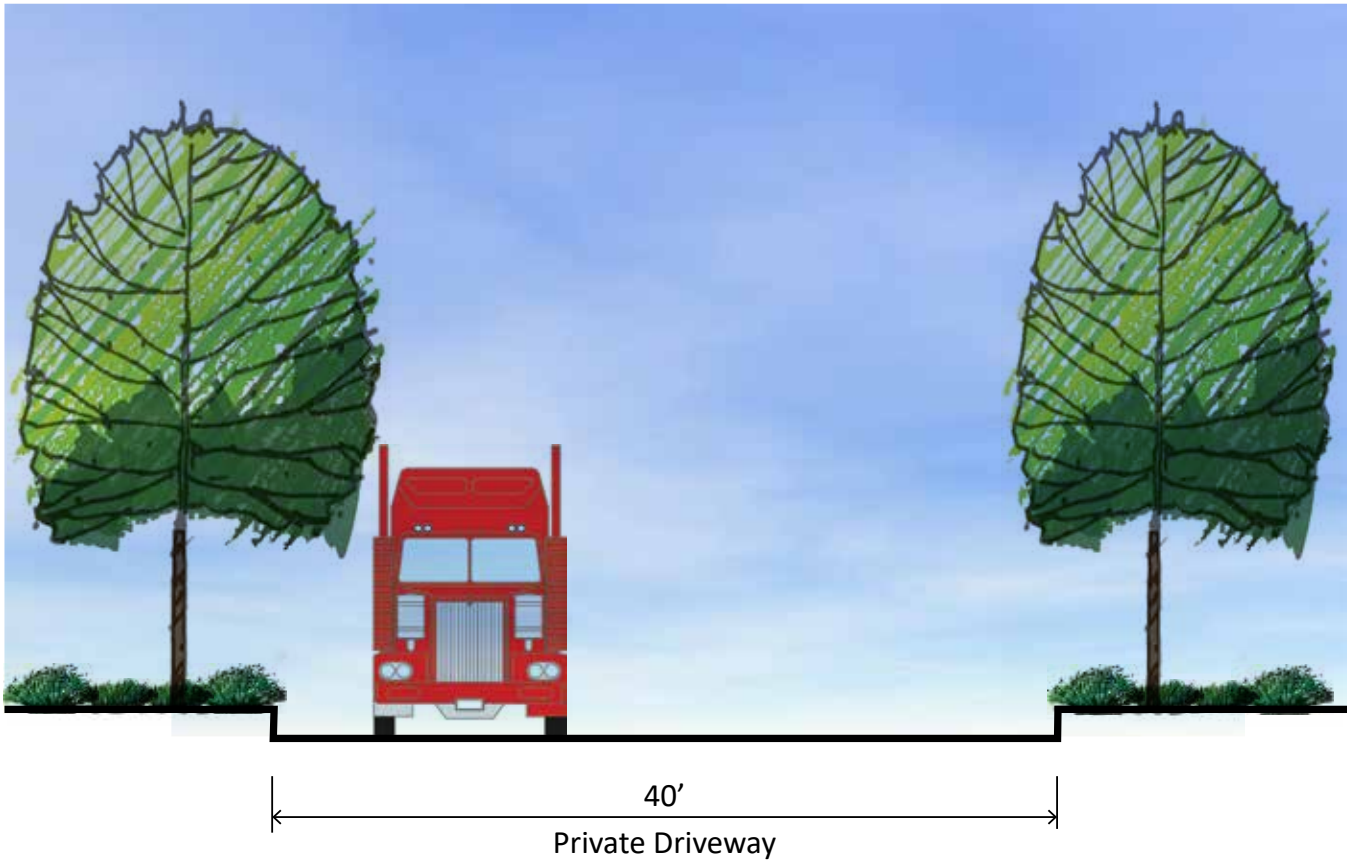


Figure 5.10, Private Driveway Section

5.3 EMPLOYEE BREAK AREAS

Employee break areas are included within the project design and are generally located adjacent to the office functions for each building to allow employees easy access to an outdoor space. Crosswalks and/or sidewalks will provide a safe pathway to the break areas which will include tables and seating, and an overhead trellis structure to provide shade. The area surrounding each of the break areas will be landscaped with large and medium screening shrubs and trees to create a more private and sheltered wind break areas for employees, see Figure 5.11.

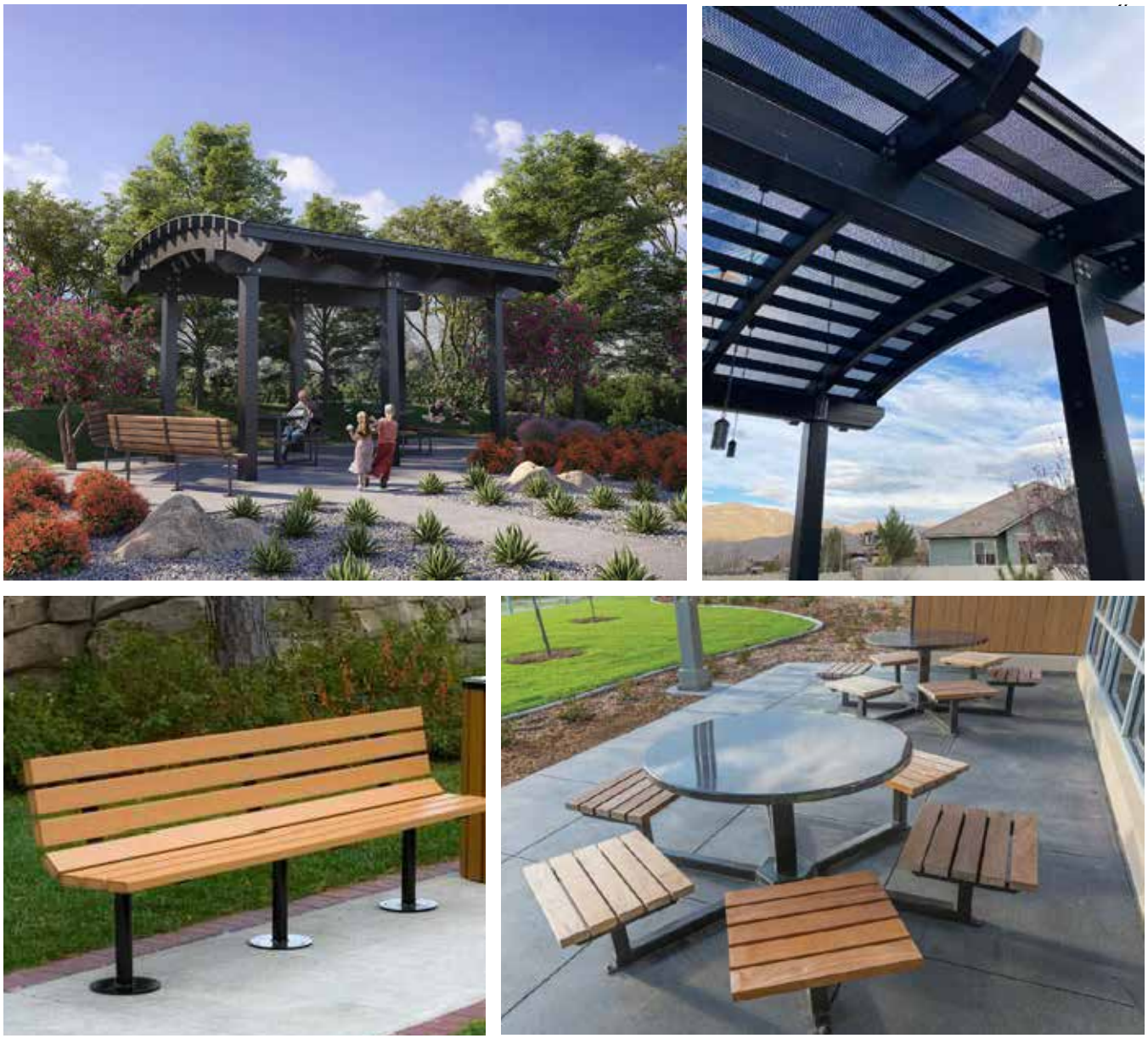


Figure 5.11, Typical Employee Break Area Design

5.4 GATEWAY LANDSCAPE AND SIGNAGE

The landscape concept consists of colored accent planting with varying textures and heights to create a visual layering appearance to the design of the planting. A backdrop of both horizontal and vertical canopy trees will anchor the signage and provide another layer of color and textures. A majority of the plant palette will be evergreen species to provide a year-round landscape solution and also support the permanent appearance ofthe Gateway signage. The design concept is illustrated in Figure 5.13.

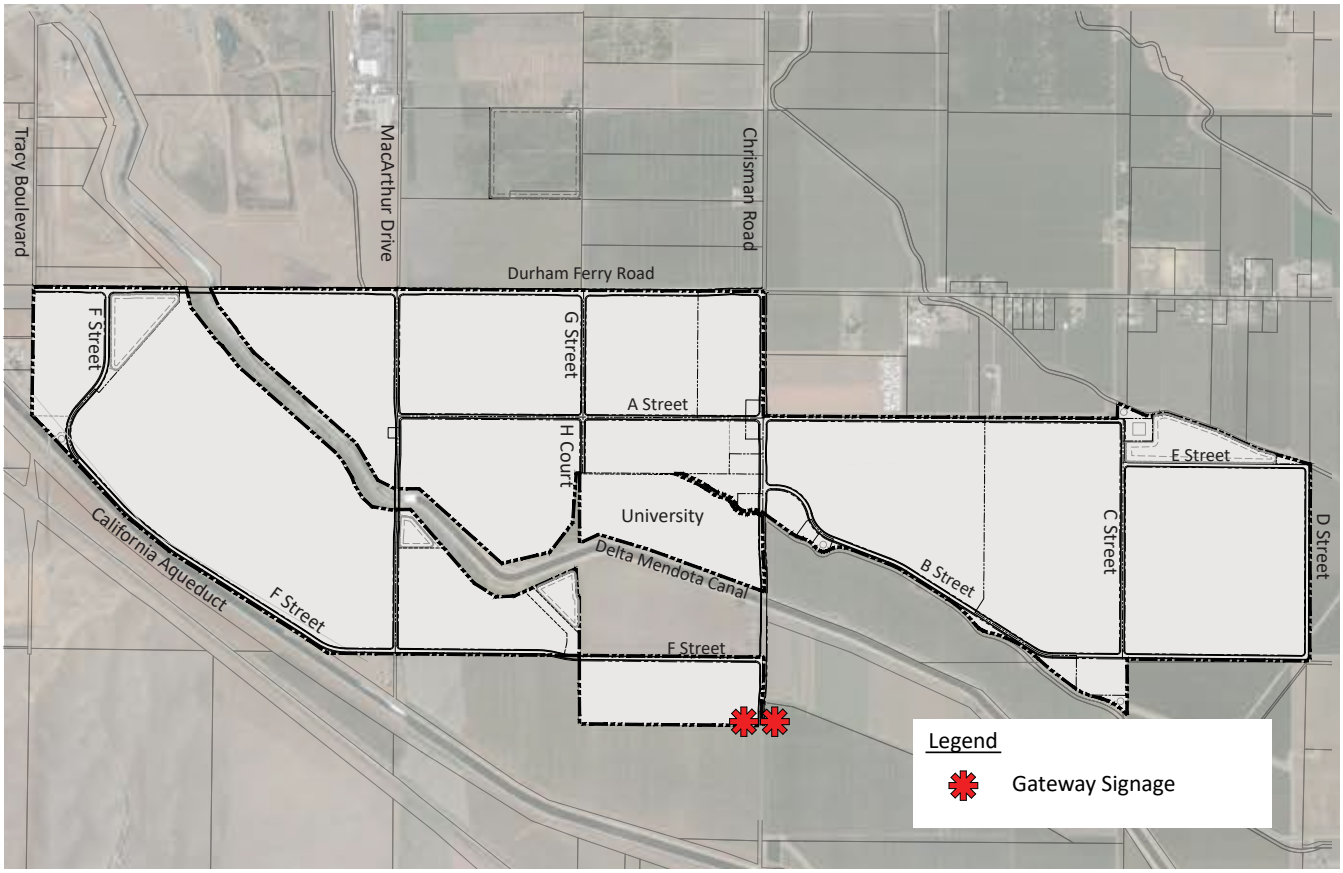


Figure 5.12, Gateway Signage Locations

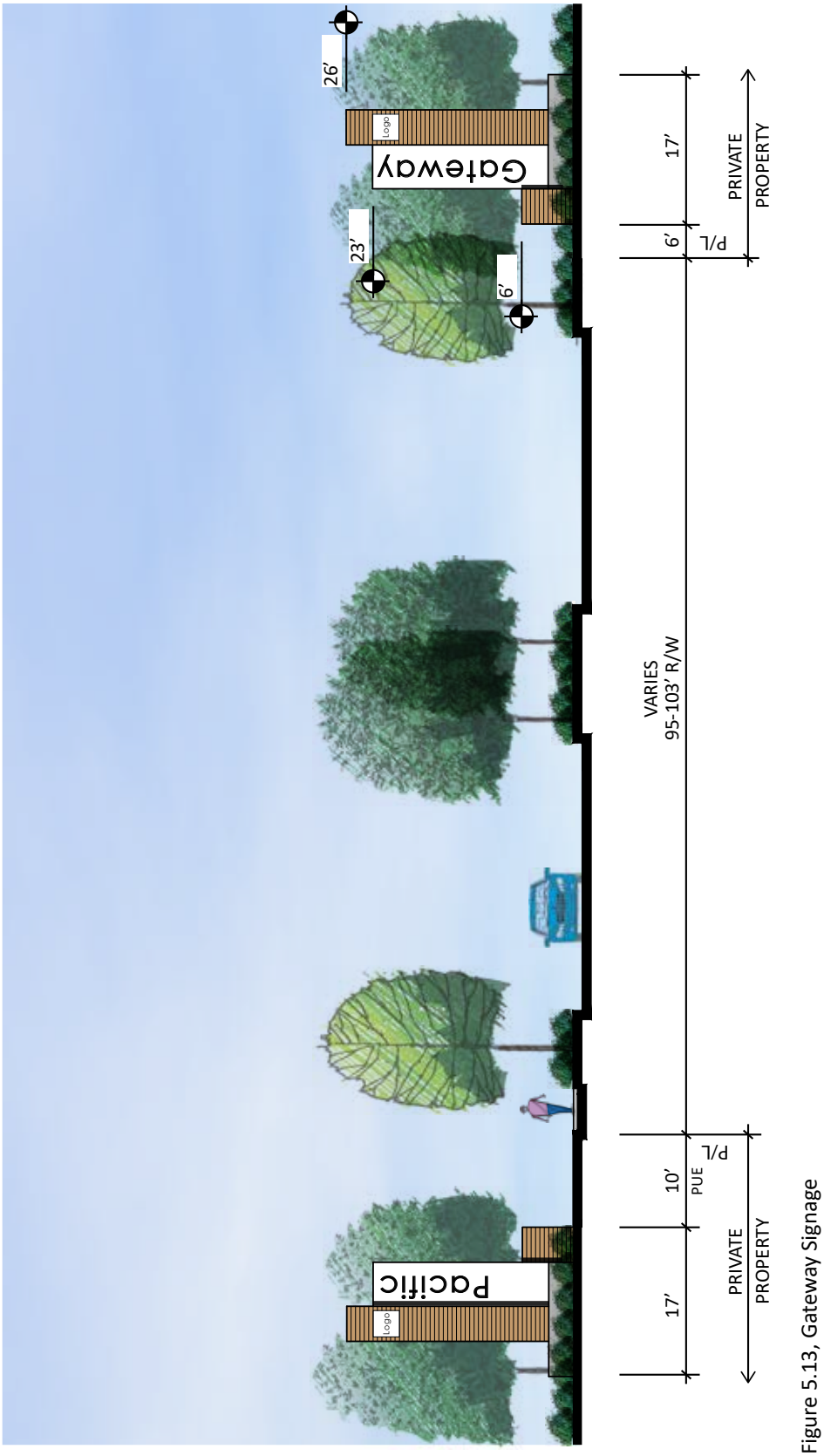


Figure 5.13, Gateway Signage

Design Elements for Gateway Landscape

A. Accent Planting
- species: native and drought tolerant perennials and succulents closely spaced, e.g., Aloe and Phormium.
- height: 2' - 6'
- size: 1, 5 and 15 gal.

B. Understory
- species: native and drought tolerant shrubs closely spaced, e.g. Ceanothus, Manzanita, Rosemary and Salvia
- size: 5 and 15 gal.
- height: 2' to 6'
- spacing: maintain and allow plants to grow natural form.

C. Columnar Accent Tree
- species: Quercus macrocarpa 'Urban Pinnacle' (Columnar Bur Oak)
- size: 36" box
- spacing: 18' on center, min. 10 trees

D. Gateway Signage
- Height: 26'
- Wall Length: 17'
- Materials and Design per Figure 5.13

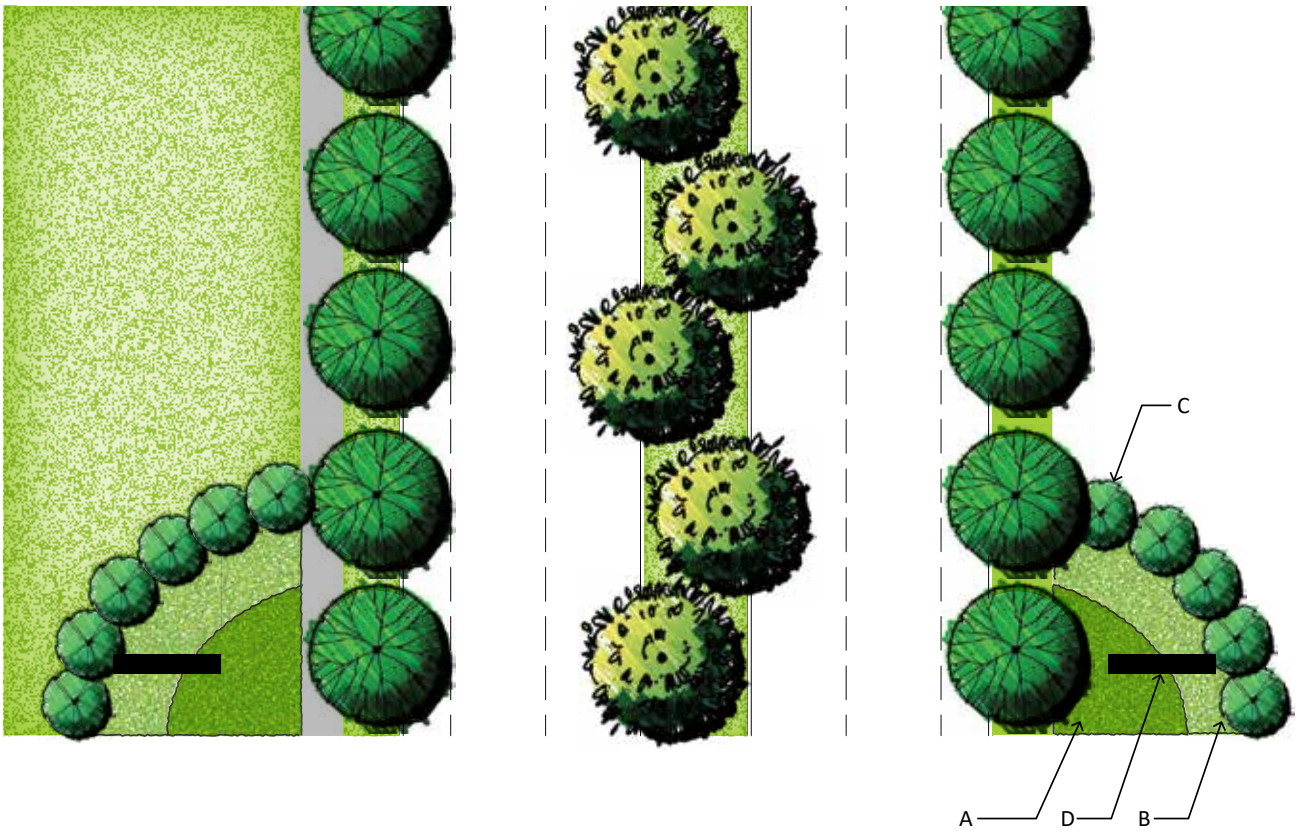


Figure 5.14, Conceptual Design for Gateway Landscape

5.5 INTERSECTION LANDSCAPE WITH SECONDARY ENTRY SIGNAGE

Secondary entries will signify the main project intersections into the Project from Chrisman Road, Durham Ferry Road, MacArthur Drive, and Tracy Boulevard. Signage will be enhanced with accent planting including columnar trees as a backdrop and low accent color accent evergreen and ornamental grasses in the foreground. The design concept is illustrated in Figure 5.17.

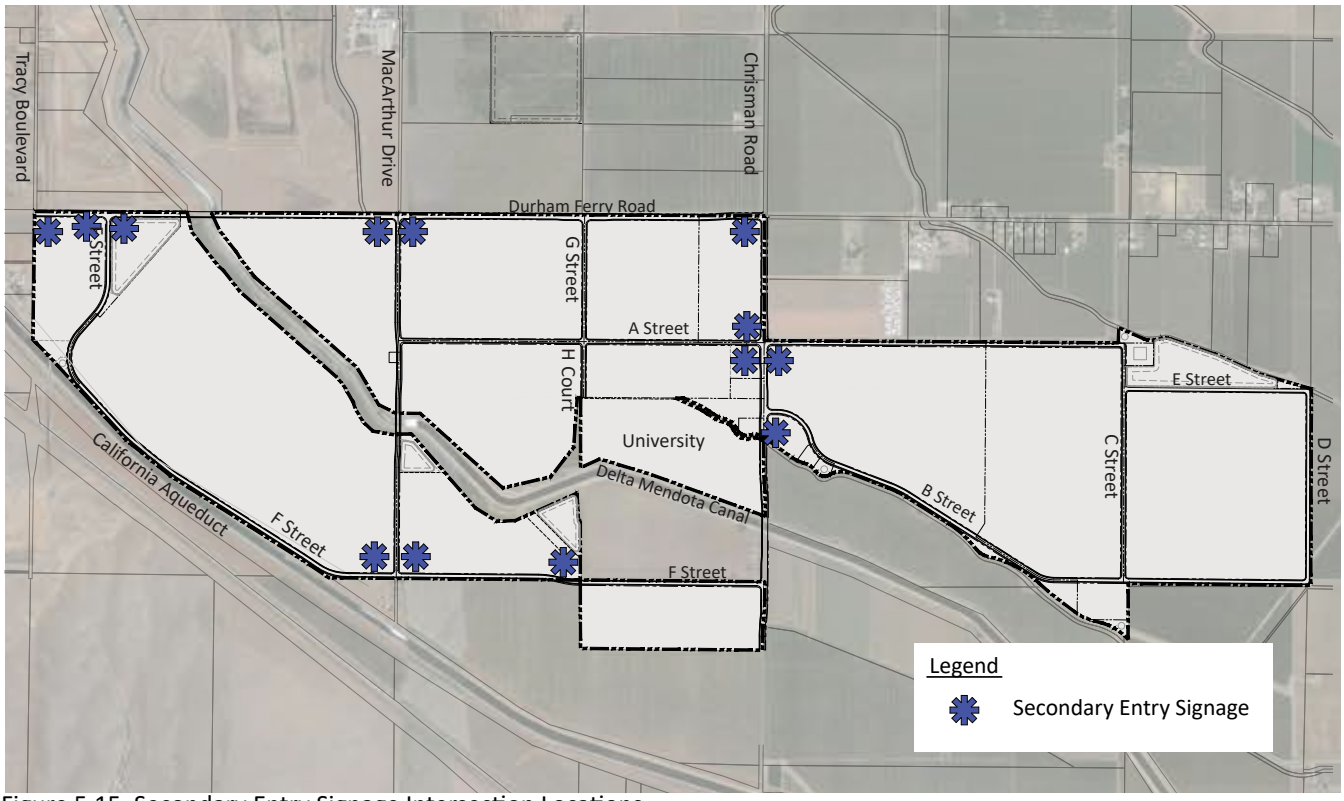


Figure 5.15, Secondary Entry Signage Intersection Locations

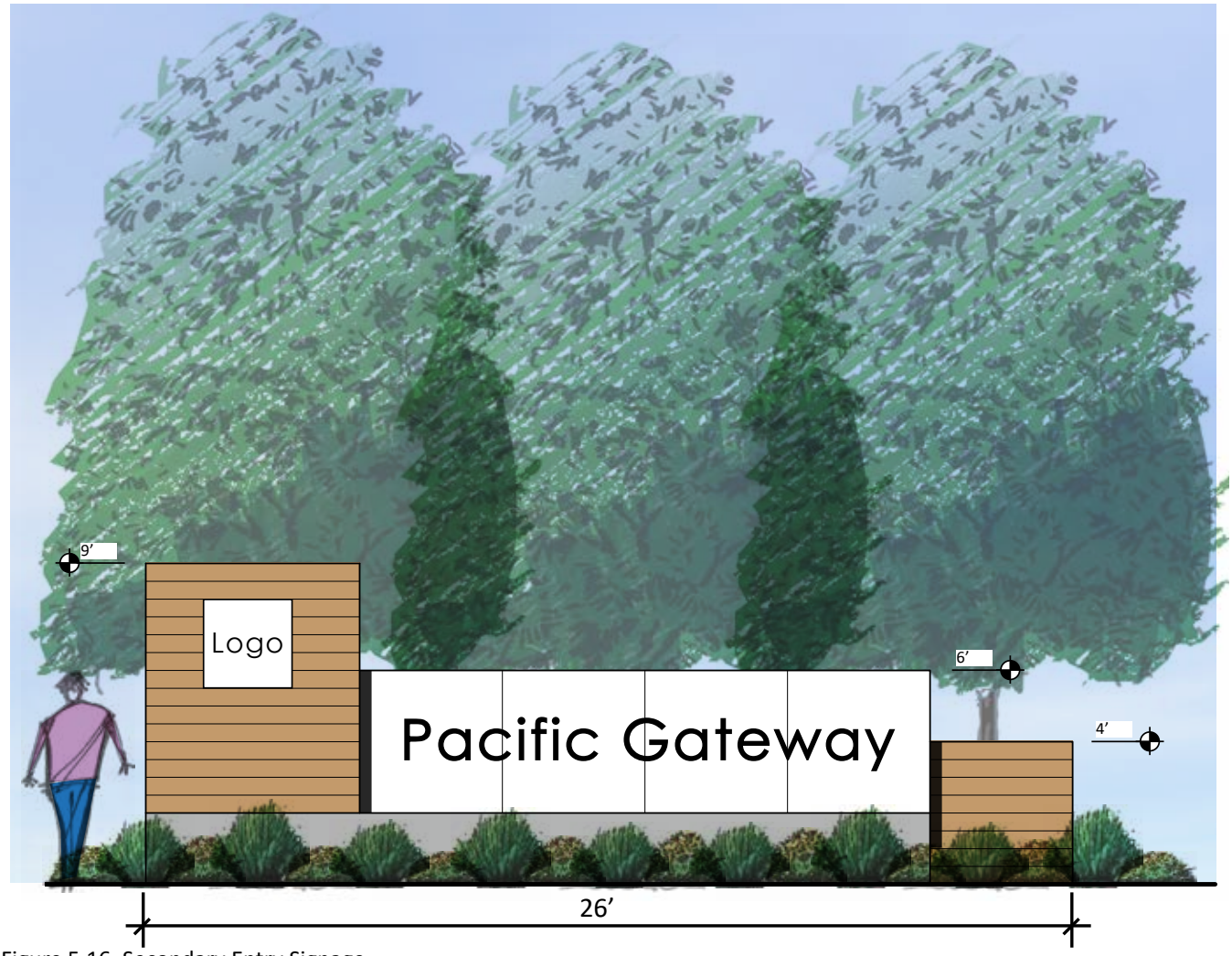


Figure 5.16, Secondary Entry Signage

Design Elements for Secondary Entry Signage

A. Columnar and Evergreen Trees, typ. (Backdrop)
- species: Quercus macrocarpa 'Urban Pinnacle' (Columnar Bur Oak)
- size: 24" box
- spacing: 18' on center
- species: Olea europaea 'Swan Hill' (Fruitless Olive) (Foreground)
- size: 36" box
- spacing: 20' on center

B. Corner Planting, typ.
- Alternating low accent color accent massings and evergreen ornamental grasses and Succulents, e.g. Festuca glauca 'Elijah Blue' (Elijah Blue Fescue), Aloe x 'Always Red' (Always Red Aloe), Agave 'Blue Glow' (Blue Glow Agave), Lomandra longifolia 'Breeze' (Breeze Dwarf Mat Rush)
- succulent size: 5 gallon
- ornament grass size: 1 gal.
- maximum height: 3'

C. Property Line, typ.
D. Landscape Setback, typ.
E. Crosswalk, typ.
F. 5' Sidewalk or 12' Class 1 Bike Path
G. Project Entry Signage
- Height: 8'
- Wall Length: 23'
- Materials and Design per Figure 5.16

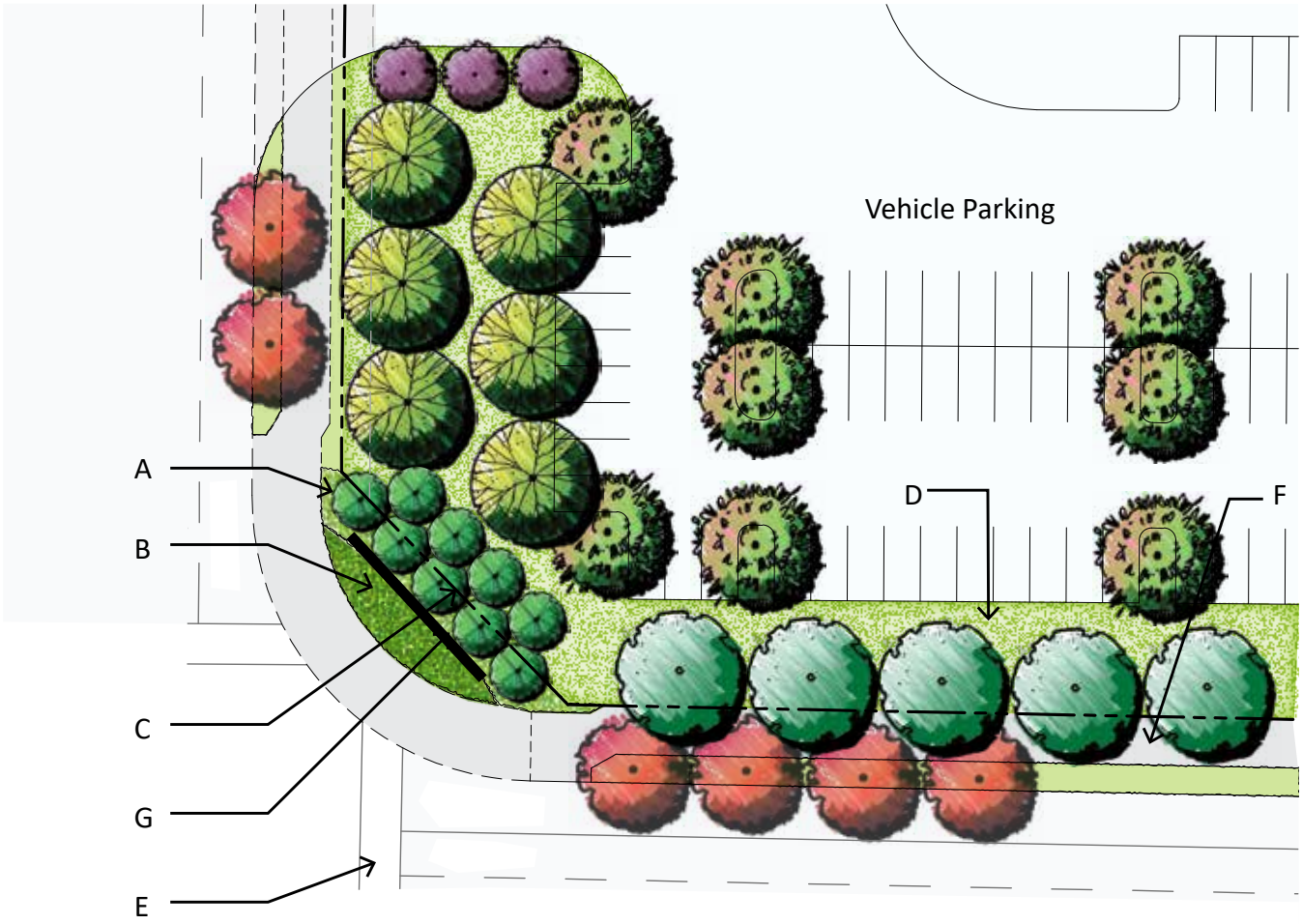


Figure 5.17, Conceptual Design for Secondary Entries with Signage

5.6 INTERSECTION LANDSCAPE (NO SIGNAGE)

Reinforcing the intersection circulation and hierarchy, corners without signage receive a similar landscape treatment to the secondary entry intersections. The intersections are enhanced with the same accent planting including columnar trees as a backdrop and low accent color accent evergreen and ornamental grasses in the fore ground . The design concept is illustrated in Figure 5.19.

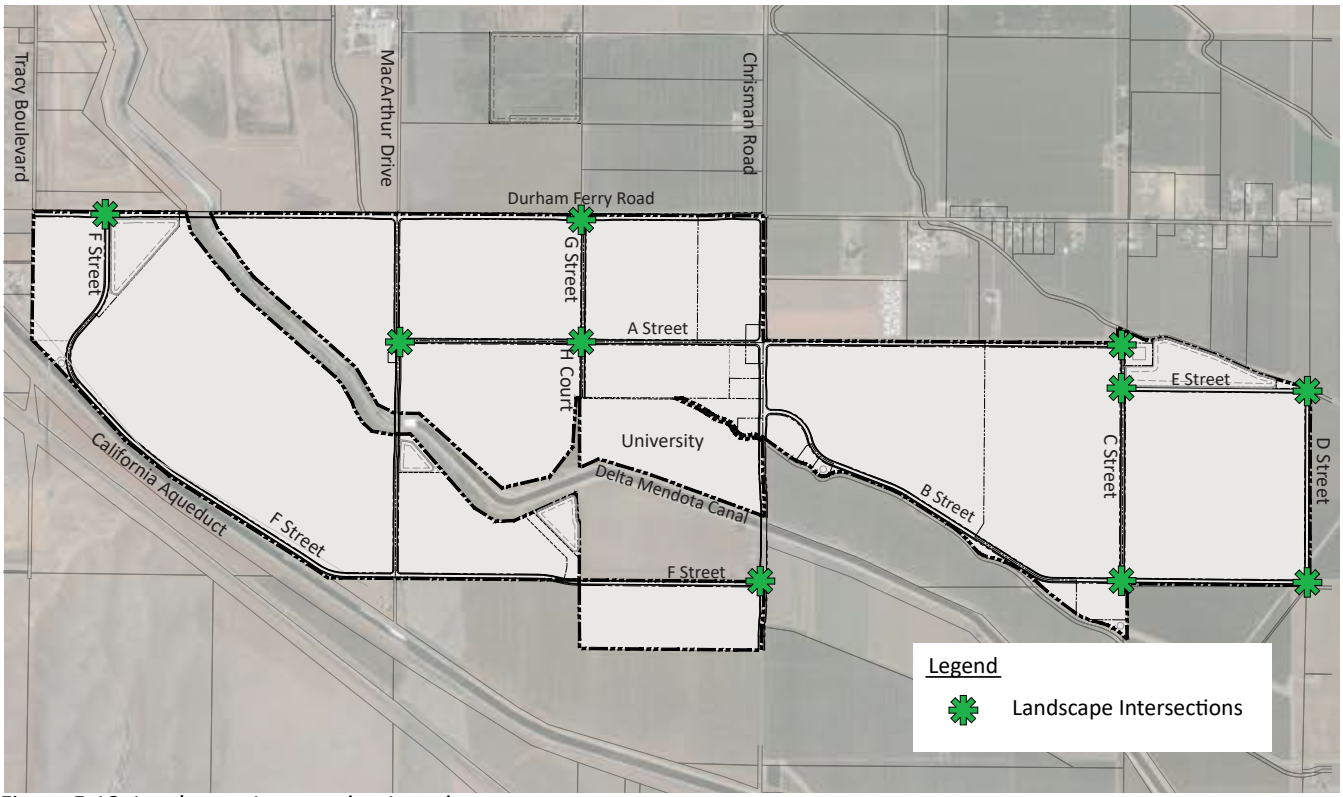


Figure 5.18, Landscape Intersection Locations

Design Elements for Typical Minor Intersections

A. Columnar and Evergreen Trees, typ. (Backdrop)
- species: Quercus macrocarpa 'Urban Pinnacle' (Columnar Bur Oak)
- size: 24" box
- spacing: 18' on center
- species: Olea europaea 'Swan Hill' (Fruitless Olive) (Foreground)
- size: 36" box
- spacing: 20' on center

B. Corner Planting, typ.
- Alternating low accent color accent massings and evergreen ornamental grasses and Succulents, e.g., Festuca glauca 'Elijah Blue' (Elijah Blue Fescue), Aloe x 'Always Red' (Always Red Aloe), Agave 'Blue Glow' (Blue Glow Agave), Lomandra longifolia 'Breeze' (Breeze Dwarf Mat Rush)
- succulent size: 5 gallon
- ornament grass size: 1 gal.
- maximum height: 3'

C. Property Line, typ.
D. Landscape Setback, typ.
E. Crosswalk, typ.
F. 5' Sidewalk or 12' Class 1 Bike Path

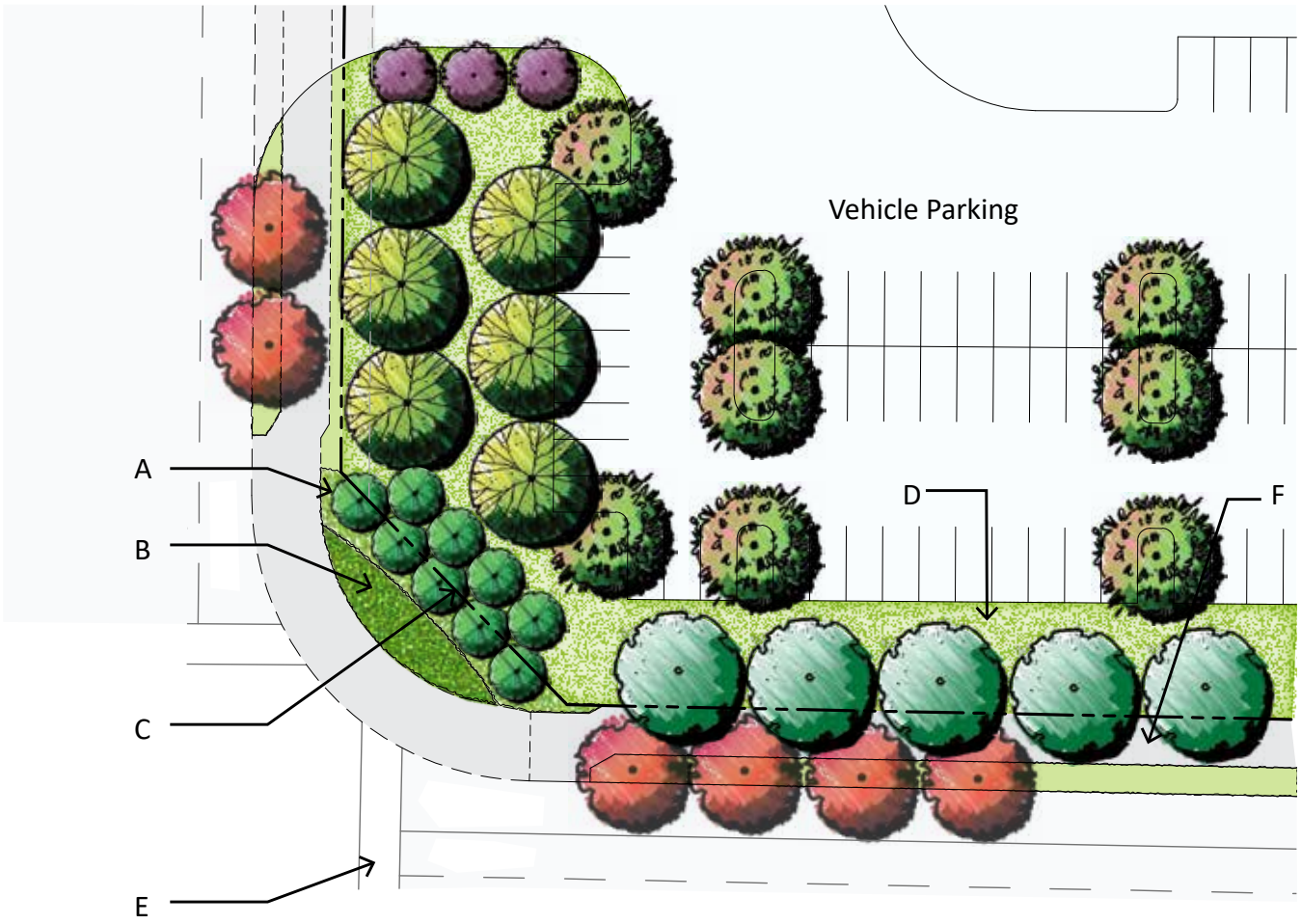


Figure 5.19, Conceptual Design for Project Entries without Signage

5.7 PARKS

Development of Pacific Gateway will include outdoor spaces and parks which will include a variety of design elements including fitness stations, farming artifacts, seating for social gatherings, and linear open spaces to provide for walking, exercise and relaxation. The overall theme for the park spaces is to provide connectivity between the open spaces with employees, allow opportunities for social interaction and outdoor recreation, and to develop the spaces using sustainable materials, water conservation planting, and reduced maintenance needs. Each of these spaces may include shade structures and canopies to provide relief from the hot summer days. Many of the spaces will be adjacent to bio-retention stormwater features which can have a cooling effect and reflect upon the agricultural heritage of the region.

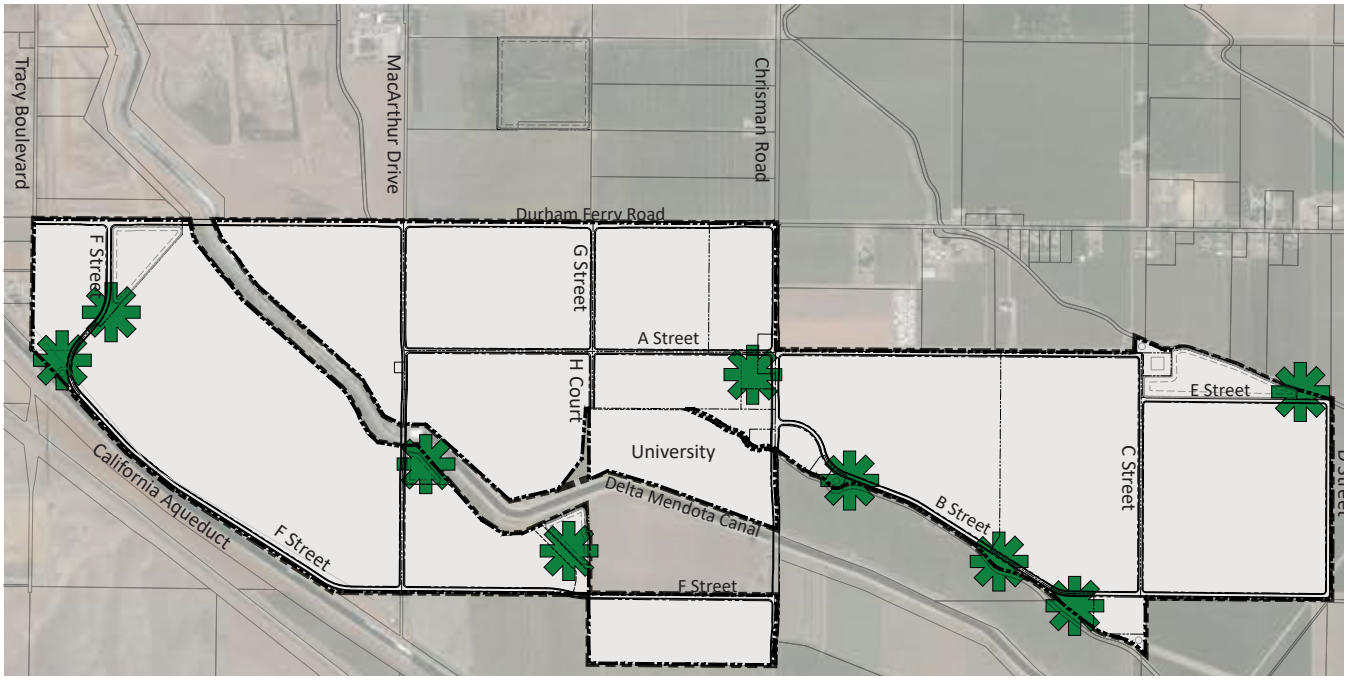


Figure 5.20, Park Locations

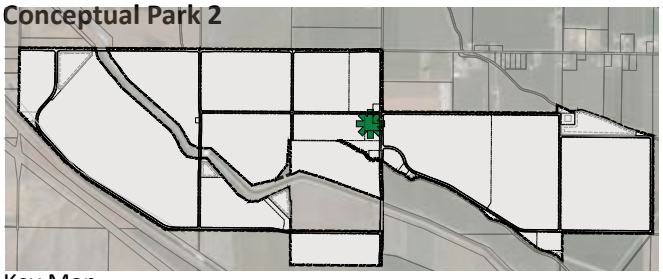
Conceptual Park 1

Park 1 is the largest park within the project and is centrally located off Chrisman Road at A Street. Because of its central location this park may include more organized program elements to serve the entire project. The proposed park concept includes pedestrian access from both Chrisman Road and A Street. Proposed park elements may include sport courts, an outdoor gathering area with seating and tables and an awning shade structure, and pedestrian pathways to access outdoor spaces and seating areas. The park will be connected by pedestrian and bike pathways to the adjacent commercial, office, and warehouse uses.

Conceptual Design Legend

A. Sport Courts
B. Seating Area with Shade Canopy
C. Formal and Informal Turfgrass Areas
D. Tree Allée
E. Visitor Parking

Conceptual Park 2



Key Map

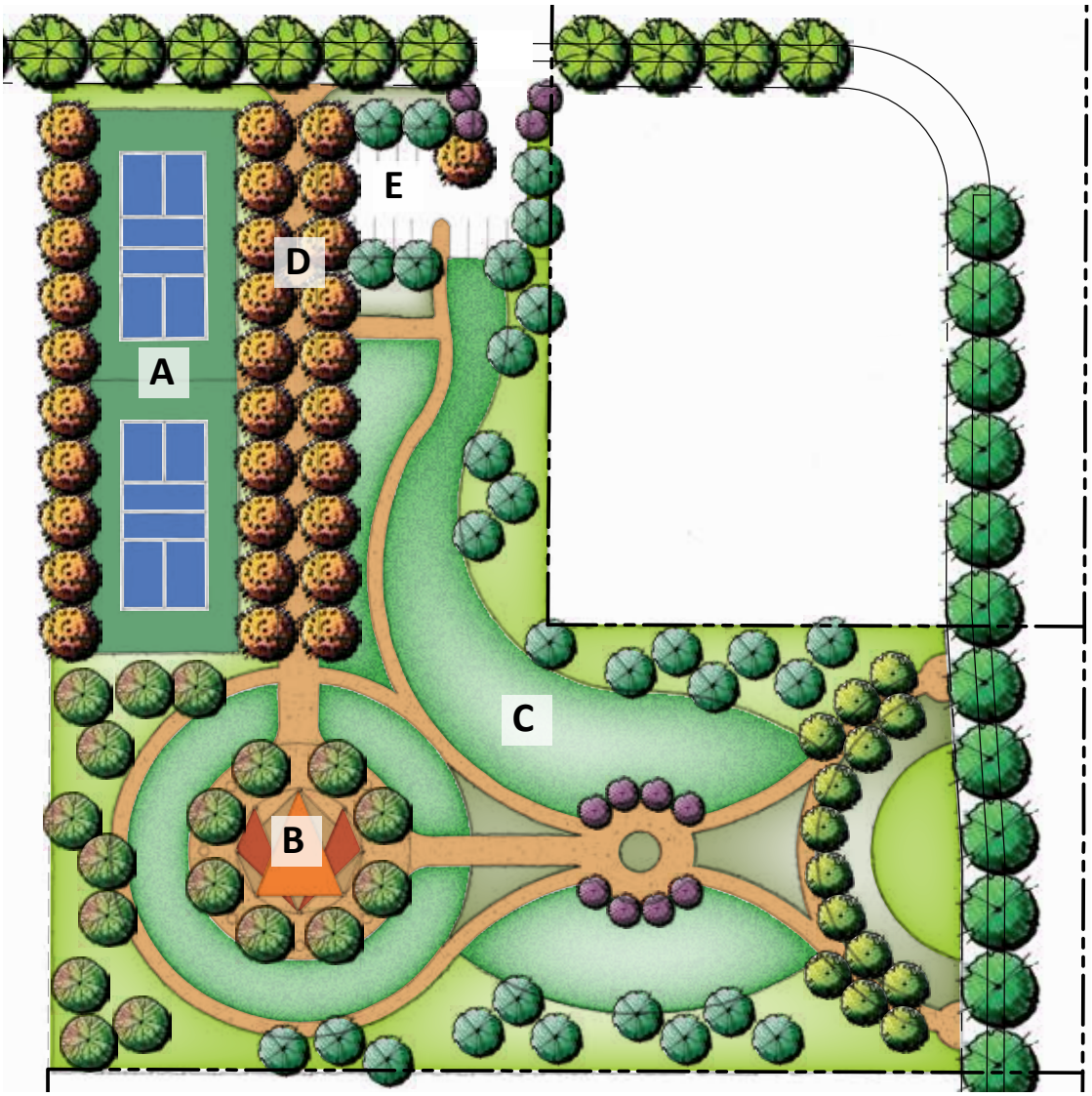


Figure 5.21, Conceptual Park 1

Located on the northeast edge of the project and adjacent to the large detention basin. The park will include a system of pathways and seating areas that will connect to the service road around the adjacent detention basin. The park is intended to provide a more passive use area for the eastern portion of the project The pathways will also connect to the street network of pedestrian and bicycle network.

Conceptual Design Legend

A. Meandering Pathway
B. Connection to Detention Basin
C. Benches
D. Shade Trees
E. Detention Basin (No Joint Use)

Key Map

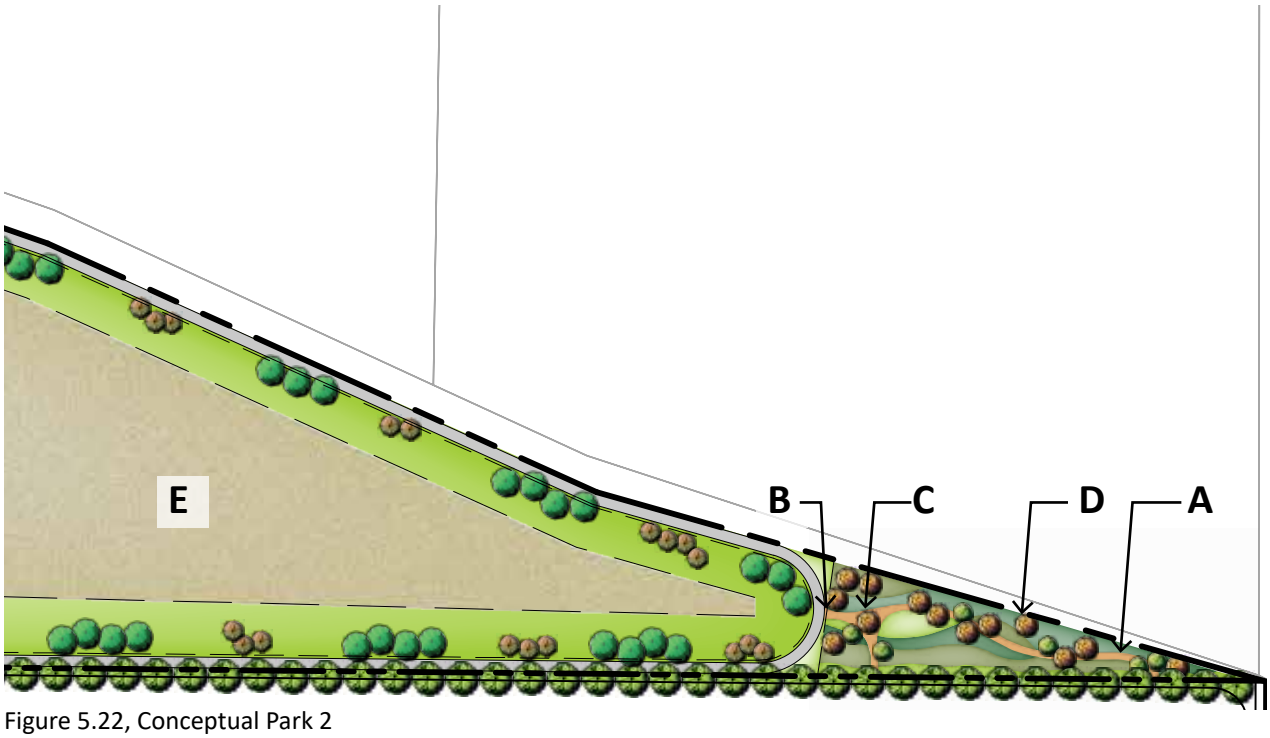


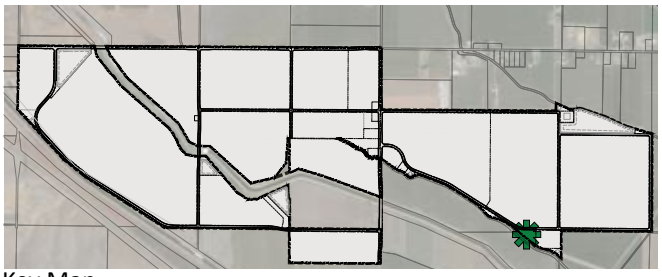
Figure 5.22, Conceptual Park 2

Conceptual Park 3

Concept Park 3 will be a food truck park that provides off-street parking for approximately 2 to 3 food vendors. Adjacent to the food truck parking will be groupings of seating and tables to provide for outdoor eating with shade structures. The park will be informal and include an orchard tree planting scheme to model the agricultural heritage and surrounding orchard uses. The surrounding warehouse uses will be linked to the park by the network of pedestrian and bicycle paths developed as part of the street network.

Conceptual Design Legend

A. Food Truck Parking
B. Orchard-Inspired Tree Layout
C. Plaza Area
D. Picnic Tables

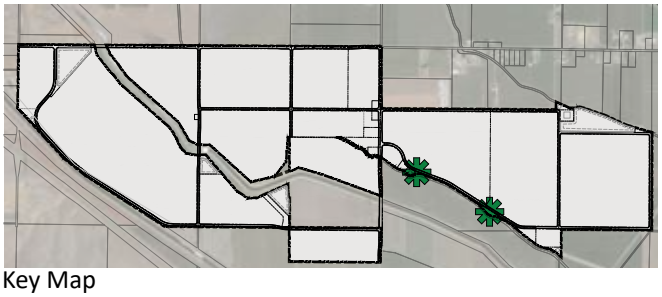


Key Map

Figure 5.23, Conceptual Park 3

Conceptual Parks 4 and 5

Parks 4 and 5 will provide a linear system of pedestrian trails and passive use areas to include seating areas and landscape elements that will end at pedestrian plaza that may include a focal point. The linear park will connect the food truck area with the pedestrian plaza to the northwest with surrounding warehouse uses by means of street network which includes additional pedestrian and bicycle improvements.



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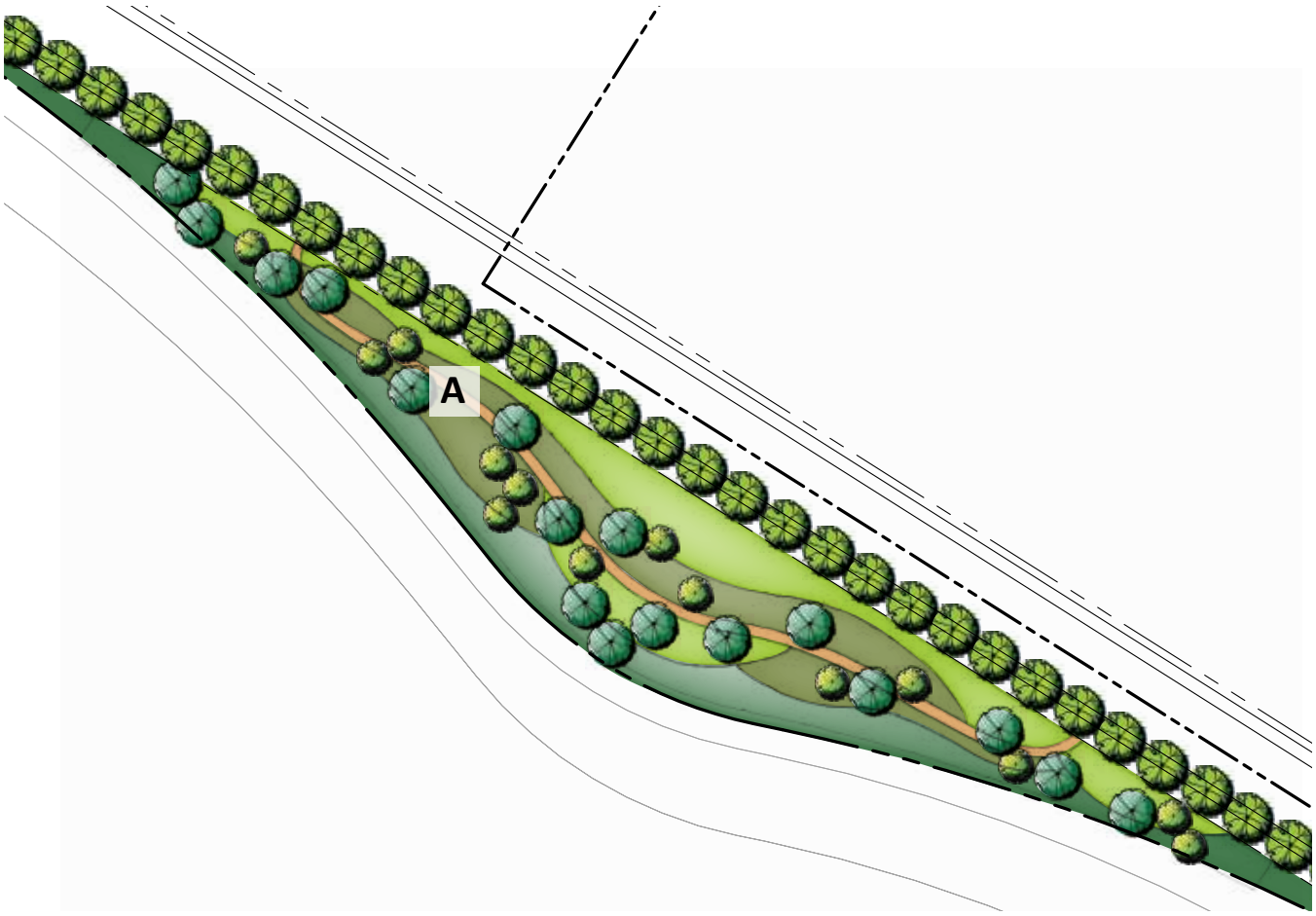

Figure 5.24, Conceptual Park 4

Conceptual Design Legend
A. Meandering Walkway
B. Focal Point Feature
C. Circular Hedge Plantings


Key Map

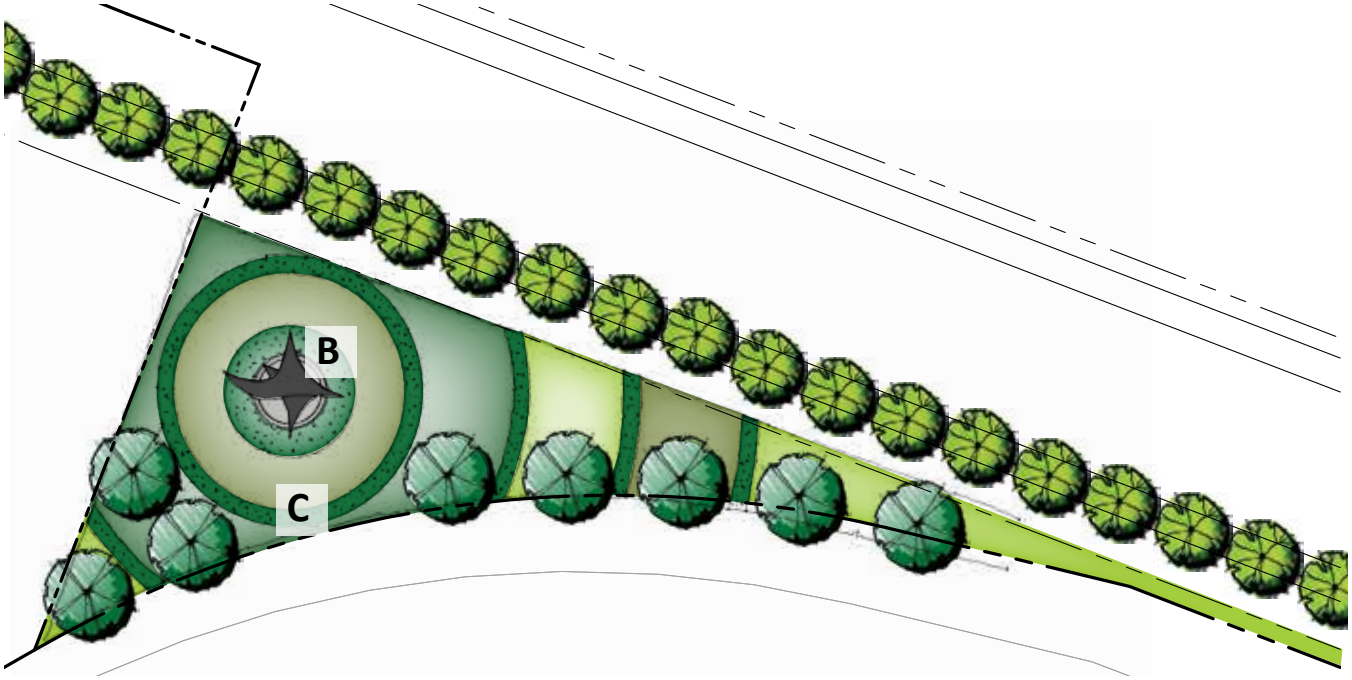

Figure 5.25, Conceptual Park 5

Conceptual Park 6

Park 6 is located west of Chrisman Road and adjacent to a detention basin located at the southwest portion of the project. A system of pedestrian paths will extend from the street network along the western edge of the detention basin. Two plaza features will provide seating areas and interpretive signage to provide a historical overview of the agricultural history of the area. Groves of shade trees will be planted between the pathways and at the plazas which will provide relief from the sun.

Conceptual Design Legend

A. Raised Viewing Area
B. Meandering Pathways
C. Tree Groves
D. Detention Basin (No Joint Use)

Key Map

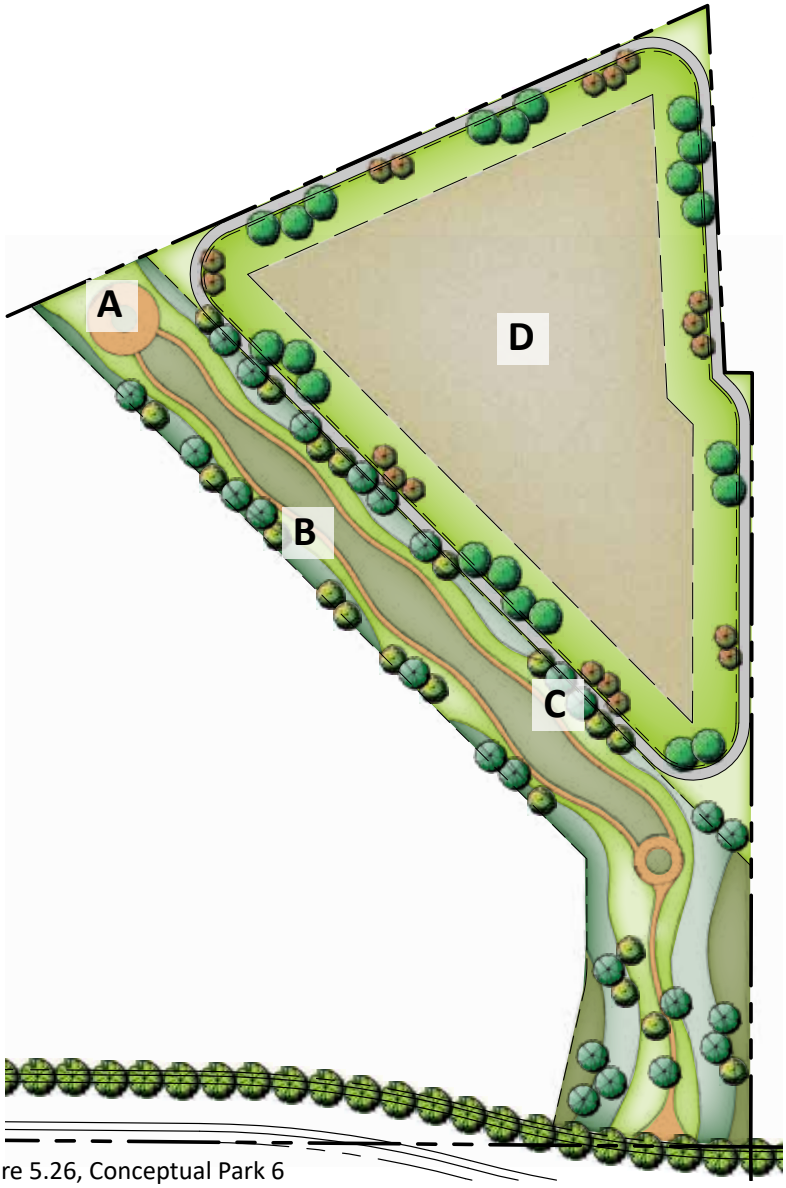

Figure 5.26, Conceptual Park 6

Conceptual Park 7

Park 7 is an interpretive park located off MacArthur Drive and located adjacent to a detention basin. A pathway located adjacent to the Delta Mendota Canal meanders to a plaza at the end of the space and will connect to the service road around the adjacent detention basin. Seating areas with historic farm equipment and interpretive signage will provide an overview of the equipment and how it shaped the agriculture history of the area. In addition, the seating areas and pathway will include tree plantings to provide shade and relief from the heat.

Conceptual Design Legend

A. Meandering Pathway
B. Interpretive Signage
C. Seating Area
D. Connection to Detention Basin
E. Detention Basin (No Joint Use)

Key Map

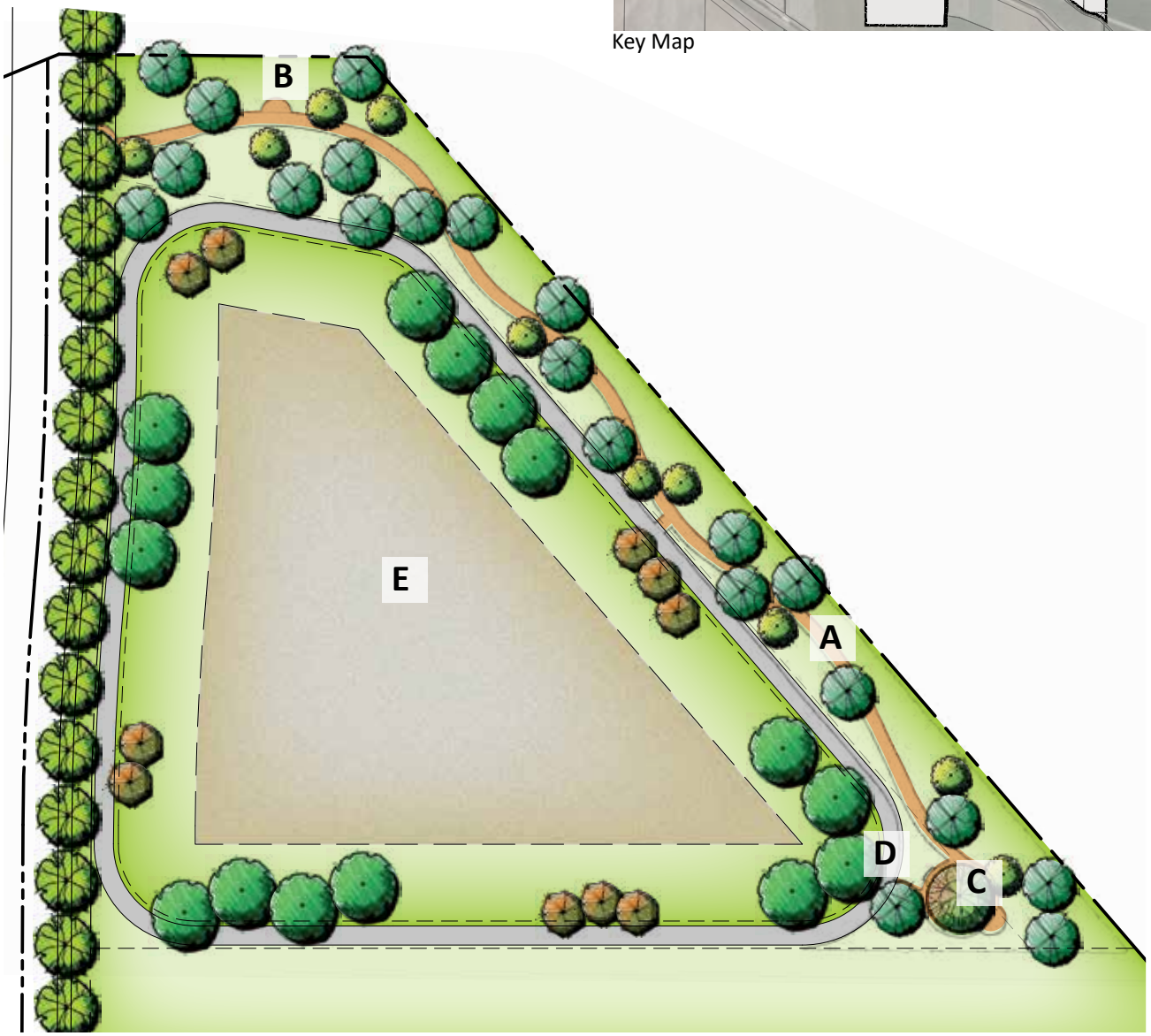

Figure 5.27, Conceptual Park 7

Conceptual Park 8

Park 8 will be at the terminus of the enhanced street linear landscape along F Street along the California Aqueduct frontage. The park may include a space for a focal point such as public art. The Spiral pathway will provide a gentle slope to an elevated plaza to provide a view over the project. The plaza will include shade trees and seating areas to provide employees of the surrounding warehouses with a relaxing outdoor connection. The park is intended to provide a more passive use area for the western portion of the project The pathways will also connect to the street network of pedestrian and bicycle connections.

Conceptual Design Legend

A. Sculpted Mound Feature
B. Spiral Walkway
C. Viewing Area
D. Formal Tree Groupings for Screening/Directional Viewing

Key Map

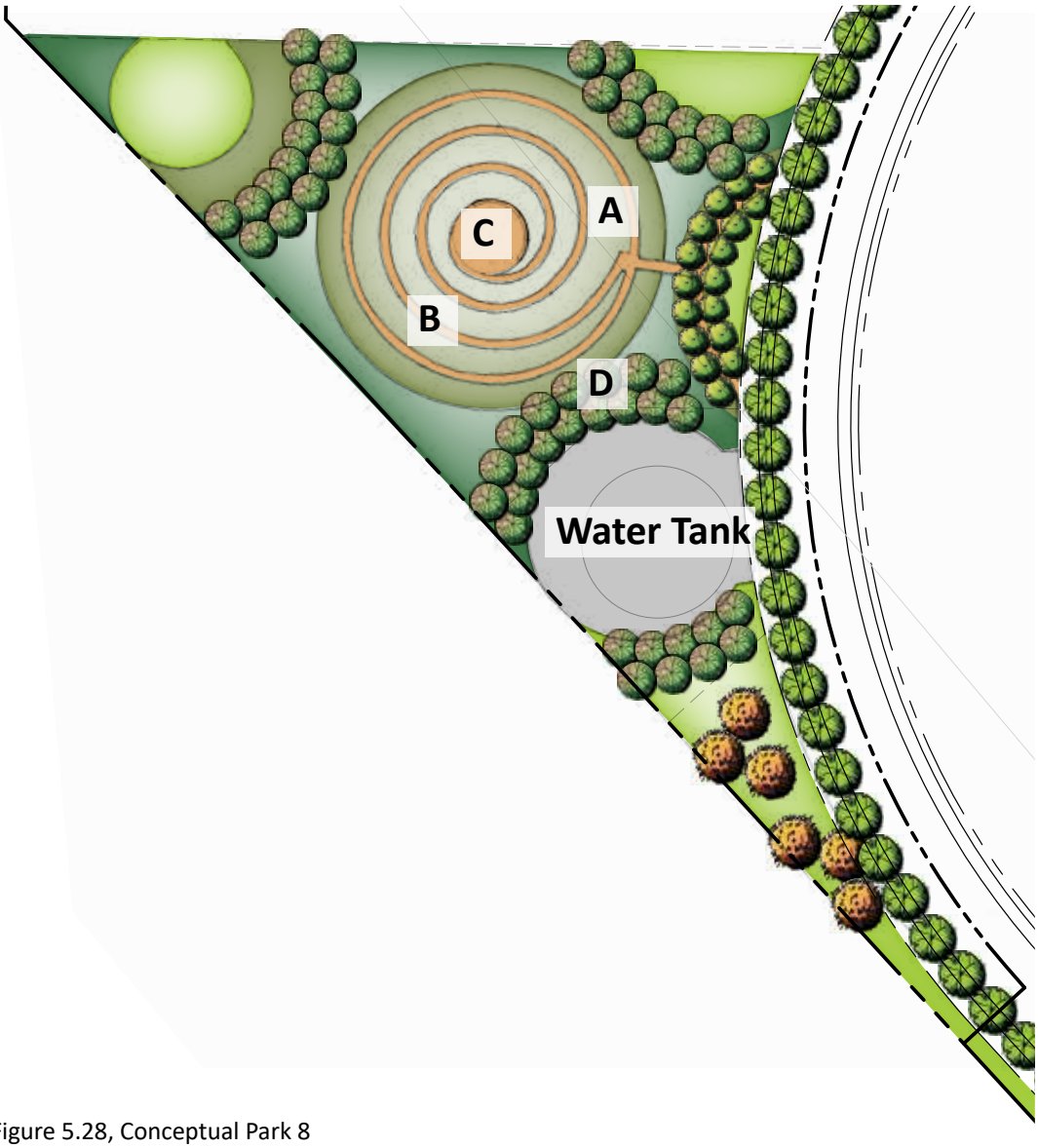

Figure 5.28, Conceptual Park 8

Conceptual Park 9

Park 9 will be developed around the northwest detention basin and will be linked to the street network of pedestrian and bicycle connections. A meandering pathway with a "string" of community garden planters and plazas will extend from the street and connect with the basin. Seating areas and orchard row tree planting will surround the community gardens and provide an opportunity for employees and the community to have a space to garden, grow vegetables, and harvest fruit from the trees.

Conceptual Design Legend

A. Community Garden
B. Garden Planters
C. Fruit Trees
D. Connection to Detention Basin
E. Detention Basin (No Joint Use)

Key Map

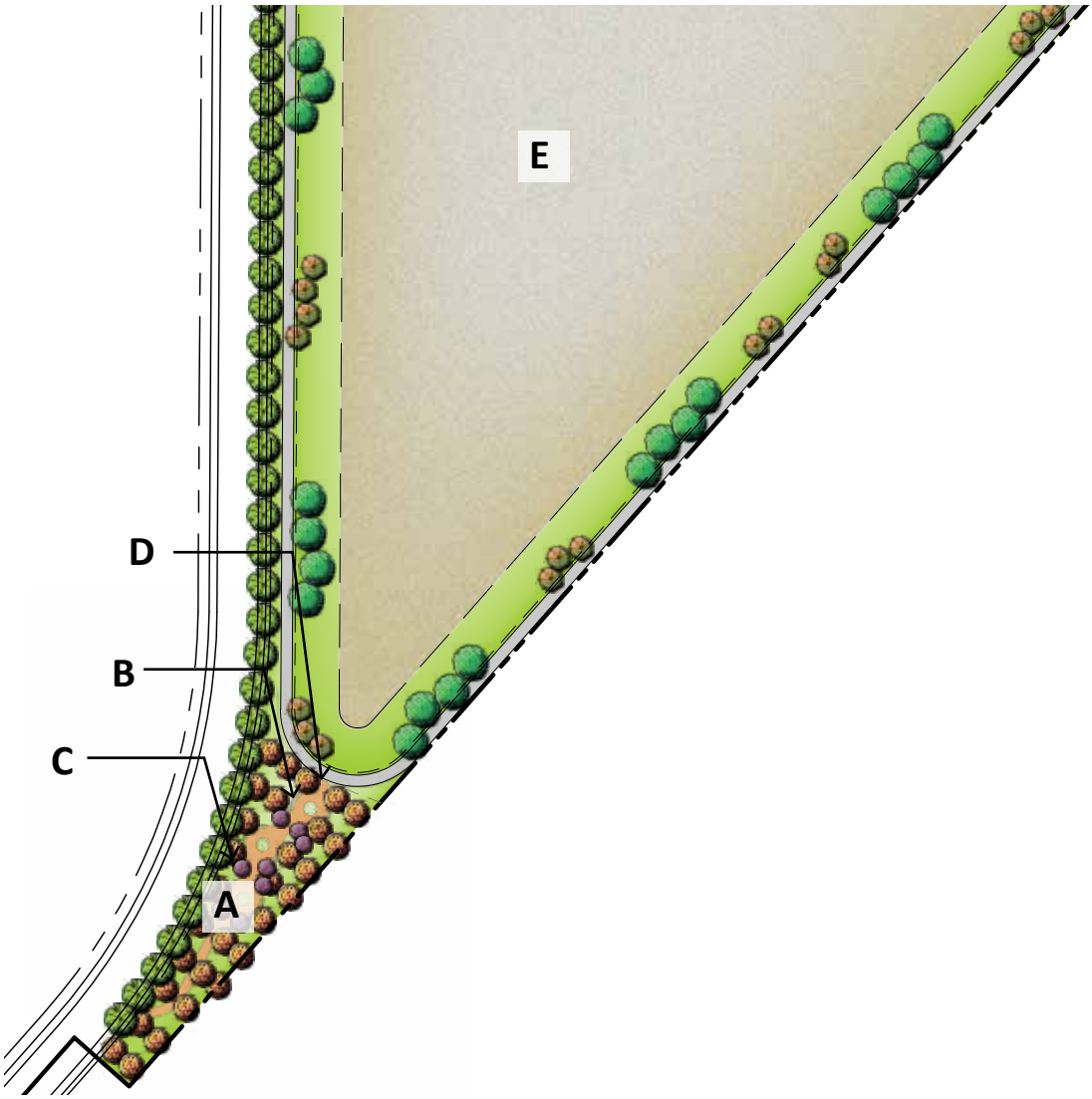

Figure 5.29, Conceptual Park 9

5.8 PARK/DETENTION BASIN LANDSCAPE

Detention basins will be located throughout the project to provide for storm drainage retention and parks and open amenities. The bottom of the bio-retention basins will not be used for recreational use, and only the level surrounding areas around the basin will be used to create an open space and park use. The slopes of the bio-retention basins will include landscaping with shrubs and understory planting with the bottom of the bio-retention basin will not be landscaped since the basin will typically be inundated with stormwater that will not support landscape growth, see Figure 5.30.

Conceptual Design Legend

A. Shrub and groundcover Planting
B. Shade Tree and Larger Shrub Planting
C. No Landscape Planting

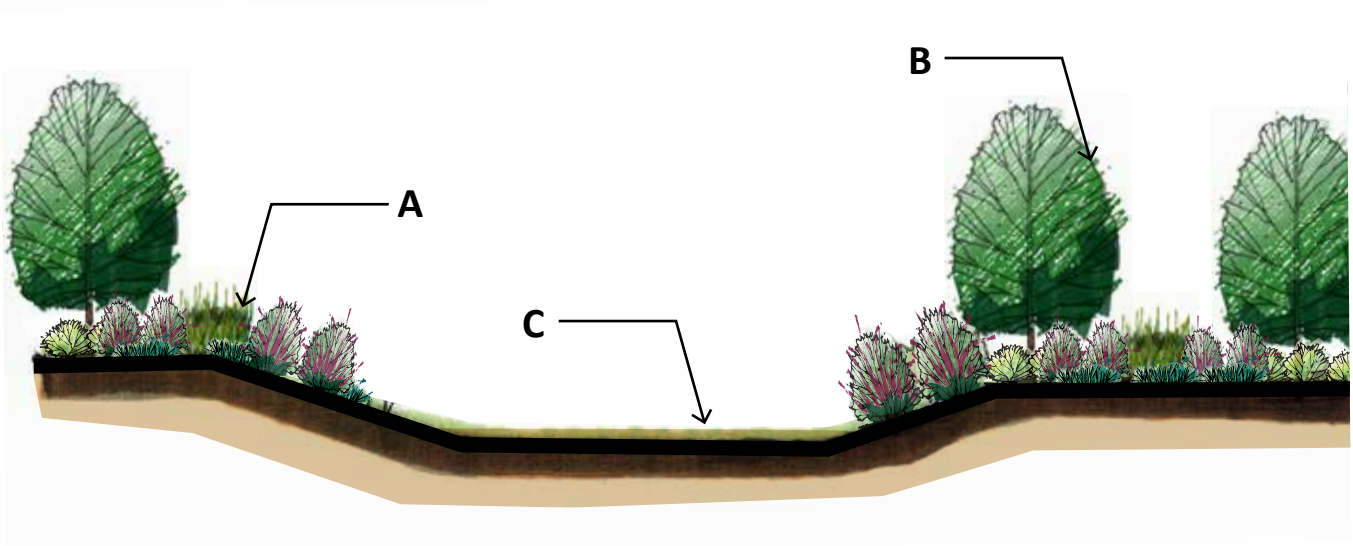

Figure 5.30, Conceptual Detension Basin Landscape Concept

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6 ROADWAYS AND UTILITIES
PACIFIC GATEWAY

6.1 INTRODUCTION
The project has been designed to implement and conform with standards established by San Joaquin County. Development of the project area will also require the construction of new infrastructure and public improvements, and the extension of existing roadways and new on-site utility infrastructure.

6.2 EXISTING SITE ACCESS AND STREET NETWORK
The main access points to the project area are Interstate 580 to the west, State Route 132 to the south, Interstate 5 to the east, and Interstate 205 (Business 205) at Tracy Boulevard and Macarthur Drive.

Chrisman Road is intended to be a STAA route and will provide the main access from the interchange at State Route 132 to the site. Durham Ferry Road, which is currently a rural street with a number of large estate homes with direct driveway access, may include limited access from Interstate 5. Access from 11th Street (Business 205) will be provided primarily from Chrisman Road, though other secondary north-south streets (e.g., Bird Road and Banta Road) may likely also be used. Local trips to the project from Manteca would utilize streets such as Tracy Boulevard and MacArthur Drive. Trucks are expected to primarily use Chrisman Road to access the Project, as a number of other roadways have signage either prohibiting all truck traffic or restricting trucks over 6 tons.

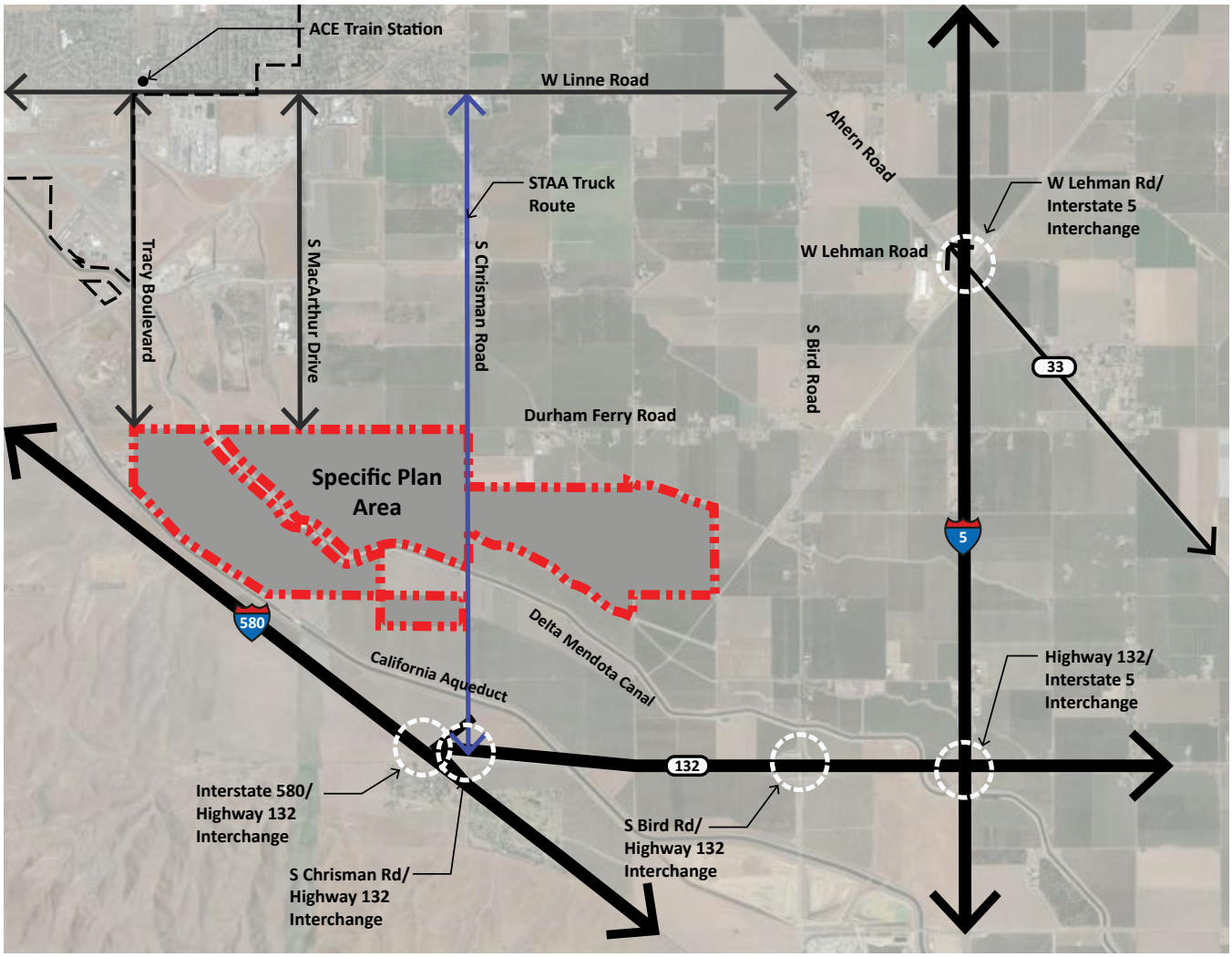


Figure 6.1, Existing Roadways

6.3 PROPOSED SITE ACCESS AND STREET NETWORK

While specific off-site improvements have not been identified, the following upgrades are anticipated:

- Improved SR 132/Chrisman Road interchange
- New I-580/Tracy Boulevard interchange (potential improvement)

Improvements impacting private property due to the existing road network will include the widening of Chrisman Road and the extension of Durham Ferry Road west of Chrisman Road to Tracy Boulevard. Both roadway widenings/extensions will result in four lane major arterials constructed to San Joaquin County standards. Durham Ferry Road east of Chrisman Road would remain a two-lane rural roadway. MacArthur Drive and Tracy Boulevard will be improved as two-lane industrial streets. Additional north/south and east/west two-lane industrial streets will be constructed in accordance with the Local Transportation Analysis (LTA) being prepared as part of the project's EIR. Conceptual streets are shown in this chapter, which would provide access from the main access streets to the interior parcels interior of the project.

This roadway system and extension of roadways will provide efficient movement of traffic within the project area. The street network facilitates direct travel between individual parcels and also providing regional access to the project. The number, type, location, and design of local roadways, including intersection spacing, geometrics and other design elements described in this Specific Plan are conceptual only. The County may require additional design improvements and requirements which may include additional right-turn lanes, acceleration and deceleration lanes, and extended left-turn pockets.

The network of roads will provide for multi-modal uses including pedestrians, bicycles, vehicles, trucks, and public transportation. Pedestrian improvements include sidewalks on both sides of most streets, 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. The project area roadway system will also facilitate use of public transportation facilities by providing bus pull outs and shelters for passengers offering shade and protection during winter weather. Such improvements shall be implemented and timed as needed for each individual or group of buildings through the Improvement Plan approval process.

6.4 CHRISMAN ROAD – 4 LANE MAJOR ARTERIAL

Chrisman is classified as a 4-lane major arterial and will include 4 lanes with median separation, see Figures 6.3 and 6.4. Chrisman road bisects the project and will provide the main access for the project to both the east and west development parcels. Chrisman Road will also serve as the main truck route for the project, and is presently designated as a STAA truck route. A 12' Class 1 bicycle and pedestrian path will be included on only the western side of the road. This will allow for separate pedestrian and bicycle paths from the travel lanes, with a 5' sidewalk along only a portion of the road on the east side development. This will create space for a landscaped corridor of a double row of trees to assist in screening buildings and parking areas.

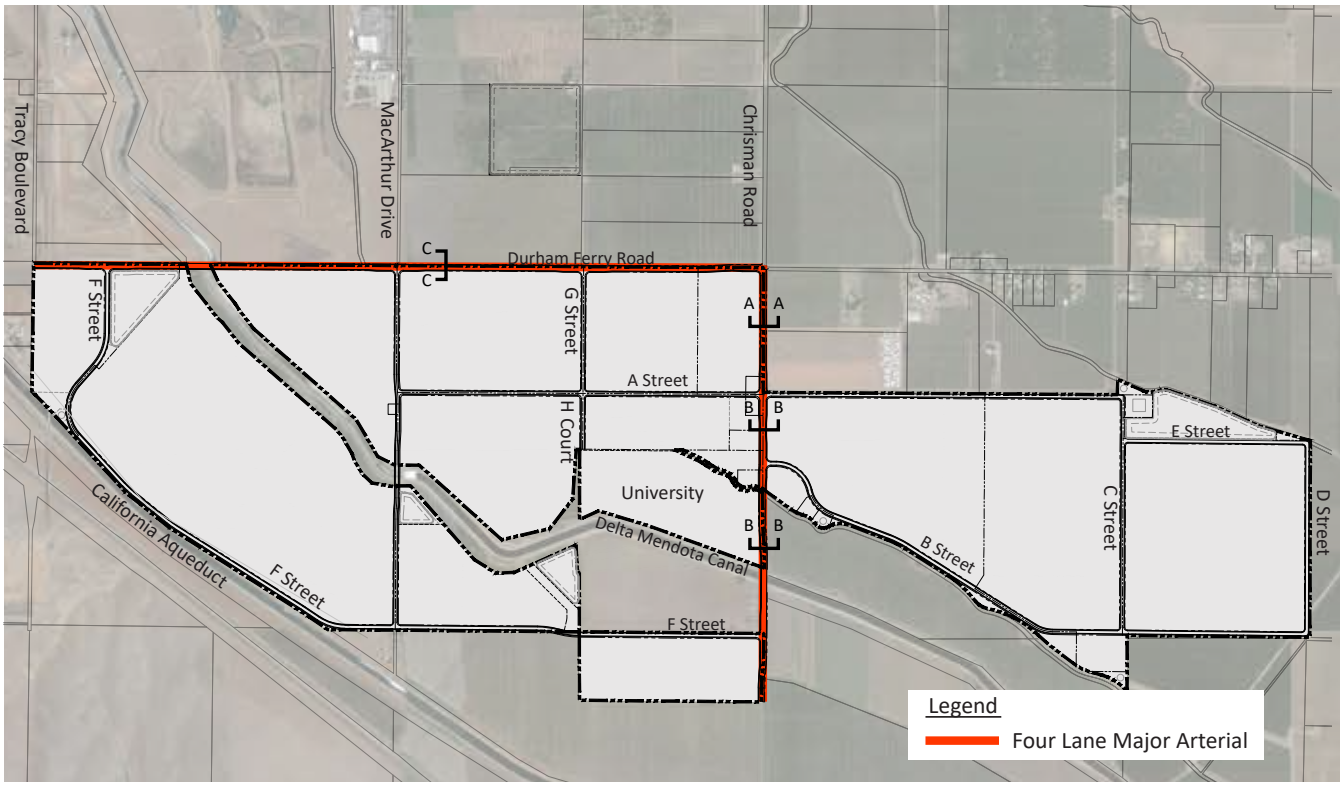
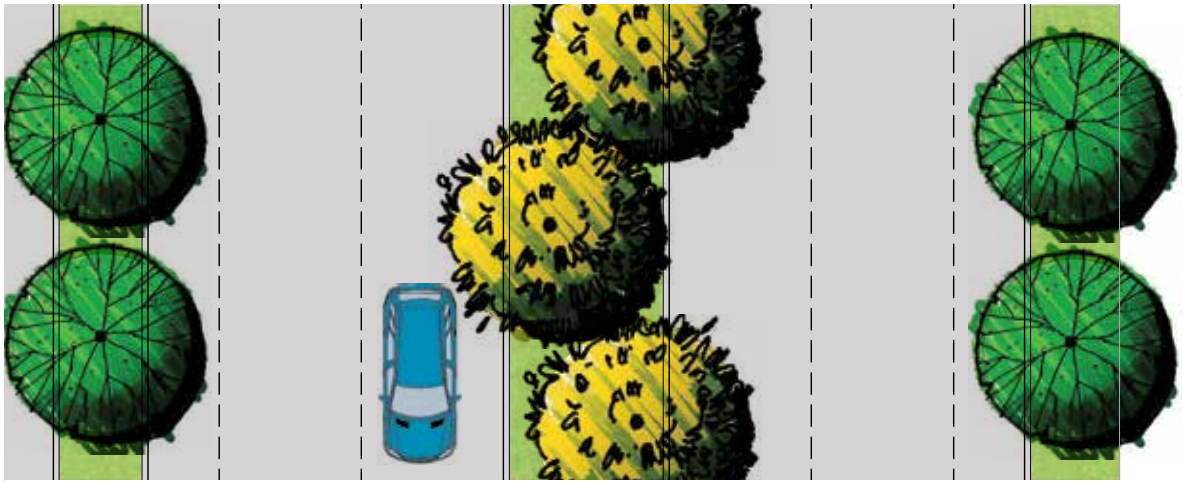


Figure 6.2, Arterial Street Locations

6.5 DURHAM FERRY ROAD – 4 LANE MAJOR ARTERIAL

Durham Ferry Road west of Chrisman Road is classified as a 4-lane major arterial and will include 4 lanes with median separation between Chrisman Road to Tracy Boulevard to the west, see Figure 6.5. Durham Ferry Road will be limited to truck traffic west of Chrisman Road. It will also allow traffic from the City of Tracy from both Tracy Boulevard and MacArthur Drive to access a large portion of the project. A 12' Class I bicycle and pedestrian path will be included on the south side of the road, which will provide for a separate pedestrian and bicycle path from the travel lanes, see Figure 6.5. Durham Ferry Road west of Chrisman Road will be designed to STAA standards to allow for truck traffic.



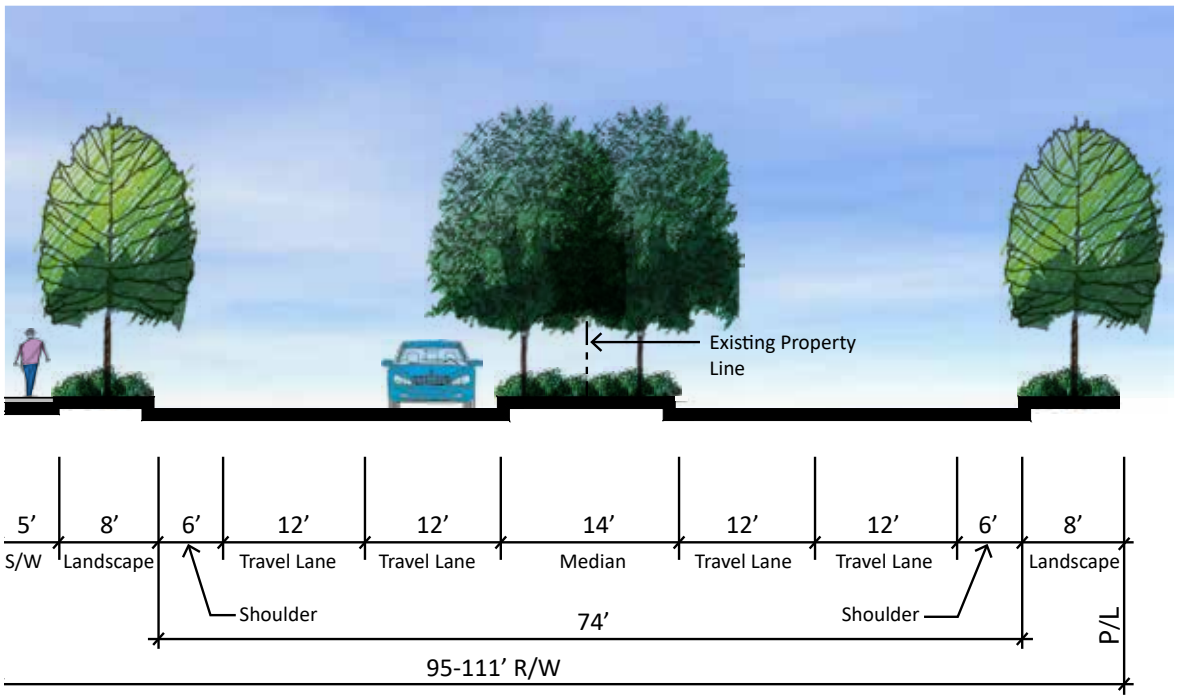


Figure 6.3, Chrisman Road Conceptual 4-Lane Arterial, Section A-A

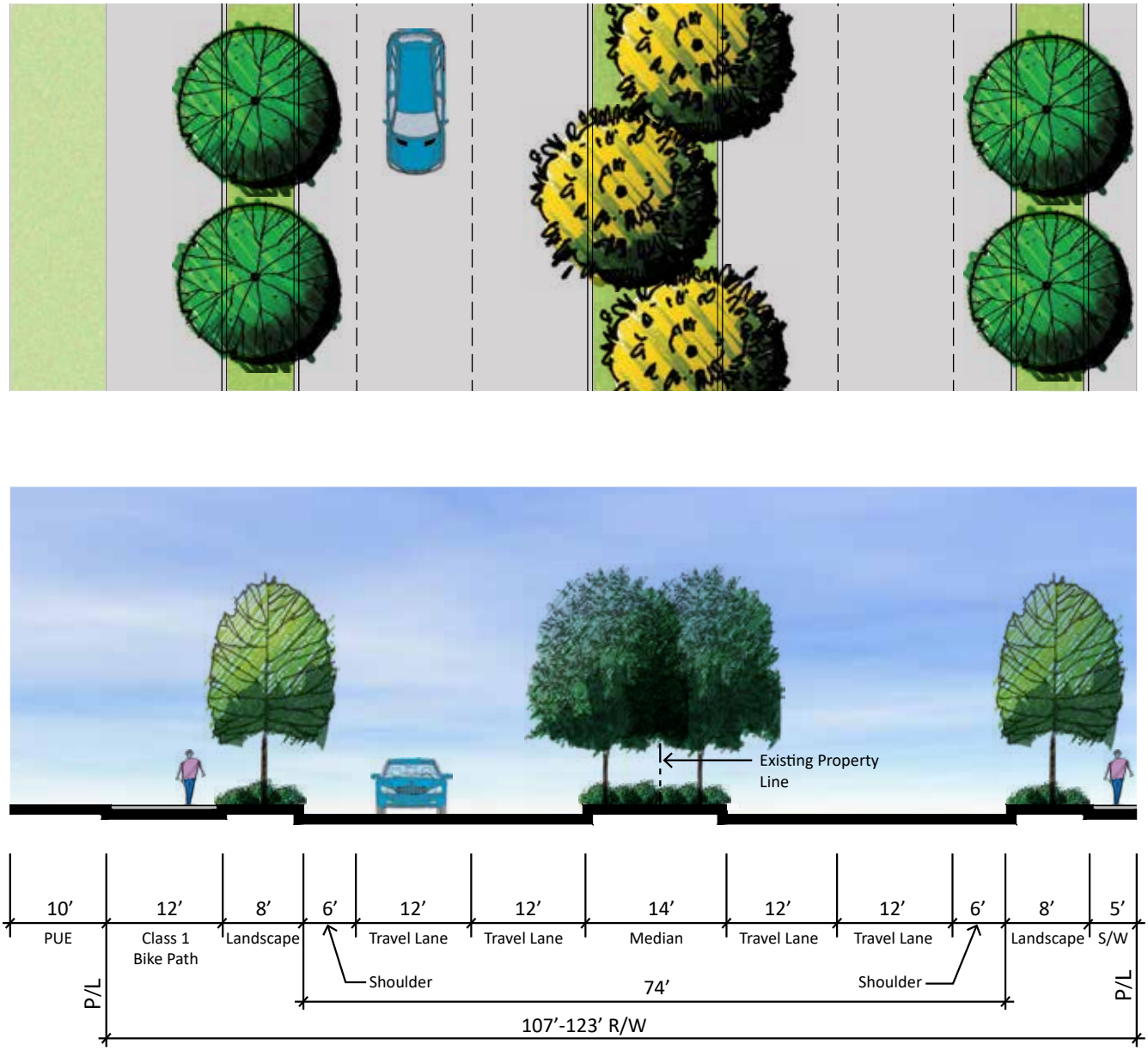


Figure 6.4, Chrisman Road Conceptual 4-Lane Arterial, Section B-B

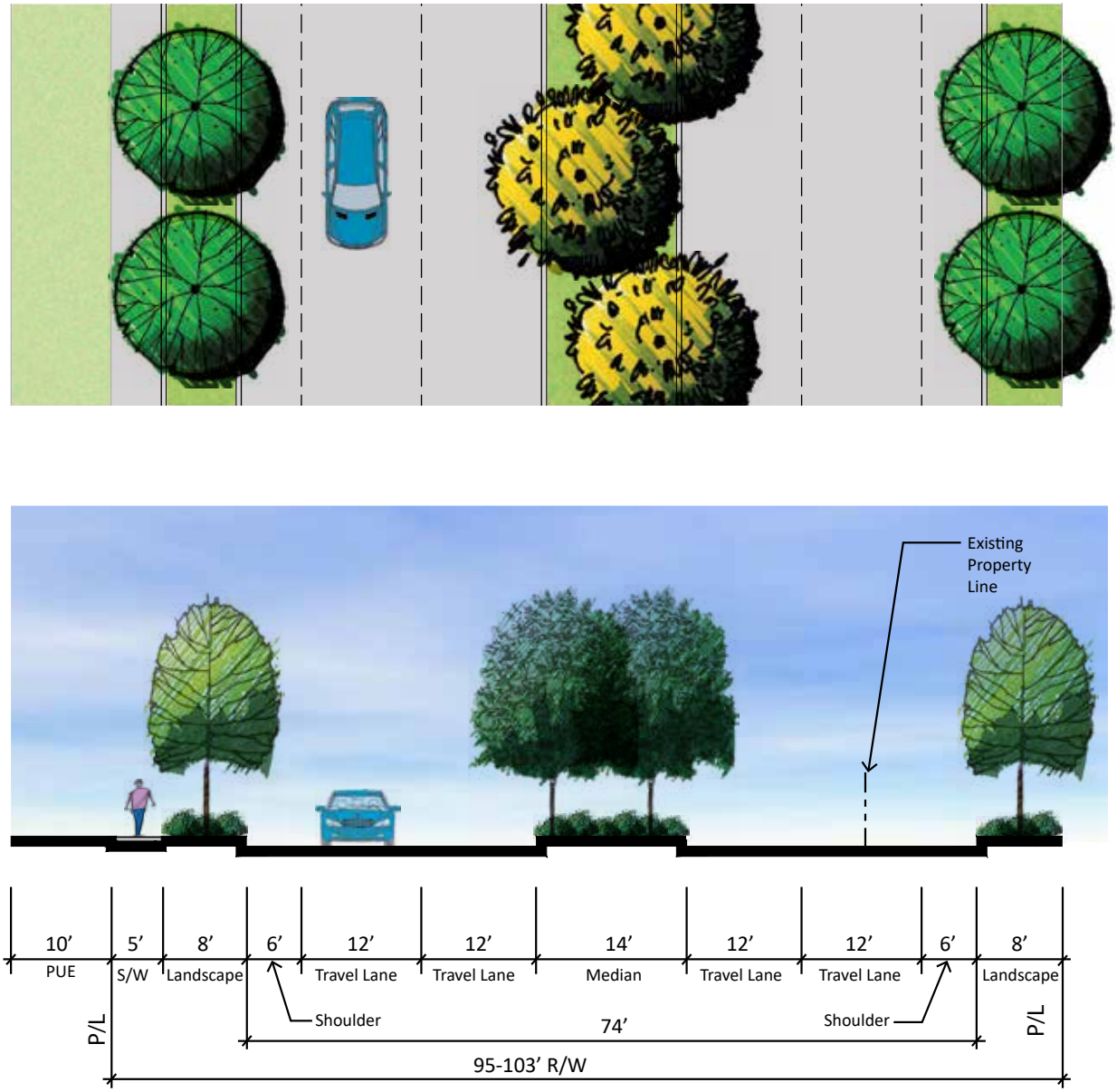


Figure 6.5, Durham Ferry Road Conceptual 4-Lane Arterial, Section C-C

6.6 MACARTHUR DRIVE – 2 LANE LOCAL INDUSTRIAL STREET

MacArthur Drive and Tracy Boulevard will provide vehicle circulation to Durham Ferry Road from the City of Tracy, see Figure 6.6. The industrial street includes 2 lanes with a 14' free turning median lane, see Figure 6.7. A 12' Class 1 bicycle and pedestrian path will be included on one side of the street to provide for a separate pedestrian and bicycle path from the travel lanes, see Figure 6.7. These industrial streets will be designed to STAA standards to allow for truck traffic.

6.7 INDUSTRIAL STREETS - 2 LANE LOCAL INDUSTRIAL STREET

Streets A through G and Court H will provide for the interior circulation of vehicles and trucks within the project. These industrial streets will include 2 lanes with a 14' free turning median lane, see Figures 6.8 through 6.15. A 12' Class I bicycle and pedestrian path will be included on one side of the street to provide for a separate pedestrian and bicycle path from the travel lanes. These industrial streets will be designed to STAA standards to allow for truck traffic.

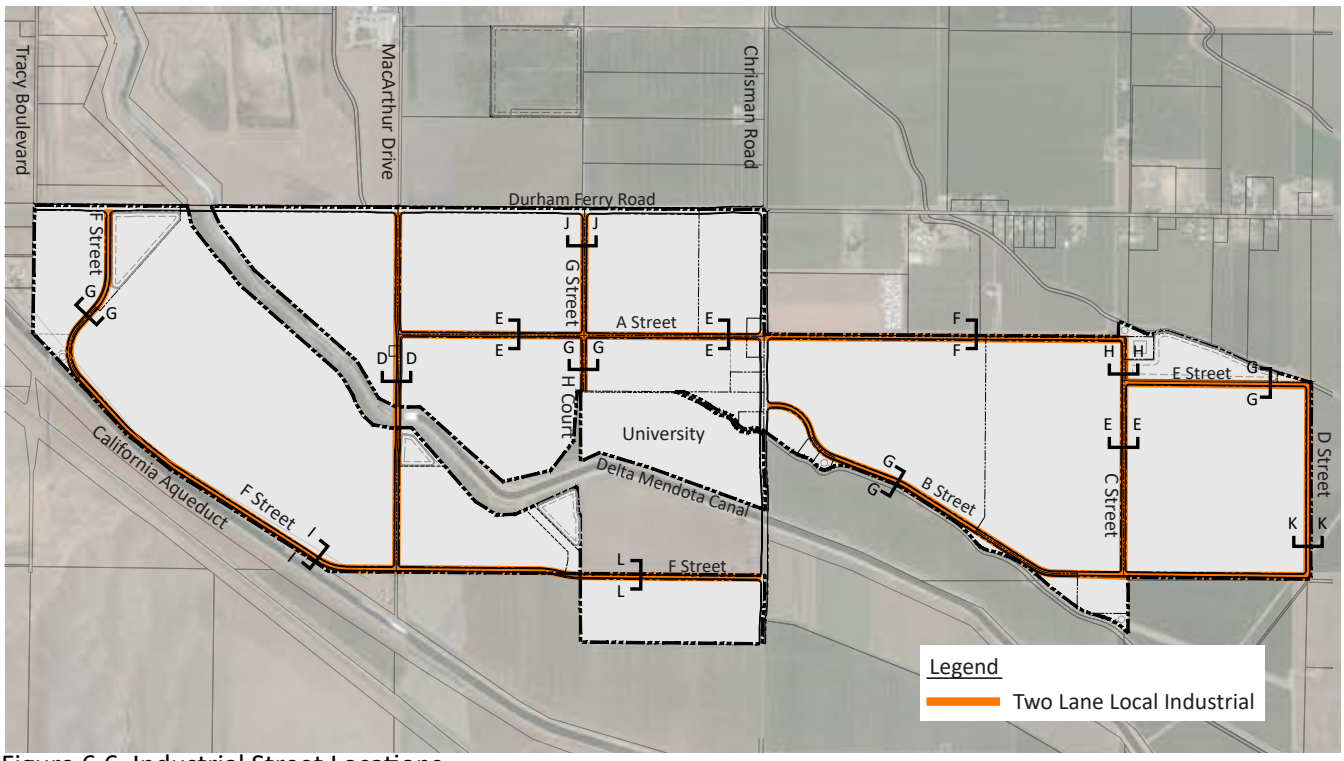


Figure 6.6, Industrial Street Locations

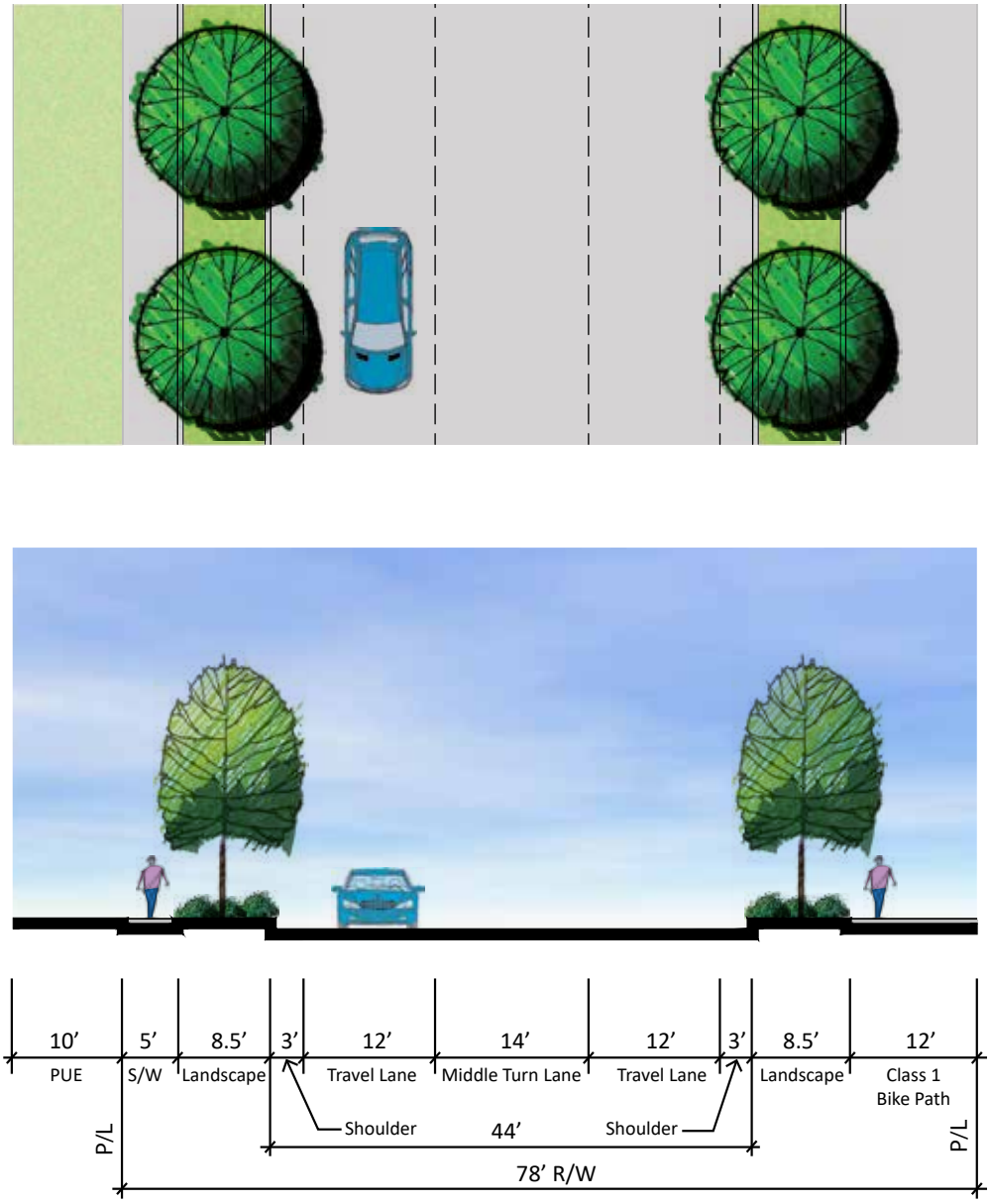


Figure 6.7, MacArthur Drive Conceptual 2-Lane Local Industrial, Section D-D

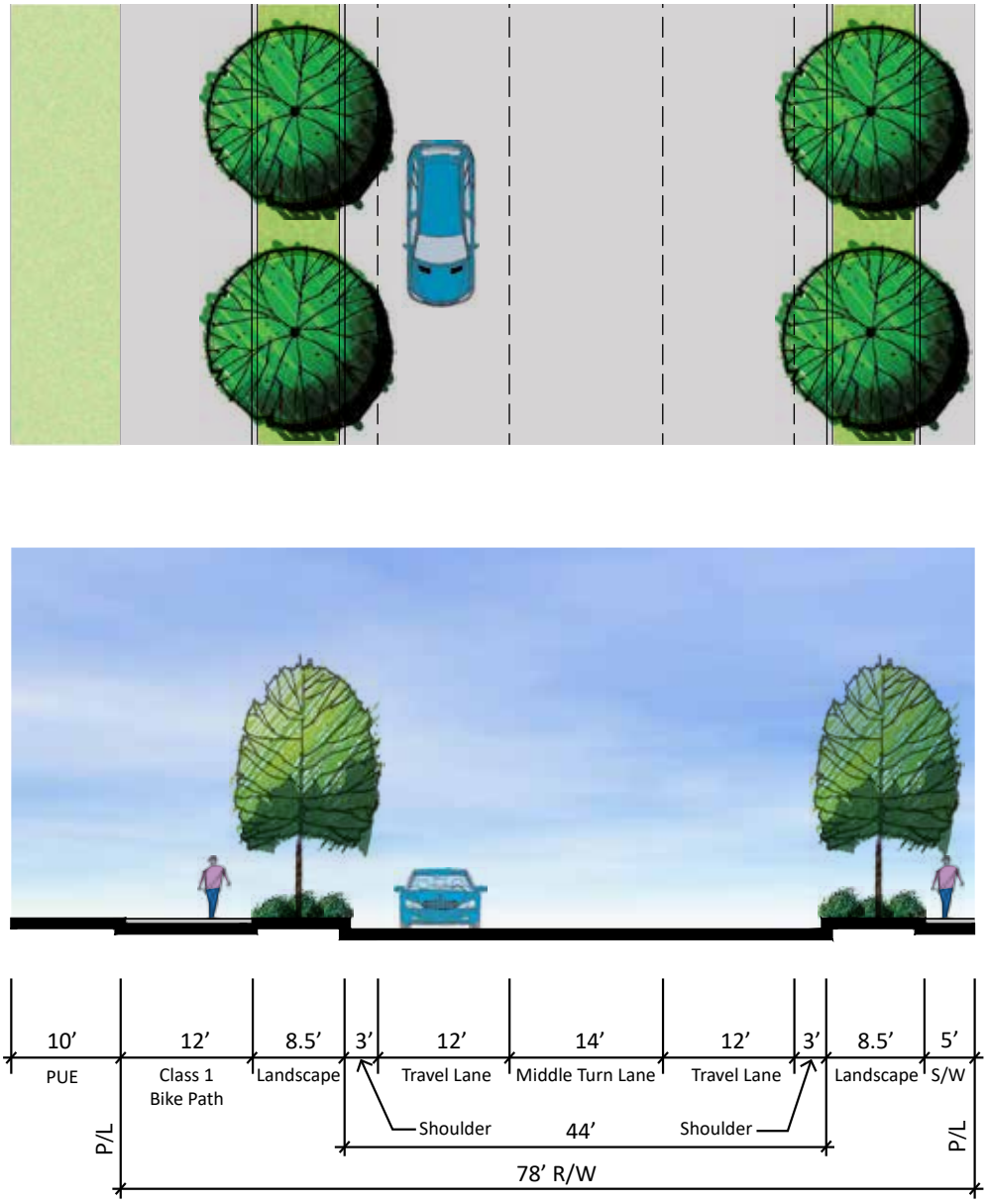


Figure 6.8, A Street West of Chrisman, C Street South of E Street, and F Street East of MacArthur Conceptual 2-Lane Local Industrial, Section E-E

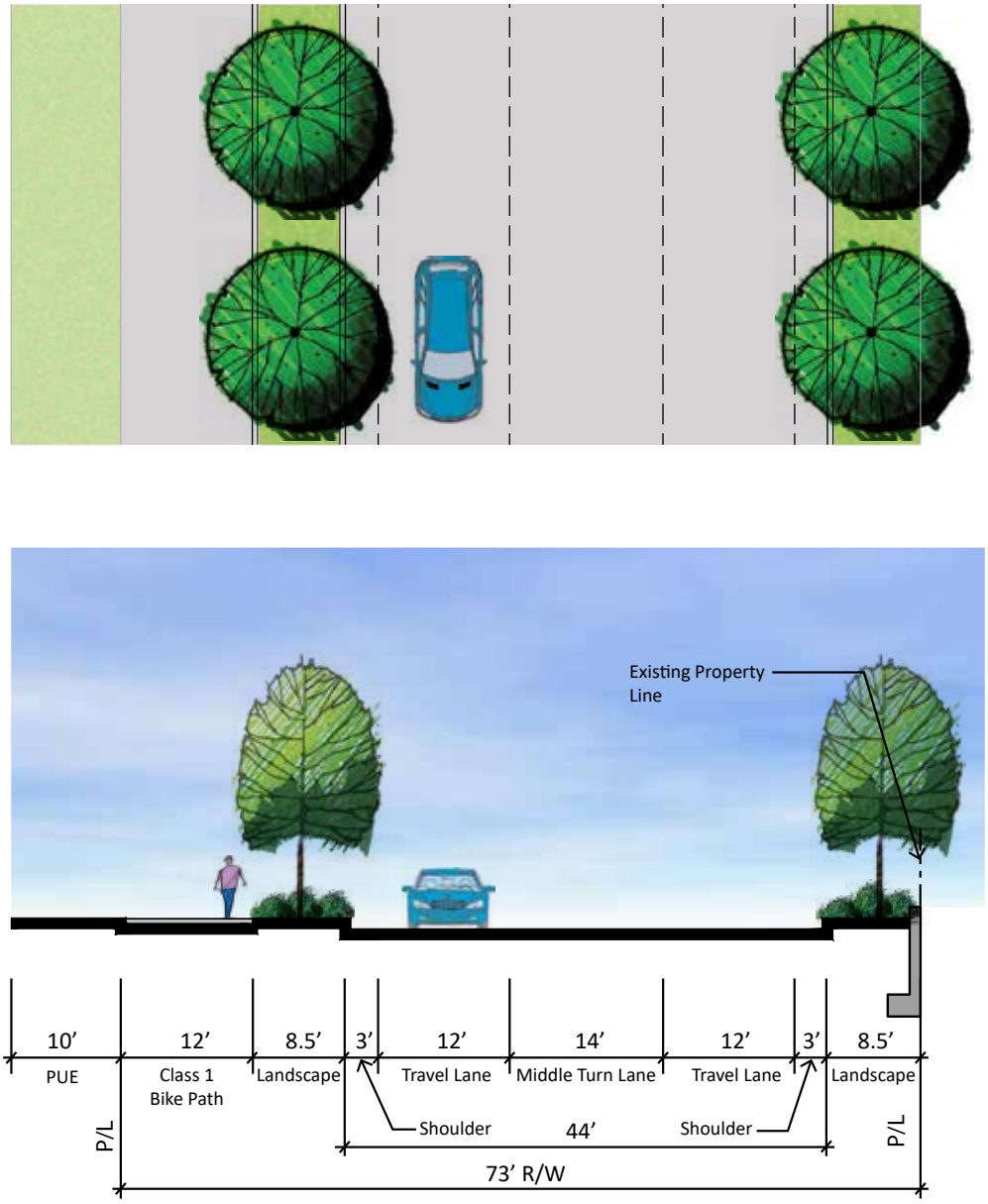


Figure 6.9, A Street East of Chrisman Road Conceptual 2-Lane Local Industrial, Section F-F

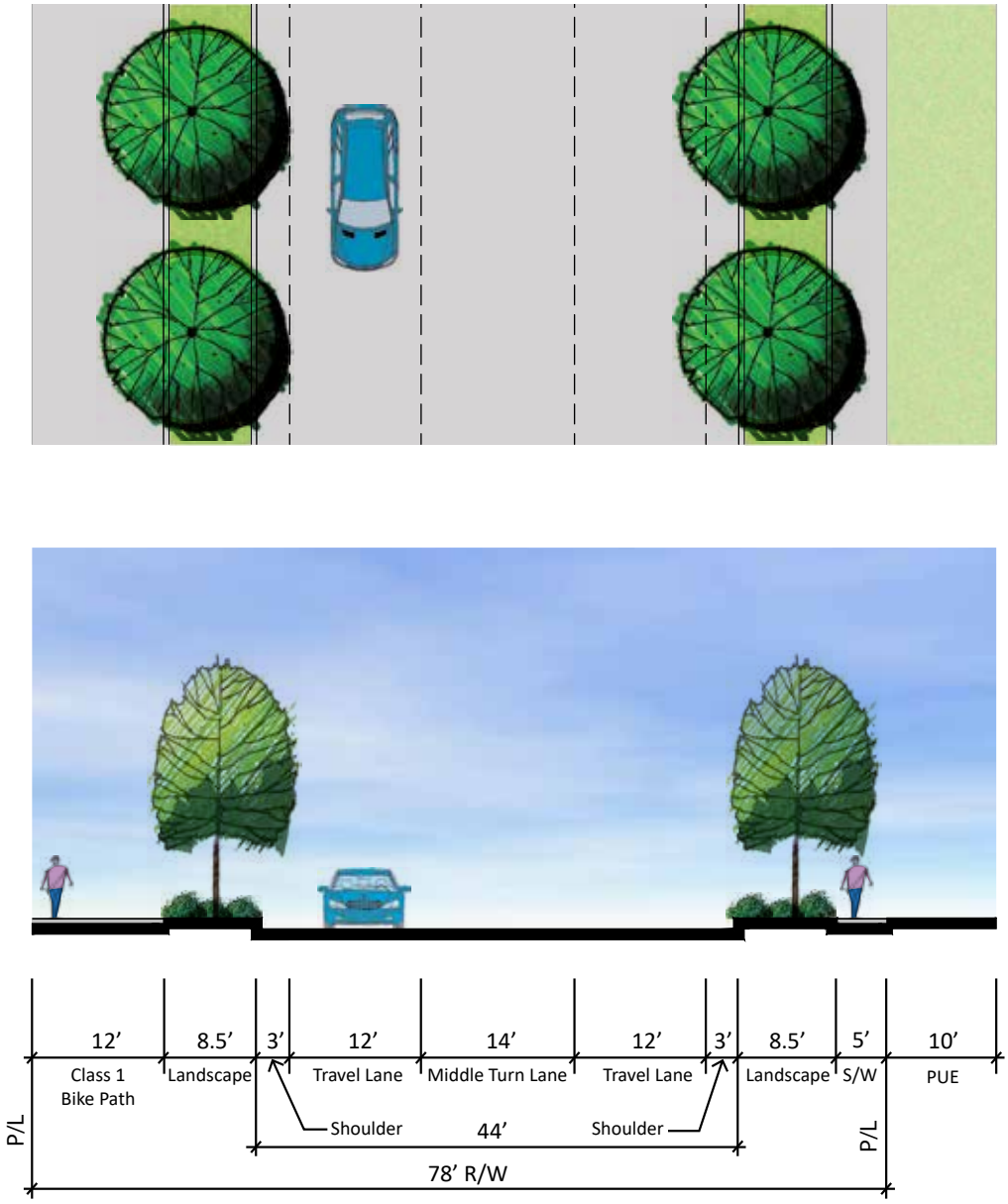


Figure 6.10, F Street and E Street Conceptual 2-Lane Local Industrial, Section G-G

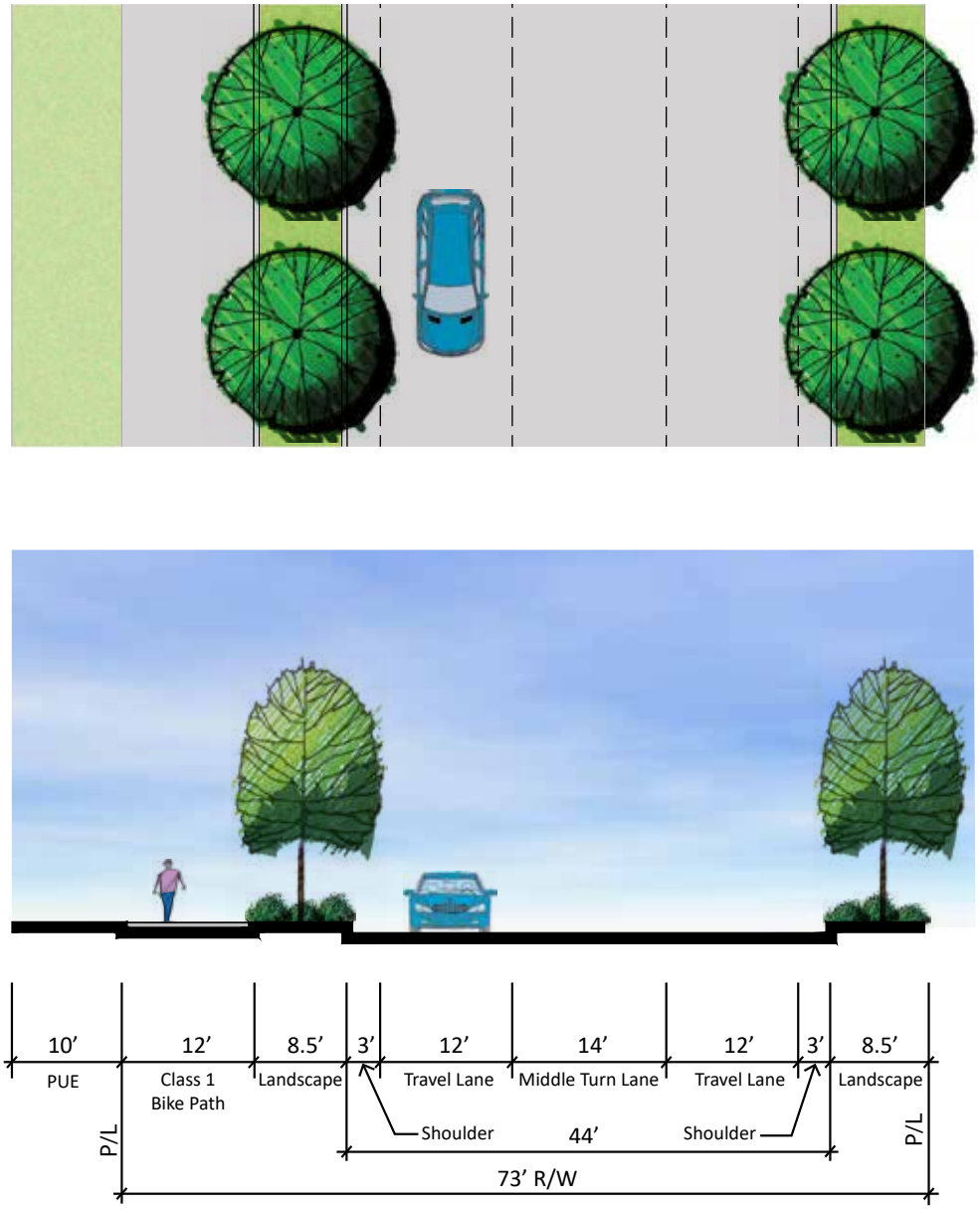


Figure 6.11, C Street North of E Street Conceptual 2-Lane Local Industrial, Section H-H

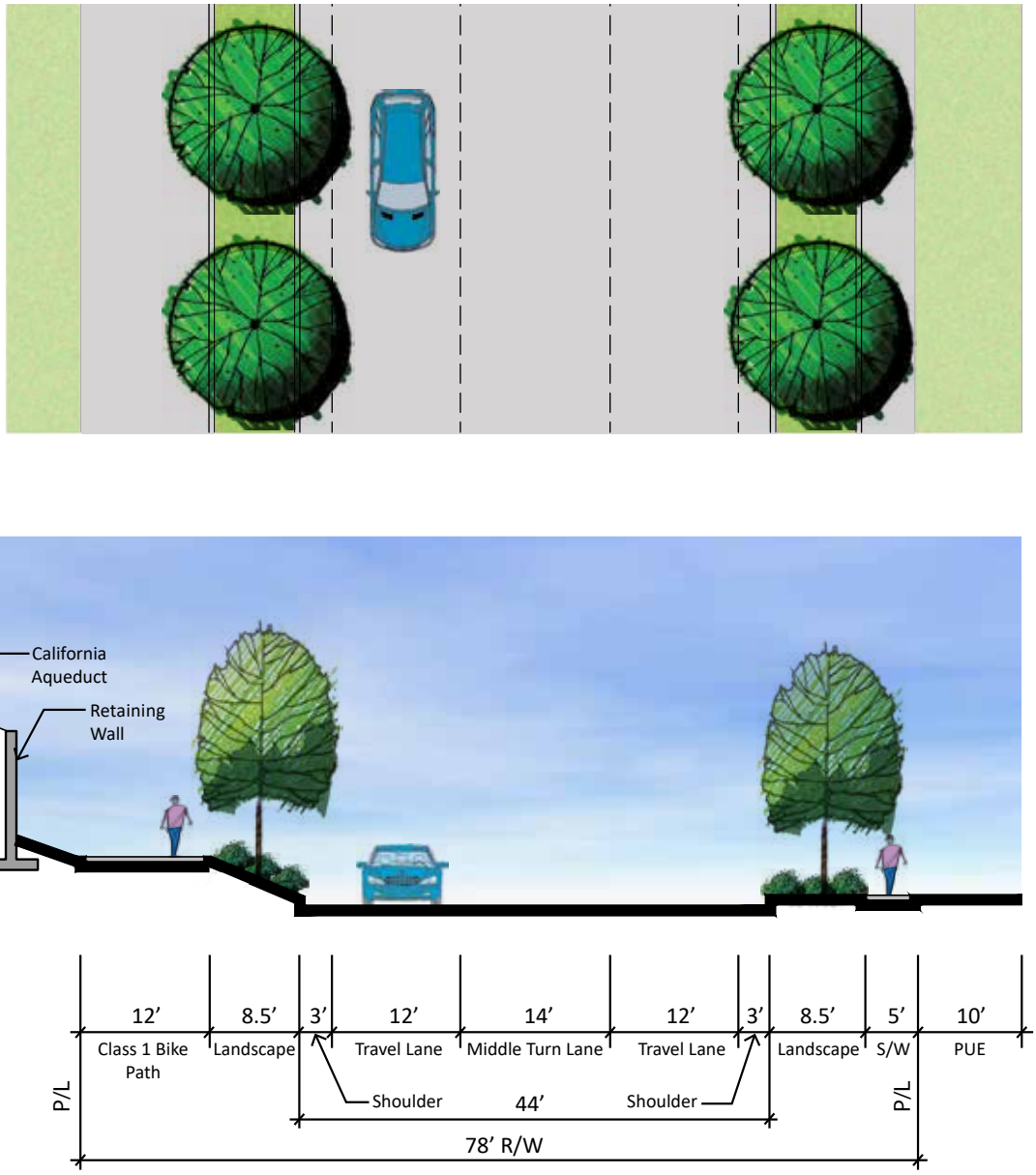


Figure 6.12, F Street West of MacArthur Conceptual 2-Lane Local Industrial, Section I-I

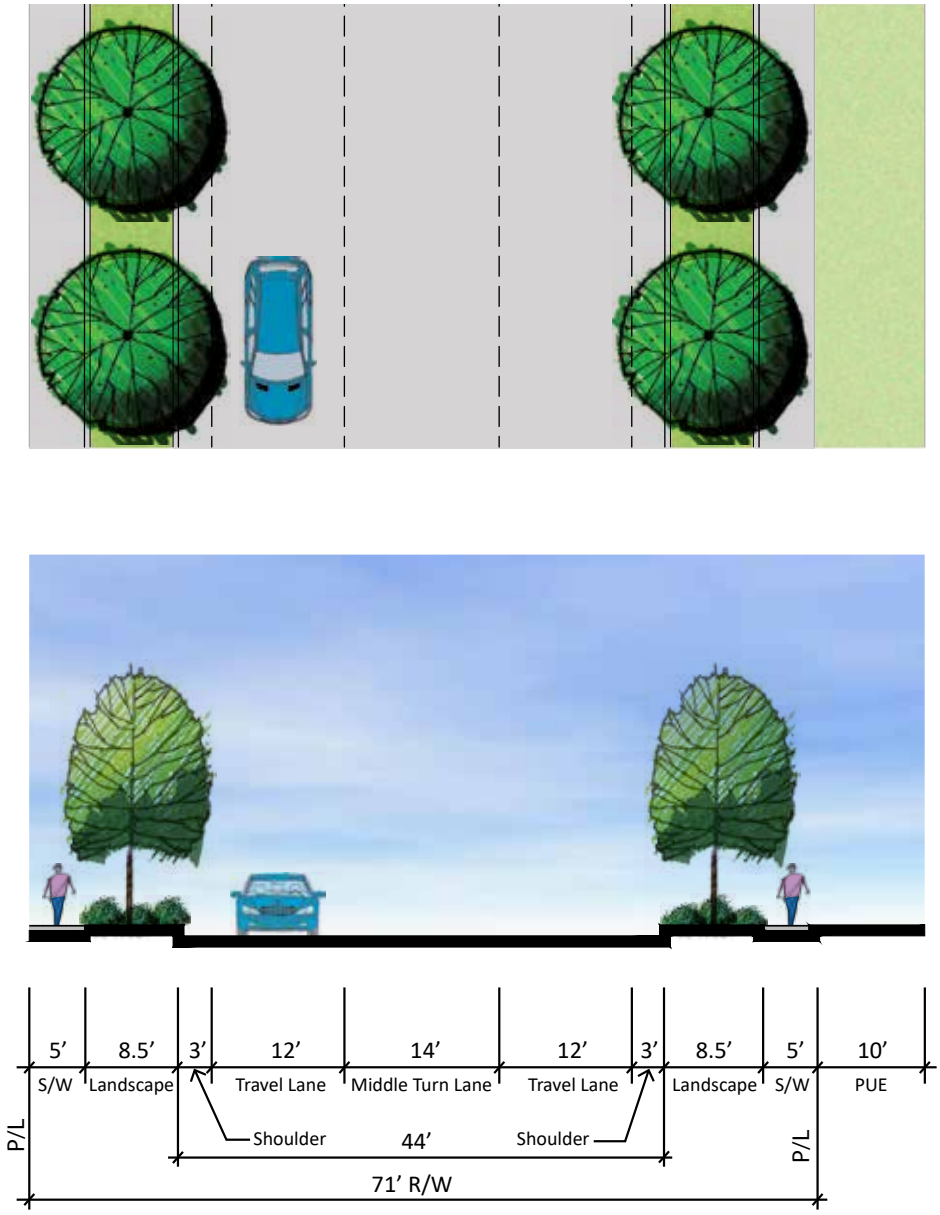


Figure 6.13, G Street Conceptual 2-Lane Local Industrial, Section J-J

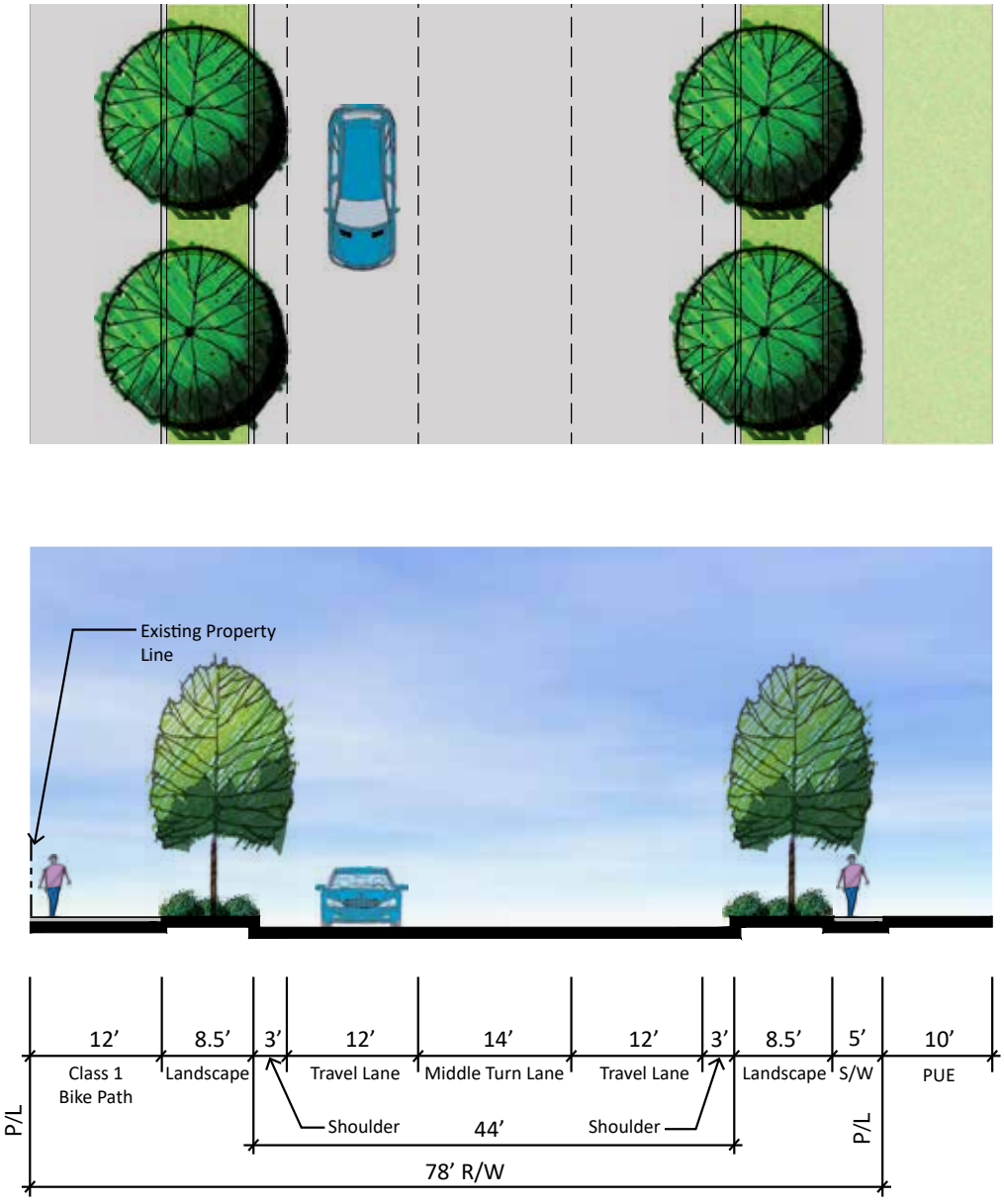


Figure 6.14, D Street Conceptual 2-Lane Local Industrial, Section K-K

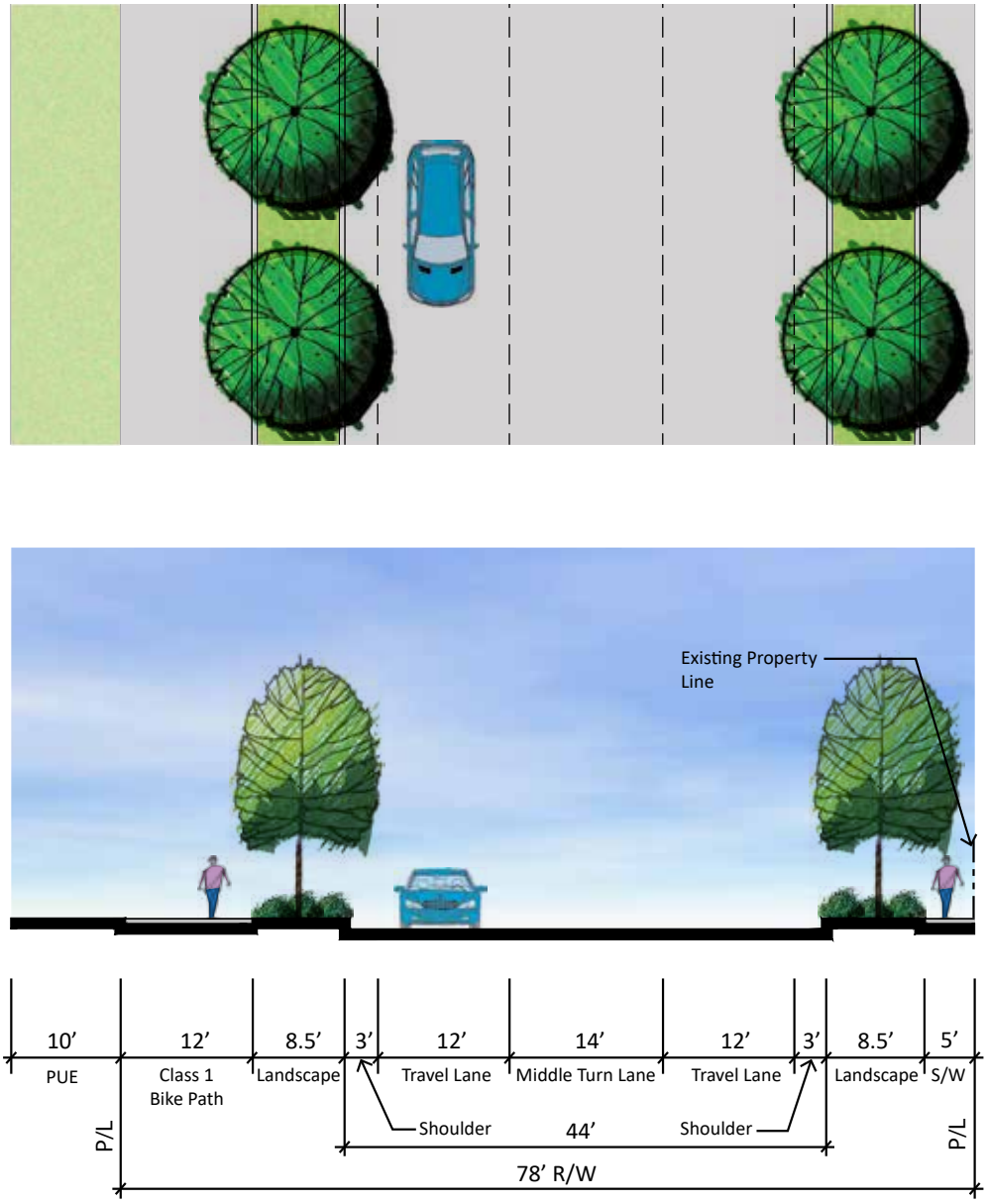


Figure 6.15, F Street West of Chrisman Conceptual 2-Lane Local Industrial, Section L-L

6.8 TRUCK ROUTES

Trucks will access the project area from both Interstate 580 and Interstate 132 at Chrisman Road. Additional access will be provided to the north of the site from 11th Street at Chrisman Road, which is an STAA truck route. Figure 6.16 depicts the planned truck routes, and the intersection configurations with STAA turning requirements.

6.9 PEDESTRIAN NETWORK

Streets will be designed on a grid system to encourage connectivity. In most cases the 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 6.17. 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.

6.10 BICYCLE NETWORK

Class I pathways have been incorporated into most streets and will be shared with the pedestrian network as discussed in section 6.9. This will allow for increased linkage between non-vehicular uses and to provide additional safety for bicyclists by separating them from truck traffic, see Figure 6.18.

6.11 EXISTING PUBLIC TRANSPORTATION

Public transportation may be extended to the project area based on demand generated by actual development. Bus routes may be modified and expanded as necessary and when feasible to 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.

a. Regional Intercity Fixed-Route Bus Service

The SJRTD operates one fixed-route bus line (currently designated Route 90 and 91) that serves the City of Tracy and terminates at the Tracy Transit Station. This bus line connects the City of Tracy to Stockton and Lathrop along Interstate 5 and extends along Grant Line Road and East Eleventh Street.

b. 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.

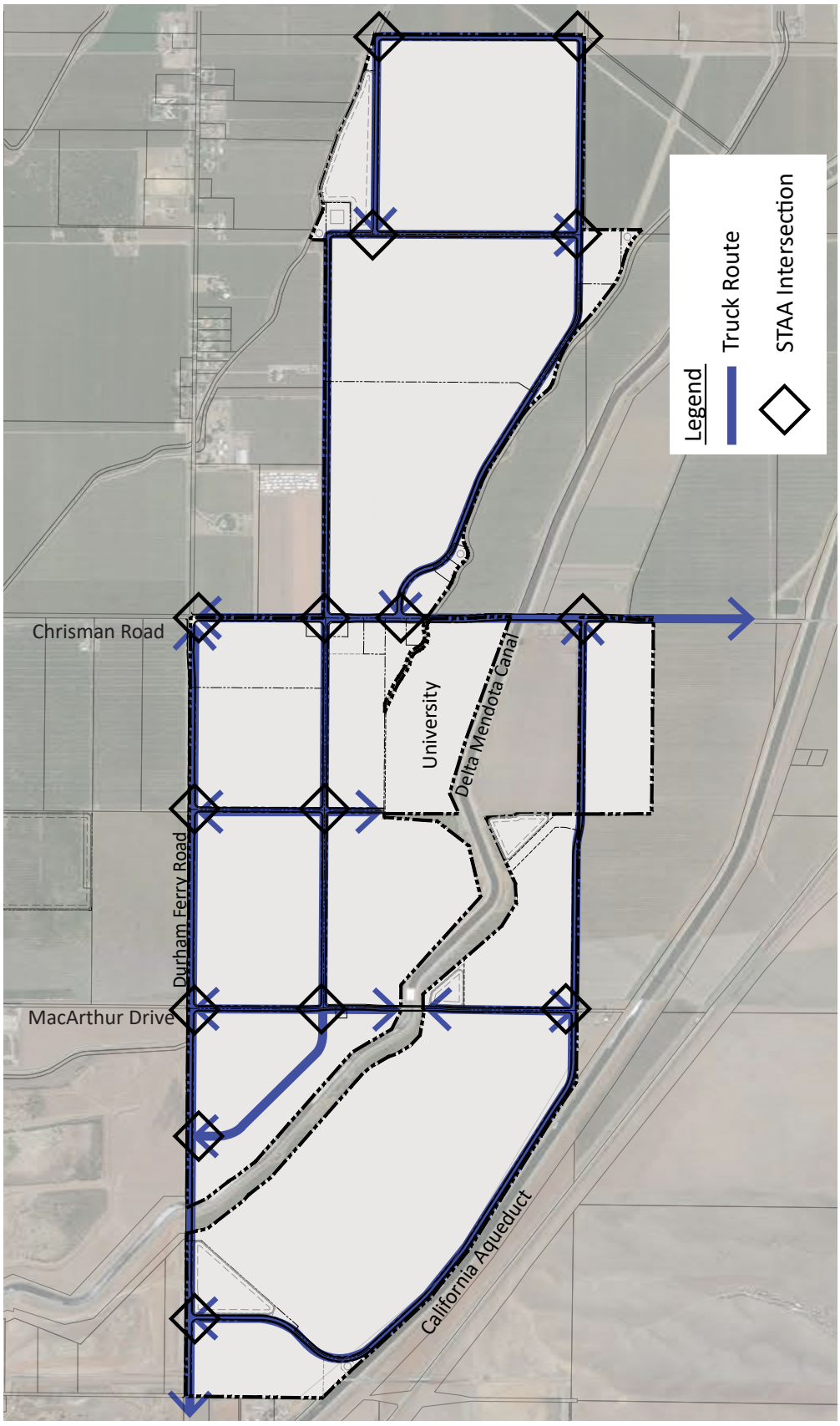


Figure 6.16, Truck Routes

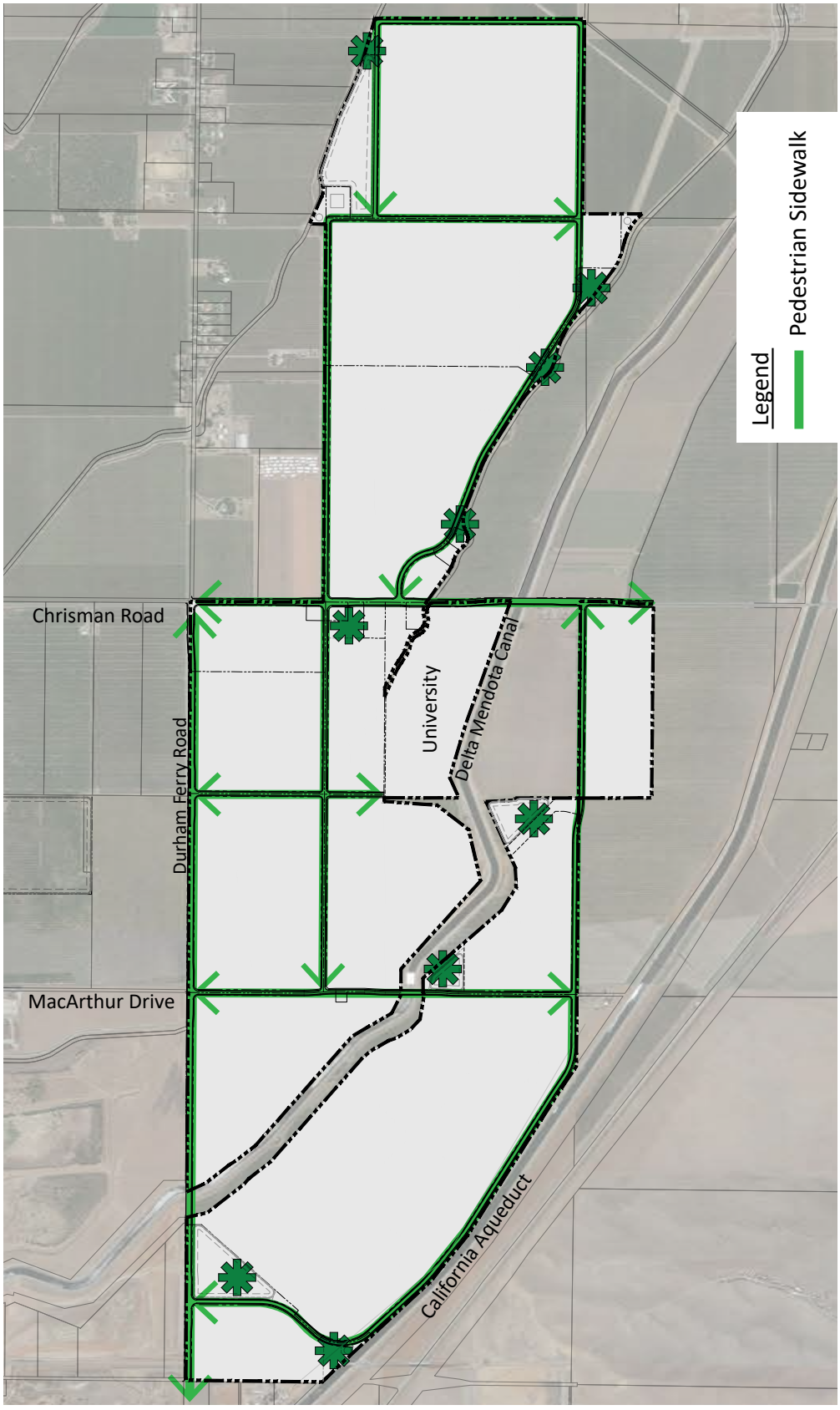


Figure 6.17, Pedestrian Network

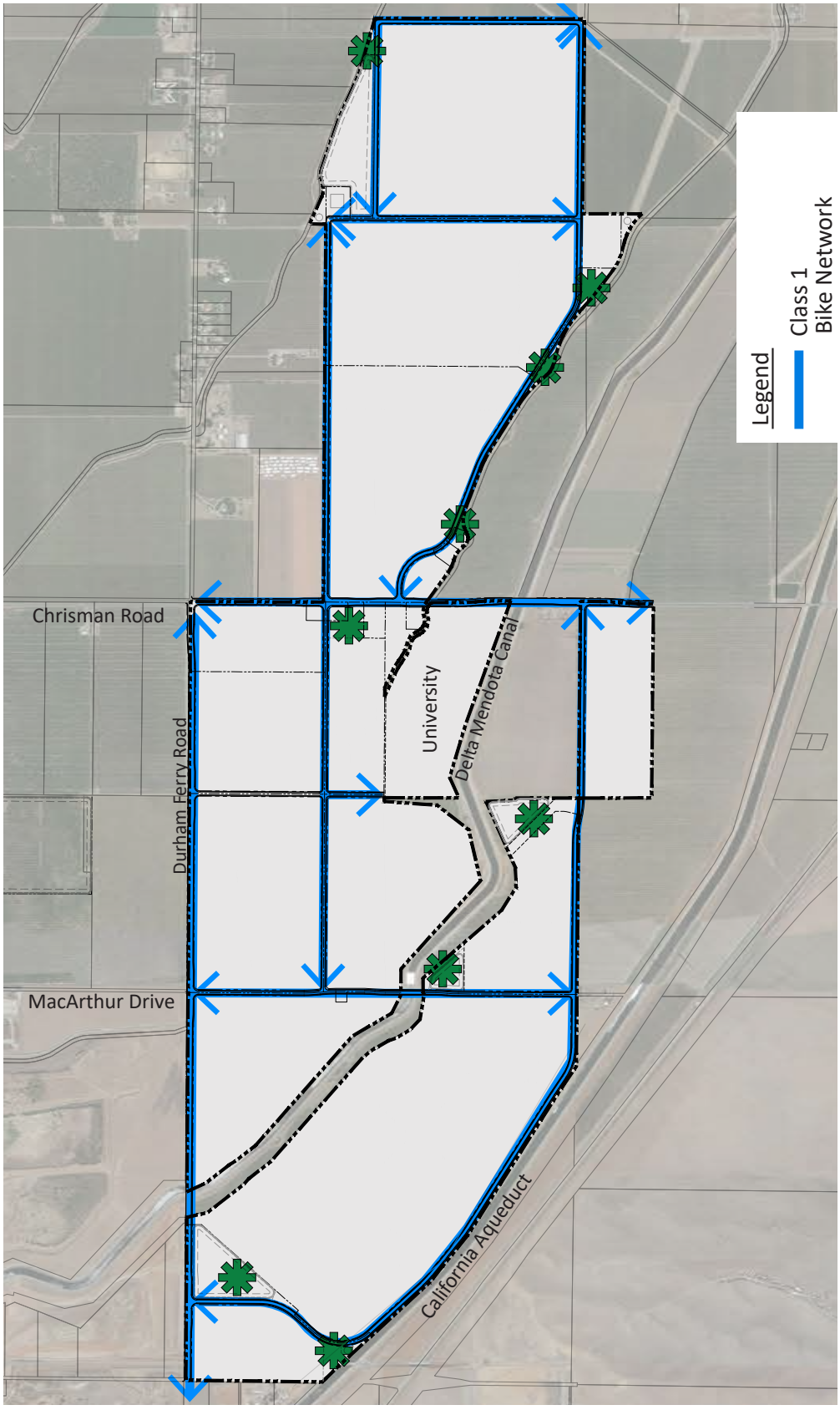


Figure 6.18, Bike Network

6.12 UTILITIES

a. Potable Water

The potable water system that will serve the project area is classified as a non-transient, non-community water system to provide water. Due to the large elevation change throughout the project, two distinct pressure zones are planned. Two potable water wells will provide the necessary water required for the initial phase of the project and will be equipped with a wellhead treatment system, if deemed necessary from water quality testing. Depending on the production capacity of the initial wells, additional wells may be added to the distribution system as the project expands. Water storage and a booster pump system will be needed in each pressure zone. Water piping for the project is anticipated to be C900 PVC, constructed using traditional cut-and-cover methods. Storage tanks are planned to be steel construction. The booster pump stations will be prepackaged, electric motor-driven skid systems.

The potable wells will pump water into the wellhead (if required) treatment system (if required) before the water enters the storage tank. The water will be pumped from the storage tank into the distribution system, using the booster pump station. The distribution system will serve water to each building or parcel.

For the Initial Phase, potable wells will be located on the west side of the initial phase of development near the Delta Mendota Canal, south of Area E. These well locations are approximate and may change, pending results of test well drilling. Water storage and a booster pump system will be needed for the initial phase of the project. It is anticipated that necessary facilities will be constructed to serve the entire pressure zone for the initial phase and the proposed University and VFW sites. The potable water storage will be expanded as the project grows, maintaining one average day of demand through buildout of the project. For the initial phase of development, the potable water storage will be between 75,000 and 100,000 gallons.

b. Fire Water System

A separate fire well will be used, to serve the fire system. Due to the large elevation change throughout the project, two distinct pressure zones are planned. An above ground storage tank and booster pump system will provide for the necessary capacity for fire protection for each pressure zone, see Figure 6.22. A looped pipe system and fire hydrant system will provide for the required fire safety requirements for each pressure zone of the project. Sperate booster pumps will be required at each building to provide for the required pressure for the interior fire sprinkler systems. The fire well, storage tank, and system pump station are all anticipated to be located near the potable water storage tank system for the respective pressure zone. Fire storage will be 480,000 gallons of useable storage (2,000 gpm fire flow for 4 hours), the storage tank will be approximately 600,000 gallons. Fire piping for the project is anticipated to be C900 PVC, constructed using traditional cut-and-cover methods. Fire storage tanks are planned to be steel construction. The booster pump stations will be prepackaged electric motors with a backup diesel generator for emergency power needs.

For the initial phase, the fire well will be located at an existing well site and will have sufficient capacity to meet tank refill requirements of 8 hours after a fire event (approximately 1,000 gallons per minute). This well location is approximate at this time and may change. Fire water storage and a booster pump system will also be needed for the initial phase. It is anticipated that these initial phase facilities will be constructed to serve the entire lower pressure zone for the project including the proposed University and VFW.

c. Wastewater System

Wastewater will be treated and disposed of onsite and will consist of a package wastewater treatment facility, and drying sludge press system. The wastewater treatment site will also house recycled water facilities, which include a pump station and above ground storage tank. The location of the wastewater treatment site is shown in Figure 6.24. With the well head treatment anticipated and discussed above, the solids from the wastewater system are minimal and can be recycled and used as fertilizer for the landscaping within the development.

The wastewater collection system will consist of piping installed within the roadway alignments. Sewage lift stations are anticipated where the collection system needs to cross the canal. The wastewater from all phases will be routed to the wastewater treatment facility. To serve the initial phase, the sewer collection system and package wastewater treatment plant will need to be constructed. It is expected that the wastewater treatment plant will expand by the addition of package systems units as the future phases come online. Each treatment package unit can process approximately 50,000 gallons per day.

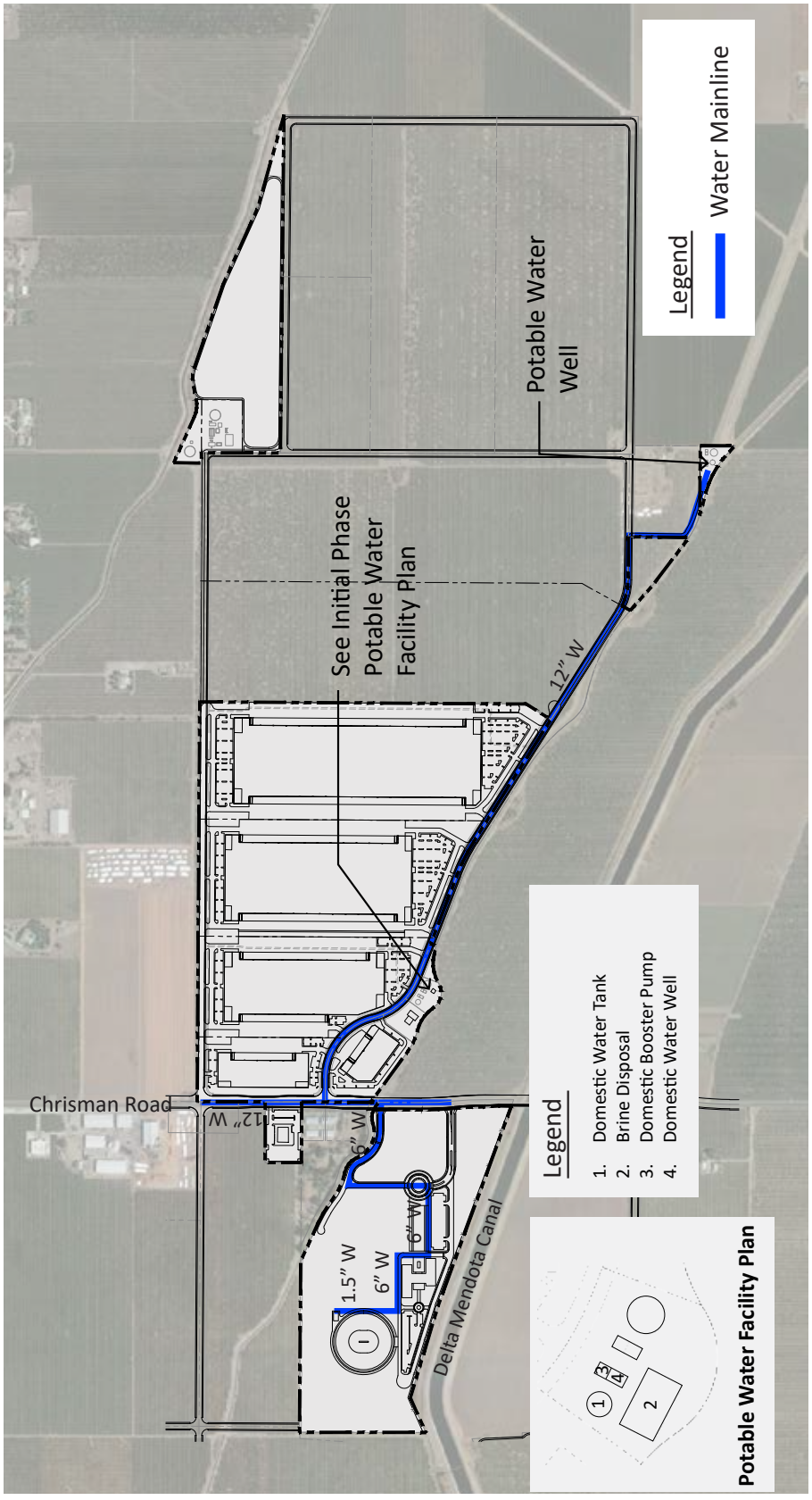


Figure 6.19, Conceptual Initial Phase Potable Water Facilities

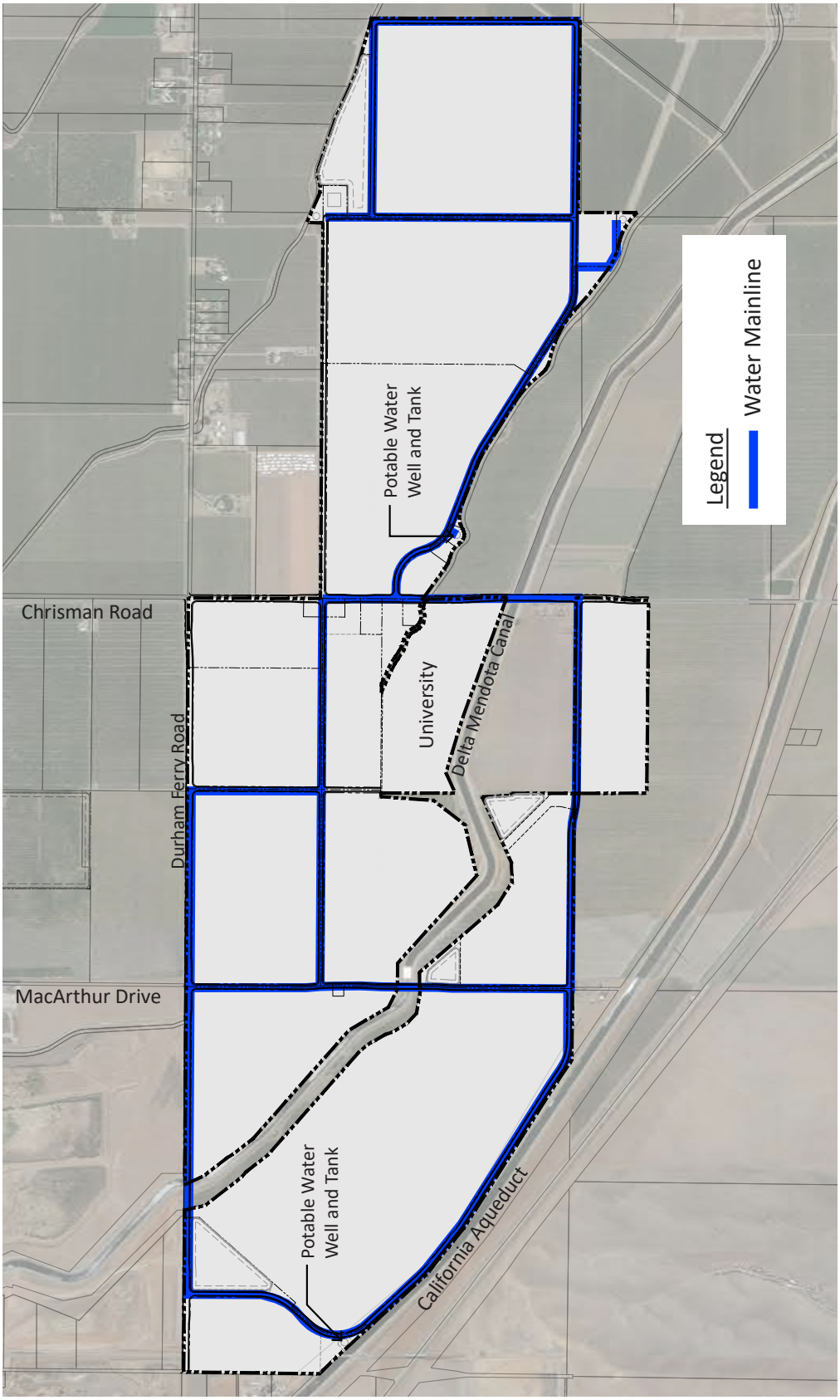


Figure 6.20, Conceptual Build Out Potable Water Facilities

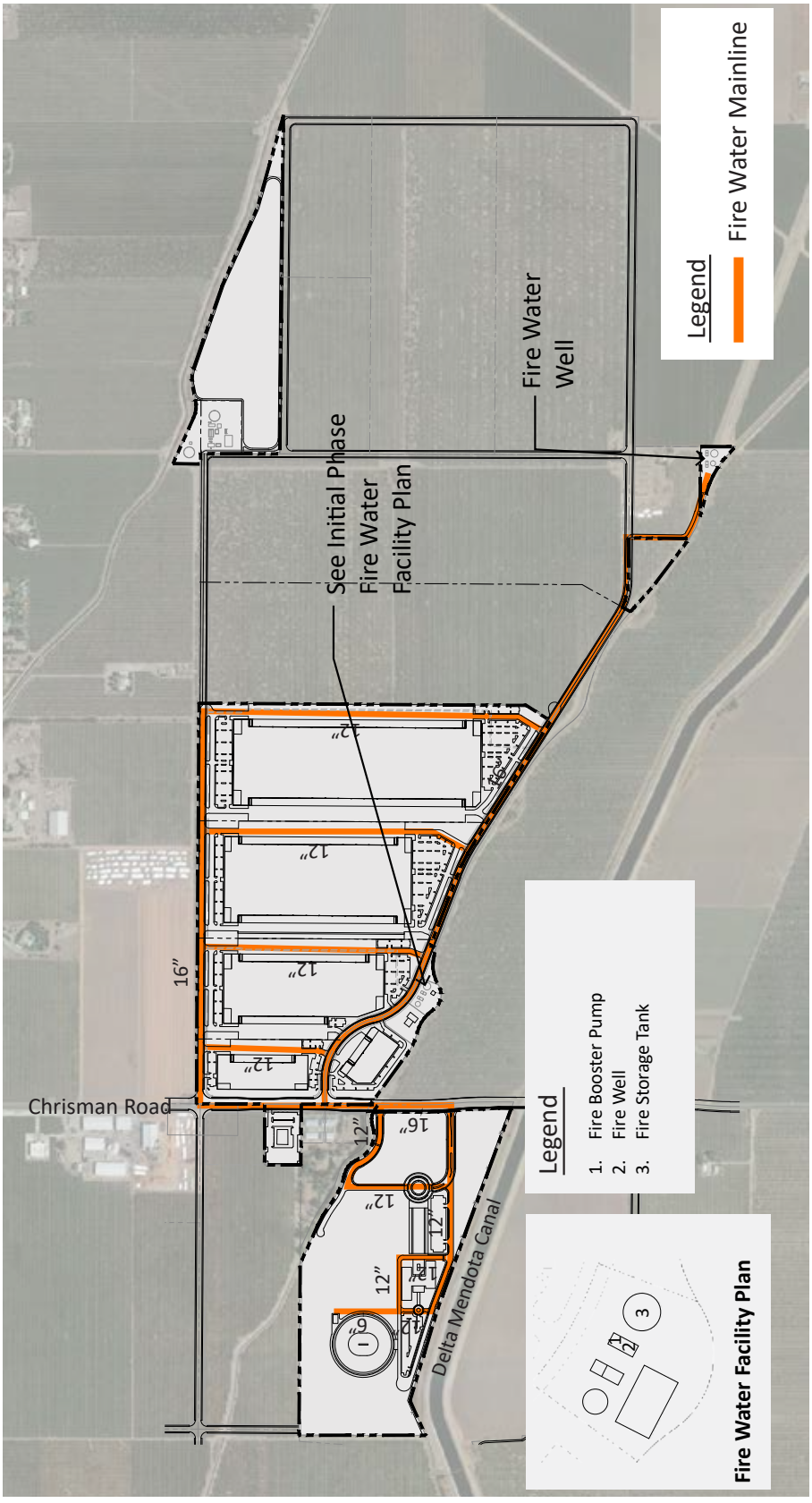


Figure 6.21, Conceptual Initial Phase Fire Water Facilities

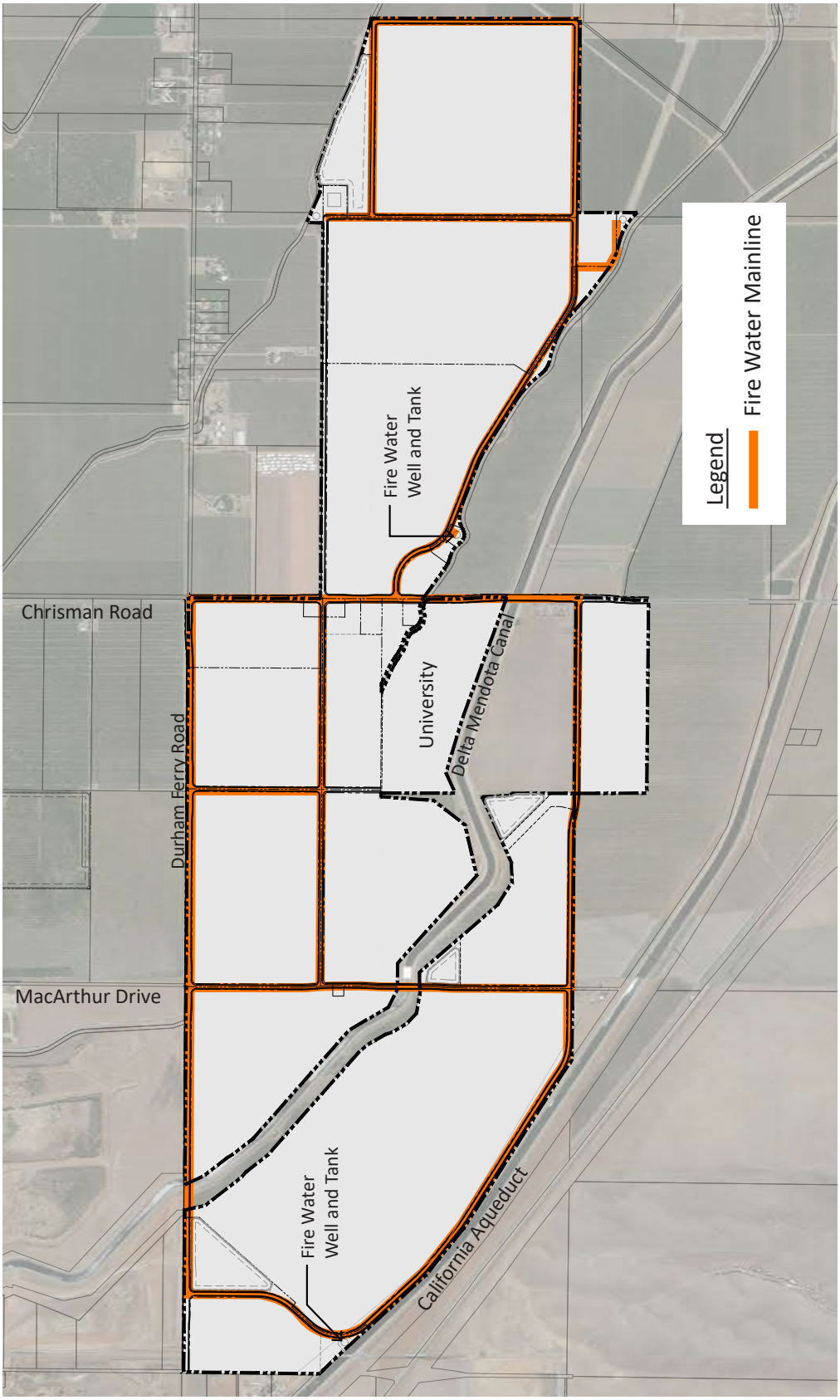


Figure 6.22, Conceptual Build Out Fire Water Facilities

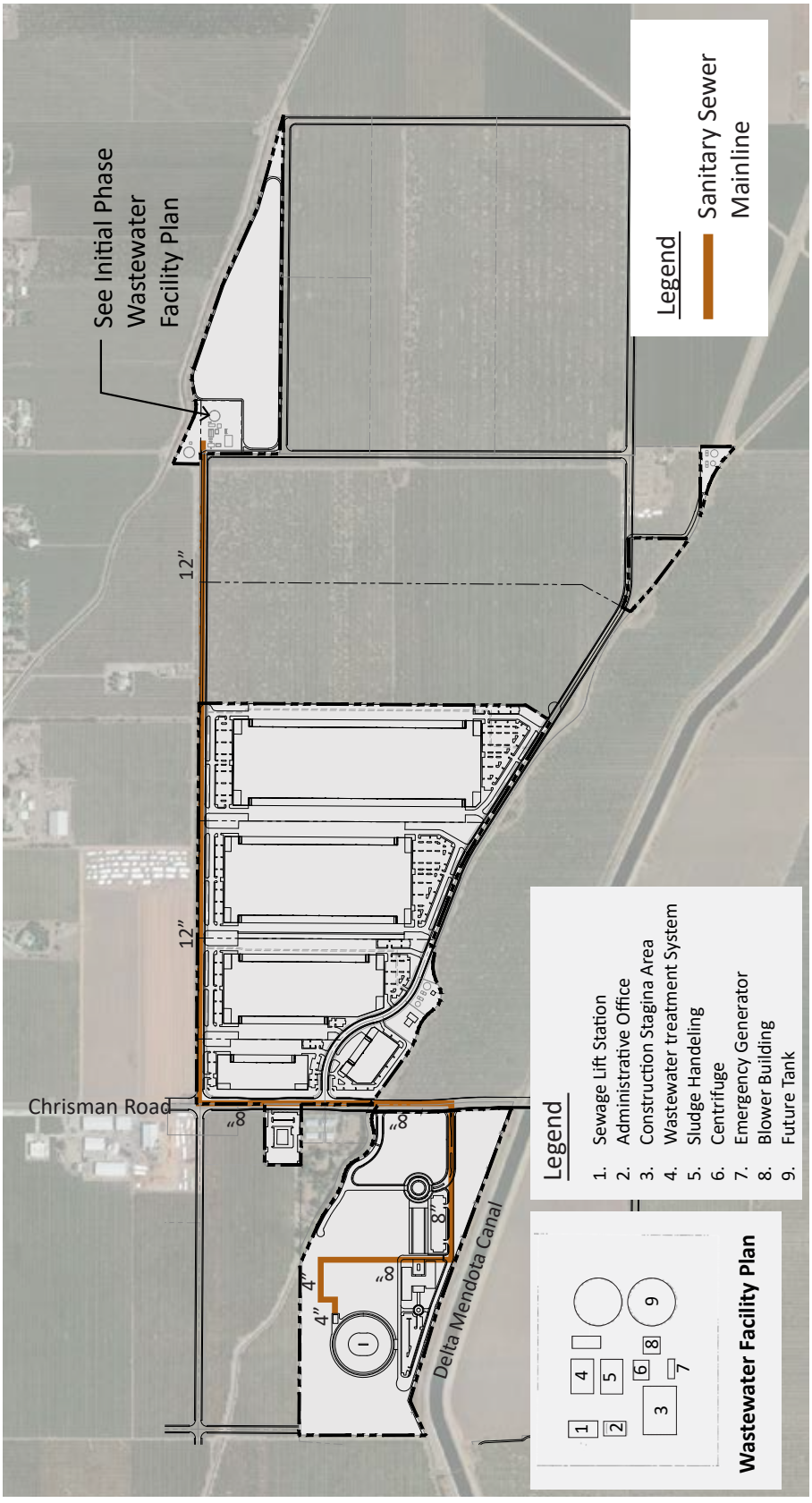


Figure 6.23, Conceptual Initial Phase Wastewater Facilities

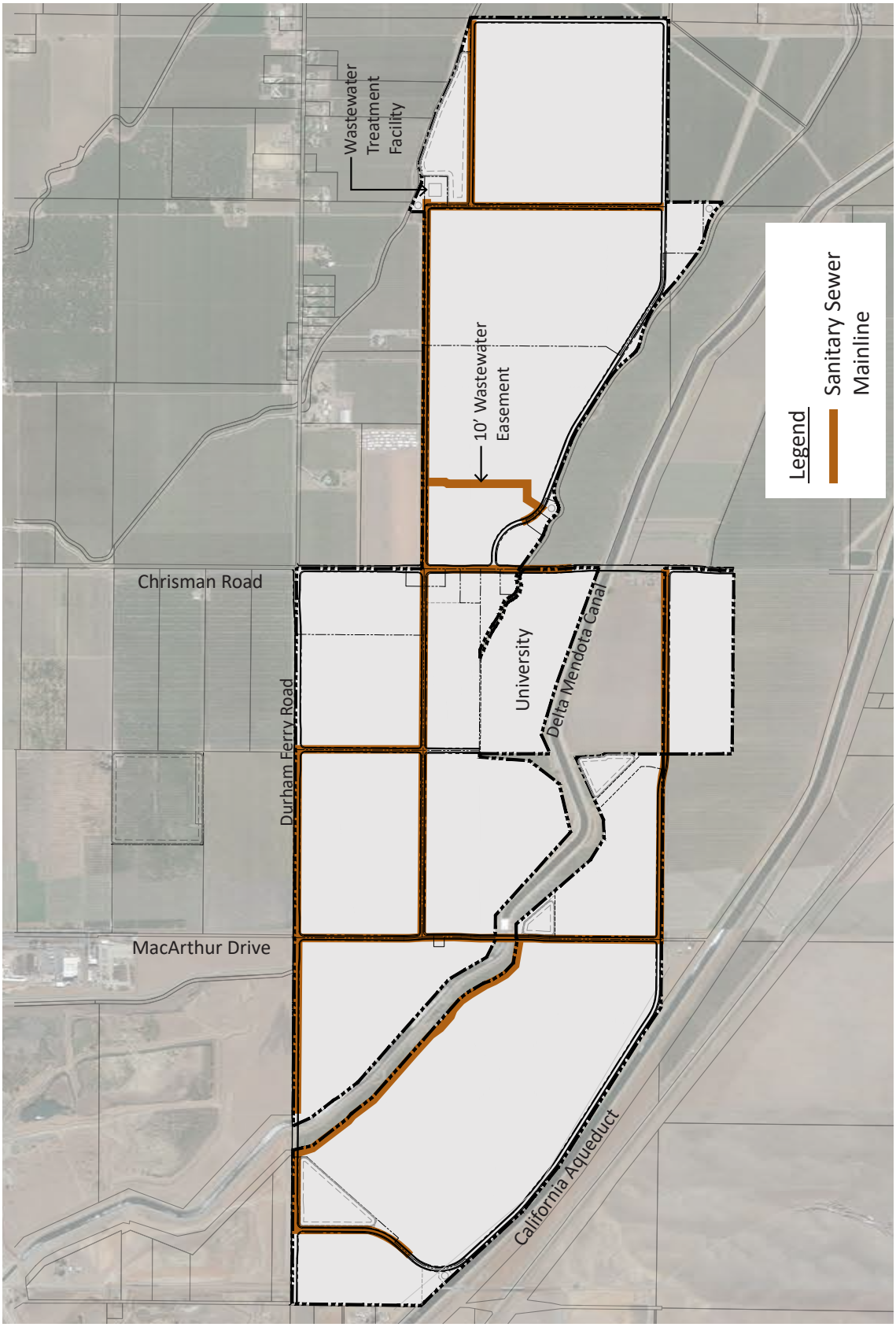


Figure 6.24, Conceptual Build Out Wastewater Facilities

The recycled water storage tank will be sized to separate the recycled water from the storm water facilities. Recycled water cannot be used within 48- hours of a storm event. The wastewater production rate is anticipated to be constant year-round while the need for irrigation water from the recycled water system will fluctuate seasonally. The recycled water storage tank is anticipated to be able to handle 50 days of wastewater production with no release. The initial phase will require approximately 2 million gallons of capacity. The recycled water storage capacity will increase as the project's wastewater flows increase.

It should be noted that nitrate levels in the area are high. To minimize potential additional treatment processes to the wastewater facilities tied to the disposal, the site can take credit for storm water percolation. Additionally, storm water may be added to the recycled water tank to help reduce concentrations of salts and nitrates. The final design solution will help balance the wastewater disposal (recycled water system) with the design of the storm facilities. The idea being to help storm water percolate and reduce nitrogen concentrations, rather than trying to discharge all of it, i.e., promoting some retention of storm water rather than just detention.

In the summer months supplemental water will need to be added to the recycled water storage tank since the anticipated irrigation demands will exceed the amount of recycled water generated by the project. The project plans on continuing to use water from the local irrigation district, Banta Carbona Irrigation District (BCID), to supplement the recycled water supplies. The addition of the BCID water also has the benefit of reducing the summertime salt and nitrate concentrations within the recycled water supply.

For the initial phase, the wastewater treatment facility will be constructed at the far northeast corner of the entire project and the lowest elevation within the project area. The initial treatment system facility is sized only for the initial phase and a small portion of the larger future development as noted on the Phasing Exhibit. The treatment system at this location will be upsized with the larger development of the entire site. Pipe sizes and slopes of the sanitary sewer allow for this future expansion.

d. Recycled Water

The treated wastewater generated by the project will meet the necessary requirements for use in the landscape irrigation of the site. An on-site "purple pipe" system will be designed and installed to provide the irrigation for the project, see Figure 6.25 for the initial phase and Figure 6.26 for the final build out. The treated wastewater will be stored in an above ground storage tank and pumped to irrigate the landscape. The recycled water tank and pump station will be located at the wastewater treatment plant site. The recycled water system will consist of piping installed within the roadway alignments via cut-and-cover methods. Where irrigation is necessary, a dedicated irrigation service will be provided from the recycled water system.

For the initial phase, the recycled water storage and pump station will be required. Additionally, the recycled water distribution system will need to be constructed as well as any irrigation services for the initial phase areas including the University, VFW, and warehouse and distribution development.

e. Storm Drainage

Storm drainage for the project will consist of a system of inlets, piping, and bio-treatment and detention ponds that will provide for storm water conveyance and treatment. The stormwater for the project will drain to retention basins throughout the project. These basins will be sized to handle the 10-year 48-hour rain event runoff created by the project including the required factor of safety per County code. Runoff from the various sites and proposed roadways will be collected via catch basins and a pipe network for discharge into the retention basins.

The basins will be located throughout the site with a minimum of one basin per large development area, see Figure 6.27 and Figure 6.28 for an overall map. The runoff collected into the retention basins will percolate into the groundwater within 10 days after the 10-year 48-hour event. It will also be used to pump into the recycled water tank to help reduce salt and nitrate concentrations within the recycled water system. Offsite runoff will be managed by rerouting it through the project or providing an equivalent volume of storage as previously provided in the existing conditions. The intent is to mitigate the impervious area this project creates and maintain the existing drainage pattern of the area. Basins within the Airport Influence Area will be designed to comply with the Airport Land Use Commission requirements. The storm water system will be designed to meet the following goals:

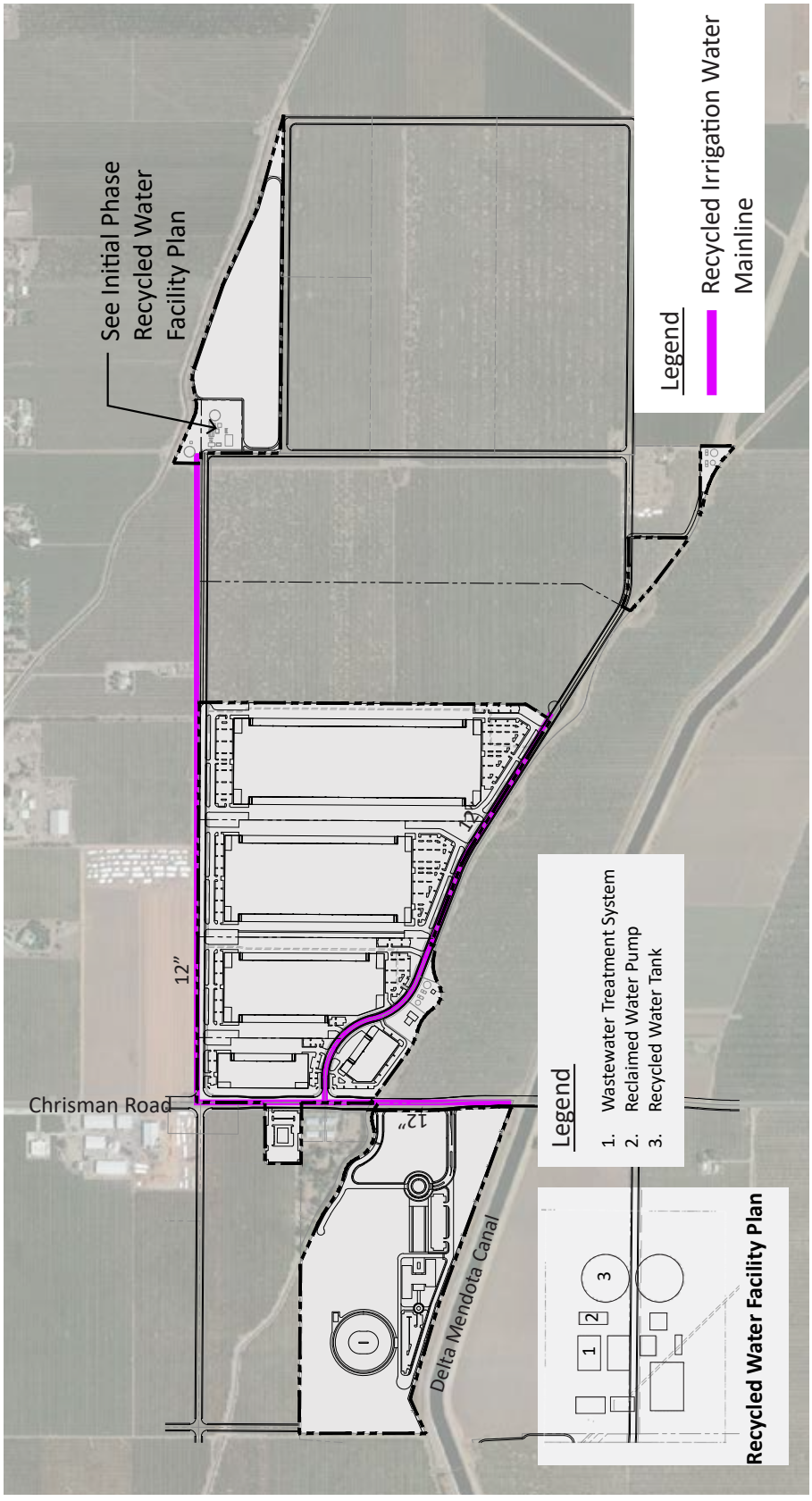


Figure 6.25, Conceptual Initial Phase Recycled Irrigation Water Facilities

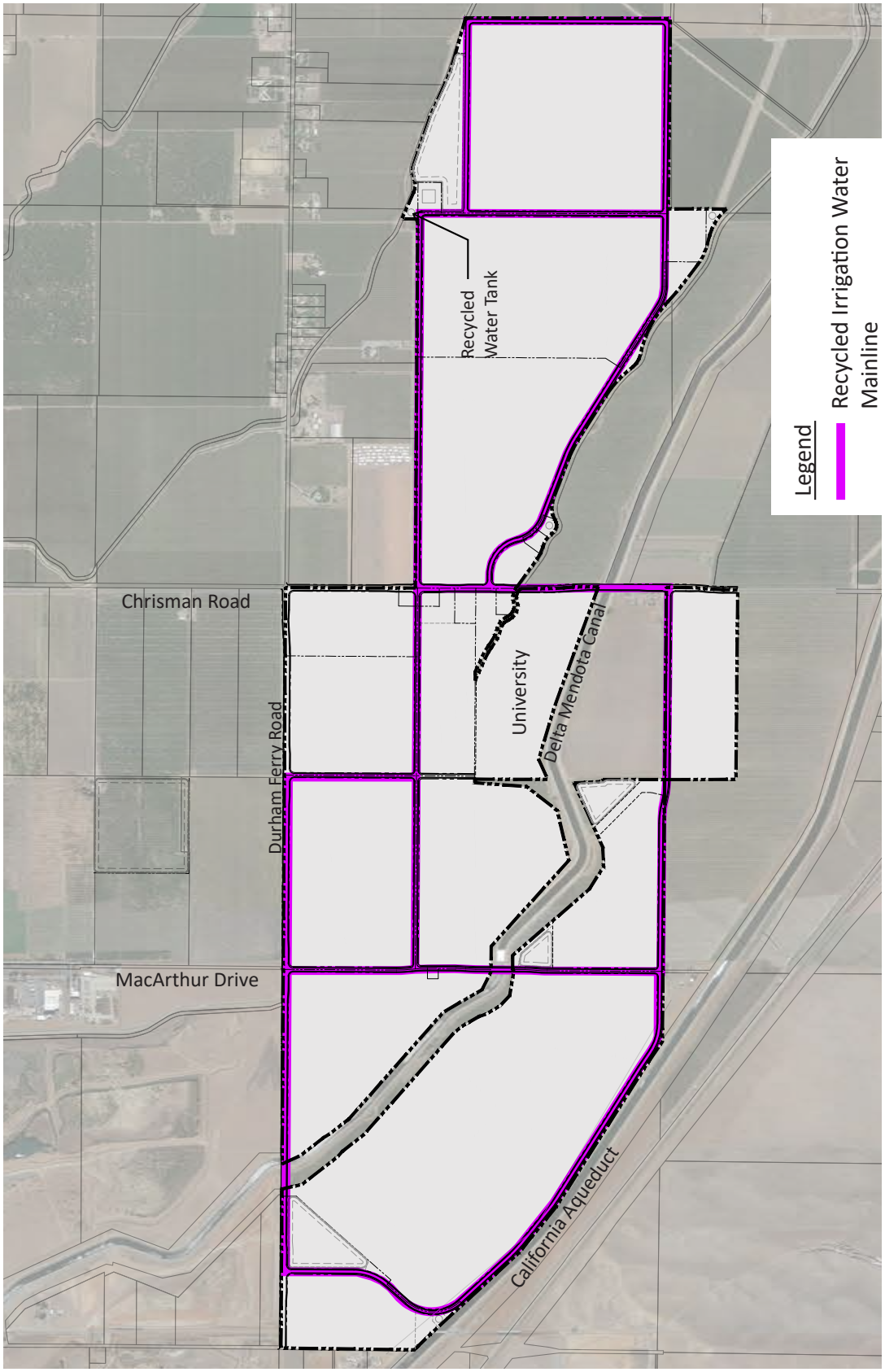


Figure 6.26, Conceptual Build Out Recycled Irrigation Water Facilities

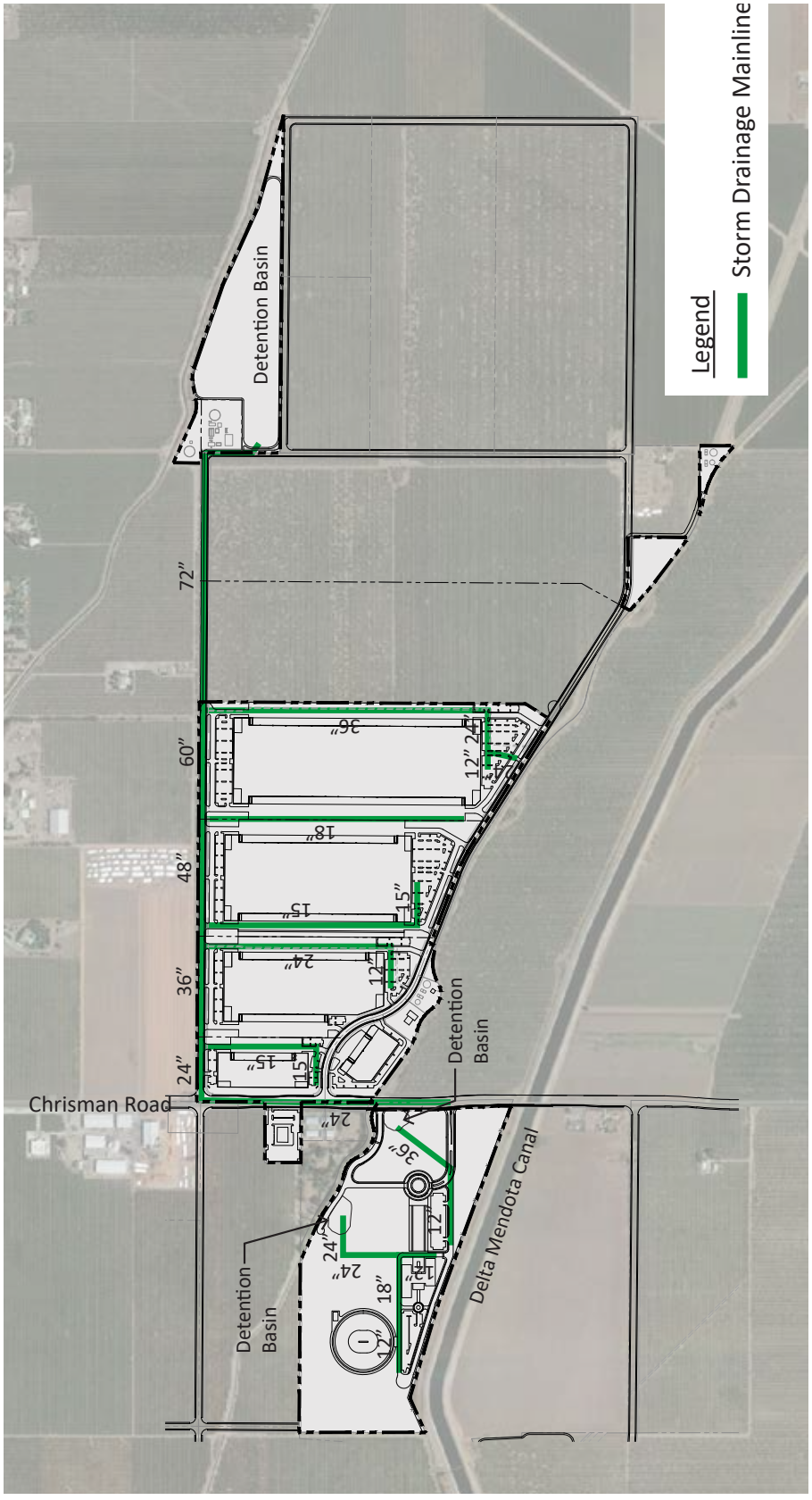


Figure 6.27, Conceptual Initial Phase Storm Drainage Facilities

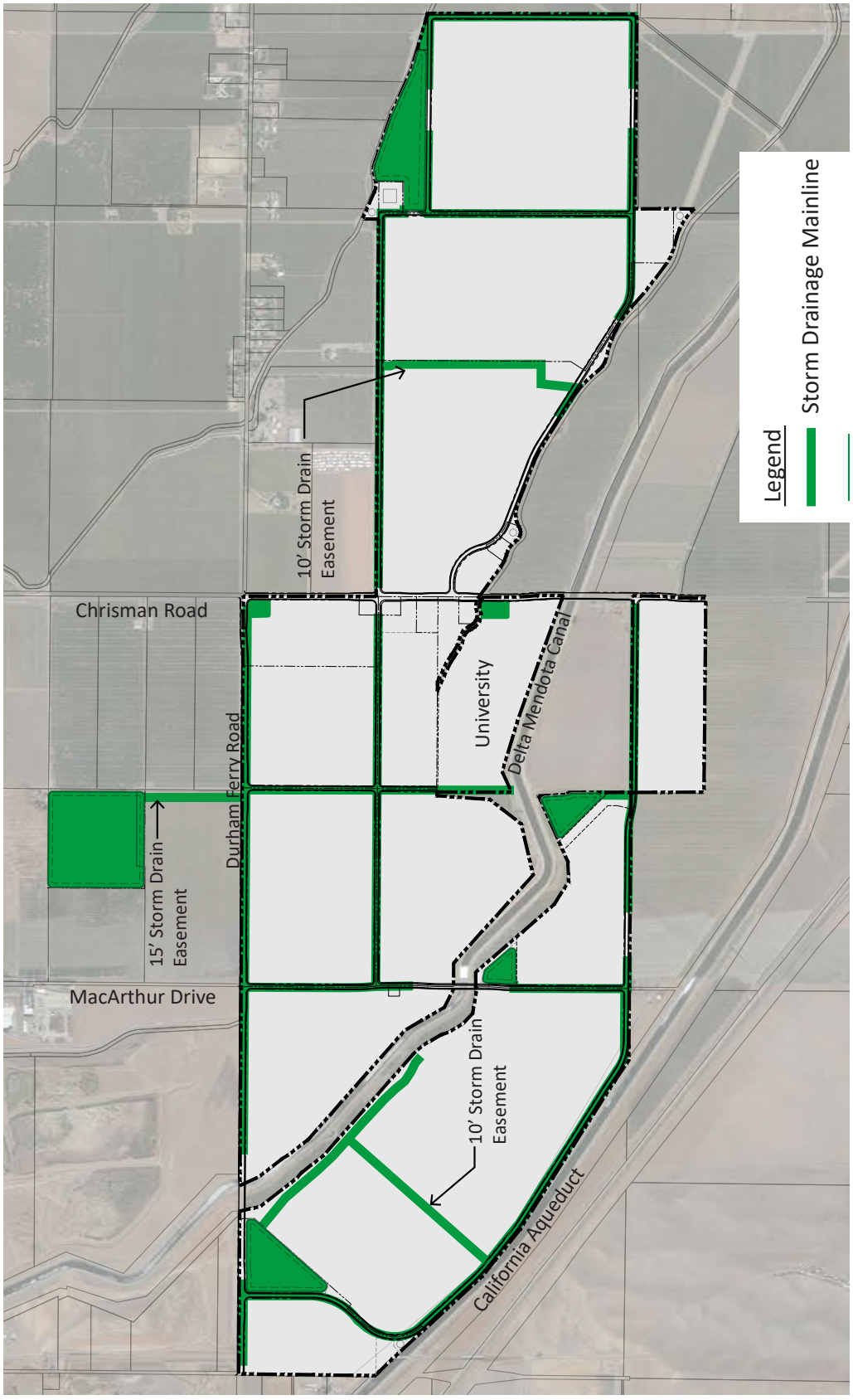


Figure 6.28, Conceptual Build Out Storm Drainage Facilities

- 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.

Best Management Practices (BMPs) in the SWQC Manual will be implemented in the design of the project. The source control BMP would reduce the directly connected impervious areas and 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

- 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

- Media Filters
- Drain Inserts
- Permeable Pavers
- Filter Strips
- Infiltration Areas
- Retention Basins for each Watershed

f. Electric, Natural Gas, Fiber Communications

Electric

PG&E will be the electric provider within the proposed development. The majority of the electric is overhead primary 12 KV wire throughout the proposed development. It is fully anticipated that the overhead electric lines will be placed underground within the proposed roadways as each construction phase begins. PG&E will require above-grade transformers and switchgears, as well as below-grade vaults and substructures. The above-grade equipment will provide easy maintenance in case of an emergency.

A development of this size will require additional electric service capacity from PG&E. The two current PG&E electric substations serving the area are Lammers and Carbona. Both substations are located on the south side of Tracy. PG&E is currently working on expanding the electric capacity at both of these substations to meet the current planned growth within the area.

PG&E does have some capacity that can be used for the initial phase of the development. However, there will not be enough capacity to serve the masterplan development through to completion. As the development expands, PG&E may need to build one or two electric substations. A typical substation will require five (5) acres of land. PG&E transmission level (60KV or Higher) overhead poles and lines will need to be extended to the new substation location(s) if and when additional capacity is needed to service the development. The typical timeline for PG&E to go through the planning, acquisition, engineering, and building of the substation is three to five years.

Currently within the master planned development area, PG&E serves a few residential houses, small AG commercial, and several water pumps used for irrigation. Reviewing these services and scheduling the electric disconnects "if needed" will require coordination with the property owners that currently have electric accounts. It is recommended that the facilities be disconnected or rerouted as needed for the development.

The first phase of development will be the College Campus, the Veterans Facility, Five Logistics Buildings, associated pumps, irrigation, street lighting and traffic signals. PG&E has existing electric facilities that can serve this initial phase of development.

Natural Gas

Within the master plan Development, PG&E has two significant natural gas pipelines that run north and south of the proposed development. These two natural gas transmission lines are critical to the natural gas supply in California. These pipes transport natural gas up and down California and are considered the backbone for delivering to the end users. Relocation of these two natural gas pipelines should not be considered. Any construction activity within the easement and/or digging will require PG&E stand-by personnel on site during these activities.

Natural gas will need to be extended south on both Chrisman Blvd and South Tracy Blvd. The natural gas pipe extension will be coordinated within the dry utilities joint trench. To serve the initial phase, the natural gas extension will come from Chrisman Road. The contractor, working in conjunction with PG&E, will extend the natural gas facilities with each phase of the master plan development as the project moves forward.

Fiber Communications

Fiber facilities for the master plan development will also be extended from the north. AT&T has existing fiber located along Chrisman Road. The developer will be required to install conduits and vaults for AT&T within the joint trench. Comcast will provide their own material and install it when the trench is open.

For the initial phase, it is anticipated that the facilities will need high fiber service. It is assumed that each customer will enter into an agreement with a fiber provider to service their building and/or facilities. Neither AT&T nor Comcast will install the fiber or coax within the conduit delivery system until a contractual agreement is made with either of them.

6.13 SOLID WASTE DISPOSAL

The proposed land uses in the project area will generate solid waste. Tracy Delta Solid Waste Management Inc. currently provides services to the southeastern portion of San Joaquin County for the collection, transportation and disposal of refuse and garbage, including the collection of recyclable materials.

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.

6.14 CONSTRUCTION PHASING

Construction of the project is expected to occur in phases. Figure 6.29 depicts the conceptual phase that is expected to develop first, what has been referred to as the initial phase. This initial phase of development is expected to occur within approximately five years, while the full build out of the entire project will be dependent on market conditions, demand, and other relevant factors associated with development. Future infrastructure will be constructed in accordance with future final large lot maps. Actual development of the initial phase area will be according to approved applications for tentative subdivision maps and individual site-specific development project approvals.

To facilitate and implement development of the Project, the County will establish as part of the subdivision mapping process, timing requirements for certain components of Specific Plan infrastructure improvements. Except as set forth in this Specific Plan, future infrastructure will be constructed in accordance with future final large lot maps 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 County's processing of such applications, the County will consider the necessary infrastructure improvements necessary to support proposed development. The timing of all infrastructure construction is and shall be established to promote and facilitate the orderly development of the Specific Plan Area.

6.15 FUNDING

Improvements for the construction of the infrastructure to develop the project area includes without limitation, the complete roadways network of streetlights, traffic signals, medians and joint trench within roads, water system and infrastructure, sewer treatment and infrastructure, and fire protection and infrastructure. All utility improvements as described above will be constructed or funded or financed by property owners in the Specific Plan Area.

Improvements to be constructed by property owners may require appropriate security or bonding by the County. For any shared improvements that will be constructed in the future, the applicants will be required to provide an appropriate security acceptable to County, in the amount of the applicants' pro-rata fair share of the cost of said improvements based on acreage.

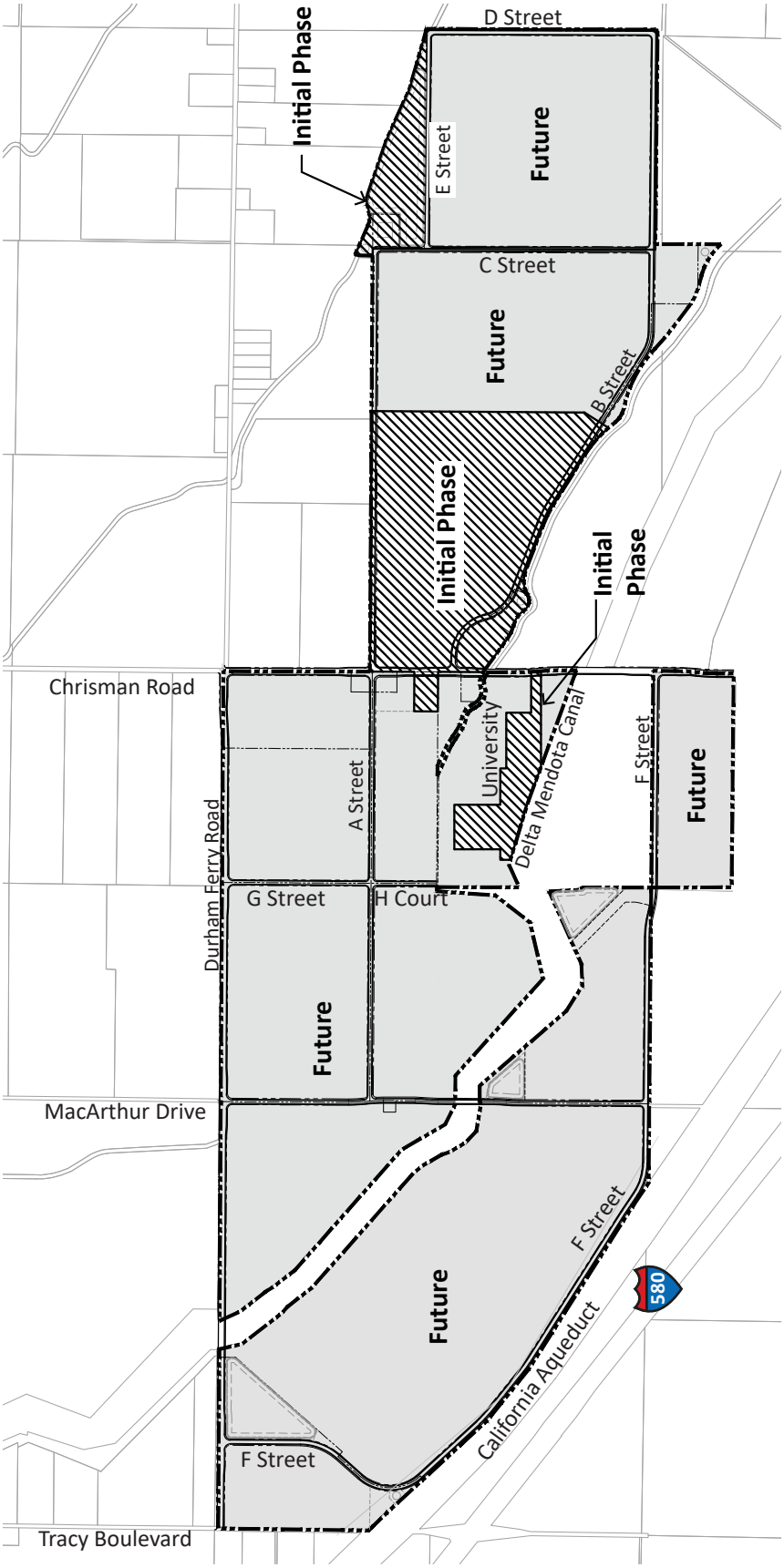


Figure 6.29, Conceptual Phasing Plan

6.16 MAINTENANCE

The maintenance of the roads, landscaping, and other public amenities, detailed in the Specific Plan will be funded through a combination of the following:

1. Standard County maintenance responsibility and assessments from property owners (either individually or through property owners' associations).

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

3. 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. County-operated Lighting and Landscaping District or Landscape Maintenance District.

Once the County has accepted street improvements, the County will maintain all improvements within the street right of way. The property owners will be responsible for all landscaping behind the back of walk and within proposed landscape setbacks. Utilities will be maintained by the appropriate service providers. Drainage basins, inlets and detention structures will be maintained by the property owners.

6.17 IMPLEMENTATION

The County will develop conditions of approval relating to Specific Plan Improvements for Improvement Plan and subdivision map applications for the Specific Plan Area property. The conditions have been included in Appendix A of this document.

6.18 FINANCE PLAN

(In progress by Goodwin)

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7 SUSTAINABILITY
PACIFIC GATEWAY

7.1 INTRODUCTION

Development of Pacific Gateway will be a model of sustainable design both in buildings, infrastructure systems, site design, landscape, and transportation. The project will have an opportunity to implement energy and water efficient buildings and infrastructure. The design and orientation of buildings including window locations, screening and overhangs, and the selection of materials will assist in conserving energy.

7.2 SUSTAINABILITY

The project will maximize opportunities that increase sustainability, minimize greenhouse gas emissions, reduce water and energy consumption, as well as decrease the impacts of construction activities and waste generation. Included are strategies that promote energy conservation, solid waste reduction, water conservation, open space and resource preservation. Additional sustainability strategies include promoting public health through pedestrian and bicycle connectivity, creating alternative means of transportation and minimizing vehicle use. Below is a list of sustainability measures that will be incorporated into the project to support these goals:

Energy

Energy efficiency requires specifying materials, building systems and designs that will provide energy savings and long-term cost savings. Development and tenant requirements may require buildings and development to include climate-controlled spaces to be heated, cooled, or controlled for humidity. Building construction shall meet the current applicable standards for energy efficiency to include energy efficient heating and cooling systems, energy efficient appliances, building systems equipment, and HVAC control systems. Below are additional guidelines to consider to assist in reducing energy use:

- The site will be designed to reduce mass grading to the extent feasible and to decrease the use of earth moving equipment needed to grade the site. The reduction in grading and earth movement will assist in decreasing the total emissions from construction equipment and reducing dust.

- Site planning and building design should consider building orientation, window placements, and materials selection to assist in minimizing energy use.

Provide Exterior Lighting to Meet Minimum Standards for Safety

Utilize Canopies and Awnings to Minimize Heat Gain

- Energy efficient LED lighting and control systems will be utilized for buildings, traffic, street, and any other outdoor lighting.
- Buildings shall be designed to accept roof-mounted solar panels affording tenants/users the opportunity to utilize solar energy.
- Where warehouse spaces are required to be climate controlled, install insulated dock doors and dock door seals to reduce energy loss.
- Section warehouse spaces by temperature and group cool and warm temperature spaces together to decrease energy usage.
- Lighting levels for outdoor illumination will be required to meet the minimum standards required for safety. All exterior lighting will be required to be LED and controlled by timers, and unless otherwise required, only lighting required for parking lot security and safety will be provided at night.
- The use of daylight or clerestory windows and roof skylights will be utilized as a means of providing natural light and reducing the need for lighting during daytime.
- Light colored “cool” roofs will be required for all new buildings, which helps to reduce heat gain and conserve energy use.
- Canopies, awnings, and architectural shade structures will also be encouraged on the south and west elevations to minimize heat gain.
- Tree species will be chosen based on their large canopy characteristics at maturity and will be strategically placed on the west and east portions of the site to shade paving areas and building elevations to reduce sun exposure and minimize heat gain.

Provide Preferential Parking Spaces for Electric Vehicles

Provide Bike Racks to Encourage Bicycle Commuting

Transportation

As part of the application process for individual, site specific development projects that have 50 or more employees (equivalent to a 40,000 square foot warehouse building), to prepare an employee commute trip reduction program (CTR) shall be established, in conformance with the San Joaquin Valley Unified Air Pollution Control District Rule 9410. Under Rule 9410, the program will include incentives for commuters to use alternative modes of transportation. For example, such incentives may include:

1. Ride-matching assistance (e.g., subsidized public transit passes)
2. Preferential carpool parking
3. Flexible work schedules for carpools
4. Vanpool assistance or employer-provided vanpool/shuttle
5. Telecommute and/or flexible work hour programs
6. Car-sharing program (e.g., Zipcar)
7. Bicycle end-trip facilities, including bike parking, showers, and lockers

- Preferential parking space locations shall be provided for electric vehicles and other clean air vehicles in all parking structures and lots to encourage energy-efficient vehicular use.

- A minimum of two percent (2%) of total parking spaces to be allocated for carpool and/or ridesharing vehicles. The location of these reserved parking spaces shall be identified on the site plan. All preferential parking spaces shall be shown on striping plans submitted to the county.

- Development projects located along existing and planned transit routes shall coordinate with the San Joaquin Regional Transit District or other agencies to ensure that bus pads and shelters are incorporated, as necessary.

Utilize Reclaimed Water for Landscape Irrigation

Vegetated Bioswale

Solid Waste

Project shall make every effort to reuse and recycle construction and demolition waste, including soil, vegetation (green waste), concrete, lumber, metal, and cardboard, to the extent feasible.

- Provide easy-to-locate interior and exterior storage bins for recyclables and green waste and adequate recycling containers in public areas.

Water

The landscape design will meet requirements of the State Water Conservation in Landscaping Act (G.C. Section 65591 et. seq.) by complying with the State's model water efficient landscape ordinance, or equivalent, adopted by the County. A purple pipe system will be constructed as part of the infrastructure for the project. Reclaimed water will be utilized for irrigation of public and private landscaped areas. Landscaping will consist of native species selected for water-efficient characteristics and will include drought-tolerant planting materials common to the region. Water-related guidelines will be as follows:

- Turf will not be used throughout the project.
- Irrigation systems and devices will be water efficient and will include satellite weather and soil moisture-based irrigation controls and systems.
- Watering of non-vegetated surfaces and practices for cleaning outdoor surfaces and vehicles with water will be discouraged.
- Rock mulch shall be utilized in the landscape design and should include varied sizes and colors.
- Low-impact development practices will be implemented to the extent feasible, which will include maintaining the existing hydrologic character of the drainage and treatment of storm water
- Buildings will be designed to include water-efficient fixtures and appliances.

Class 1 Bike/Pedestrian Sidewalk

Biological Resources
The landscape palette will include many native and climate-adapted species to optimize biodiversity, sequester carbon, and create habitat to minimize resource use (water, fertilizers, and pesticides/ herbicides). Invasive species listed on the California Invasive Plant Council (CAL-IPC) are prohibited.

Storm water best management practices (BMPs) including vegetated bioswales, vegetated detention basins and pervious paving will be encouraged and incorporated into individual development sites and along streets.
Locally sourced, salvaged, and recycled materials will be considered for use throughout the landscape and hardscape design.

Public Health
Pedestrian and bicycle pathways will be easily accessible throughout the project. These pathways will consist of Class 1 bike/pedestrian sidewalks that will be seamlessly integrated throughout to promote connectivity within and between the various parcels. Sidewalks will be included on both sides of all public streets to enhance walkability throughout the project and surrounding areas.

7.3 GREEN BUILDING

The project will follow the practices outlined in the California Green Building Code, which seeks to improve public health, safety, and general welfare by encouraging sustainable practices in the following categories:

1. Planning and design
2. Energy efficiency
3. Water efficiency and conservation
4. Material conservation and resource efficiency
5. Environmental quality

The project will comply with the applicable requirements in the Green Building Code, which include the following:

- Reducing water consumption by 20 percent
- Diverting 50 percent of construction waste from landfills
- Installation of low pollutant-emitting materials
- Installation of separate water meters for nonresidential buildings' indoor and outdoor water use
- Moisture-sensing irrigation systems for larger landscape projects
- Mandatory inspections of energy systems (e.g., heat furnace, air conditioner and mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity and design efficiencies.

7.4 LEED

The United States Green Building Council (USGBC) LEED system of environmental standards is currently the most recognized system of rating projects and construction. The Specific Plan implements energy efficient design and water conservation, and strongly encourages those individual developers consider the merits of LEED certification not only to conserve energy but also to promote stewardship of the environment and green business practices. The Proposed Plan buildings shall be LEED compliant and encouraged to become certified.

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8 ADMINISTRATION

PACIFIC GATEWAY

8.1 SPECIFIC PLAN ADMINISTRATION

The Specific Plan establishes a set of development standards, guidelines, and processes for development of the project, and shall constitute the General Plan and Zoning standards for development for the Project Area. The Specific Plan is incorporated into the County's General Plan and provides the principal regulations for all properties within the project area. In addition to the regulations contained in this Specific Plan, properties within the project area are subject to applicable regulations of the County Development Title. To the extent any regulation in this Specific Plan conflicts with the County Development Title, the regulations set forth herein shall prevail. The review process for each type of development application shall be as specified in the County Development Title, except as modified herein.

Interpretations of the Specific Plan may be necessary to provide clarification to a proposed use, a design standard, or a particular design guideline. The Director of Planning shall make the determination of substantial conformance with this Specific Plan even when it does not conform precisely, provided the County determines that the project meets the overall Specific Plan vision.

Amendment Procedures

The Specific Plan provides flexibility to respond to both the current and future real estate market and development standards. During project build out, amendments may be necessary to respond to changing circumstances, including building footprint size, building height, revisions to the design guidelines, and revisions to the development standards, or to allow for uses or conditional uses not contemplated at the time of adoption. An amendment to the Specific Plan will be typically at the request of the property owners.

Scope of Amendment

The Director of Planning shall make the determination whether the revision is either a major amendment requiring both Planning Commission and Board of Supervisors approval and adoption, or an administrative amendment subject to the review and approval of the Director of Planning. Applicants may appeal determinations and actions of an administrative modification to the Board of Supervisors.

Administrative Amendment

The purpose of the administrative amendment is to facilitate the efficient processing necessary to develop the project that is consistent with and meets the intent set forth in this Specific Plan. If the Director of Planning determines that the modifications meet the criteria for an administrative amendment, the applicant shall submit application materials which contain the necessary information as determined by the County to assist in making the findings required to support approval of the amendment. An administrative amendment will be processed in accordance with the Specific Plan if determined by the Director of Planning to be in substantial conformance with the following:

- The overall intent of the Specific Plan
- The San Joaquin County General Plan
- The Specific Plan Environmental Impact Report (Final EIR)

Examples of administrative amendments include, but are not limited to:

- The addition of new or updated information that does not substantively change the Specific Plan or the finding of the EIR.
- Minor adjustments to land use boundaries and street alignments that maintain the general land use and circulation pattern.
- Variation in permitted use types and development standards if such variations do not substantively change the character of the Specific Plan, does not increase demand for water, sewer, or other resources, or increase traffic demand above that evaluated in the Final EIR, or are otherwise consistent with the current applicable County standards.
- Changes to infrastructure and facilities that do not affect the level of service provided or affect to increase the level of development capacity.
- Changes to phasing boundaries or sequencing that do not affect infrastructure sizing, financing districts, or the provision of adequate services to associated development.

Major Amendment
If the Director of Planning determines that a proposed amendment does not meet the criteria of an administrative amendment, a Specific Plan amendment shall be required. An amendment is required when one of the following criteria is met:

- Significant increase in building square footage or other change in the Specific Plan that would trigger the need for subsequent or supplemental review under the California Environmental Quality Act based on an evaluation of the Final EIR certified by the County.
- A Specific Plan amendment shall be processed and reviewed in the same manner as the initial adoption and will require both Planning Commission and Board of Supervisor approvals.

Modifications to Design Standards
Modifications to the design standards in Chapter 3 may be necessary to respond to unique site characteristics and/or changes in development as a result of market conditions. Modifications to these development standards will be reviewed by the San Joaquin County Planning Director and a determination will be made as to whether the modification is major or minor. Major modifications to these standards will require Planning Commission and/or Board of Supervisors review through a Specific Plan amendment per the San Joaquin County Code requirements. If a modification is determined to be minor and complies with the intent of the standards, an administrative review and approval will be completed by the Director of Planning and Community Development. Unless otherwise established herein, all definitions and land use terms shall be as set forth in the Specific Plan.

Processing of Applications
Discretionary permitting steps must occur to implement the project, including the approval of tentative and final subdivision maps or parcel maps, conditional use permits, Improvement Plan, and sign approval review required for development of individual buildings. Each of these application processes are discussed below.

8.2 SUBDIVISIONS

The Project will be further subdivided into individual project parcels that will require the approval of tentative and final subdivision maps (or parcel maps). Approval of such maps shall be governed by the Subdivision Map Act, the County's Subdivision Ordinance. All streets, sidewalks, landscape areas, public property infrastructure, and other improvements shown on the subdivision application shall be in compliance with the guidelines of this Specific Plan. No lot shall be created with size or dimensions rendering it incapable of meeting the land use, public utilities, or development standards of this Specific Plan. In connection with a subdivision application, the applicant shall provide to the County all information required under the Subdivision Map Act and the County's Subdivision Ordinance and shall submit the applicable processing fee.

8.3 CONDITIONAL USE PERMIT

If an applicant seeks to develop a conditionally permitted use (as defined in Table 3.1 of this Specific Plan), the applicant shall apply for a Conditional Use Permit (CUP) to the County containing the data and information set forth in the County's application regulations. Consideration of the CUP application shall adhere to the review and approval procedures set forth in the County Development Title. A CUP may be processed concurrently with any other necessary development application(s) for the land that is the subject of the requested CUP, see Figure 8.1.

8.4 IMPROVEMENT PLAN APPROVAL REVIEW

Applicants seeking to develop any portion of the project area shall apply for an Improvement Plan with the County that contains all the information set forth in the County Development Title and shall submit the applicable processing fee. Consideration of the Improvement Plan application shall adhere to the review and approval procedures set forth in the County Development Title. An Improvement Plan application may be processed concurrently with any other necessary development application(s) for the land that is the subject of the requested site approval. Site approval applications shall be reviewed and approved at an administrative level per the process outlined in Figure 8.1.

8.5 SIGNS

All building signage shall be constructed in accordance with the requirements set forth in the County Development Title. The project entry and monument signage will be constructed per the details included in the Specific Plan. To the extent that this Specific Plan provides for different or additional requirements and/or standards than the County, then the requirements in the Specific Plan shall govern.

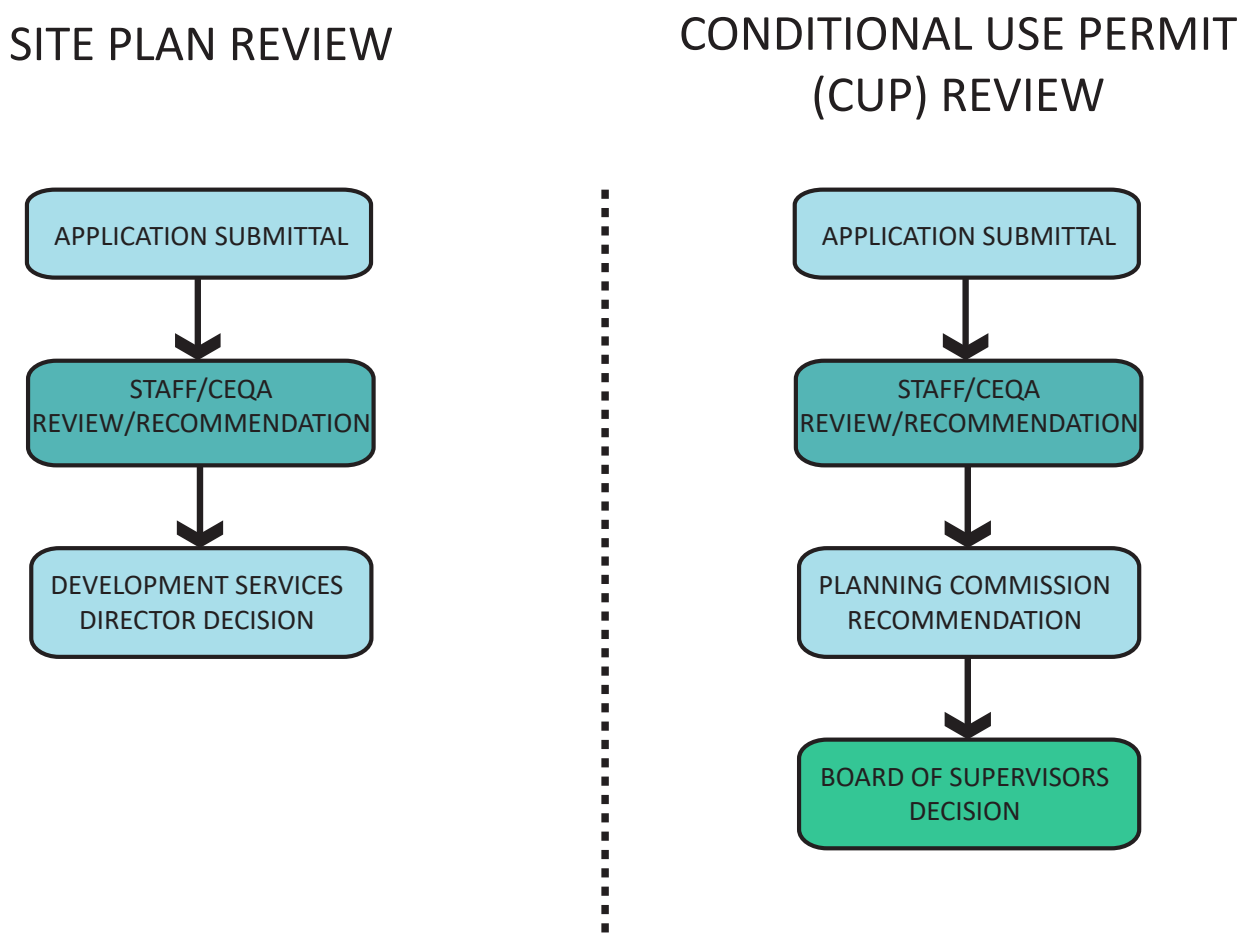

Figure 8.1, Administrative Permit Process