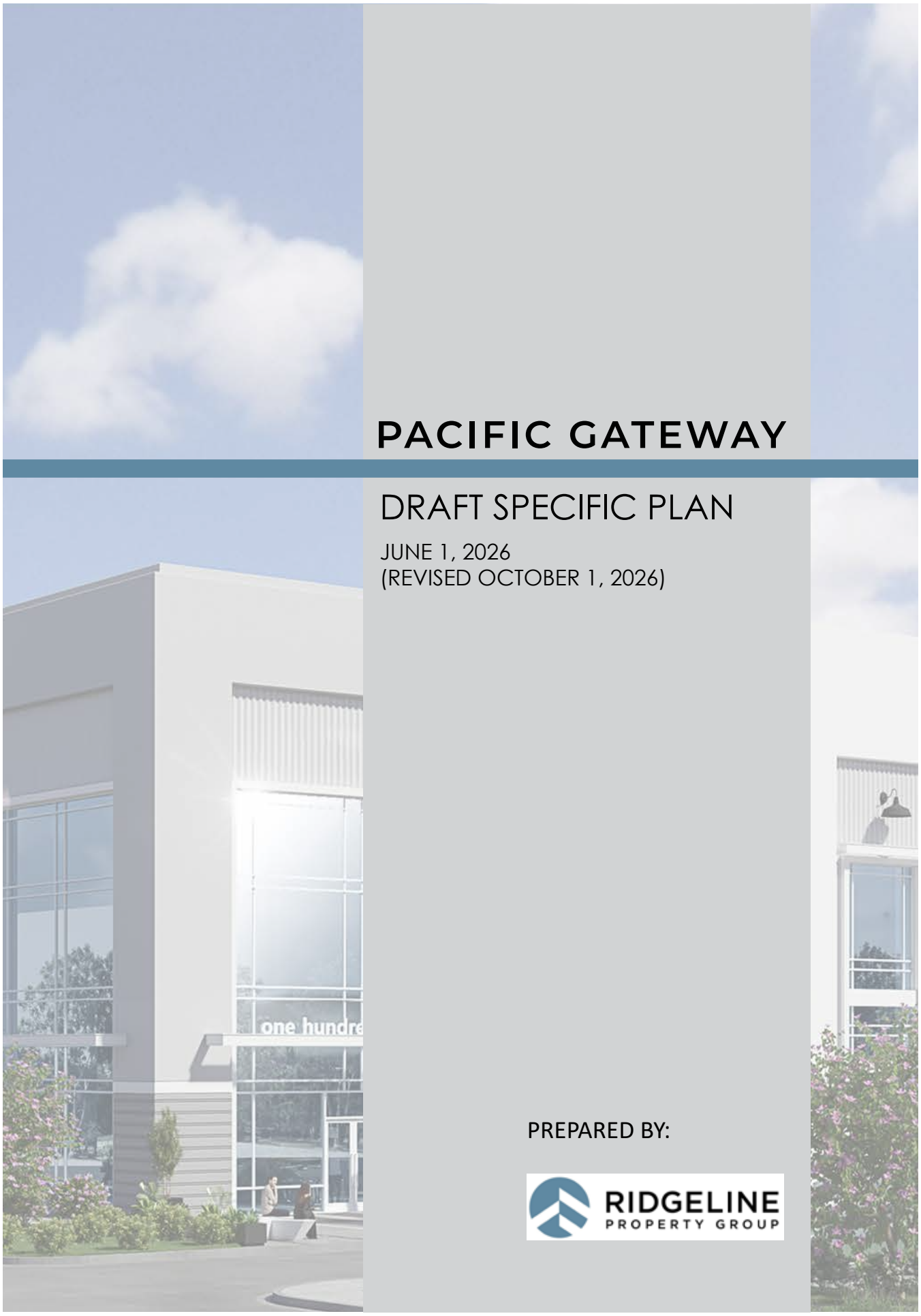


PACIFIC GATEWAY

DRAFT SPECIFIC PLAN

JUNE 1, 2026
(REVISED OCTOBER 1, 2026)

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1 INTRODUCTION

PACIFIC GATEWAY

1.1 INTRODUCTION

The Pacific Gateway Specific Plan ("Specific Plan") establishes the land uses, zoning, development standards, and development regulations for the site located in southwest San Joaquin County ("County") near the junction of Interstate 580 and State Route 132, see Figures 1.1 and 1.2. Throughout this document, the proposed development within the approximately 1,577-acre site is referred to as the "Project."

The existing use of the Project site is largely commercial-scale almond orchards and a limited amount of cherry orchards. To the north and adjacent off-site uses include A.B. FAB, a 7.65-acre agricultural processing equipment manufacturer, and Crown Nut, an almond processing plant.

The West Valley Disposal facility is located approximately 0.75 to 1.1 miles north/northeast of the Project site, and a former aggregate mine is located just north of the west end of the Project. Rural, ranchette-style large single-family homes are located east of Chrisman Road along Durham Ferry Road. The homes are situated 0.75 to 1.7 miles north of the eastern portion of the Project site, across the Delta-Mendota Canal.

Existing road circulation providing access to the site includes South Tracy Boulevard, South MacArthur Drive, South Chrisman Road, which is an approved Surface Transportation Assistance Act (STAA) road and route, and Bird Road, which defines the easternmost boundary. Current east/west access is limited to private farm roads. Existing wet (septic and well) and dry utilities within the Project site are limited in scope and designed to serve only the current private agricultural operations.

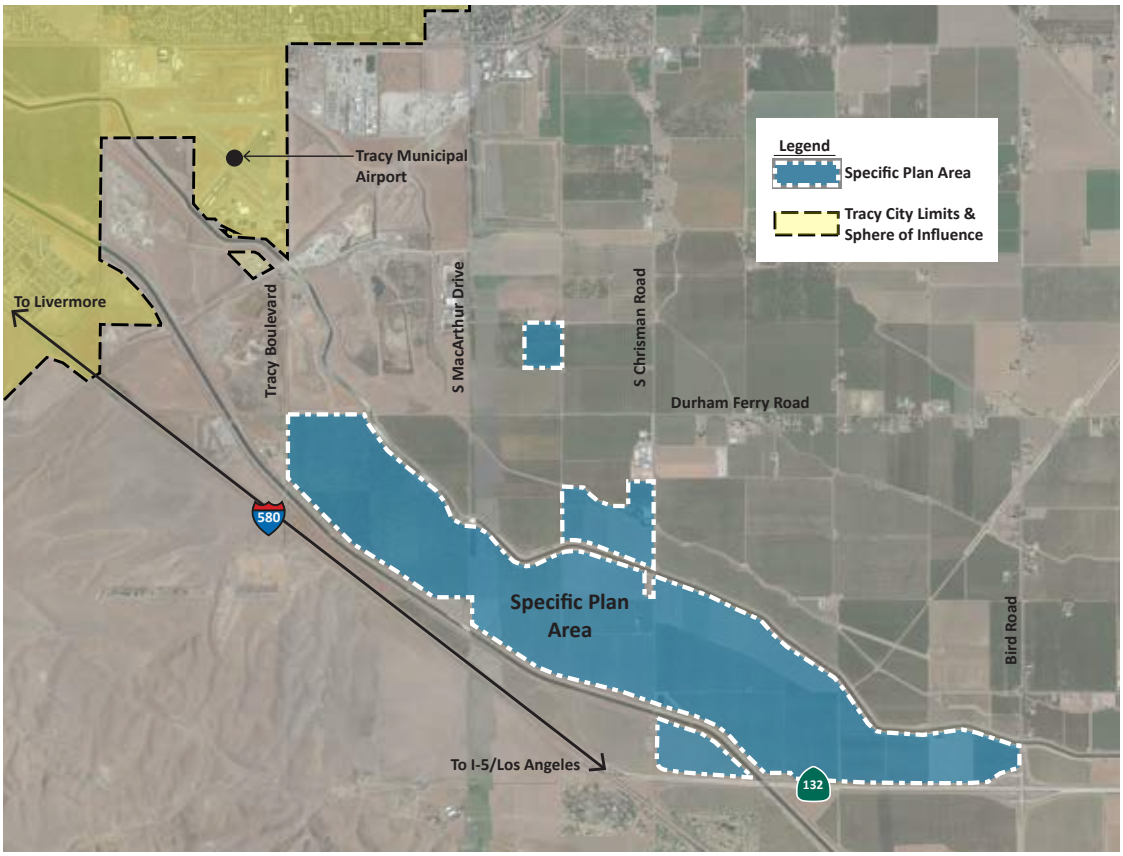


Figure 1.1, Site Aerial

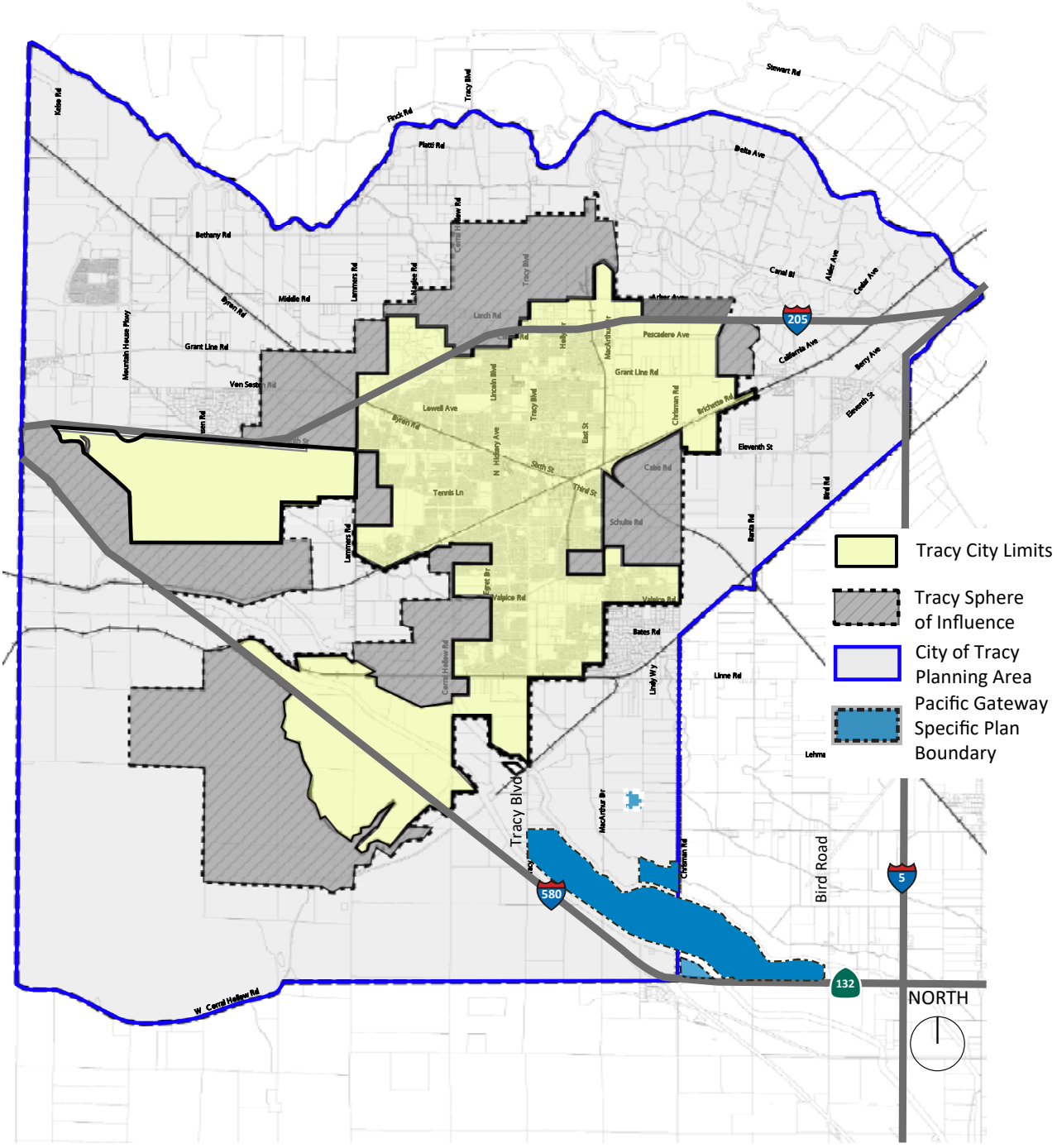


Figure 1.2, Project Vicinity

1.2 DEVELOPMENT CONCEPT

The Specific Plan provides an overall vision for the Project and is not intended to be the final design solution. Individual County applications will be required for each development proposal and will be evaluated using this Specific Plan and the Environmental Impact Report (EIR) and Mitigation Measures prepared for the Project to ensure compliance and consistency.

The Specific Plan envisions a variety of land uses for the Project including a Class "A" industrial park, a business park, university campus, a Veterans of Foreign Wars facility, and retail and service commercial uses, see Figure 1.3. The Project also includes parks and open space areas throughout the site for recreation, as well as pedestrian and bicycle paths, as shown in Figures 1.4 and 1.5, respectively. Zoning designations corresponding to these uses include Limited Industrial (I-L), Industrial Park (I-P), General Commercial (C-G), and Public Facilities (P-F). See Sections 1.3 through 1.7 for a complete description and location of each zoning designation.

Table 1.1 presents the land use summary for the Project as well as the lot coverage (FAR) for each zoning category, which includes a summary of the acreage within each zoning district and the maximum building square footage envisioned for the buildout for each land use. Chapter 3, Table 3.1, Permitted and Conditionally Permitted Uses, outlines the allowable uses for each zoning designation. Chapter 8 of the Specific Plan also outlines the approval process that will be utilized for individual building development approvals and the process to ensure compliance with this Specific Plan and the EIR.









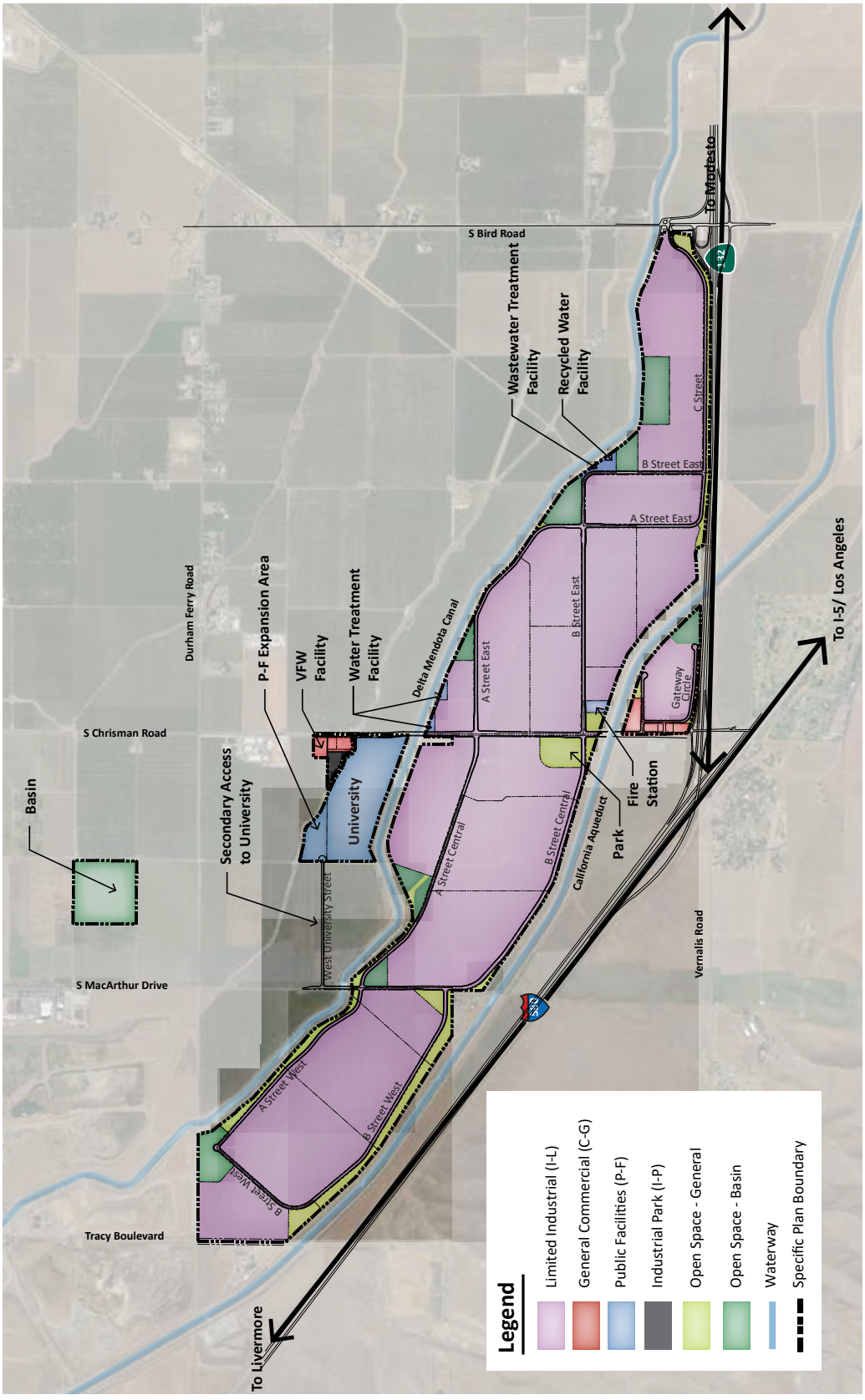


Figure 1.3, Concept Land Use Plan

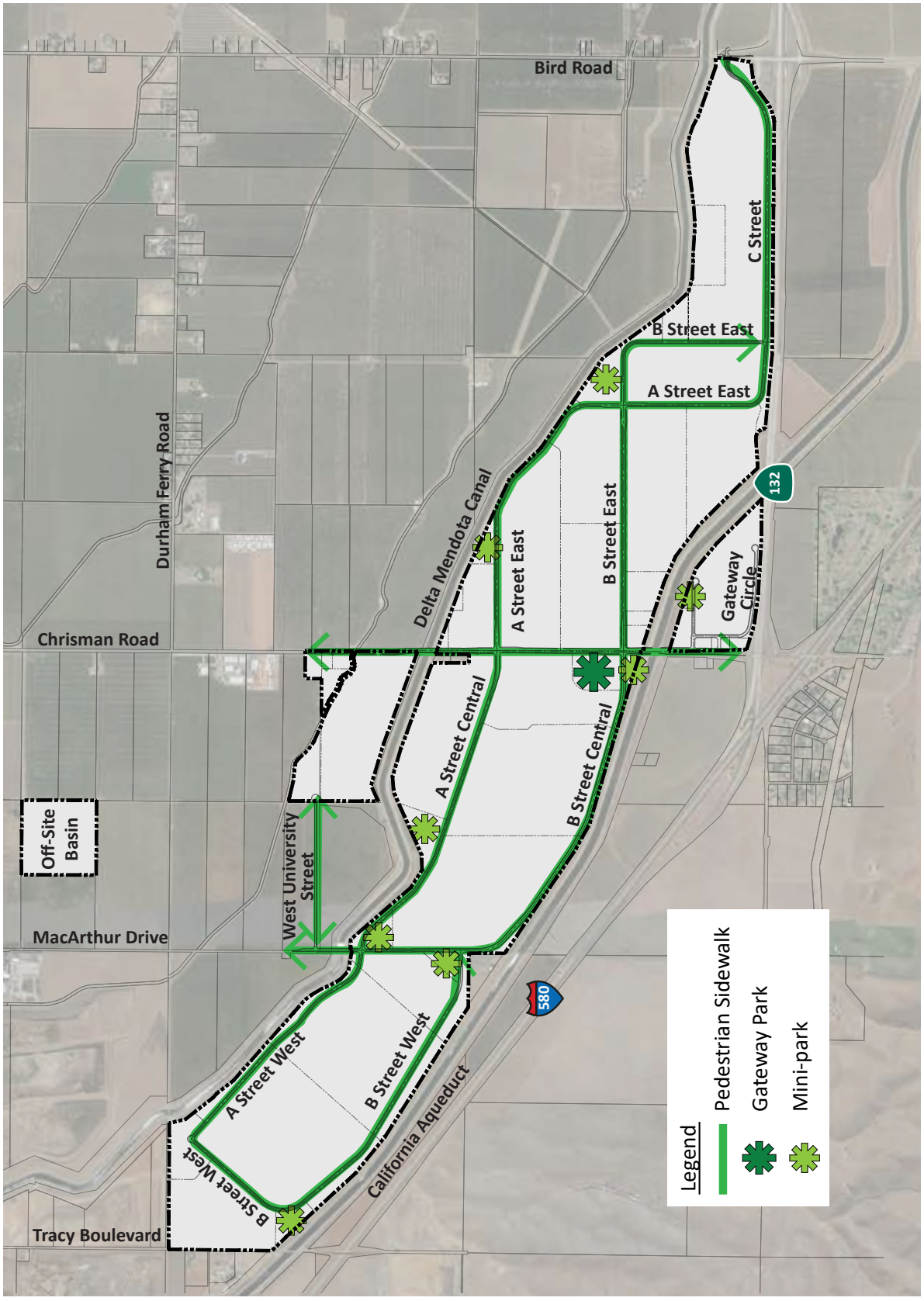


Figure 1.4, Pedestrian Network

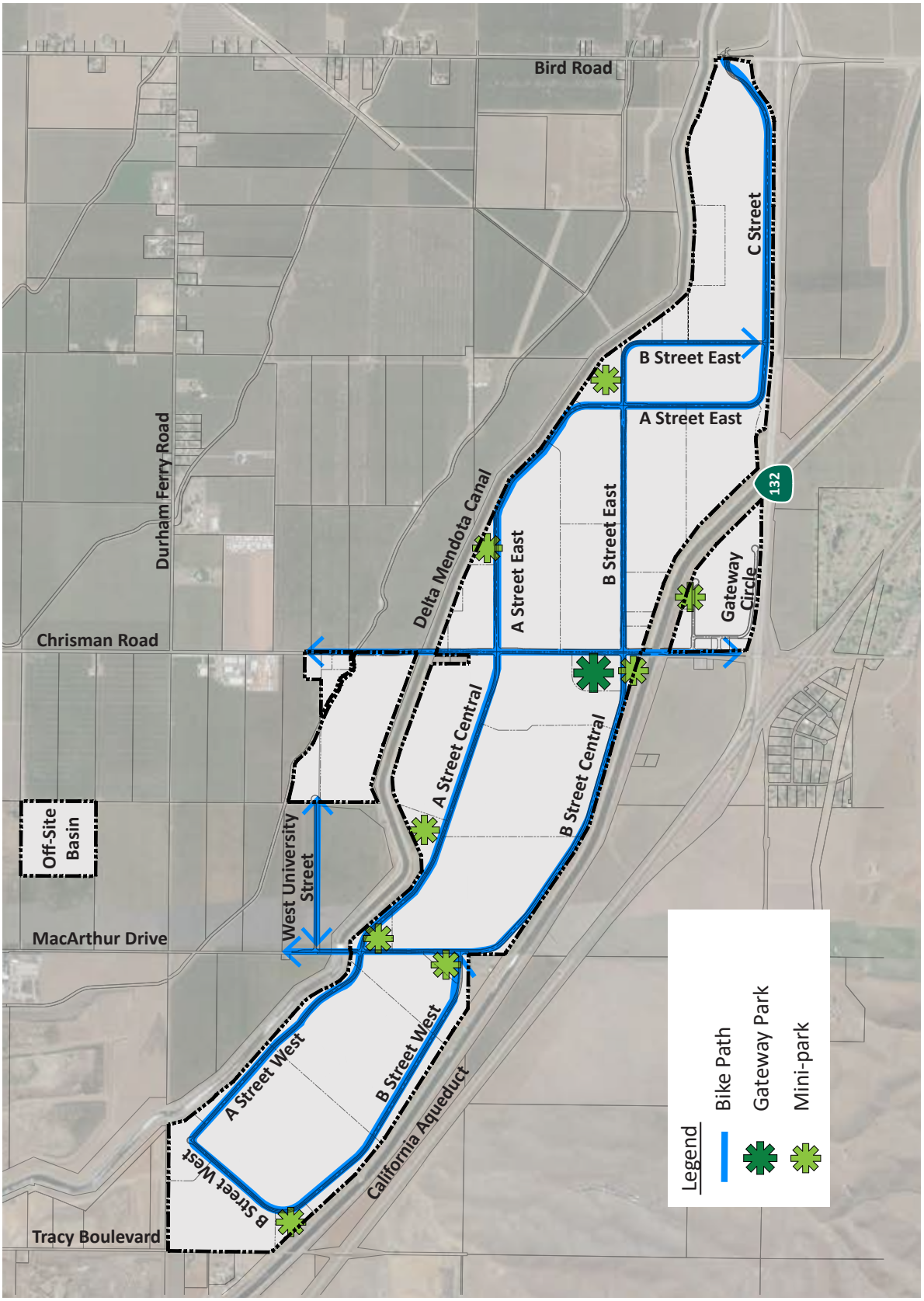


Figure 1.5, Bike Network

Zoning and Land Use Table				
	Gross Acres	**Net Acreage**	**Max Coverage**	**Building SQ.FT.**
Limited Industrial (I-L)	**1,380.6**	**1,153.4**	**60%**	**24,675,000**
On-Site Roads		104.2		
Open Space (Incl. Stormwater Basins)		123.0		
Total Industrial General (I-L)		**1,380.6**		
Industrial Park (I-P)	**4.3**	**4.3**	**50%**	**93,000**
On-Site Roads		0.0		
Total Industrial General (I-P)		**4.3**		
Public Facilities (P-F)	**122.8**		**50%**	**1,379,150**
University Campus		*64.4*	50%	**1,264,150**
University Student Housing (#Beds)[1]				**1,000**
University Expansion		*10.2*	50%	**115,000**
Expansion Student Housing (#Beds)[1]				**600**
On-Site Roads		4.3		
Off-Site Roads		5.3		
Open Space		*30.2*		
Water & Sewer Facilities		*5.9*		
Fire Station		*2.6*		
Total Public Facilites (P-F)		**122.8**		**1,379,150**
General Commercial (C-G)	**18.5**		**30%**	**160,000**
On-Site Roads	-	4.6		
VFW Tracy Post		2.9		
Retail/Food/Gas Station		11.1		
Total General Commercial		**18.5**		**160,000**
Agriculture (AG)	**40.0**	-		**0**
Open Space (Stormwater Basin)		40.0		
Total Agriculture		**40.0**		
Grand Total Acreage / SF	**1,566.2**	**1,566.2**		**26,307,150**
Grand Total Student Housing Beds				**1,600**

Notes
(1) Acreage for student housing included with university and expansion acreages

Table 1.1, Zoning and Land Use Summary

1.3 GENERAL COMMERCIAL (C-G)

An overview of the Project's zoning designations is illustrated in Figure 1.6. The Specific Plan includes the development of commercial retail and service-related uses within the General Commercial (C-G) zoning designation to support employee and student populations in the adjacent industrial park and university campus. This zoning designation will also allow for a new home for the Veterans of Foreign Wars (VFW) Tracy Post 1537, a new facility that will provide services, member outreach, and space for its membership to gather. The VFW is a charitable organization that provides outreach and education to its members. The new facility will be available for public and private gatherings, receptions, and other events.

1.4 INDUSTRIAL PARK(I-P)

The University Center will contain approximately 4.3 acres with the zoning designation of Industrial Park (I-P). This zone is planned for smaller buildings, likely three (3) in total, designed for tenants seeking combined use space with office in front, and limited warehouse at the rear, typically served by grade-level doors. Building sizes will typically include reduced building footprints and may be divided into smaller tenant spaces, as needed.

1.5 PUBLIC FACILITIES (P-F)

The Public Facilities (P-F) zoning designation allows for educational facilities, including the University, as well as parks and open space for recreational and/or passive uses. The utilities necessary to serve these developments will also be included within this zoning designation. Below is a description of the various uses envisioned.

University Campus

The University will provide academic offerings in the areas of Agricultural Sciences, Teaching, Business Administration (Logistics and Supply Chain Management), and Computer Science and Artificial Intelligence. 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. Initial sports facilities will be developed and will expand as sufficient demand exists. Building types will vary based on use and will include facilities for academic classrooms, athletics, recreation, administrative services, student housing, as well as performance and special event spaces.

Parks/Open Space

The parks and open spaces will be integrated throughout the Project and connected via pedestrian and bicycle networks. Flood control infrastructure would be integrated into these spaces to provide for storm water management, including bioswales and retention and detention basins. These open spaces may include picnic areas, sitting areas, food truck service areas, open space areas, and trails.

Utility services

The existing street network includes South Tracy Boulevard, South MacArthur Drive, South Chrisman Road, which is an approved Surface Transportation Assistance Act (STAA) road and route, and Bird Road, which defines the easternmost boundary. Current east/west access is limited to private farm roads. Existing wet (septic and well) and dry utilities within the Project site are limited in scope and designed to serve only the current private agricultural operations.

Services required for project development include ground wells, an on-site public water treatment facility, an on-site public wastewater treatment facility, a dedicated fire system and fire water 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 development of the Project.

1.6 LIMITED INDUSTRIAL(I-L)

The Project site will be developed with warehouse and distribution uses in alignment with the Limited Industrial (I-L) zoning designation. This zoning designation provides for a range of industrial uses, including general warehouse and logistics, bulk storage, fulfillment centers and e-commerce, conditioned warehouse, light manufacturing and assembly uses that require large building facilities for the movement of goods. See Table 3.1 for permitted and conditionally permitted uses and Table 3.2 for prohibited uses.

It is anticipated that these high demand industrial uses will generate employment opportunities for the region. The Limited Industrial zoning designation will be served by a public water system, wastewater, and storm drainage system, as described in Chapter 6. Industrial and warehouse buildings within Airport Compatibility Zone 8, located west of Chrisman Road, will be limited to 100 feet in height, while that east of Chrisman Road will be limited to 120 feet, see Chapter 2.

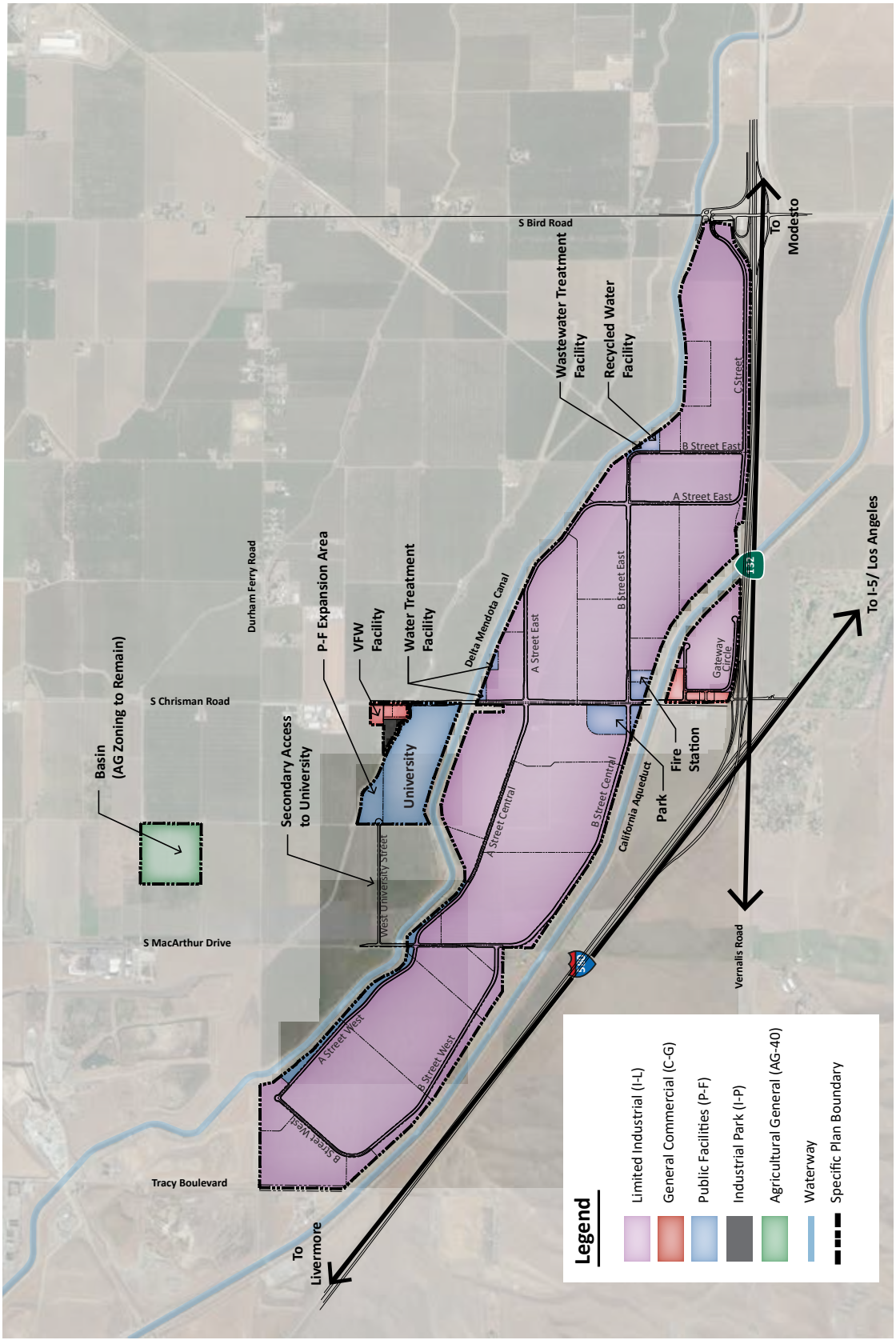


Figure 1.6, Zoning Designations

1.7 DEVELOPMENT AREAS

Chrisman Road, MacArthur Drive, Tracy Boulevard, the California Aqueduct, and the Delta Mendota Canal naturally divide the Project site into five distinct development areas, see Figure 1.7. Each development area will include a network of roads and pedestrian and bike paths that provide connectivity between each. The development areas described below include the location, the proposed land uses, and the development opportunities for each.

University Center

The University Center will include the parcels located north of the Delta Mendota Canal that will provide for a new university campus which will expand access to education and research opportunities in the Central Valley. The center will also include a small industrial park, a new home for the Veterans of Foreign Wars (VFW) and small commercial services and uses that will front Chrisman Road. These ancillary uses will provide service uses that will be focused on the University staff and students.

Pacific Gateway West

Pacific Gateway West is located south of the Delta Mendota Canal, north of the California Aqueduct, and between Tracy Boulevard and MacArthur Drive. This area makes up one of three predominately industrial development areas in the Project. This region will be developed primarily with industrial uses and will also include mini-park uses, and the necessary road improvements and utility infrastructure.

Pacific Gateway Central

Pacific Gateway Central is also located south of the Delta Mendota Canal, MacArthur Drive to the west, Chrisman Road to the east, and the California Aqueduct to the south. This area makes up the second of three industrial development areas in the Project. This region will also be developed primarily for industrial uses and will include mini-park uses, and the necessary road improvements and utility infrastructure.

Pacific Gateway East

Pacific Gateway East includes the area east of Chrisman Road and west of Bird Road between the Delta Mendota Canal and State Route 132. This area makes up the final industrial development area for the Project. This region will also be developed with primarily industrial uses and will include mini-parks and the necessary road and infrastructure improvements. The initial phase of development will also include water, wastewater, fire protection, and improvements for the construction of treatment facilities and storage tanks. These treatment and storage facilities are sized to serve the initial phase, including the proposed University and VFW sites. As development progresses, these facilities will be expanded to accommodate future development.

Gateway Center

The area south of the California Aqueduct and east of Chrisman Road at the State Route 132 interchange will consist of general commercial and retail uses, smaller industrial and warehouse uses intended, a truck and auto EV charging area, and a mini-park. Gateway Center will provide services to Pacific Gateway employees and University students, as well as State Route 132 commuters and travelers.

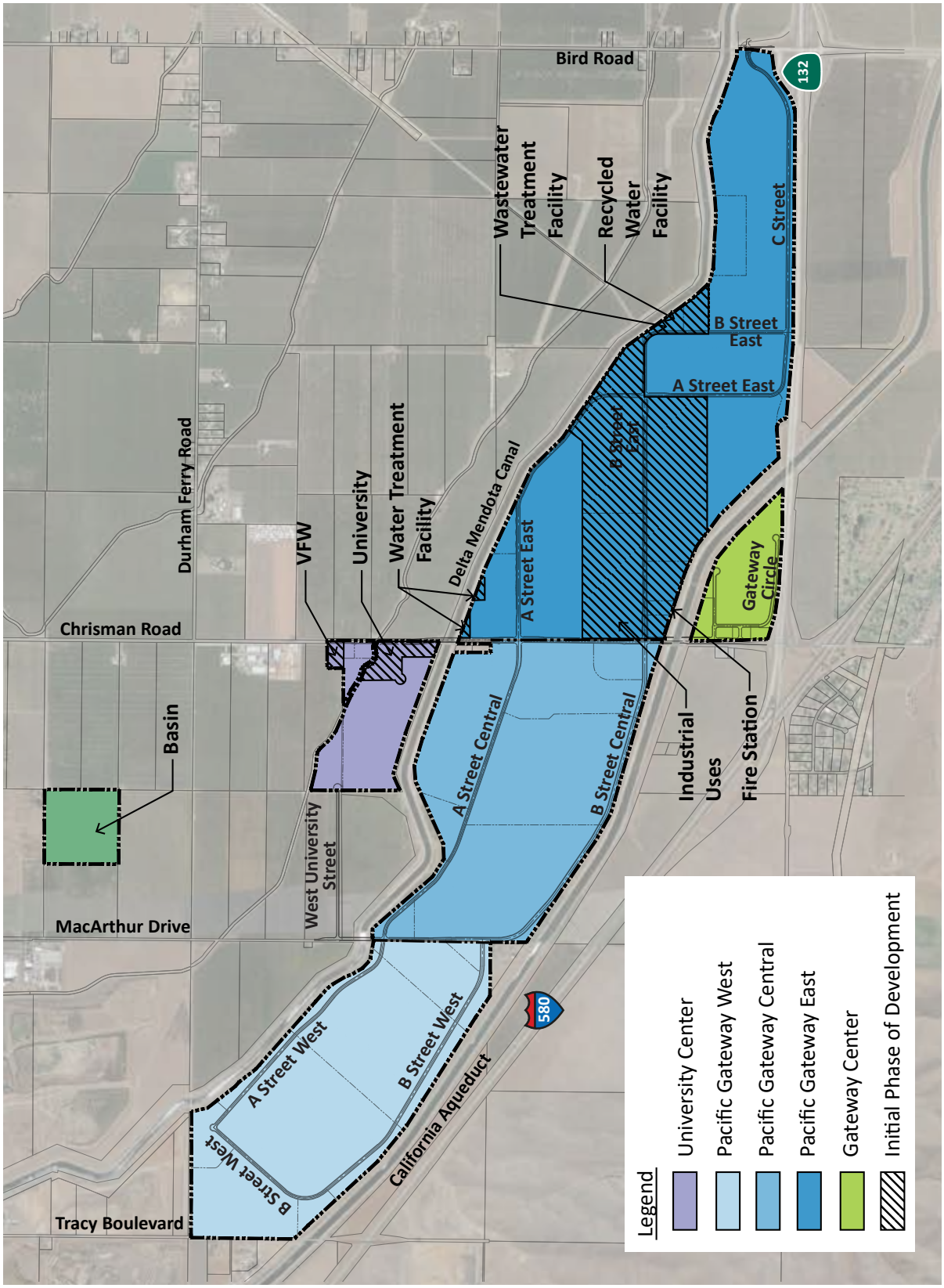


Figure 1.7, Conceptual Development Areas Plan

1.8 PROJECT GOALS

The Specific Plan will ensure that the Project creates an identity of its own, with thoughtful site planning, strategic landscape design, and advanced building design.

The following goals have been established for the Project.

Project Goals:

- Create a strong sense of place by establishing guidelines and regulations that promote well designed warehouse buildings, a street landscape that complements the building architecture, signage to identify Project entries, and helps to establish the Project branding.
- Accommodate a variety of warehouse uses, distribution, and other general industrial facilities as set forth herein, to foster the development of jobs in advanced manufacturing and distribution.
- Create design guidelines and development regulations and standards that support a well-designed business park with ancillary uses.
- Incorporate site plan flexibility for future building expansions to accommodate future growth needs of users for higher tenant retention.
- Incorporate design flexibility to accommodate development with established standards and guidelines to allow for future uses.
- Optimize regional access to major regional highways and transport networks to facilitate the movement of goods and services within San Joaquin County.
- Capitalize upon existing transportation corridors critical to the state and national supply chain, including Interstate 580, State Route 132, Interstate 5, and State Route 99 to respond to the increasing demand for industrial and distribution space throughout the Bay Area and Central Valley.
- Create opportunities to generate both construction and permanent operational jobs that 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 a pedestrian and bicycle circulation system to encourage employee wellness and provide non-vehicle alternatives, see Figures 1.4 and 1.5.

University Goals:

- Establish a cohesive architectural and landscape style that reflects the university's identity and enhances the campus experience within the Project.
- Provide student housing to accommodate 1,600 beds.
- Create outdoor spaces that foster collaboration and interaction among students, faculty, and the surrounding community.
- Create welcoming public areas that encourage community use and engagement and design spaces that can accommodate a variety of activities and future uses.
- Incorporate green areas and recreational spaces to promote relaxation and social interaction.
- Design access that integrates safe movement for pedestrians, cyclists, and vehicles.
- Ensure that the campus allows for and is adaptable to modern technology to support teaching, learning, and research.

1.9 CALIFORNIA GOVERNMENT STATUTORY REQUIREMENTS

California Government Code Section 65451 requires that the Specific Plan include text and diagrams which include the following details:

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 items 1, 2, and 3 discussed above.

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 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 provides a comprehensive 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 San Joaquin County Development Title ("Development Title") guides current development within the County through standards and regulations relating to allowable land uses, conditionally allowable land uses, height, setbacks, parking, and signage. The Development Title also contains and outlines the permit and process requirements for entitlement of a development plan. The Specific Plan includes land uses and standards which are intended to further clarify and provide additional details 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 the Development Title.

The Environmental Impact Report (EIR) for the Specific Plan establishes the Mitigation and Monitoring and Reporting Program (MMRP) for mitigating and/or reducing the impacts associated with both the initial construction and long-term development plans. Each individual building 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 development plan and administering the mitigation measures as development progresses to construction.

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

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

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

1.11 USE OF THE SPECIFIC PLAN

The Specific Plan provides guidance for architects, urban planners, landscape architects, and developers to design cohesive, functional, and sustainable design solutions within the Project site. These guidelines and standards support the priorities and interests of San Joaquin County. 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 development plan approvals.

The Specific 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 Conditions
Chapter 2 outlines the existing conditions of the Project site, including topography, easements, drainage corridors, utility infrastructure, and roadways.

Chapter 3: Land Use
Chapter 3 describes the zoning districts of the Project site 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 show compliance with County regulations.

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 Project. This chapter also includes imagery and preliminary concept plans to illustrate the vision of the guidelines.

Chapter 5: Streets/Parks Landscape
Chapter 5 presents landscape themes, concepts, and guidelines that will be used to create an attractive, sustainable, and cohesive natural environment throughout the Project site.

Chapter 6: Roadways and Utilities
Chapter 6 outlines road, utility, and other infrastructure improvements necessary to support the level of development envisioned in the Specific 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: Sustainability
Chapter 7 describes the preservation and enhancement of the existing drainage corridor, other natural resources, and existing habitat areas within the Project site. This chapter also includes sustainability guidelines to address energy conservation.

Chapter 8: 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. Each individual project will require application submittal and the relevant required materials as identified in Chapter 3, Table 3.1, Permitted and Conditionally Permitted Uses. Individual projects will also be evaluated based on the EIR completed for the project to ensure compliance with CEQA and the Mitigation and Monitoring Review Plan (MMRP). An "individual project" and the associated application may be comprised of a single building or group of buildings to be phased over time.

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

- Land use, Sections 3.2 to 3.6
- Development buffers and setbacks, Section 3.7
- Development standards, Section 3.8
- Phasing, Section 3.9
- Off-street parking requirement, Section 3.10
- Landscape standards for off-street parking areas, Section 3.11
- Sign standards, Section 3.12
- Review the EIR and MMRP for consistency

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 Landscape
- Chapter 6 Roadways and Utilities
- Chapter 7 Sustainability

Step Three: Prepare the appropriate County application for submittal to generally include the following:

- Land use
- Site plan
- Building elevations, floor plan, building elevation, and materials
- Landscape plans
- Site features, employee break areas, and signage
- Lighting plans
- Walls and fencing
- Site civil engineering, boundaries and topography, utilities, grading, drainage, and improvements
- Provide project description including project details, summary of acreage, building square footage, setbacks, parking required and provided, landscape design, and engineering and utility details
- Other supporting materials, biological, and geotechnical

Step Four: Submit the necessary plans and technical studies appropriate to the application for review by the County to generally include the following steps:

- Submit application and required materials to County with application fee.
- Summarize compliance with the project EIR and MMRP.
- County to complete a consistency review of the application against the application submittal requirements and Specific Plan standards and guidelines.
- County to determine findings for either an administrative or legislative approval process.
- County to prepare necessary project findings, consistency with the approved EIR, and prepare conditions of approval in response to the application and to support Project approval.

Chapter 8, Sections 8.2 through 8.7 further describes the review and administrative approval of the Project through the County's Zoning Compliance, Administrative Use Permit, and Conditional Use Permit application processes.

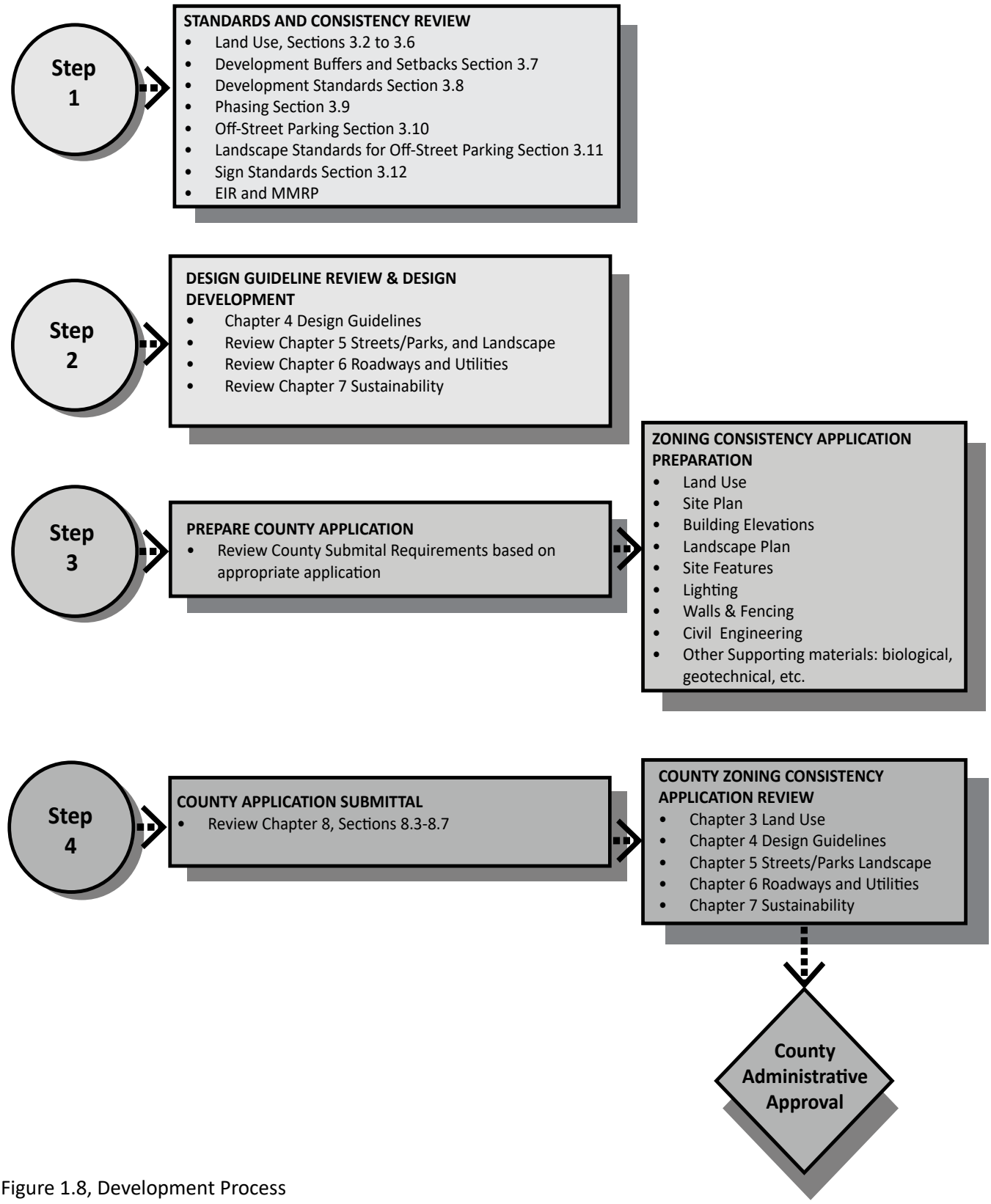


Figure 1.8, Development Process

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2 EXISTING CONDITIONS
PACIFIC GATEWAY



Figure 2.1, Regional Location

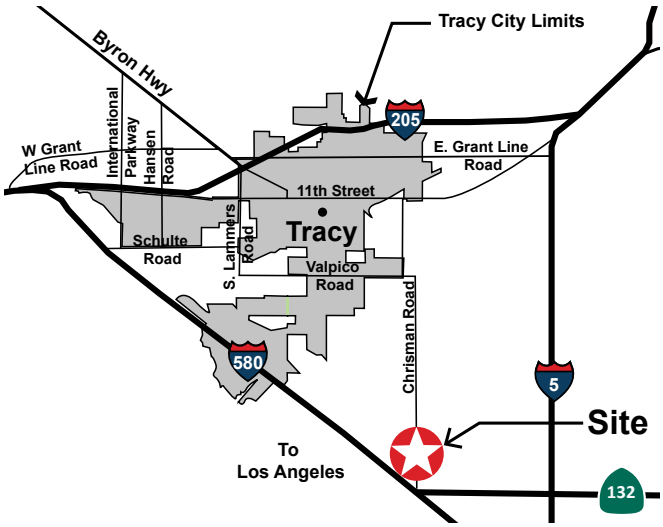


Figure 2.2, Site Location

2.1 PROJECT LOCATION

The Project site is located in San Joaquin County California, sixty (60) miles east of San Francisco near the crossroads of Interstate 580 and State Route 132, just south of the City of Tracy, see Figures 2.1 and 2.2. The Project site is bordered to the west by Tracy Boulevard, to the north by the Delta Mendota Canal, to the south by the California Aqueduct and State Route 132, and to the east by Bird Road. The Project site is adjacent to active agricultural uses, including commercial almond and cherry orchards. Nearby agricultural facilities include the Crown Nut agricultural processing plant and the A.B. FAB, Inc. manufacturing facility.

2.2 EXISTING SETTING

The Project site is currently being used for commercial agriculture. The site topography is flat and slopes gently from the northwest corner to the southeast corner. The few structures in the vicinity of the Project site are related to the agricultural processing and manufacturing facilities mentioned above. These structures are located west of Chrisman Road and south of Durham Ferry Road. Existing nearby land uses are as follows:

- **North** – Existing agricultural and industrial uses, including a former aggregate mine and West Valley Disposal.
- **South** – Existing agricultural uses, the California Aqueduct, existing rural residential, Interstate 580, State Route 132, and the Tracy Golf and Country Club south of State Route 132.
- **East** – Existing agricultural uses and existing rural residential uses east of Chrisman Road, as well as north of the Delta Mendota Canal, and east of Bird Road.
- **West** – Circle H Kennel and rural residential uses fronting Tracy Boulevard, the California Aqueduct, and Interstate 580, which is a scenic highway.

2.3 CLIMATE

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

2.4 RELATIONSHIP TO OTHER PLANS

City of Tracy

The Project is outside the Tracy City Limits and Sphere of Influence (SOI) boundaries and approximately half of the site 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 have an impact on the future of the City. The areas outside of the SOI will remain under the jurisdiction of San Joaquin County.

San Joaquin County General Plan

The Project has an existing General Plan designation of General Agriculture (A/G), Open Space/Resource Conservation (OS/RC) which correspond to the existing drainage canals bisecting the site near Bird Road, and Rural Service Commercial (R/CS) along Chrisman Road, see Figure 2.4. The General Agricultural designation provides for large-scale agricultural production and associated processing, sales, and supportive uses that are outside areas planned for urban development. Retail Service Commercial (C/RS) provides for a mix of retail and service uses that are typically needed by residents in rural areas and surrounding agricultural operations/employees.

San Joaquin County Zoning

The current zoning for the site is AG-40 and Rural Service Commercial. The AG-40 zoning is intended to implement the General Agriculture (AG) land use category of the General Plan. This zoning designation was established to preserve agricultural lands for the continuation of commercial agricultural enterprises. The Rural Service Commercial Zone (R-CS) provides for a mix of retail and service uses that are typically needed by residents in rural areas and surrounding agricultural operations/employees, see Figure 2.5.

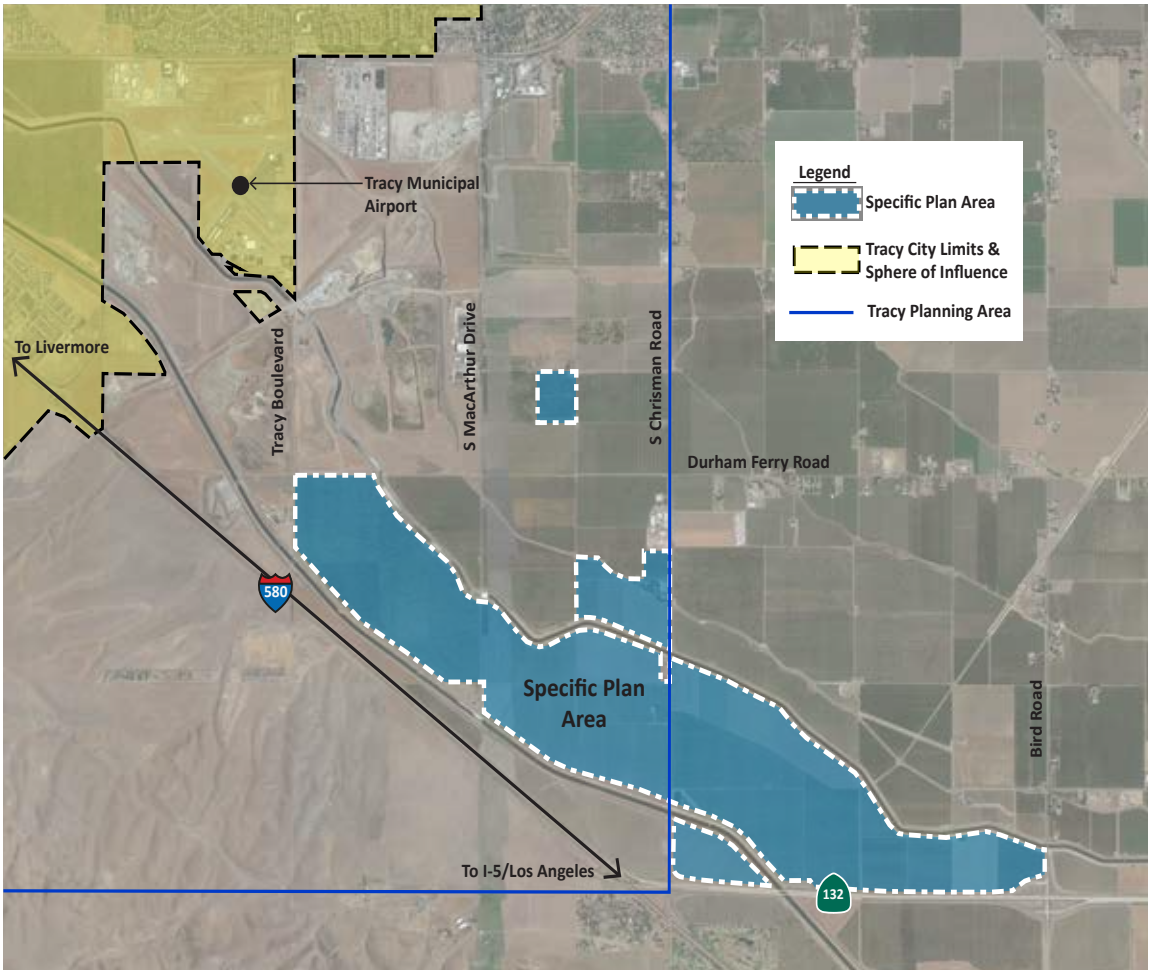


Figure 2.3, Tracy Planning Area Boundary

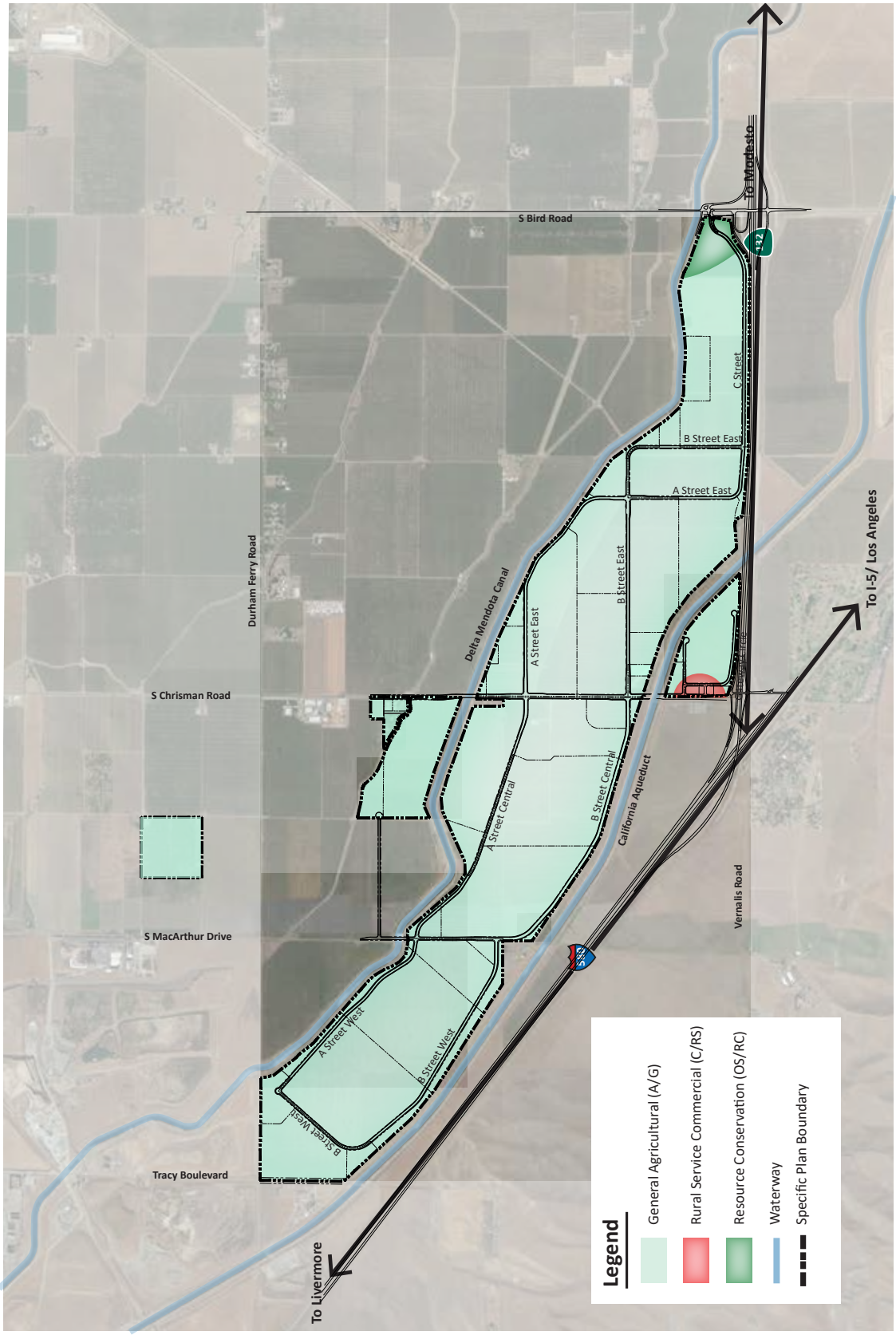


Figure 2.4, Existing General Plan Designation

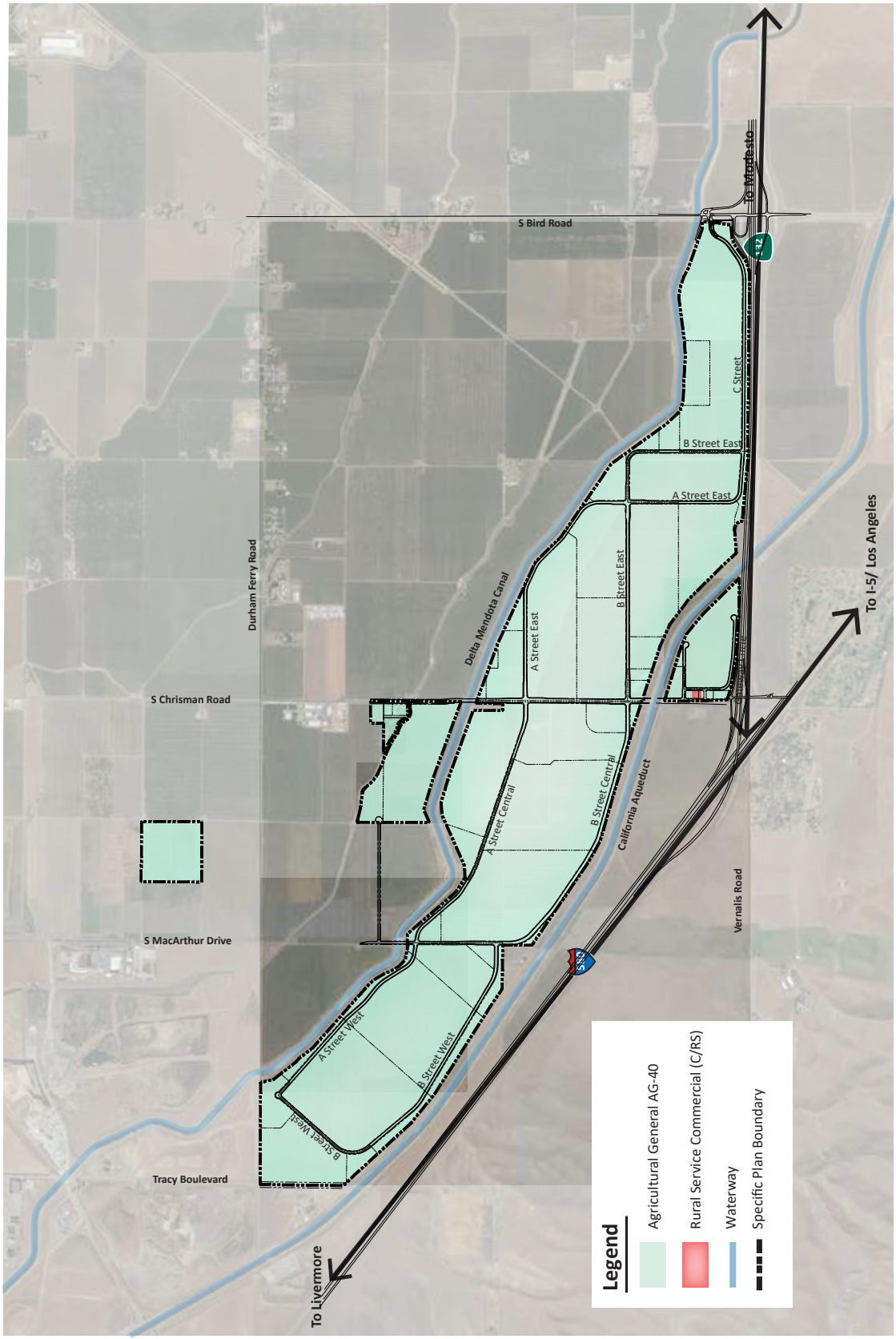


Figure 2.5, Existing Zoning Designation

Tracy Airport Land Use Compatibility Plan
Tracy Municipal Airport is located along South Tracy Boulevard near West Linne Road, approximately 1.6 miles northwest of the Project boundary. The San Joaquin County Airport Land Use Compatibility Plan, June 2009, identifies the Airport Influence Area (AIA) (see Figure 2.6) that extends 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 feet in height that could produce 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 development 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 (SJMSCP)
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 the County are forwarded to SJCOG, Inc. for accounting and reporting purposes and to guide those participating in the Specific Plan to comply with the provisions of the SJMSCP.

The Specific 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).

2.5 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 Banta Carbona Irrigation District's (BCID) 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.

2.6 EXISTING ROADWAYS/ CIRCULATION/PUBLIC TRANSPORTATION

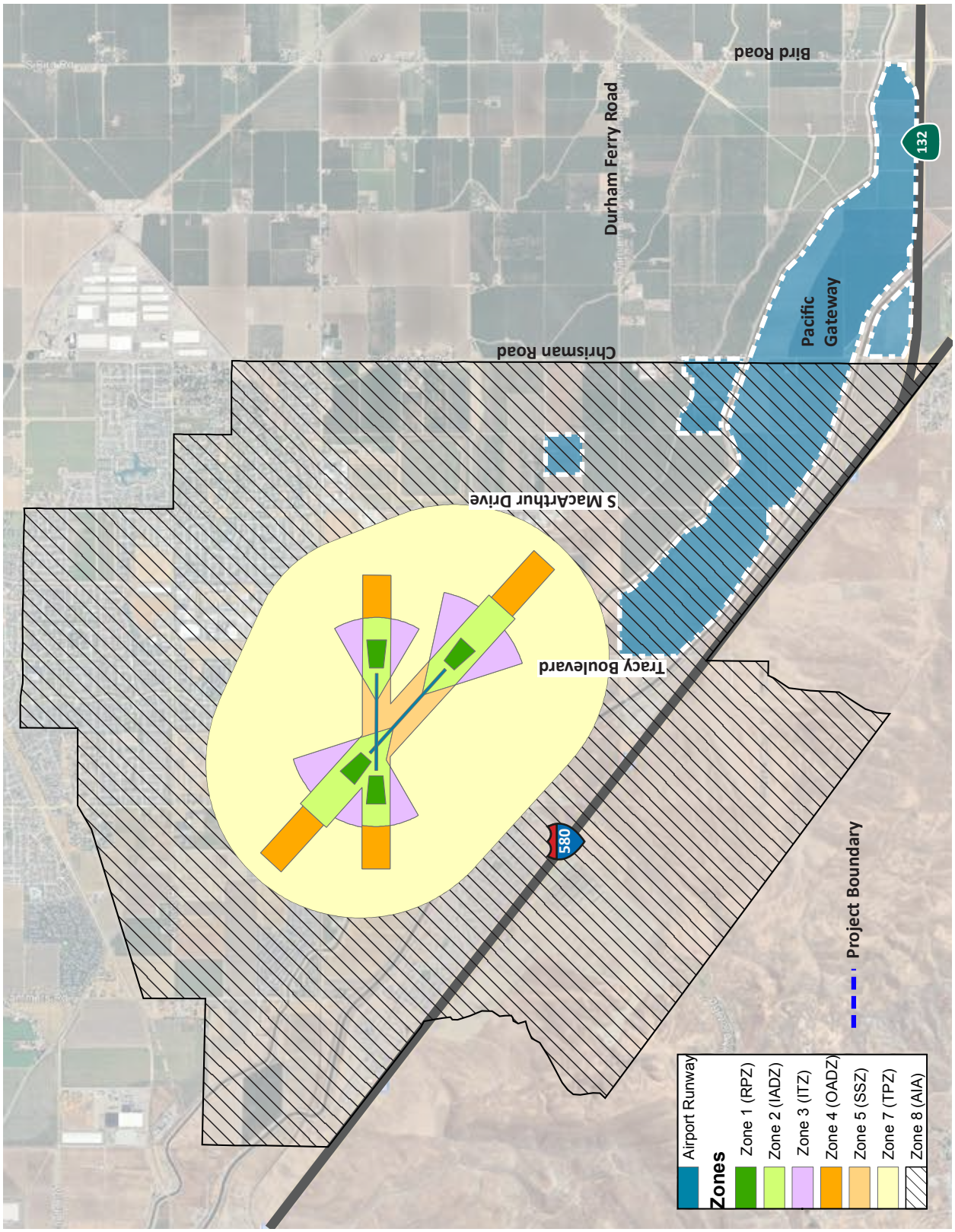
Access to the site is provided by multiple existing highways and roads within and around the Project and they consist of the following (see Figure 2.7):

Existing Freeway Network

- Interstate 580 is located at the western edge of the Project and provides regional access from both the Bay Area as well as Southern California via its connection with State Route 132.

- State Route 132 provides the main east/west connector between Interstate 580 to the west and Interstate 5 and State Route 99 to the east. Access to the site from State Route 132 is currently available through the existing interchanges at Chrisman Road and a secondary interchange at Bird Road which can be accessed from both east and west bound directions.

- Interstate 5 provides connections to the site from both Sacramento to the north and Southern California to the south by way of State Route 132 and Interstate 580. Further, State Route 33 connects to Interstate 5.



Source: San Joaquin County

Figure 2.6, Airport Land Use Compatibility Zones

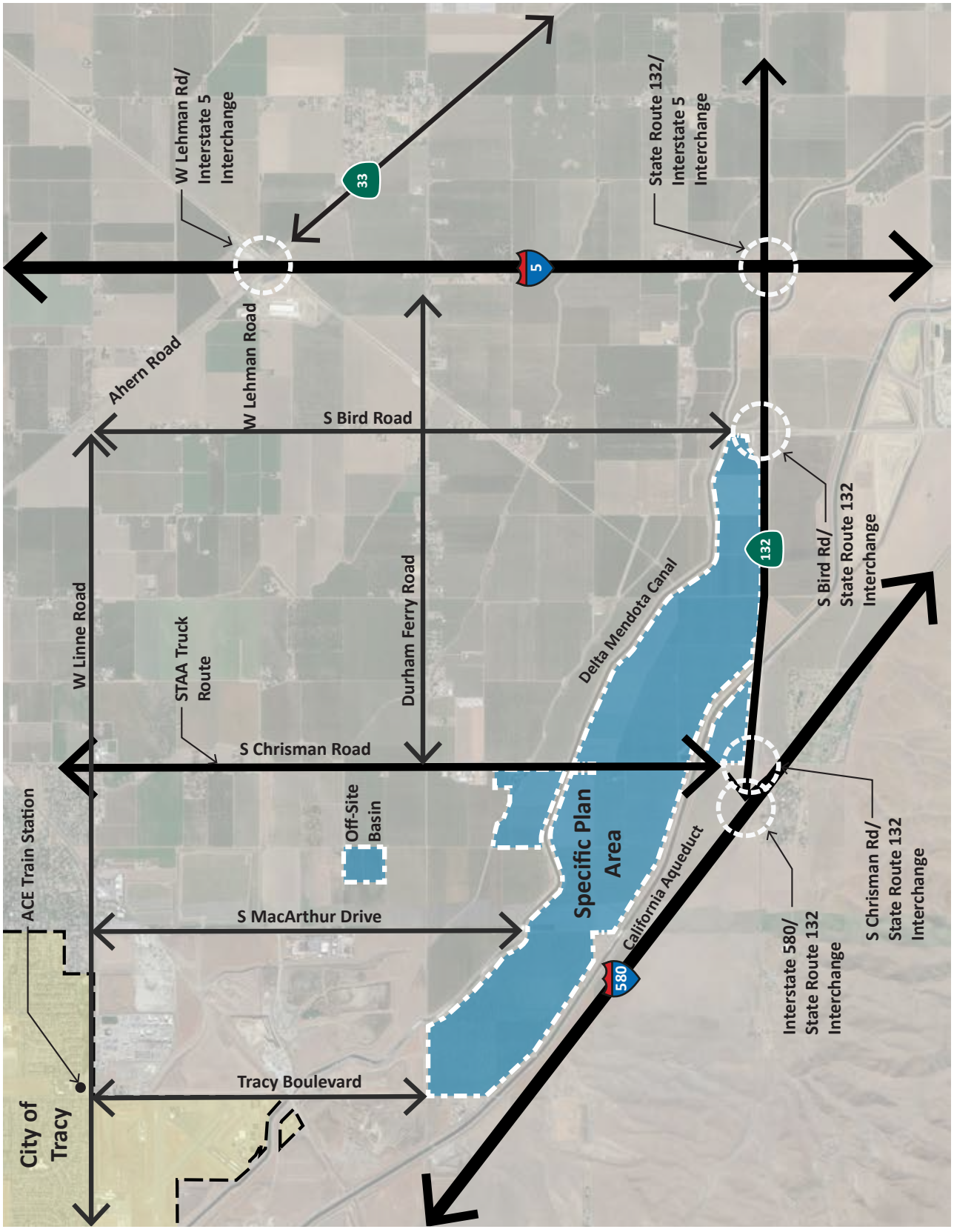


Figure 2.7, Existing Roadways

Existing Road Access

- Access to the Project from Interstate 5 is provided by State Route 132, and by Ahern Road, West Lehman Road northbound, South Bird Road by way of State Route 132, and Chrisman Road. These roads generally consist of 2-lane streets.

- Chrisman Road extends from State Route 132 and bisects the Project in a north/south direction. Chrisman Road extends to the north past the Project and connects to the City of Tracy at East 11th Street and also to the North East Industrial Park adjacent to Interstate 205. Chrisman Road is designated as a STAA truck route. Southbound Chrisman Road connects to south/east bound Interstate 580 and on to Interstate 5. In turn, northwest bound Interstate 580 connects to Chrisman Road.

- Bird Road at the eastern edge of the project extends from State Route 132 north to 11th Street/Business 205 and terminates at Grant Line Road.

- At the western edge of the Project, South Tracy Boulevard extends north to West Linne Road and through the City of Tracy.

- South MacArthur Drive extends north/south within the Project site and extends north to West Linne Road and the City of Tracy. South MacArthur continues through the City of Tracy intersecting with East 11th Street, and meanders through the North East Industrial Park and connects to Interstate 205.

- Durham Ferry Road is located north of the Project and terminates at Chrisman Road to the west. Heading eastbound, it intersects with Bird Road before continuing under Interstate 5 to rural neighborhoods further east.

- 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 Interstate 5.



View North at Chrisman Road



View of Existing Orchards



View Along Delta Mendota Canal

Existing Pedestrian/Bicycle Circulation
The existing road network described above does not include bike lanes or sidewalks to provide pedestrian or bicycle circulation within the Project.

Existing Public Transportation
Currently there is no bus service provided for the Project site by San Joaquin County Regional Transit District.

Altamont Corridor Express (ACE) Train Service
The Altamont Corridor Express Train currently operates weekdays between Stockton and San Jose with a station located at South Tracy Boulevard at Linne Road, approximately 3-miles northwest of the Project, see Figure 2.7.

2.7 EXISTING UTILITIES AND EASEMENTS

Existing wet and dry utilities within the Project site are limited and are scaled to serve existing ongoing agricultural operations and nearby private rural residential uses only. 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 Specific Plan. Additionally, a variety of service businesses currently provide data/ internet services to support development. Several existing roads and utility easements are located west of Chrisman Road. Figure 2.8 illustrates the location and use of each easement.

2.8 EXISTING PUBLIC SERVICES

The Project is within the South San Joaquin County Fire Authority 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 Specific Plan and the projected build-out of the Project.

Markup # - Easement Description	
1	25' Road
2	70' Road
3	Kellygreen drive
4	5' Pipeline
5	Storm Drain
6	Overflow
7	16' Water Pipeline
8	50' PG&E Pipeline
9	50' PG&E Pipeline
10	20' Road Easement
11	40' Access & Utility Easement
12	50' PG&E Pipeline
13	10' Wide waterline
14	15' Utility
15	15' Pipeline
16	Tract 2 18' Wide temp waterline
17	16' Wide waterline
18	20' wide temp waterline
19	5' PG&E
20	5' PG&E
21	10' Pipeline
22	10' Pipeline
23	4' Wide Utility
24	50' Pipeline

Markup # - Easement Description	
25	Utility Easement
26	12.9x11' Pipeline
27	Tract 2 18' Wide temp waterline
28	Tract 2 20' Wide temp waterline
29	Tract 1 16' Wide temp waterline
30	Parcel A access
31	Parcel B access
32	Parcel No 2 Access & Utility
33	Parcel 1 Abutter's Rights
34	Parcel E Drainage
35	Parcel 3 Grant Deed
36	Parcel 2 Abutters Rights
37	Parcel 4 -Grant Deed
38	Drainage
39	50' Wide Drainage
40	Flowage & Seepage
41	8' Wide Water Line
42	15' Pipeline
43	Flood, Seep & Overflow
44	10' Wide waterline
45	10' PG&E Easement
46	Well Easement, Well Rights, and Pipeline Easement
47	9' Road and Pipeline Easement
48	Proposed 20' Storm Drain and Access Easement

Figure 2.8, Existing Utilities and Easements

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3 LAND USE
PACIFIC GATEWAY

3.1 INTRODUCTION

The Specific Plan envisions a variety of uses for the Project, including a University campus, an industrial park, retail and service commercial, a business park, and a Veterans of Foreign Wars facility, and includes zoning designations for Limited Industrial (I-L), General Commercial (C-G), Industrial Park (I-P), and Public Facilities (P-F), see Figure 3.1. 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.

The Central Valley is historically underserved by higher educational opportunities. The University will provide academic offerings in the areas of Agricultural Sciences, Teaching, Business Administration (Logistics and Supply Chain Management), and Computer Science and Artificial Intelligence.

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., State Route 99, Interstate 5, Interstate 205 and Interstate 580), the Union Pacific and Burlington Northern Santa Fe Railway (BNSF) lines, the growing Tracy Municipal Airport, and the Ports of Oakland and Stockton. The Specific Plan's master planned industrial park ideally positions the Project to meet user market demand for tenants seeking warehouse, distribution, logistics, e-commerce, light manufacturing and other industrial space.

The proposed open space, parks, pedestrian, and bike facilities will provide outdoor spaces for public enjoyment as well as recreational accessibility for both the workforce and the local community. Pedestrian and bike trips are also encouraged by a network of trails and bike paths that provide an alternative to driving. In addition, a network of public streets will provide access to parcels within the project site, along with private internal roads for on-site circulation and sufficient parking for vehicles, including dedicated spaces for trucks and trailers.

Existing, nonconforming agricultural operating at the date of adoption of the Pacific Gateway Specific Plan and within the Project shall be allowed to continue agricultural operations until development approvals are secured in conformance with this Specific Plan. Agricultural crops or operations may change to another agricultural use, such as row crops to orchards, without the property losing its nonconforming status.



Typical Retail Commercial



Typical Business Park Industrial



Typical Limited Industrial

3.2 ZONING DESIGNATIONS

Development flexibility is created through zoning designations and a wide range of permitted and conditionally permitted uses, see Table 3.1. This allows the Project to anticipate and adapt to the current and future development market. Accessory uses and temporary uses shall be allowed as determined by Development 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.

Development standards will guide the design of buildings, parking, and landscape with a commitment to quality, sustainability, and safety. To the extent any regulation in this Specific Plan conflicts with the Development Title, the regulations set forth herein shall prevail. The review process for each type of development application shall be as specified in the Development Title, except as modified herein.

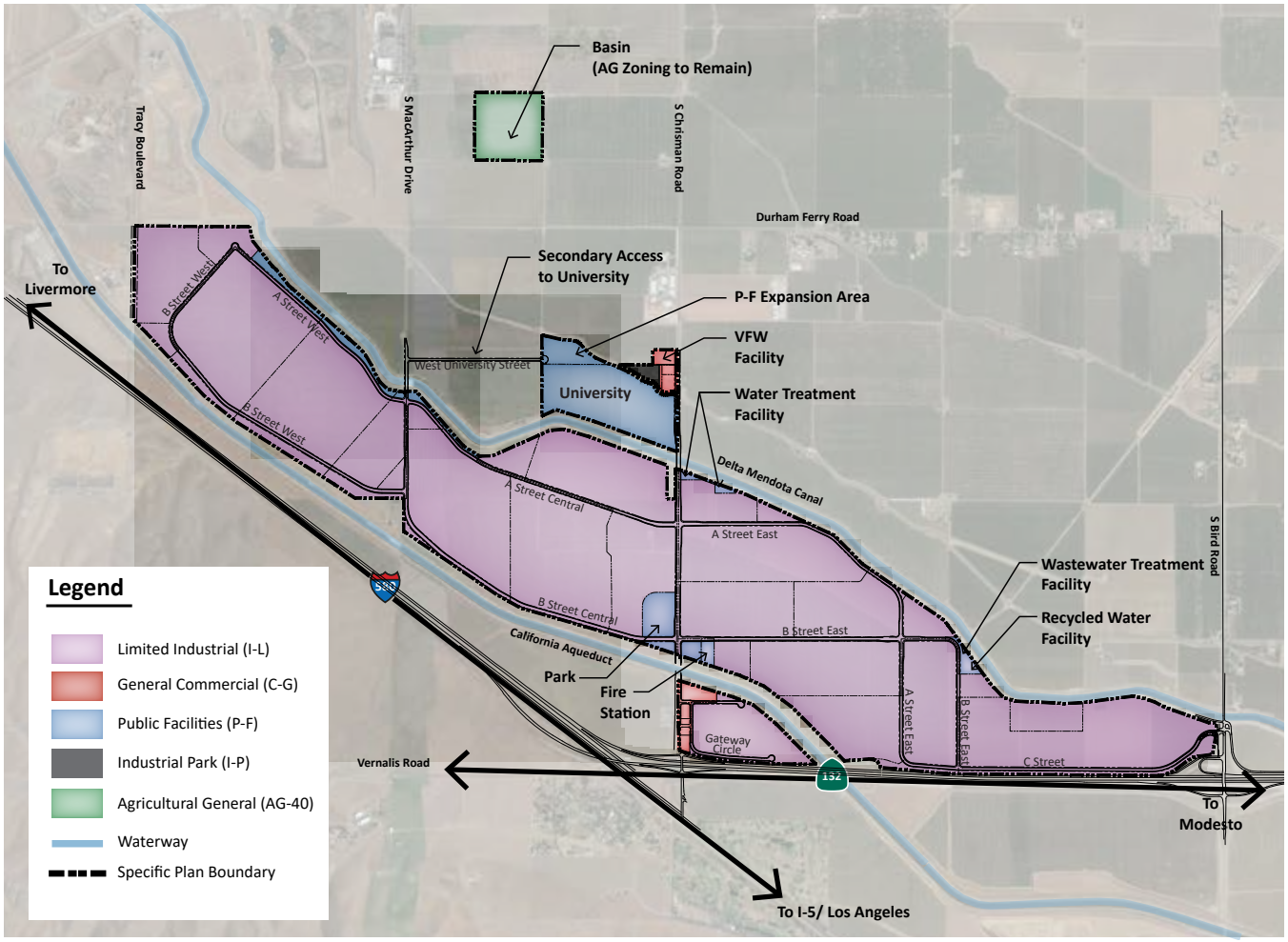


Figure 3.1, Zoning Designations

Permitted and Conditionally Permitted Land Use Table

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	Industrial Park [1] I-P	Public [1] P-F	Limited Industrial [1] I-L
Assembly				
Community	NP	NP	P (6)	Z (3)
Religious	NP	C	NP	NP
Veterans & Service Organizations	Z	NP	NP	NP
Advanced Manufacturing (See Section 3.6 for Definition)	NP	Z (2)	NP	Z (2)
Automotive Sales & Services				
Rentals	A	A	NP	NP
Building & Maintenance Services	Z	Z	P (6)	Z (3)
Catering and Delivery	Z	Z	NP	NP
Communication Facility				
Building Related	NP	NP	P (3)	P (3)
Co-Location	NP	NP	P (3)	P (3)
Construction Services				
General	NP	Z	NP	NP
Data Storage (See Section 3.6 for Definition)	NP	NP	NP	C (7)
Eating Establishment/Food Trucks				
Bar	C	NP	NP	NP
Restaurant, Full Service	P	NP	P (6)	NP
Restaurant, Limited Service	P	NP	P (6)	P (3)
Food Trucks and Service	P (3)	P (3)	P (3)	P (3)
Educational Services				
College	NP	NP	P	NP
School	NP	NP	P	NP
Trade School	NP	A	Z	A
Fuel Sales				
Automotive	Z	NP	NP	NP
Automotive, Alternative	A	NP	NP	NP
Recharging Facility	Z	NP	NP	A
Trucks	Z	NP	NP	NP
Trucks, Alternative	A	NP	NP	NP
Industry				
Limited	NP	NP	NP	Z (2,5)
General	NP	NP	NP	Z (2,5)
Instructional Services	Z	A	P (3)	NP
Offices	Z	P (3, 6)	P (3, 6)	P (3)
Parks & Open Space				
Park	Z	Z	Z	Z
Personal Services				
General	Z	NP	NP	NP
Health and Fitness Facility	Z	NP	P (3,6)	P (3)
Public Safety Facility	P	P	P	NP
Recreation Facility				
Large-Scale Outdoor Facility (Sports Stadium)	NP	NP	P (6)	NP
Small-Scale Outdoor Facility (Multi-Purpose Fitness Center)	NP	NP	P (6)	NP
Renewable Energy				
Small Scale Solar Energy System	P (3)	P (3)	P (3)	P (3)
Repair Service	NP	Z	NP	NP

Table 3.1, Permitted and Conditionally Permitted Uses

Permitted and Conditionally Permitted Land Use Table

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	Industrial Park [1] I-P	Public [1] P-F	Limited Industrial [1] I-L
Research & Development				
High Technology	NP	A	P (6)	A
Laboratory	NP	NP	P (6)	A
Retail Sales & Services				
Alcoholic Beverage Sales, Off-Premises	C	NP	NP	NP
Business Services	P	P	P (6)	NP
Convenience Store	P	NP	NP	NP
General	P	NP	NP	Z (3,5)
Market	P	NP	P (6)	NP
Transient Lodging				
Hotel and Motel	Z	NP	NP	NP
Truck Services				
Parking	NP	NP	NP	Z
Utilities				
Water Treatment Facility	NP	NP	P	A
Wastewater Treatment Facility	NP	NP	P	A
Recycled Water Treatment Facility	NP	NP	P	A
Water Storage Tanks (Domestic and Fire)	NP	NP	P	A
Electrical Transmission Substation Facilities and Improvements	NP	NP	P	P
Warehouse, Storage & Distrbution				
Indoor	NP	P (3)	P (3,6)	Z (2,5)

NOTES:

(1) Any change in an existing use to a new use that is allowed within the respective Zoning defined in Table 3.1, which requires a Zoning Compliance only, shall be permitted without the need to process a Site Approval. A change in use from a use that required a Use Permit pursuant to Table 3.1 to a use that that requires a Zoning Compliance only will not require a Use Permit. Subsequent uses to a use granted by a Use Permit will not require a new Use Permit if the subsequent use is consistent with the granted Use Permit as determined by the Review Authority.

(2) Excluding "data storage" uses, which are separately addressed in **Table 3.1**, allowed uses include uses defined in Section 3.6.

(3) Allowed use only when it is incidental and subordinate to the principal use under **Table 3.1.**

(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 under **Table 3.1.**

(6) Allowed only as a secondary or accessory use to primary post-secondary education use, including incidental to the University.

(7) Data Storage uses are subject to further applicable data storage or data center County Ordinances as stipulated in the Pacific Gateway Development Agreement adopted by the County of San Joaquin.

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

3.3 GENERAL COMMERCIAL (C-G)

The General Commercial (C-G) zoning designation allows for a variety of retail commercial uses and business services. Priority will be given to businesses and services that cater to the industrial and warehouse employees as well as the University students, staff, and faculty. The commercial zones will be located adjacent to Chrisman Road at the interchange of State Route 132, and north of the University in front of the business park and south of the VFW. Both commercial locations 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.

Veterans of Foreign Wars

Included in the General Commercial (C-G) zoning designation is the Veterans of Foreign Wars (VFW) Tracy Post 1537 facility. The VFW is a nonprofit veteran's 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. 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.

3.4 INDUSTRIAL PARK (I-P)

The Industrial Park (I-P) zoning designation is intended to provide smaller buildings and spaces for a variety of office/warehouse, research, light industrial, light manufacturing and other service-related businesses. Typical uses could 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.

3.5 PUBLIC FACILITIES (P-F)

The Public Facilities (P-F) zoning designation provides public services and facilities to meet the needs of existing and future users including higher education, fire protection facilities, public facilities, parks and open space, and flood control improvements.

University Campus

The University campus is included in the Public Facilities (P-F) zoning designation. The location of the new campus in southern San Joaquin County will provide vast opportunities and access to higher education for this underserved region. The campus will grow over time based on trends in enrollment growth and interest in its various programs. Sports facilities will be developed and will expand as sufficient demand exists. Building types will vary based on use and will include facilities for academic classrooms, athletics, recreation, administrative services, student housing, as well as performance and special event spaces.

Parks

Parks are also included in the Public Facilities (P-F) zoning designation. The Project provides open space areas, parks with recreational facilities, as well as many other community amenities. This zoning designation also allows for the construction of flood control infrastructure for storm water bio treatment and retention. Typically, these flood control improvements 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 Project and will be well connected via pedestrian and bicycle networks.

3.6 LIMITED INDUSTRIAL (I-L)

The Specific Plan includes the Limited Industrial (I-L) zone designation which provides for warehouse, distribution, fulfillment center, light manufacturing and assembly, and other light industrial uses requiring large facilities to efficiently move goods critical to the supply chain. Uses include but are not limited to those permitted or conditionally permitted. Below is a brief description of the typical permitted and conditionally permitted types of uses envisioned for the Project. Uses described below provide additional detail and clarification to warehousing, storage and distribution uses introduced in Table 3.1.

Standard Storage & Distribution
Includes traditional warehouse and logistics operation where goods are stored until delivered to other warehouses or facilities in a logistics network.

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

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, 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, and often includes multiple mezzanine levels for product storage and retrieval. Fulfillment centers may also transfer goods, products, or completed orders to Last Mile facilities for final delivery to consumers.

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, for which 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 washing, and fueling facilities.

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.

EV Charging Facilities
Includes areas dedicated to recharging tractor trailer trucks and automobiles.

Advanced Manufacturing
A strategic approach for production, assembly, and manufacturing that leverages technologies, robotics, and enhanced methods of production to create efficiency, flexibility, and competitiveness of parts, products, and processes for use by various industries.

Data Storage
A facility that centralizes integrated technology (IT) and networked computer servers and equipment typically used by organizations for the remote storage, processing, or distribution of large amounts of data operations.

Renewable Energy System
Energy from the sun or wind that can be harnessed using various technologies consisting of photovoltaic panels and other improvements that are roof-mounted or ground-mounted on support structures for the purpose of collection, storage and distribution of renewable energy for space heating or cooling, water heating, or electricity generation.

Limited

Establishments engaged in light industrial activities taking place primarily within enclosed buildings and producing minimal impacts on nearby properties. This classification includes the assembly-oriented manufacturing of finished parts or products from previously prepared components, parts or materials, including support services related to these activities, including computer and electronic product assembly; furniture assembly; and related product light manufacturing.

General

Manufacturing, production or assembly of products from extracted or raw materials or recycled or secondary materials, or bulk storage and handling of such products and materials.

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 Compatibility Zone 8 and otherwise limited to 120 feet in the remainder of the Project.

3.7 DEVELOPMENT BUFFERS & SETBACKS

Truck court side yards facing non-industrial land uses must include a minimum 3-foot dense landscape buffer with appropriate trees and shrubs within the set back. Front setbacks along the interior roadway networks should include 20 feet of landscaping adjacent to the street, either a single or double row of parking, and landscaping adjacent to the building. Front setbacks from the street right of way to the building should include vehicle parking buffer landscaping to create a building setback of 90 to 200 feet 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 and truck courts.

Appropriate building setbacks will be maintained between industrial and non-industrial land uses, including the University campus. Front building setbacks facing major streets, including Chrisman Road, and the new public streets created by the Specific Plan, will include perimeter landscaping, vehicular parking lots, and circulation areas. Side and rear yard setbacks facing new public streets, private streets accessible to the public, or non-industrial land uses other than lands to remain open and unoccupied, will include landscaping screening elements as described below.

Side yards containing truck courts that face public streets shall incorporate landscaping that contains plantings adequate in height and density that once mature accomplish the screening goals of the Specific Plan. The perimeter landscaping areas may also incorporate a minimum 3-foot berm, screen wall, ornamental steel fence, or combination of these elements to accomplish the screening objectives.

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.

Natural buffers will be created between uses abutting the Delta Mendota Canal and the California Aqueduct. Where the side or rear yard of uses containing truck courts and that do not face a natural buffer, landscaping that contains plantings adequate in height and density that once mature accomplish the screening goals of the Specific Plan shall be implemented. Landscaping areas with screening may also incorporate a minimum 3-foot berm, screen wall, ornamental steel fence, or combination of these elements to accomplish the screening objectives.

Development areas that parallel the street will include multiple landscape planting areas to assist in screening the buildings. Truck courts with side yards facing public streets, or private streets accessible to the public, shall incorporate a minimum 3-foot berm with appropriate trees and scrubs in the landscaped set back to screen trucks from view.

3.8 DEVELOPMENT STANDARDS

Development standards are intended to guide the design of improvements within the various land 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 outlined.

Development Standards by Zoning District				
	General Commercial (C-G)	**Industrial Park (I-P)**	**Public Facilites (P-F)**	**Industrial Limited (I-L)**
MAXIMUM LIMITS				
Building Coverage (%)	30%	50%	50%	60%
Building Height	60'	60'	60'	100'/120'[1]
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

[1] Building height in the Airport Land Use Compatibility Zone 8 shall be 100' maximum. All buildings outside Zone 8 may be up to 120' maximum.

Table 3.3, Development Standards

3.9 PHASING

The Specific Plan will be developed in phases based on market demand. This demand will guide building size and site configuration at the time of development. Each subsequent phase will expand upon the Initial Phase's street network and utility systems, which provide the necessary vehicle access and infrastructure systems needed to develop individual parcels, see Figure 3.2.

The Initial Phase will include the development of warehouse and distribution buildings east of Chrisman Road, a portion of the University campus, and the VFW facility, see Figure 3.3. The Initial Phase will also include the necessary roadways, water, wastewater, recycled water, and storm drainage and detention basin infrastructure 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).

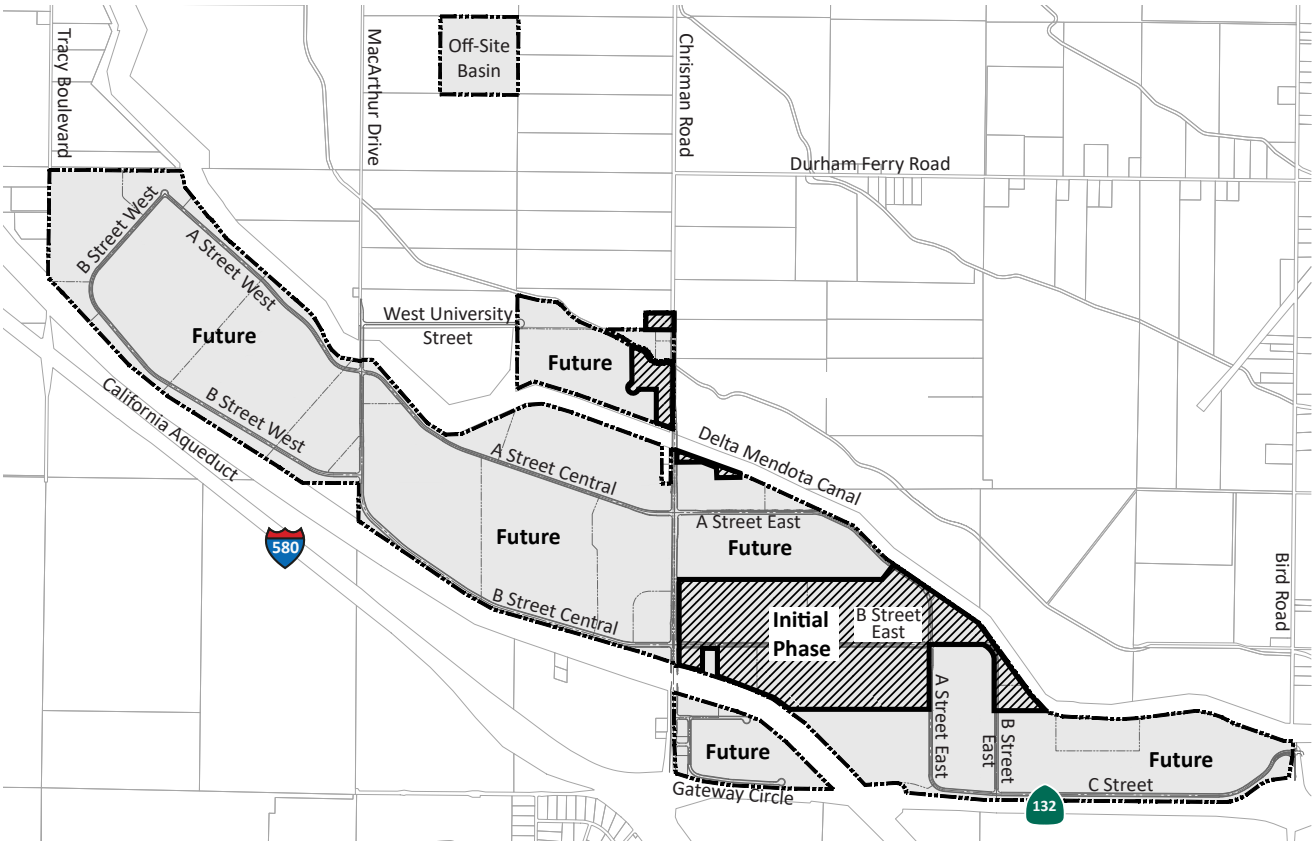


Figure 3.2, Conceptual Phasing Plan



Figure 3.3, Conceptual Site Plan, Initial Phase

3.10 OFF-STREET PARKING

Off-street parking requirements as outlined in Table 3.4 shall apply to the Pacific Gateway Specific Plan to determine required parking by land use. Land uses not identified will default to the Development Title for parking requirements. Design standards for the layout of vehicle parking areas are outlined in Table 3.5 and include stall depths to be reduced by 2 feet when adjacent to a landscaped setback area or landscape planter.

3.11 LANDSCAPE STANDARDS FOR OFF-STREET PARKING AREAS

Off-street parking areas will require landscaping per the standards established by the Development Title. Note that parking lot shade requirements can be met with shade trees and/or solar panel coverage. Parking area landscaping shall be provided in accordance with the Development Title unless otherwise noted herein.

Required Off-Street Parking

Use	Required Parking based on use
General 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.
Limited Industrial (I-L) 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.
Industrial Park (I-P) 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.

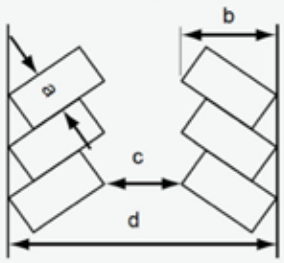
Table 3.4, Required Off-Street Parking

ANGLE PARKING STANDARDS				
Angle	*Stall Width **a***	*Stall to Curb **b*** [(1)]	*Aisle **c***	*Two Rows + Aisle **d***
90˚	9'-0" 9'-6" 10'-0"	18'-0" 18'-0" 18'-0"	25'-0" * 24'-8" * 24'-0" *	61'-0" 60'-0" 60'-0"
60˚	9'-0" 9'-0" 9'-6" 10'-0"	20'-0" 20'-0" 20'-3" 20'-6"	20'-0" ** 19'-0" * 18'-6" * 18'-0" *	60'-0" 59'-0" 59'-3" 59'-6"
45˚	9'-0" 9'-0" 9'-6" 10'-0"	18'-10" 18'-10" 19'-2" 19'-6"	20'-0" ** 16'-4" * 15'–2" * 14'-0" *	57'-8" 54'-0" 53'-6" 53'-0"

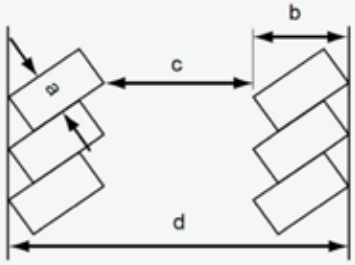
* Two-Way Aisle
** One-way Aisle

Note:
(1) Stall length may be reduced by 2' when adjacent to a landscape setback or landscape planter to allow for vehicle overhang.

Key Diagram:



One-Way Aisle



Two-Way Aisle

PARALLEL PARKING STANDARDS			
Stall Width A	*Stall Width B*	*Aisle C*	*Two Rows + AisleD*
9'-0"	20'-0"	12'-0" *	30'

** One-way aisle*

Key Diagram:

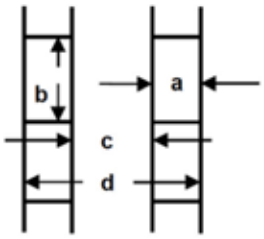


Table 3.5, Parking Design Standards

3.12 SIGN STANDARDS

Signage is essential for consistent identification of the Project and for the various businesses within the development. Prominent placement of signage also provides consistent branding, wayfinding and navigation assistance throughout the Project. The Project will include five signage types, which consists of highway pylon signs, a retail pylon sign, the main project entry gateway signage, secondary entry signage, tenant monument identification and driveway entrance signs, directional signs, and wall tenant and address signs, see Figure 3.4. Below is a description of these signage types and general locations.

Highway Pylon Signage

Three pylon signs will be installed over time along the State Route 132 corridor to enhance the Project's branding and to provide visual guidance to the main points of entry, see Figure 3.4. One sign will be located at Gateway Circle near the proposed stormwater basin. A second sign will be located at the mid-portion of State Route 132 at the terminus of B Street East. A third sign will be located adjacent to C Street at the Bird Road westbound on-ramp.

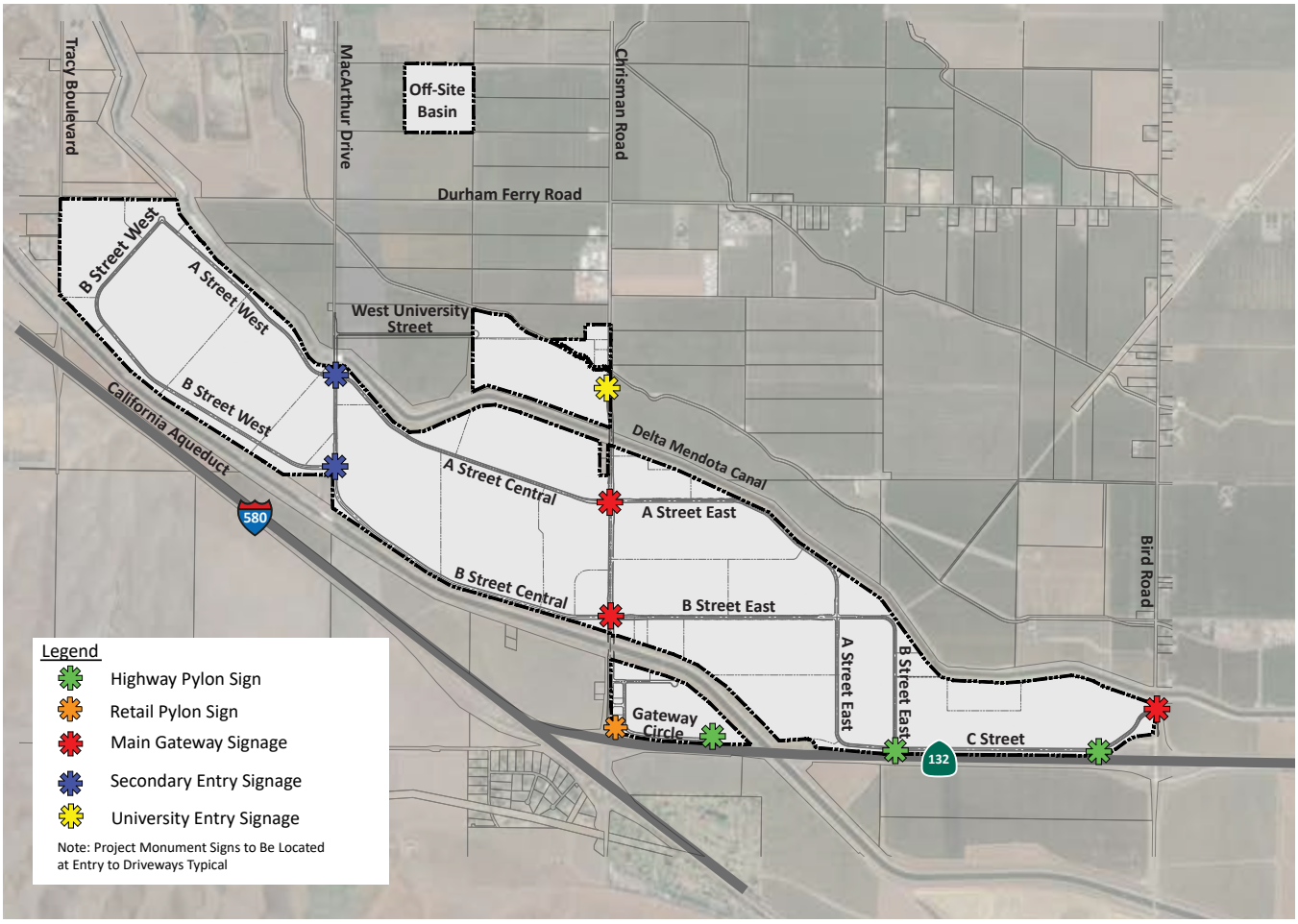


Figure 3.4, Project Signage Locations

The pylon signs include an 80-foot-tall aluminum composite material (ACM) column element containing the Project name and logo, with halo illumination around the lettering and logo. A lower 50-foot-tall, ribbed metal vertical element and a smaller 25-foot-tall concrete wall will transition to the concrete base at grade level. Signage will utilize similar materials and colors as the building architecture consisting of light grey vertical metal, a medium grey concrete wall, a white aluminum composite panel as the background for the lettering, and a concrete grey base to anchor and support the signage structure, see Figures 3.5 and 3.6. Figure 3.7 provides a view of the State Route 132 corridor looking east at the Highway Pylon Sign at Gateway Circle.

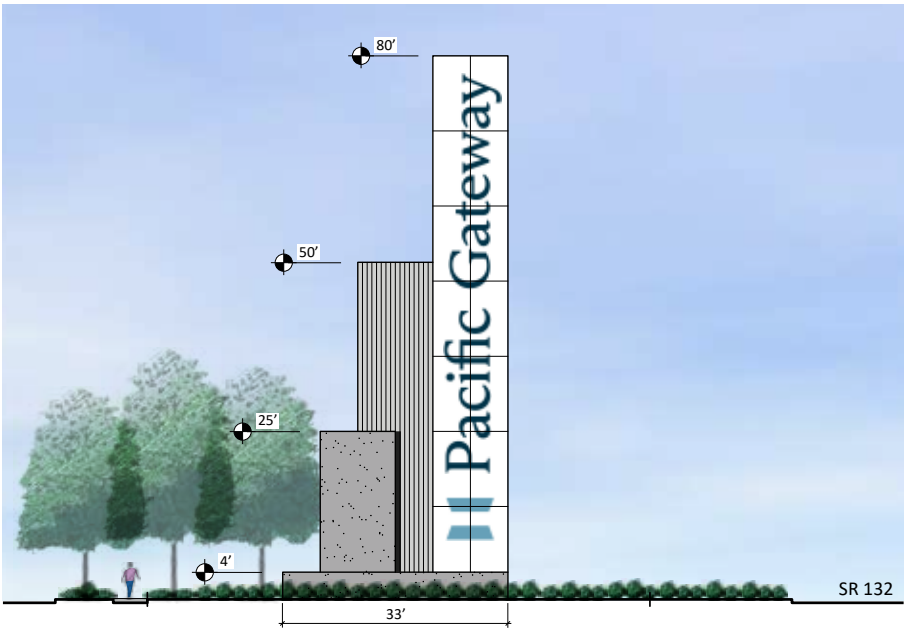


Figure 3.5, Highway Pylon Sign - View From West Bound State Route 132

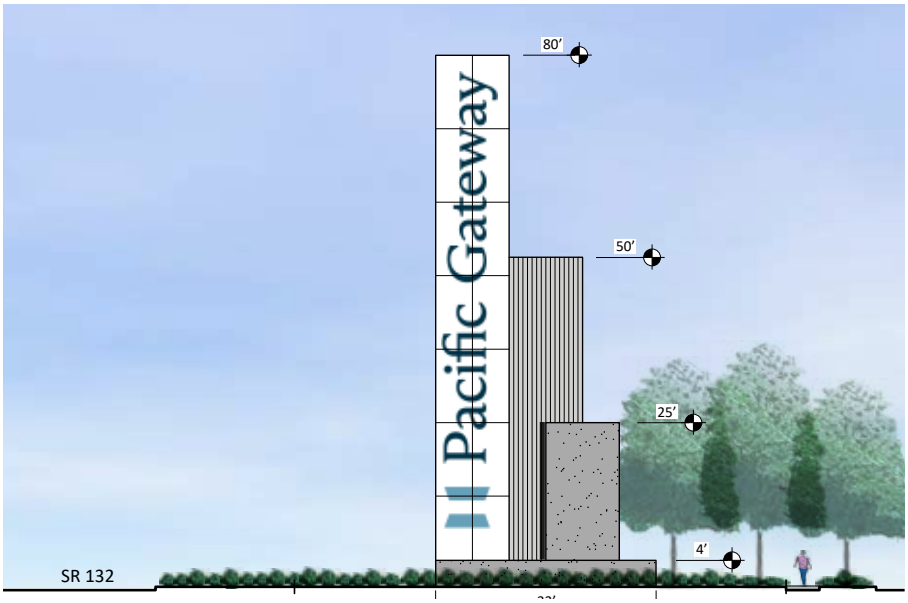


Figure 3.6, Highway Pylon Sign - View From East Bound State Route 132



Figure 3.7, Highway Pylon Signage Along State Route 132

Retail Pylon Signage
A smaller 70-foot Retail Pylon sign may also be included for the retail commercial tenants located at the Chrisman Road interchange and State Route 132, see Figure 3.4. The signage design will include a 70-foot vertical element with a 40-foot secondary ribbed metal vertical element similar to the Highway Pylon Sign design and will include individual signage panels to identify tenants. The colors and materials will complement the other signage designs in Pacific Gateway. The example depicted in Figure 3.8 is not intended to limit other design alternatives that may develop during the design process.

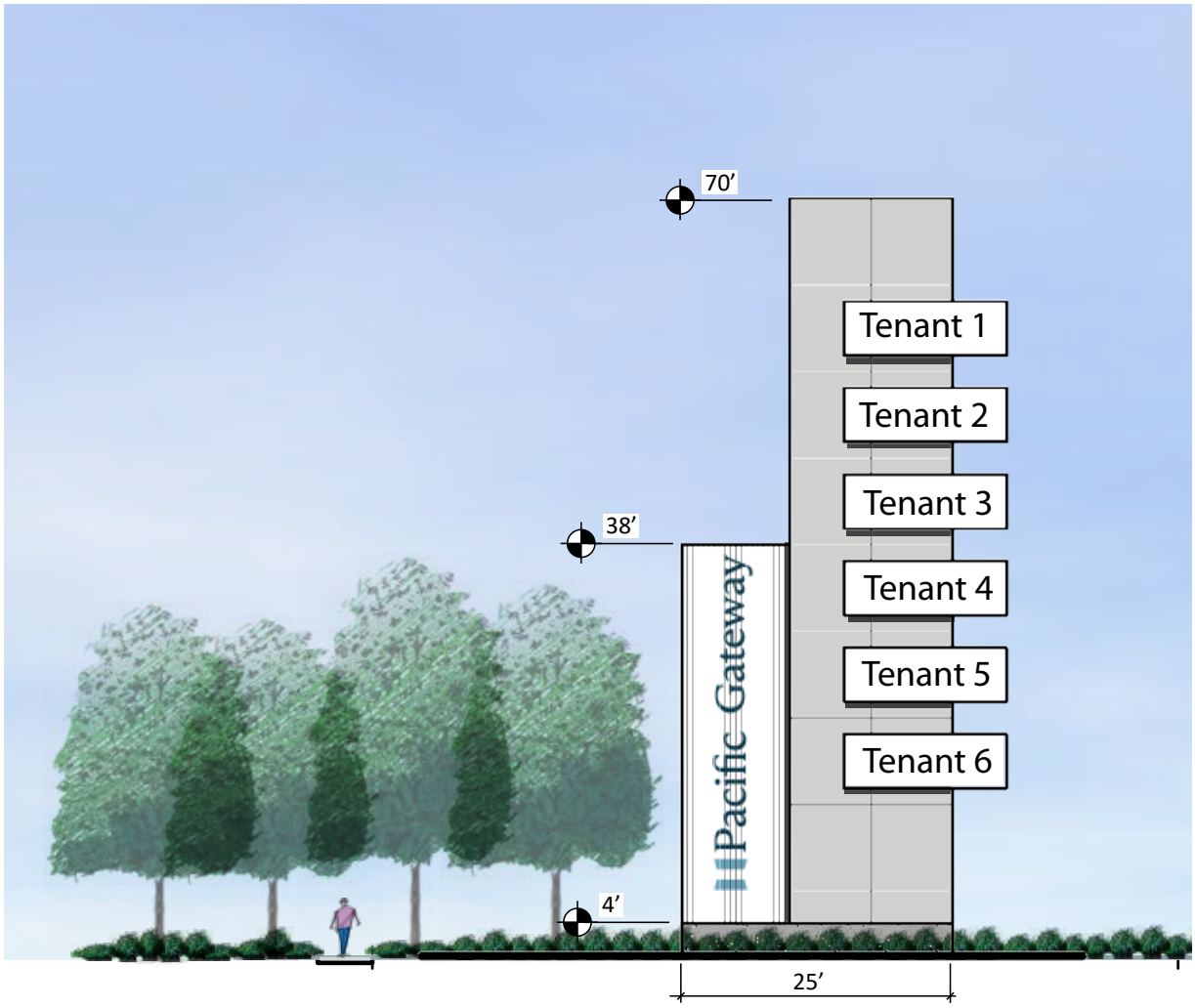


Figure 3.8, Retail Pylon Sign

Main Entry Gateway Signage

Three entry signs are designed for the project, one at Chrisman Road and B Street, one at Chrisman Road and A Street, and a third at C Street and Bird Road just south of the Delta Mendota Canal. These signage elements will frame the streets and denote the three main gateways into the Project. The signage will feature three vertical column elements, a water feature, and two terraced walls to create a bold entry statement, see Figure 3.9. While the overall design intent and branding will remain consistent across all three gateway locations, the sign and landscape configuration at the C Street and Bird Road entry may be modified slightly to respond to site-specific conditions, property boundaries, and final landscape design.

This sign design incorporates a 43-foot-tall aluminum composite material (ACM) column containing the Project name and logo and will also have halo illumination for the lettering and logo. A lower 28-foot-tall, ribbed metal vertical element and a smaller 14-foot-tall concrete wall will connect to the concrete base at grade level. Signage will utilize the same materials and colors as the pylon sign, consisting of light grey vertical metal, a medium grey concrete wall, a white aluminum composite panel as the background for the lettering, and a concrete grey base to anchor and support the signage structure.

All elements for the sign design, including the water, terraced landscape and wall elements, will all be located outside the road right of way and will be located on private property. The main entry signage will be similar to the pylon sign design and will further support the established branding for the Project, see Figures 3.10 and 3.11.

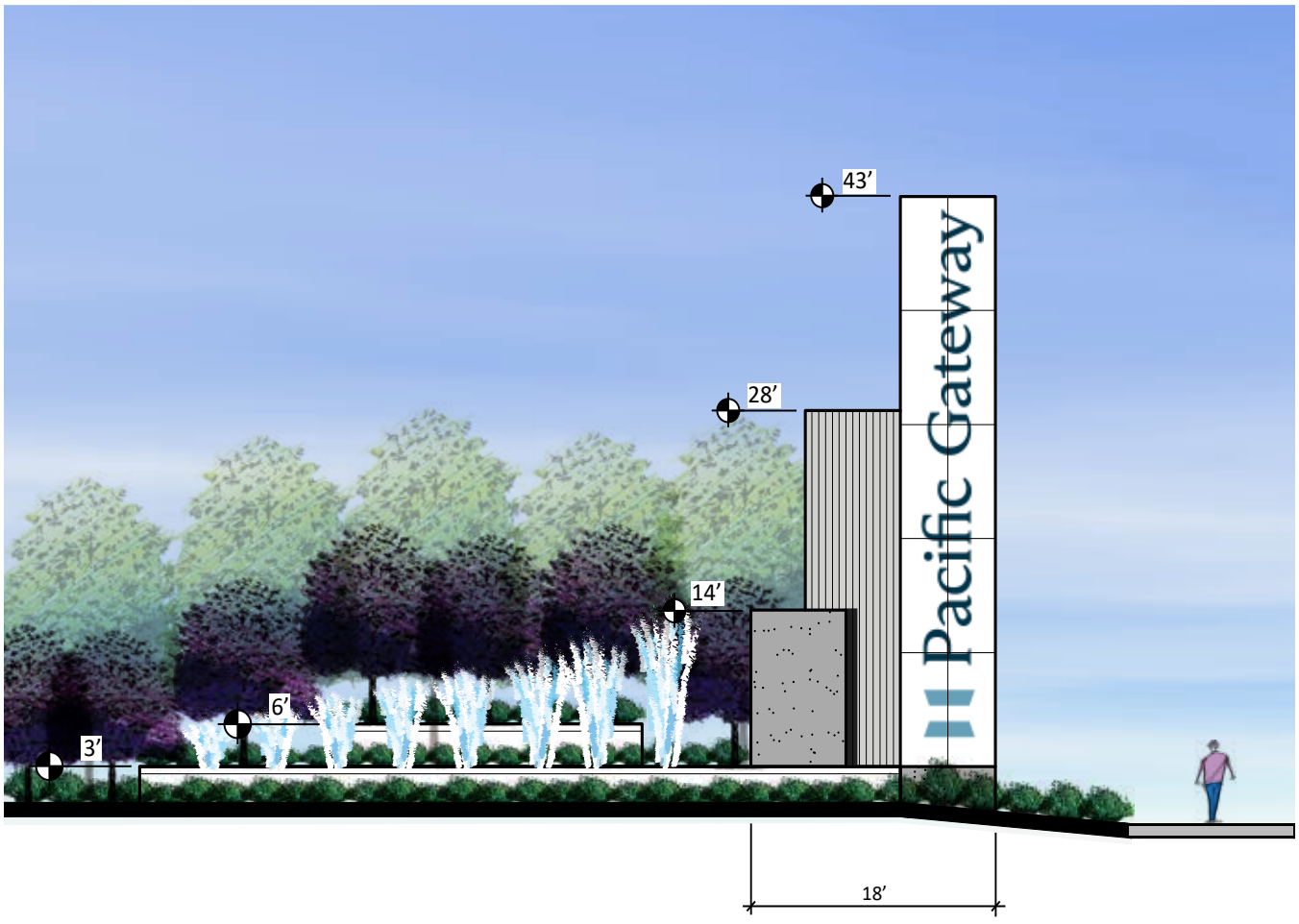


Figure 3.9, Main Gateway Sign



Figure 3.10, Main Gateway Signage

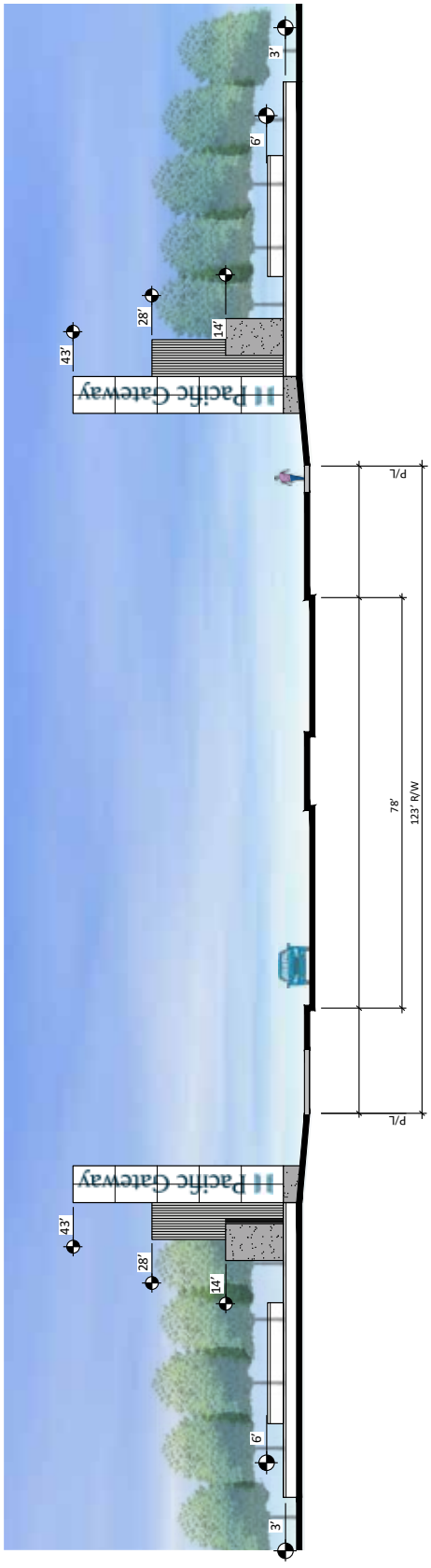


Figure 3.11, Main Gateway Signage

Secondary Entry Signage

Secondary entry signs will mark access points to the Project from the north, including the business park entrances at D Street and Durham Ferry Road, at A Street and MacArthur Drive, and at A Street and D Street, see Figure 3.4.

These entry signage corners will feature a more horizontal appearance with an 11-foot-high vertical element located adjacent to the street right-of-way, an 8-foot-high white aluminum composite panel (ACM) as the background for the halo-illuminated lettering, and a 6-foot-high vertical ribbed metal wall, see Figure 3.12.

A smaller alternative secondary entry sign may also be utilized within the Project and be of a similar design and materials. The alternative entry sign will consist of a 9-foot-high vertical element located adjacent to the street right of way, a 6-foot-high white aluminum composite panel (ACM) as the background for the halo-illuminated lettering, and a 4-foot-high vertical ribbed metal wall, see Figure 3.13

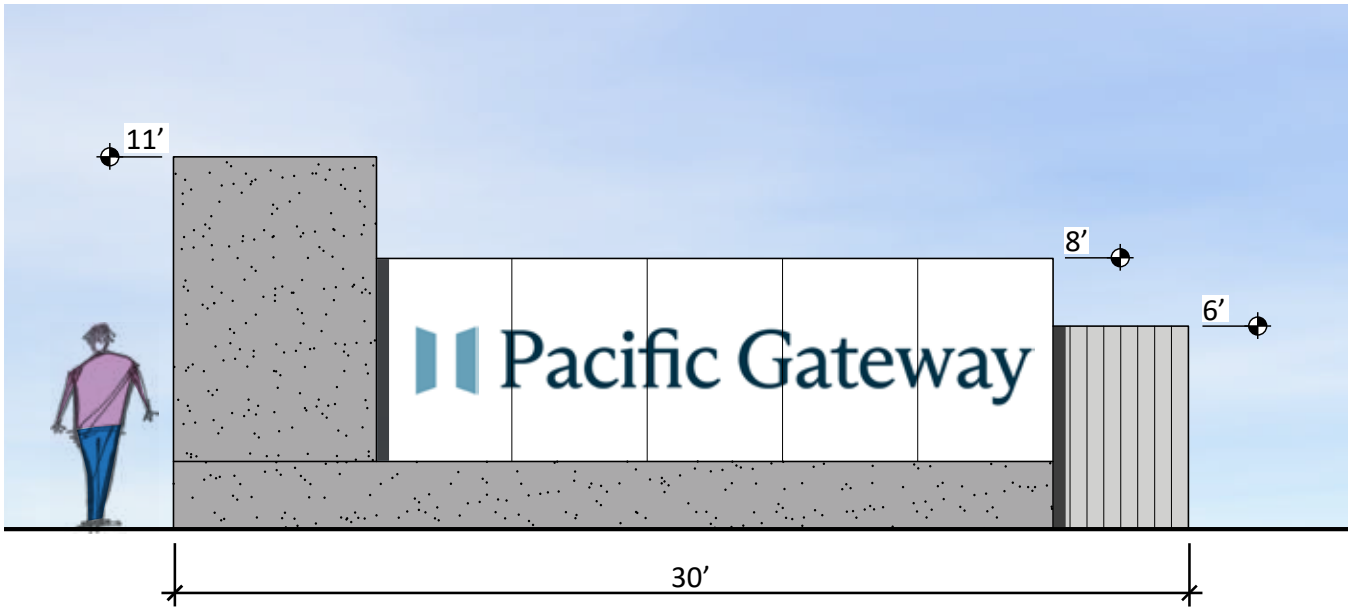


Figure 3.12, Secondary Entry Signage

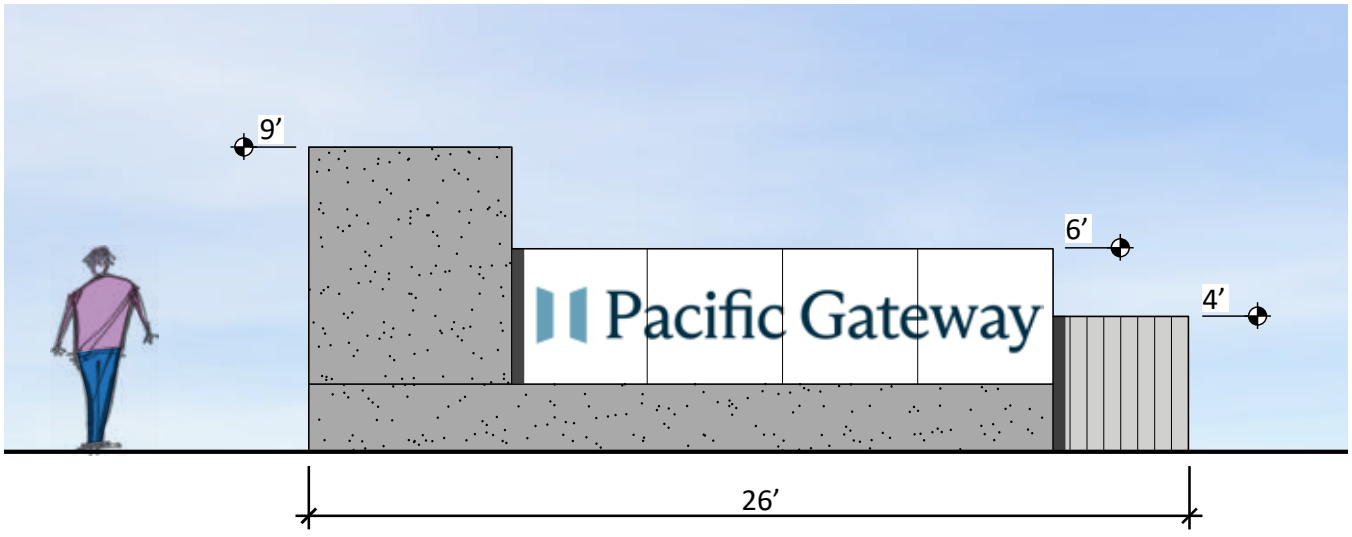


Figure 3.13, Alternate Secondary Entry Signage

Monument Signs
Monument signs will assist with wayfinding and will denote the vehicle entry points to individual business driveways. Monument signage will feature a more horizontal appearance at a smaller scale than the secondary entry signs, see Figure 3.14. The signage will consist of an 8-foot-high vertical element oriented towards the street with the logo, a 6-foot white aluminum composite panel (ACM) as the background, and a 4-foot-high vertical ribbed metal wall which will anchor the signage. The monument signage will utilize similar materials and colors as in the secondary entry signage to maintain consistency throughout the Project. Monument signage placement shall not obstruct vehicular sight line distance triangles, as set forth in the Development Title.

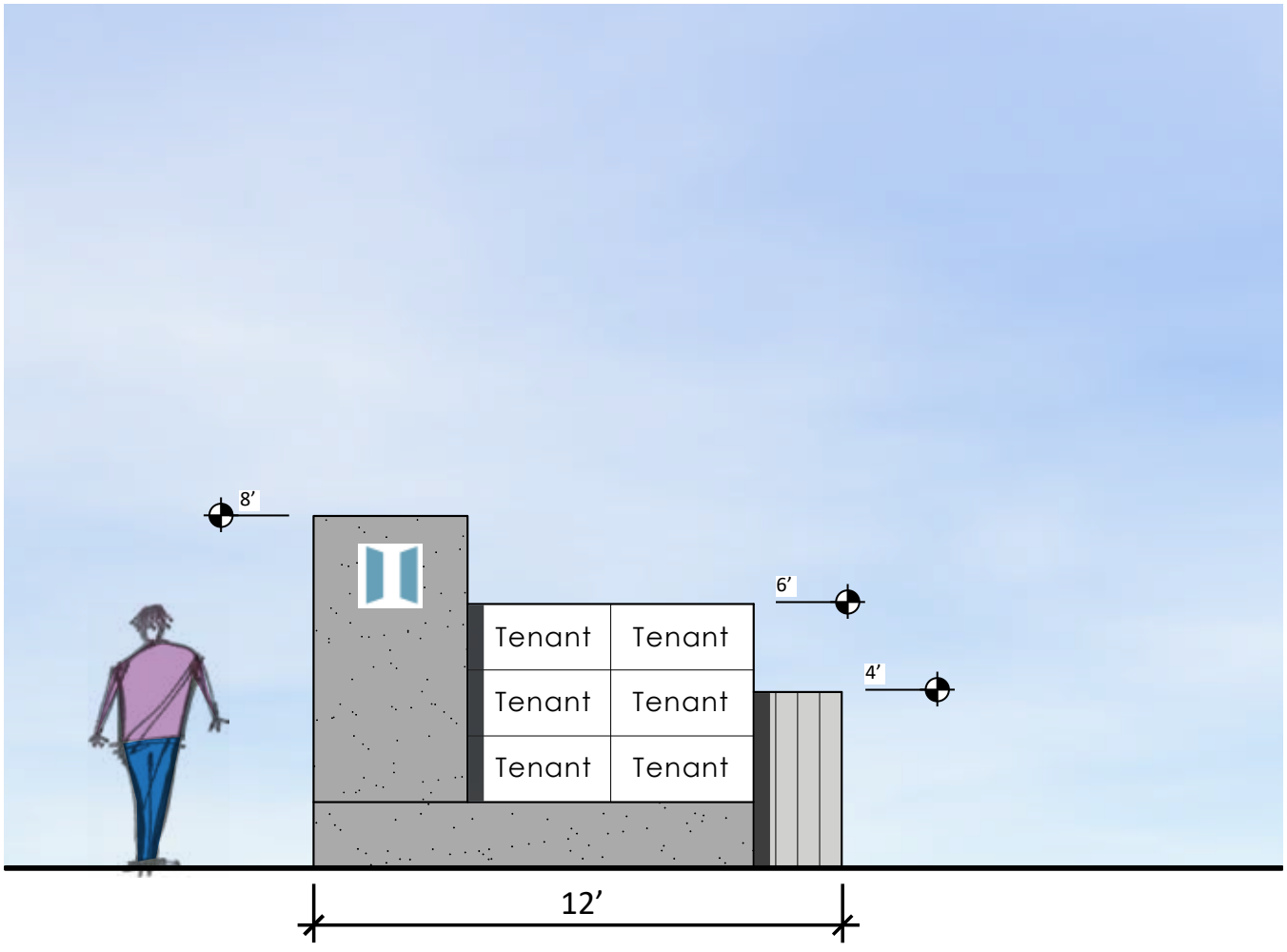


Figure 3.14, Monument Signage

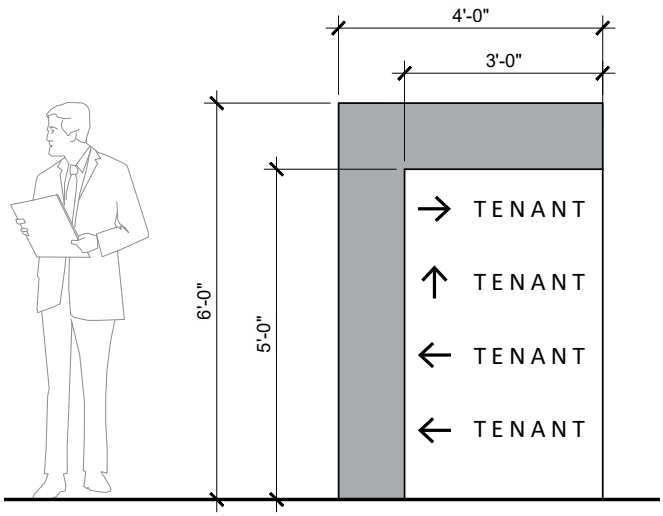


Figure 3.15, Directional Signage

Directory and Directional Signage
Directory and directional signs will assist visitors with on-site wayfinding, provide 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 3.15.

Wall and Address 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. Figures 3.16 and 3.17 depict the typical locations for wall signage and logo elements, which can be positioned on either the end of a 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 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 3.16.

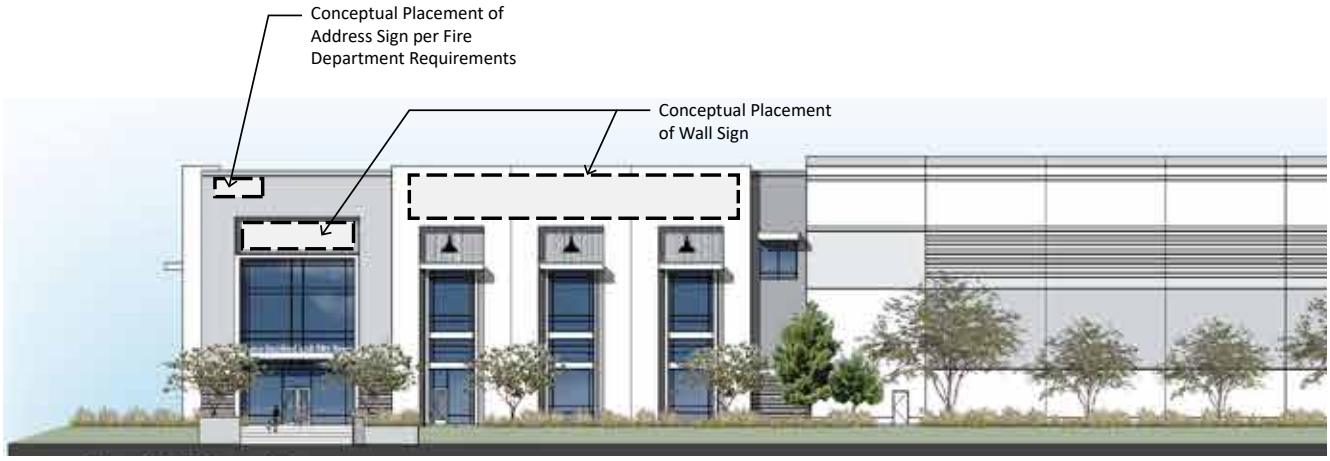


Figure 3.16, Building Tenant Wall Signage

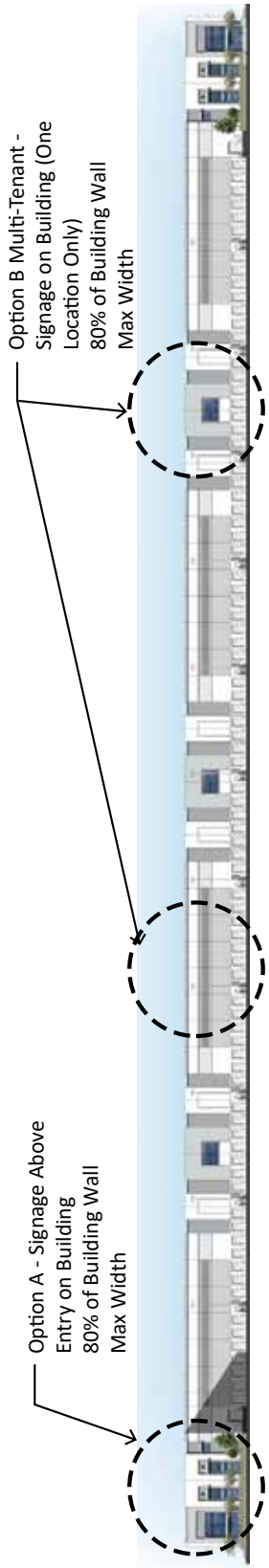




Figure 3.17 Building Wall Signage Locations

4 DESIGN GUIDELINES
PACIFIC GATEWAY



Example Building Rendering



Alternative Building Rendering

4.1 INTRODUCTION

The design guidelines set forth in this chapter apply to the site planning, vertical development/architecture, and landscape elements for each of the zoning designations proposed within the Project. The guidelines are intended to establish an overall design theme and character, deliver environmentally responsible design solutions, and contribute to the branding and visual character of the Project. 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 approvals. In the case of conflict between the provisions of this Specific Plan and the Development Title, the provisions herein shall take precedence.

The goal is to guide design solutions that:

1. Establish a sense of place through consistency with 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 parcel.
3. Create a comprehensive landscape theme that establishes consistency between individual zones and the street corridors that connect them.
4. Provide design flexibility to allow for a variety of development options and to ensure compatibility with the surrounding communities.

The Specific Plan provides a framework for design solutions for the various zoning designations to allow County staff to evaluate and approve entitlement applications. The design guidelines for General Commercial, Industrial Park, Public Facilities, and Limited Industrial outline key design elements essential for creating a cohesive and integrated visual appearance for the Project.



Use Native and Climate-Adapted Plants for a California Aesthetic



Berming Between Street and Parking Lot

4.2 MASTER LANDSCAPE DESIGN GUIDELINES

The Project is unified by a comprehensive Master Landscape Plan that supports the branding and overall design aesthetic. Landscape design plays a crucial role in creating an inviting, sustainable, and health-promoting environment. The landscape vision for this Project features a contemporary approach, utilizing native and climate-adapted plantings arranged in swath patterns to create a rustic, yet organized aesthetic. Natural materials should be incorporated to evoke a sense of refined simplicity that feels cohesive with the region. Visual unity will be achieved through consistent signage, coordinated furnishings and fixtures, and harmonious building architecture.

The landscape guidelines are intended to provide a general 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 align with the overall branding for the Project. The landscape guidelines shall be as follows:

a. General Landscaping Guidelines

- Sites should be landscaped to optimize the aesthetic appeal and comfort of employees, students, faculty, and visitors.
- Large trees and shrubs should be used to minimize visual dominance of any large architectural structures.
- Parking areas and other areas of the Project site should be landscaped based on San Joaquin County requirements.
- Landscapes should be designed to reach a reasonable level of maturity within five years.
- Fast-growing trees should be strategically spaced in groupings to create visual massing where needed.
- Landscape setbacks should be provided between parking, roads, and property line setbacks to provide visual relief from large expanses of hardscape.
- Property owners are responsible for installing and maintaining the landscape for their properties in accordance with the County requirements and this Specific Plan.



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



Vegetated Bioswales are Encouraged in Parking Lots



Utilize Natural Landscape Materials

- Sustainable plant palettes, such as rows and massings of native and climate-adapted grasses and tree plantings are encouraged.
- Building entries should include accent landscaping, shade trees, bold foliage in pots or planters, seating areas, and accent lighting.
- A consistent use of landscape design elements and plantings shall be used throughout the Project. Random placement of shrub and tree locations should be avoided.
- Trees shall be installed at a minimum size of 24-inch box.
- Parking lot trees and planters should achieve the CalGreen requirement of 50% shading of parking surface area within 15 years. The parking lot shading requirement can also be met through solar panel coverage.
- Trees may be clustered to define circulation routes, frame site views, and provide any necessary screening. Large scale, high-branching shade trees should be used in all parking areas.
- Vegetated bioswales are encouraged in parking lot planting islands to manage on-site stormwater and provide visual relief within the hardscape.
- Landscaped areas should be planted with a careful selection of species to promote visual diversity, ensure durability, and create texture.

b. Landscape Materials Guidelines

- Refer to the tree palette provided on page 4-5 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.



Utilize Climate-Adapted Species



Incorporate Stormwater Best Management Practices



Use Contemporary and Durable Site Furnishings

c. Sustainability

- The use of renewable energy in the landscape, such as photovoltaics, is encouraged. Photovoltaic structures in parking lots shall be included as part of the 50 percent CalGreen shading requirement.

- Sustainable landscape practices employing the most current technologies, such as climate-adapted species and low water use irrigation are strongly encouraged. High-efficiency, weather-based irrigation systems should be used.

- Recycled water generated from the treated wastewater shall be used for landscape irrigation.

- Strategic placement of trees will be used to generate maximum shade on building structures, parking spaces, drive aisles and paths to assist in mitigating heat gain.

- Stormwater best management practices will be leverage to the extent possible, including such techniques as rain gardens, bioswales, and rainwater harvesting that can be generated from on-site infiltration of stormwater.

d. Site Furnishing Guidelines

- Site furnishings should be high-quality and contemporary in design to stay consistent with the overall landscape vision for the Project.

- 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 buergerianum	Trident Maple
Acer rubrum 'Redpointe'	Redpointe Maple
Aesculus carnea 'Briotti'	Red Horse Chestnut
Arbutus x 'Marina'	Marina Strawberry Tree
Cedrus deodara	Deodar Cedar
Cercis occidentalis	Western Redbud
Koelreuteria paniculata	Golden Rain Tree
Lagerstroemia hyb. 'Muskogee'	Lavender Flowering Crape Myrtle
Lagerstroemia hyb. 'Tuscarora'	Pink-Red Flowering Crape Myrtle
Lagerstroemia indica 'Arapaho'	Red Flowering Crape Myrtle
Laurus x 'Saratoga'	Saratoga Sweet Bay Laurel
Magnolia granifolia 'Saint Mary'	Saint Mary Southern Magnolia
Olea europaea 'Swan Hill'	Swan Hill Olive
Pinus eldarica	Afghan Pine
Pistacia chinensis 'Keith Davey'	Keith Davey Chinese Pistache
Platanus x acerifolia 'Columbia'	Columbia Plane Tree
Pyrus calleryana 'Chanticleer'	Chanticleer Ornamental Pear
Quercus coccinea	Scarlet Oak
Quercus ilex	Holly Oak
Quercus macrocarpa 'Urban Pinnacle'	Urban Pinnacle Oak
Quercus shumardii	Shumard Red Oak
Quercus suber	Cork Oak
Quercus virginiana 'Sky Climber'	Sky Climber Live Oak
Ulmus parvifolia 'True Green'	True Green Chinese Evergreen Elm
Ulmus x 'Frontier'	Frontier Elm
Zelkova serrata 'Green Vase'	Green Vase Zelkova









Screen Parking with Landscaping and Berming



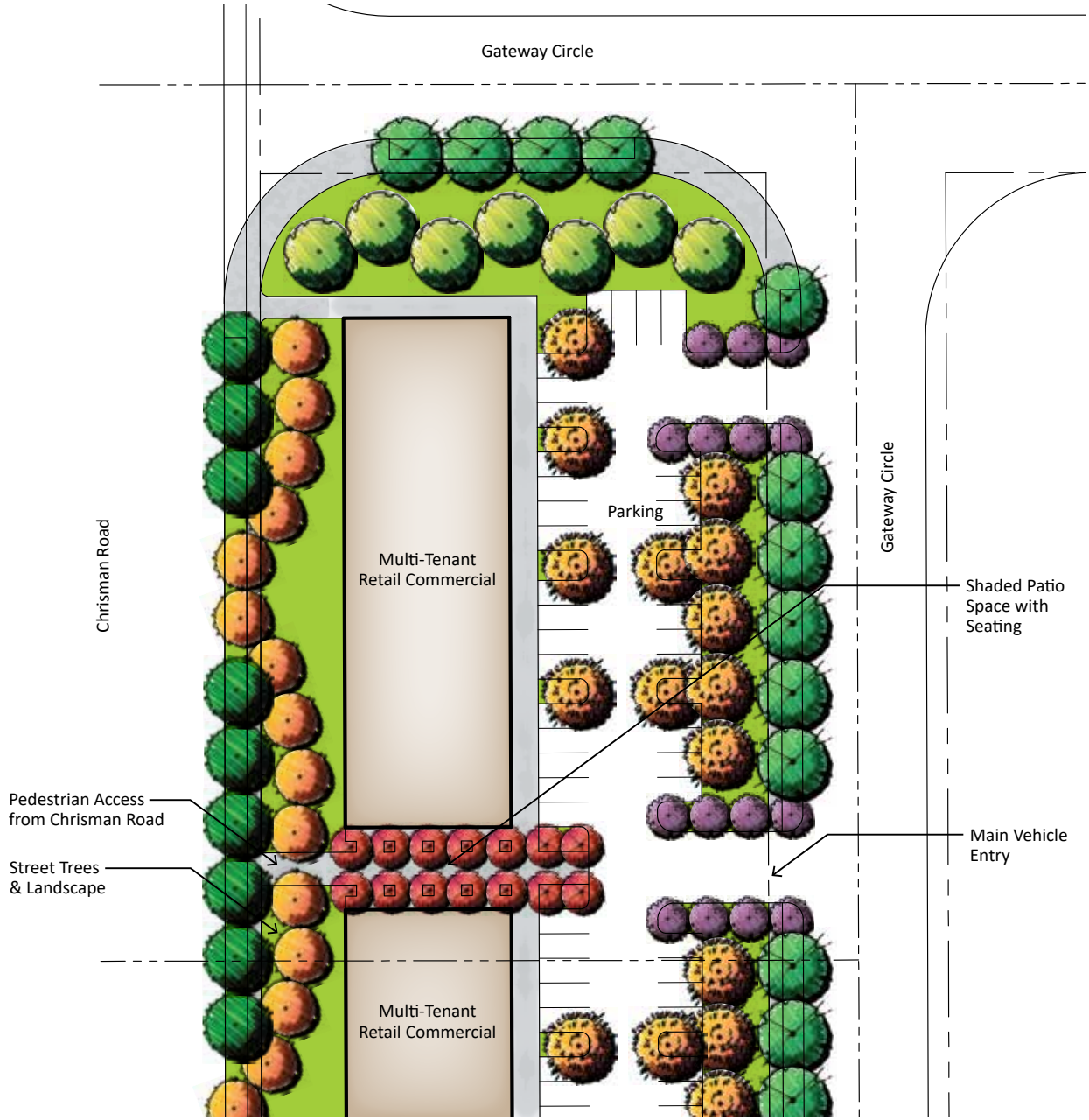
Organize Buildings to create Plazas for Restaurants

4.3 GENERAL COMMERCIAL SITE 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 amenities.

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

- Buildings should be oriented to face the main public street so that businesses are highly visible.
- Commercial uses fronting Chrisman Road and Road A shall be set back at the minimum 20-foot building/landscape setback.
- Design building footprints with offsets and recesses to allow for courtyards, plazas, and seating for a variety of outdoor gathering options.
- Trash enclosures should be completely screened from public streets to allow for adequate collection vehicle turning and access.
- Site planning should 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.



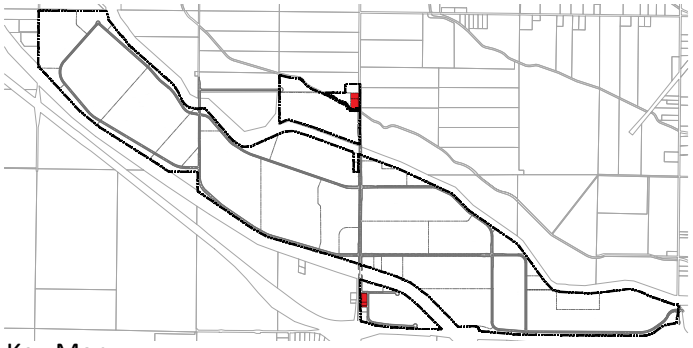


Figure 4.1, Conceptual Commercial Plan

Key Map

4.4 GENERAL COMMERCIAL ARCHITECTURAL GUIDELINES

The General Commercial architectural guidelines are designed to guide the development of buildings intended for commercial retail and business purposes, see Figure 4.2. These buildings should incorporate human-scaled design elements to enhance the customer experience, such as awnings, covered walkways, and other pedestrian-friendly features. All commercial building elevations visible to the public should be designed in a way that welcomes customers from both the street and the parking lot. The following lists the core architectural guidelines for General Commercial zones within the Project:

- Incorporate features that enhance the pedestrian experience, such as awnings, covered walkways, windows, and hardscape elements, into the design of commercial buildings.
- All publicly visible sides of commercial buildings shall be designed using a refined level of detailing, consistent look-and-feel, and quality 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 that complement the adjacent building exteriors. All trash enclosures shall be sized to fit both trash and recycling containers that serve the users of the site.
- Trash compactors adjacent to the buildings are permitted and should include landscape planting areas to allow for screening shrubs and tree planting.



Design All Sides of Buildings with Detailing and Quality Materials



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



Incorporate Accent Colors and Materials



Figure 4.2, Conceptual Commercial Design at Chrisman Road

VFW Site 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 provide additional uses and events. Recreational vehicle parking 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's main entry to face the primary street to create maximum visibility for the facility. Guest parking should be designed around the building to provide convenient access to entrances and outside gathering areas. A conceptual rendering is provided in Figure 4.3, and a conceptual illustrative site plan is presented in Figure 4.4.

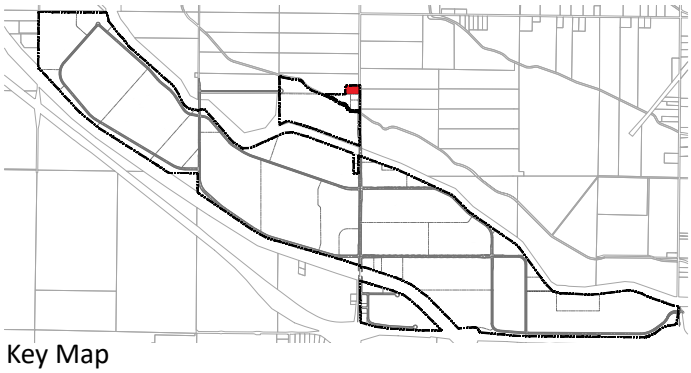
The following design guidelines have been established to guide development of the VFW:

- Position the main building entrance facing the street to ensure a clear and prominent point of entry to the facility.
- Create open spaces for community gatherings and events suited to the local climate with shade and wind protection.
- 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 areas. Incorporate landscaping, tree shading, seating, and security lighting to enhance the pedestrian experience and safety.
- Parking lot trees and planters should achieve the CalGreen requirements of 50% shading of parking surface area. The parking lot shading requirement can also be met through solar panel coverage.



Figure 4.3, Conceptual VFW Rendering





Key Map

Figure 4.4, Conceptual VFW Plan



Utilize Accent Colors and Materials



Utilize Varied Roof Heights, Windows, and Awnings

VFW Architectural Guidelines

The VFW architectural guidelines ensure the design and detailing complements the surrounding development through similar architecture, colors, and materials. The building design should prioritize human experience by providing shade structures, covered entries and walkways, and other pedestrian-friendly features that offer protection from the elements. Core guidelines for the VFW architecture will be as follows:

- 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. See Figure 4.5, Conceptual VFW Elevations.
- Trash enclosures shall be designed with solid doors, interior concrete curbs, and exterior materials and colors that correspond 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 on the building's façade should include simple shapes using both vertical and horizontal breaks.
- Consider ways to complement the Limited Industrial and Industrial Park design that surround the VFW in order to maintain a consistent aesthetic. These could be achieved through varied roof heights and pitches, similar awnings and windows, using recessed entries and score lines, or selecting a mix of colors and materials that create a similar look-and-feel.



Figure 4.5, Conceptual VFW Elevations Source: HPA

4.5 INDUSTRIAL PARK SITE DESIGN GUIDELINES

The Industrial Park zone allows for the development of corporate offices, warehouses, 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 provide easy access to building entrances. A typical illustrative site plan is presented in Figure 4.6. The following guidelines have been established for the development of the Industrial Park zone:

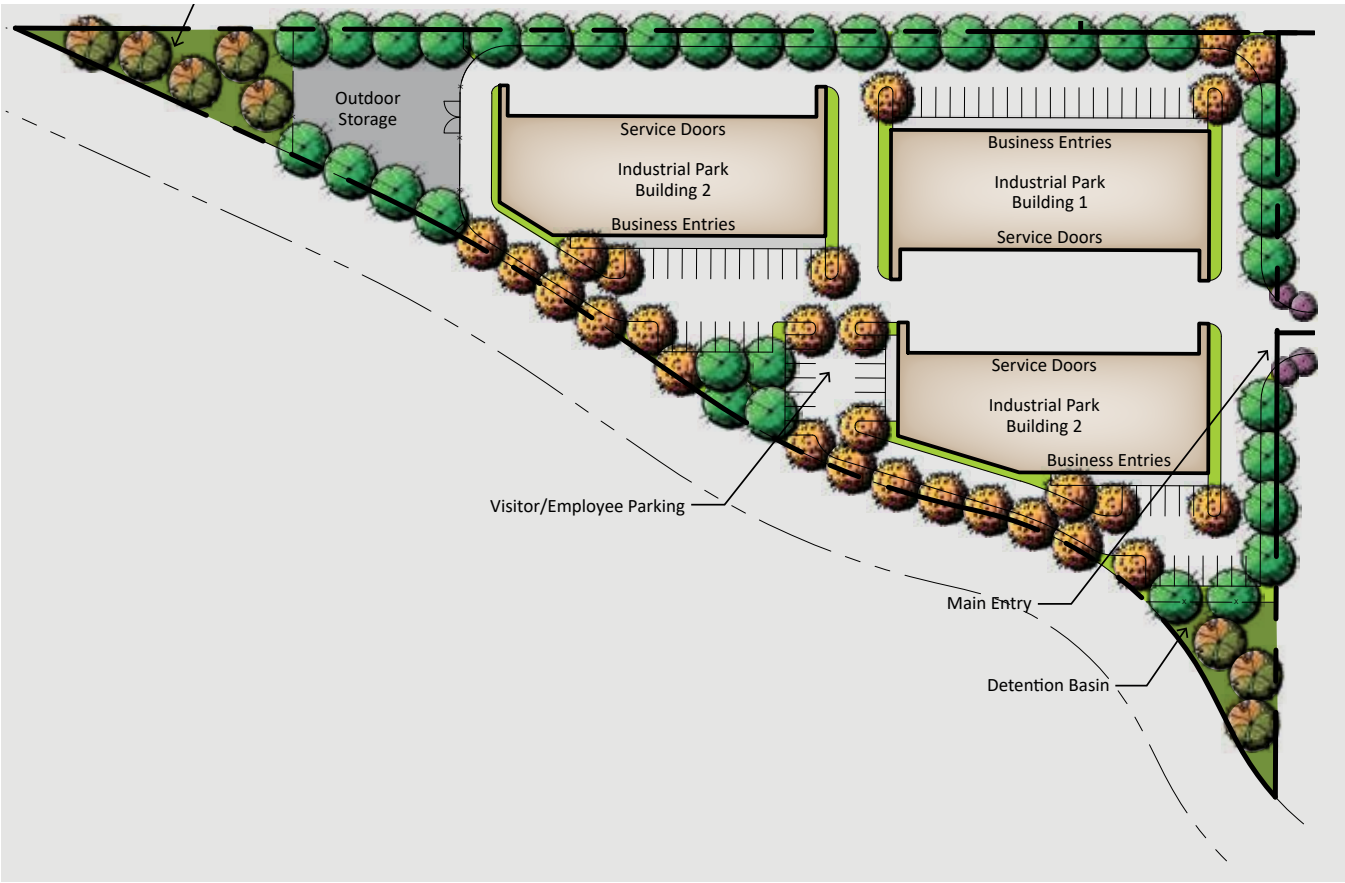
- Service dock doors are not allowed to face the main circulation streets.
- Development with more than one building should orient buildings so that service doors oppose each other to screen views of trucks and loading dock.
- Parking shall be located adjacent to the main circulation road to provide additional building setbacks that reduce building mass.
- Site planning shall account for two "tiers" of landscaping requirements adjacent to the main circulation streets:
    1. A 20-foot 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 the Development Title and CalGreen.
    3. Parking lot trees and planters should achieve the CalGreen requirement of 50% shading of parking surface area within 15 years. The parking lot shading requirement can also be met through solar panel coverage.
- Parking along the main circulation road should be screened by the use of landscaping, low berming, low walls or a combination of all.
- Interior facing service dock doors that may be visible from the main circulation road should be screened with landscaping, berming, screens walls, or any combination of these techniques.
- The primary building elevation facing the street should feature enhanced roof or parapet articulation, along with a more detailed wall design.

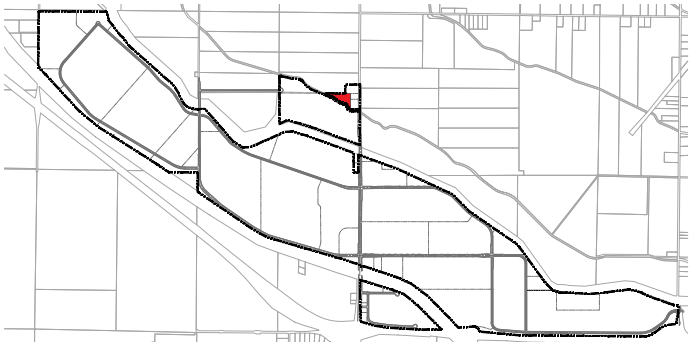


Orient Buildings so Service Doors Oppose Each Other



Parking Shall be Adjacent to Main Circulation Road





Key Map

Figure 4.6, Conceptual Industrial Park Plan



Highlight Building Entries with Pedestrian-Scale Elements



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



Building Entries should be enhanced

4.6 INDUSTRIAL PARK ARCHITECTURAL GUIDELINES

The Industrial Park architectural guidelines are intended to ensure the 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 entrances should be highlighted using pedestrian-scale elements to direct visitors and employees and distinguish the entry from the rest 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.
- Shapes, lines and dimensions should be strategically used to create form and rhythm that visually unites the building features.



Create a Sense of Architectural Rhythm



Typical Use Sports Field
Source: Page Stantec



Typical Courtyard
Source: Page Stantec

4.7 PUBLIC FACILITIES SITE DESIGN GUIDELINES

The Public Facilities zone allows for the development of a university campus, the fire station, and other public facilities and spaces proposed in the Project.

University Design Guidelines

The University benefits from being organized into zones that allow for efficient operations and circulation throughout the campus. A relatively compact academic zone, like the one identified for the Project, 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 4.7 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.



Source: Page Stantec

Figure 4.7, Conceptual Campus Plan



University Outdoor Amenities
Source: Page Stantec



University Outdoor Amenities
Source: Page Stantec



Typical Sport Court
Source: Page Stantec

Site planning and campus design of the University will be guided by the following principles:

- Locate buildings to aid effective circulation (especially pedestrian), create valuable open spaces, and prioritize the learning environment.
- Incorporate outdoor spaces and amenities that complement the adjacent building's functions, providing opportunities for socialization and views of outdoor performances and educational activities.
- Provide interior vehicular roadway circulation that offers looped access to the entire campus and parking lots.
- Create pedestrian pathways from parking lots to campus buildings and outdoor areas that will include landscaping, tree shading, seating, and security lighting.
- Provide pedestrian connections from the campus to surrounding areas by using pathways that link to the internal road circulation and surrounding street network.
- Include bicycle pathways throughout the campus that contribute to the circulation system and provide links to the surrounding street network.
- Position parking primarily around the perimeter and near key destinations to keep the central area of campus vehicle-free.
- 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 reflect 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.



Overall Campus Design
Source: Page Stantec



Campus Entry Design
Source: Page Stantec



Typical Campus Building Design
Source: Page Stantec

4.8 PUBLIC FACILITIES ARCHITECTURAL GUIDELINES

University Architectural Guidelines

The architectural vision for the University buildings will draw inspiration from the site's rural setting by incorporating steel-clad gable roofs over a modern building faced with expansive glass and metal elements. This design approach will create a sense of organic linkage between indoor and outdoor spaces, complemented by the use of modern and natural materials throughout. The campus complex will include buildings, outdoor courtyards, seating areas for study and outdoor instruction, leisure and recreational spaces. The University design will be responsive to today's modern educational needs, serving present and future generations of students and the community. Sustainability will be key in the design of the campus and will leverage current sustainable opportunities, including capturing and reusing solar energy. Lastly, 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 achieve net zero or net positive carbon outcomes.
- Design the building with careful consideration of orientation, window placements, and material selection to minimize energy use throughout the year.
- Implement energy- and water-efficient building and infrastructure design practices.
- 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 throughout the campus.
- Incorporate shade structures such as pergolas, small pavilions, verandas and canopies to create shaded outdoor spaces that complement the building design and serve its occupants.

The University conceptual images are intended to be a guide for the style of architecture and detailing with the Public Facilities building development. See Figure 4.8, Typical University Architecture.

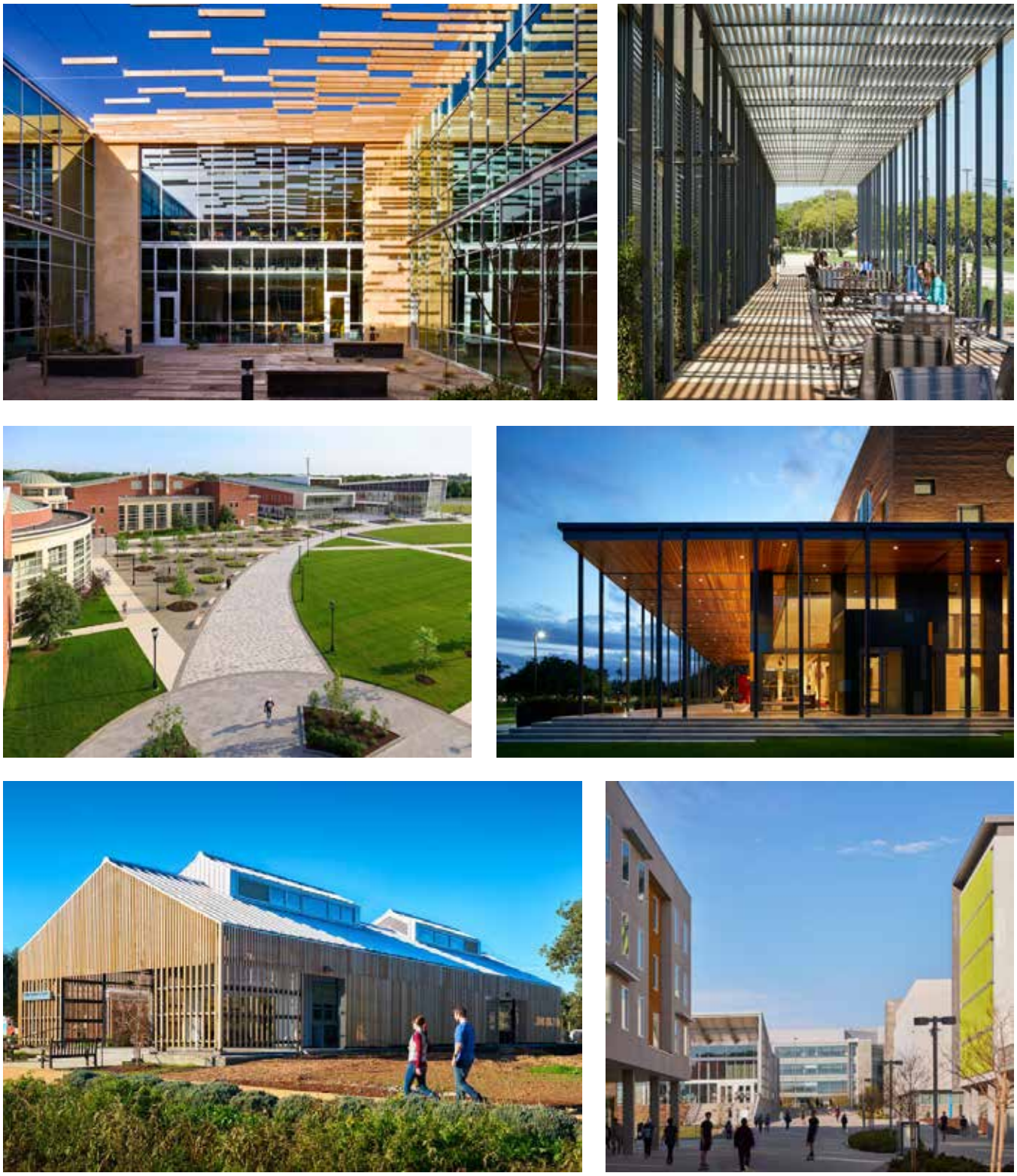


Figure 4.8, Typical University Architecture

Source: Page Stantec

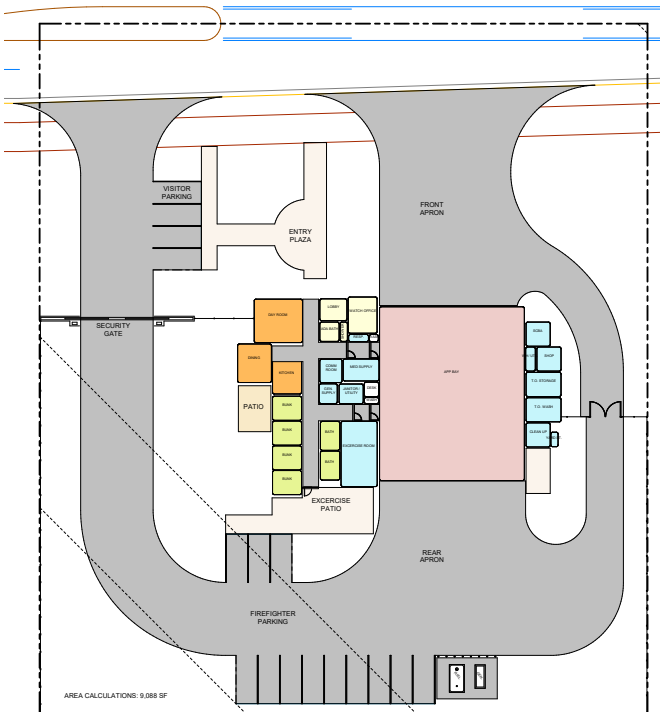


Figure 4.9 Conceptual Fire Station Site Plan

Fire Station Design Guidelines

A fire station will be constructed to provide emergency services for the Project, see Figure 4.9. The fire station is intentionally located in the center of the Project to provide adequate emergency service coverage throughout. The design of the station site plan should include the following parameters:

- Site planning should orient the building and main entry/exit to face the primary street to maximize visibility and to provide easy access for emergency vehicles.
- Provide sufficient parking for both visitors and staff members of the fire station.
- Design for a looped-site circulation for easy access to the parking lot for cars and emergency vehicles.
- Create outdoor spaces for staff members that incorporate shade and wind protection.
- Use landscaping and walls to create, frame, and screen open spaces.



Conceptual Fire Station Rendering



Building Entries Should be Enhanced



Building Design, Colors, and Materials Should be Complementary to Nearby Warehouse Buildings

Fire Station Architectural Guidelines

The architectural guidelines for the fire station aim to ensure that its design and detailing harmonize with the surrounding warehouse and logistics developments through the use of compatible details, colors, and materials. The exterior design should include factors that ensure functionality, safety, and efficiency. Below are the guidelines that are intended to address those factors:

- Design large, well-ventilated, drive-through vehicle bays to accommodate fire trucks and emergency vehicles with sufficient door heights and widths to accommodate different vehicle types.
- Design a secure fenced area at the rear of the station with electric gates for fire equipment and private vehicles.
- Design the facility to meet the “Essential Services” building requirements and other requirements as required by the Tracy Rural Fire District.
- Create a designated area for public interactions, such as community meetings or educational programs.
- Create a visible and welcoming entrance for visitors.
- Formulate the fire station’s design to align with the surrounding environment and community aesthetics.
- Consider incorporating architectural elements or materials of surrounding development for a more cohesive look.
- Use elements such as shade structures, hardscape patio areas, and landscape features within the open space areas.
- Design the buildings/forms to reflect the rural character of the site and its agricultural history.

4.9 LIMITED INDUSTRIAL SITE DESIGN GUIDELINES

Development in the Limited Industrial zone will accommodate a variety of building sizes, though primarily large-format industrial buildings. Smaller buildings will be rear-loading, while larger buildings will be cross-docked. Buildings will be designed, where practical, to face office functions and orient entrances 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 and adhere to State shade requirements. A typical illustrative site plan is presented in Figure 4.10, and incorporates the following principles:



Office Area of Industrial Facilities Should Face Street Frontages



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.
- Pedestrian connections should be designed between the street and the office function of warehouse buildings.
- Buildings should include private employee break area spaces.
- Site planning and parking lot design should account for view corridors from public streets to businesses, ensuring optimal placement of signage as well as the appropriate scale and location of key architectural elements.
- Main vehicle access drives should be oriented to provide visitors with a clear view of building entrances.
- Entry landscaping should be distinctive and enhance the sense of place through design elements such as signage, low ornamental walls, or accent and color planting.
- Signage and landscape should enhance the main public entrances to the buildings, distinguishing them from truck and service points of entry.

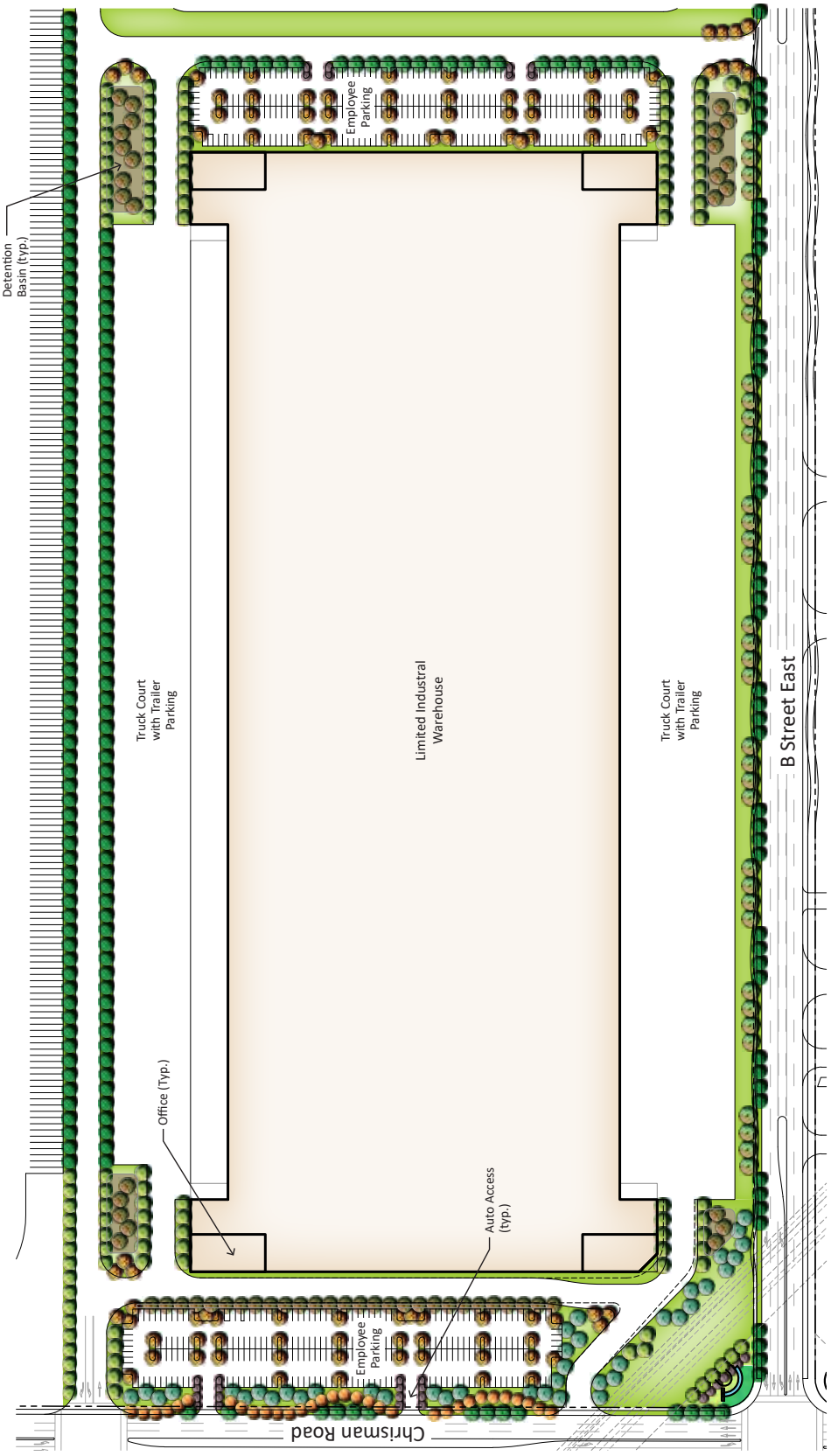


Figure 4.10, Conceptual Warehouse Plan



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.
- Vehicular circulation should be clearly identified using landscaped drive aisles that divide parking fields from truck circulation routes.
- Vehicular parking should be provided in front of buildings and along street frontages that will assist with increased street presence.
- Adequate vehicle stacking length will be accounted for 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 50% shading, as required by CalGreen. Solar panel coverage can count towards parking lot shade requirements and reduce tree count.
- Ample landscaping will be designed for 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 from public view by using landscaping or berming.
- Where possible, clearly marked separate entrances for automobiles and trucks will be provided to promote safe site circulation.
- Parking areas for trucks and trailers should be allowed to face public streets but should be screened from view as much as possible. 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 incorporate driveways/lanes with adequate truck staging.



Distinguish Pedestrian Pathways from Vehicular Drives



Screen Loading Docks and Truck Trailer Parking

b. Bicycle/Pedestrian Circulation

- Clear, convenient bike and pedestrian connections will be provided from the public streets, sidewalks, transit stops and trails to the various business entries.
- Crosswalks and pedestrian and bike pathways will be clearly delineated to distinguish them from vehicular drives.
- Ample lighting at bike and pedestrian pathways will be provided for convenience and 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 walls or a combination of all. Use of a solid wall should be consistent with the architecture of surrounding buildings. Chain link fencing with slats is not permitted where visible by the public.
- Where feasible, screen utilities with landscaping, berming and fences or a combination of all. This includes but is not limited to above ground 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 serve the users of the site.
- Trash enclosures should be screened from view along all public rights-of-way using buildings or landscaping, with their openings facing away from public view while remaining accessible to trash/ recycling vehicles.
- Trash compactors located within truck courts may be placed at 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

- The Project entry should be clearly delineated using well-designed signage, entry walls, hardscape, paving and accent landscape elements.
- Large parking areas should include landscaped drive aisles that divide parking sections, improving traffic flow and access to parking near buildings.
- Tree planting in parking areas should offer 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 requirements. Solar panel coverage can count towards parking lot shade requirements and reduce tree count.
- Limit damage to the landscaping by providing a 12-inch-wide concrete curb step-out adjacent to landscape planter islands.
- 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.



Typical Tubular Steel Fencing



Typical Tubular Steel Gate

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 feet in height, or any combination of these screening techniques.
- 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 feet when adjacent to the side setback area and 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 boundaries. Barbed wire, razor wire, integrated corrugated metal, electronically charged or plain exposed plastic concrete/PCC fences will not be permitted.



Typical Single-Head Parking Lot Lighting



Typical Accent Lighting

f. Lighting

- Lighting shall be provided for essential safety and enhanced visibility, and the design will 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-foot maximum height for a freestanding light pole, as indicated in Table 3.3.
- Pedestrian lighting should be low-profile and appropriately scaled to 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 that are required to achieve parking lot shading.
- All lighting fixtures shall be fully shielded with cut-off features to prevent light spillage and 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 in a manner that protects the light standard from potential vehicular damage.

4.10 LIMITED INDUSTRIAL ARCHITECTURAL GUIDELINES

The Industrial architectural guidelines will guide the development of well-designed warehouse structures that align with the standards outlined in this Specific Plan. Concrete tilt-up panels will be the primary approach, and should include simple, architectural expressions using reveals, score lines, and paint finishes to establish a design theme 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. They ensure a base-level of quality architecture and design that is consistent with the vision of the Project overall. These guidelines are as follows:



Utilize a Variety of Colors and Materials for Building Facades



Structures Shall Have Consistent Architectural Detail



Concentrate Windows and Enhanced Colors and Materials at Building Entries

- 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 so there is an aesthetic connection between all buildings on the site.
- Buildings with predominantly metal exteriors are not permitted unless the Director of Planning and Community Development approves the design based on its merits through the review and approval process set forth in Chapter 8.
- Create visual interest on building exteriors through use of vertical and horizontal façade design elements and change in color or materials.
- Include varying roof heights and pitches, stepped panels, awnings, windows, recessed entries, score lines, and a mix of colors and materials to create dimension and visual appeal.

- 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 satellite dishes from public view in front of the property.

- Warehouse buildings over 150,000 square feet shall articulate the long building elevations every 150 feet to add visual variety. Examples include adding score lines, varying parapet roof heights, adding color changes, or changes in materials. See Figure 4.11, Warehouse Elevation Design, for reference.

- Building entries shall be designed with a human scale focus, incorporating concentrated windows, enhanced colors, and quality materials at office and visitor entry points.

- Metal, or steel, materials should be utilized to complement building concrete tilt panels, and provide additional detail, decorative features, textural changes, or relief techniques to break up large building faces.

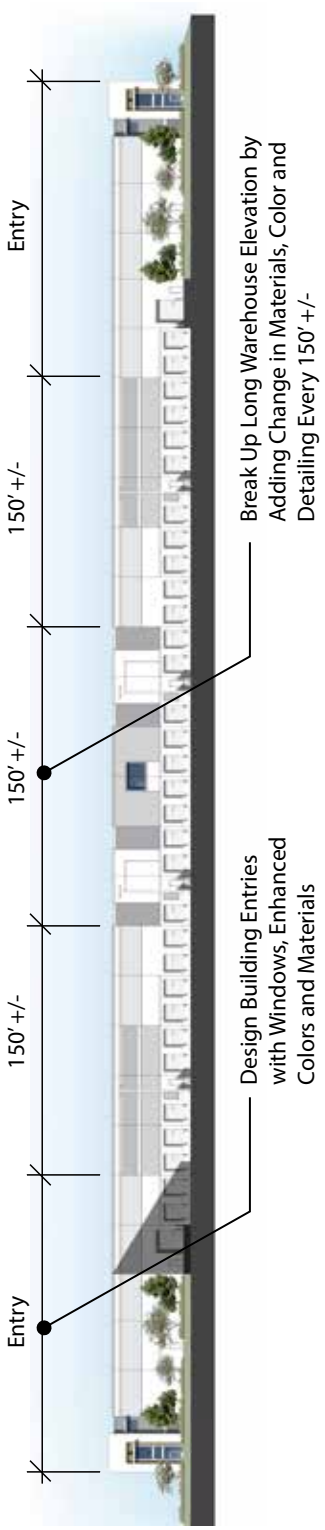


Figure 4.11, Warehouse Elevation Design

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5 STREETS/PARKS LANDSCAPE
PACIFIC GATEWAY



Conceptual Streetscape Planting



Conceptual Streetscape Planting

5.1 LANDSCAPE CONCEPT

The landscape design vision is to create a style that complements the architecture of the buildings, while also incorporating sustainable practices. The landscaped environments will be integrated throughout the Project and will have consistent plant palettes, design themes, and furnishings and fixtures.

The Project will also include landscaped pedestrian and bicycle connections to promote non-vehicular movement between building areas and parcels.

The landscaped areas located outside the public right-of-way are considered part of the Project and will be privately maintained. Landscape improvements and maintenance are addressed in Chapter 6, which outlines the specific criteria for these improvements and maintenance responsibilities. The section of the landscaping located on the right-of-way beyond the back of the walkway, will be privately maintained for simplicity and 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 feature could be used to clearly mark the areas designated for public or private maintenance.

Sustainable landscape elements will include the use of native and climate-adapted plant species, high-efficiency weather-based irrigation systems, locally sourced and recycled materials, and stormwater management best practices. Water conservation for landscape irrigation is a priority for modern landscape practices and is well-supported by current guidelines. The design approach will create a contemporary landscape that is both visually appealing and resource-efficient, requiring relatively low maintenance.

The design concepts and illustrations depicted in this Specific Plan are conceptual only and are intended to provide guidelines for landscape solutions. Final landscape designs for elements in the public right of way, such as layout, plant species, spacing, and container sizes, will be reviewed and approved by the County either during the individual development application process or as part of the public road improvement plan approval.

5.2 STREETSCAPES

The streetscape design will provide a visual structure for the Project by reinforcing roadway hierarchies, emphasizing key intersections, and creating landscape areas that separate pedestrian and bicycle paths, see Figure 5.1. 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 within the right-of-way on both sides, which will be planted with street trees. Landscape setbacks at least 20 feet beyond the right-of-way will be used and designed to screen large buildings, see Table 3.3, Development Standards. Landscape setbacks will generally be planted with turf grass, ornamental grasses, evergreen shrubs, and double rows of large-screening trees. Setbacks may have berming up to 5 feet to minimize the perceived scale of building facades, or slope down away from streets at a maximum of 3:1, depending on the grades. Landscape setbacks from back-of-curb will be privately maintained. Additionally, roadway sections that are identified as privately maintained landscape areas are shown in Chapter 6. Where feasible, sidewalks will meander to provide visual interest.



Figure 5.1, Conceptual Street Landscape Design

Accent rock will also be used as a visual accent element in both the public right of way as well as private landscaping areas. This will also decrease maintenance needs and create a more sustainable and durable landscape. Accent rock will be placed un-mortared over a weed barrier, see Accent Rock Detail Figure 5.2.

To further emphasize the street landscape experience, Chrisman Road will have a specific planting palette to create a unique entry experience. The secondary streets connecting with Chrisman Road will have a separate, but cohesive, planting palette to create variation in the streetscape aesthetic and diversify the landscape.

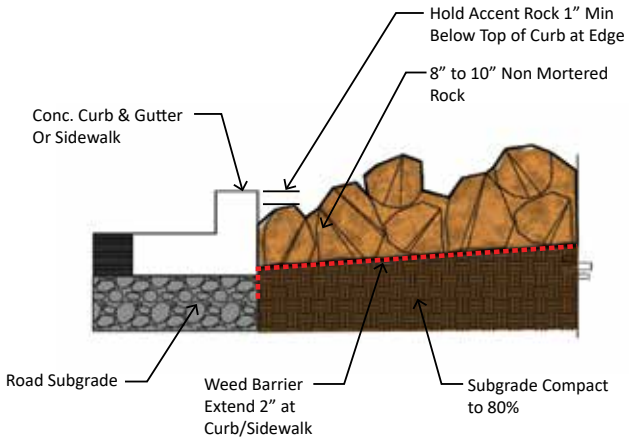


Figure 5.2, Typical Accent Rock Detail



Typical Accent Rock



Typical Rock Mulch

Chrisman Road
Six-Lane Major Arterial Street
From State Route 132 to just north of Gateway Circle, Chrisman Road is classified as a 6-lane major arterial and will include 6 lanes with median separation, see Figure 5.3. Chrisman Road will serve as the main truck route for the Project and is designated as a STAA truck route. A 5-foot sidewalk will be included on the east side of Chrisman Road south of the California Aqueduct. Between the street and the sidewalk there will be an 8-foot landscaped corridor with a single row of trees within the right-of-way, see Figure 5.4. The west side of the roadway includes a 4-foot landscape strip planted with grasses and street trees. Beyond the right-of-way, additional landscape setbacks are required on the Project side to screen the parking areas and large buildings. The road includes a landscaped median and will be planted with grasses, evergreen shrubs, and trees.

Chrisman Road
Four-Lane Major Arterial Street
North of Gateway Circle Chrisman Road will transition from 6-lanes to 4-lanes and will extend to the northern property boundary, see Figure 5.3. The west side of the roadway includes a 12-foot Class I bicycle path and an 8-foot landscape strip along the street edge, planted with grasses and trees. A 5-foot sidewalk will be included on the east side of Chrisman Road and terminates just north of A Street. Continuing north of A Street will be an 8-foot landscaped corridor for a single row of trees within the right-of-way to assist in maintaining the street landscape design, see Figures 5.5-5.6. Beyond the right-of-way, additional landscape setbacks are required on the Project side to provide additional screening of parking and large buildings. The road includes a landscaped median and turn lane strip. Medians will be planted with grasses, evergreen shrubs, and trees. A Conceptual Chrisman Road landscape design rendering is depicted in Figure 5.7

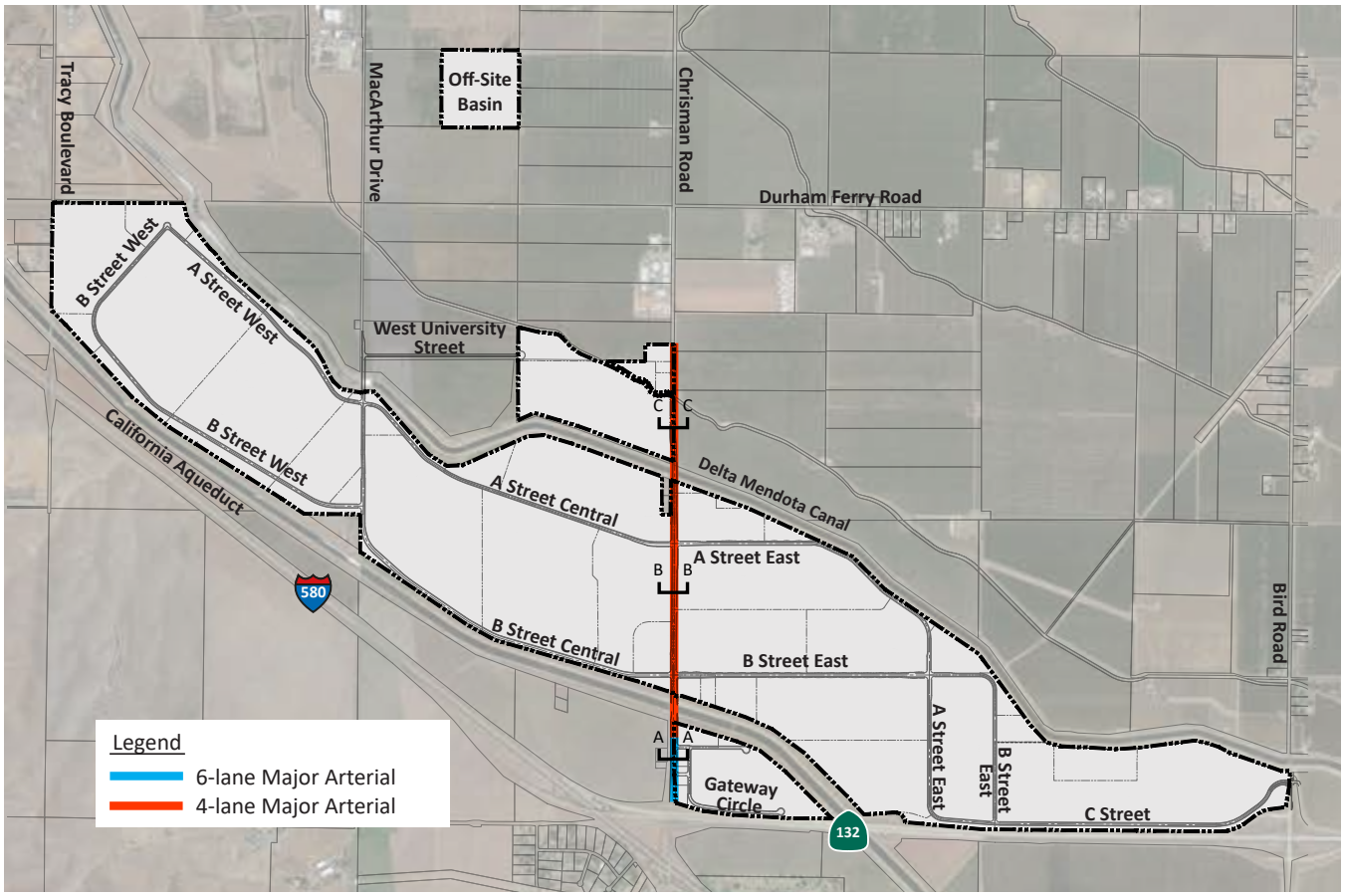


Figure 5.3, Chrisman Road Major Arterial Street Locations

Chrisman Road Landscape Planting (Sections A-A through C-C)

	Botanical Name	Common Name
Undulating Tree	*Pistacia chinensis 'Keith Davey'*	Keith Davey Chinese Pistache
ROW Street Tree	*Ulmus x 'Frontier'*	Frontier Elm
Median Street Trees	*Lagerstroemia indica 'Arapaho'*	Red Flowering Crape Myrtle
	Arbutus x 'Marina'	Marina Strawberry Tree
Entry Drive Tree	*Lagerstroemia indica 'Tuscarora'*	Pink Flowering Crape Myrtle
ROW Shrubs	*Rhaphiolepis indica 'Pink Lady'*	Pink Lady Indian Hawthorn
	Spirea japonica 'Goldmound'	Goldmound Spirea
	Teucrium chamaedrys	Dwarf Germander
	Dietes bicolor	Fornight Lily
ROW Grass/Grass-Like Perennial	*Festuca mairei*	Atlas Fescue
	Lomandra longifolia 'Lime Tough'	Lime Tough Dwarf Mat Rush
Median Shrubs	*Phlomis fruticosa*	Jerusalem Sage
	Salvia 'Amethyst Lips'	Amethyst Lips Autumn Sage
	Callistemon viminalis 'Little John'	Little John Dwarf Bottlebrush
Median Grass/Grass-Like Perennial	*Pennisetum alopecuroides 'Little Bunny'*	Little Bunny Dwarf Fountain Grass
	Dianella revoluta 'Little Rev'	Little Rev Flax Lily
Median Ground Cover	*Ceanothus g.h. 'Diamond Heights'*	Diamond Heights Ceanothus
	Rosa 'Meigalpio'	Red Drift Groundcover Rose
	Rosa 'Meizorland'	White Drift Groundcover Rose

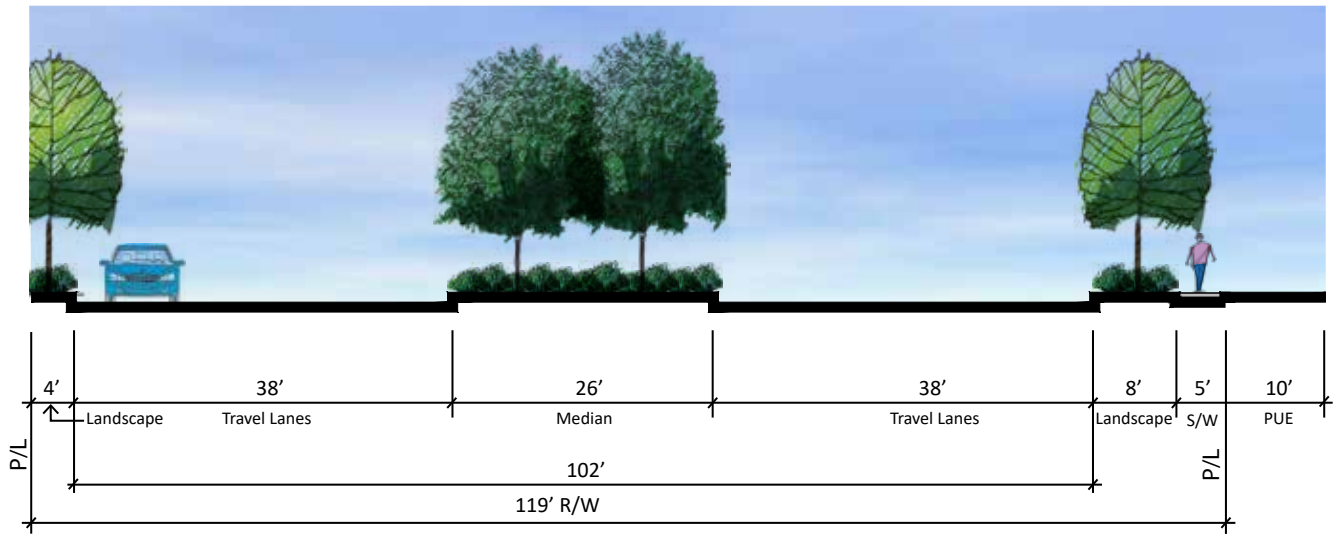


Figure 5.4, Conceptual Design for 6-Lane Arterial, Section A-A

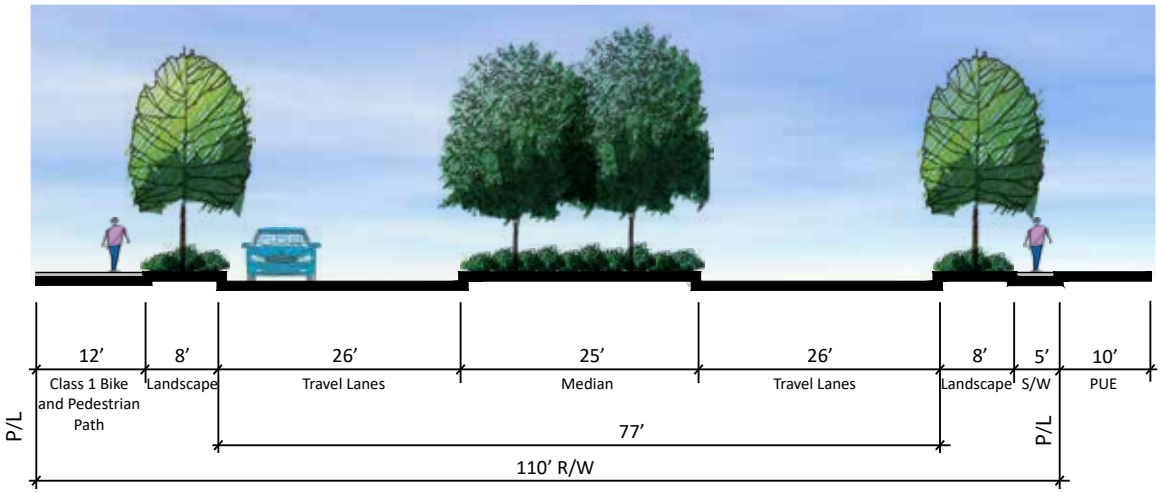


Figure 5.5, Conceptual Design for 4-Lane Arterial, Section B-B

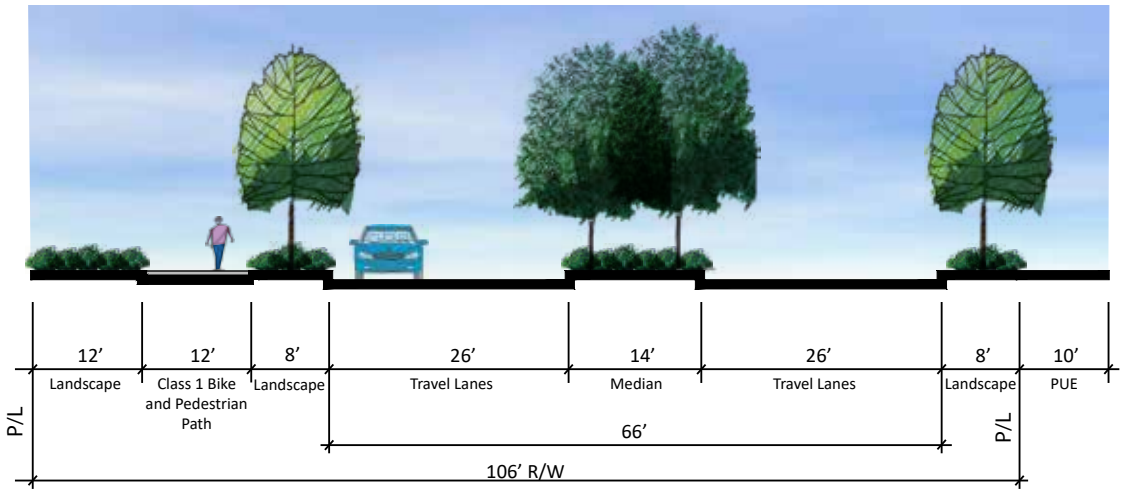


Figure 5.6, Conceptual Design for 4-Lane Arterial, Section C-C



Figure 5.7, Chrisman Road Conceptual Landscape Design

B Street Central

Four-Lane Local Industrial Street

B Street Central, located between MacArthur Drive and Chrisman Road, is classified as 4-lane local industrial street with median separation, see Figure 5.8. This four-lane street, which includes a small portion of B Street East, will provide access to both west and central development areas. B Street Central will include a 12-foot Class 1 bicycle path and 5-foot sidewalk on the opposite frontage. The 8-foot landscape strip along the north side will include a row of trees within the right-of-way to screen buildings and parking areas, see Figure 5.9.

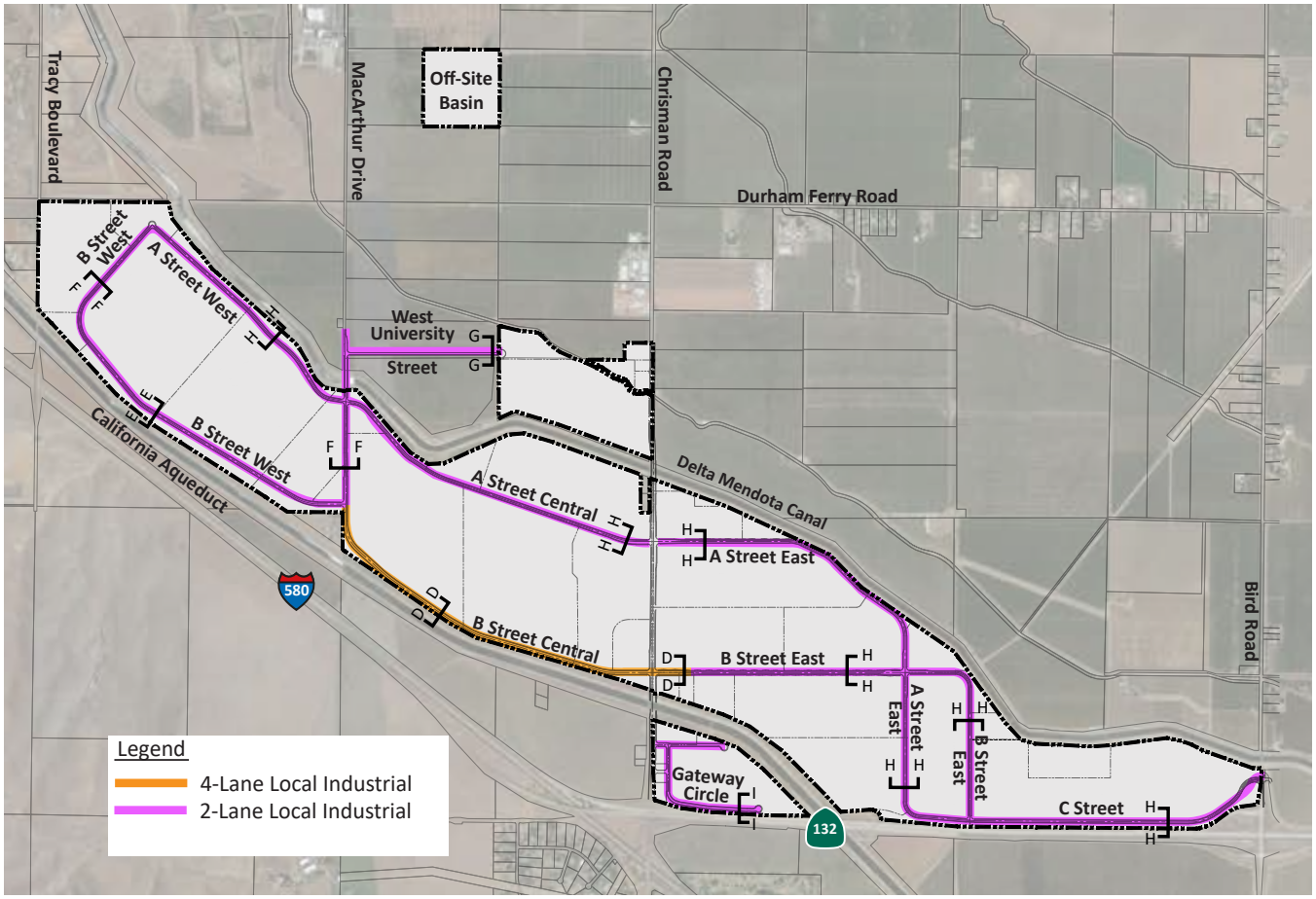


Figure 5.8, Local Industrial Street Locations

Four Lane Local Industrial Street (Section D-D Typical)

	Botanical Name	Common Name
ROW Street Trees	*Platanus acerifolia 'Columbia'*	Columbia London Plane Tree
	Aesculus carnea 'Briotii'	Red Horse Chestnut
	Quercus ilex	Holly Oak
Median Street Trees	*Lagerstroemia indica 'Arapaho'*	Red Flowering Crape Myrtle
	Arbutus x 'Marina'	Marina Strawberry Tree
ROW Shrubs	*Lavandula stoechas 'Otto Quast'*	Otto Quast Spanish Lavender
	Teucrium chamaedrys	Dwarf Germander
	Gaura lindheimeri 'Siskiyou Pink'	Pink Gaura
ROW Grass/Grass-Like Perennial	*Festuca mairei*	Atlas Fescue
	Lomandra longifolia 'Lime Tough'	Lime Tough Dwarf Mat Rush
Median Shrubs	*Westringia fruticosa 'Blue Gem'*	Blue Gem Coast Rosemary
	Phlomis fruticosa	Jerusalem Sage
	Salvia 'Dark Dancer'	Dark Dancer Texas Sage
Median Ornamental Grasses	*Elymus arenarius 'Glaucus'*	Blue Lyme Grass
	Leymus condensatus 'Canyon Prince'	Canyon Prince Lyme Grass
Median Ground Cover	*Rosmarinus officinalis 'Prostratus'*	Dwarf Rosemary
	Ceanothus g.h. 'Diamond Heights'	Diamond Heights Ceanothus
	Rosa 'Meigalpio'	Red Drift Groundcover Rose

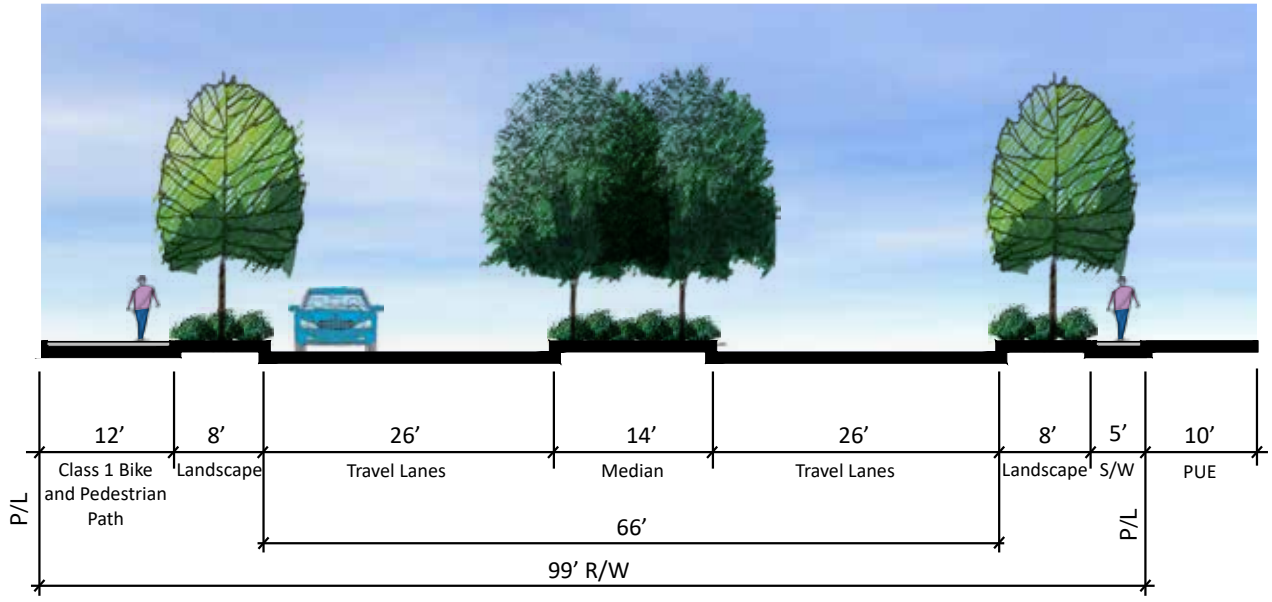


Figure 5.9, Conceptual Design for 4-Lane Local Industrial, Section D-D

Local Industrial Streets

2-Lane Local Industrial Streets

Two-lane local industrial streets will provide interior access and support truck and vehicle circulation within the Project site, see Figure 5.8. All the 2-lane local industrial streets will be designed to STAA standards to allow for the safe and efficient flow of truck traffic. These industrial streets include two lanes separated by a turning lane or landscaped median. Most of these streets include a 12-foot Class I bicycle and pedestrian path on one side of the street and a 5-foot sidewalk on the opposite frontage. They also include an 8-8.5-foot landscape strip within the right-of-way along both street frontages to screen buildings and parking areas. The only exception is Gateway Circle, which has a 7.5-foot landscaped strip and 5-foot sidewalk, but does not have the Class I bicycle path.

- **A Street West, A Street Central, and A Street East**

  A Street West, Central, and East span the entire Project site and provide secondary access to the west, central, and east development areas, see Figure 5.8. They include two travel lanes, a turning lane median, and 8.5-foot landscaping strips on both sides of the street. The streets also include a 12-foot Class I bicycle path on one side of the street and a 5-foot sidewalk on the opposite frontage, see Figure 5.13.

Two Lane Local Industrial Street (Section E-E through I-I Typical)

	Botanical Name	Common Name
ROW Street Tree	*Acer buergerianum*	Trident Maple
	Platanus acerifolia 'Columbia'	Columbia London Plane Tree
ROW Shrubs	*Rhaphiolepis indica 'Pink Lady'*	Pink Lady Indian Hawthorn
	Spirea japonica 'Goldmound'	Goldmound Spirea
ROW Grass/Grass-Like Perennial	*Festuca mairei*	Atlas Fescue
	Lomandra longifolia 'Lime Tough'	Lime Tough Dwarf Mat Rush
Median Street Trees	*Lagerstroemia indica 'Arapaho'*	Red Flowering Crape Myrtle
	Arbutus x 'Marina'	Marina Strawberry Tree
Median Shrubs	*Kniphofia uvaria*	Red Hot Poker
	Grevillea rosmarinifolia	Rosemary Grevillea
	Berberis thunbergii 'Rose Glow'	Rose Glow Japanese Barberry
Median Ground Cover	*Rosa 'Meigalpio'*	Red Drift Groundcover Rose
	Rosa 'Meizorland'	White Drift Groundcover Rose

- **B Street West and B Street East**
  B Street West extends from its intersection with A Street West at the western edge of the Project Site to MacArthur Drive, where it transitions into B Street Central. B Street East extends from just east of Chrisman Road to C Street, see Figure 5.8. Both streets include two travel lanes and 8-foot landscaping strips on both sides of the street. B Street West parallels the California Aqueduct which includes the slope bank to maintain the PG&E gas line, see Figure 5.10. The landscape concept is subject to review and compliance with the San Joaquin County Habitat Conservation and mitigation requirements. Both streets also include a 12-foot Class I bicycle and pedestrian path on one side of the street and a 5-foot sidewalk on the opposite frontage, see Figures 5.10 and 5.13. Beyond the street right-of-way, a 20-foot landscape setback is required adjacent to the development side to screen parking areas and large buildings. B Street West and B Street East will have landscaped medians planted with grasses, evergreen shrubs and trees.

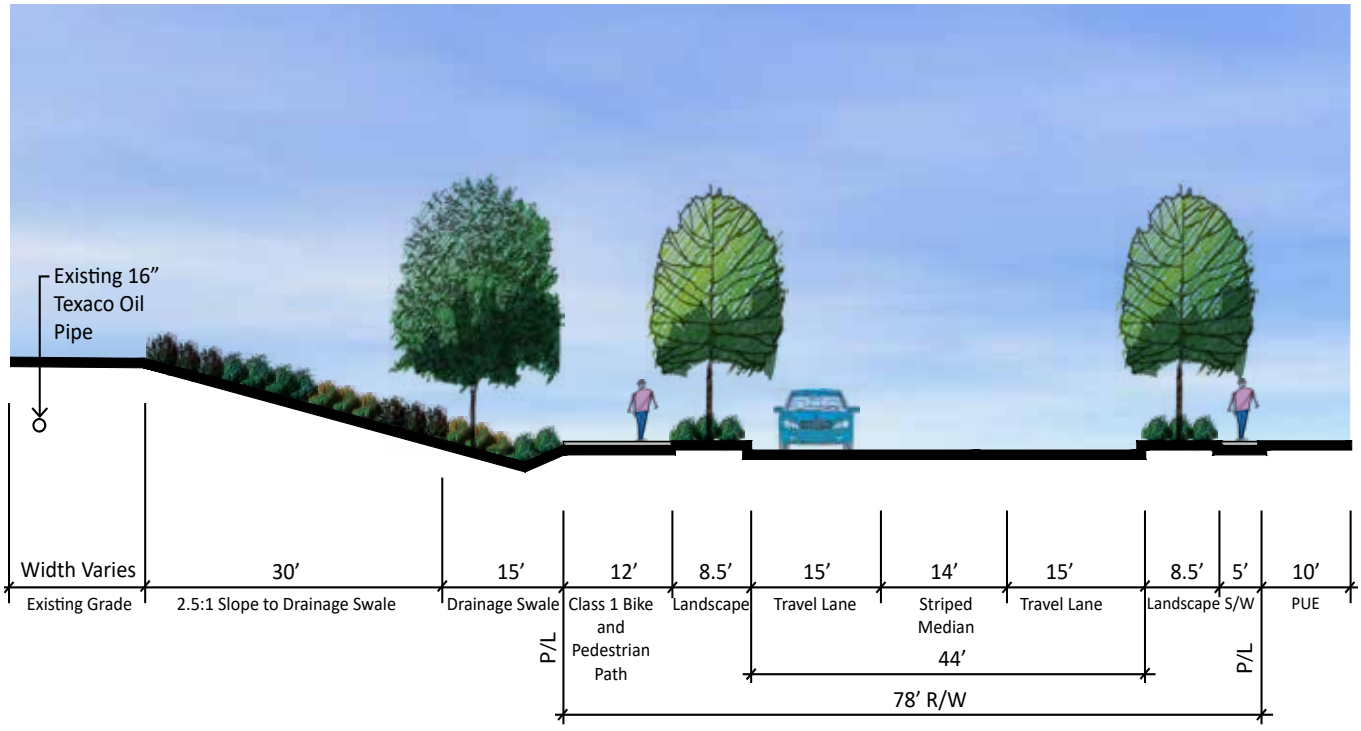


Figure 5.10, Conceptual Design for 2-Lane Local Industrial, Section E-E

- **C Street**
  C Street extends from A Street East to Bird Road, see Figure 5.8. C Street will provide access from the Bird Road interchange to the eastern development area from State Route 132. It includes two travel lanes, a turning lane median, and 8.5-foot landscaping strips on both sides of the street. C Street also includes a 12-foot Class I bicycle and pedestrian path on one side of the street and a 5-foot sidewalk on the opposite frontage, see Figure 5.13.

- **MacArthur Drive**
  MacArthur Drive will provide access from the City of Tracy to the Project site. MacArthur Drive within the Project site extends from A Street to B Street, see Figure 5.8. The street includes two travel lanes, a 12-foot Class 1 bicycle and pedestrian path on the west side of the street, and 5-foot sidewalk on the opposite frontage to provide for a separate pedestrian and bicycle path from the travel lanes. MacArthur Drive includes a turning lane median, see Figure 5.11.

- **West University Street**
  West University Street will extend east of MacArthur Drive and terminate at a cul-de-sac at the western boundary of the university parcels. This local industrial street will include two travel lanes and a landscaped median, see Figure 5.12. West University Street will include a 12-foot Class I bicycle and pedestrian path on the south side of the road, which will provide a separate pedestrian and bicycle path to the university.

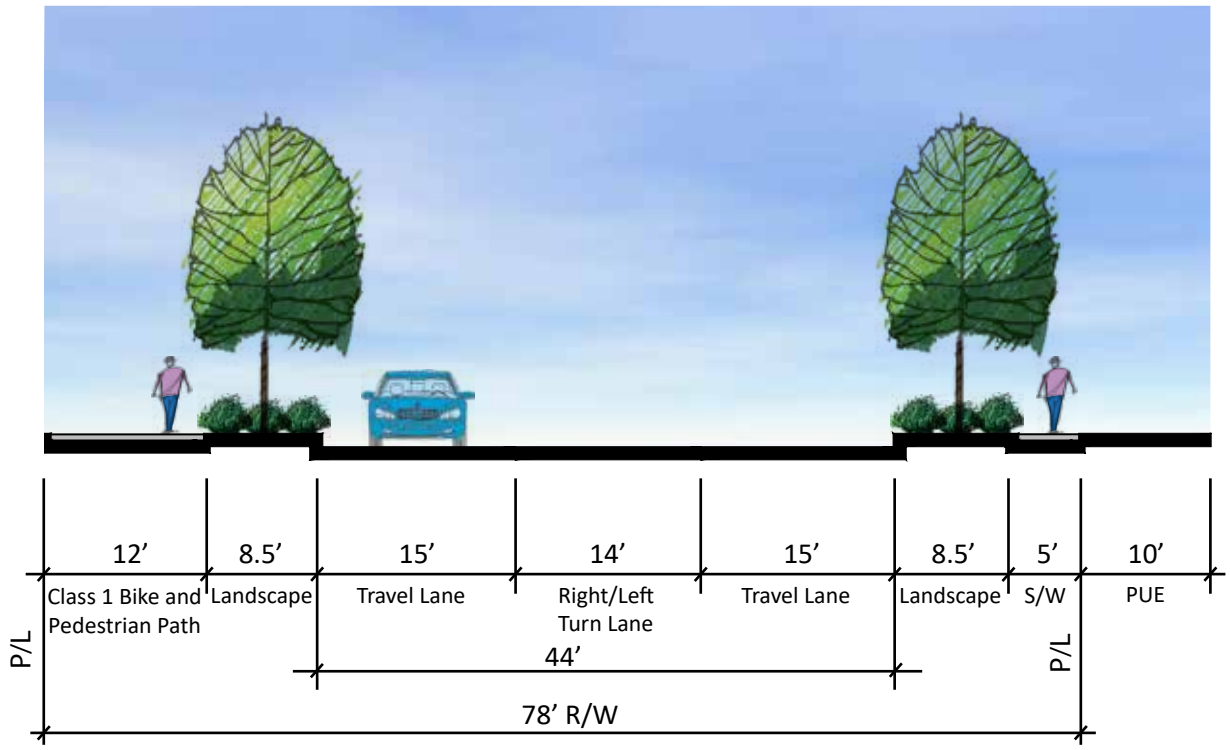


Figure 5.11, Conceptual Design for 2-Lane Local Industrial, Section F-F

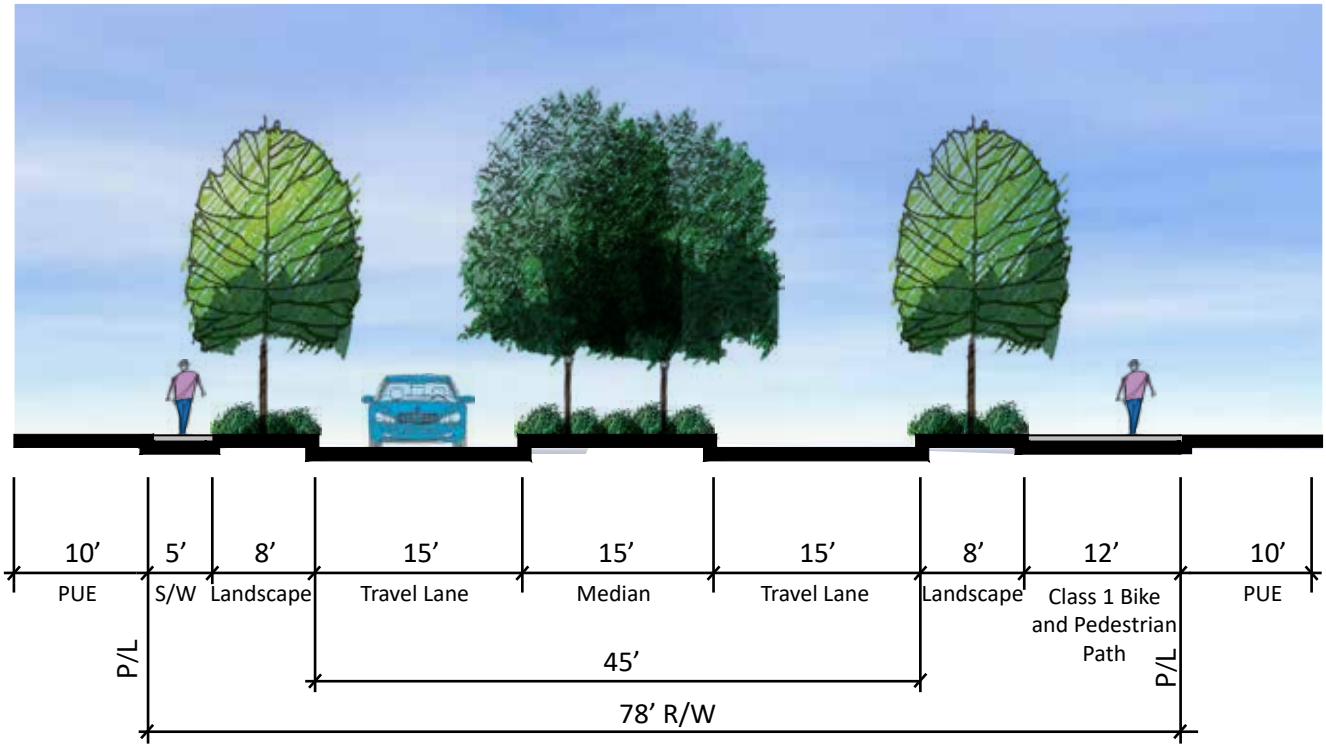


Figure 5.12, Conceptual Design for 2-Lane Local Industrial, Section G-G

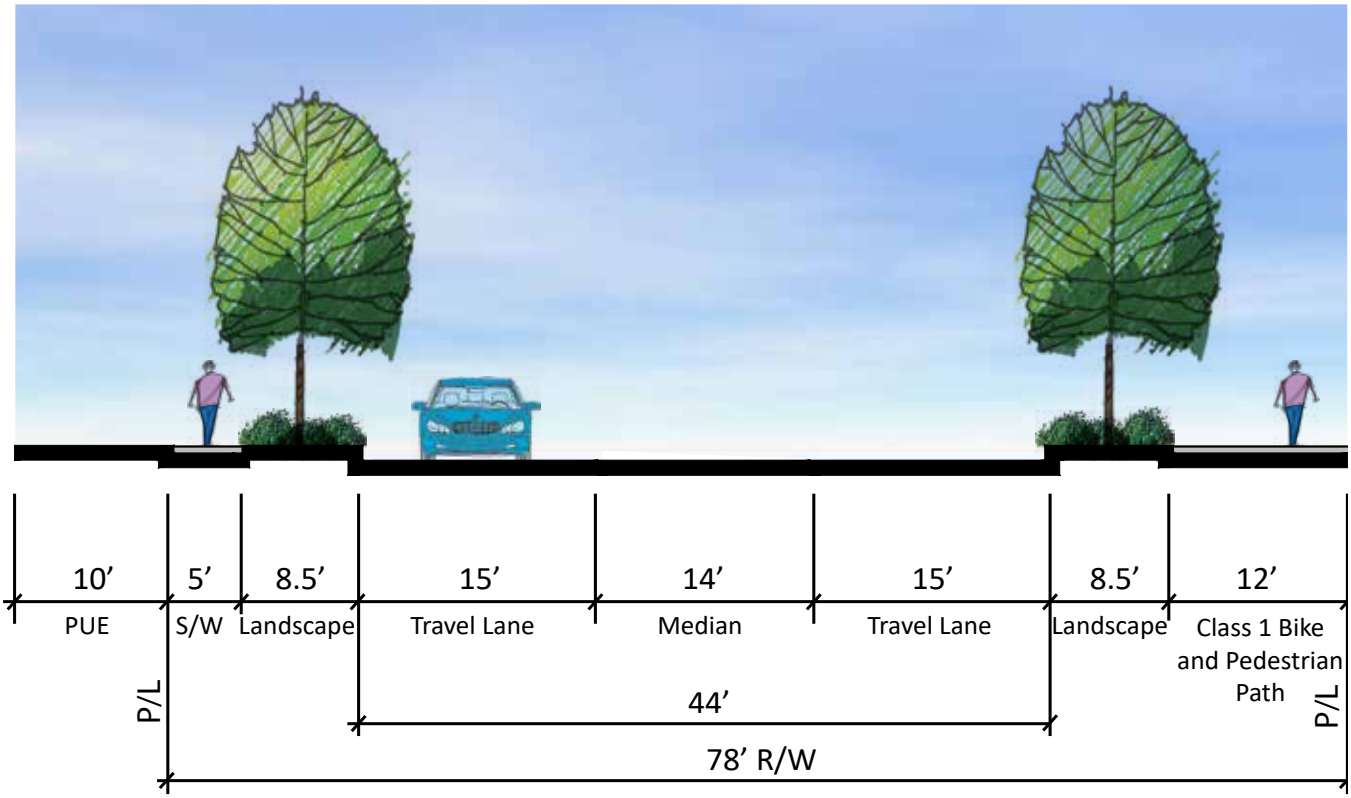


Figure 5.13, Conceptual Design for 2-Lane Local Industrial, Section H-H

- **Gateway Circle**
  Gateway Circle is a local industrial street and will include two travel lanes with a center median turn lane. It extends west from the California Aqueduct, then curves to run parallel to Chrisman Road before turning east and terminating in a cul-de-sac at the southeastern edge of the parcel, see Figure 5.8. A 5-foot pedestrian path will be included on the north and south side of the road, see Figure 5.14. A 7.5-foot landscape strip will create space for a landscaped corridor for a single row of trees within the right-of-way on both the north and south sides. Beyond the right-of-way, a 20-foot landscape setback is required adjacent to development to screen parking areas and large buildings.

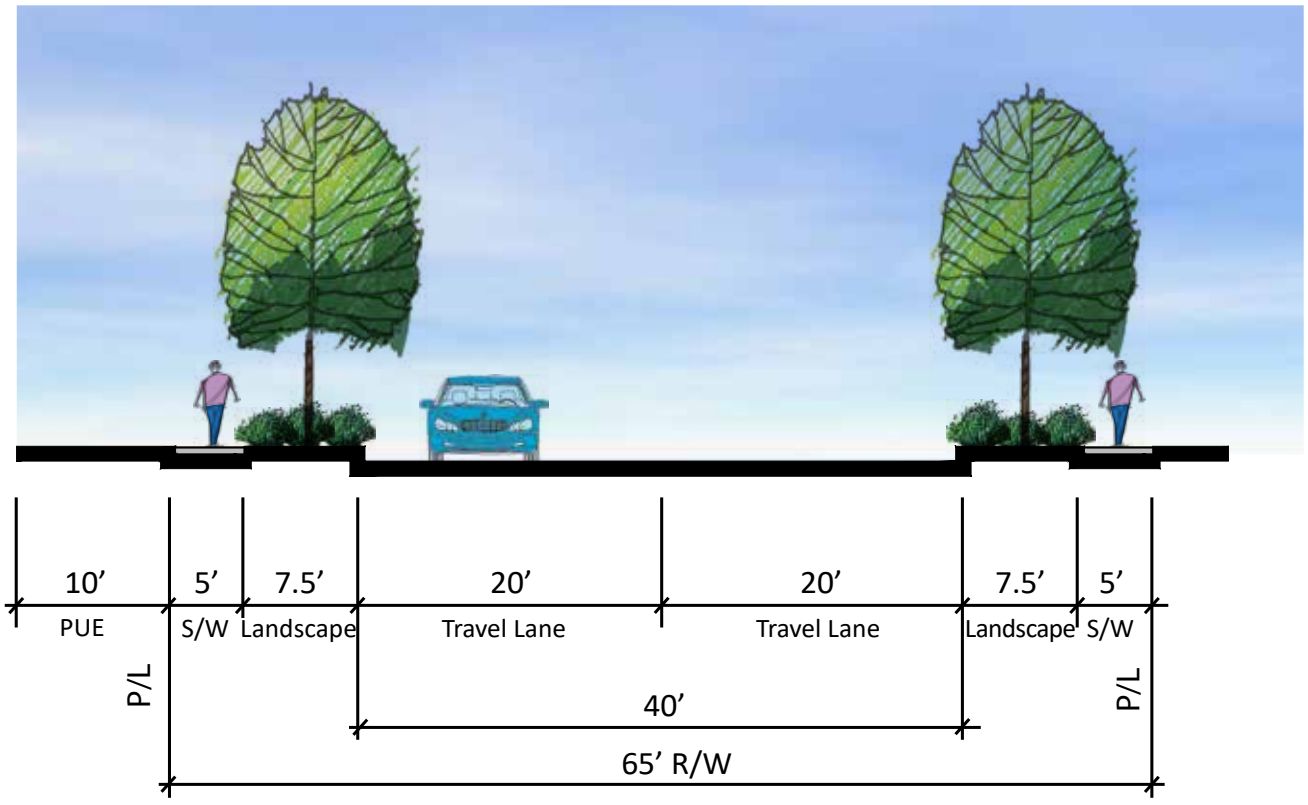


Figure 5.14, Conceptual Design for 2-Lane Local Industrial, Section I-I

Private Driveways
Internal driveways may be necessary to provide access to interior buildings by a private 40-foot driveway, see Figure 5.15. The private driveways will typically extend from the public street system and provide access to the on-site vehicle parking areas, truck courts, and warehouse buildings.

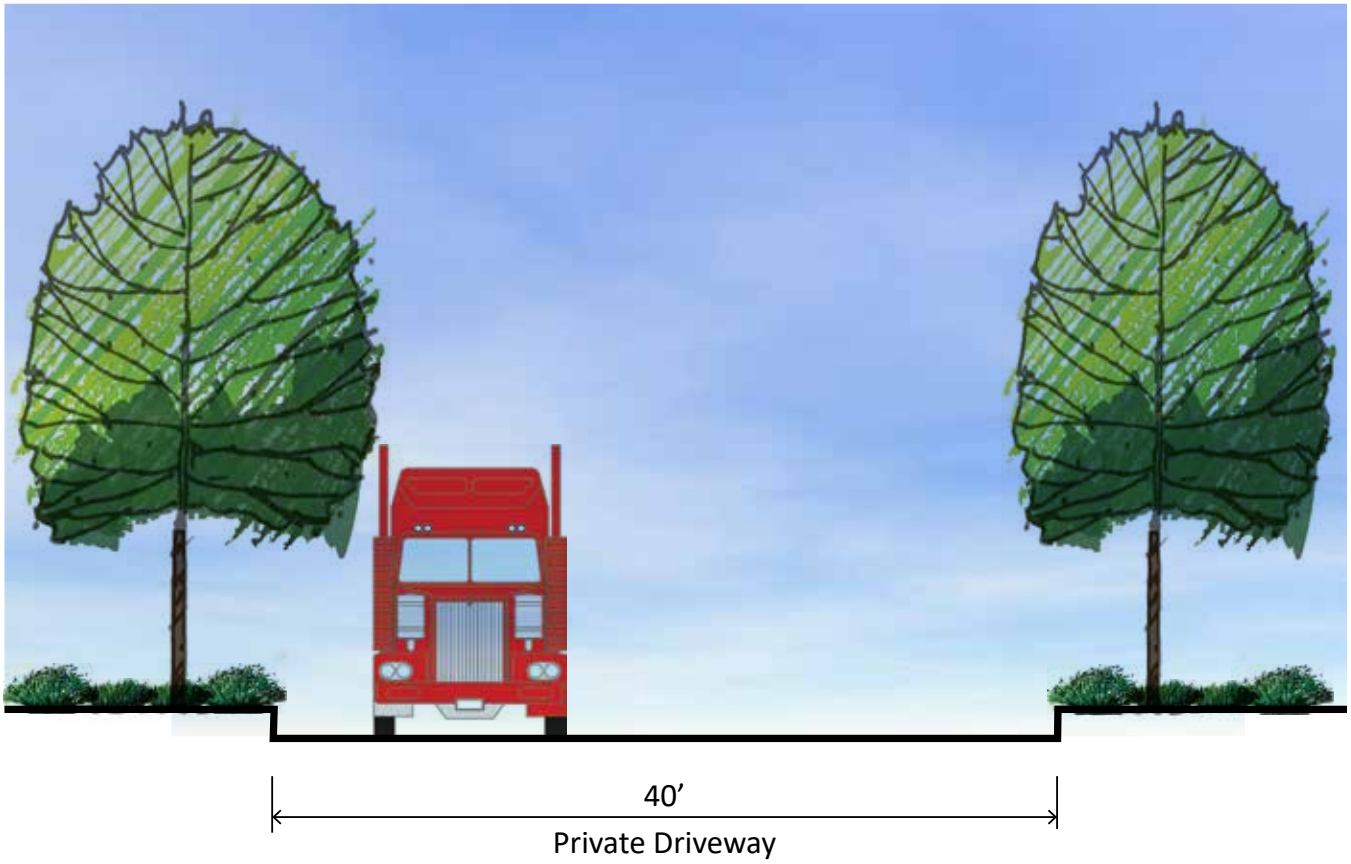


Figure 5.15, Private Driveway Section

5.3 EMPLOYEE BREAK AREAS

The Project design includes employee break areas, generally located near the office spaces of each building, providing employees with easy access to outdoor space. Crosswalks and/or sidewalks will offer a safe pathway to the break areas, and will provide tables, seating, and an overhead trellis structure for 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 area for employees, see Figure 5.16.

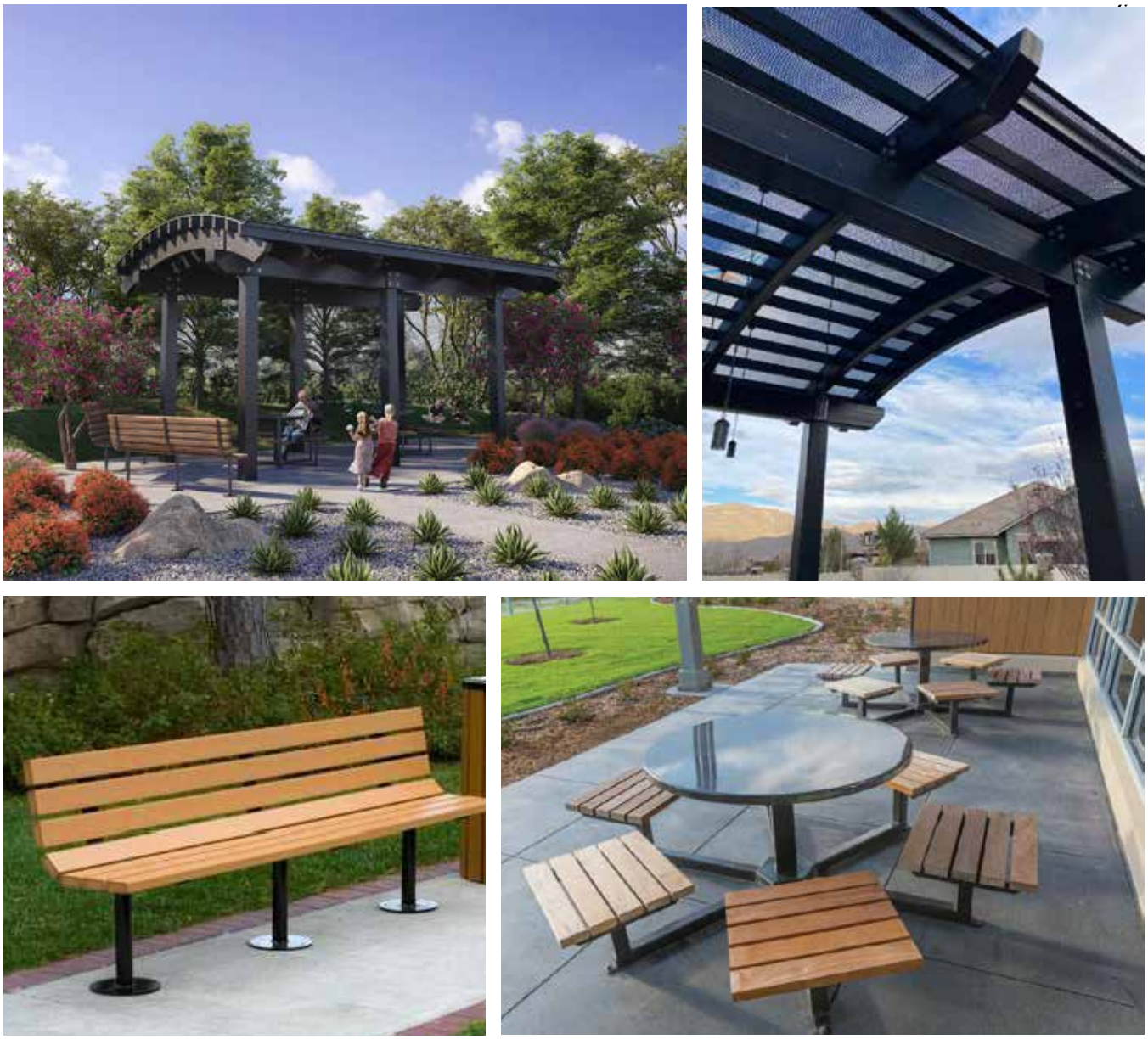


Figure 5.16, Typical Employee Break Area Design

5.4 STATE ROUTE 132 CORRIDOR LANDSCAPE

The corridor along State Route 132 is a key frontage that offers opportunities for enhancing the highway edge, adding visual interest, and establishing the branding for the Project, see Figure 5.17. Buildings along the State Route 132 corridor shall face the office uses and the short elevation(s) of the building to the highway. Buildings will not be allowed to face loading docks and truck courts parallel to the frontage. The landscape corridor will provide an additional 60-foot setback adjacent to the frontage and Street C. Vehicle parking shall be located adjacent to Street A to provide additional building setbacks to the highway and to assist in reducing the massing of the buildings. The landscape concept is subject to review and compliance with the San Joaquin County Habitat Conservation and mitigation requirements.

The landscape concept consists of groupings of evergreen trees planted in rows, which is inspired by the almond orchards surrounding the Project. A second row of trees arranged in a curvilinear pattern will extend the entire length of the corridor and will connect with the row tree planting to create a continuous design element that will unify the corridor design. Throughout the Project area, groupings of shrubs, grasses, and colorful understory planting will provide visual interest, and variable height berming will be used in addition to the tree row patterns. This will create height variation and dimension using the landscape. A majority of the plant palette will be evergreen species to provide a year-round landscape solution that supports the branding and visual appearance of the corridor aesthetic. The design concept is illustrated in Figures 5.21 through 5.23.



Figure 5.17, State Route 132 Landscape Corridor

Highway Pylon Signage

Three pylon signs will be installed over time along the State Route 132 corridor to enhance the Project's branding and to provide visual guidance to the main points of entry, see Figure 5.18. The pylon signs include an 80-foot-tall aluminum composite material (ACM) column element containing the Project name and logo, with halo illumination around the lettering and logo. A lower 50-foot-tall, ribbed metal vertical element and a smaller 25-foot-tall concrete wall will transition to the concrete base at grade level, see Figure 5.19. One sign will be located at Gateway Circle near the California Aqueduct to identify the main entrance to the Project at Chrisman Road. A second sign will be located at the midsection of State Route 132 at the intersection of B Street East and C Street. A third sign will be located at the secondary access point at C Street.

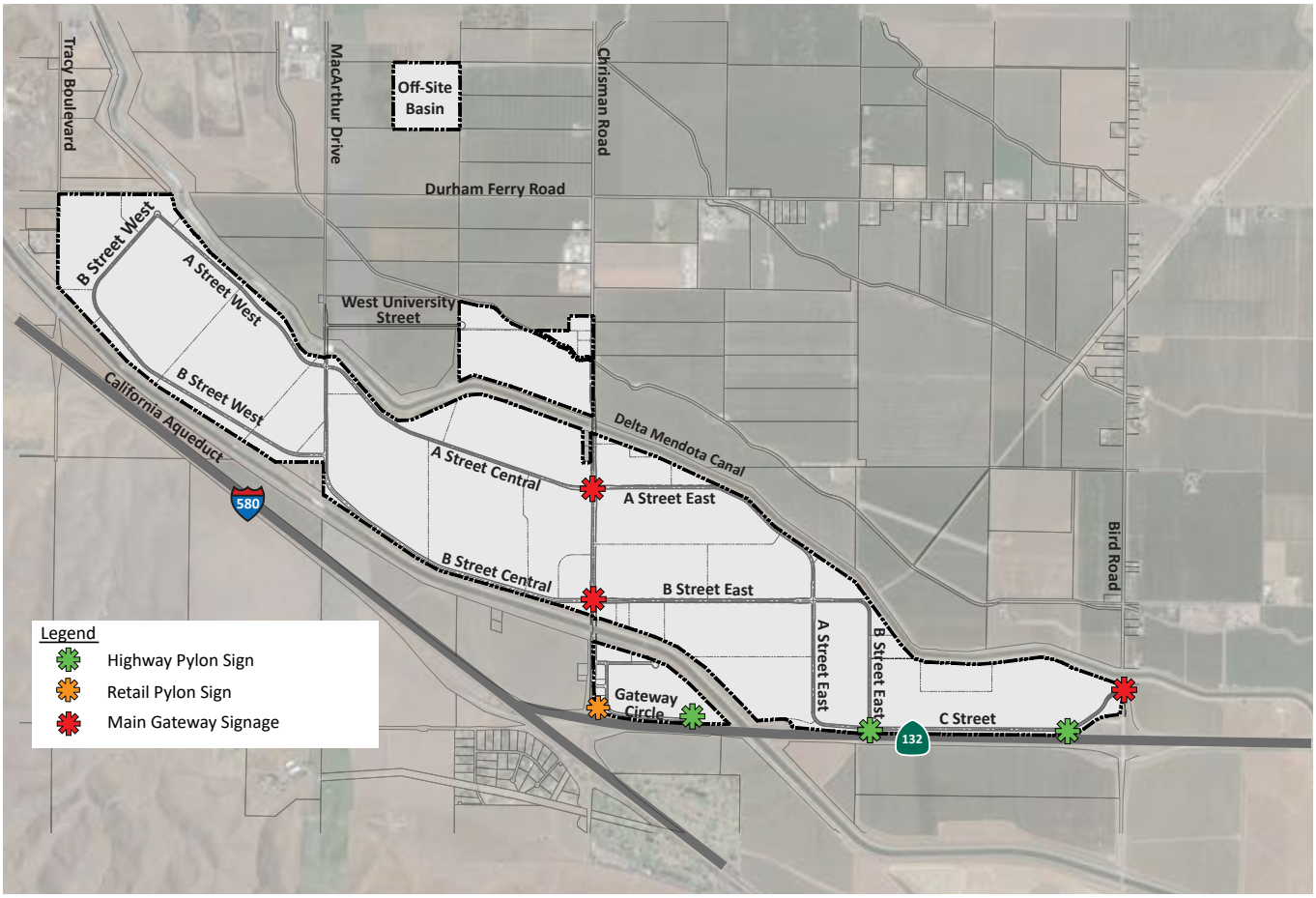


Figure 5.18, Pylon, Retail, and Main Gateway Signage Locations

State Route 132 Corridor Planting at Pylon/Retail Signs

Signage Planting

	Botanical Name	Common Name
Trees	*Aesculus carnea 'Briotii'*	Red Horse Chestnut
	Querous suber	Cork Oak
Shrubs	*Callistemon viminalis 'Little John'*	Little John Dwarf Bottlebrush
	Nerium oleander 'Little Red'	Little Red Dwarf Oleander
	Coleonema pulchellum 'Sunset Gold'	Golden Breath of Heaven
	Lavandula stoechas 'Otto Quast'	Otto Quast Spanish Lavender
Ground Cover	*Convolvulus mauritanicus*	Ground Morning Glory
	Rosa 'Meizorland'	White Drift Groundcover Rose

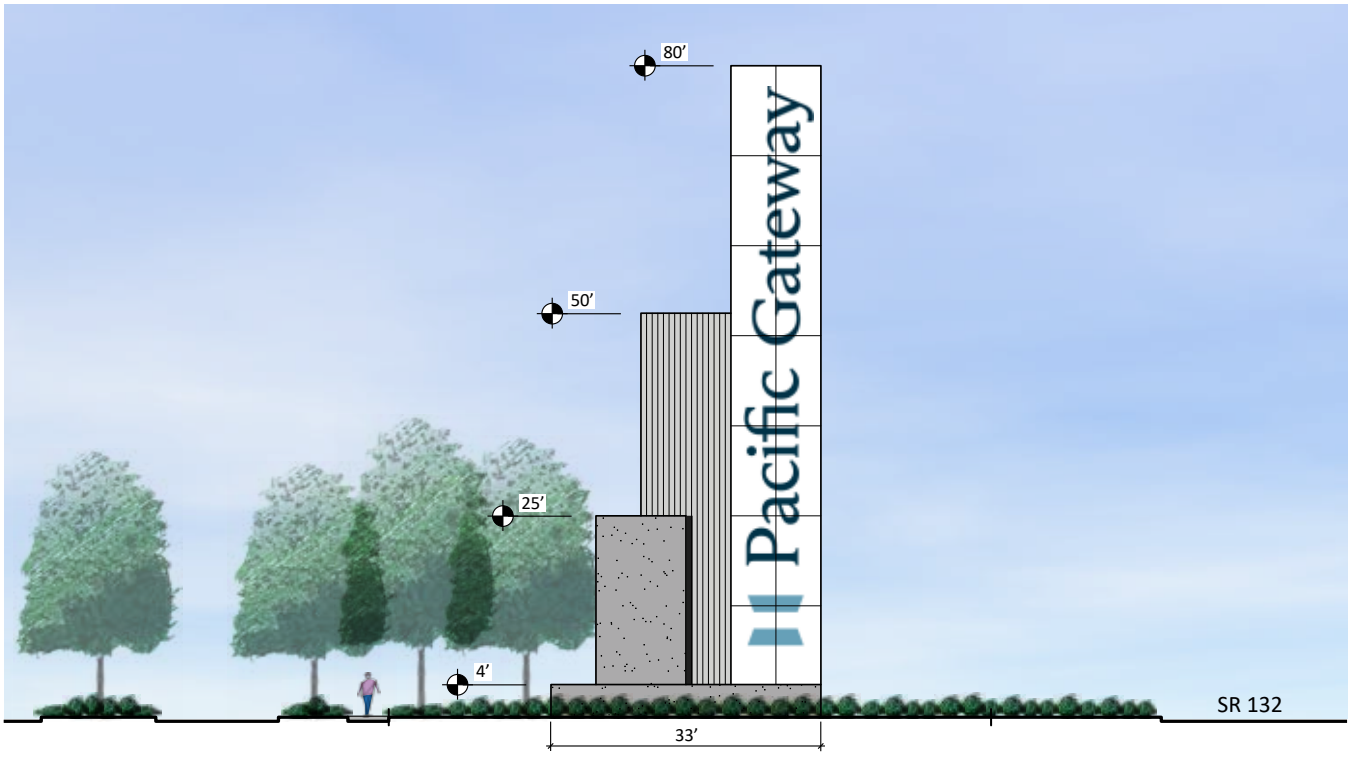


Figure 5.19, State Route 132 Pylon Sign

Retail Pylon Signage
A smaller 70-foot Retail Pylon sign may also be included for the retail commercial tenants located at the Chrisman Road interchange and State Route 132, see Figure 5.18. The signage design will include a 70-foot vertical element with a 40-foot secondary ribbed metal vertical element similar to the Highway Pylon Sign design and will include individual signage panels to identify tenants, see Figure 5.20.

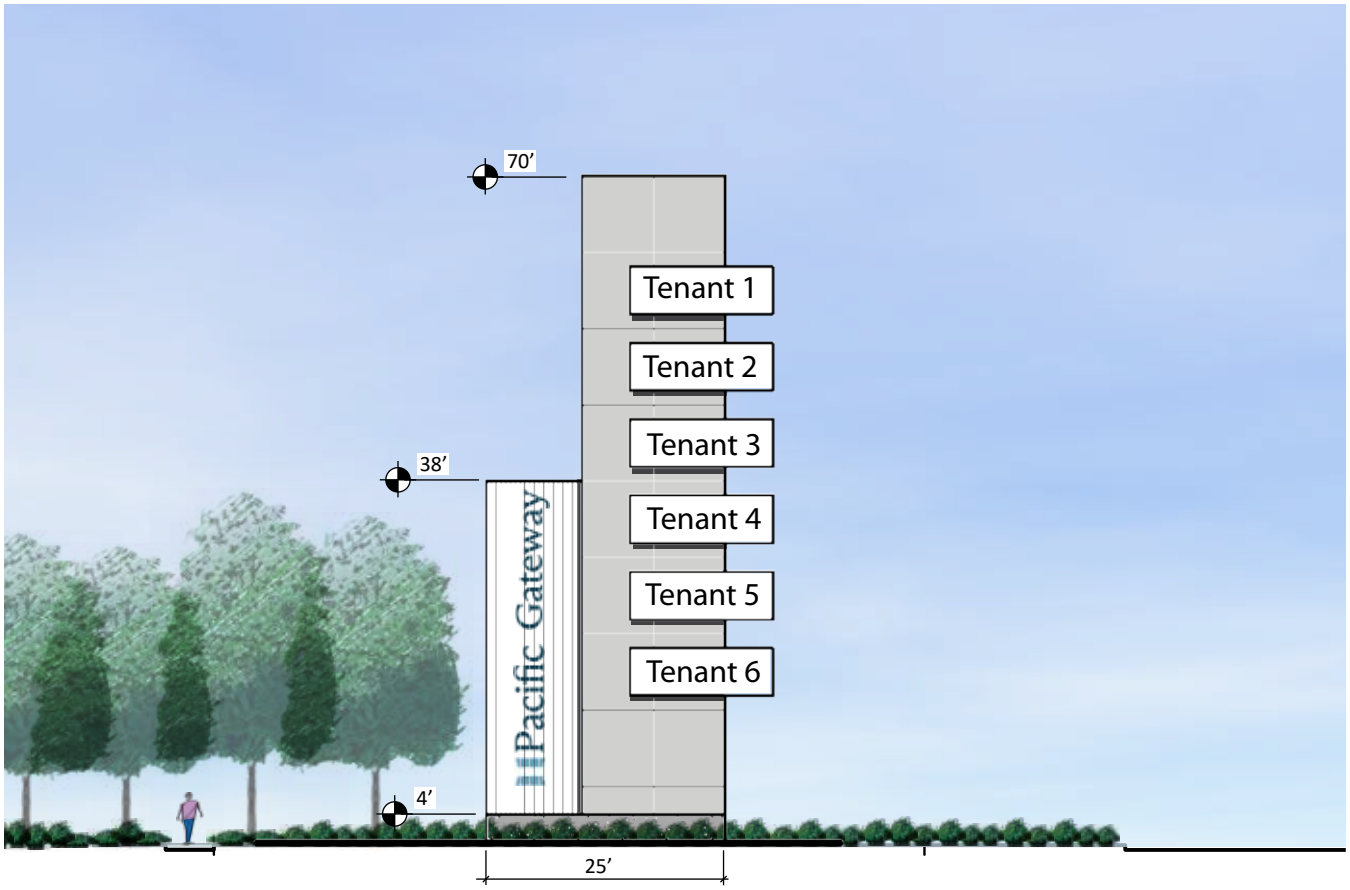
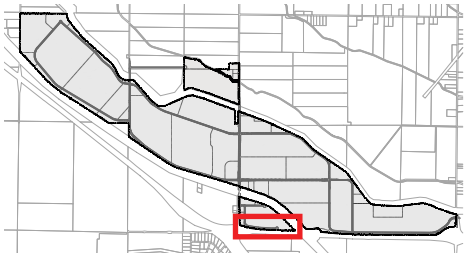


Figure 5.20, Retail Pylon Sign

State Route 132 Corridor Planting

	Botanical Name	Common Name
Trees	*Quercus virginiana 'Sky Climber'*	Sky Climber Live Oak
	Quercus ilex	Holly Oak
	Pistacia chinensis 'Keith Davey'	Keith Davey Chinese Pistache
	Lagerstroemia indica 'Arapaho'	Red Crape Myrtle
	Arbutus x 'Marina'	Marina Strawberry Tree
	Olea europaea 'Swan Hill'	Swan Hill Olive
Shrubs	*Olea europaea 'Little Ollie'*	Little Ollie Dwarf Olive
	Rhus ovata	Sugar Bush
	Phlomis fruticosa	Jerusalem Sage
	Punica granatum 'Nana'	Dwarf Pomegranate
	Westringia fruticosa 'Blue Gem'	Blue Gem Coast Rosemary
	Grevillea rosmarinifolia	Rosemary Grevillea
Ornamental Grass/Grass-Like Perennial	*Festuca mairei*	Atlas Fescue
	Lomandra longifolia 'Lime Tough'	Lime Tough Dwarf Mat Rush
Ground Cover	*Ceanothus g.h. 'Diamond Heights'*	Diamond Heights Ceanothus
	Rosa 'Meigalpio'	Red Drift Groundcover Rose
	Rosmarinus officinalis 'Prostratus'	Dwarf Rosemary



Key Map

Conceptual Design Legend

A. Retail Pylon Sign
B. Chrisman Road Interchange
C. Trees Planted in Agrarian Rows
D. Color Accent Trees
E. Ornamental Grasses
F. Highway Project Sign
G. Color Shrubs
H. Medium Height Shrubs to Provide Screening
I. Variable Height Berming

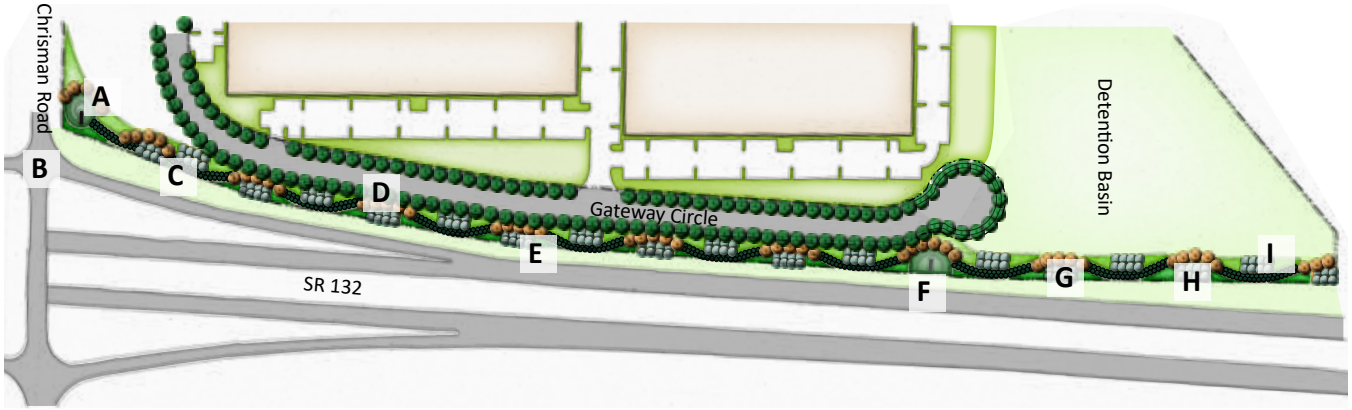
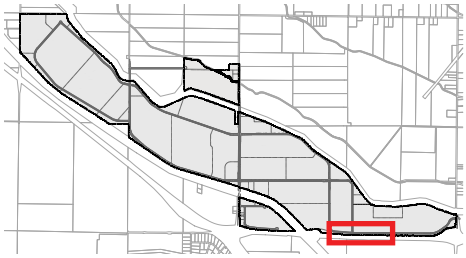


Figure 5.21, State Route 132 Corridor West Landscape

Conceptual Design Legend

A. Color Accent Trees
B. Trees Planted in Agrarian Rows
C. Highway Project Sign
D. Ornamental Grasses
E. Color Shrubs
F. Medium Height Shrubs to Provide Screening
G. Variable Height Berming



Key Map

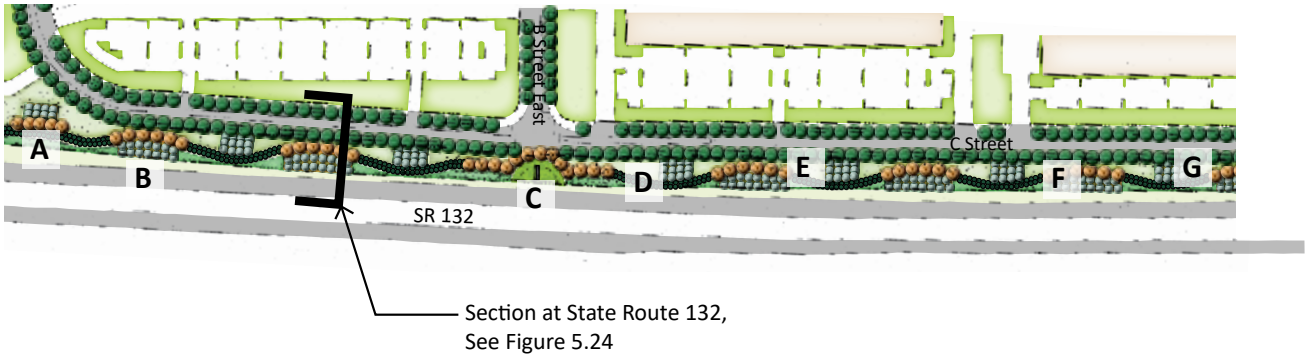


Figure 5.22, State Route 132 Corridor East Landscape

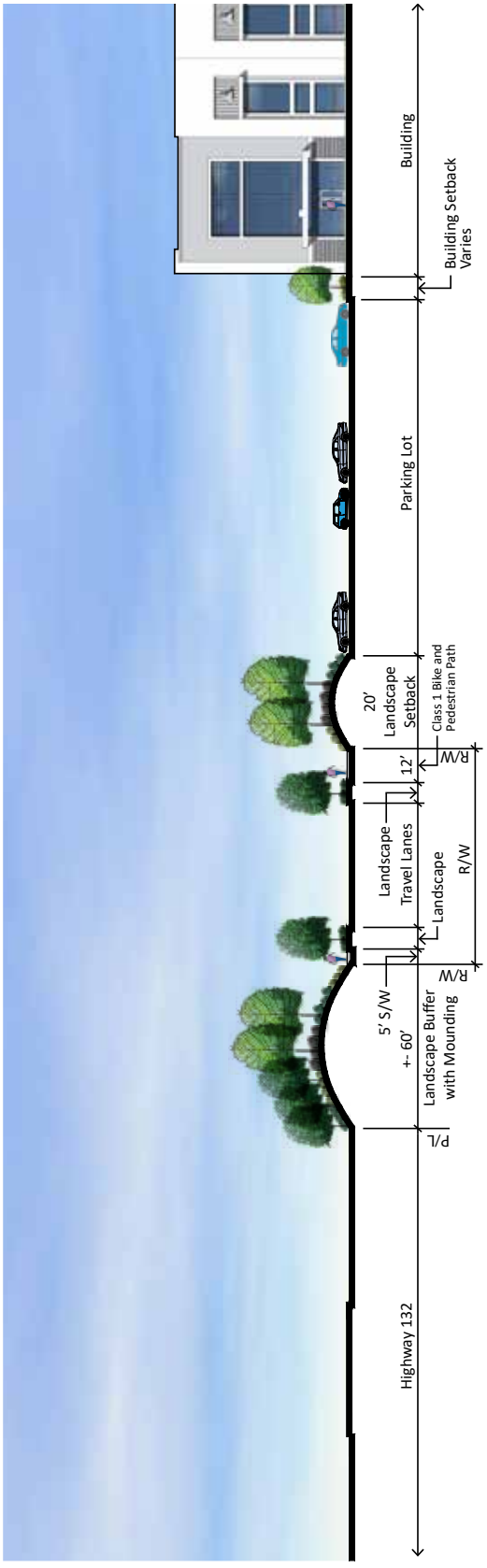


Figure 5.23, Section at State Route 132 Frontage

5.5 GATEWAY LANDSCAPE WITH MAIN PROJECT ENTRY SIGNAGE

Chrisman Road at B Street Gateway

Signage and landscape at the northern street corners of Chrisman Road at B Street will create the main Project entry and gateway experience from State Route 132, see Figure 5.24. Two signage elements will frame the street and denote the main gateway into the Project. The signage will feature three vertical column elements of varying heights, a water feature with vertical spray jets, and two terraced walls to create a bold entry statement, see Figures 5.25-5.27. The landscape concept consists of colored accent planting in the foreground, landscape planting with varied textures and heights planted on the terraced walls to create a visual layering appearance to the design. A backdrop of accent trees and vertical canopy trees will anchor the corner design and provide another layer of texture, see Figure 5.28.

The southern corners of Chrisman Road at B Street will complement the northern corners without signage and the water feature. A similar design of two terraced walls and landscape consisting of colored accent planting in the foreground, landscape planting with varied textures and heights planted on the terraced walls will complement and complete the design of all four corners. As above, a backdrop of accent trees and vertical canopy trees will anchor the corner design and provide another layer of texture and enhancement of the corner.

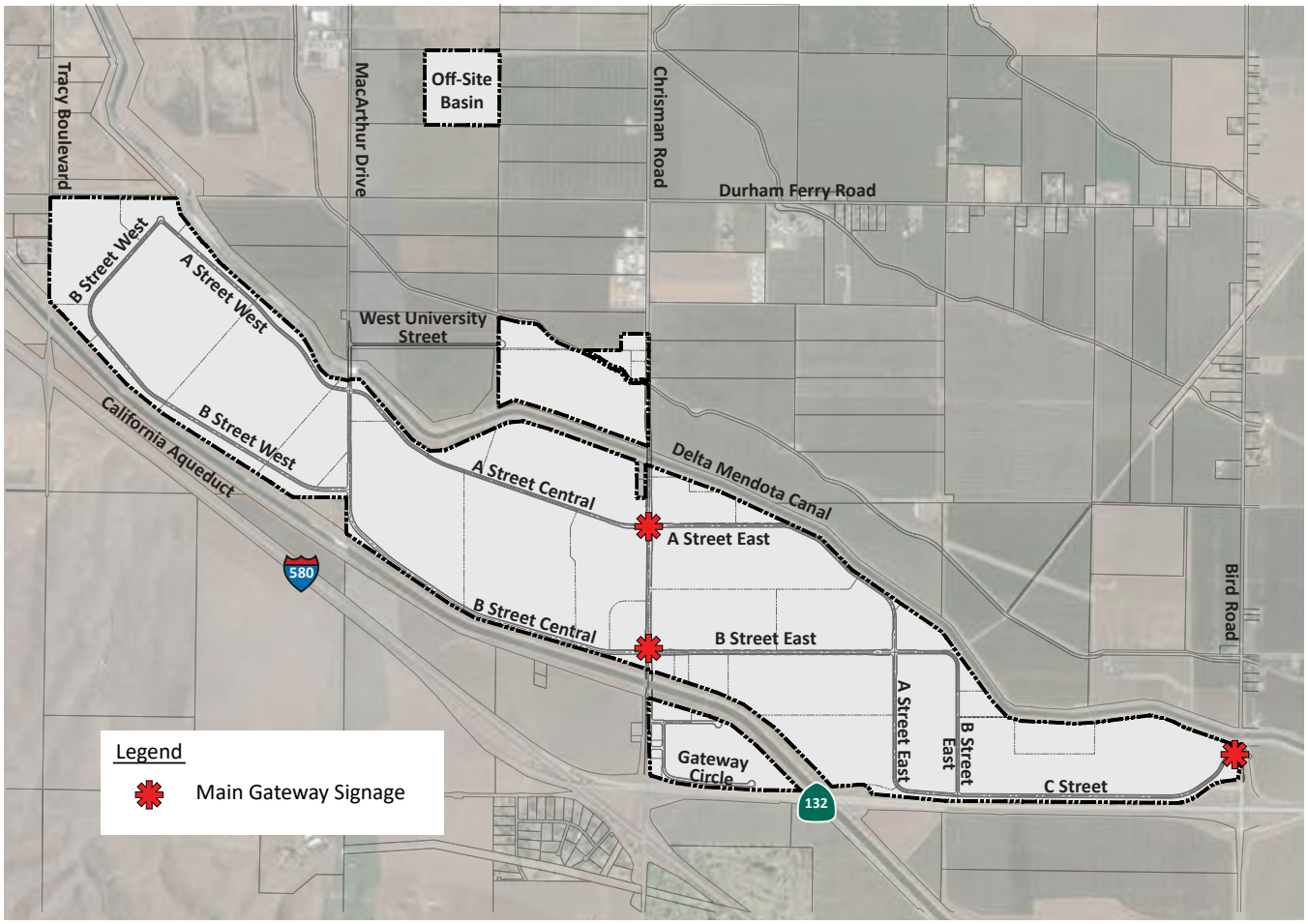


Figure 5.24, Gateway Signage Locations

Chrisman Road at A Street Gateway
A second Project entry and gateway will also be created at the north Project boundary at the intersection of Chrisman Road and A Street, see Figure 5.24. Similar to the southern entry experience, two signage elements will frame the southern street corners and denote a main gateway into the Project. The design will utilize the same signage design, a water feature with vertical spray jets, and two terraced walls to create a bold entry statement. The landscape concept will also be similar with colored accent planting in the foreground, landscape planting with varied textures and heights planted on the terraced walls to create a visual layering design. A backdrop of accent trees and vertical canopy trees will also be used to anchor the corner design and provide another element of texture.

The northern corners of Chrisman Road at A Street will mirror the southern corners without signage and the water feature. A similar design of terraced walls and landscape consisting of colored accent planting in the foreground, landscape planting with varied textures and heights planted on the terraced walls will complement and complete the corner design.

Bird Road at C Street Gateway
A third Project entry and gateway will also be created at the eastern Project boundary at the intersection of C Street and Bird Road, see Figure 5.24. As with the other entries described above, two signage elements will frame the street corners and denote a third main gateway into the Project. While the overall design intent and branding will remain consistent across all three gateway locations, the sign and landscape configuration at the C Street and Bird Road entry may be modified slightly to respond to site-specific conditions, property boundaries, and final landscape design.

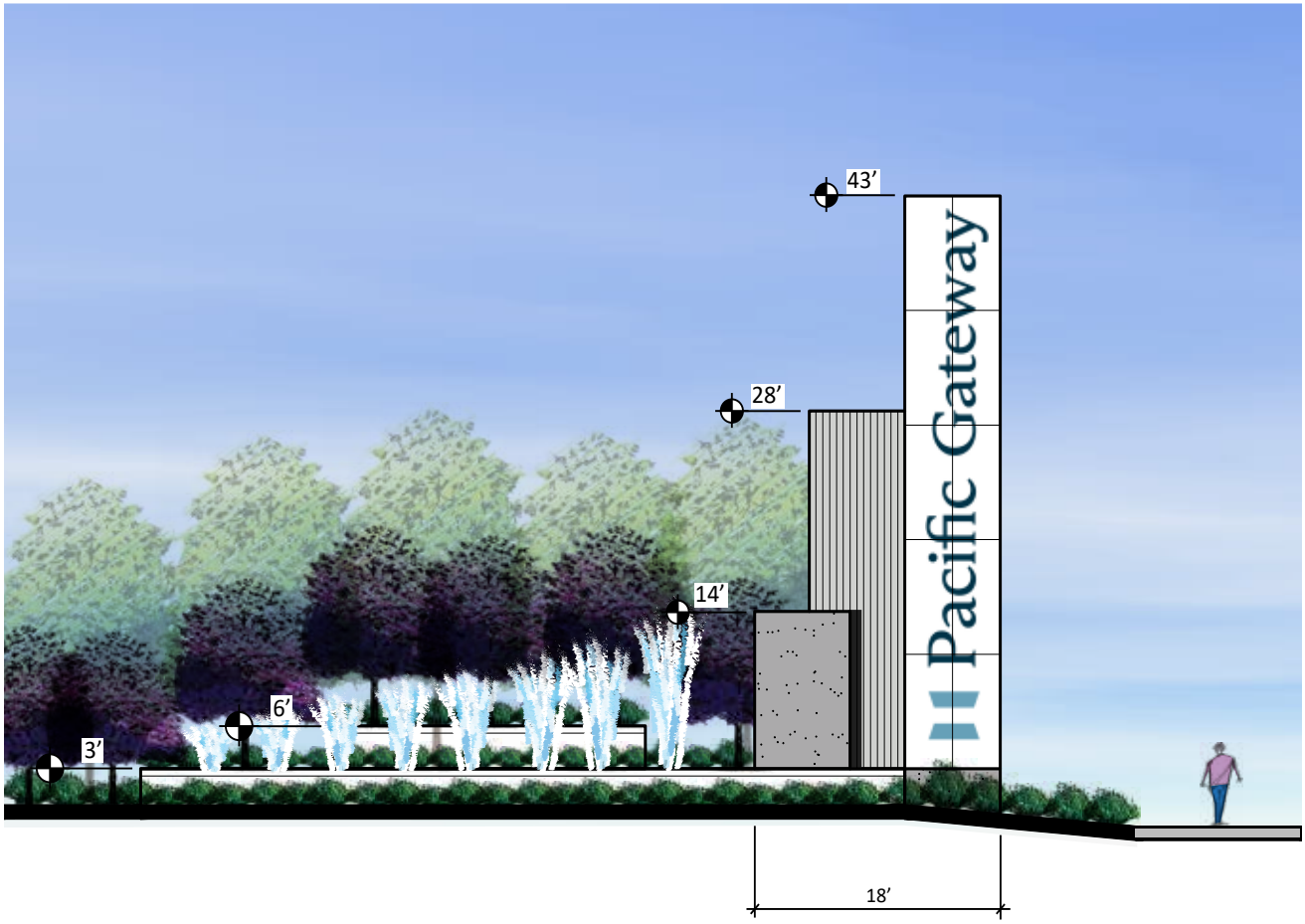


Figure 5.25, Gateway Sign



Figure 5.26, Entry Gateway Signage at Chrisman Road

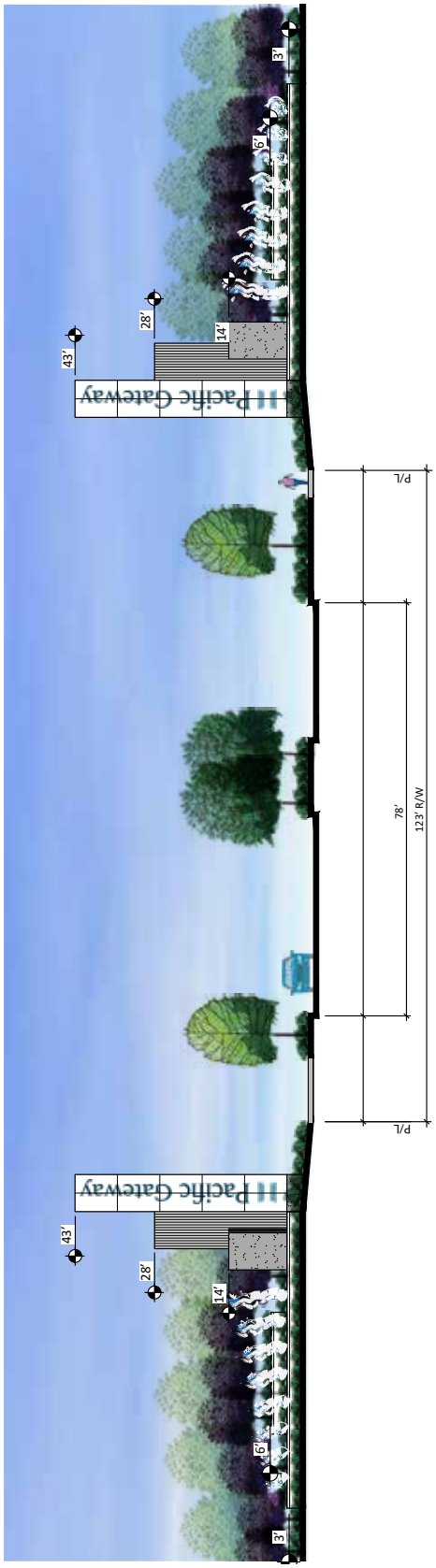
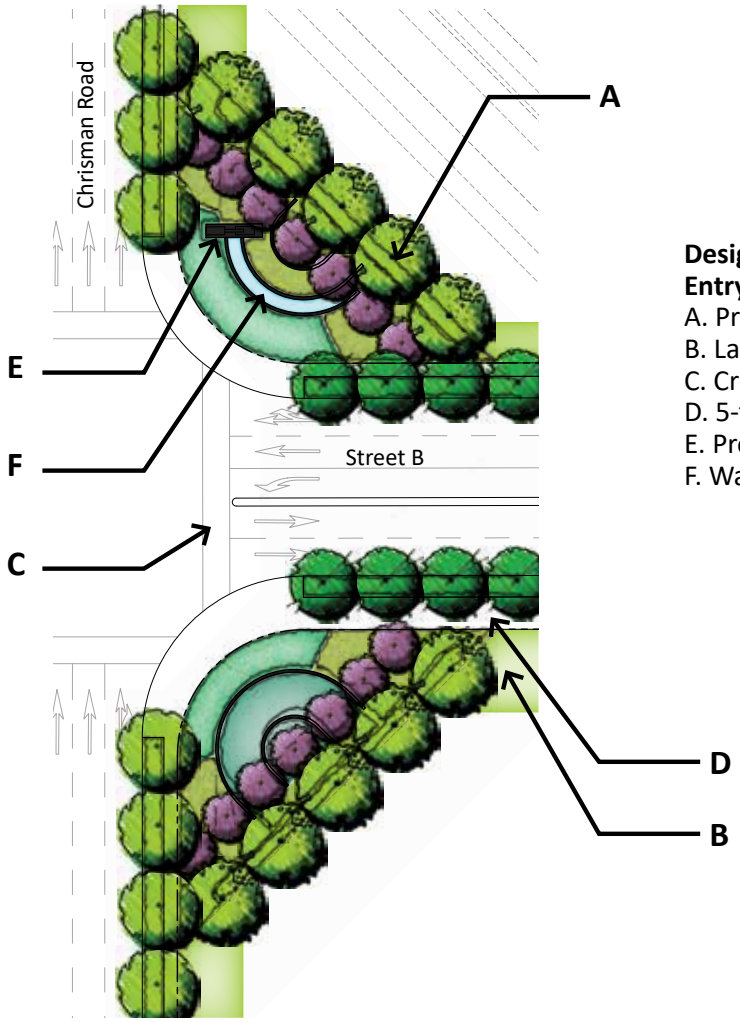


Figure 5.27 Main Gateway Entry at Chrisman Road

Typical Gateway Signage Entry Landscape Corner

	Botanical Name	Common Name
Trees	*Magnolia grandiflora 'Saint Mary'*	Saint Mary Southern Magnolia
	Lagerstroemia indica 'Muskogee'	Lavender Flowering Crape Myrt
	Pyrus calleryana 'Chanticleer'	Chanticleer Ornamental Pear
Shrubs	*Coleonema pulchellum 'Sunset Gold'*	Golden Breath of Heaven
	Lavandula stoechas 'Otto Quast'	Otto Quast Spanish Lavender
	Callistemon viminalis 'Little John'	Little John Dwarf Bottlebrush
	Berberis thunbergii 'Rose Glow'	Rose Glow Japanese Barberry
	Salvia sylvestris 'May Night'	May Night Sage
Ground Cover	*Convolvulus mauritanicus*	Ground Morning Glory
	Lantana camara 'Yellow Trailing'	Yellow Trailing Lantana
	Nepeta × faassenii 'Walker's Low'	Walker's Low Catmint
Grass/Perennial	*Lomandra longifolia 'Lime Tough'*	Lime Tough Dwarf Mat Rush



Design Elements for Landscape with Main Project Entry Signage
A. Property Line, typ.
B. Landscape Setback
C. Crosswalk, typ.
D. 5-foot Sidewalk or 12-foot Class 1 Bicycle Path
E. Project Gateway Sign
F. Water Feature with Fountain Jets

Figure 5.28, Conceptual Design for Gateway Landscape

5.6 INTERSECTION LANDSCAPE WITH SECONDARY ENTRY SIGNAGE

Secondary entries will mark the minor intersection entries into the Project site from MacArthur Drive at A Street Central, and B Street at MacArthur Drive see Figure 5.29. Signage for these secondary entrances will be enhanced with accent planting, including columnar trees as a backdrop and low-accent color evergreen and ornamental grasses in the foreground. The design concept is illustrated in Figures 5.30-5.32.

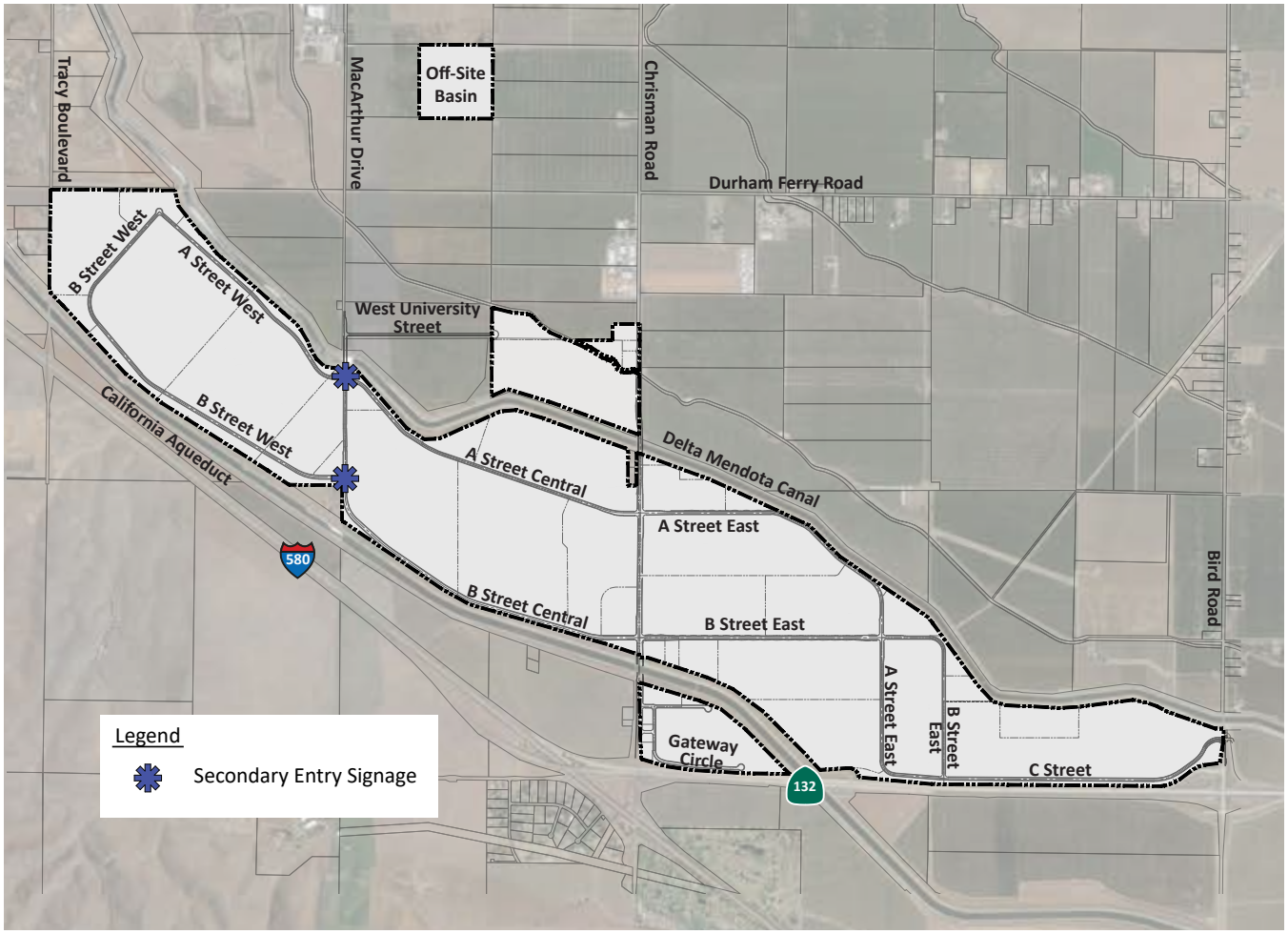


Figure 5.29, Secondary Entry Signage Intersection Locations

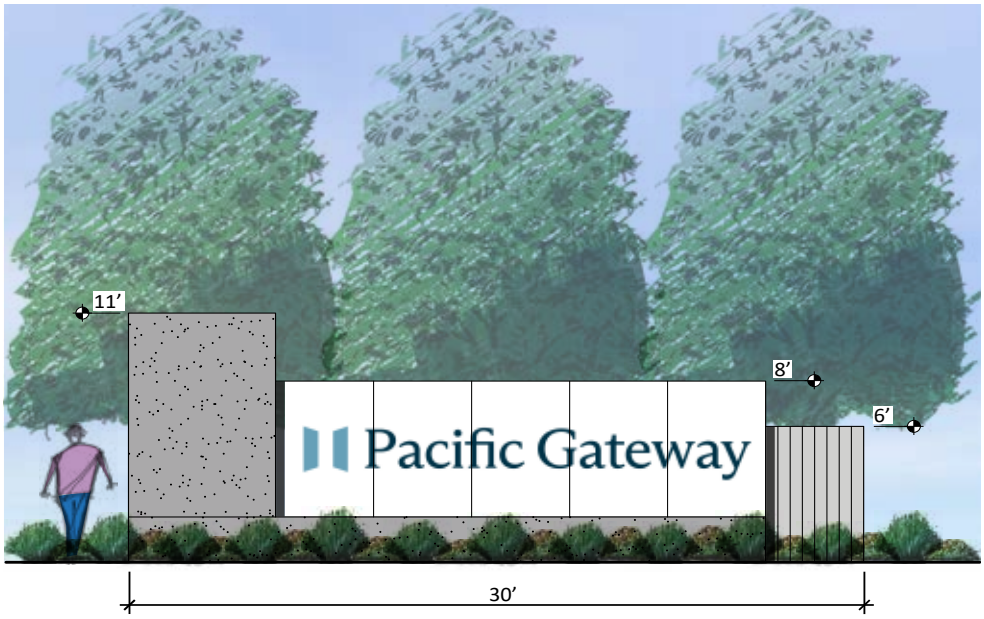


Figure 5.30, Secondary Entry Signage

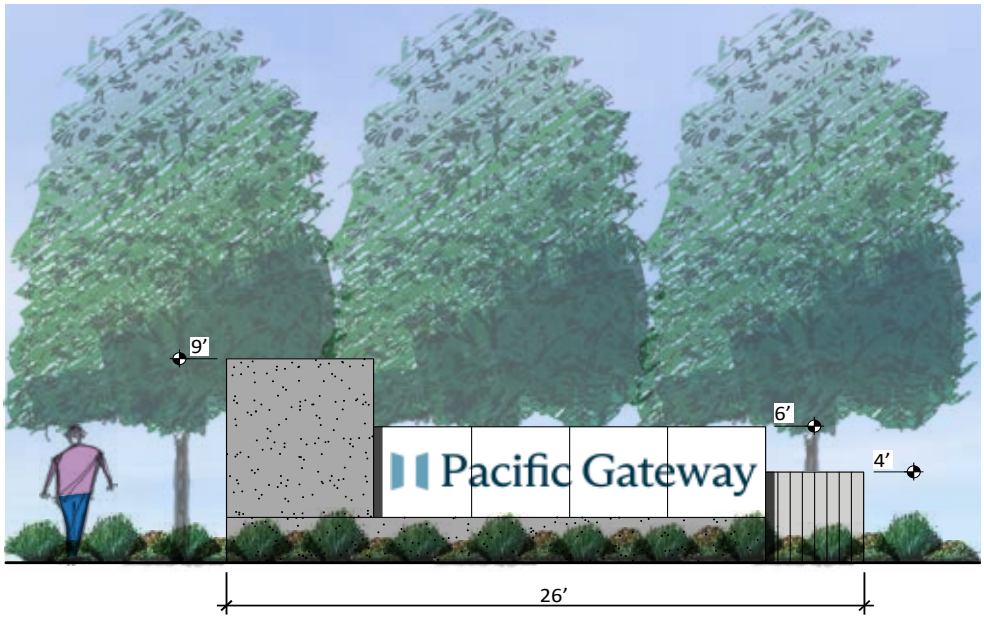


Figure 5.31, Alternative Secondary Entry Signage

Typical Secondary Signage Entry Landscape Corner

	Botanical Name	Common Name
Trees	*Magnolia grandiflora 'Saint Mary'*	Saint Mary Southern Magnolia
	Lagerstroemia indica 'Muskogee'	Lavender Flowering Crape Myrt
Shrubs	*Grevillea rosmarinifolia*	Rosemary Grevillea
	Nerium oleander 'Little Red'	Little Red Dwarf Oleander
	Coleonema pulchellum 'Sunset Gold'	Golden Breath of Heaven
	Lavandula stoechas 'Otto Quast'	Otto Quast Spanish Lavender
Ground Cover	*Lantana camara 'New Gold'*	New Gold Lantana
	Nepeta × faassenii 'Walker's Low'	Walker's Low Catmint

Design Elements for Landscape with Secondary Entry Signage

A. Property Line, typ.
B. Landscape Setback, typ.
C. Crosswalk, typ.
D. 5-foot Sidewalk or 12-foot Class 1 Bicycle Path
E. Project Entry Signage
- Materials and Design per Figure 5.30

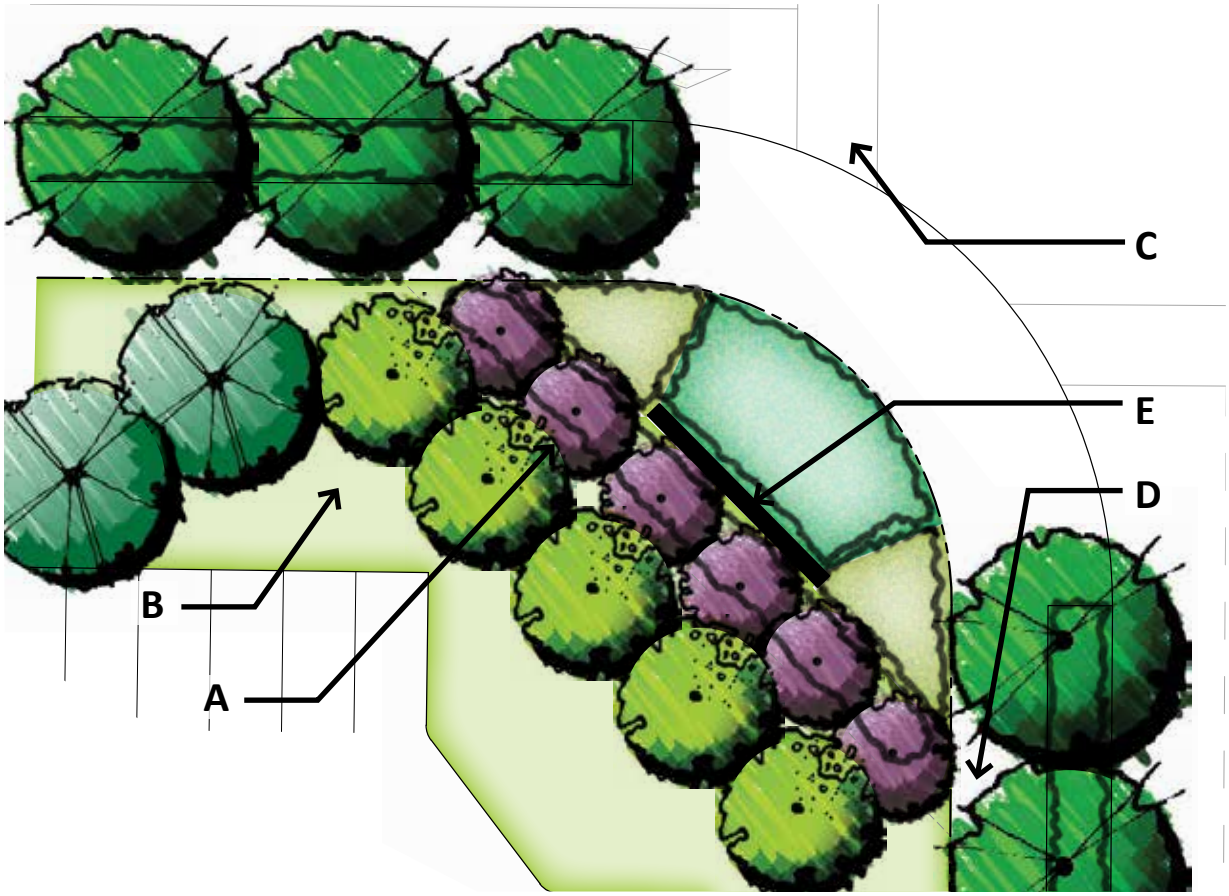


Figure 5.32, Conceptual Design for Secondary Entries with Signage

5.7 INTERSECTION LANDSCAPE WITHOUT SIGNAGE

Reinforcing the intersection circulation and hierarchy, corners without signage will receive a similar landscape treatment to the secondary entry intersections and will not include signage, see Figure 5.33. The intersections will use the same accent planting approach, including columnar trees as a backdrop and low-accent color evergreen and ornamental grasses in the foreground. The design concept is illustrated in Figure 5.34.

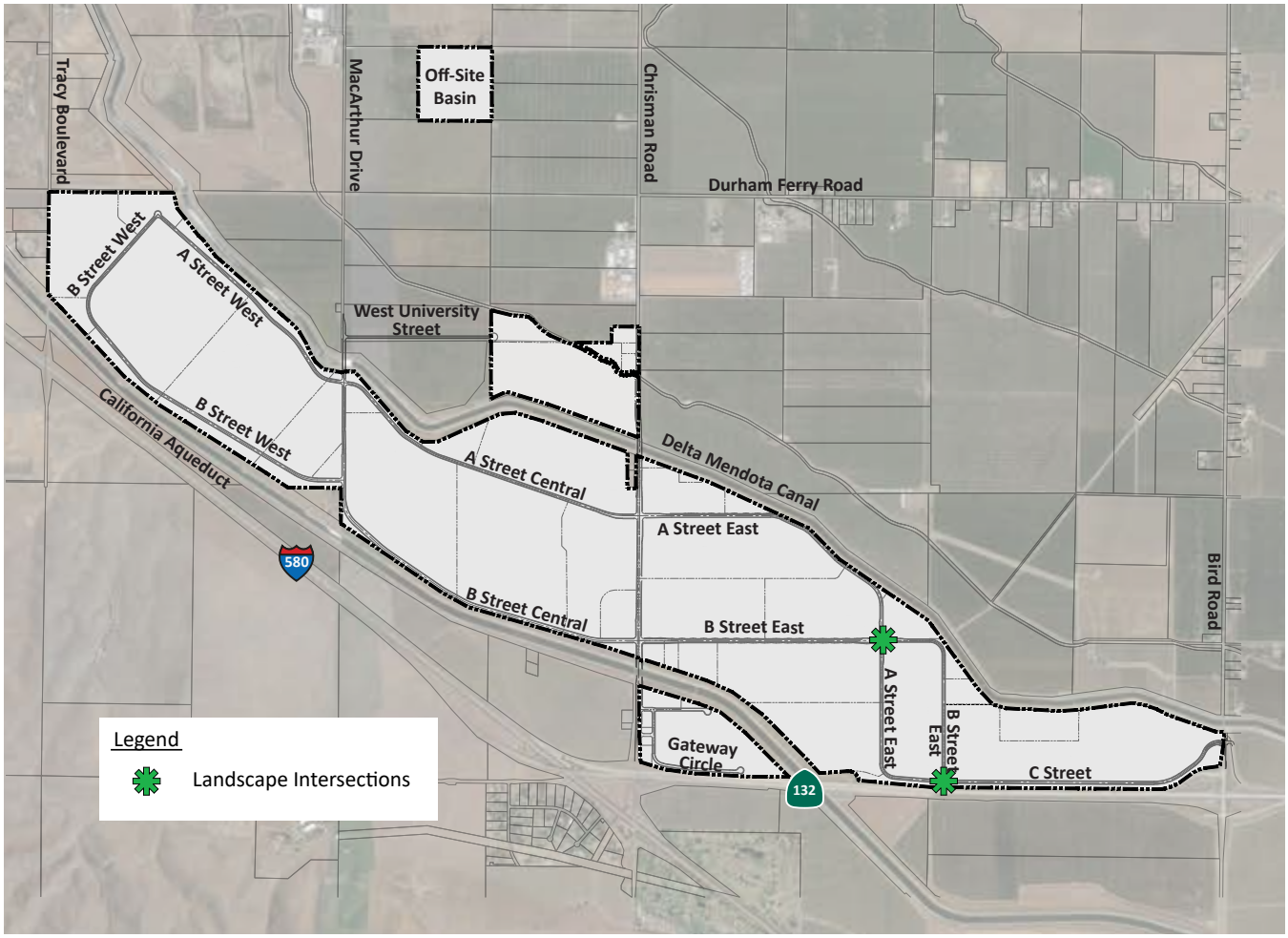


Figure 5.33, Landscape Intersection Locations

Typical Intersection Corner Landscape

	Botanical Name	Common Name
Trees	*Magnolia grandiflora 'Saint Mary'*	Saint Mary Southern Magnolia
	Lagerstroemia Indica 'Muskogee'	Lavender Flowering Crape Myrt
Shrubs	*Grevillea rosemarinifolia*	Rosemary Grevillea
	Nerium oleander 'Little Red'	Little Red Dwarf Oleander
	Coleonema pulchellum 'Sunset Gold'	Golden Breath of Heaven
	Lavandula stoechas 'Otto Quast'	Otto Quast Spanish Lavender
Ground Cover	*Lantana camara 'New Gold'*	New Gold Lantana
	Nepeta × faassenii 'Walker's Low'	Walker's Low Catmint

Design Elements for Intersection Landscape (No Signage)

A. Property Line, typ.
B. Landscape Setback, typ.
C. Crosswalk, typ.
D. 5-foot Sidewalk or 12-foot Class 1 Bicycle Path
E. Backdrop Trees

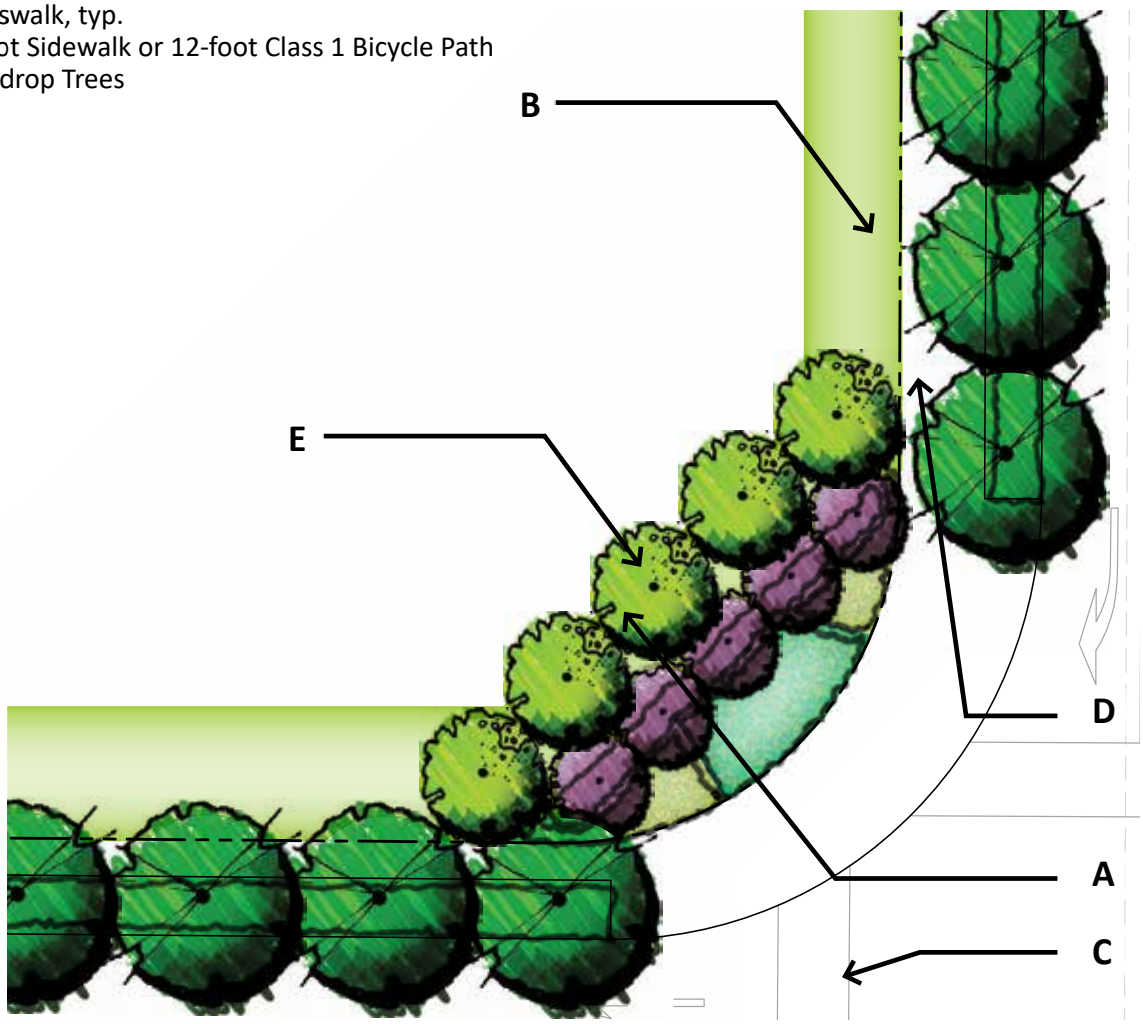


Figure 5.34, Conceptual Design for Intersection Corners without Signage

5.8 PARKS

Development of Pacific Gateway will include outdoor spaces and parks which will include a variety of design elements including seating spaces, eating areas, spaces for social gatherings, and linear open spaces to provide for walking, exercise and relaxation. The larger Gateway Park and eight (8) mini-parks are proposed and are described below in further detail, see Figure 5.35 for park locations. The parks will be developed utilizing sustainable materials, drought-tolerant planting, and reduced maintenance needs. Each of the parks may also 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.

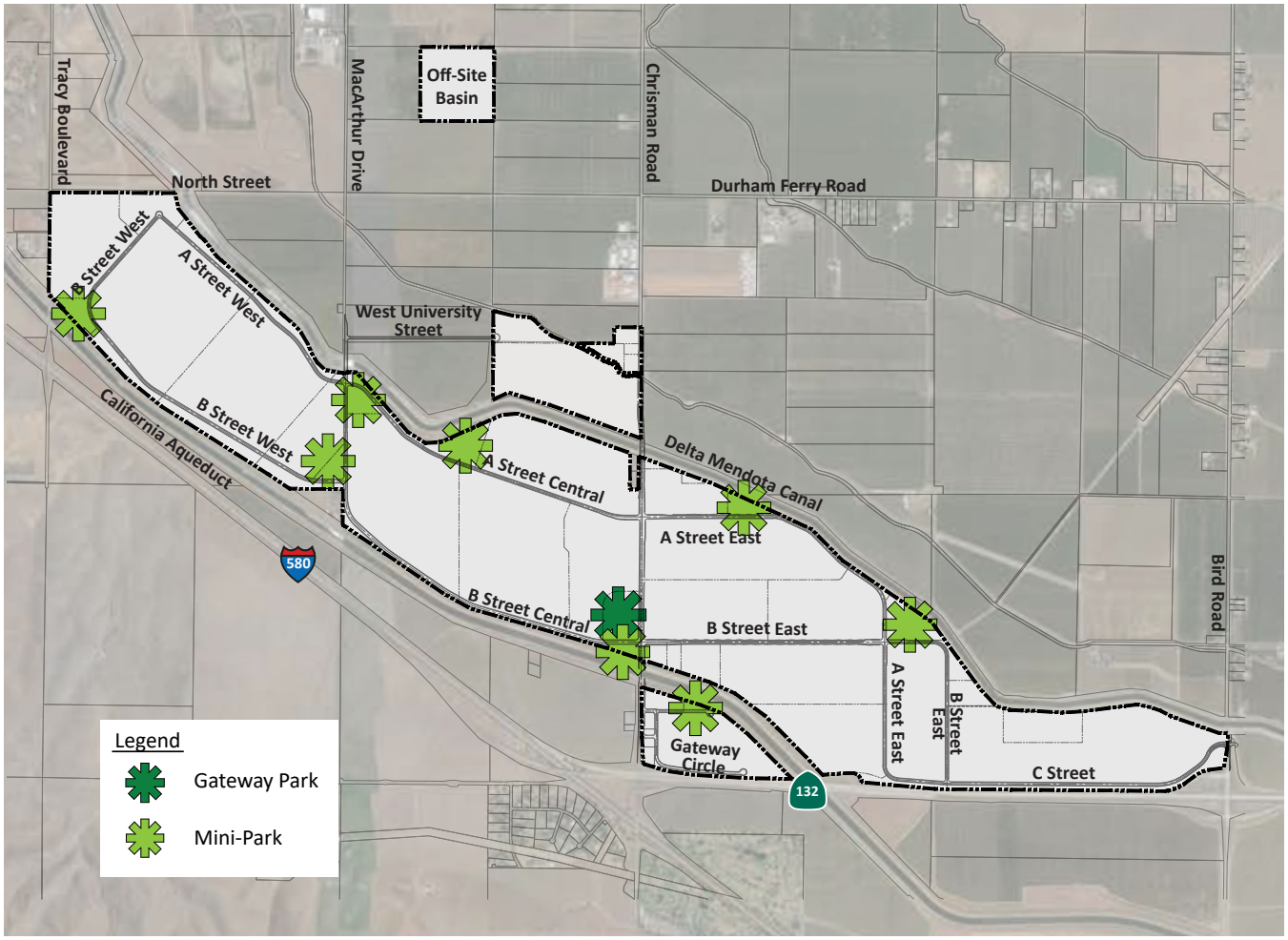


Figure 5.35, Park Locations

Gateway Park

Gateway Park is the largest park within the Project and is centrally located off Chrisman Road at B Street Central. Because of its central location and size, this park will include a variety of program elements that will serve the entire Project and the surrounding community, see Figures 5.36, and 5.37. The proposed park concept includes pedestrian access from both Chrisman Road and B Street. The proposed park elements may include sport courts, outdoor picnic areas, passive 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 bicycle pathways to the adjacent commercial, office, and warehouse uses.

Conceptual Design Legend

A. Basketball Courts
B. Pickleball Courts
C. Food Truck Area with Seating
D. Turfgrass Areas
E. Picnic Area with Cornhole
F. Visitor Parking





Key Map

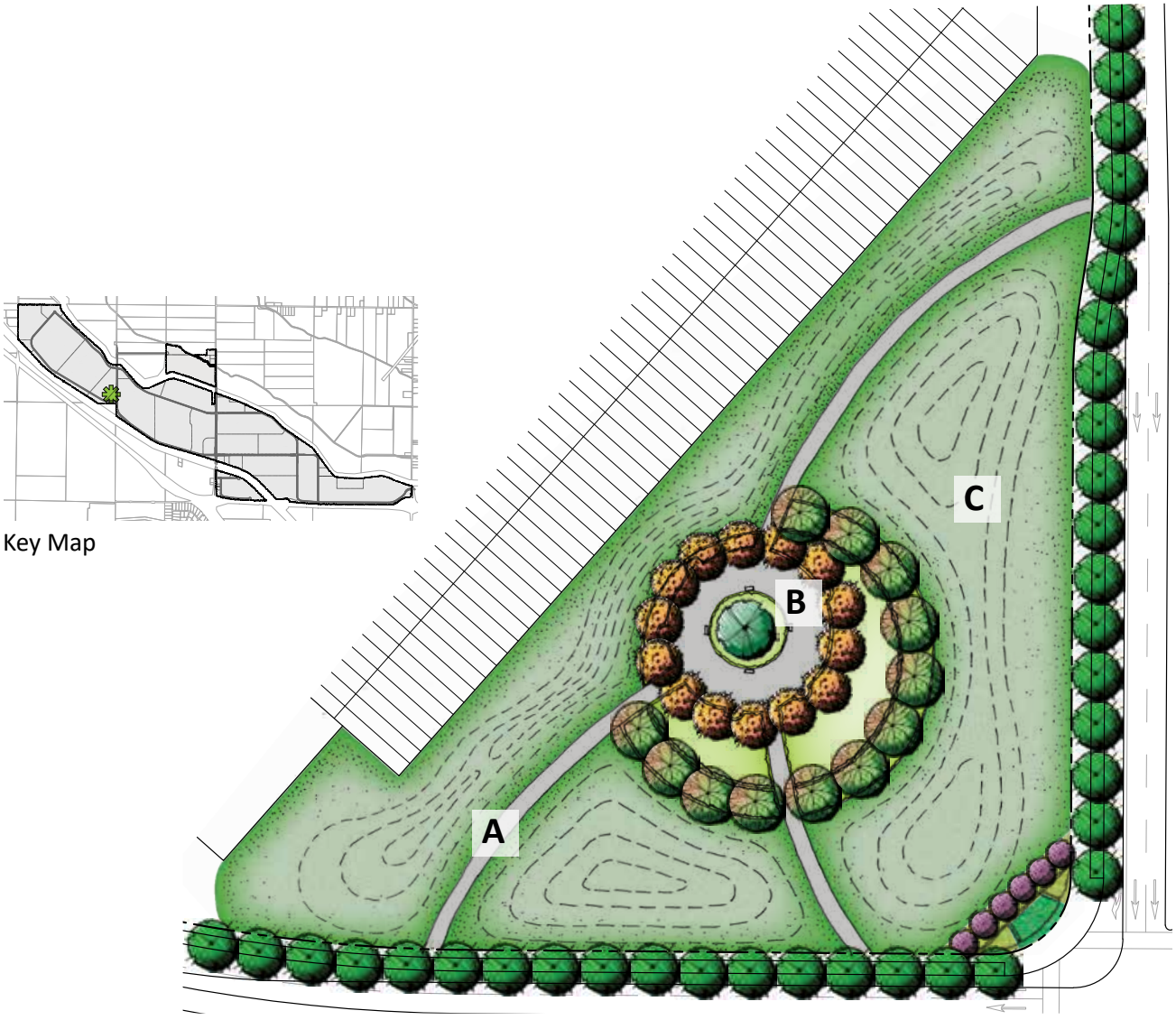
Figure 5.36, Gateway Park



Figure 5.37, Gateway Park Design

Mini-Park 1
Mini-Park 1 will be developed at the corner of B Street Central and B Street west. A system of pedestrian paths will extend from the street network along the southern and western street frontage to provide access for adjacent employees, see Figure 5.38. The pathways will lead to a central seating area with benches, tables, and shade trees. Turfgrass areas on the perimeter of the mini-park will be mounded to provide screening from the adjacent streets and truck docks. The truck courts adjacent to Mini-Park 1 will be fully screened from the park.

Conceptual Design Legend
A. Pedestrian Pathway
B. Central Seating Area
C. Mounded Turfgrass

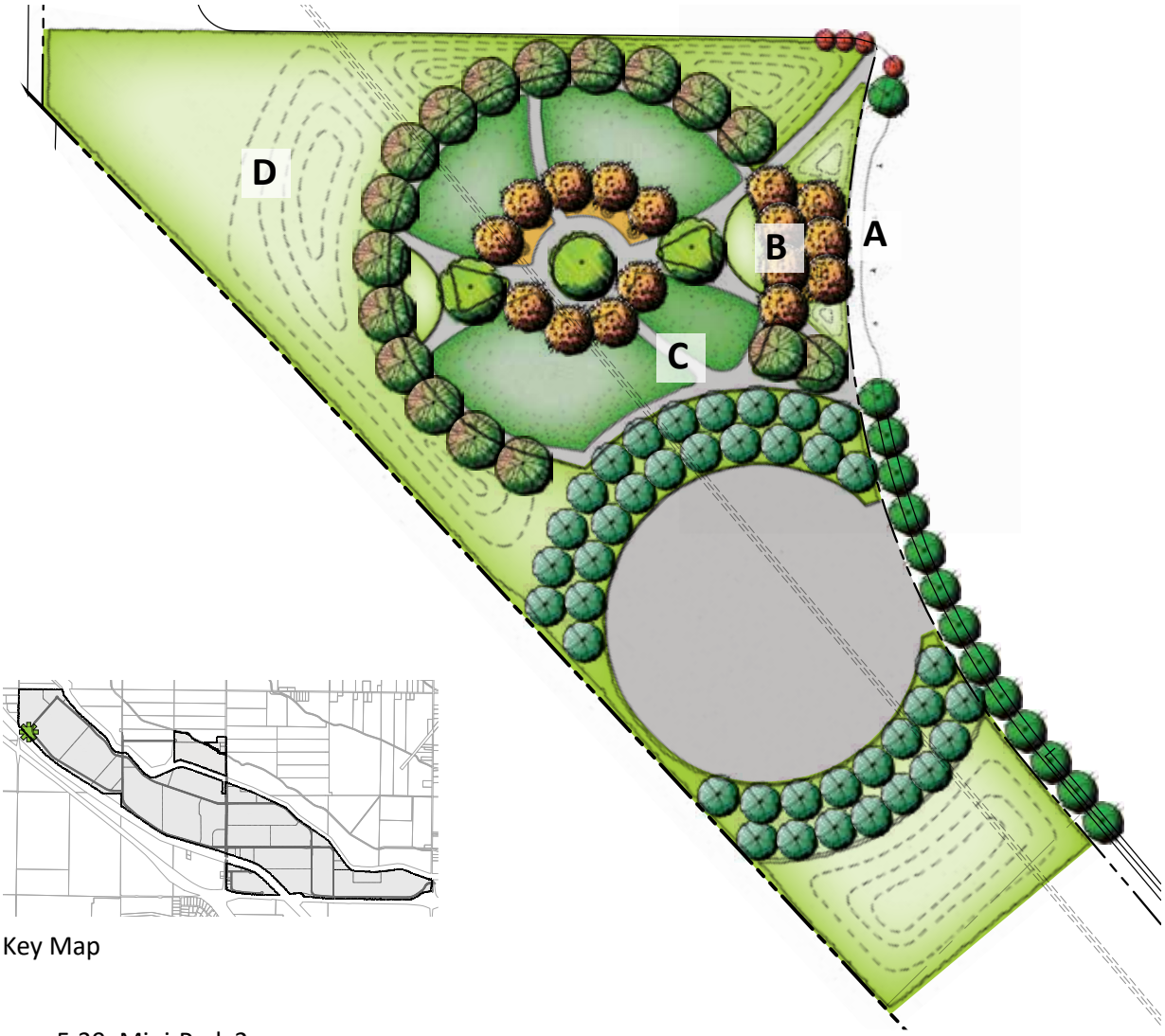


Key Map

Figure 5.38, Mini-Park 1

Mini-Park 2
Mini-Park 2 will include a food truck area 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 for outdoor eating with shade structures, see Figure 5.39. The park will be informal and include circular walks and mounding to add height variation to the landscape. 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. Picnic Tables
C. Pedestrian Pathway
D. Mounded Planting Areas



Key Map

Figure 5.39, Mini-Park 2

Mini-Park 3

Mini-Park 3 is located southeast of the intersection of MacArthur Drive and A Street Central. A system of pedestrian paths will extend from the street network along the western and northern street frontages of the detention basin, see Figure 5.40. The pathway will also connect to the warehouse building to the south providing easy access for pedestrians. Shade trees will be planted between the pathways and the detention basin service road and the surrounding streets.

Conceptual Design Legend

A. Meandering Pathway
B. Basin (No Joint Use)
C. Secondary Entry Signage
D. Shade Trees
E. Seating Area

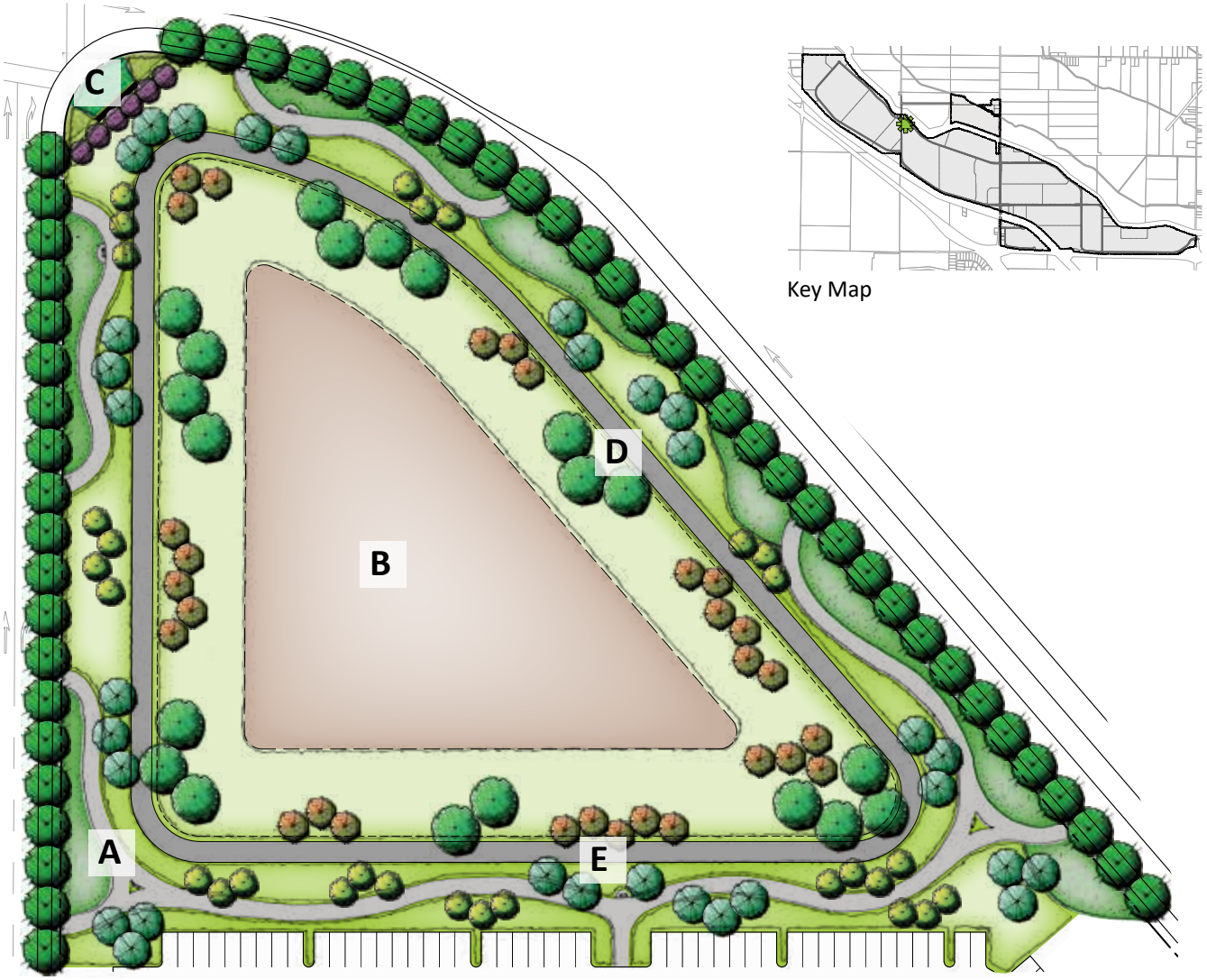


Figure 5.40, Mini-Park 3

Mini-Park 4

Mini-Park 4 is located adjacent to A Street Central and the Delta Mendota Canal to the north. A system of pedestrian paths will extend from the street network along the western and southern street frontages of the detention basin, see Figure 5.41. The pathway will also connect to the pedestrian and bicycle network to provide easy access from the surrounding buildings. Shade trees will be planted between the pathways and the detention basin service road and the surrounding streets.

Conceptual Design Legend

A. Meandering Pathway
B. Basin (No Joint Use)
C. Shade Trees
D. Seating Area





Key Map

Figure 5.41, Mini-Park 4

Mini-Park 5
Mini-Park 5 is located adjacent to A Street East and the Delta Mendota Canal. A system of pedestrian paths will extend from the street network along the western and southern street frontages of the detention basin, see Figure 5.42. The pathway will also connect to the pedestrian and bicycle network to provide easy access from the surrounding buildings. Shade trees will be planted between the pathways and the detention basin service road and the surrounding streets.

Conceptual Design Legend
A. Meandering Pathway
B. Basin (No Joint Use)
C. Shade Trees
D. Seating Area

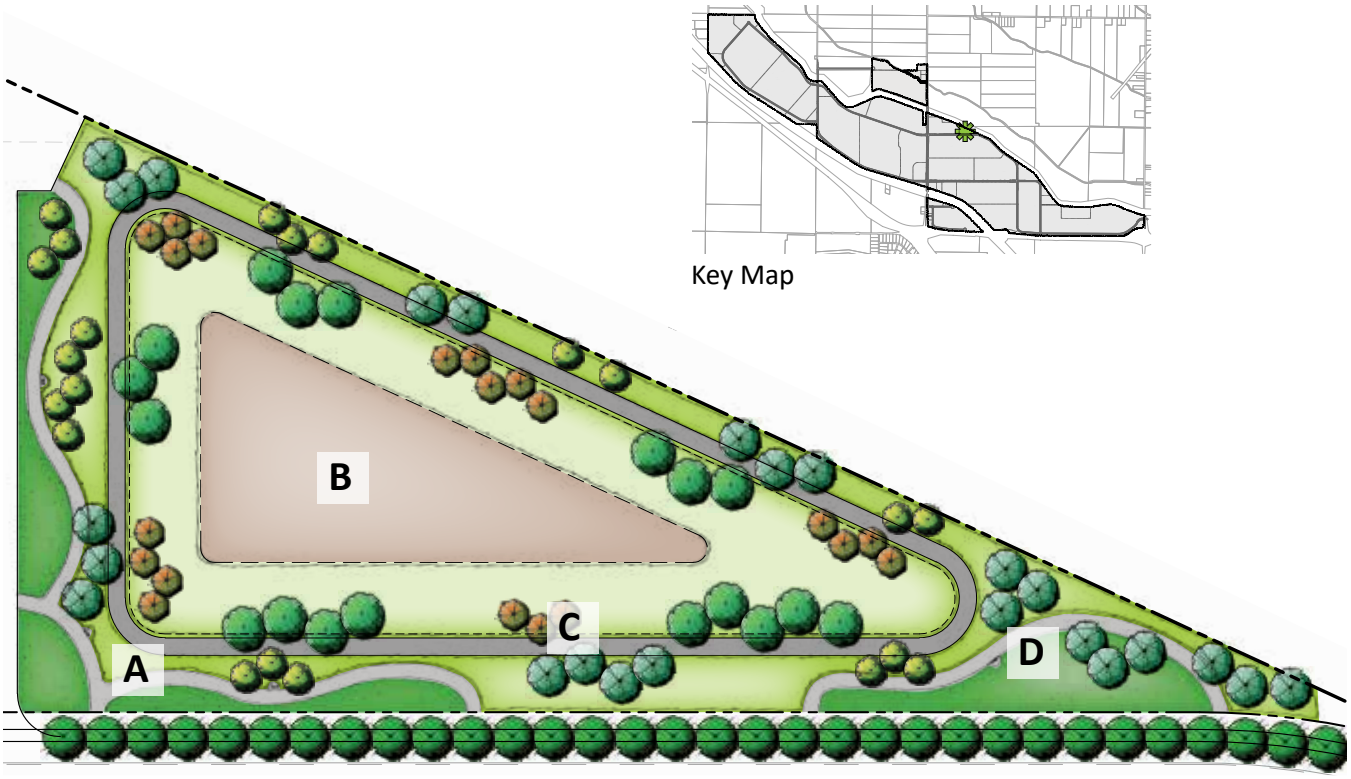


Figure 5.42, Mini-Park 5

Mini-Park 6

Mini-Park 6 will be at the intersection of A Street East and B Street East and the Delta Mendota Canal to the north. It will include a food truck area 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 for outdoor eating with shade structures, see Figure 5.43. A system of pedestrian paths will extend from the street network along the western and southern street frontages of the detention basin. The pathway will also connect to the pedestrian and bicycle network to provide easy access from the surrounding buildings. The system of pathways will include shade trees and will be planted between the pathways and the detention basin service road and the surrounding streets.

Conceptual Design Legend

A. Food Truck Area with Seating
B. Meandering Pathway
C. Basin (No Joint Use)
D. Shade Trees
E. Seating Area



Key Map

Figure 5.43, Mini-Park 6

Mini-Park 7

Mini-Park 7 will be developed adjacent to Gateway Circle south of the California Aqueduct. Berming and a system of pedestrian paths will extend from the street network along the southern street frontage to provide access for nearby employees, see Figure 5.44. The pathways will lead to a seating area and a passive-use turfgrass area, surrounded by shade trees and mounded planting to create a more interesting interior space.

Conceptual Design Legend

A. Meandering Pathway
B. Central Seating Area
C. Mounded Turfgrass
D. Shade Trees
E. Seating Area



Key Map

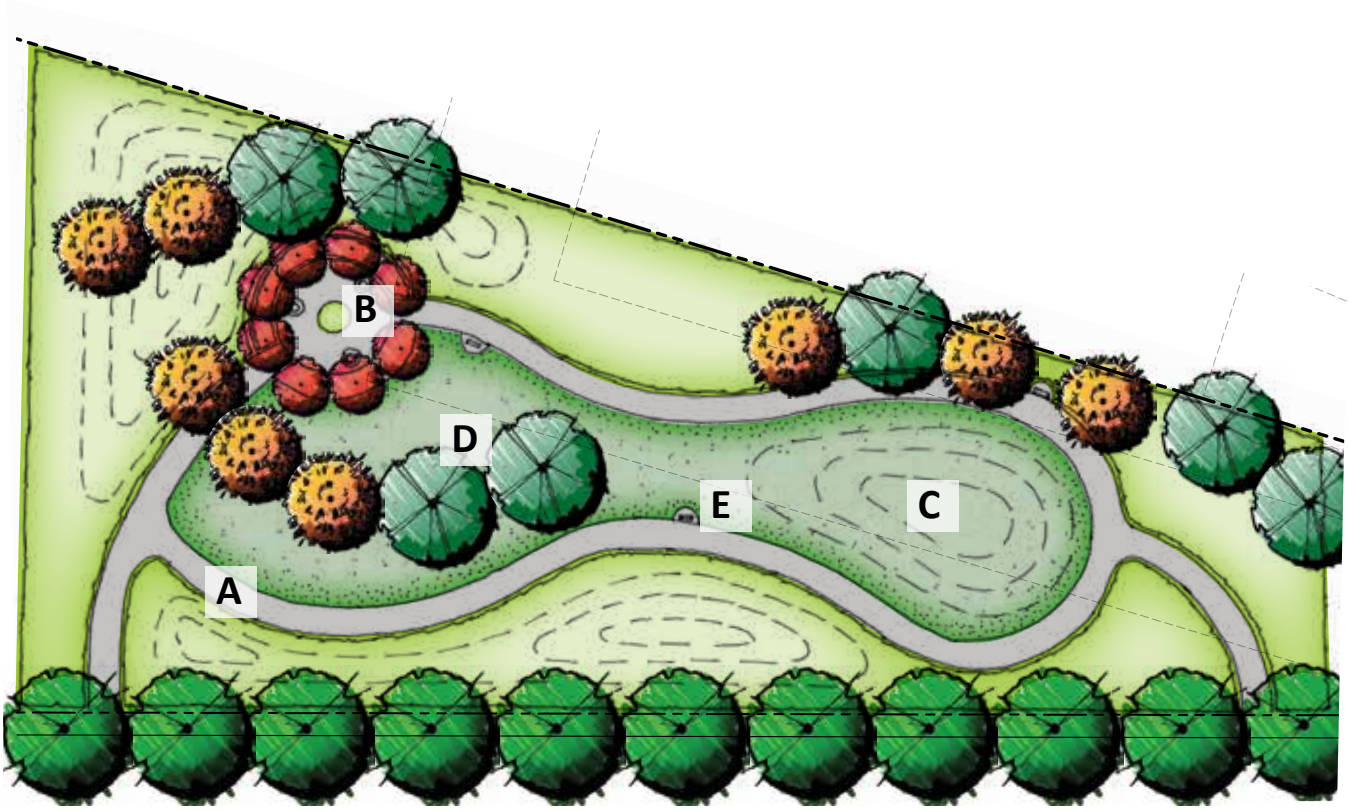


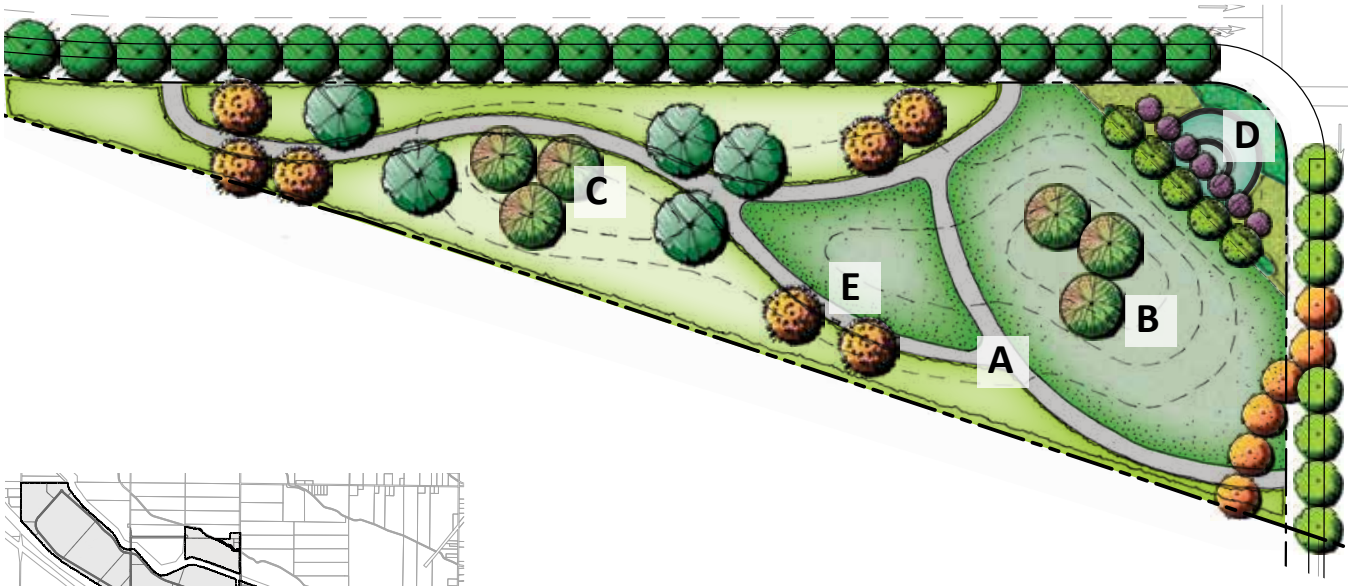
Figure 5.44, Mini-Park 7

Mini-Park 8

Mini-Park 8 is located south of B Street Central and the main park, and north of and adjacent to the California Aqueduct. This park will provide a passive use experience from the main park and will include berming and a system of pedestrian paths, see Figure 5.45. The pathways will extend from the street network along the southern street frontage to provide access for nearby employees. The pathways will also connect to the street network of pedestrian and bicycle connections.

Conceptual Design Legend

A. Meandering Pathway
B. Mounded Turfgrass
C. Shade Trees
D. Accent Gateway Corner Landscape
E. Seating Area





Key Map

Figure 5.45, Mini-Park 8

5.9 BASIN LANDSCAPE

Basins will be located throughout the Project to provide for storm drainage retention and will be leveraged for open space amenities for the community. The bottom of the bio-retention basins will remain solely for water management use, and the surrounding areas around the basin will be designed for recreational use. The slopes of the retention basins will include landscaping with shrubs and understory planting, and 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 5.46.

Conceptual Design Legend

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

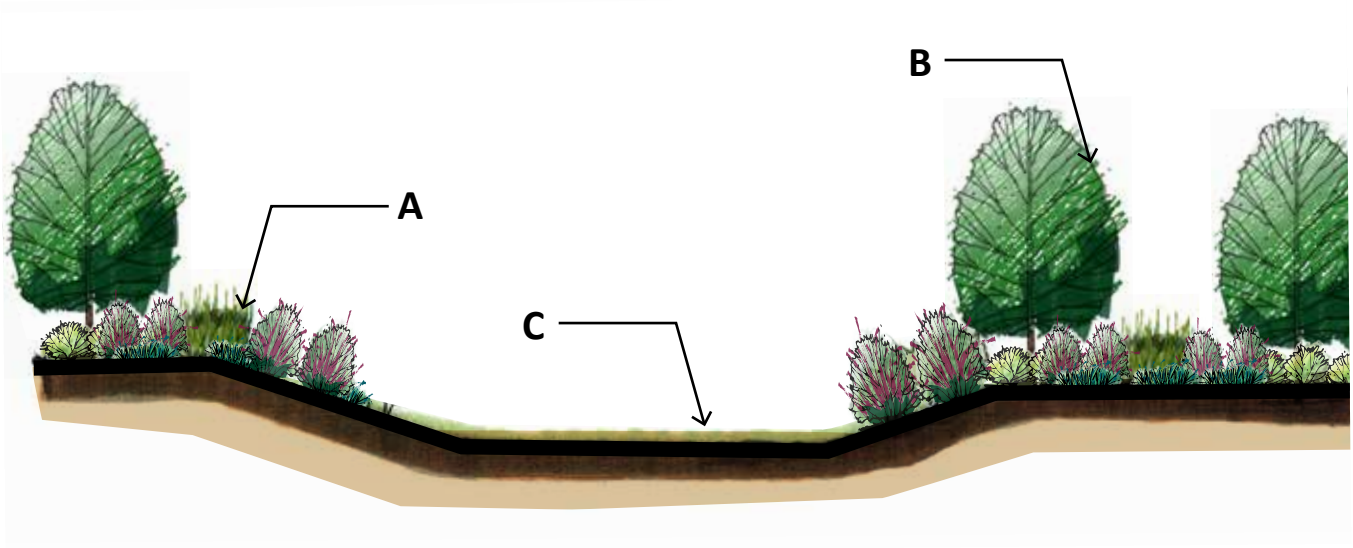


Figure 5.46, Conceptual Basin Landscape Concept

6 ROADWAYS AND UTILITIES
PACIFIC GATEWAY

6.1 INTRODUCTION
The Project has been designed to adhere to existing engineering standards established by San Joaquin County. The development will require the construction of public road improvements, extensions of existing roadways, and new on-site utility infrastructure required to serve the Project. The following sections describe the road and utility improvements in further detail.

6.2 EXISTING SITE ACCESS AND STREET NETWORK
The main highways and access points to the Project site are Interstate 580 to the west, State Route 132 to the south, and Interstate 5 to the east via State Route 132 from the Chrisman Road intersection, see Figure 6.1.

Chrisman Road is an existing STAA route that will provide main truck access to the Project from the interchange at State Route 132. Bird Road will serve as a secondary access point to the Project. 11th Street (Business 205) allows access to the Project from Chrisman Road. Local trips to the Project from Manteca, Lathrop, and Stockton would utilize State Route 132 via Interstate 5. Durham Ferry Road will remain a rural, residential street with a number of large estate homes with direct driveway access. For the other roadways including northbound truck traffic on Bird Road and Tracy Boulevard and south/southwest access into the Project from Tracy Boulevard, signage will be implemented to either prohibit all truck traffic or restrict large trucks over 6 tons.

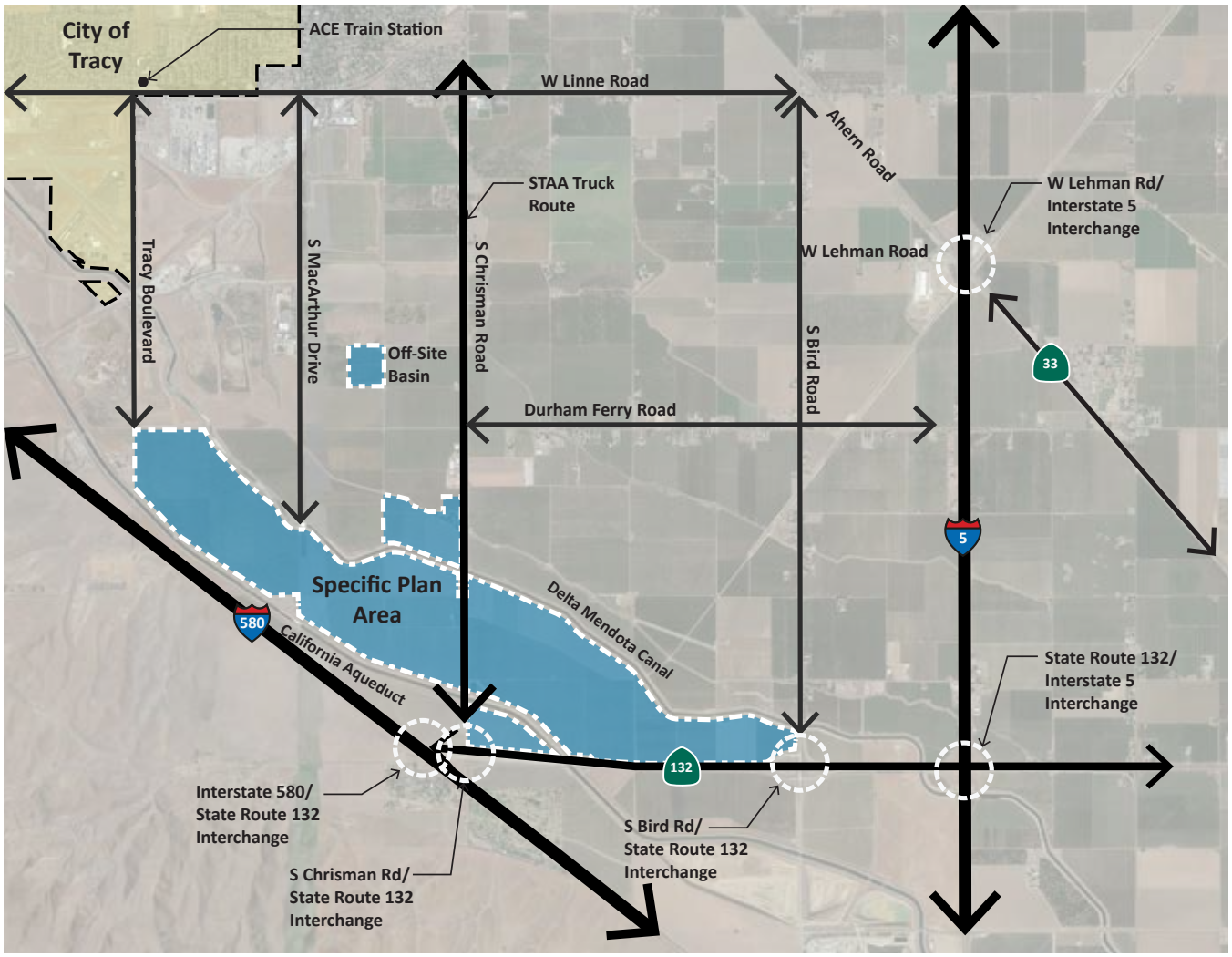


Figure 6.1, Existing Roadways



6.3 PROPOSED SITE ACCESS AND STREET NETWORK

While specific off-site improvements have not been identified, the following upgrades are anticipated over the course of the Project's 30-year buildout:

- Improved State Route 132/Chrisman Road interchange
- Other local infrastructure upgrades
- Expand the one-lane portion of eastbound State Route 132 from Chrisman Road to Bird Road to two-lanes.

Improvements to the existing road network will primarily include the widening of Chrisman Road from existing two-lane road into a six-lane and four-lane major arterial and will be constructed to San Joaquin County standards.



This existing roadway system, along with the additional roadways for the Project, will provide efficient movement of traffic between individual parcels within the Project and throughout the surrounding region. 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 which may include additional right-turn lanes, acceleration and deceleration lanes, and extended left-turn pockets.



The network of roads will also provide multi-modal uses including pedestrians, bicycles, automobiles, trucks, and potential for public transportation. The pedestrian improvements will include sidewalks on both sides of most streets, and accessible crossings at pedestrian signals. Class 1 bicycle paths have been included on all major circulation streets within the Project site to encourage and allow for alternatives to motor vehicles. The Project site roadway system will also facilitate the 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. Below is a description of the street sections and roadway improvements envisioned for the project.

6.4 6-LANE MAJOR ARTERIAL

Chrisman Road

Chrisman Road bisects the Project site and will provide the main access to both the east and west development parcels. From State Route 132 to just north of Gateway Circle, Chrisman Road is classified as a 6-lane major arterial and will include 6 lanes with median separation, see Figure 6.2. Chrisman Road will serve as the main truck route for the Project and is designated as a STAA truck route. A 5-foot sidewalk will be included on the east side of Chrisman Road south of the California Aqueduct. Between the street and the sidewalk will be an 8-foot landscaped corridor for a single row of trees within the right of way to assist in screening buildings and parking areas, see Figure 6.3.

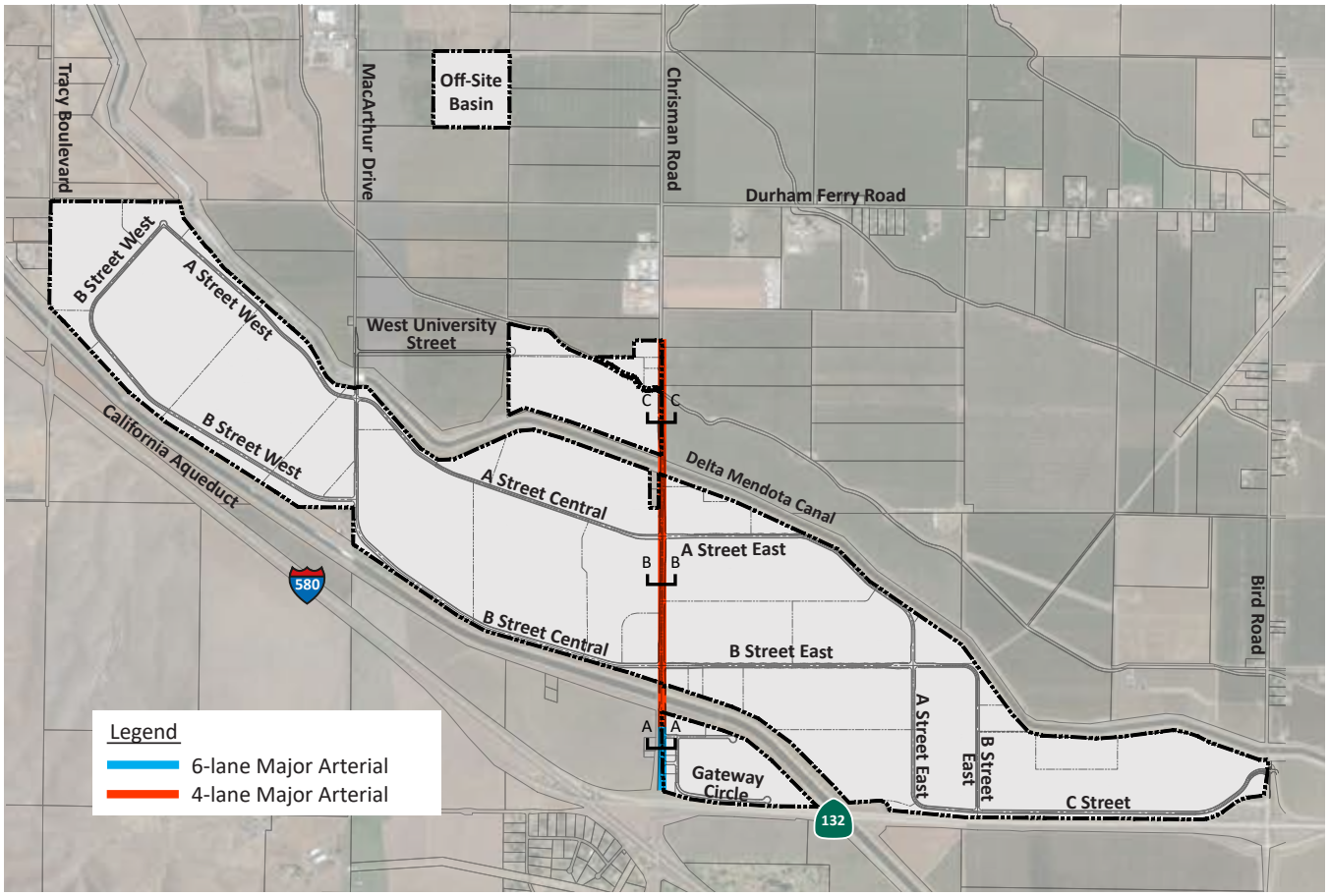


Figure 6.2, Arterial Street Locations

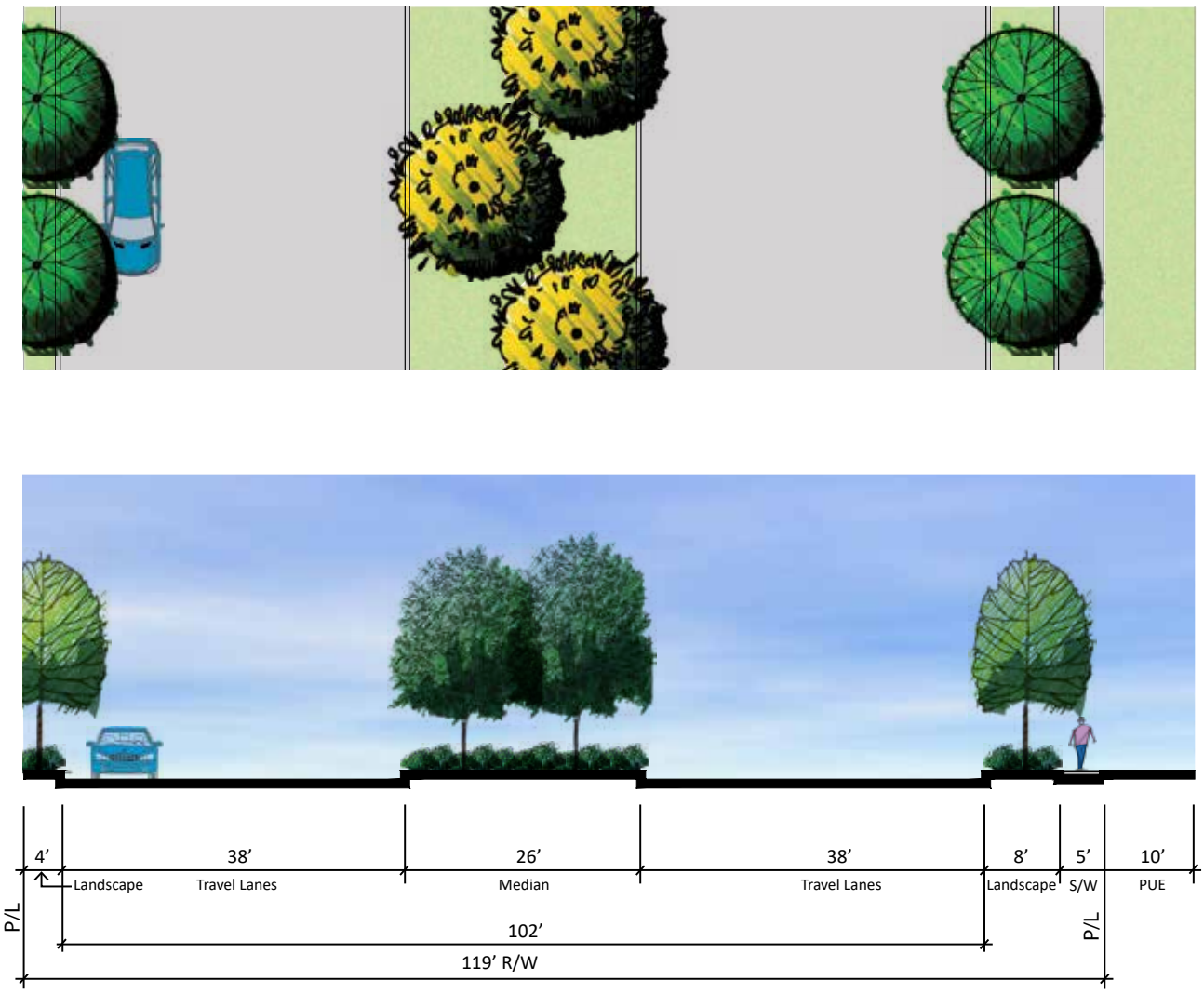


Figure 6.3, Chrisman Road Conceptual 6-Lane Arterial, Section A-A

6.5 4-LANE MAJOR ARTERIAL

Chrisman Road

North of Gateway Circle Chrisman Road will transition from 6-lanes to 4-lanes and will extend to the northern property boundary, see Figure 6.2. This section of Chrisman Road will be classified as a 4-lane major arterial with median separation. A 12-foot Class 1 bicycle and pedestrian path will parallel the western side of the road from Street A to the northern boundary of the project. This will separate the pedestrian and bicycle paths from the travel lanes along this portion of the frontage. A 5-foot sidewalk will parallel the east side of Chrisman Road and terminate just north of A Street at the Delta Mendota Canal. North of A Street there will be an 8-foot landscaped corridor with a single row of trees within the right-of-way to provide continuity with the street landscape design, see Figures 6.4-6.5.

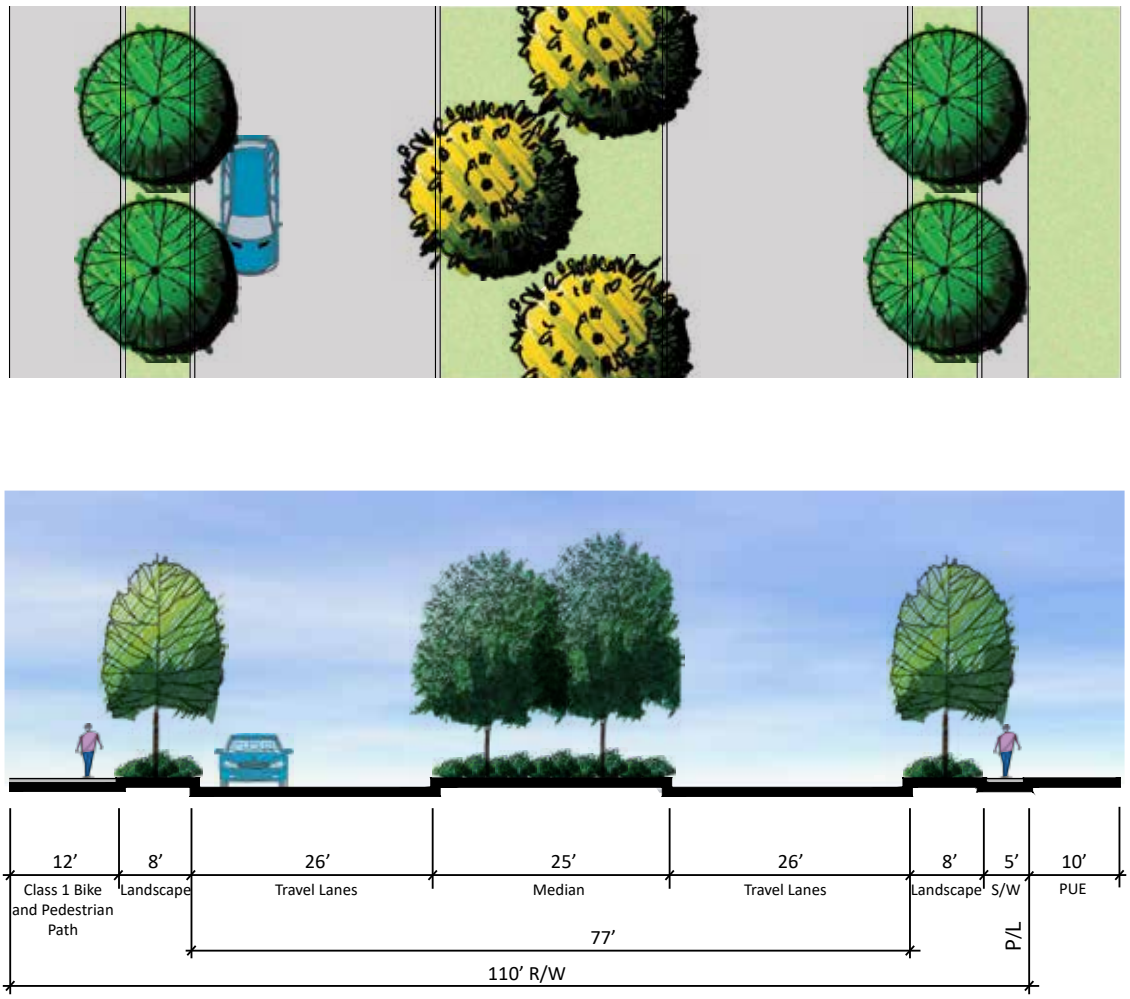


Figure 6.4, Chrisman Road Conceptual 4-Lane Arterial, Section B-B

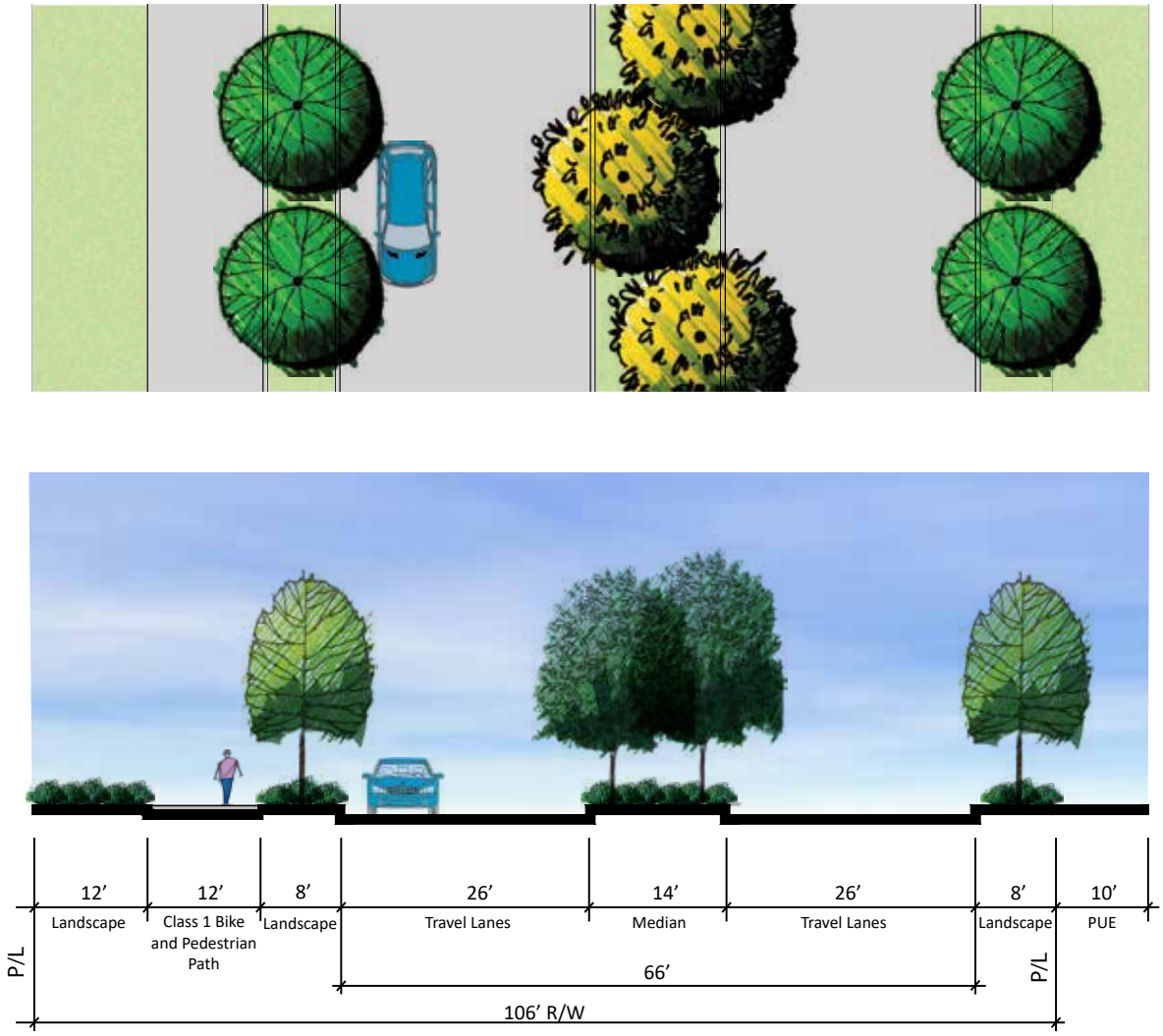


Figure 6.5, Chrisman Road Conceptual 4-Lane Arterial, Section C-C

6.6 4-LANE LOCAL INDUSTRIAL STREETS

B Street Central

B Street Central, located between Chrisman Road and MacArthur Drive, is classified as 4-lane local industrial street with median separation, see Figure 6.6. This street, which includes a small portion of B Street East, will provide access to both west and central development areas. A 12-foot Class 1 bicycle and pedestrian path will be included on the south side of the street with a 5-foot sidewalk on the opposite frontage. An 8-foot landscape strip between the street and the sidewalk will include a landscaped corridor with a single row of trees in the right-of-way. These trees will assist in screening buildings and parking areas, see Figure 6.7.

6.7 2-LANE LOCAL INDUSTRIAL STREETS

Two-lane local industrial streets will provide interior access and support truck and vehicle circulation within the Project site, see Figure 6.6. All the 2-lane local industrial streets will be designed to STAA standards to allow for the safe and efficient flow of truck traffic. These industrial streets include two lanes separated by a turning lane or landscaped median. Most of these streets include a 12-foot Class I bicycle and pedestrian path on one side of the street and a 5-foot sidewalk on the opposite frontage. They also include an 8-8.5-foot landscaped strip within the right-of-way along both street frontages to screen buildings and parking areas. The only exception is Gateway Circle, which has a 7.5-foot landscaped strip and 5-foot sidewalk, but does not have the Class I bicycle and pedestrian path. Further details on these 2-lane local industrial streets are provided below:

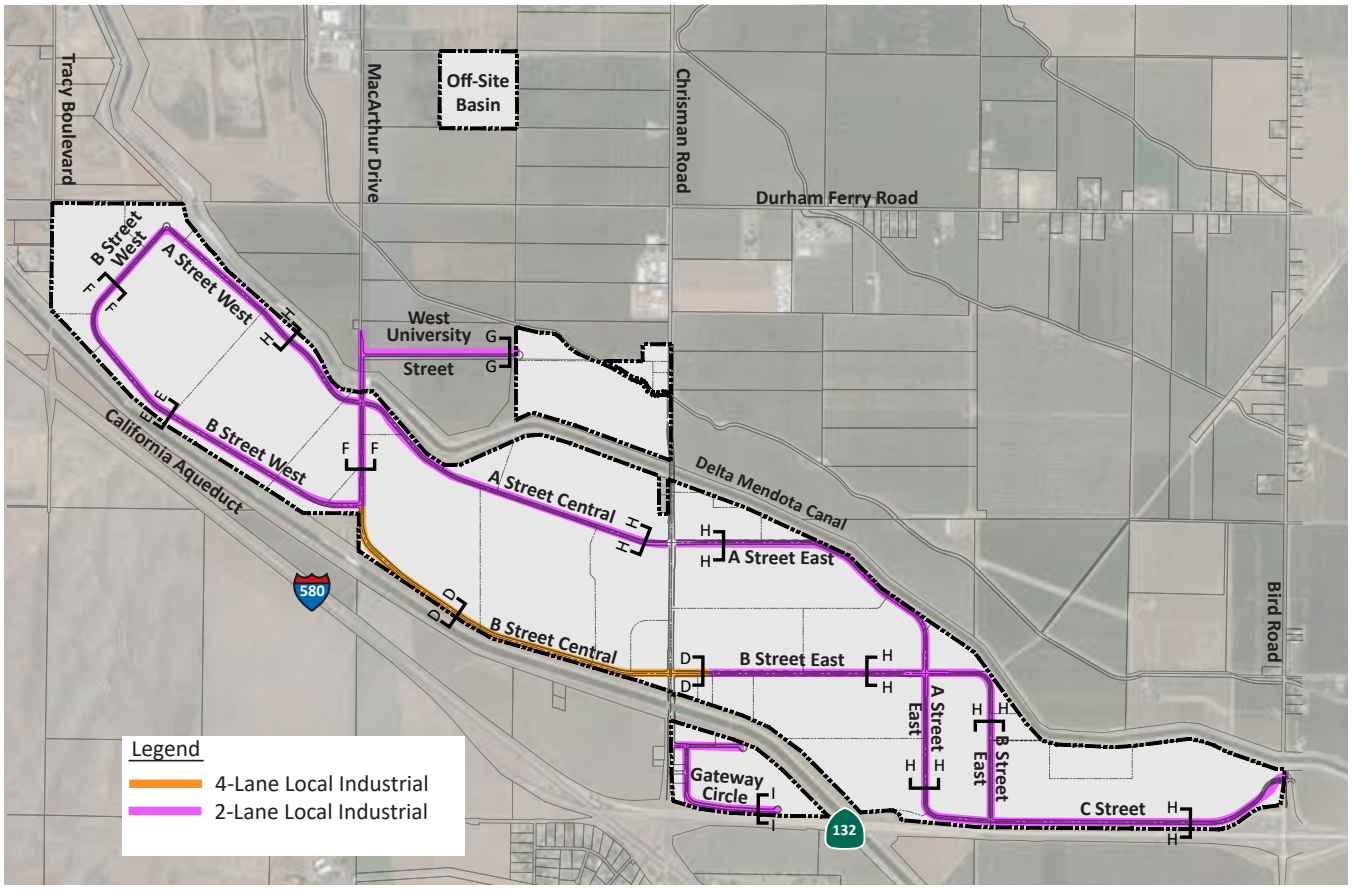


Figure 6.6, Local Industrial Street Locations

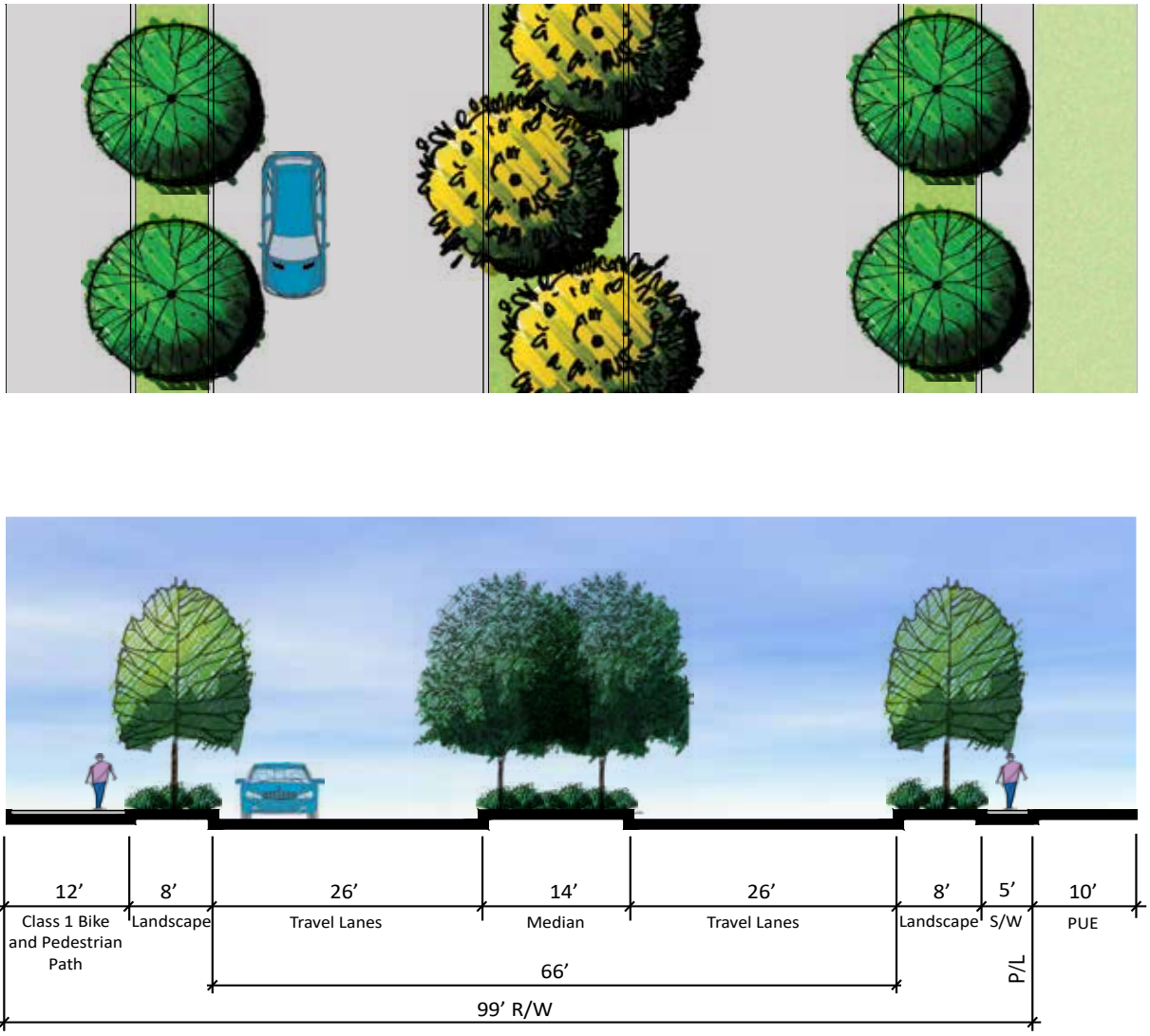


Figure 6.7, 4-Lane Major Arterial, Section D-D

A Street West, A Street Central, and A Street East
A Street West, A Street Central, and A Street East span the Project site from B Street West to C street, see Figure 6.6. These streets provide secondary access to the west, central, and east development areas. They include two travel lanes, a turning lane median, and 8-foot landscaping strips on both sides of the street. The streets also include a 12-foot Class I bicycle and pedestrian path on one side of the street and a 5-foot sidewalk on the opposite frontage, see Figure 6.11.

B Street West and B Street East
B Street West runs from A Street West to Macarthur Drive while B Street East runs from just east of Chrisman Road to C Street, see Figure 6.6. Both streets include two travel lanes and 8-foot landscaping strips on both sides of the street. They also include a 12-foot Class I bicycle and pedestrian path on one side of the street and a 5-foot sidewalk on the opposite frontage, see Figures 6.8 and 6.11.

C Street
C Street is located in the southeast portion of the Project site and extends from A Street East to Bird Road, see Figure 6.6. C Street will provide access from the Bird Road interchange to the eastern development area from State Route 132. It includes two travel lanes, a turning lane median, and 8-foot landscaping strips on both sides of the street. C Street also includes a 12-foot Class I bicycle and pedestrian path on one side of the street and a 5-foot sidewalk on the opposite frontage, see Figure 6.11.

MacArthur Drive
MacArthur Drive will provide access from the City of Tracy to the Project site. MacArthur Drive within the Project site extends from A Street to B Street, see Figure 6.6. The street includes two travel lanes, a 12-foot Class 1 bicycle and pedestrian path on the west side of the street, and 5-foot sidewalk on the opposite frontage to provide for a separate pedestrian and bicycle path from the travel lanes. MacArthur Drive includes a turning lane median, see Figure 6.9. No physical restrictions exist to access the site from MacArthur Drive. North of the Delta Mendota Canal MacArthur Drive is not classified as a STAA route. Signs will be posted to restrict truck traffic on northbound MacArthur Drive.

West University Street
West University Street will extend east of MacArthur Drive and terminate at a cul-de-sac at the western boundary of the university parcels. This local industrial street will include two travel lanes and a landscaped median, see Figure 6.10. West University Street will include a 12-foot Class I bicycle and pedestrian path on the south side of the road, which will provide a separate pedestrian and bicycle path to the university.

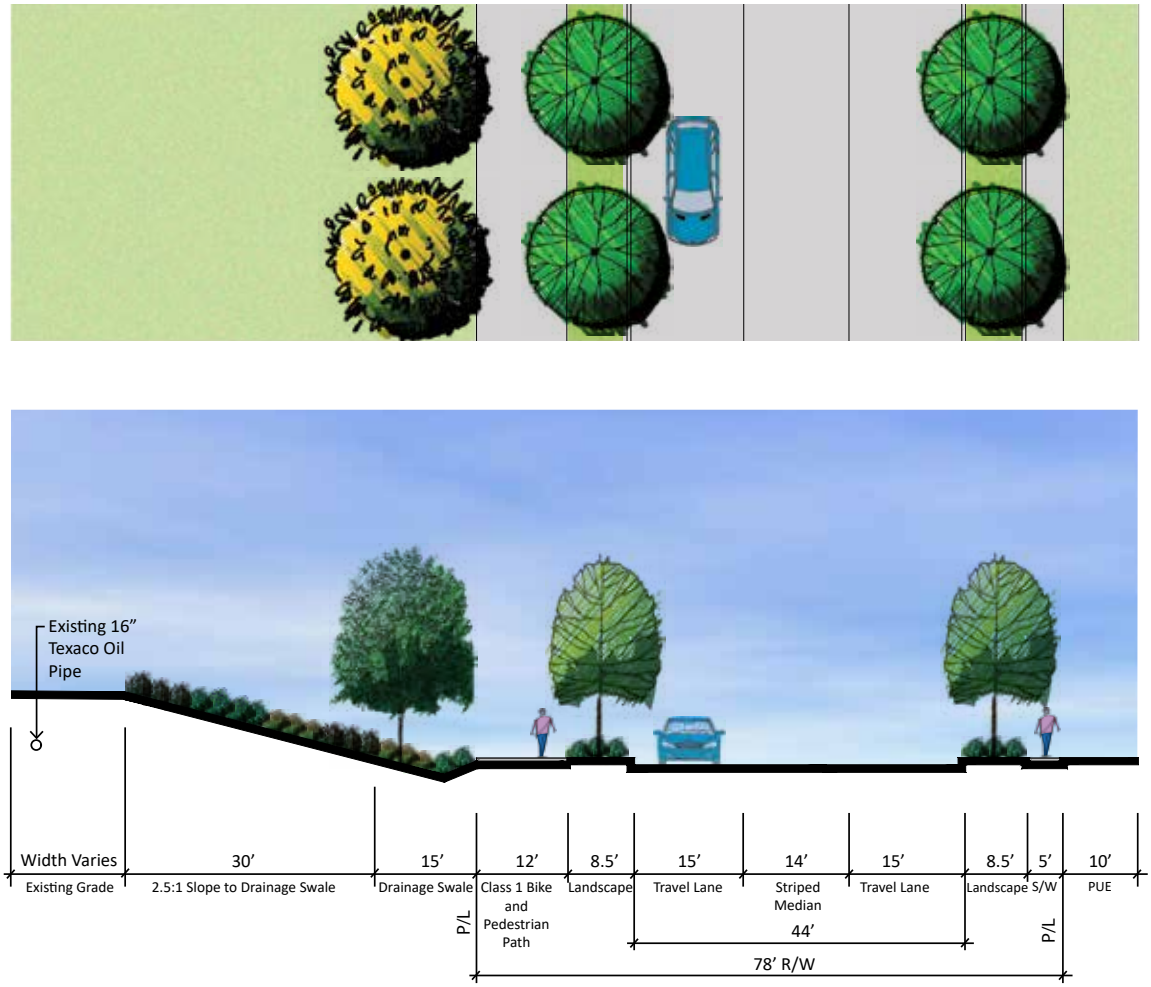


Figure 6.8, 2-Lane Local Industrial Street, Section E-E

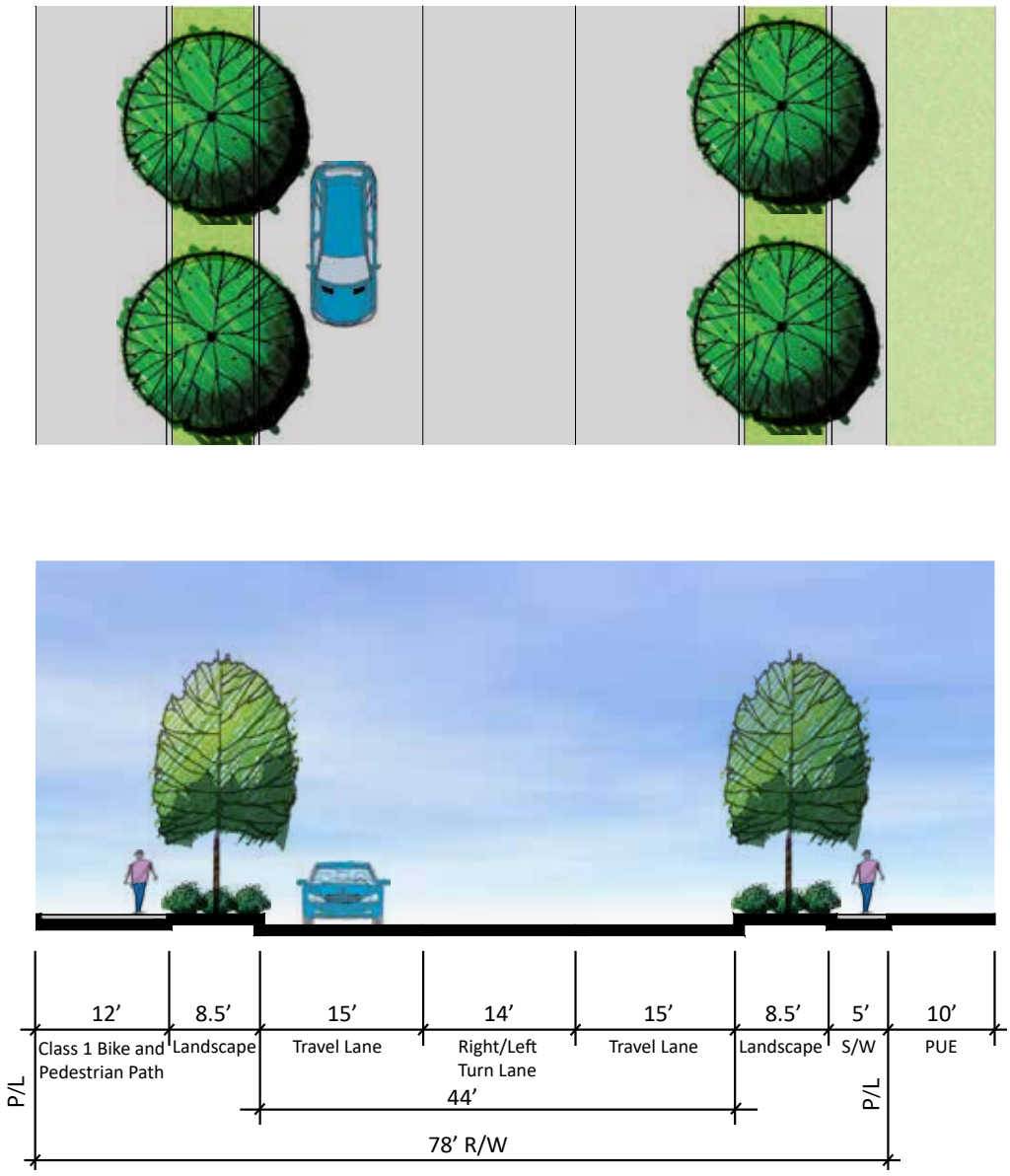


Figure 6.9, 2-Lane Local Industrial Street, Section F-F

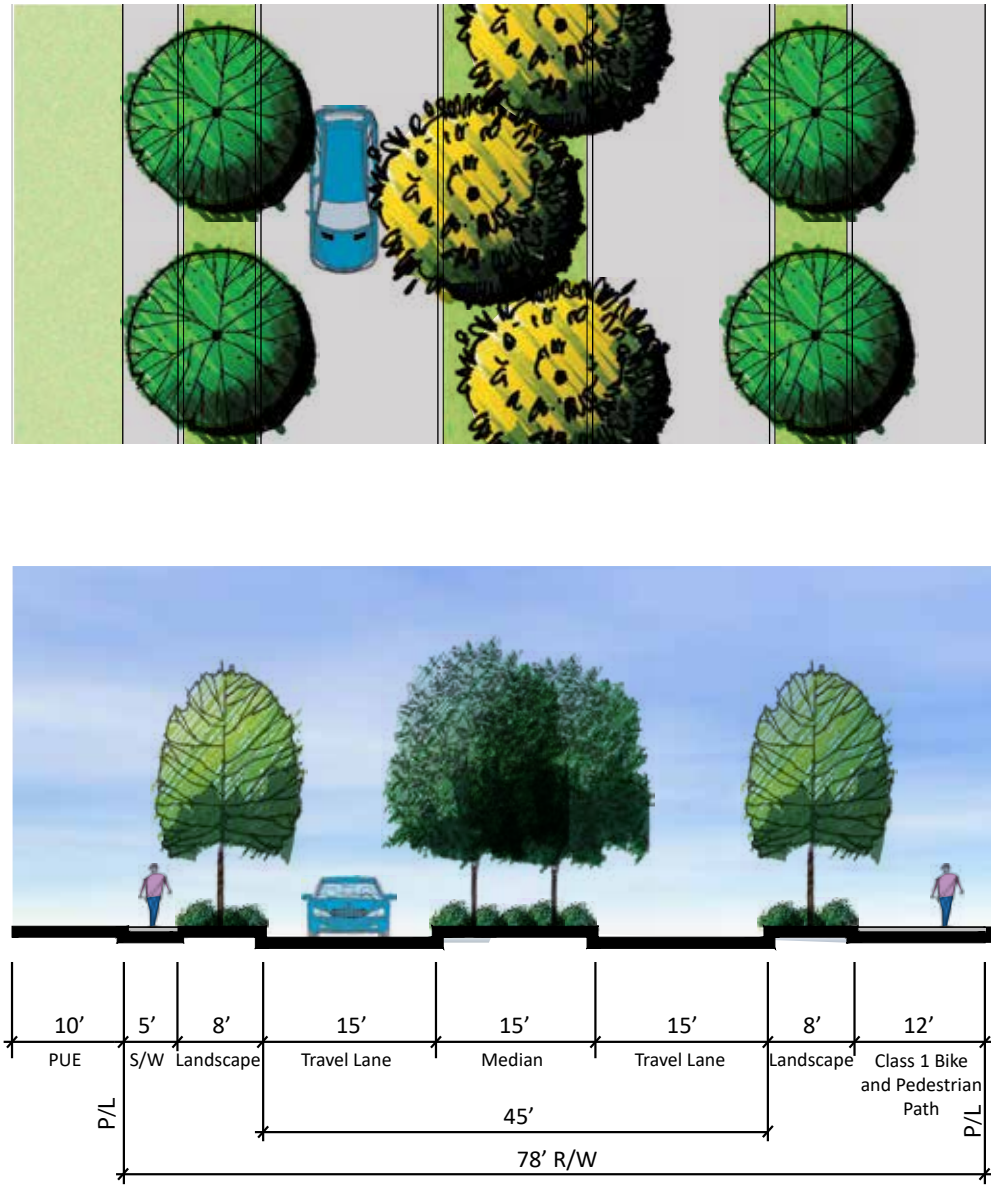


Figure 6.10, 2-Lane Local Industrial Street, Section G-G

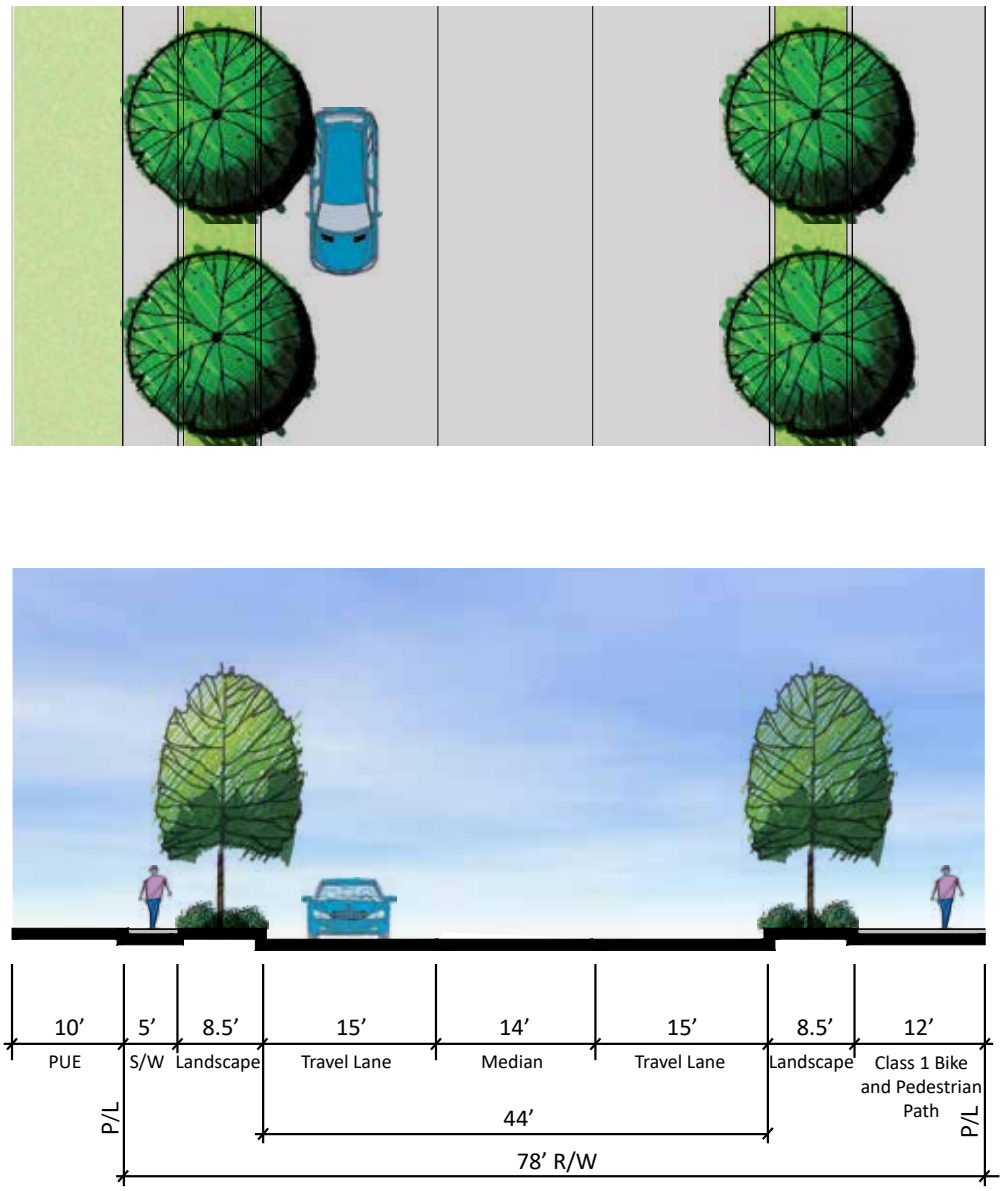
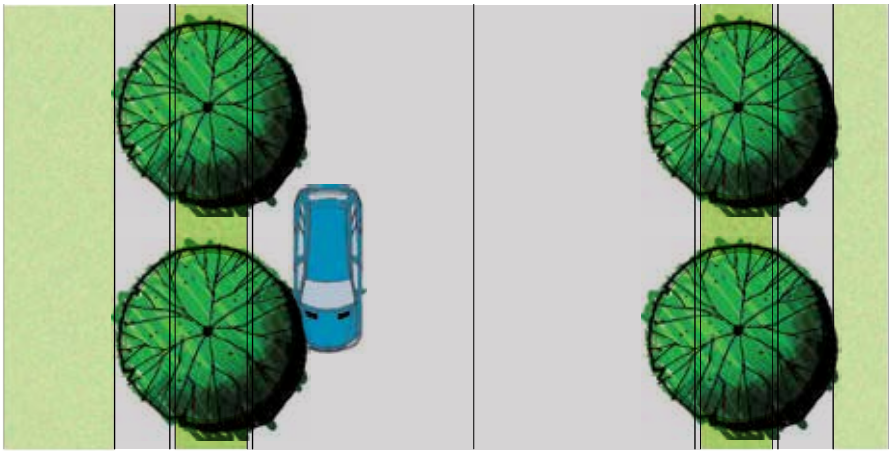


Figure 6.11, 2-Lane Local Industrial Street, Section H-H

Gateway Circle
Gateway Circle, located south of the California Aqueduct, extends east toward Chrisman Road, then curves to run parallel before continuing east and terminating in a cul-de-sac, see Figure 6.6. This street includes two travel lanes, 7.5-foot landscaped strips on both sides, and a 5-foot sidewalk, see Figure 6.12.



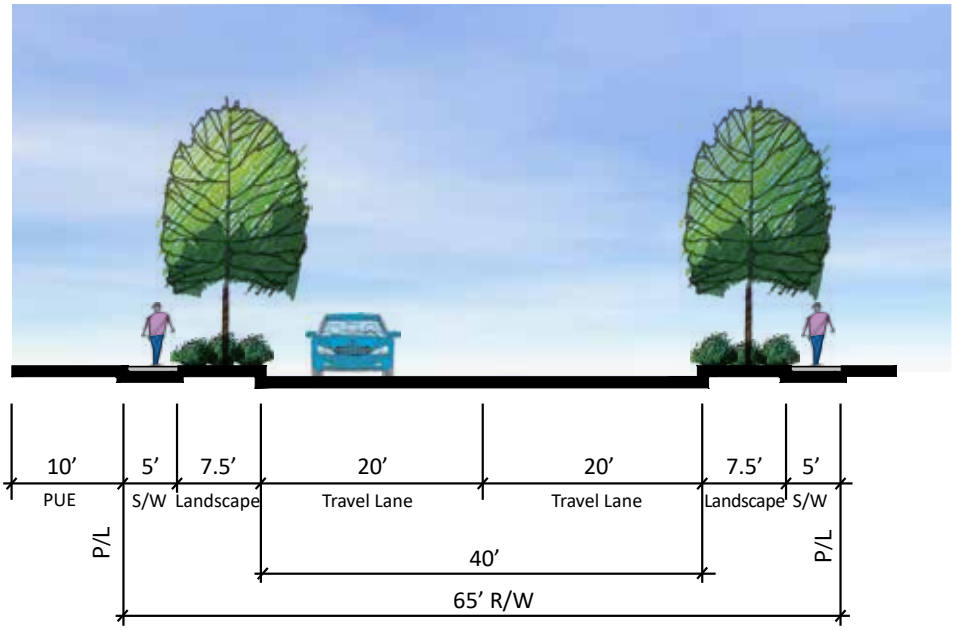


Figure 6.12, 2-Lane Local Industrial Street, Section I-I

6.8 TRUCK ROUTES

Trucks will access the Project site from both Interstate 580 (via State Route 132) and from State Route 132 at Chrisman Road. Additional access will be provided from the north, from 11th Street along Chrisman Road, which is also an STAA truck route. There are truck restrictions on Bird Road and C Street, see Figure 6.13. Figure 6.14 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, which will enhance pedestrian connectivity throughout the Project, see Figure 6.15. In most cases, the streets will include a separate 5-foot meandering sidewalk on one side, and a 12-foot Class I bike path on the opposite side to provide for pedestrian and bicycle safety. Meandering sidewalks will be shaded by large canopy trees within the streetscape. Pedestrians will also have joint use of the Class I bike paths as an alternative to the specific pathways for pedestrians.

6.10 BICYCLE NETWORK

Class I pathways have been incorporated into most streets and will be shared with the pedestrian network as discussed above, see Figure 6.16. This will allow for increased linkage between non-vehicular uses and will provide additional safety for cyclists by separating them from truck traffic.

6.11 EXISTING PUBLIC TRANSPORTATION

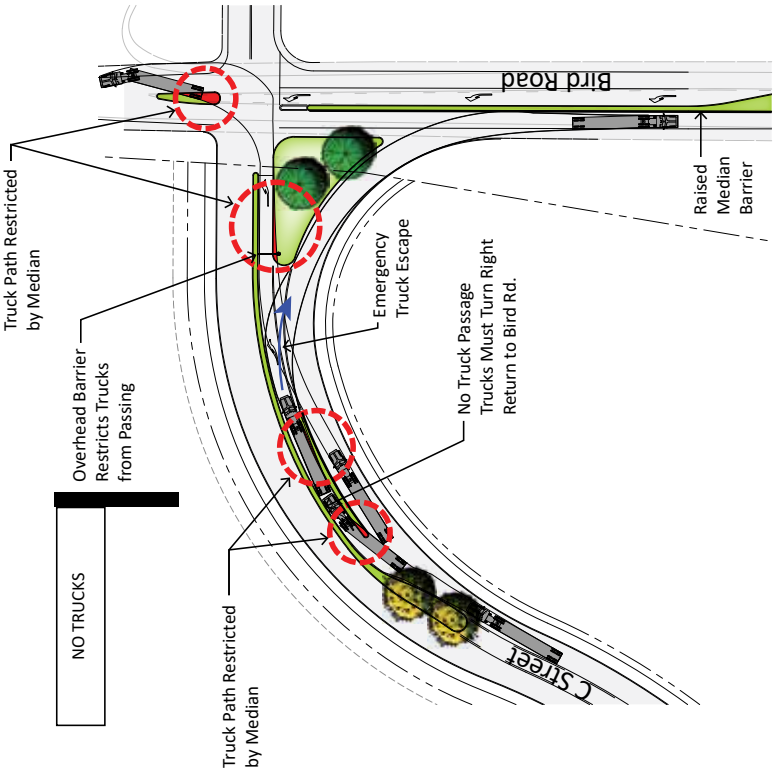
Public transportation may be extended to the Project site based on demand generated by the development. Bus routes may be modified and expanded as necessary and when feasible to accommodate future demand. The final bus stop locations may require additional right-of-way to accommodate bus stops, which will be determined 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 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.



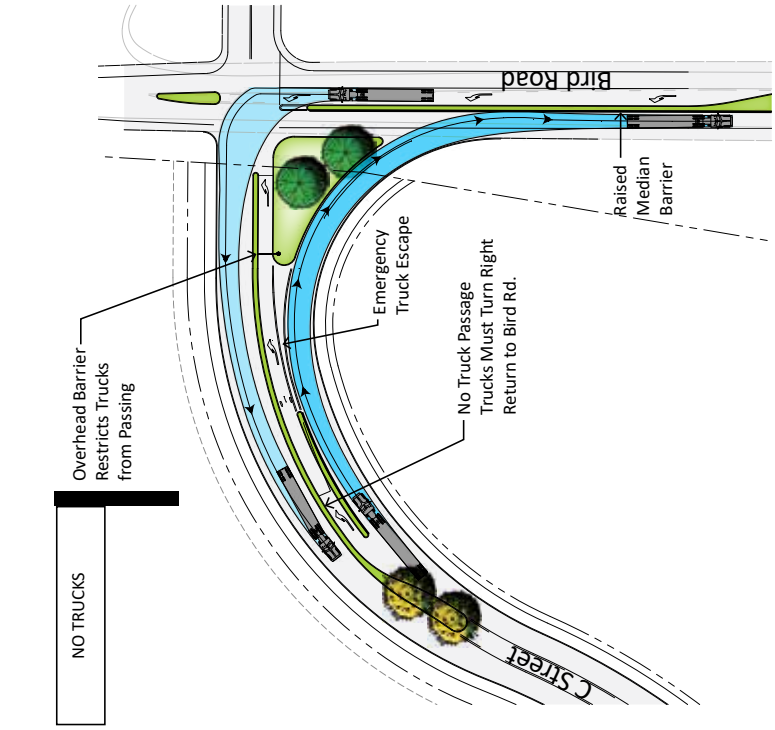


Figure 6.13, Bird Road and C Street Truck Restriction

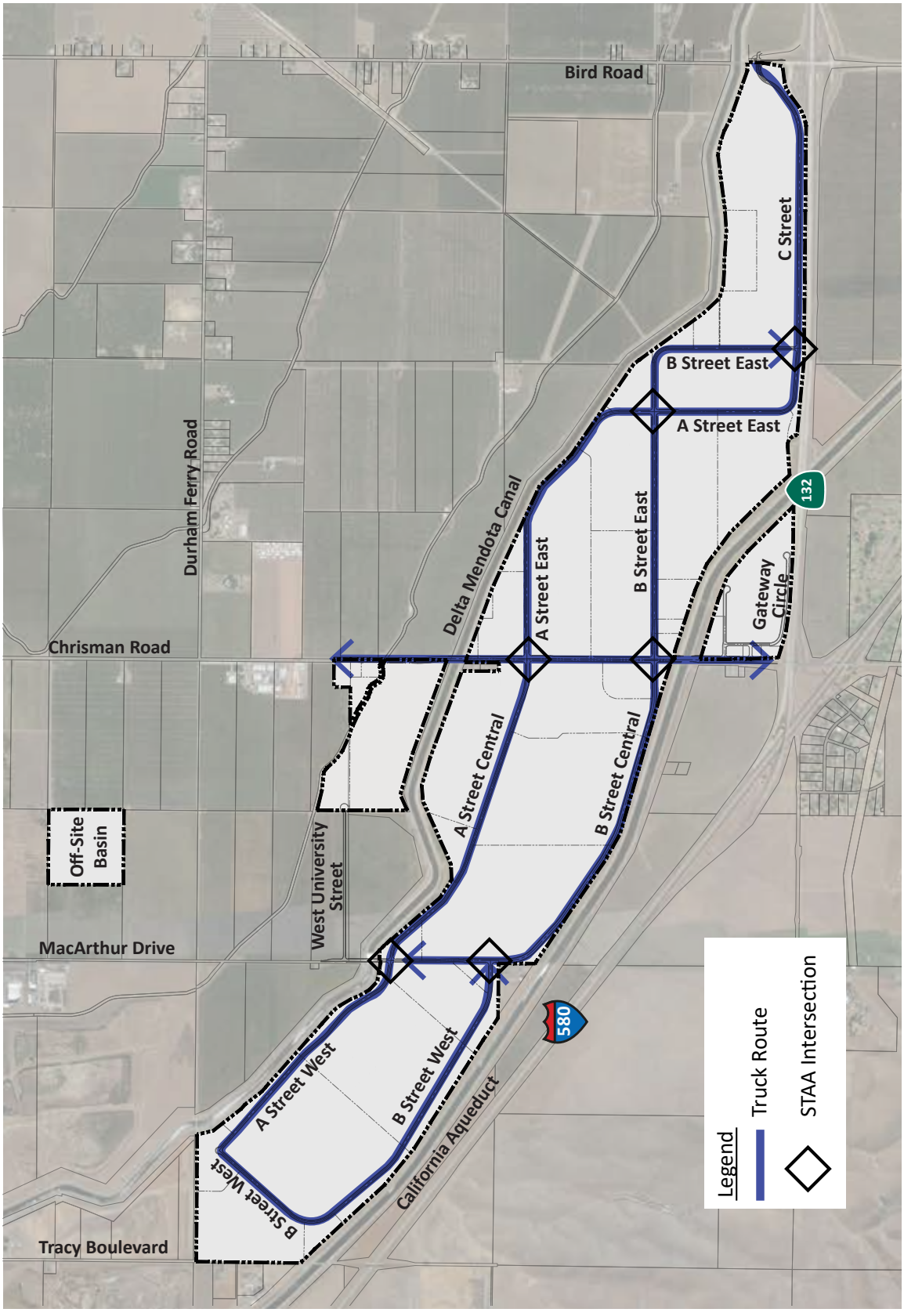


Figure 6.14, Truck Routes

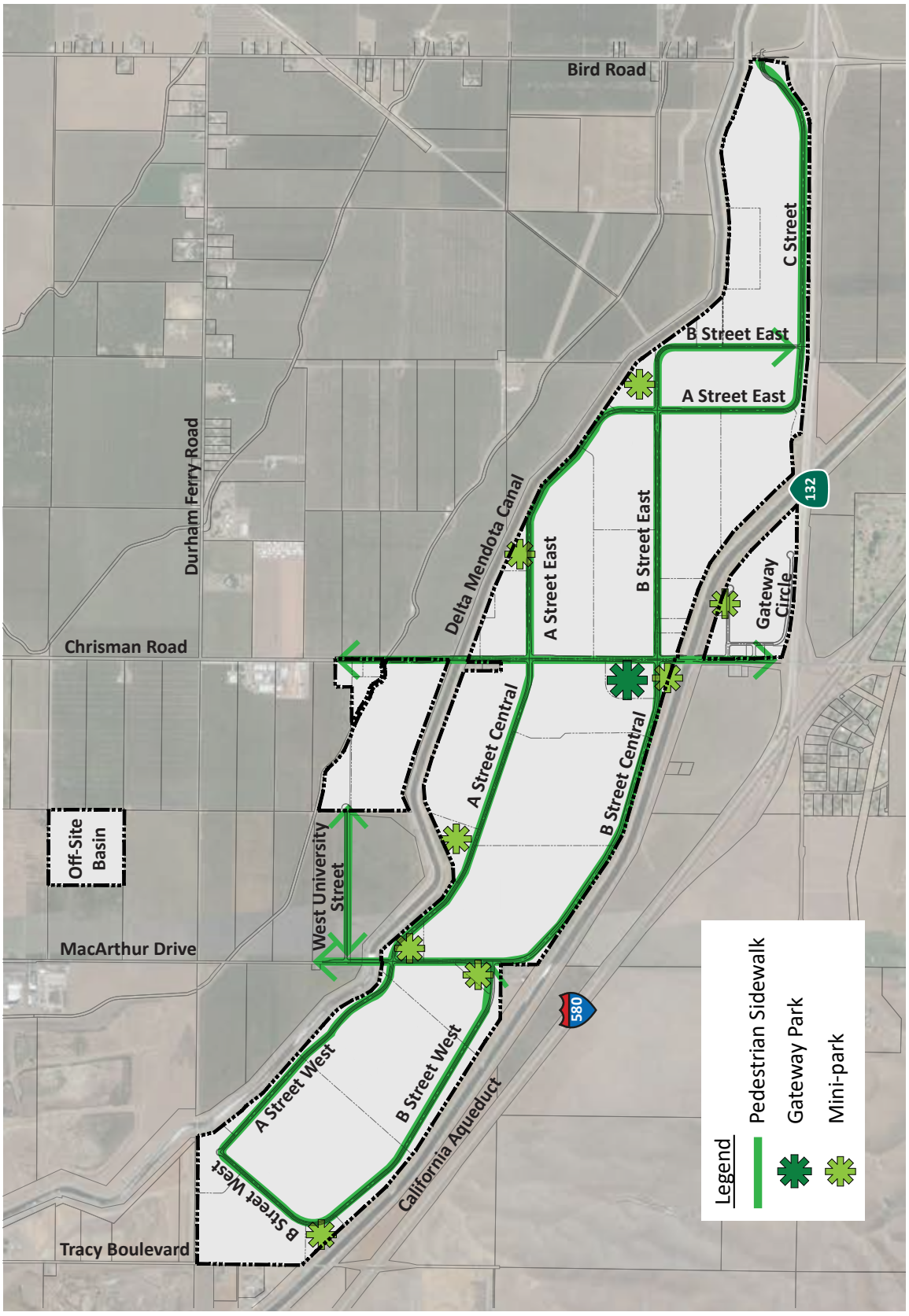


Figure 6.15, Pedestrian Network

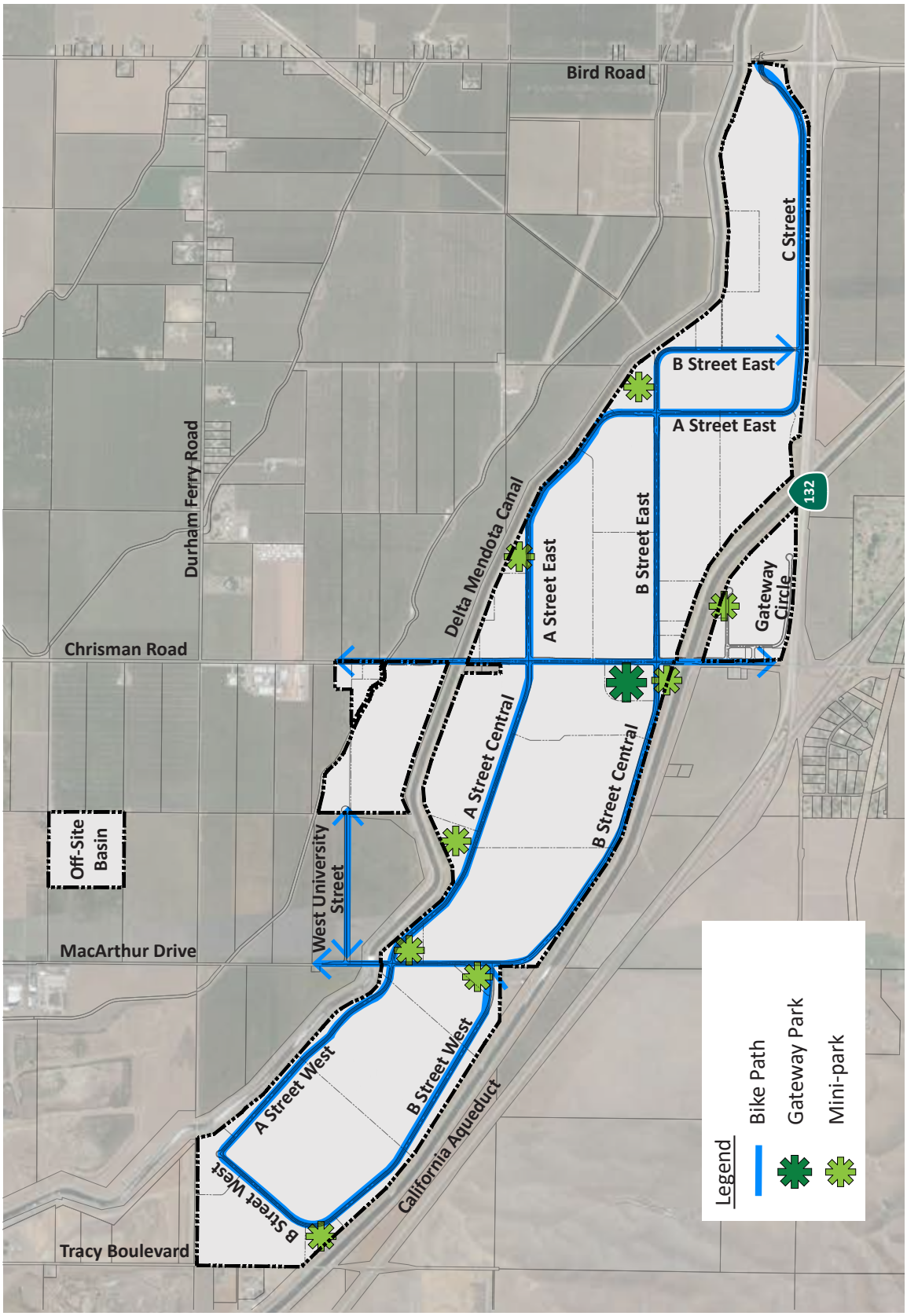


Figure 6.16, Bike Network

6.12 UTILITIES

a. Potable Water

The potable water system that will serve the Project site is classified as a non-transient, non-community water system to provide water. The Project's domestic water needs would be met through a combination of groundwater and potential supplemental surface water supplied by the Banta Carbona Irrigation District (BCID) from up to four (4) groundwater wells, constructed in accordance with the State's standards. Treated water would be provided by a new public water system created to serve the Project and permitted through the State of California.

The Project's water system will require water storage and a booster pump system. New water piping for the Project is anticipated to be C900 PVC, constructed using traditional cut-and-cover methods. Storage tanks will be either concrete tanks or possibly steel construction. The booster pump stations will be prepackaged, electric motor-driven skid systems.

The potable well will be located offsite to the north of the development near the terminal drainage facility. Surface water supplies will enter the development from existing turnouts off of the Delta Mendota Canal that currently serve the property. Water storage 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. Potable water storage will be expanded as the Project grows, maintaining a one a day maximum 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.

The water supplies will be pumped to the treatment system 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, see Figures 6.17 and 6.18.

b. Fire Water System

The fire water distribution for the Project will utilize the proposed potable water distribution system and storage tanks as designed for the project. A networked pipe and fire hydrant system will provide the required fire safety for the Project. Depending on system operating pressures and building design, separate booster pumps may be required at individual buildings to meet the building's fire sprinkler demands. Fire storage is anticipated to be 480,000 gallons of usable storage (2,000 gpm fire flow for 4 hours) in addition to the required domestic storage. Water storage tanks are planned to be steel construction. Where needed, booster pump stations will be pre-packaged electric pumps with a backup diesel generator for emergency power needs. Fire water storage and booster pump systems are anticipated for the initial phase which includes the proposed University and VFW.

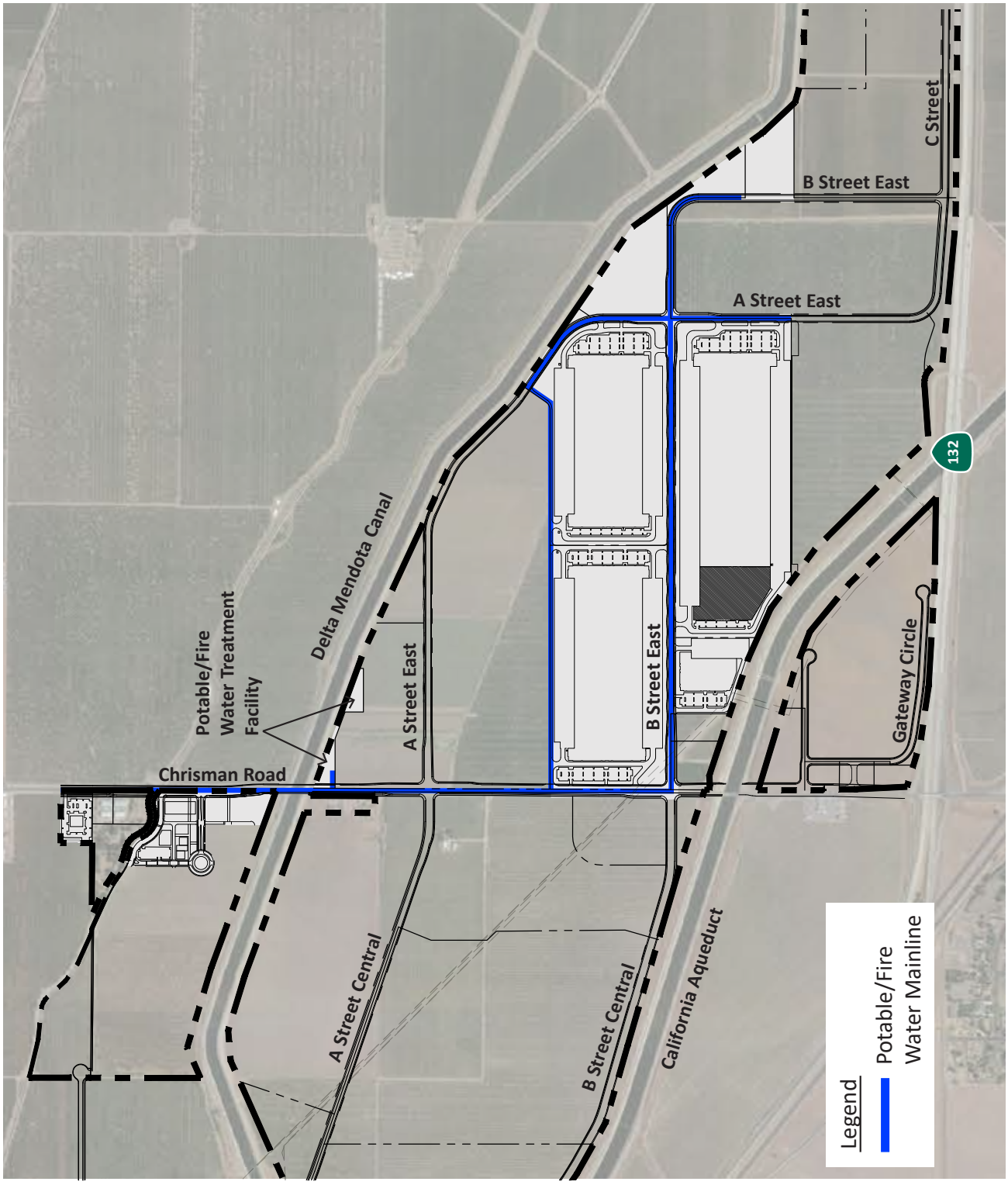


Figure 6.17, Conceptual Initial Phase Potable Water Facilities

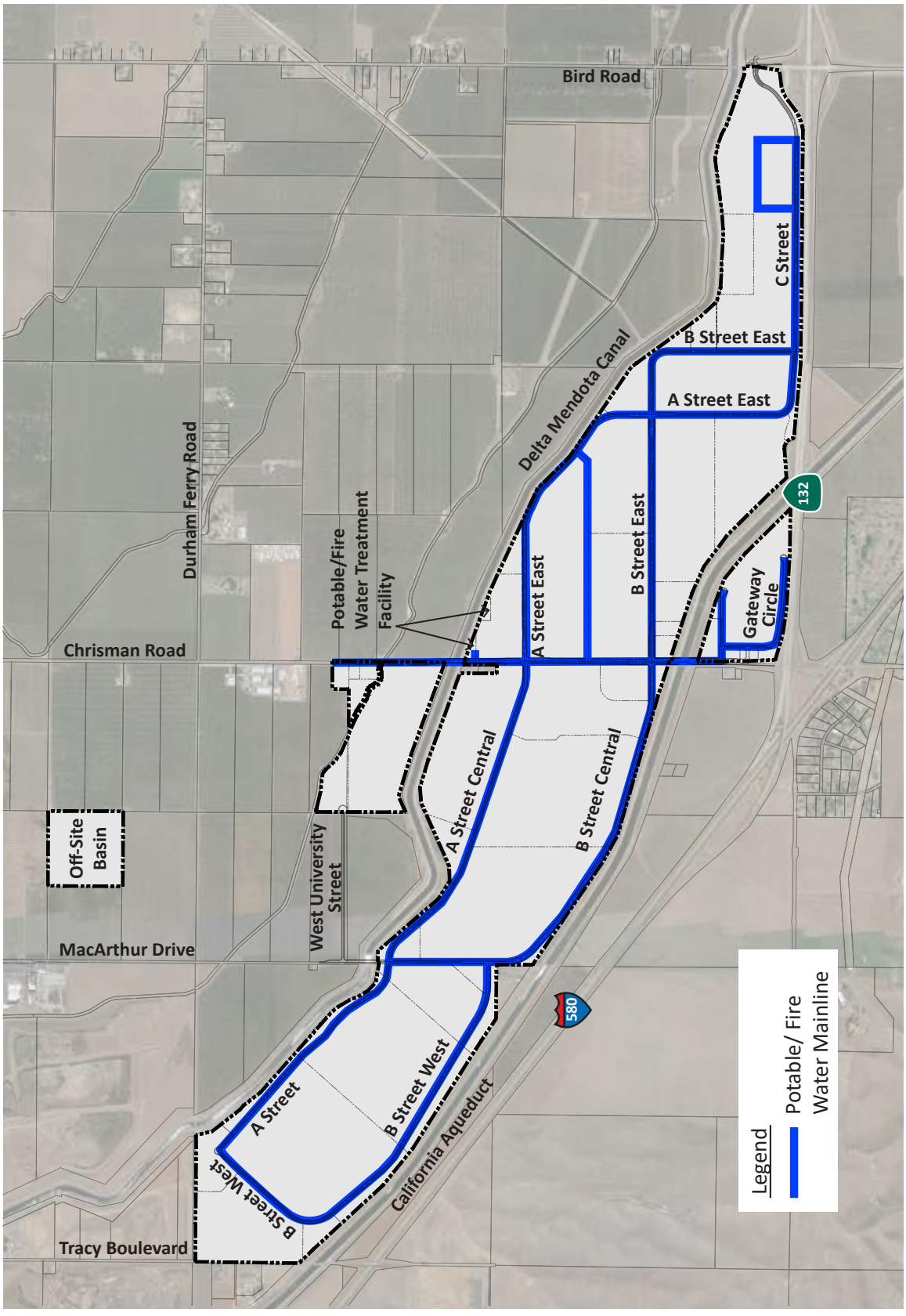


Figure 6.18, Conceptual Build Out Potable Water Facilities

c. Wastewater System

Wastewater will be treated and disposed of onsite and will consist of a package wastewater treatment facility, and a drying sludge press system. The wastewater treatment site will also house recycled water facilities, which include a pump station and an above ground storage tank. The location of the wastewater treatment site is shown in Figure 6.19. 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. Sewer lift stations will be necessary throughout the development. 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 at the east side of the initial phase of development near the Delta Mendota Canal. 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, see Figure 6.20, 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. Pipe sizes and slopes of the sanitary sewer will allow for future expansion.

d. Recycled Water

The initial phase will require the recycled water storage tanks, pump station, and the recycled water distribution system to be constructed. Additionally, recycled water pipeline infrastructure including irrigation services will need to be constructed for the initial phase areas which include the University, VFW, and the initial phase warehouse and distribution development.

It should be noted that recycled water typically has high nitrate levels. To minimize potential additional treatment processes to the wastewater facilities tied to the disposal, the site can take credit for storm water percolation as described in the following section. 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 adjacent 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 is in discussions to use water from the local irrigation district, Banta Carbona Irrigation District (BCID), to provide well water to supplement the recycled water supplies.

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. 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 6.21 for the initial phase and Figure 6.22 for the final build out. The wastewater treated 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. Where irrigation is necessary, a dedicated irrigation service will be provided from the recycled water system.

The recycled water storage tank is anticipated to handle 50 days of wastewater production with no release. 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. Recycled water cannot be used within 48 hours of a storm event which is why the storage tank will be sized to handle several weeks' worth of recycled water generation.

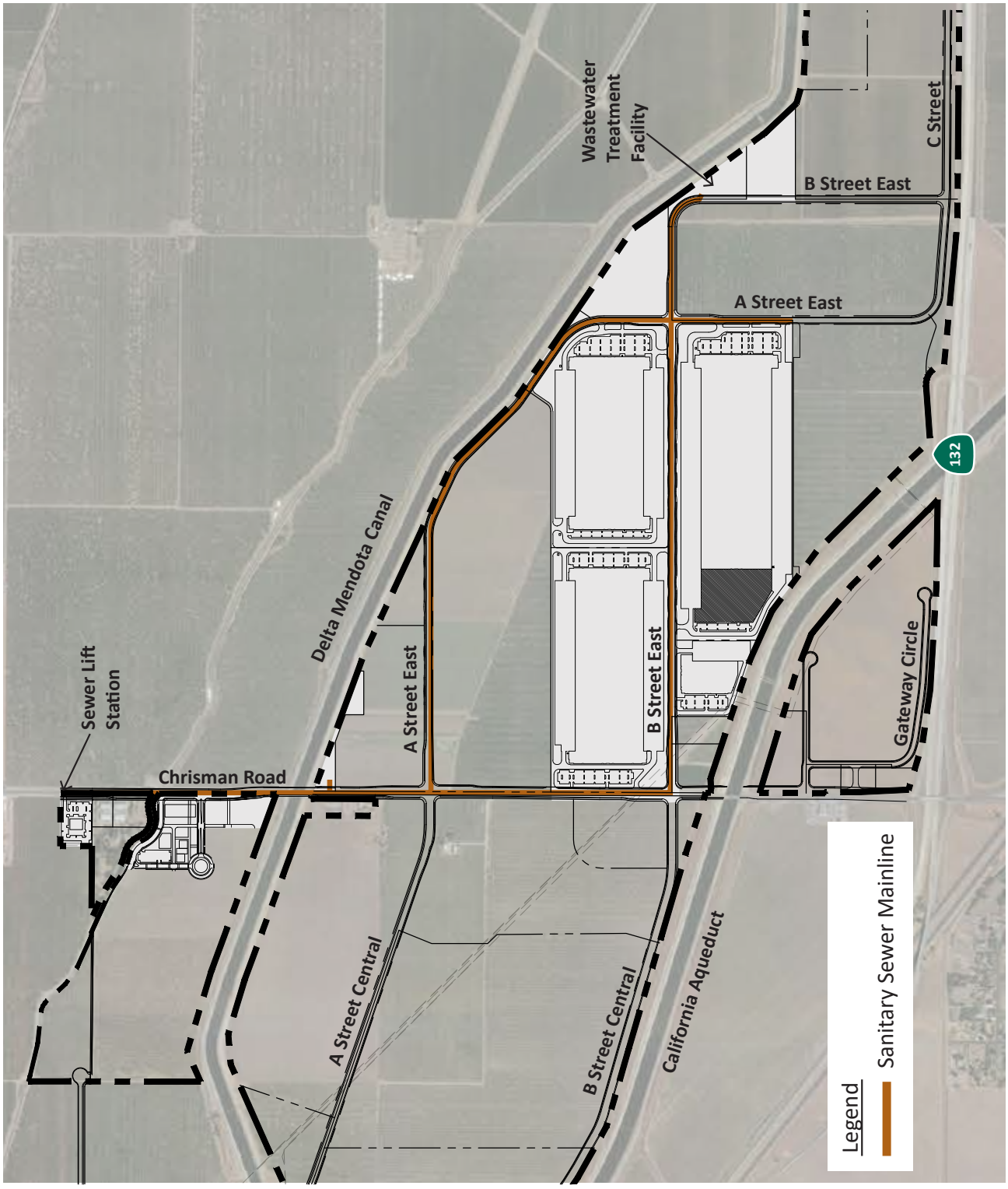


Figure 6.19, Conceptual Initial Phase Wastewater Facilities

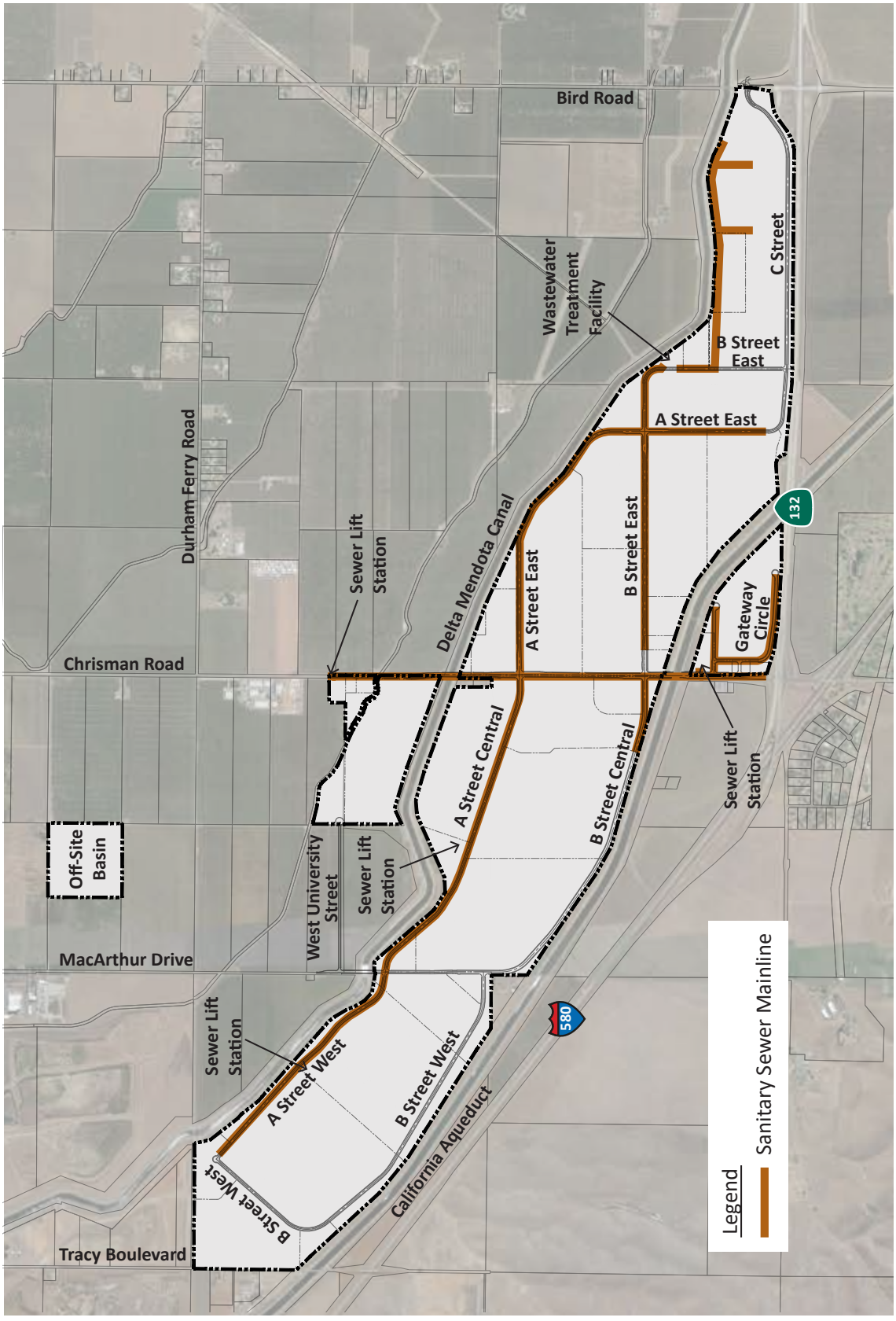


Figure 6.20, Conceptual Build Out Wastewater Facilities

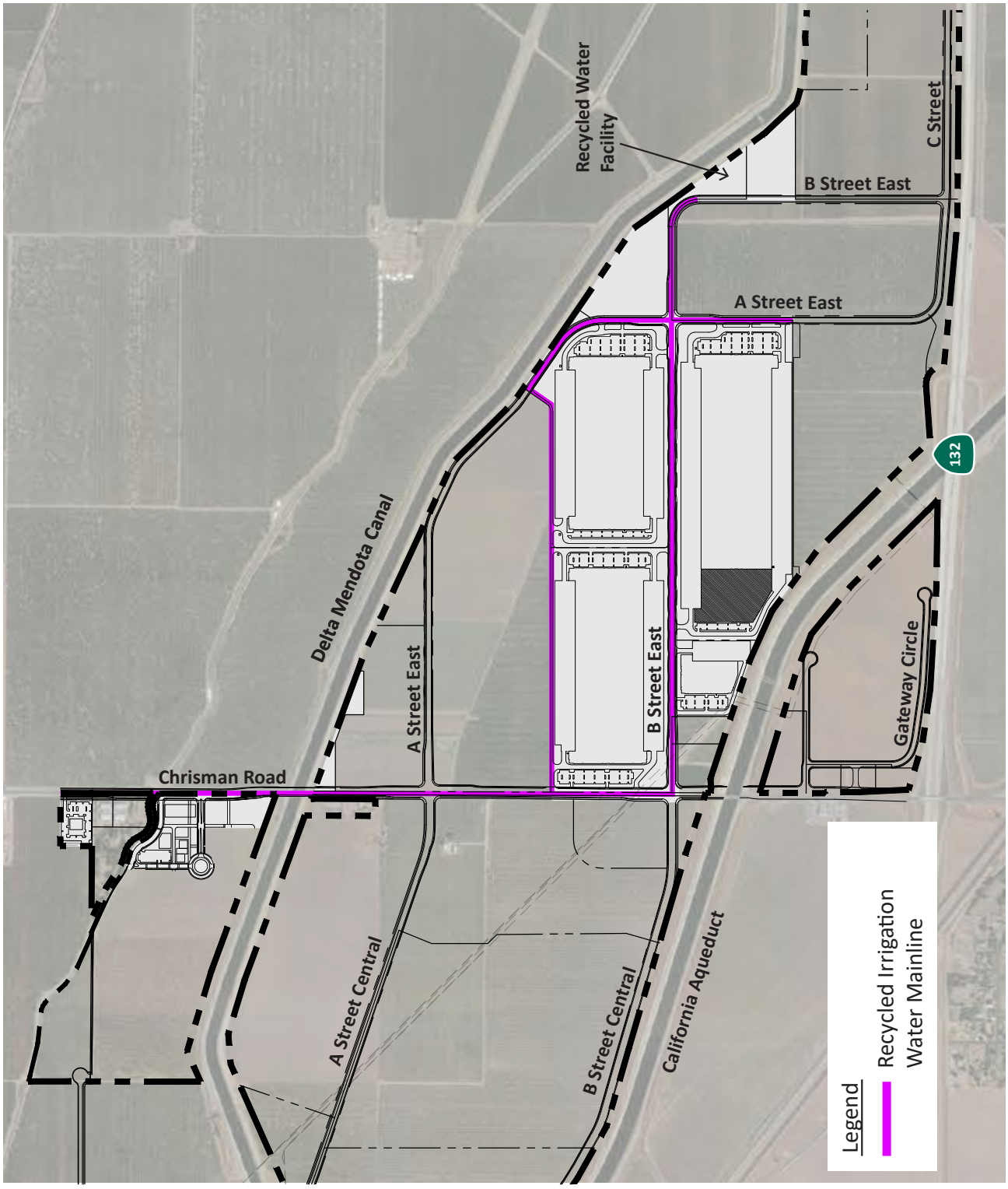


Figure 6.21, Conceptual Initial Phase Recycled Irrigation Water Facilities

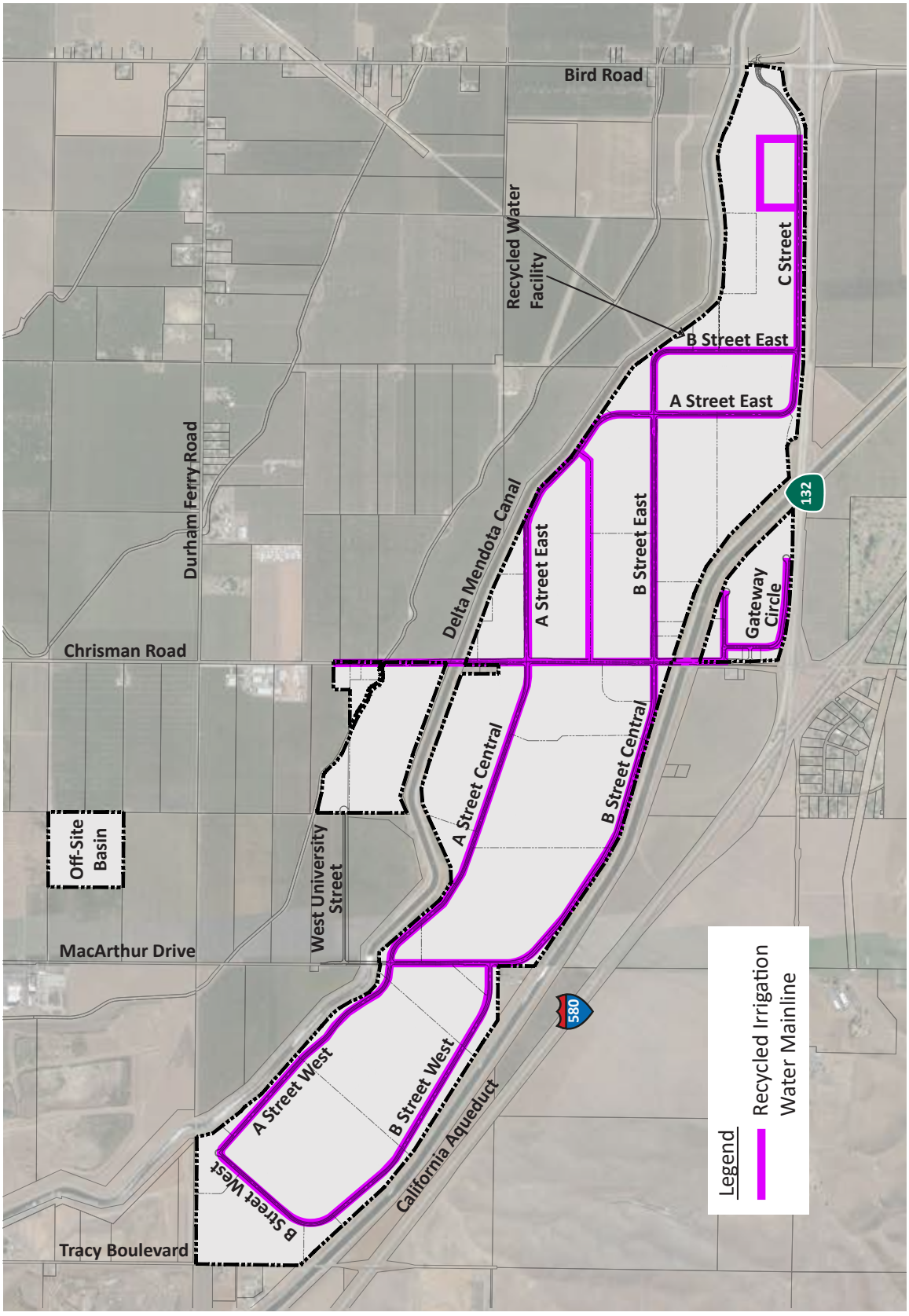


Figure 6.22, Conceptual Build Out Recycled Irrigation Water Facilities

e. Storm Drainage

Chapter 606, Storm Drainage, within the San Joaquin County Development Title establishes the drainage requirements for development project. Projects seeking Limited Industrial zoning are required to be serviced by a public drainage system with terminal drainage. However, the Project proposed utilizing retention basins instead of discharging into a terminal drain. This section establishes the retention basin standards for the Specific Plan area and supersedes the Development Title. To ensure the retention basins can manage multiple storms, the retention basin sizing criteria is for the 100-year 10-day storm for developed volumes. Off-site drainages passing through the development are intended to traverse the Specific Plan area in a similar manner.

The Project will consist of a system of inlets, piping, and bio-treatment and detention ponds that will provide stormwater conveyance and treatment. The stormwater for the Project will drain to a network of shared regional retention basins strategically located throughout the development area, see Figure 6.23 for the initial phase and Figure 6.24 for the final build out. These basins will be sized to manage runoff in accordance with this Specific Plan and include a factor of safety.

Runoff from industrial parcels, building sites, and proposed roadways will be collected via catch basins and conveyed through a piped network to these basins. The system will also be engineered to accommodate offsite flows from the hills west of the site. These flows will be routed through or around the site with storage volumes equivalent to preexisting conditions, preserving the existing regional drainage pattern while providing downstream protection.

To promote a unified and code-compliant approach, the stormwater infrastructure for the Pacific Gateway Project is designed as a shared system serving the entire I-L zoned area. Rather than each parcel constructing and maintaining independent terminal drainage connections, a collective drainage strategy using regional retention basins is implemented. This approach is consistent with the Development Title Section 9-1135.5, which allows for alternative drainage methods where direct discharge to terminal drainage is infeasible or unwarranted.

Given the size of the development—over 1,500 acres—and the lack of terminal drainage infrastructure within 1,000 feet of many planned basin areas, constructing new offsite trunk lines would impose excessive cost and unnecessary redundancy. Instead, the shared on-site retention basins provide an effective and sustainable alternative that supports the County's long-term water management goals.

Each basin is designed to retain runoff with no surface discharge, relying on natural infiltration to recharge the groundwater table. Percolation rates have been verified by geotechnical testing, and each basin is sized to fully infiltrate stormwater volumes within 10 days of the design storm event. Notably, these basins contribute to the Delta-Mendota Subbasin, a SGMA-designated groundwater basin, enhancing regional recharge efforts and aligning with State Water Resources Control Board (SWRCB) objectives for groundwater sustainability and infiltration-based stormwater management.

In addition to mitigating project-generated runoff, the design provides secondary benefits by reducing the volume and velocity of existing offsite flows that previously contributed to downstream flooding and erosion risks. The construction of a 40-acre regional basin north of the development will further enhance percolation capacity and allow redirection of legacy flows away from erosion-sensitive channels, effectively mitigating preexisting 100-year flood conditions and reducing hydrologic impact on properties downstream of the Project.

Basins located within the Airport Influence Area will be designed to comply with Airport Land Use Commission (ALUC) safety requirements, including maximum ponding depth and drainage timelines.

The overall stormwater system will be designed to meet the following objectives:

- Comply with San Joaquin County standards while supporting groundwater recharge and reducing runoff export volumes.
- Assist new development in reducing urban runoff pollution to minimize water quality impacts.
- Align with State Water Resources Control Board policy directives that promote infiltration-based stormwater solutions.

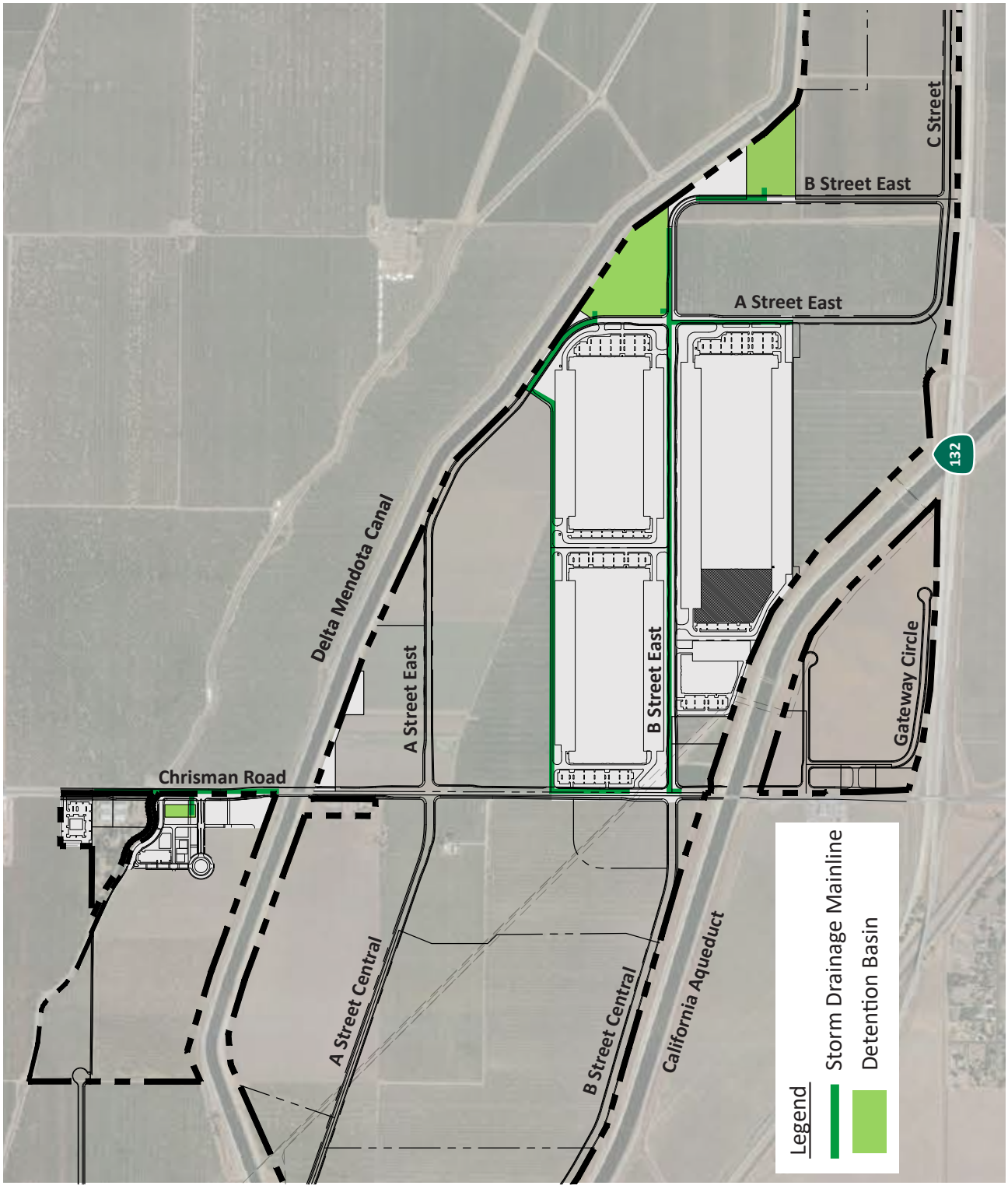


Figure 6.23, Conceptual Initial Phase Storm Drainage Facilities

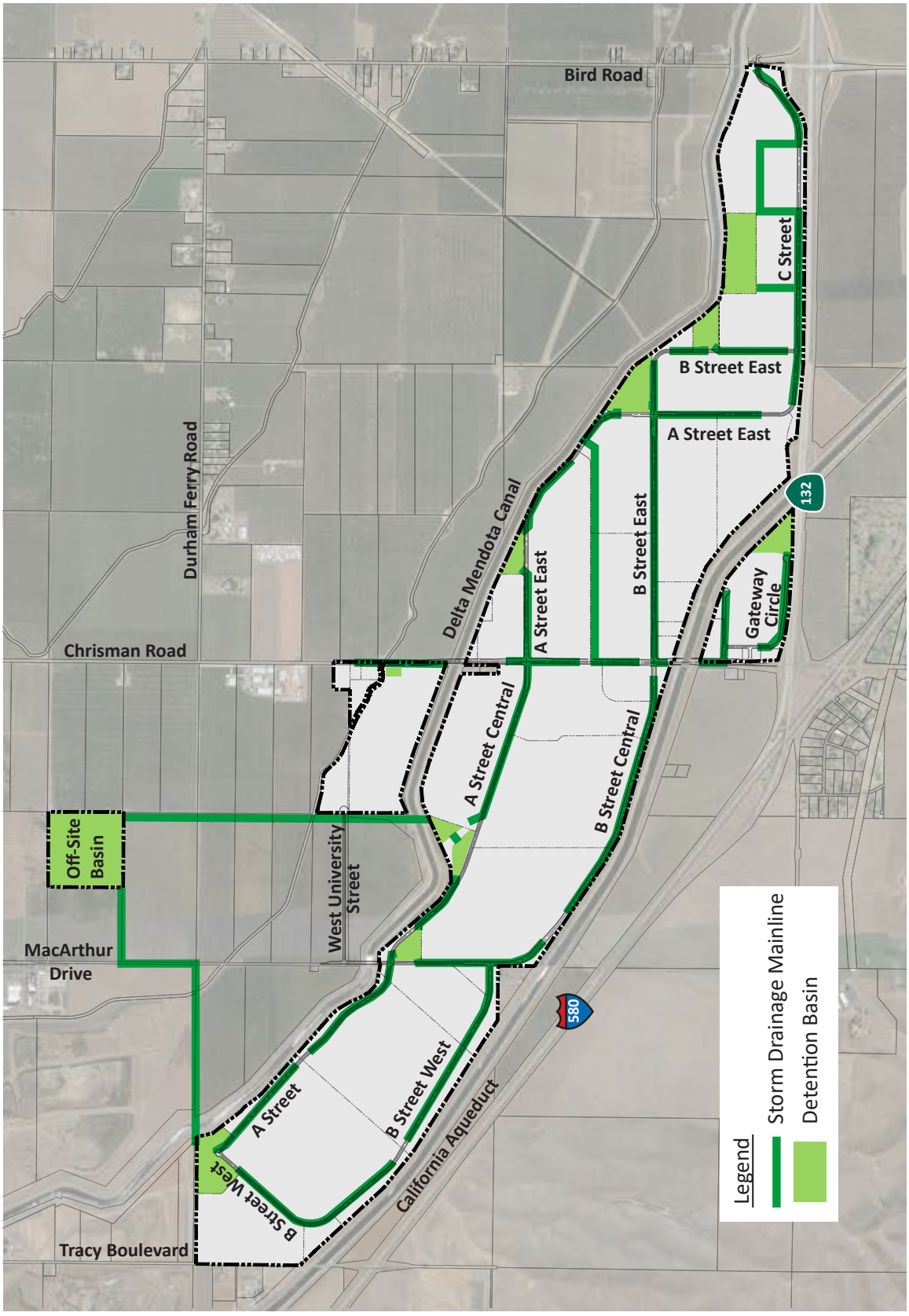


Figure 6.24, Conceptual Build Out Storm Drainage Facilities

- Provide a coordinated infrastructure strategy across the I-L parcels and the entire Project through a Community Facilities District (CFD) or shared maintenance association.
- Avoid overburdening downstream public facilities and reduce County maintenance obligations by containing and treating water on-site.
- Support long-term water resource sustainability and climate resilience in the Tracy region

To support compliance and quality assurance, Best Management Practices (BMPs) outlined in the County's Stormwater Quality Control (SWQC) Manual will be implemented in the design of the Project. BMPs will include both source and treatment controls to promote infiltration, reduce pollutants, and manage flows at their source.

Source Control BMPs

- Water efficient irrigation to minimize runoff of excess irrigation water.
- Storm Drain Stenciling
- Outdoor Material BMPs
- Covered Trash Enclosures
- Fueling Area BMPs

Treatment Control BMPs

- Media Filters
- Bioretention Planters
- Drain Inserts
- Permeable Pavers
- Filter Strips
- Infiltration Areas
- Regional Retention Basins sized per drainage management area.

f. Electric, Natural Gas, Fiber Communications
Electric

PG&E will be the electric provider within the proposed development. Most of the electricity 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 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 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 University, the Veterans Facility, four (4) 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.

Fiber Communications
Fiber communication 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 cable within the conduit delivery system until a contractual agreement is executed.

6.13 SOLID WASTE DISPOSAL

The proposed land uses in the Project 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.

The Project 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 provide adequate recycling containers for public areas. There shall be no exterior storage permitted within the Project site.

6.14 CONSTRUCTION PHASING

Construction of the Project is expected to occur in multiple phases. Figure 6.25 outlines the first conceptual development phase, referred to as the initial phase. The initial phase 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. The initial phase will be implemented according to approved applications for tentative subdivision maps and individual site-specific Project approvals. Future infrastructure will be constructed in accordance with future final large lot maps.

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. Unless otherwise specified in this Specific Plan, future infrastructure will be built in accordance with the final large lot maps and approved development agreements, tentative parcel, or subdivision map applications, and/or development review permit processes for individual, site-specific development plans. In conjunction with the County's processing of such applications, the County will consider the infrastructure improvements necessary to support the proposed development. The timing of all infrastructure construction should be established to facilitate the orderly development of the Project site.

6.15 FUNDING

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

Improvements to be constructed by property owners may require appropriate security or bonding by the County. For any future shared improvements, applicants will be required to provide a security acceptable to the County, covering their pro-rata share of the improvement costs based on acreage.

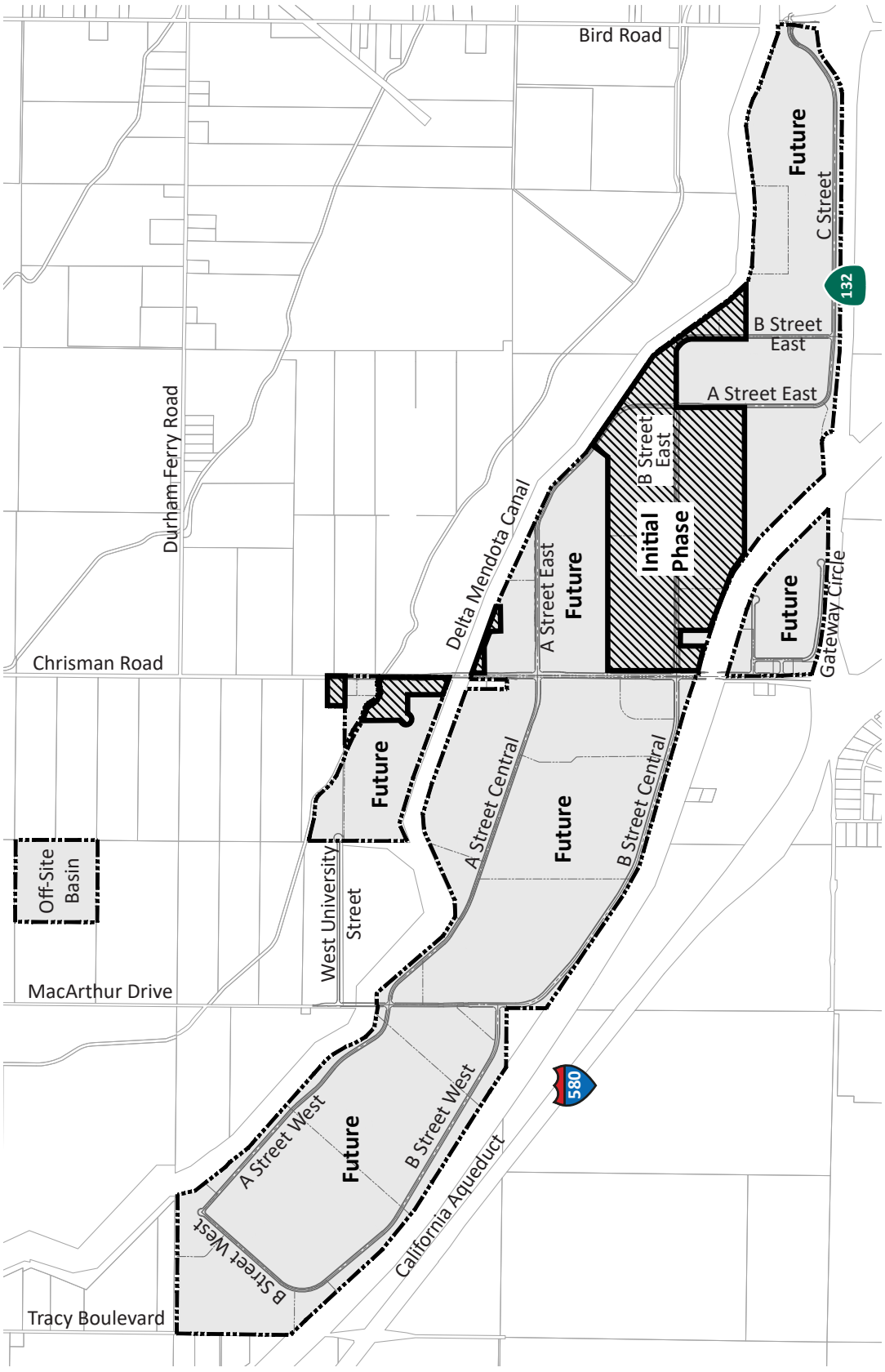


Figure 6.25, Conceptual Phasing Plan

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 roadway improvements within the street right of way. The property owners will be responsible for all landscaping behind the back of curb including within proposed landscape setbacks, as well as the landscaped medians. Utilities will be maintained by the appropriate service providers. Drainage basins, inlets and detention structures will be maintained by the property owners.

6.17 FINANCE PLAN

Funding

Construction of the Backbone Infrastructure described in this Specific Plan may be financed through any combination of funding mechanisms and processes, which are outlined in this section. "Backbone Infrastructure" includes but is not limited to wet and dry utilities, storm basins, public parks, monument signage and associated features, public streets, including associated landscaping and lighting, Delta-Mendota Canal, California Aqueduct and other bridge crossings, freeway interchange upgrades, and a new South San Joaquin County Authority fire station as described in this Specific Plan and other Project entitlement documents. Available possible financing mechanisms include but are not limited to the following:

- Bond Issuances
- Mello-Roos Community Facilities District Special Taxes
- Enhanced Infrastructure Financing District (EIFD)
- Other forms of Assessment Districts and Special Taxes
- County and/or City Direct Investment
- Reimbursement Agreements
- State and/or Federal Loans and/or Grants
- Direct Appropriation
- Private Capital
- Subregional Fee Program(s) (1)
- Development Impact Fees (1)
- Transportation Fees (1)

(1) *Fee typically collected during the building permit process for each individual project.*

Backbone infrastructure funding and financing mechanisms will be determined as each Project phase is developed over time. Improvements constructed by property owners may require appropriate security or bonding facilitated by the County Administrative Office (CAO). Security required for the Project portion of Fair Share of improvements, and the formula utilized to determine the Project's Fair Share, will be evaluated as each improvement is needed and shall satisfy the CAO.

Maintenance

Operation and maintenance of the Backbone Infrastructure will include public and private sources and entities based on ownership. Facilities and improvements that have been completed and accepted by the County, such as water, sewer, recycled water package plants, wet utilities and streets, will be operated and maintained by the County. The County may contract with third parties for operations and maintenance. Improvements that remain privately owned but publicly available will be privately managed and maintained through an Owner's Association, which will be formed prior to completion of the Initial Phase development projects. The operation and maintenance of Backbone Infrastructure will occur through a variety of mechanisms:

1. A Community Services District, Community Facility District, Landscape and Lighting District or other appropriate funding mechanism.
2. San Joaquin County, directly.
3. Assessments from an Owner's Association.
4. Fees and charges from service providers.

An Owner's Association will be responsible for the operation, maintenance and repair of publicly available or accessible common areas of the Project, and Pacific Gateway amenities, including mini-parks, Gateway Park, Pacific Gateway monuments and identity features, private streets shared between individual development parcels, and Pacific Gateway master landscaping both inside and outside the public right-of-way. The University will maintain its campus separately.

Implementation

The Project will require the preparation and adoption of a Public Facilities Finance Plan (PFFP). The costs of preparing the PFFP shall be borne by the Project prior to commencing any development within the Specific Plan.

Conditions of approval relating to Project improvements will be imposed on Development Review and subdivision map applications for the individual building projects within the Specific Plan.

7 SUSTAINABILITY
PACIFIC GATEWAY







7.1 INTRODUCTION
The Project will be a model of sustainable design both in buildings, infrastructure systems, site design, landscape, and transportation. The Project will implement energy and water efficient buildings, among other sustainable infrastructure opportunities. The design and orientation of buildings, including window locations, screening and overhangs, and the selection of materials, will assist in energy conservation.

7.2 SUSTAINABILITY
The Project will provide opportunities that increase sustainability, reduce greenhouse gas emissions, decrease energy consumption, as well as decrease the impacts of construction activities and waste generation. Included are strategies that promote energy conservation, solid waste reduction, open space, and resource preservation. The Project will also promote public health through pedestrian and bicycle pathways, creating alternative means of transportation and reducing vehicle use. Below is a list of measures that will be incorporated into the Project to support sustainability:

Energy

Energy efficiency will be achieved by selecting materials, building systems, and designs that improve insulation, leverage renewable energy opportunities, and optimize natural resources. Development may require buildings to be climate-controlled for heat, cooling, or controlled for humidity. Building design must meet the current energy-efficient standards, incorporating energy-efficient heating and cooling systems, appliances, building systems equipment, and HVAC control systems. Below are additional guidelines to consider for reducing energy use:

- Reduce mass grading to the extent feasible and 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.



Provide Exterior Lighting to Meet Minimum Standards for Safety



Utilize Canopies and Awnings to Minimize Heat Gain

- Consider building orientation, window placements, and materials selection when designing the site and building for maximizing energy efficiency.
- Use energy-efficient LED lighting and control systems for buildings, traffic, street, and any other outdoor lighting. Only lighting required for parking lot security and safety will be provided at night.
- Ensure lighting levels for outdoor illumination meet the minimum standards required for safety.
- Design buildings for roof-mounted solar panels affording tenants/users the opportunity to utilize solar energy.
- Install insulated dock doors and dock door seals to reduce energy loss where warehouses are required to be climate controlled.
- Divide warehouse spaces by temperature zones and group cool and warm temperature spaces together to decrease energy usage.
- Use daylight or clerestory windows and roof skylights as a means of providing natural light and reducing the need for lighting during daytime.
- Use light colored “cool” roofs for all new buildings, which helps to reduce heat gain and conserve energy use.
- Consider canopies, awnings, and architectural shade structures for the south and west elevations to minimize heat gain.
- Choose tree species based on their large canopy characteristics at maturity and place them strategically on the west and east portions of the site to shade paving areas and building elevations, reducing sun exposure and minimizing heat gain.



Provide Preferential Parking Spaces for Electric Vehicles



Provide Bike Racks to Encourage Bicycle Commuting

Transportation

Rule 9410 requires large employers to establish Employer Trip Reduction Implementation Plans (eTRIP) designed to give employees alternatives to single-occupancy vehicle trips, thus reducing pollutant emissions associated with commuting to and from work. Under Rule 9410, the program will include incentives for commuters to use alternative modes of transportation. Employers subject to Rule 9410 shall register and submit an eTRIP Plan to the District which may include the following:

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 should be provided for electric vehicles and other clean air vehicles in all parking lots to encourage energy-efficient vehicular use.

- Parking spaces must be designated for a combination of zero-emitting, fuel-efficient, and carpool/vanpool vehicles to meet CalGreen Tier 1 requirements. The location of these reserved parking spaces shall be identified on individual site plans and included with Zoning Compliance applications and identify preferential parking spaces 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

The 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 for the Project, where 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:

- 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 maintain the organic habitat of the region 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 to promote connectivity throughout 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 non-residential buildings over 10,000 square feet to ensure that all are working at their maximum capacity and design efficiency.

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 to consider the merits of LEED certification not only to conserve energy but also to promote stewardship of the environment and green business practices. All buildings at Pacific Gateway will be "LEED Certified" and in some instances, "LEED Silver."

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8 ADMINISTRATION
PACIFIC GATEWAY

8.1 SPECIFIC PLAN ADMINISTRATION & AMENDMENT

The Specific Plan establishes a set of development standards, guidelines, and processes for the Project, and will serve as the General Plan and Zoning standards for development of the Project site. The Specific Plan is incorporated into the County's General Plan and provides the principal regulations for all properties within the Project site. In addition to the regulations contained in this Specific Plan, properties within the Project site are subject to applicable regulations of the Development Title. To the extent any regulation in this Specific Plan conflicts with the Development Title, the regulations set forth herein shall prevail. The review process for each type of development application shall be as specified in the 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 determine that the Project substantially conforms to the Specific Plan through the Zoning Compliance Review process, even if it does not fully align with every detail, as long as the County finds that the Project meets the overall vision of the Specific Plan.

Amendment Procedures

The Specific Plan provides flexibility to respond to both the current and future real estate market and development opportunities. 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 any revisions to the Specific Plan are considered a major amendment, requiring both Planning Commission and Board of Supervisors approval and adoption, or an administrative amendment subject only 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 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 the 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 there is a significant increase in building square footage or other changes in the Specific Plan that would trigger the need for subsequent review under the California Environmental Quality Act based on 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 because 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 Development Title 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.

8.2 PROCESSING OF APPLICATIONS

Discretionary permitting steps must occur throughout the Project development, including the approval of Tentative and Final Subdivision Maps and/or Parcel Maps, Conditional Use Permits, Administrative Use Permits, Zoning Compliance Review, Sign Permits, and improvement plans required for development of individual buildings. Each of these applications will utilize the approved EIR certified with the Specific Plan to ensure consistency with the findings and Mitigation and Monitoring Review Program (MMRP). Each of these application processes are discussed below.

8.3 SUBDIVISIONS

The Project will be further subdivided into individual 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 and the County's Subdivision Ordinance and can be processed concurrently with other applications. All streets, sidewalks, landscape areas, public property infrastructure, and other improvements shown on the subdivision application shall comply 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 the County with all information required under the Subdivision Map Act and the County's Subdivision Ordinance and shall submit the applicable processing fee.

8.4 ZONING COMPLIANCE APPROVAL REVIEW

Applicants seeking to develop any portion of the Project site shall apply for a Zoning Compliance Review application with the County that contains all the information set forth in the Development Title and includes the applicable processing fee. Consideration of the Zoning Compliance Review application will be based on the review and approval procedures set forth in the Development Title. A Zoning Compliance Review application may be processed concurrently with any other necessary development application(s) for the land that is the subject of the requested site approval. The Zoning Compliance Review application shall be reviewed and approved at an administrative level per the process outlined in the Development Title.

8.5 ADMINISTRATIVE USE PERMIT

Project requiring an Administrative Use Permit shall be reviewed by the Zoning Administrator. The Zoning Administrator must approve, conditionally approve, or deny applications for Administrative Permits based on consideration of the requirements of the Development Title. The Zoning Administrator may, at his/her discretion, refer any application for an Administrative Use Permit for a project that may generate substantial public controversy or involve significant land use policy decisions to the Planning Commission for a decision rather than acting on it himself/herself. In that case, the application must be processed as a Conditional Use Permit. For projects which a discretionary permit is required pursuant to the Development Title, environmental review by the County pursuant to the California Environmental Quality Act ("CEQA") may be required. An Administrative Use Permit may be processed concurrently with any other necessary development application(s) for the land that is the subject of the requested permit, see Figure 8.1.

8.6 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 Development Title. For projects which a discretionary permit is required pursuant to the Development Title, environmental review by the County pursuant to the California Environmental Quality Act ("CEQA") may be required. The Planning Commission must approve, conditionally approve, or deny applications for Conditional Use Permits based on consideration of the requirements of the 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.

8.7 PROJECT APPROVAL

The County will develop conditions of approval for individual Zoning Compliance, Administrative Use Permits, Conditional Use Permits, and Subdivision Map applications. The conditions as approved for the Specific Plan have been included in Appendix A of this document, and the approved EIR is located on San Joaquin County Community Development Department, Planning Development Services website.

8.8 SIGNS

The Project pylon, Retail Pylon, Gateway Entry, Secondary Entry, Monument, and Directional signage will be constructed per the guidelines provided in this 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. All building and address signage shall be constructed in accordance with the requirements set forth in the Development Title and is subject to Fire Department approval for address size and location.

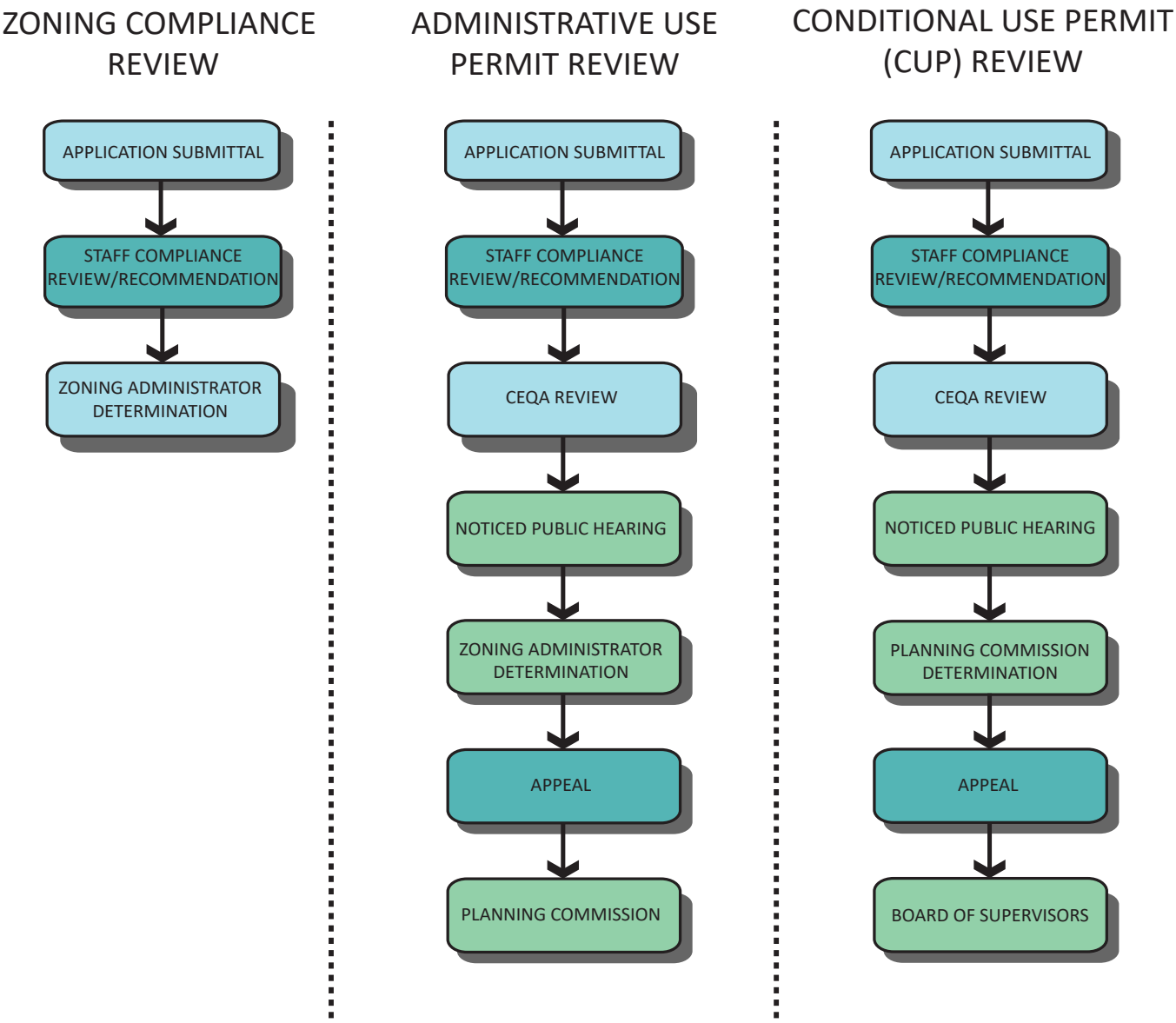


Figure 8.1, Administrative Permit Process

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