INTERNATIONAL PARK OF COMMERCE - PHASE 2

# DRAFT SPECIFIC PLAN

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**PREPARED BY:**

PROLOGIS

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# 1 INTRODUCTION

INTERNATIONAL PARK OF COMMERCE-PHASE 2

## 1.1 INTRODUCTION

The International Park of Commerce Phase 2 Specific Plan (IPCSP2) establishes the zoning, land uses, development standards, and regulations for the approximately 284-acre area of land located in the southwest region of San Joaquin County ("County"). The property is adjacent to the City of Tracy limits, outside the City Sphere of Influence, and will be referred to as the "Specific Plan Area," see Figure 1.1.

The Specific Plan Area is near the crossroads of two major transportation corridors, making it ideal for businesses which require large land parcels for warehousing, manufacturing, research and development, processing, fabrication, and construction uses. It is bordered by the extension of Promontory Parkway to the north, Pavilion Parkway to the west, with West Schulte Road bisecting the Specific Plan Area with development extending south of the road, and vacant farmland to the east.

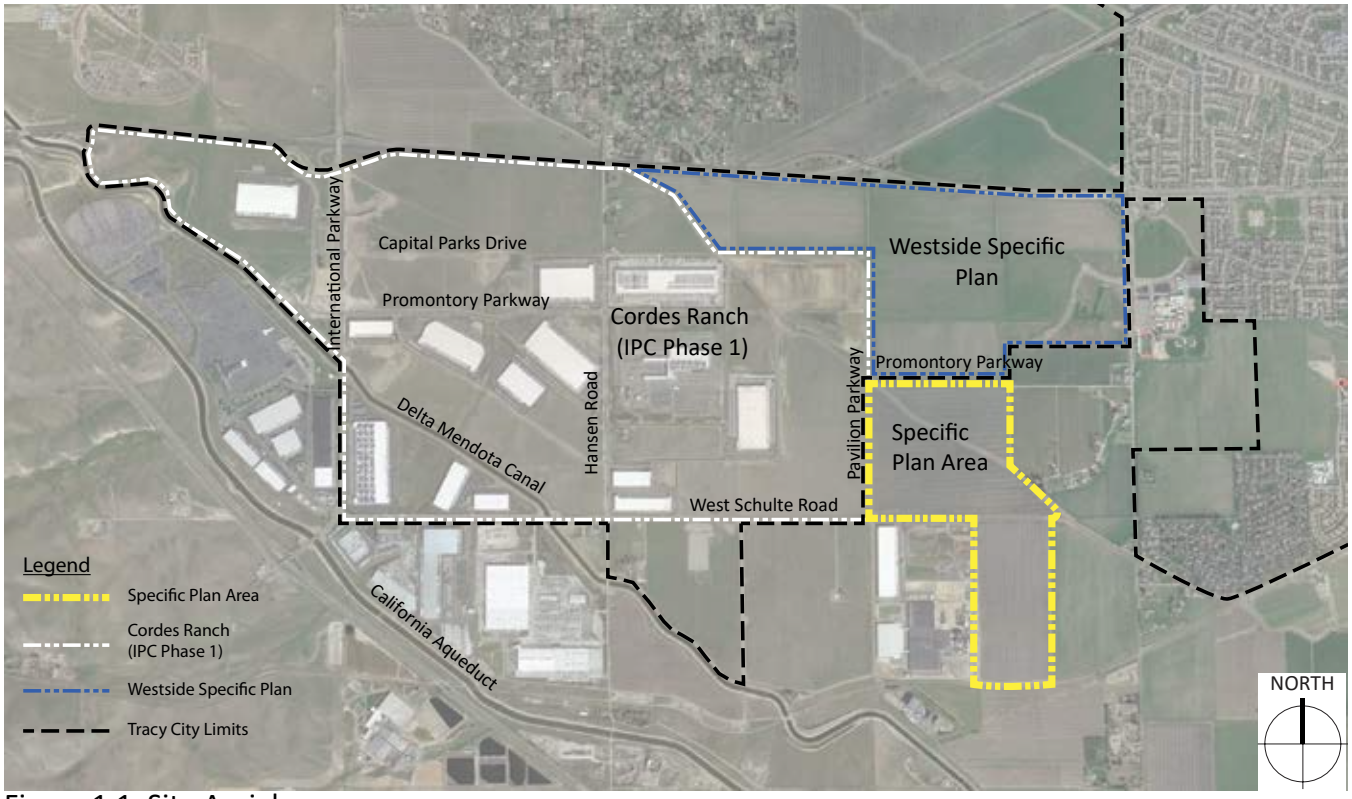



Figure 1.1, Site Aerial

**Vision**

The vision for the IPCSP2 is to create land use standards supportive of high-quality development for a variety of industrial and warehouse uses within San Joaquin County.

**Buildout Land Use Summary**

The IPCSP2 allows for flexibility in development. Table 1.1 presents the approximate acreage within the proposed zoning district and total building square footage envisioned for buildout. The proposed zoning is General Industrial and Specific Plan-1 (I-G/SP-1). Upon buildout, the Project will attract businesses that will generate jobs, increase tax revenue, and meet the future development needs for San Joaquin County.

**General Development Concept**

The concept envisions the development of warehouse and distribution buildings, but it is not limited to these uses exclusively. Table 1.1 provides the land use acreages and maximum Floor Area Ratio (FAR), which establishes the maximum building square footage for the entire project. The conceptual site plan depicted in Figure 1.2 is only illustrative and offers a vision of what might be developed on the parcels along with the proposed parking and circulation for vehicles and trucks. Chapter 3 Section 3.3, Permitted and Ancillary Permitted Uses, lists the uses that may occur on the site based on market demand and individual tenant operational requirements. While the conceptual site plan is a first step, separate Improvement Plan applications will be required by the County for each development proposal. These will be evaluated along with this Specific Plan for design consistency and the Environmental Impact Report for compliance.

## Land Use Summary

| **Gross Acres** | | | |
|---|---|---|---|
| **Use** | **Gross Acreage** | | |
| General Industrial/Specific Plan 1 (I-G/SP-1) | 279.6 | | |
| WSID Canal | 6.4 | | |
| Total Acres | 286.0 | | |
| **Net Acres** | | | |
| **Use** | **Gross Acreage** | **Max FAR** | **Total Proposed Building S.F.** |
| General Industrial/Specific Plan 1 (I-G/SP-1) | 267.7 | 60% | 5,360,000 |
| Road Dedication | 8.7 | | |
| Sewer Treatment Parcel | 1.8 | | |
| Water Treatment Parcel | 1.4 | | |
| WSID Canal | 6.4 | | |
| Total Acres | 286.0 | | 5,360,000 |

Table 1.1, Land Use Summary

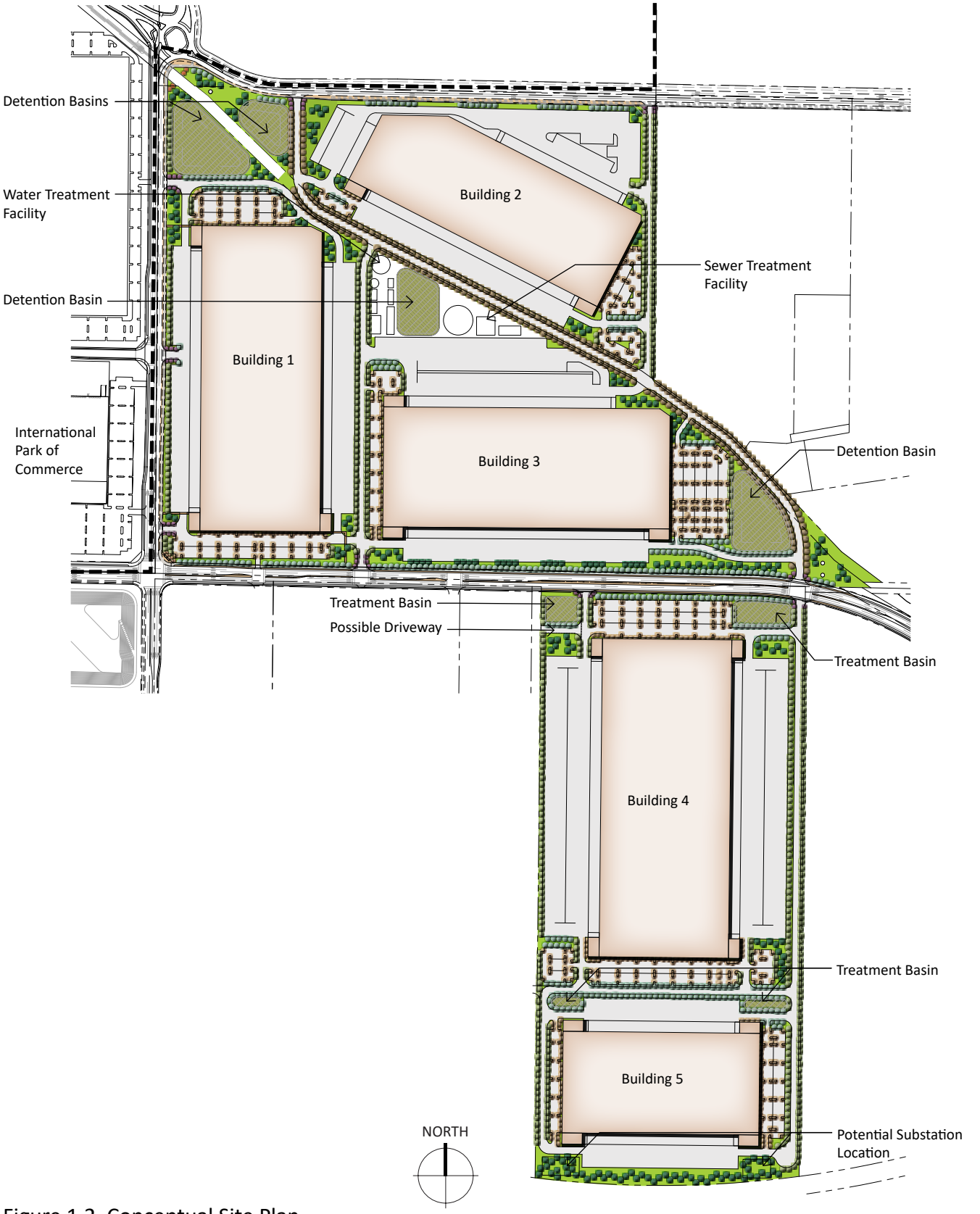



Figure 1.2, Conceptual Site Plan


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

**Goals**

The IPCSP2 will ensure that future development maintains an identity of its own with a commitment to sustainability, efficient site design, and well-designed buildings. The following goals have been established for the IPCSP2:

- Accommodate a variety of uses, including general industrial, warehouse, and fulfillment center facilities to foster the growth of research and development, manufacturing, and distribution uses.

- Capitalize on the existing transportation corridors of Interstates 580 and 205 to meet the increased demand for distribution of goods to the Bay Area and throughout California.

- Create opportunities to generate new jobs and contribute to a vibrant workplace in the San Joaquin Valley.

- Implement a range of sustainability measures aimed at conserving resources, decreasing energy and water consumption, and reducing air and water pollutants.

- Provide pedestrian and bicycle continuity to the existing established network crafted in the Cordes Ranch Specific Plan, see Figures 1.3 and 1.4.

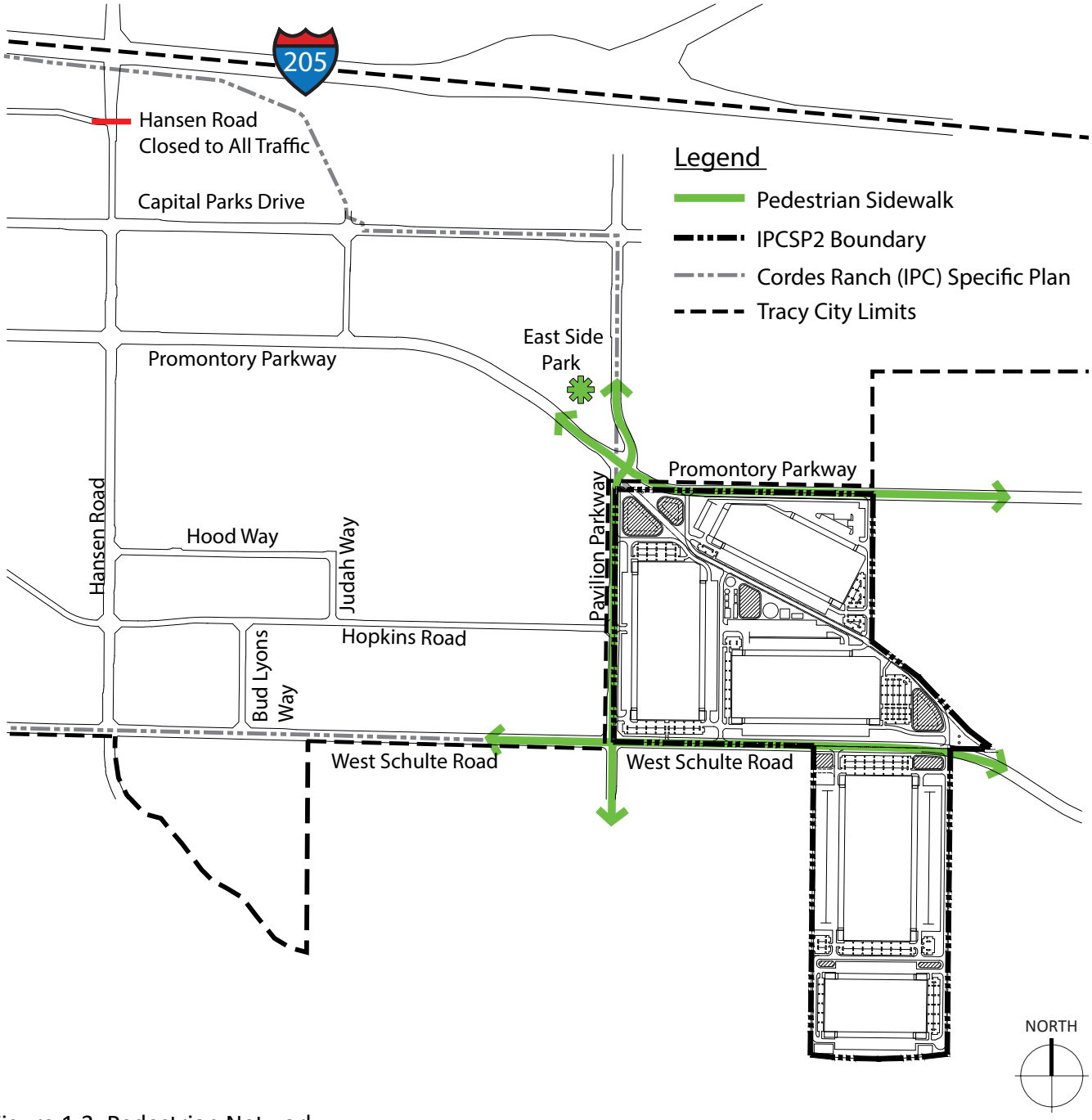



Figure 1.3, Pedestrian Network

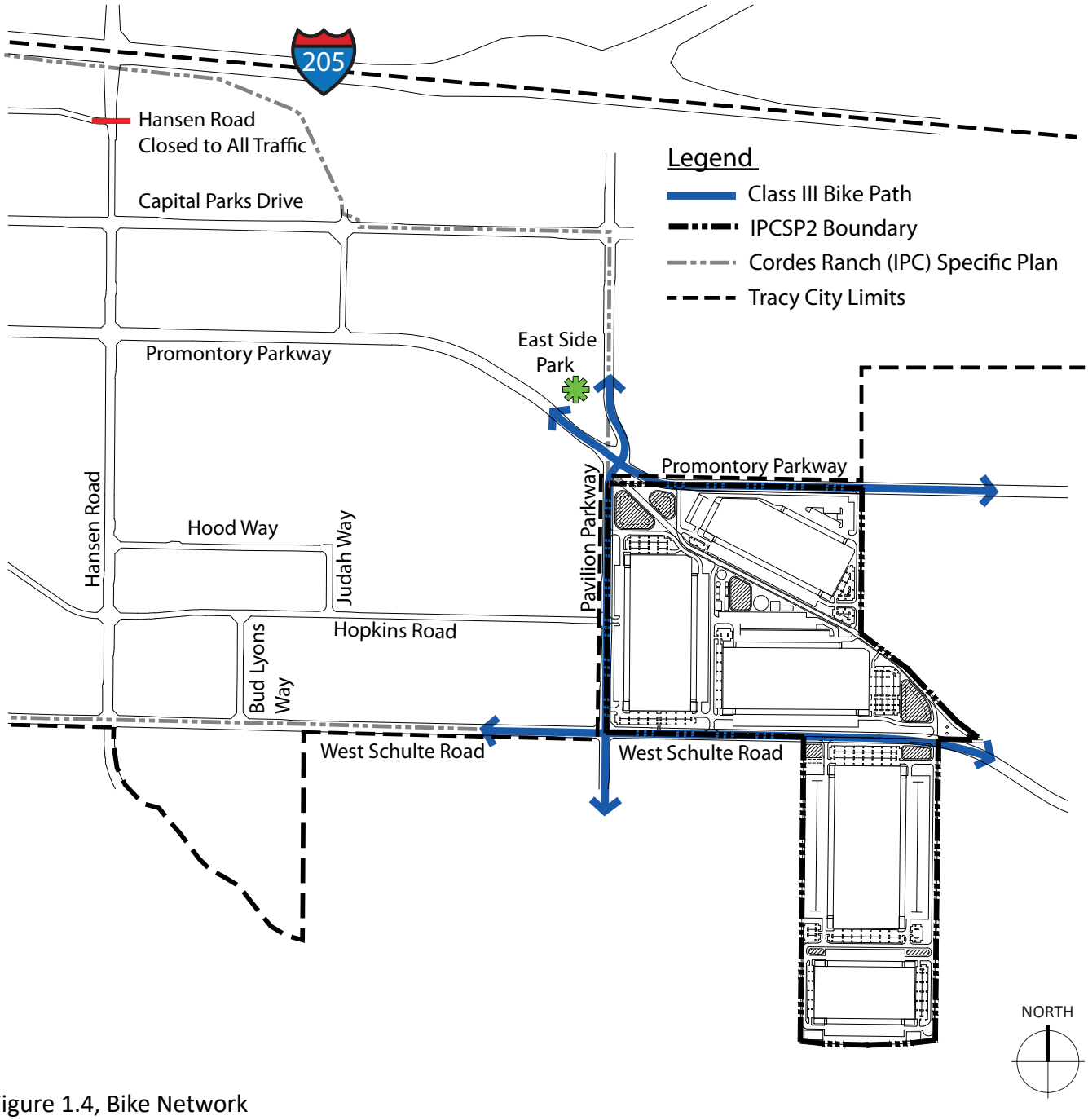



Figure 1.4, Bike Network


## 1.2 CALIFORNIA GOVERNMENT STATUTORY REQUIREMENTS

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

(1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

(2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

(4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3). The specific plan shall include a statement of the relationship of the Specific Plan to the General Plan.

The Specific Plan may address any other subjects which in the judgment of the planning agency are necessary or desirable for implementation of the amended General Plan.

## 1.3 RELATIONSHIP TO OTHER PLANS

**Cordes Ranch Specific Plan and EIR**

IPCSP2 is located east and adjacent to the existing 1,780-acre Cordes Ranch (IPC) Specific Plan which was approved by the City of Tracy in 2013 and amended in 2018, see Figure 1.5. The Cordes Ranch Specific Plan established the framework of roads, infrastructure, parks, and pedestrian and bicycle connectivity. It also provides for the land use and development of approximately 31-million square feet of business park commercial, office, a park, Arroyo hiking trails, and industrial uses.

**Westside Specific Plan and EIR**

IPCSP2 is located south and adjacent to the proposed Westside Specific Plan, which is currently under review by the City of Tracy, see Figure 1.5. The Westside Specific Plan was designed to create the entrance to the City from eastbound I-205. The 535-acre Westside Specific Plan envisions a broad variety of commercial, institutional, and residential (both age-restricted [senior] and non-age-restricted) land uses.

**Airport Plans**

The Tracy Municipal Airport is approximately 3.7 miles southeast of the IPCSP2 boundary. The San Joaquin County Airport Land Use Compatibility Plan, June 2009, shows the Airport Influence Area extending to approximately the intersection of South Lammers Road and Valpico Road, approximately 1.2 miles southeast of the Project. The IPCSP2 does not conflict with this plan since it is outside the Airport Influence area.

## 1.4 USE OF THE SPECIFIC PLAN

The Specific Plan provides architects, urban planners, landscape architects, developers, and others with the necessary tools to design an attractive, functional and sustainable project that supports the interests of San Joaquin County. The County will evaluate development proposals for consistency with the goals, objectives, design guidelines, and development standards set forth within IPCSP2 to determine individual project approval.

IPCSP2 is divided into 8 chapters that provide standards and guidelines designed to ensure that future projects within the Specific Plan Area are developed in a manner that is consistent with the goals and visions of the community. Outlined below is a brief description of the content within the remaining chapters of the Specific Plan.

**Chapter 2-Existing Conditions**

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

**Chapter 3-Land Use**

Chapter 3 further describes the Project concepts and zoning districts that will be utilized to guide development. Permitted and conditionally permitted land uses are outlined in this chapter. The development standards including setbacks, building heights, floor area ratios, parking requirements, and landscaping standards are provided for regulating the built environment.

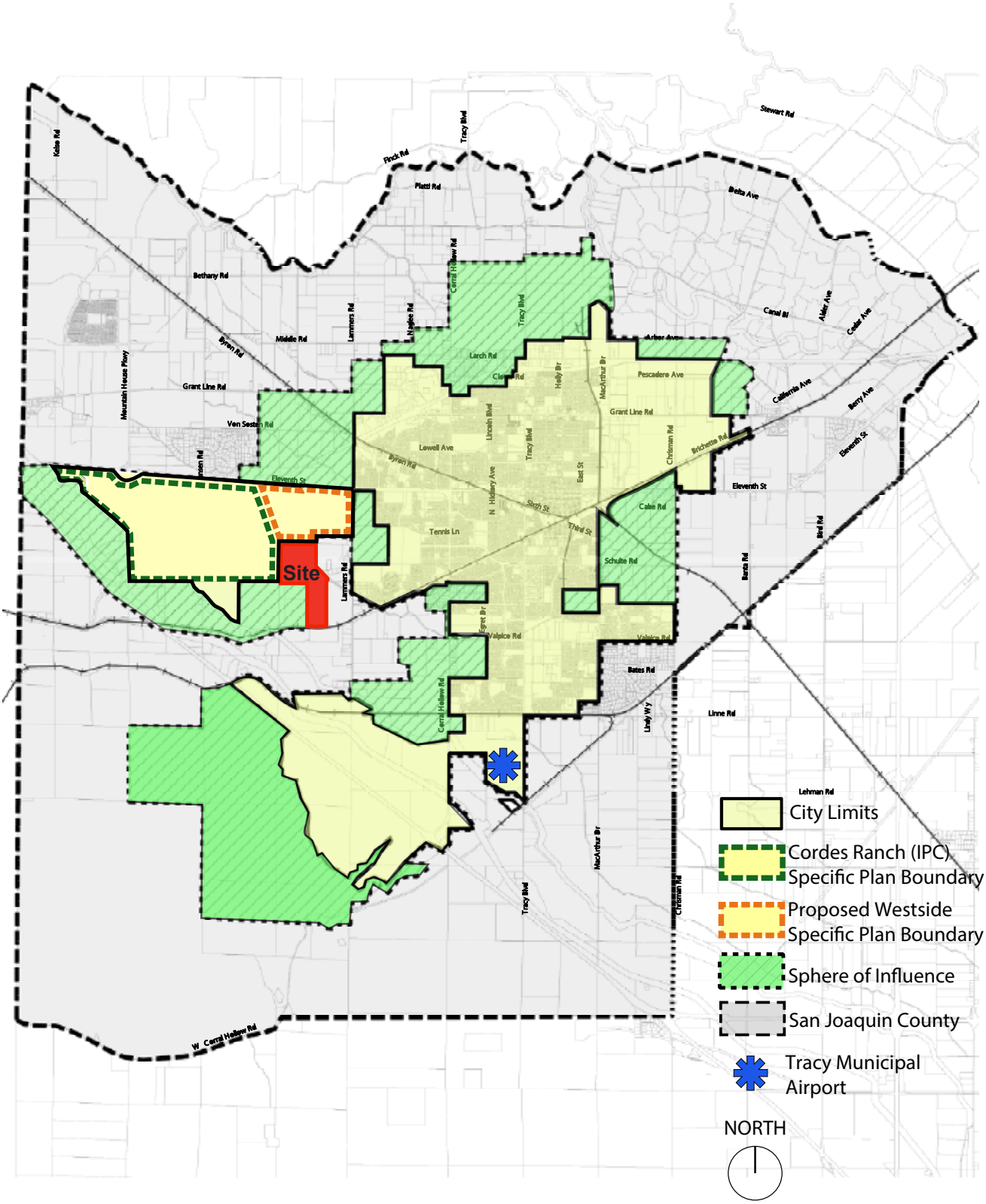



Figure 1.5, Project Vicinity

**Chapter 4-Design Guidelines**
Chapter 4 presents the design guidelines that will be used in conjunction with development standards in Chapter 3 to generate site plans, building architecture, and landscape architecture designs for the various parcels. Included in the chapter are imagery and preliminary conceptual plans to help illustrate the vision of the project.

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

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

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

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

## 1.5 DEVELOPMENT PROCESS

The development process for each parcel will generally consist of three steps, see Figure 1.6.

Step One: Review Chapter 3 of the IPCSP2 to determine which land uses are principally permitted or ancillary permitted uses, verify a proposal's compliance with the development standards and determine the allowable intensity of development.

Step Two: Review the project for consistency with the applicable design guidelines.

Step Three: Prepare a Zoning Compliance application for review and consideration by San Joaquin County. Development applications shall be prepared as required by San Joaquin County and this Specific Plan.

Note that all permitted uses in Chapter 3 require a Zoning Compliance Review Approval. See further details about the application submittal and review process in Chapter 8.

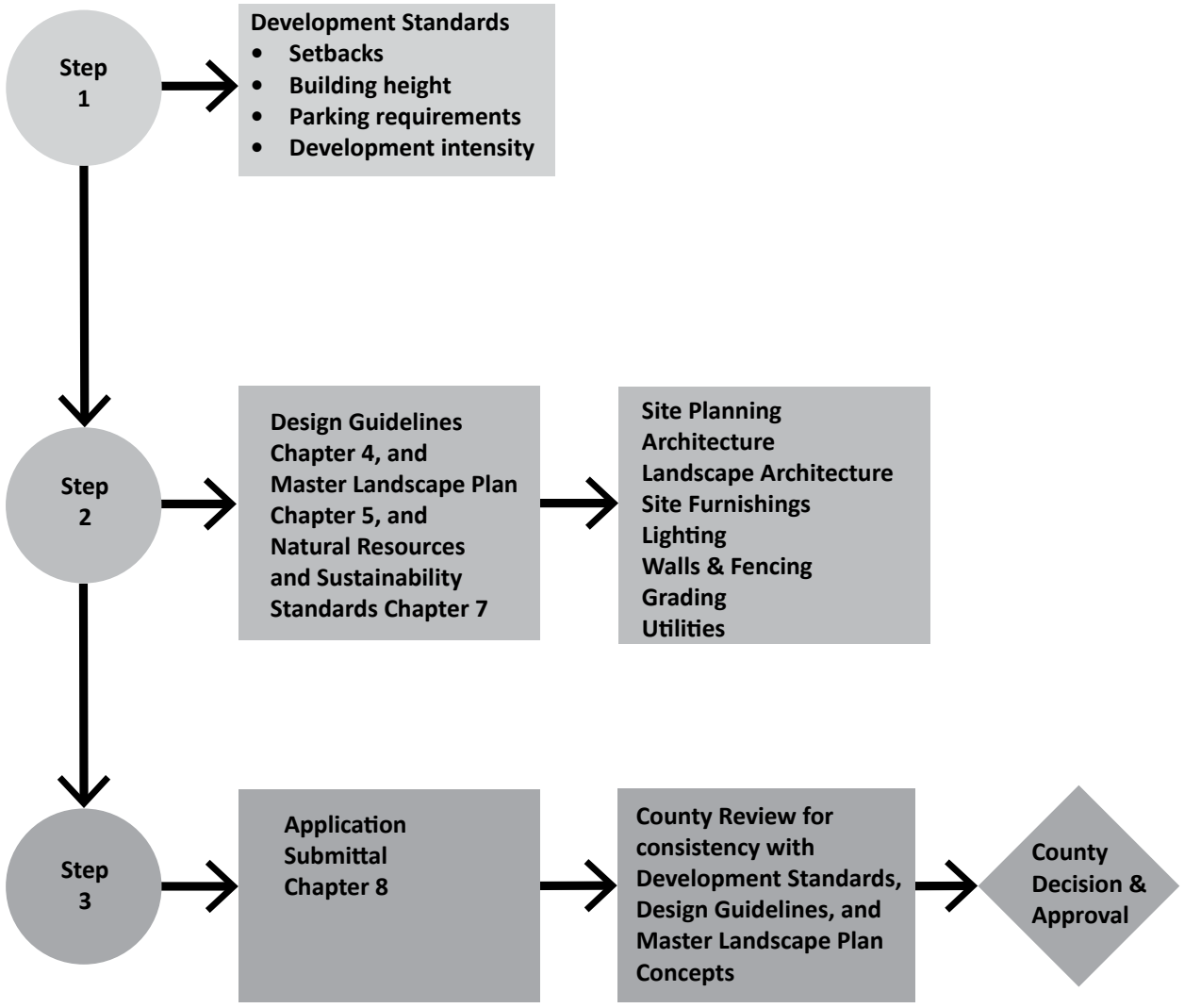



Figure 1.6, Development Process

# 2 EXISTING CONDITIONS

## INTERNATIONAL PARK OF COMMERCE-PHASE 2


Figure 2.1, Regional Location

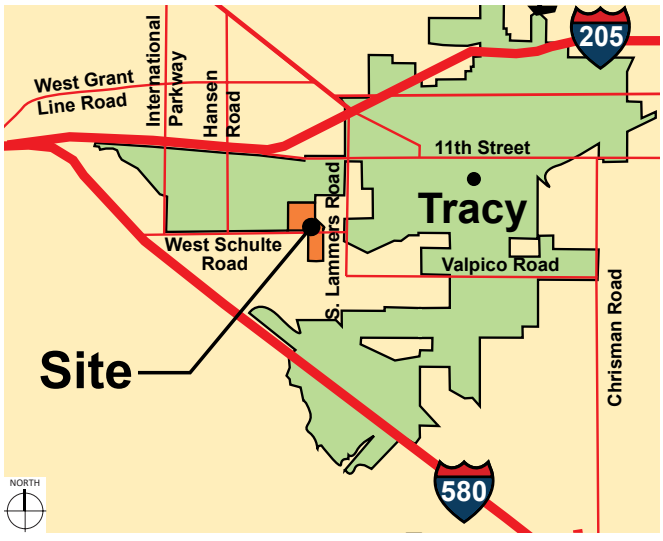



Figure 2.2, Site Location

## 2.1 REGIONAL LOCATION

The Specific Plan Area is located 60 miles east of San Francisco on the eastern slope of the Altamont Pass, within San Joaquin County, and adjacent to the City Limits of Tracy, California, see Figure 2.1. It is adjacent to the International Park of Commerce and is bisected by West Schulte Road, east of Pavilion Parkway, and south of the proposed extension of Promontory Parkway, see Figure 2.2.

## 2.2 EXISTING SETTING

The Specific Plan Area has a current General Plan designation of General Agriculture, and a Zoning classification of General Agriculture 40-acres. Currently the Specific Plan Area is being used as an operating orchard. The site topography is flat and slopes from an elevation of 149 feet above sea level at the southwest corner of the Project Area to elevation 95 feet at the northeast corner. There are no structures within the Specific Plan Area currently and the West Side Irrigation District (WSID) canal cuts through the northern development area of the site from the southeast corner to the northwest corner.

The land to the north of the Specific Plan Area is vacant; however, an application for the Westside Specific Plan is currently under review by the City of Tracy. To the east and south is farmland; to the west is the International Park of Commerce, and south of West Schulte Road is currently undeveloped. The undeveloped land in the southern portion of the Specific Plan Area is the site of the proposed 14800 West Schulte Road Development project, see Figure 2.3.

## 2.3 ON-SITE BIOLOGICAL CONSIDERATIONS

There are no jurisdictional Waters of the United States observed within the Specific Plan Area. The only aquatic habitat in the site is the WSID canal which bisects the north parcel development area.

The WSID canal is mapped as a "Riverine" feature on the National Wetland Inventory (NWI) map. Due to its man-made nature and hydrologic regime, the WSID canal does not meet the technical and regulatory criteria of jurisdictional Waters of the U.S. No vernal pools, seasonal wetlands, marshes, creeks, lakes, or any other natural water areas were observed within the Specific Plan Area.

Special-status plants generally occur in relatively undisturbed areas in vegetation communities. Narrow strips of grasslands along the edges of the Specific Plan Area are highly disturbed and do not provide suitable habitat. The concrete-lined WSID lateral within the site also does not provide suitable aquatic habitat for any special-status plants. Due to a lack of suitable habitat, no special-status plants are expected to occur at the site. The potential for habitats within the project site by special-status wildlife species is generally low.

The IPCSP2 is expected to participate in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (HCP SJCOG, 2000). The HCP involves payment of fees and compliance with standard Incidental Take Minimization Measures (ITMMs) issued for the project.

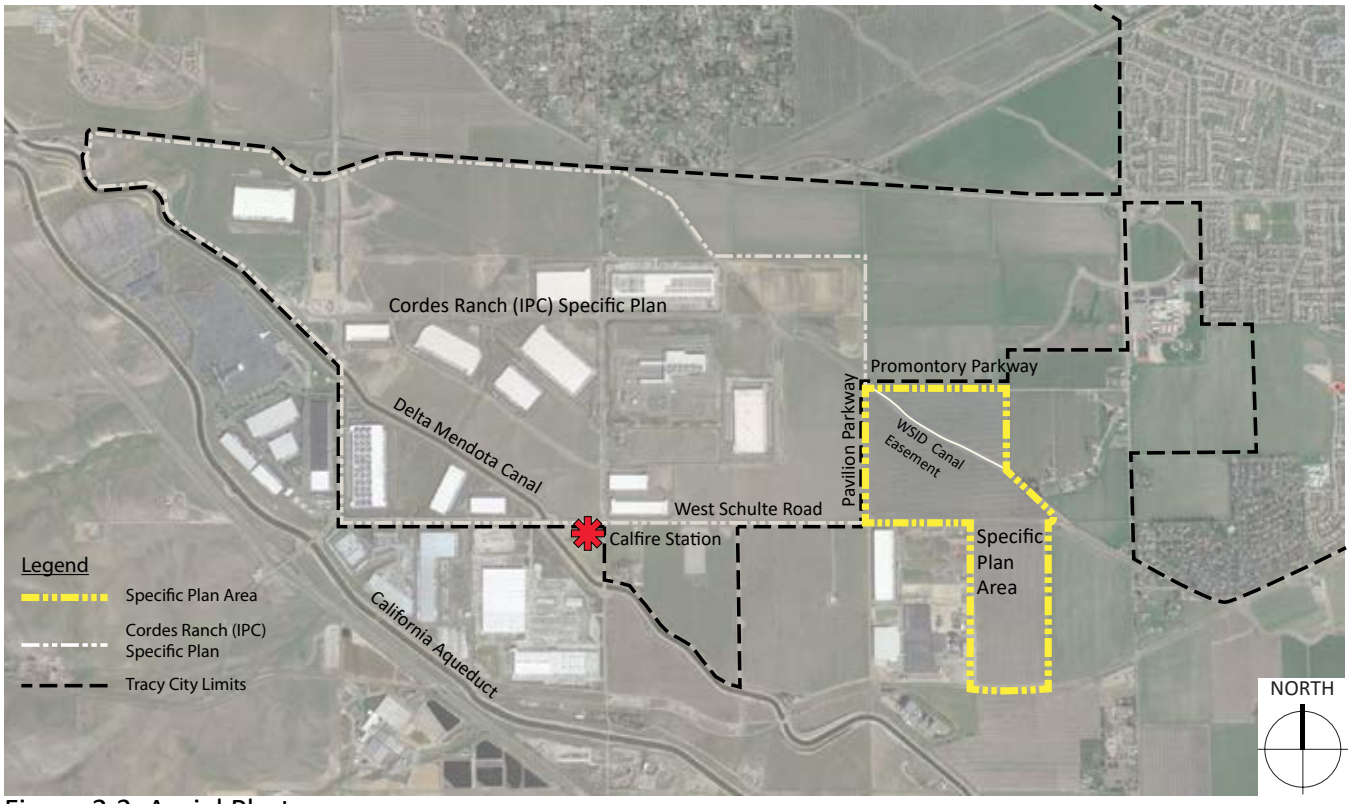



Figure 2.3, Aerial Photo

## 2.4 EXISTING PUBLIC SERVICES

The IPCSP2 is within the Tracy Rural Fire District and the San Joaquin County Sheriff's District. The Environmental Impact Report (EIR) will review the project for compliance with the General Plan and other regulations to ensure adequate public safety and services to support the ultimate build-out of the project.

## 2.5 EXISTING UTILITIES

The EIR will review the project for compliance with General Plan, and other regulatory guidance, to ensure the adequate provision of public utilities relative to this Specific Plan and the ultimate build-out of the project.

# 3 LAND USE

INTERNATIONAL PARK OF COMMERCE-PHASE 2

## 3.1 INTRODUCTION

The IPCSP2 will be developed with industrial warehouse and distribution buildings totaling approximately 5.36 million square feet. It will include interior site circulation and the required vehicle and truck and trailer spaces, see Figure 3.1. The Specific Plan Area I-G/SP-1 zoning designation includes permitted uses to include warehouse, distribution, manufacturing and assembly, storage, industrial flex, and distribution related uses.

Development flexibility is created through a wide range of principally permitted and ancillary permitted uses, which considers the current and future market needs. Development standards guide the design of buildings to address the following:

1. Requirements of users
2. Sustainability
3. Quality architecture

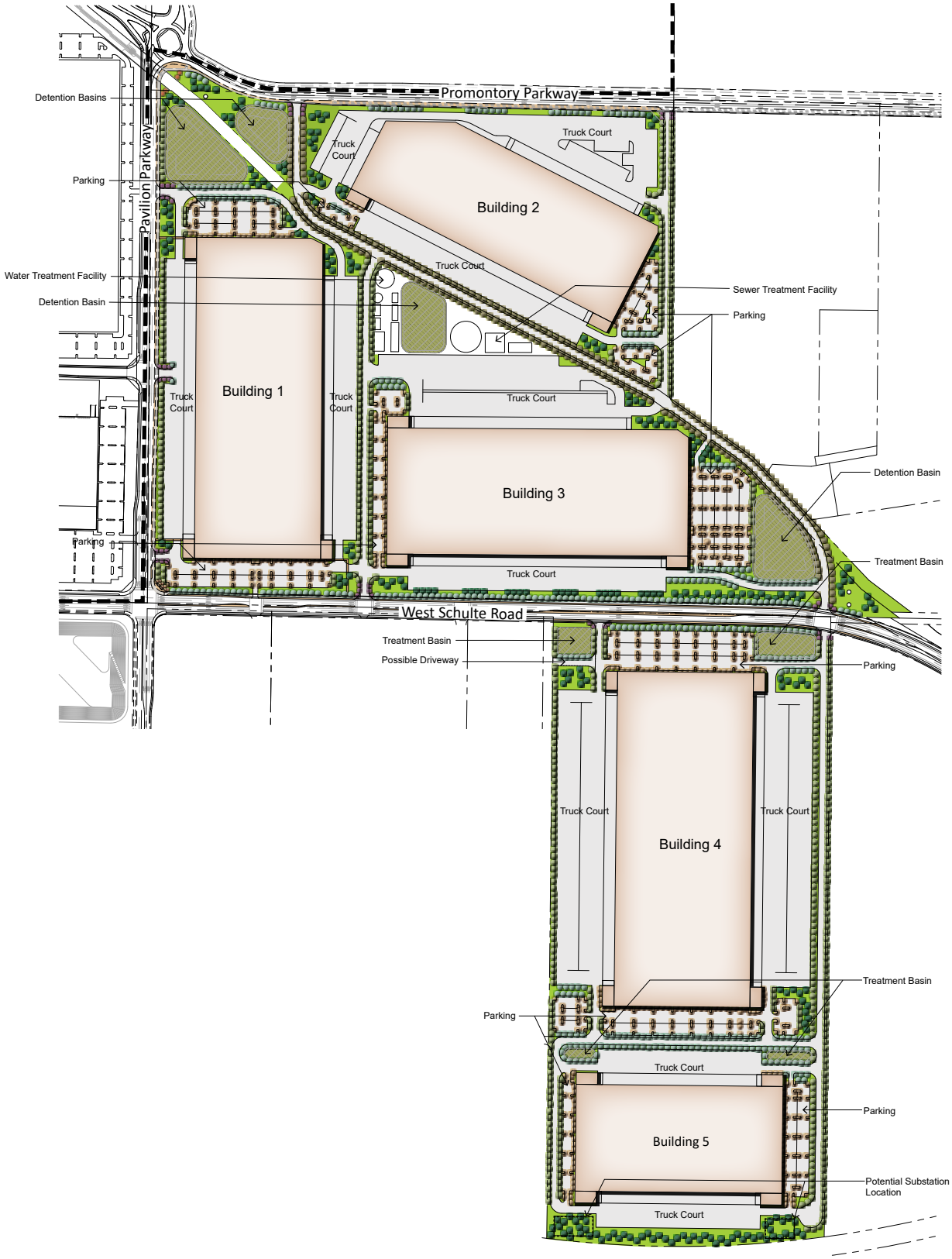



Figure 3.1, Project Concept

## 3.2 ZONING DESIGNATION- I-G/SP-1

The General Industrial/Specific Plan (I-G/SP-1) Zone provides for a wide range of manufacturing, distribution, and storage uses. This classification is defined as the General Industrial land use category in the General Plan. Both the north and south parcels within the Specific Plan Area will be zoned General Industrial, see Figure 3.2.

The I-G/SP-1 Zone includes the principally permitted and ancillary permitted uses, and defines the development standards for design of individual projects. Chapters 4 and 5, Design Guidelines and Landscape, will further guide development within the Specific Plan Area and will be used in conjunction with the development standards in this chapter.

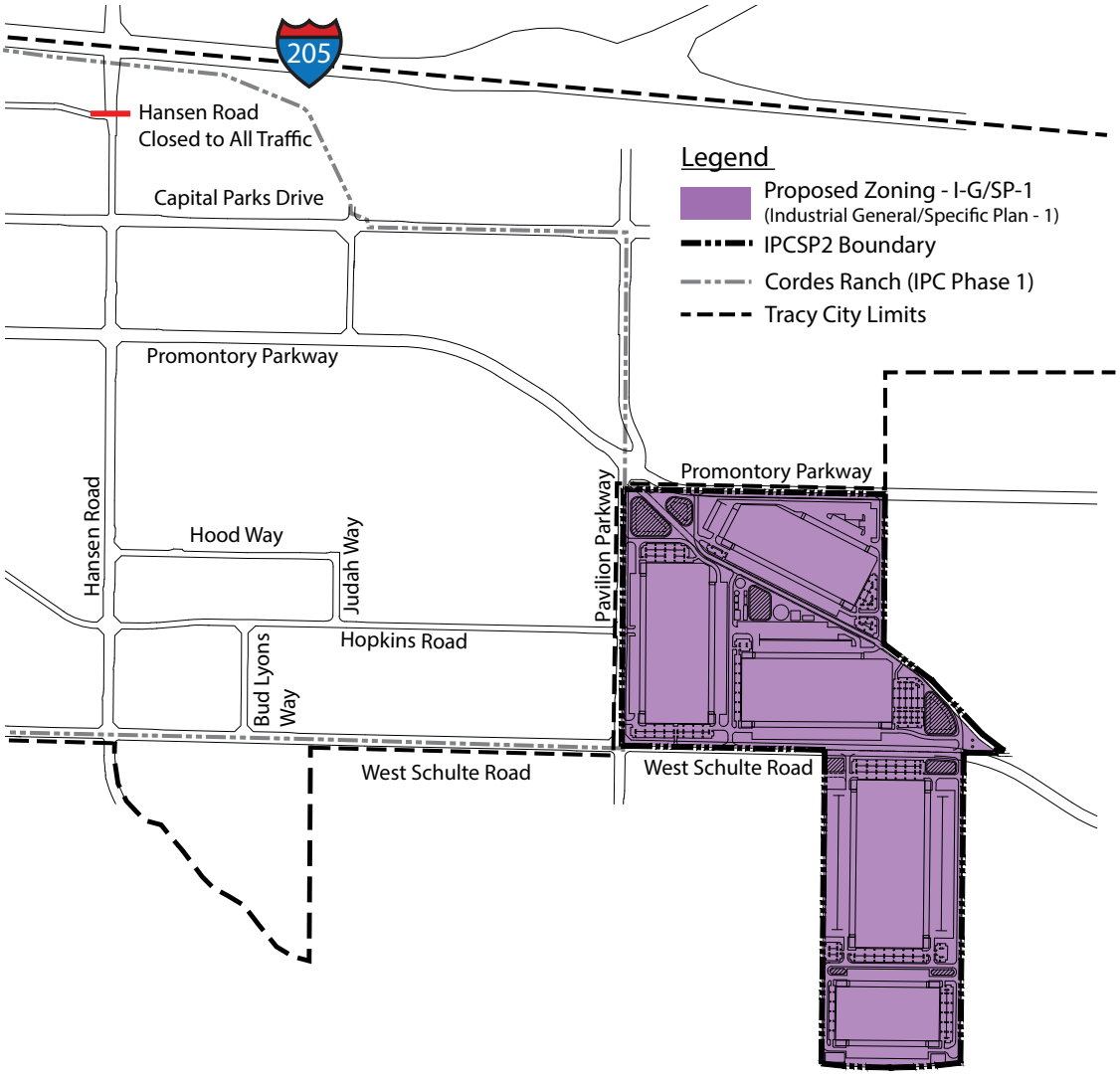



Figure 3.2, Zoning Map

## 3.3 PRINCIPALLY PERMITTED AND ANCILLARY PERMITTED USES

Table 3.1 shows principally permitted and ancillary permitted land uses within the Specific Plan Area. See Table 3.2 for related land use definitions.

In Table 3.1, Automotive Related Services and Trucking Related Services would also apply to electric vehicles or other emerging green technologies. Additionally, Industrial, Warehouse & Distribution may include warehouse style retail commercial uses which are incidental and subordinate to the principal use of the lands on which it is located.

Note that accessory uses and temporary uses will be allowed as provided by County ordinance, including temporary construction activities and on-site construction staging areas with concrete and/or asphalt batch facilities.

| IPC2 Principally Permitted Uses | |
|---|---|
| **Land Use Types (I-G/SP-1 Zoning)** | |
| **Automotive Related Services** | |
| | Automotive Repairs, Limited |
| | Parking (with Charging) and Storage |
| | Autonomous Vehicle Storage |
| | Building Maintenance Services |
| **Truck Related Services** | |
| | Parking (with Charging) and Storage |
| | Mobility Hub (Non Petroleum) |
| | Repairs |
| | Truck and Trailer Storage Yard |
| **Utility Services** | |
| | Minor |
| | Major |
| | Water Storage |
| **Industrial, Warehouse & Distribution** | |
| | General Warehousing |
| | High-Cube Warehouse |
| | Cold Storage Warehouse |
| | Fulfillment Center |
| | Parcel Hub |
| | Automated Sorting Center |
| | Distribution and Logistics Facility |
| | Transload Facility |
| | General Manufacturing |

| IPC2 Ancillary Permitted Uses | |
|---|---|
| **Land Use Types** | |
| **Truck Related Services** | |
| | Washing |
| | Repairs |
| | Sales and Rental |
| **Industrial, Warehouse & Distribution** | |
| | Office |

| Notes | |
|---|---|
| | |
| **1** | All permitted uses listed require a Zoning Compliance Review approval. |

Table 3.1, Principally Permitted and Ancillary Permitted Uses

| Land Uses | Definition/Characteristics of Use |
|---|---|
| ***Automotive Related Services*** | |
| Building Maintenance Services | Allows for general maintenance, repair, and custodial services for other on-site land uses. |
| ***Truck Related Services*** | |
| Parking (with Charging) and Storage | A commercial operation that would allow for the short-term and long-term parking of trucks and trailers, including trucks equipped with cleaner, emerging technologies. |
| Mobility Hub (Non Petroleum) | A mobility hub/autonomous vehicle storage would allow for parking, storage, or fueling of zero emission vehicles (ZEV). A ZEV fueling facility may contain technology including but not limited to electric vehicles (EV), charging infrastructure, hydrogen fueling, and other emerging green technologies. The facility may contain on-site generation technology for the purpose of generating energy to be consumed on property (not exported to the grid). Access to the site may be public or private access-controlled. |
| ***Utility Services*** | |
| Water Storage | A water storage area allows for water tanks to hold potable or nonpotable water. |
| ***Industrial, Warehouse, and Distribution*** | |
| General Warehousing | Products stored on-site for more than a month. |
| High Cube Warehouse (HCW) | A high-cube warehouse is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufacturing goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical high-cube warehouse has a high level of on-site automation and logistics management. The automation and logistics enable highly-efficient processing of goods through the high-cube warehouse. |
| Cold Storage Warehouse | Temperature controlled for frozen and perishable products, building construction includes substantial insulation in the roof, walls, and foundation/floors. |
| Fulfillment Center | Storage and direct distribution of e-commerce product to end users, shipping of smaller packages and quantities, often includes multiple mezzanine levels for product storage and picking. |
| Parcel Hub | Regional and local freight-forwarder facility, time sensitive shipments using air freight and ground. Site development may include truck maintenance, vehicle wash, and fueling facility. |
| Automated Sorting Center | Consolidation and distribution of pallet loads (or larger) of manufacturers, wholesalers, or retailers. Short storage duration, high throughput, and merchandise movements is performed in part or in full by machines or robotics. |
| Distribution and Logistics Facility | Storage facility where small shipments are combined into larger and more economical delivery trucks bound for similar destinations. |
| Transload Facility | Consolidation and distribution of pallet loads (or larger) of manufactures, wholesalers, or retailers. Short storage duration with high throughput and high efficiency. |
| General Manufacturing | Uses tend to have moderate to high nuisance characteristics, such as noise, heat, glare, odor, and vibration, requiring segregation from other land uses, and/or may require extensive outside storage areas. |

Table 3.2, Warehouse and Distribution Definitions

## 3.4 DEVELOPMENT STANDARDS

Development standards have been prepared to guide development within the I-G/SP-1 Zone as outlined in Section 3.2. Table 3.3 presents the standards for development which include minimum setback requirements, maximum building heights, and landscape setbacks. No lot shall be created with size or dimensions rendering it incapable of meeting the land use, public utilities, or development standards of this Specific Plan. Revisions to these standards may be necessary to respond to unique site characteristics and/or changes in development requirements to respond to market conditions.

Any modifications to these development standards will be reviewed by the San Joaquin County Planning Director and a determination will be made as to whether or not the modification is significant.

Major modifications will require Planning Commission and Board of Supervisors review through a Specific Plan amendment, per the San Joaquin County Code. If a modification is determined to be minor and complies with the intent of the standard, an administrative review and approval will be completed by the Director of Planning.

A minor modification to the Development Standards, as determined by the Planning Director, would result in an insignificant change or alteration to the standards, having no impact on the intensity of land use for the particular development. Minor modifications shall be processed as Administrative Amendments, per Chapter 8. If height limits are exceeded, they shall comply with the provisions for Exceptions to Height Limits, Section 9-400.030 of the County Development Title. Unless otherwise established, all definitions and land use terms shall take precedence, as stated in the San Joaquin County Code except as modified herein.

| **Development Standards for I-G/SP-1** | |
|---|---|
| **Lot and Density Standards** | **I-G/SP-1** |
| Minimum Lot Size (sq. ft) | 10,000 |
| Minimum Lot Width (ft.) | 100 |
| *Corner Lots* | 125 |
| Minimum Lot Depth (ft.) | 100 |
| *Maximum Floor Area Ratio* | 0.6 |
| **Building Form and Location** | |
| Maximum Height (ft.)* | |
| *All Buildings* | 100 |
| Minimum Setbacks (ft.) | |
| *Front* | 30 |
| *Interior Side* | None |
| *Street Side* | 20 |
| *Rear* | None |
| *Notes: See Sections 9-400.050 of County Development Title, Exceptions to Height Limits. | |

Table 3.3, Development Standards

## 3.5 OFF-STREET PARKING

The applicable off-street parking standards of the County Development Title are located in Section 9-406.040. These off-street parking requirements shall apply to the IPCSP2 except as modified herein.

## 3.6 LANDSCAPE STANDARDS FOR PARKING AREAS

Parking area landscaping will be provided in accordance with the County Development Title standards in Section 9-408 unless otherwise provided herein, see Table 3.4.

| **Landscape Standards for Fencing and Screening Requirements for Parking Areas** |
|---|
| The following requirements shall apply to all open, off-street parking areas and off-street loading areas, including non-residential driveways: |
| **(a) Landscaping Requirements for Vehicle Parking Areas** |
| Parking areas shall provide a minimum of 5% of landscaping within the perimeter of the parking area, but does not include the required landscaping along the street frontage. |
| **(b) Tree Planting Requirements for Vehicle Parking Areas** |
| One tree is required for each 5 parking stalls, or portion thereof, and shall be evenly spaced throughout the parking lot. |
| **(c) Landscape Setbacks** |
| A 10' minimum wide landscaped strip shall be installed between parking areas and adjacent public streets. |
| **(d) Planters** |
| Planters which abut auto parking stalls shall be a minimum of 5' wide. A minimum 18" wide step out including the curb shall be added to the adjacent parking stall to allow access to and from vehicles. |
| **Landscaping , Fencing and Screening Requirements for Industrial Zones.** |
| **(a) Landscaping Requirements** |
| All areas not used for building, parking, driveways, walkways, approved outdoor storage areas, or other permanent facilities shall be landscaped. |
| **(b) Fencing of Front Yards** |
| A fence up to 12' in height is permitted in the required front yard, provided such fencing is constructed of wrought iron, or similar transparent material, and does not obstruct vehicular site distances. |
| **(c )Trash Enclosures** |
| Trash bins shall be kept in an enclosure with solid masonry walls or similar screening on 3 sides and gated on the 4th side. Compactors are exempt from these screening requirements |

Table 3.4, Landscape Standards

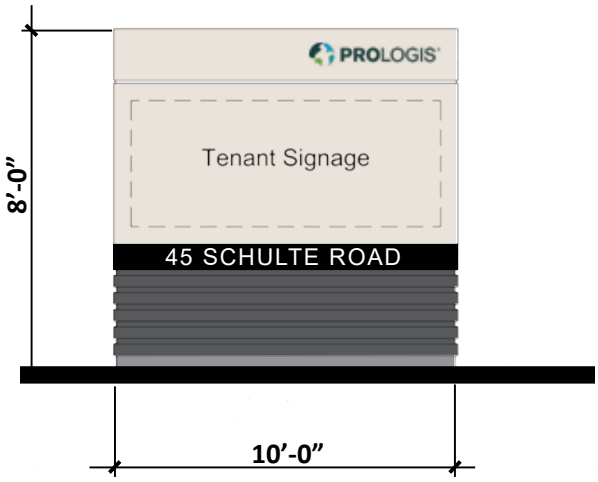



Figure 3.3, Monument Sign - Single Tenant

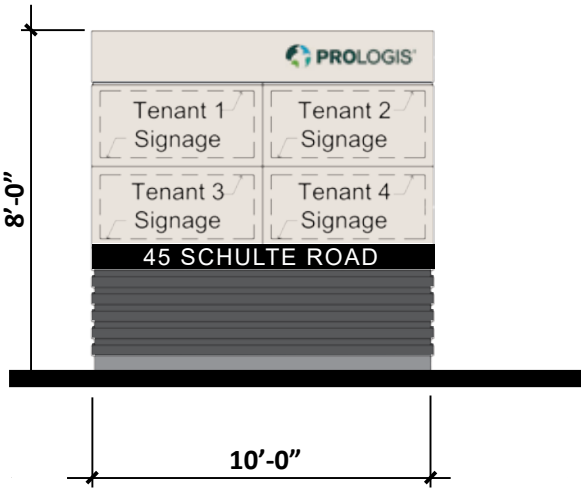



Figure 3.4, Monument Sign - Multi-Tenant

## 3.7 SIGN STANDARDS

Monument signs, wall signs, directory and directional signs are the sign types allowed in the I-G/SP-1 Zone and shall be allowed in accordance with the San Joaquin County Municipal Code, except as modified herein. The total sign area of each parcel shall be calculated as the sum of all the sign areas.

**Monument Signs within the I-G/SP-1 Zone**

Monument signs will assist visitors in wayfinding in the IPCSP2 and to denote the vehicle entry points to businesses. With the wide street corridors and landscape setbacks within the Specific Plan Area, it will be important to provide monument signage scaled appropriately, see Figure 3.3 and 3.4 for typical monument sign design.

**Monument Sign Design Standards within the I-G/ SP-1 Zone**

1. The maximum number of monument signs per parcel shall be one per driveway approach (known as a "curb cut") with no more than two monument signs located on each parcel street frontage. The minimum distance between monument signs located on the same parcel street frontage is 700 feet. Two separate parcels with a shared curb cut may both have a monument sign.
2. Monument signs shall not exceed 80 square feet per sign face to include the base structure.
3. Maximum monument sign height shall not exceed 8 feet, except that any monument sign within 10 feet of a public right-of-way shall not exceed 6 feet in height.
4. Maximum monument sign width shall not exceed 10 feet.
5. Monument signs shall not obstruct vehicular sight lines, in accordance with the San Joaquin County Municipal Code.

**Directory and Directional Signage within the I-G/ SP-1 Zone**

Directory and Directional signs will assist visitors with on-site wayfinding, denote the location of business entries and assist with on-site vehicle circulation. Directory and directional signs shall be located a minimum of 50 feet from a public right-of-way and must be oriented to serve the on-site visitors, see Figure 3.5.

**Wall Signs within the I-G/SP-1 Zone**

It is important that wall signs be proportional to the building scale and mass. 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 exceed one square foot of sign area for each linear foot of building elevation frontage of business being advertised. Due to the size, building mass, and building setbacks from the street frontages, wall signs will be allowed as follows:

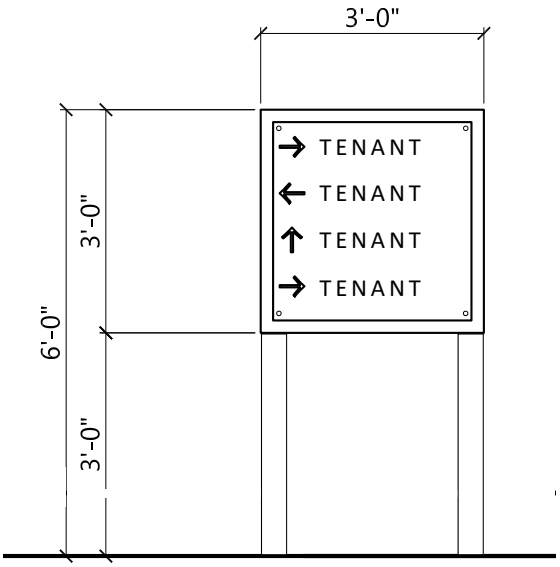



Figure 3.5, Directional Signage Example

**Wall Sign A**

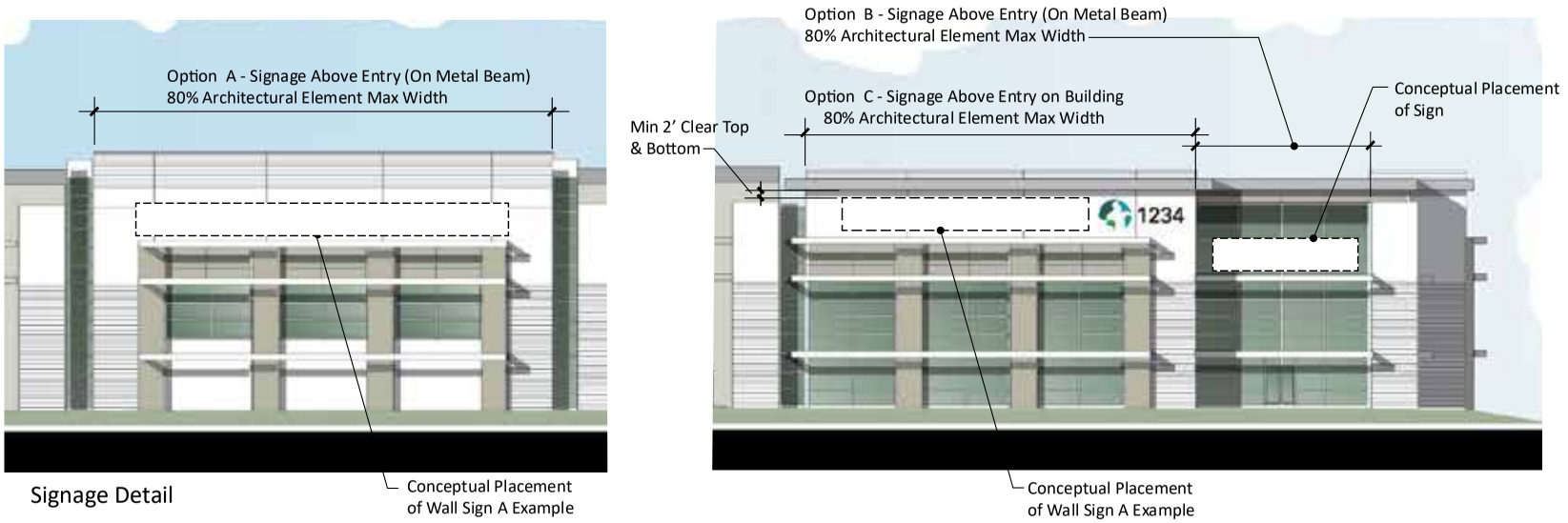
Wall Sign A identifies the tenant or tenants located within each building space. Figures 3.6, 3.8 and 3.9 depict the typical locations for the signage which can be positioned on either the end of building or above the loading docks to allow for maximum visibility.

1. Wall Sign A shall not exceed 300 square feet per individual sign with a combined total not exceed 600 square feet on each building.
2. Wall Sign A shall consist of individually mounted letters and logo elements only.
3. Maximum wall sign width including logo shall be no more than 80% of the width of the wall that the sign is placed on. See Figure 3.6.
4. See Figures 3.8 and 3.9 for typical Wall Sign A locations.

**Wall Sign B**

Wall Sign B identifies the address for the building and may include a logo element. Placement and height of wall sign B is subject to building and fire department regulations, see Figure 3.7.

1. Wall Sign B shall not exceed 30 square feet per individual sign and shall be limited to no more than two per building frontage.
2. Wall Sign B shall consist of individually mounted letters and logo elements only.




Signage Detail

Figure 3.6, Wall Sign A


Figure 3.7, Wall Sign B

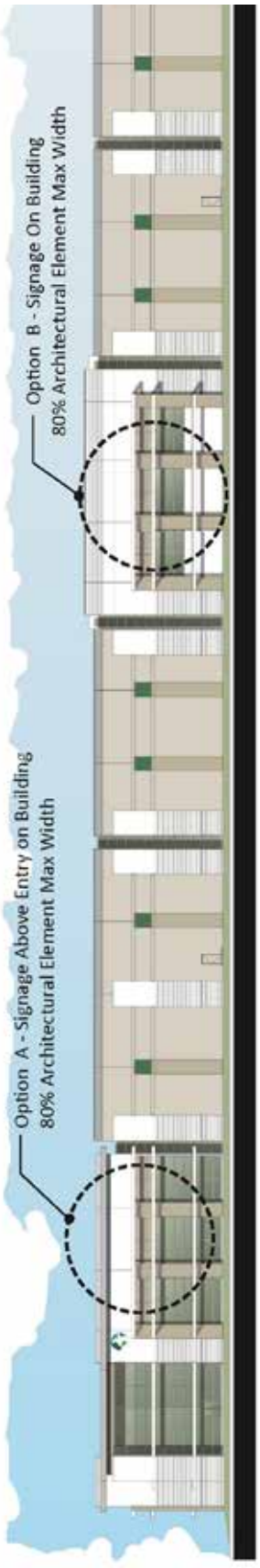



Figure 3.8, Typical Wall Sign Locations

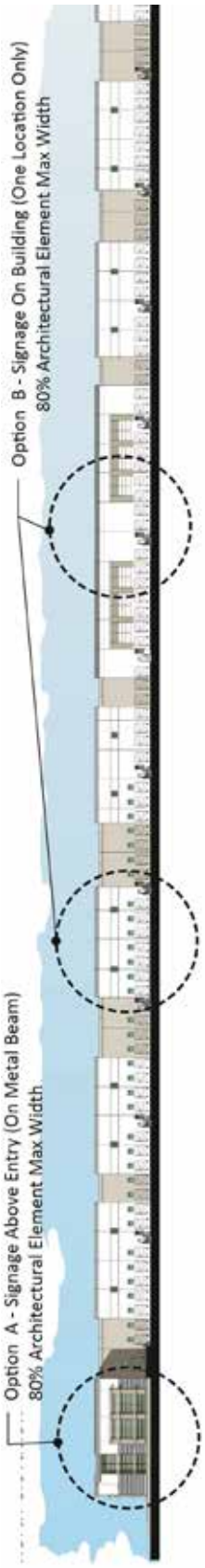



Figure 3.9, Typical Wall Sign Locations

# 4 DESIGN GUIDELINES

INTERNATIONAL PARK OF COMMERCE-PHASE 2

## 4.1 INTRODUCTION

This chapter will provide a framework for high quality industrial and warehouse design guidelines for the IPCSP2 that are aesthetically pleasing, environmentally responsible, and enhances the region's economic vitality. The guidelines are to be used in conjunction with the development standards outlined in Chapter 3. Additionally, the Development Review process explained in Chapter 8 uses these guidelines to evaluate development applications for project approval.

**Design Goals**

The design guidelines are intended to develop the IPCSP2 based on these primary goals:

1. Continue to create a sense of place that complements Cordes Ranch (IPC) Specific Plan through quality construction and well-designed buildings;

2. Guide site planning and building orientation to capitalize on the location and unique opportunities each site presents;

3. Maintain a consistent landscape theme with Cordes Ranch (IPC) Specific Plan and create a unifying look throughout the project and street corridors;

4. Provide design flexibility to allow for future development options that could generate more jobs within San Joaquin County.

## 4.2 DESIGN ELEMENTS

The IPCSP2 includes design elements that create the framework for development. These elements include:

- Building architecture and design detailing
- Road frontage and landscape corridors
- Project entry and signage features, See Figure 4.1

**Building Architecture and Design Detailing**

The architectural character of IPCSP2 will be a modern industrial business park. Individual design creativity, branding and identity is encouraged. Building materials should support the image of clean contemporary design. The primary construction system within IPCSP2 will be concrete tilt-up buildings. Concrete tilt-up panels include reveals and paint finishes to create visual interest. On long elevations, the use of parapet height variation, paint color, and additional accent materials will be used to balance the scale.

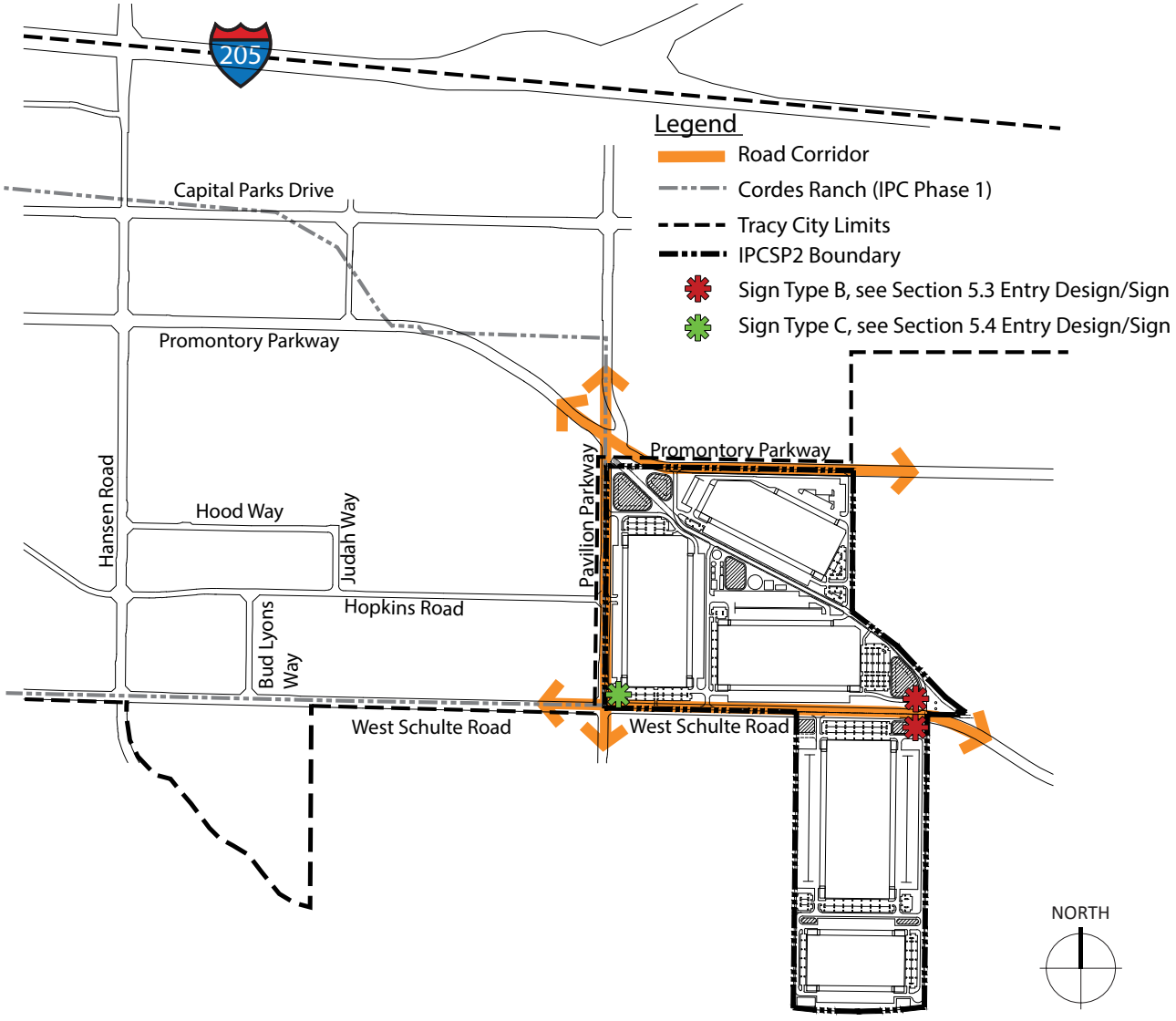



Figure 4.1, Streetscape

**Streetscape Example**

**Road Frontage and Landscape Corridors**

In addition to building architectural design, landscaping is a key element to create attractive transitions between the buildings and the roadways. To the extent possible, loading docks and service doors shall be softened from view of public street corridors using a combination of landscaping and berming. The streetscape experience will be enhanced by locating the office components at the corners of buildings towards street frontages.

**Project Entry Features**

IPCSP2 landscape concept along with the signage shall be designed to create a sense of "place". Tenant identity is important, particularly for the entry signs along West Schulte Road, Pavilion Parkway, and Promontory Parkway. Monument and building signage will have a consistent design theme and thoughtful placement. The signage design will complement the overall project design and further support the image of clean contemporary design theme.

**Typical Building Design**

## 4.3 GENERAL DESIGN GUIDELINES

Development will consist of parcels that can accommodate large building sizes. Buildings will be designed to face office functions and building entries toward the street frontages. This will reduce views of truck and trailer parking, loading docks, and service doors through well-placed landscaping and berming. Vehicular parking should be landscaped with trees to provide shading to reduce heat gain. A typical illustrative site plan is presented in Figure 4.2.

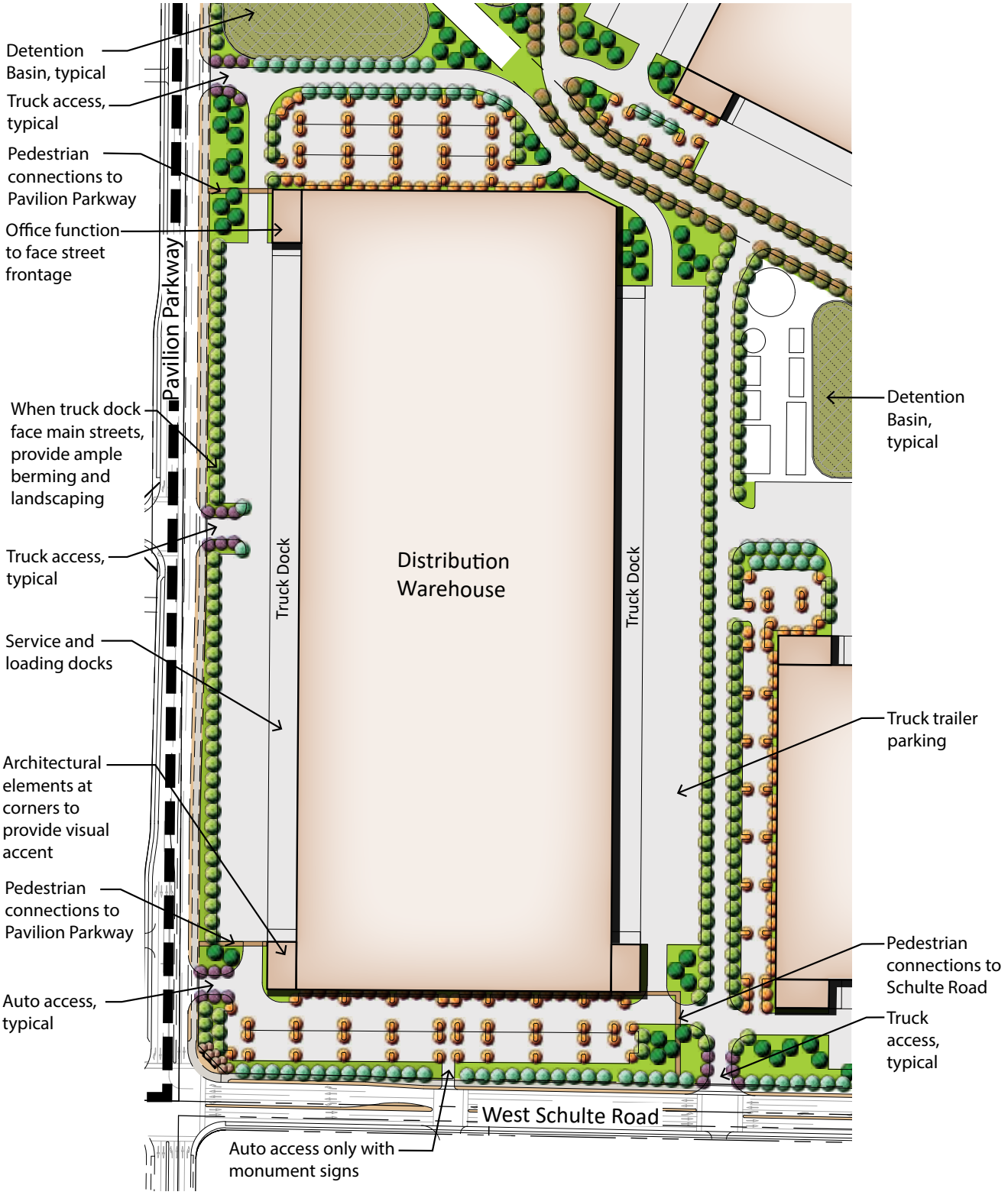



Figure 4.2, Illustrative Concept Site Plan


**Frame Street with Buildings and Landscaping**

**Create Landscaped Drive Aisles to Direct Vehicles and Pedestrians**

**Site Planning and Building Orientation**

- Buildings should frame the street and provide pedestrian connections between the street and the buildings.
- Buildings should be oriented to include adequate areas for exterior employee break areas.
- Design building footprints with offsets and recesses. Orient building to create courtyards, and/or plazas that provide for a variety of gathering places for employees and visitors.
- Main vehicle access drives shall be aligned with the building entrances to provide visitors with a clear pathway to entries.
- Navigation between multi-building complexes will be linked through landscaping and other site design elements.
- Site planning and parking lot design should consider travel speeds and view corridors from the public streets for the scale and placement of signage and special architectural features.
- Landscaping at site entries should provide a sense of arrival. A variety of elements can be used to enhance entries, such as walls, fences, and accent planting.
- Signage and landscape treatment should distinguish the entries that serve the main building from service entries as much as possible. Service vehicle traffic should be separated from employee and visitor circulation. A clear travel route should be provided between the street and building entries.

**Orient Building Entries Towards Public Streets**

**Screen Parking Areas from Public View**

- Efficient site circulation will be created using landscaped drive aisles that divide parking fields and direct vehicles toward parking adjacent to buildings.
- Provide adequate stacking length at main entries and the first drive aisle to limit vehicle ingress and egress conflicts.
- Use vehicle circulation and parking in front of buildings that will assist with creating appropriate building massing setback from public streets.
- Parcels with more than one building should orient buildings so that service doors and loading docks oppose each other, if possible.
- Include ample landscaping and berming to reduce views of the loading docks, truck trailer parking, and service doors from public streets.
- Parking, when in front of buildings, shall be softened by use of landscaping or berming from the public view.
- If possible, provide separate entrances for automobiles and trucks that are clearly marked to promote safe site circulation.
- Parking areas for trucks and trailers shall be allowed to face public streets but should have screening to reduce public views. Methods to provide screening may include fencing, landscaping, and/or berming.
- Allow for adequate truck stacking length at the security building and the street entry to limit conflicts with site circulation.

**Use Paving to Distinguish Pedestrian Pathways**

**Screen Views of Truck Trailer Parking**

**Pedestrian Circulation**

- Provide clear, convenient pedestrian pathways from the public streets, sidewalks, and transit stops to business entries.

- Distinguish pedestrian pathways and vehicular drives through the use of differing paving texture, color and/or materials. Where pedestrian pathways cross vehicular drives, provide clearly delineated crosswalk markings.

- Provide adequate lighting for pedestrian safety.

**Screening and Utilities**

- Loading docks, truck trailer parking and service doors shall be allowed to face public streets, but shall be screened with fencing, landscaping and/or berming.

- Include stormwater treatment improvements within the overall site design and parking lot layout of each parcel. Stormwater control shall be designed in accordance with County standards.

- Outside storage when permitted will only be allowed if substantially screened from public view.

- Utilize fences, landscaping, and berming or any combination of these methods to provide proper screening.

**Design Trash Enclosures to be Compatible with Project Architecture**

**Exterior Utility Equipment Screened with Planting**

- Outdoor parking of industrial vehicles shall be screened and are required to be located behind the rear portion of the building. The areas should be screened with a fence compatible with the building architecture and landscape. Black vinyl coated chain link fencing can be used for locations not immediately fronting streets.

- Site planning shall anticipate the location of any above-ground utilities including, but not limited to, PG&E substations and transformers, phone company boxes, and other on-site utilities. These above ground utilities shall be substantially screened from public view from any public right-of-way with landscape features on the site.

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

- Enclosed metal trash compactors adjacent to the loading docks are permitted and will be screened from public view as part of the truck court/trailer storage screening.

- Trash enclosures shall be screened from public view by buildings or landscaping, with openings oriented away from public view, and shall be located in a manner that allows for accessibility

by the trash/recycling vehicles.

**Parking and Circulation**

- Clear visual entries to the project will be created using signage, entry walls, vertical landscape elements, and accent hardscape/paving.

**Screen Parking Areas from Public View**

- Parking, when located adjacent to frontage streets, shall incorporate landscaping to screen the parking areas from the public view.

- Large parking areas should include landscaped drive aisles that divide parking fields to provide clear circulation to parking adjacent to buildings.

- Tree planting in parking areas should create shading and softening the appearance of the parking lot. At least 50% of the vehicle parking spaces and circulation area shall be shaded at tree maturity, per Cal Green requirements.

**Fences**

- Landscape fences, if used, should be of high-quality materials compatible with the architecture and landscape design.

**Provide Adequate Tree Planting for Shading Parking Lots**

- In addition to landscaping and berming, fences can be used to screen the entries to the service and loading dock function of the buildings.

- Permitted materials include tubular steel, wrought iron, black vinyl coated chain link or similar high-quality material.

- Security gates should be constructed of the same materials and detailing as the fencing for the project.

**Typical Tubular Steel Fencing**

- Fences that face public streets shall be limited to a maximum height of 12 feet. If security fencing is constructed adjacent to the landscape setback area, it should be constructed of tubular steel or similar material.

- Gates for pedestrian and vehicular access to restricted areas that are visible from public areas (i.e., parking lots, drive aisles) shall be constructed of solid durable material, tubular steel, or similar material.

- Site security may sometimes require fences, which may be comprised of a variety of different materials, including tube steel. Chain link fencing is allowable if it is designed in conjunction with the overall site and landscape plan and not visible from public view.

**Match Security Gates to Fencing Design**

**Lighting**

- Site lighting should be attractive and consistent with the overall character of the project.

- Site lighting should highlight building entries, open spaces, walkways, and architectural features.

- Pedestrian scale lighting should be at pedestrian walkways through parking areas.

- Lighting should be complementary to the building and site design and shall have a 40-foot maximum height for a freestanding light pole.

- Light color expressed as Kelvins should be coordinated to be the same throughout the project and match the International Park of Commerce.

- Lighting should be low profile and in scale with the building and may include post lights and light bollards.

**Typical Single-Head Parking Lot Lighting**

**Typical Double-Head Parking Lot Lighting**

- Parking areas shall have lighting which provides adequate illumination for safety and security. Parking lot lighting fixtures shall avoid conflict with tree planting locations so as not to displace intended tree planting design or symmetry.

- Outdoor lighting and other means of illumination for signs, structures, landscaping, and similar areas, shall be made of durable vandal resistant materials.

- Accent lighting shall be used to enhance the appearance of a structure, draw attention to points of interest, and define open spaces and pathways. Accent lighting will only be permitted when it does not impact adjacent development, roadways, or residences.

- Pole footings in traffic areas shall be designed and installed to protect the light standard from potential vehicular damage.

**Security**

- Electronic security cameras will help improve employee safety, limit vandalism, and deter merchandise theft. The cameras will be placed in the parking lots and mounted to buildings as allowed by County requirements.

## 4.4 LANDSCAPE GUIDELINES

Landscape design plays an important role in creating a uniquely attractive, sustainable and health-promoting environment. The landscape is contemporary and will consist of climate adapted plantings in patterns and hedgerows to create a visually ordered appearance. Natural materials applied in simple designs creates a sophisticated look and feel. The project will be visually unified with thematic signage, coordinated furnishings and fixtures, enhanced hardscape and plant palettes all working together to create a sense of “place”.

**Landscape Area Between Parking Lot and Street**

These Landscape Guidelines provide a framework for achieving the high-quality aesthetic envisioned for the Project. The design criteria provided here will support planners, architects and landscape architects in meeting the intent of the Specific Plan to gain entitlement. In the case of conflict between the provisions of this Specific Plan and County standards, the provisions herein shall take precedence.

- Fast-growing trees should be closely spaced in groupings to create visual mass and screening.
- Planting areas should be provided between parking and roads to provide visual relief in large expanses of hardscape.
- Screening and sound attenuation along roads should be achieved through siting, berming and landscaping.
- Property owners are responsible for installing and maintaining the landscape setbacks within their properties, in accordance with the County requirements and this Specific Plan.

**Berming Between Street and Parking Lot**

**Climate Adapted Grasses**

**Provide Landscaping in Open Areas**

- Landscape design should be consistent and harmonious throughout the project site and will complement the contemporary character of the buildings.
- All portions of a site not devoted to buildings, structures, parking, outdoor storage or paving should be landscaped, to the extent feasible. Landscapes should be designed to reach a reasonable level of maturity within five years.
- Large scale buildings should be surrounded by appropriately scaled landscape planting.
- Trees shall be provided at a ratio of an average of at least one tree for every 5,000 square feet of lot area, not including required parking lot trees.
- Trees shall be installed at a minimum size of 24-inch box .
- Parking lot trees should be provided at a minimum of one tree per 5 spaces. Trees may be clustered to define circulation routes, frame site views, and reinforce freeway edge planting. Large scale, high branching shade trees able to withstand strong winds should be used in all parking areas.
- Vegetated bioswales are encouraged in parking lot planting islands to treat on-site stormwater and provide visual relief within the hardscape.
- Large landscape areas are to be planted with groupings of native grasses and other complementary groupings of plantings.

**Native Plant Palette**

**Bioswale with Native Plants**

**Materials**

- Natural materials, including stone, and wood in keeping with the general character of the project are preferred.
- Locally sourced, salvaged and recycled content materials in the landscape are encouraged.
- The use of native, climate-adapted and large stature species is encouraged to promote/ create habitat, minimize use of water, fertilizers and pesticides, promote biodiversity and sequester carbon.
- Species listed on the CAL-IPC list of invasive species shall not be used in the landscape.
- Turf should be minimized in the landscape, except where needed for recreational purposes. The use of turf for solely decorative purposes is strongly discouraged.
- Stormwater Best Management Practices will comply with the Westside San Joaquin Integrated Regional Water Management District Stormwater Resource Plan (dated May 2020). Stormwater treatment may include rain gardens, bioswales and rainwater harvesting, should be incorporated into the landscape to maximize on-site infiltration of stormwater, to the extent possible.

**Site Design**

- Sustainable landscape design employing the most current technologies are strongly encouraged.
- The use of renewable energy in the landscape such as photovoltaics and wind turbines are encouraged.
- High-efficiency, weather-based irrigation systems should be used.

**Enhanced Building Entries**

**Use of Building Accent Materials**

- Recycled water shall be used for landscape irrigation to reuse the treated wastewater.
- Placement of landscape plant materials should provide summer shade on buildings, parking spaces, drives and paths.
- Enhanced building entries and other special features are encouraged and should feature bold foliage accent planting in pots or planters, colored pavers, spreading shade trees and seating elements. Accent lighting is also encouraged.
- Large scale trees and shrubs appropriate to the scale of the architecture should be emphasized to minimize visual dominance of large architecture.
- Site furnishings should be high quality and contemporary in design and compatible with the overall landscape design.
- Site furnishings should be consistent throughout the project.
- Site furnishings should be durable and vandal resistant.

## 4.5 ARCHITECTURAL GUIDELINES

Architectural design guidelines provide direction for the development of well-designed structures through the use of high-quality materials and attention to detail that will meet or exceed the high standards envisioned. Architectural guidelines will comply with County Development Title Section 9-400.090 Design Guidelines as well as the IPC2SP design guidelines set forth herein. These guidelines will assist in ensuring a foundational quality of architecture consistent with the vision and goals of the Specific Plan, rather than relying on standardized market prototypes for the design of the various building types.

**Articulate Buildings to Add Visual Interest**

**Create Visual Interest with Simple Shapes**

- Building base materials should generally consist of concrete tilt-up panels or other materials, including sustainable materials such as cross laminated timber. Accent materials may consist of, but not be limited to, tile, glass, stone, brick, wood, stucco and metal. All buildings shall utilize a variety of colors and materials for greater visual impact.

- Buildings with primarily metal exteriors are not permitted unless the Director of Community Development makes an administrative review based on the merits of the design.

- Visual interest on buildings shall be provided through the use of both vertical and horizontal facade breaks visible from street view, including varying roof heights and pitches, stepped out columns, awnings, windows, recessed entries, and score lines. Building design elements should be employed across the entire building for consistency.

- All separate structures on a site shall have consistent architectural detail and design elements to create a visually cohesive development. It is not necessary or even desired for buildings to “match”, but they should utilize similar architectural elements, colors and materials, or styles so that there is not an aesthetic disconnect between buildings on a site.

- 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 or otherwise designed in harmony with the building exterior.

- Buildings should utilize daylight or clerestory windows to provide natural light and reduce the need for lighting during the day.

- All buildings shall be designed to substantially screen any roof-mounted equipment, including, but not limited to, HVAC units, vents, fans, antennas, sky lights and dishes from public view.

- Building facades shall be articulated to add visual variety and distinctiveness using breaks in long building facades at least every 200 feet in the form of score lines, varying roof heights, and/or color variations. Building entries shall be designed with the human scale in mind by concentrating windows and enhanced colors and materials at the office and entry areas.

Buildings presented in the images provide the quality, general architectural styles and detailing for typical warehouse/distribution or manufacturing facilities, see Figure 4.3.

Figure 4.3, Typical General Industrial Architectural Styles

# 5 LANDSCAPE

INTERNATIONAL PARK OF COMMERCE-PHASE 2

## 5.1 LANDSCAPE CONCEPT

The contemporary and sustainable landscape design for the IPCSP2 is consistent with the architectural style and detailing of the buildings. The overall concept will visually unify the built and landscaped environments through the use of a consistent plant palette and coordinated furnishings and fixtures to create a cohesive look and feel.

The landscape will promote sustainable design through the use of native and climate-adapted plant species, high-efficiency irrigation systems and lighting, locally sourced and recycled materials and stormwater best management practices. This approach will create a California landscape that is attractive, yet resource-efficient and relatively low-maintenance.

The private landscape elements are generally located outside of the right-of-way and will be privately maintained. The right-of-way is located at the back of the sidewalk. 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.

Landscape approaches depicted within this chapter are conceptual in nature and are intended to provide a vision for development. Final landscape plans, including the design and layout, plant species, plant spacing, and container sizes in both the public right of way and private parcels will be reviewed and approved by the County. These will be part of individual development Site Approval applications for each parcel and/or as part of the public road improvements associated with each phase of development.

## 5.2 STREETSCAPES

The streetscape design will provide visual structure to the project by reinforcing roadway hierarchies, emphasizing key intersections, and creating viable pedestrian and bicycle circulation. The streetscape guidelines for the IPCSP2 will continue the themes established by the Cordes Ranch (IPC) Specific Plan and promote the continued use of native and climate-adapted planting, street trees, and landscape strips. Thematic site furnishings and fixtures including benches, public transit shelters, trash receptacles, lighting, and signage will further support the design character.

All roads will include a landscape strip on each side planted with street trees as described with each specific public street section. Landscape setbacks beyond the right-of-way, will range from 33 to 42 feet to provide a buffer between the roadway and the parking and/or buildings. Landscape setbacks will generally be planted with a variety of grasses, evergreen shrubs, and double rows of large screen trees. Setbacks may be bermed up to 5 feet to minimize the perceived scale of building facades, or slope down away from streets at a maximum 3:1, depending on the grades.

Landscape setbacks from back-of-curb will be privately maintained. In some cases, this can include a portion of public right-of-way. Refer to the road sections depicted in Chapter 6.

**Typical 8” to 10” Brown Fractured Angular Rock**

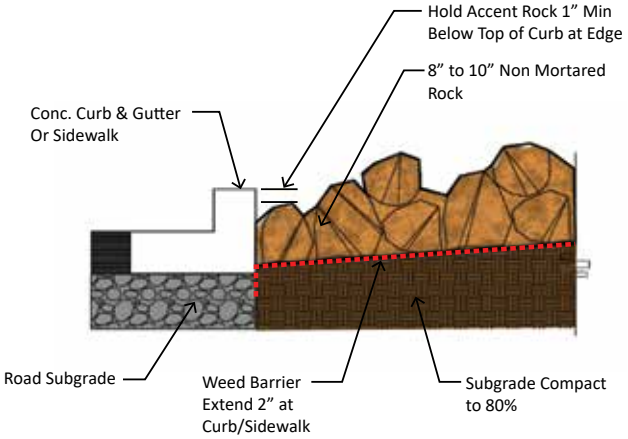



Figure 5.1, Typical Accent Rock Detail

Accent rock surfacing generally described as 8-10 inch brown fractured angular rock will be used as a design and visual accent element in both the public right-of-way as well as private landscaping areas within Specific Plan Area, see Figure 5.1. This design element supports the Model Water Efficient Landscape Ordinance (MWELO) to reduce water use for landscape irrigation, simplify maintenance needs, and create a more sustainable landscape. The accent rock will generally consist of up to 250-foot lengths of rock in the medians and planting strips broken up with approximately 250 feet of landscape planting in a pattern that will continue the lengths of the north-south streets. A similar pattern of accent rock surfacing in a more curvilinear shape will generally occur within the private landscape setback.

**West Schulte Road Landscape**

*Four Lane Parkway*

West Schulte Road is classified as a four-lane parkway that encorporates specific right-of-way definitions for both vehicular and pedestrian designations. Along the north side, the cross-section includes a 5-foot sidewalk located within the right-of-way, followed by 42-foot landscape setback measured from the back of sidewalk to the adjacent development. On the south side, a 35-foot landscape setback is provided from the back of the sidewalk to provide additional screening of parking areas and large building masses. The roadway section also includes a 16-foot median/left-turn lane strip with decorative rock in the median. The Class III Bikeway is designated along the north side of West Schulte Road. See Figure 5.2 for the West Schulte Road street section locations and Figures 5.3 and 5.4 for the 4-lane parkway conceptual roadway designs.

***Conceptual West Schulte Road Tree Palette***

1. Landscape Setback
   - *Quercus wislizenii (Interior Live Oak) @ 30'-0" o.c.*
   - *Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle) @ 20'-0" o.c.*
   - *Ulmus parvifolia 'True Green' (True Green Chinese Evergreen Elm) @ 30'-0" o.c.*

***Conceptual West Schulte Road Understory Palette***

- *Festuca mairei (Atlas Fescue)*
- *Lomandra longifolia 'Breeze' (Breeze Mat Rush)*
- *Pennisetum orientale (Oriental Fountain Grass)*
- *Rhaphiolepis indica 'Pink Dancer' (Pink Dancer Indian Hawthorn)*

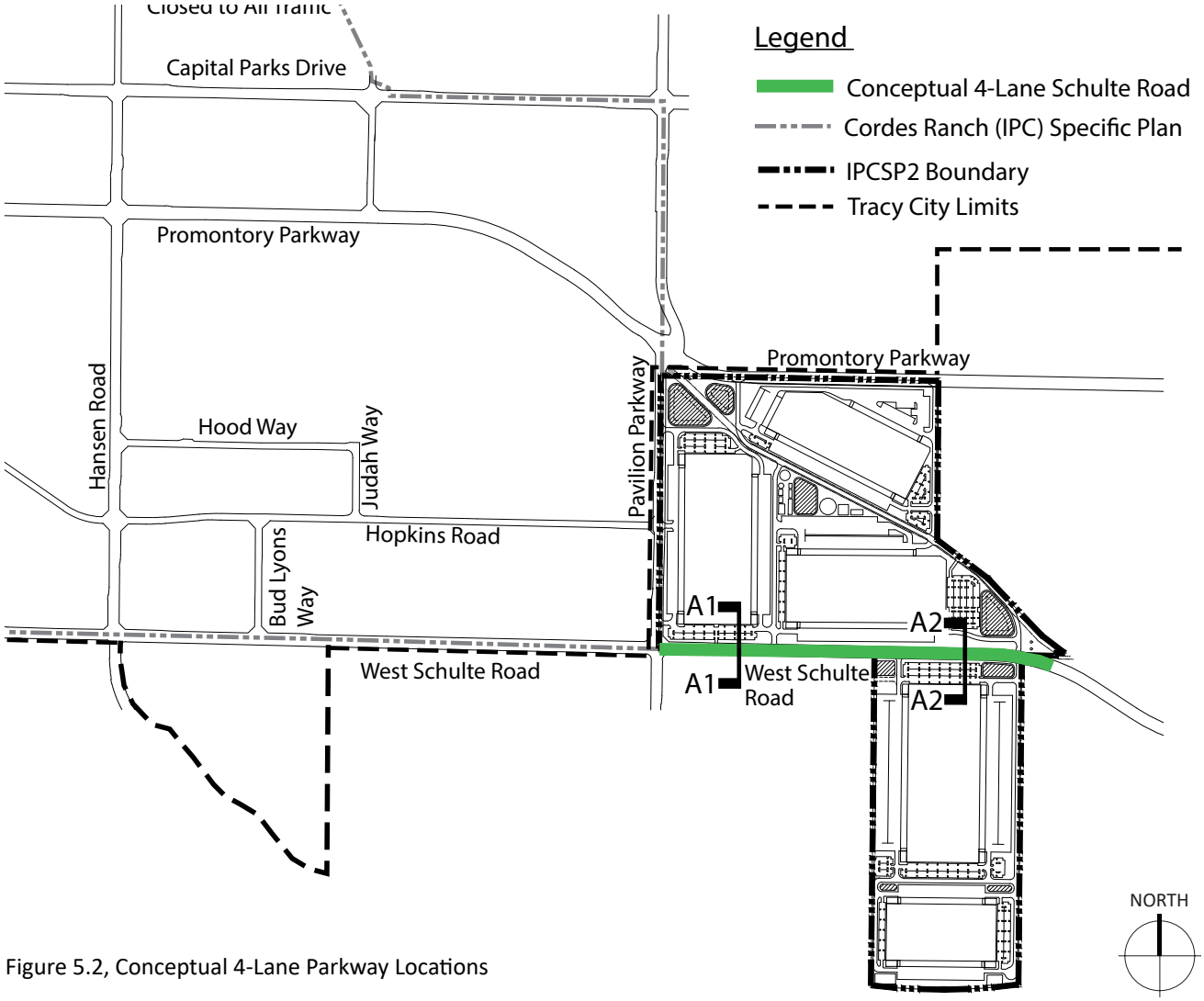



Figure 5.2, Conceptual 4-Lane Parkway Locations

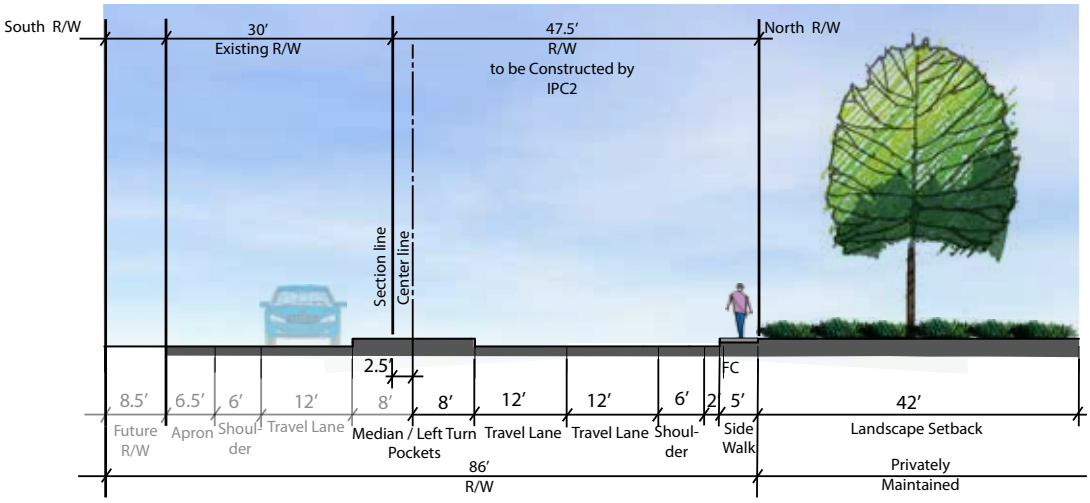



Figure 5.3, Conceptual Design for 4-Lane Parkway, Section A1-A1

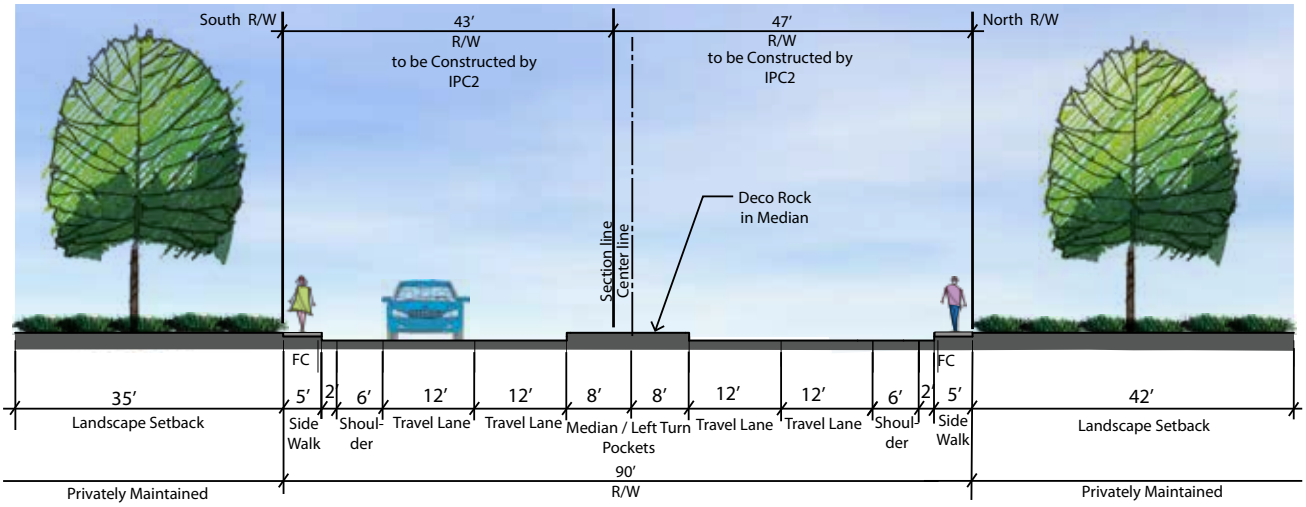



Figure 5.4, Conceptual Design for 4-Lane Parkway, Section A2-A2

**Pavilion Parkway - Four Lane Major Arterial**

Pavilion Parkway is a four-lane major arterial with medians. On the east side they have 5-foot sidewalk and a 39-foot private landscape setback. On the west side they have an existing 8-foot sidewalk and 8-foot landscape strip within the right-of-way and an additional 25-foot landscape setback. Setbacks are planted with a variety of grasses and screen trees and bermed or sloped where appropriate to minimize the perceived scale of building facades. Sixteen-foot medians are planted with grasses, evergreen shrubs, and flowering trees. See Figure 5.5 for the Pavilion Parkway location and Figure 5.6 for the 4-lane major arterial conceptual roadway design.

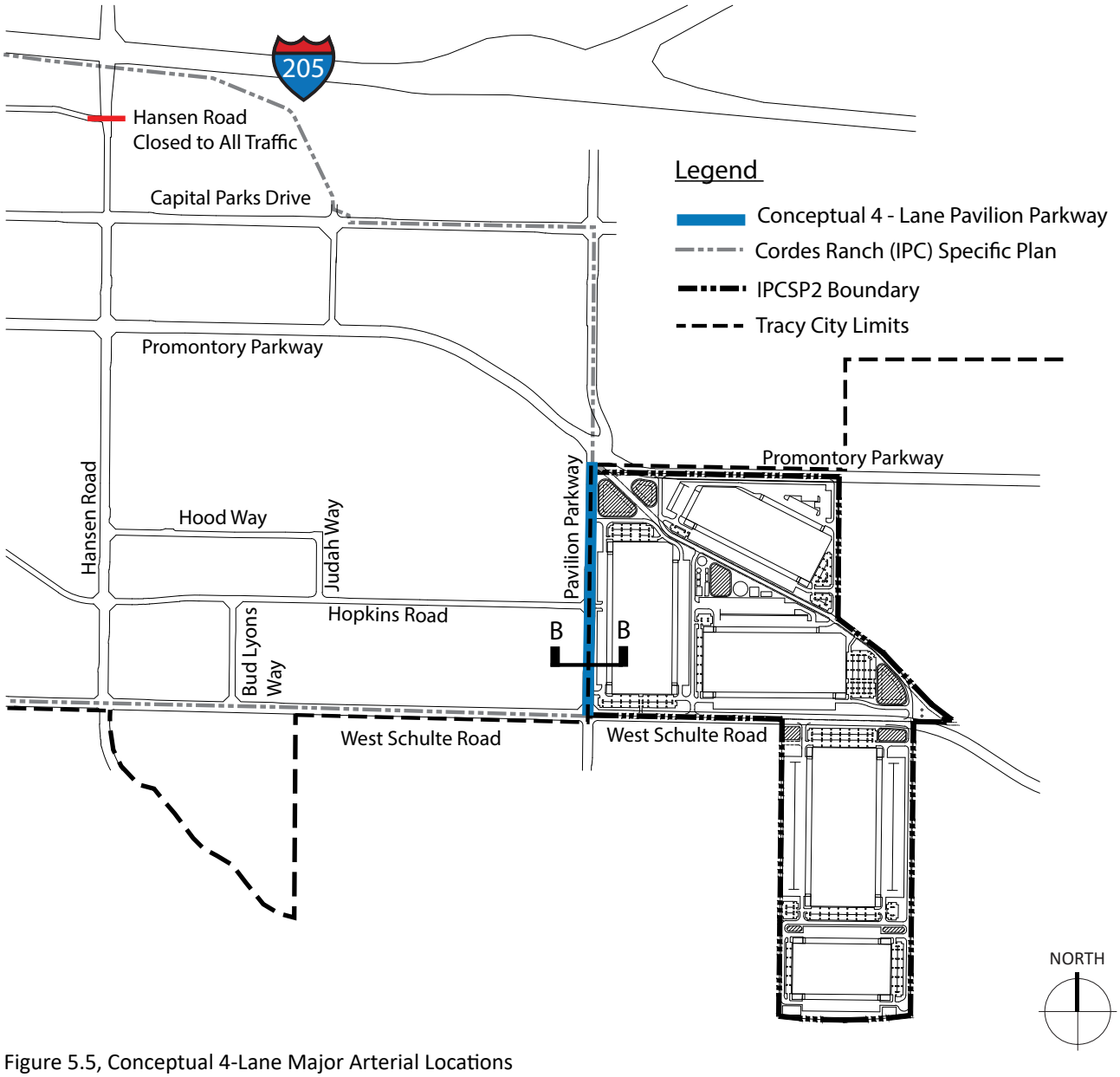



Figure 5.5, Conceptual 4-Lane Major Arterial Locations

***Conceptual Pavilion Parkway Tree Palette***

1. Landscape Setback
   - *Quercus ilex (Holly Oak) @ 30'-0" o.c.*
   - *Zelkova serrata 'Village Green' (Village Green Zelkova) @ 30'-0" o.c.*
   - *Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle) @ 20'-0" o.c.*
2. Median
   - *Arbutus x Marina (Marina Strawberry Tree) @ 30'-0" o.c.*
   - *Quercus macrocarpa 'Urban Pinnacle' (Urban Pinnacle Oak) @ 30'-0" o.c.*

***Conceptual Pavilion Parkway Understory Palette***

- *Festuca mairei (Atlas Fescue)*
- *Lomandra longifolia 'Breeze' (Breeze Mat Rush)*
- *Pennisetum orientale (Oriental Fountain Grass)*
- *Rhaphiolepis indica 'Pink Dancer' (Pink Dancer Indian Hawthorn)*

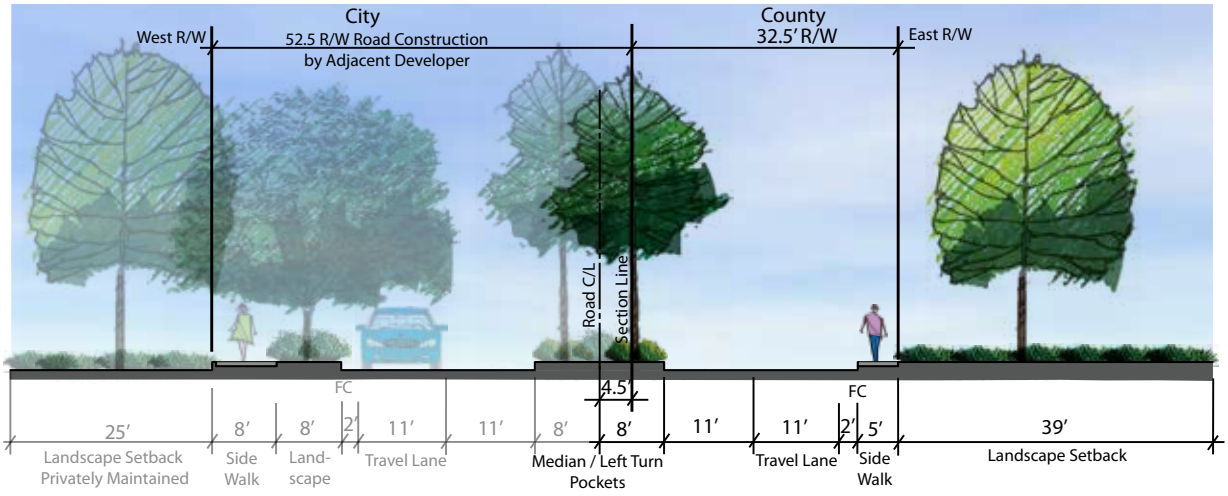



Figure 5.6, Conceptual Design for 4-Lane Major Arterial, Section B-B

**Promontory Parkway - Six Lane Arterial**

Promontory Parkway is a six-lane arterial with the southern side incorporating a 5-foot sidewalk followed by a 33-foot landscape setback that will be privately maintained.

Landscape setbacks are planted with grasses and screen trees to soften the view of larger buildings and will be bermed or sloped, as needed. See Figure 5.7 for the Promontory Parkway location and Figure 5.8 for the 6-lane major arterial conceptual roadway design.

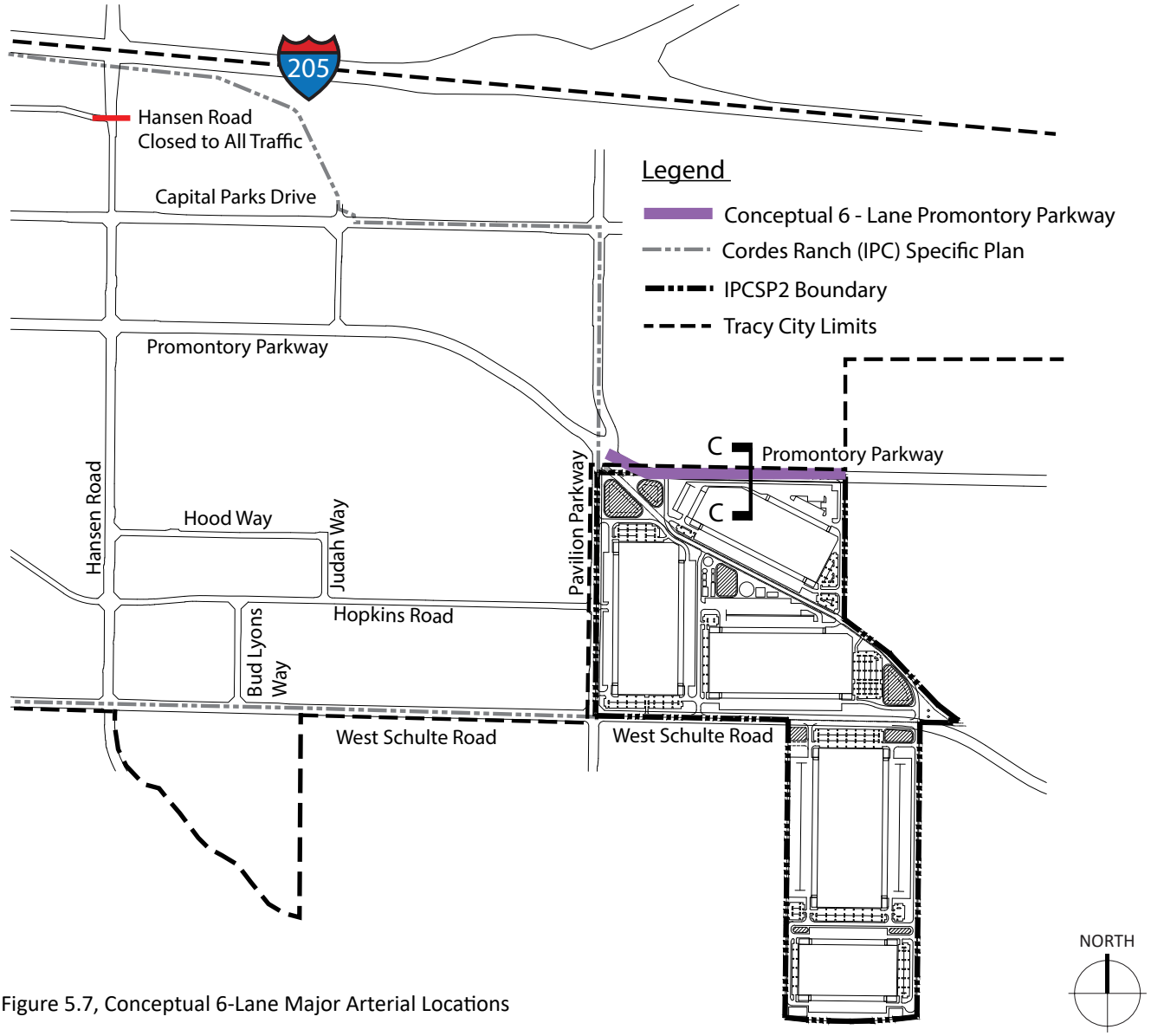



Figure 5.7, Conceptual 6-Lane Major Arterial Locations

***Conceptual Promontory Parkway Tree Palette***

1. Landscape Setback
   - *Quercus wislizenii (Interior Live Oak) @ 30'-0" o.c.*
   - *Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle) @ 20'-0" o.c.*
   - *Ulmus parvifolia 'True Green' (True Green Chinese Evergreen Elm) @ 30'-0" o.c.*

***Conceptual Promontory Parkway Understory Palette***

- *Festuca mairei (Atlas Fescue)*
- *Lomandra longifolia 'Breeze' (Breeze Mat Rush)*
- *Pennisetum orientale (Oriental Fountain Grass)*
- *Rhaphiolepis indica 'Pink Dancer' (Pink Dancer Indian Hawthorn)*

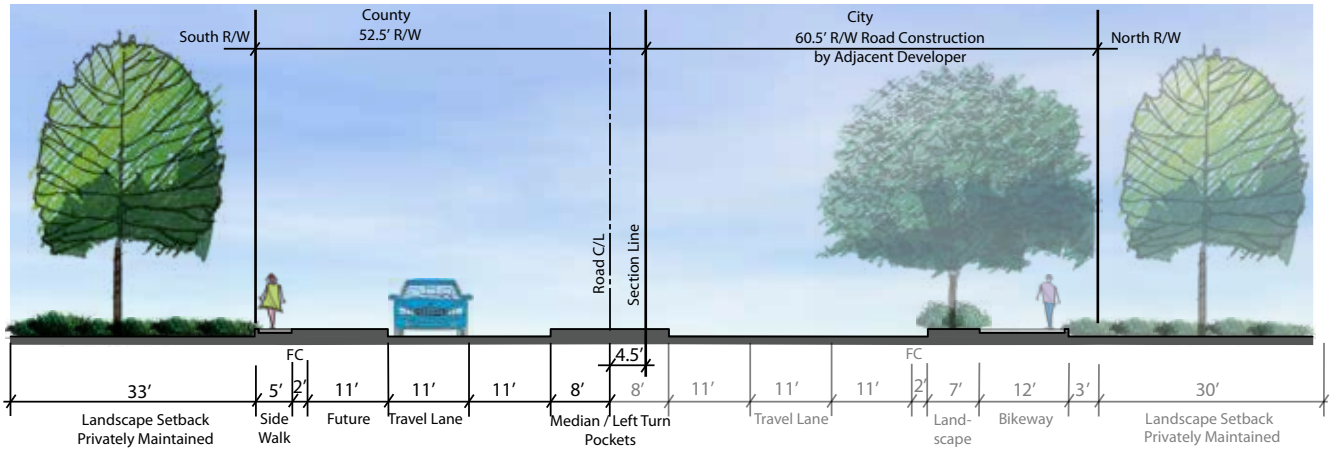



Figure 5.8, Conceptual Design for 6-Lane Major Arterial, Section C-C

**Street Tree List**

The following Street Tree list provides suggested species suitable for the design aesthetic desired for use in the landscape setback areas. See Chapter 4 Design Guidelines for On-site Tree List.

1. Landscape Setback
   - *Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle) @ 20'-0" o.c.*
   - *Olea europaea 'Swan Hill' (Swan Hill Olive) @ 30'-0" o.c.*
   - *Quercus ilex (Holly Oak) @ 30'-0" o.c.*
   - *Quercus shumardii (Shumard Red Oak) @ 30'-0" o.c.*
   - *Quercus wislizenii (Interior Live Oak) @ 30'-0" o.c.*
   - *Ulmus parvifolia 'True Green' (True Green Chinese Evergreen Elm) @ 30'-0" o.c.*
   - *Zelkova serrata 'Village Green' (Village Green Zelkova) @ 39'-0" o.c.*
2. Median
   - *Arbutus x Marina (Marina Strawberry Tree) @ 30'-0" o.c.*
   - *Olea europaea 'Swan Hill' (Swan Hill Olive) @ 30'-0" o.c.*
   - *Quercus macrocarpa 'Urban Pinnacle' (Urban Pinnacle Oak) @ 30'-0" o.c.*

## 5.3 ENTRY DESIGN/SIGN TYPE B

Two Type B signs will be located on West Schulte Road at the eastern property boundary, see Figure 5.9. The entry designs will be similar in design and materials approved with the Cordes Ranch Specific Plan to create a unified aesthetic for both projects. Signs will be located beyond the back of the sidewalk within landscaped areas, both of which will be privately maintained. Refer to Figure 5.10 for an example of Sign Type B and Figure 5.11 for the project entry conceptual landscape design.

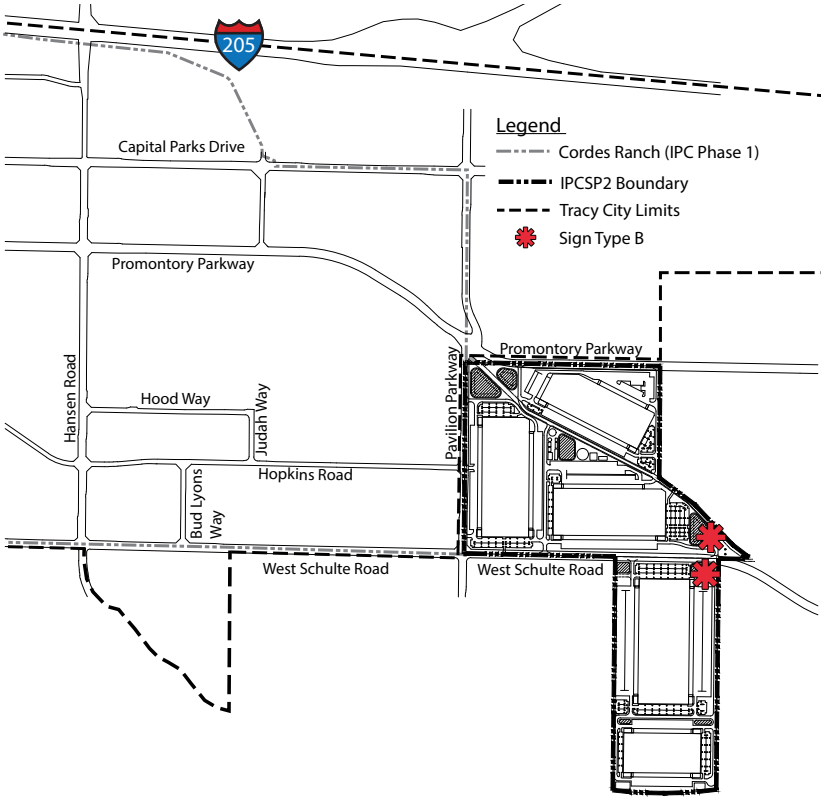



Figure 5.9, Sign Type B Locations


Figure 5.10, Sign Type B Example


Figure 5.11, Conceptual Design for Project Entries with Sign Type B

**Conceptual Plant Palette For Sign Type B Landscape (typ. Each Side of Corner)**

A. Columnar Tree (Backdrop)
- Species: Quercus macrocarpa 'Urban Pinnacle' (Columnar Bur Oak)
- Size: 24" box
- Spacing: 8'-10' o.c.

B. Corner Planting- Succulents, typ.
- Low accent color massings with evergreen succulents
- Yucca filamentosa 'Color Guard' (Color Guard Yucca)
- Agave 'Blue Glow' (Blue Glow Agave)
- Succulent Size: 5 gallon
- Maximum Height: 3'

C. Corner Planting- Perennials, typ.
- Low accent color massings with grass-like perennials
- Lomandra longifolia 'Breeze' (Breeze Dwarf Mat Rush)
- Ornamental Grass Size: 1 gallon
- Maximum Height: 3'

D. Property Line

E. Private Landscaping

F. Crosswalk, typ.

G. Sign Type B
- Height: 12'
- Wall Length: 60'
-Materials and Design per Figure 5.9

H. Decorative Accent Rock, typ.

## 5.4 ENTRY DESIGN/SIGN TYPE C

One Type C sign will be located at the corner of West Schulte Road and Pavilion Parkway, see Figure 5.12. The location of the sign will mirror the sign approved as part of the Cordes Ranch Specific Plan on the west side of the intersection to create consistency with points of entry. Signs will be located beyond the back of the sidewalk within landscaped areas, both of which will be privately maintained. Refer to Figure 5.13 for an example of Sign Type C and Figure 5.14 for the project entry conceptual landscape design.

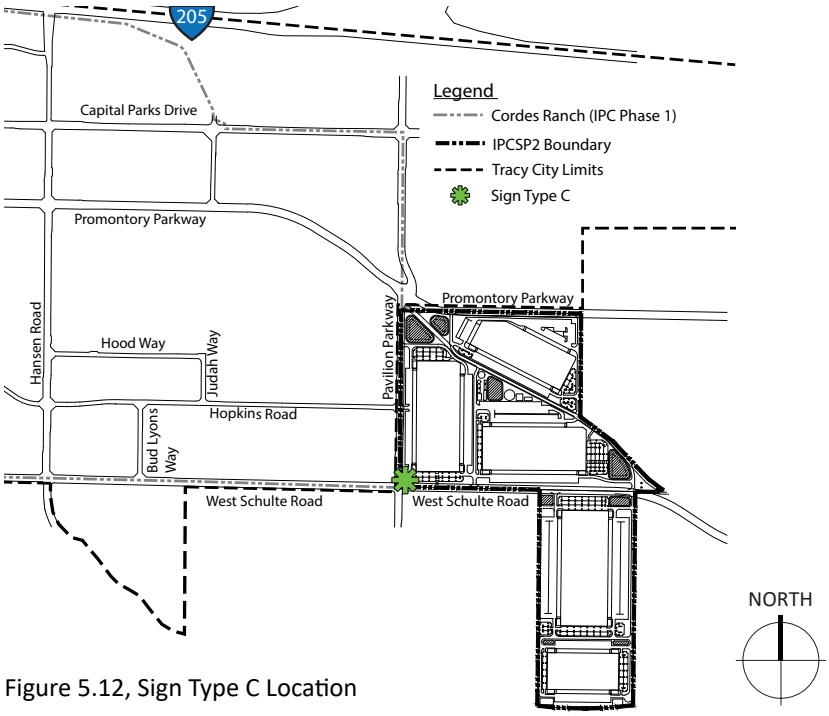



Figure 5.12, Sign Type C Location


Figure 5.13, Sign Type C Example


Figure 5.14, Conceptual Design for Project Entries with Sign Type C

**Conceptual Plant Palette for Sign Type C Landscape**

A. Columnar Tree (Backdrop)
- Species: Quercus macrocarpa 'Urban Pinnacle' (Columnar Bur Oak)
- Size: 24" box
- Spacing: 8'-10' o.c.

B. Corner Planting- Succulents, typ.
- Low accent color massings with evergreen succulents
- Yucca filamentosa 'Color Guard' (Color Guard Yucca)
- Agave 'Blue Glow' (Blue Glow Agave)
- Succulent Size: 5 gallon
- Maximum Height: 3'

C. Corner Planting- Perennials, typ.
- Low accent color massings with grass-like perennials
- Lomandra longifolia 'Breeze' (Breeze Dwarf Mat Rush)
- Ornamental Grass Size: 1 gallon
- Maximum Height: 3'

D. Property Line

E. Private Landscaping

F. Crosswalk, typ.

G. Sign Type C
- Height: 9'
- Wall Length: 46'
-Materials and Design per Figure 5.13

H. Decorative Accent Rock, typ.

## 5.5 ENTRY DESIGN/TYPICAL LANDSCAPE INTERSECTIONS

Landscaped intersections will receive a similar landscape treatment to the Type B and C Entry Design intersections without the sign and wall element and at a smaller scale, see Figure 5.15 for locations. They will also be enhanced with accent planting and columnar trees as background. See Figure 5.16 and 5.17 for typical intersection landscape conceptual designs.

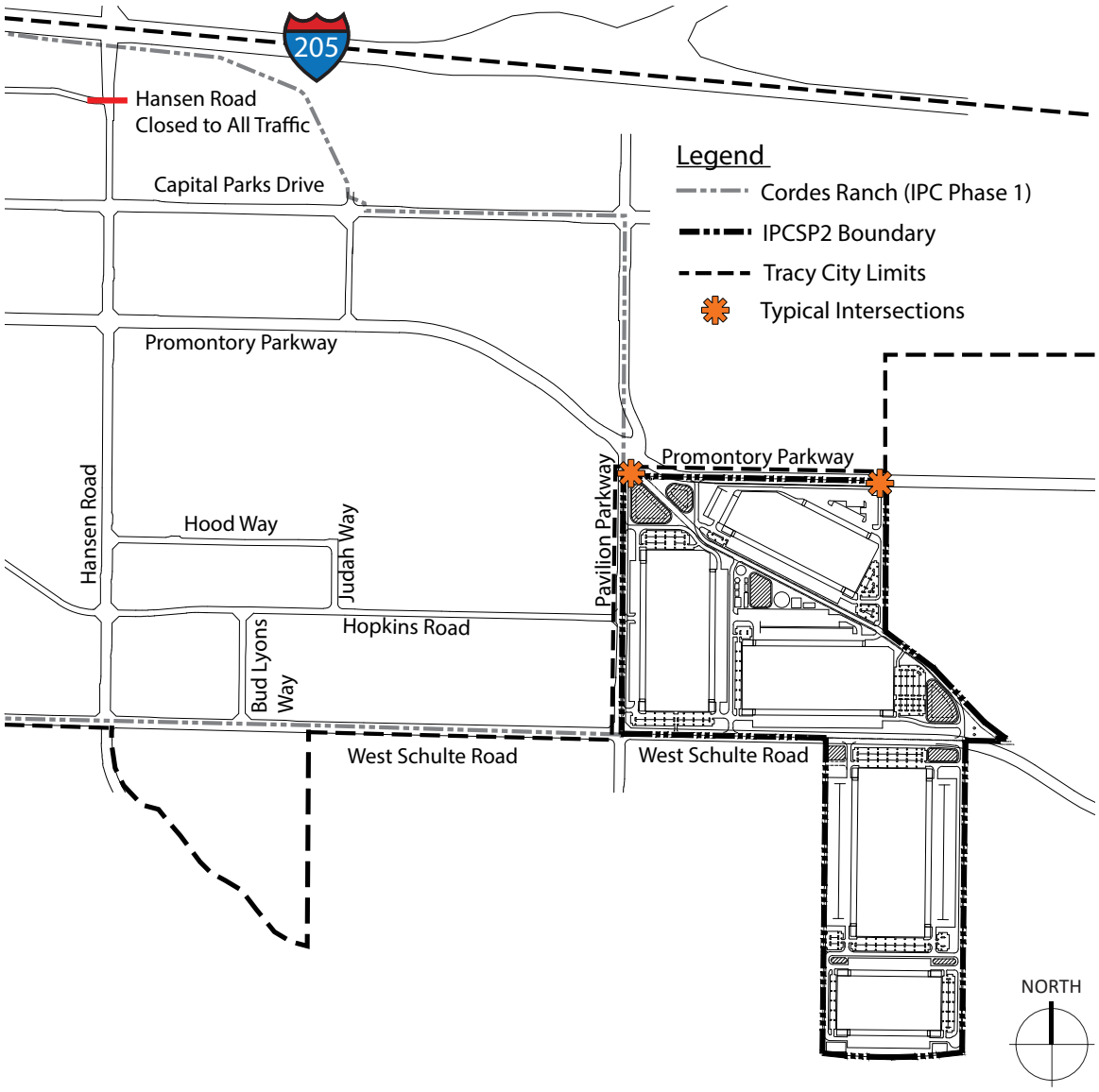



Figure 5.15, Typical Intersection Locations

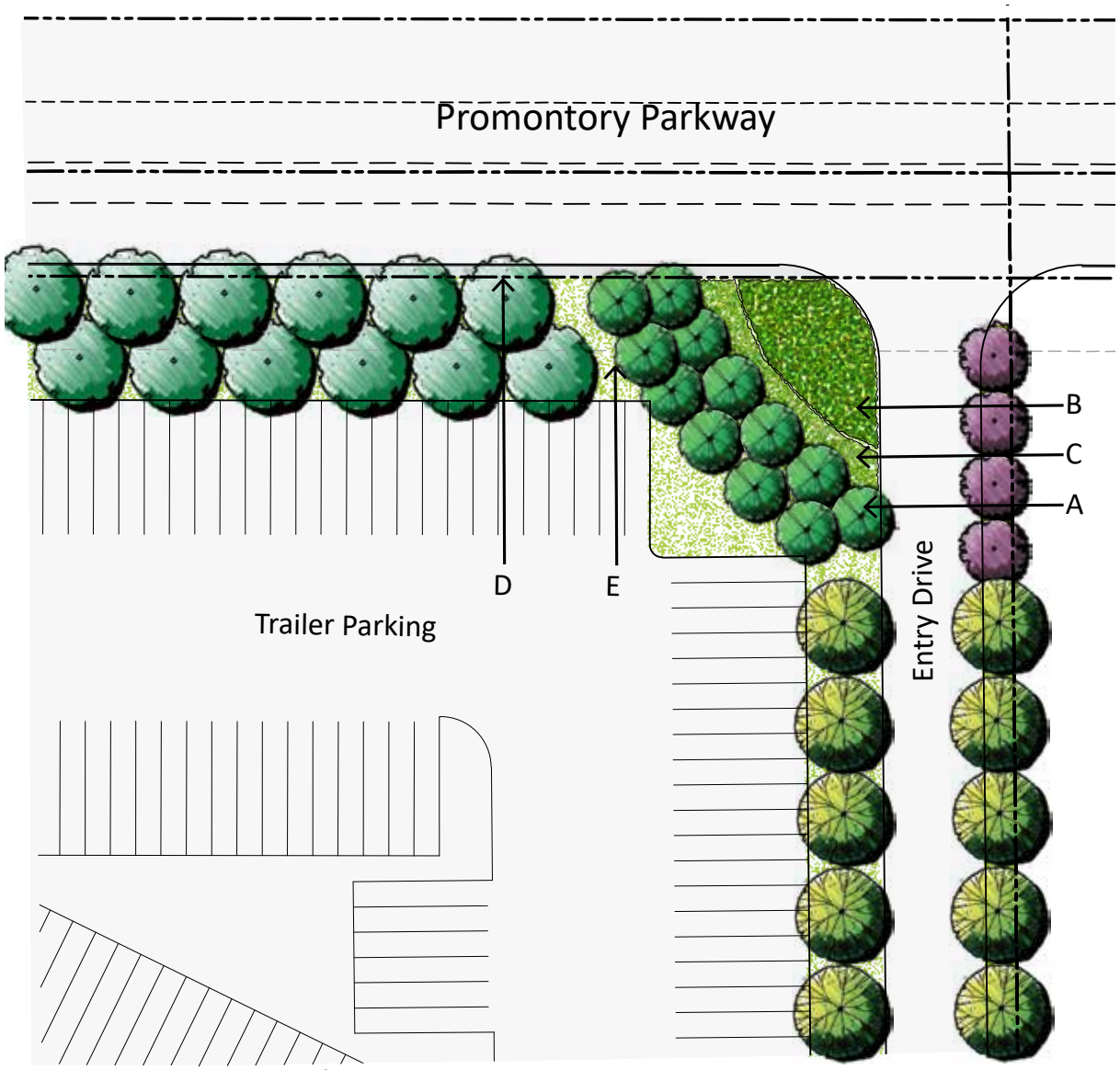



Figure 5.16, Conceptual Design for Typical Intersections

**Conceptual Plant Palette for Typical Intersection Landscape**

A. Columnar Tree (Backdrop)
- Species: Quercus macrocarpa 'Urban Pinnacle' (Columnar Bur Oak)
- Size: 24" box
- Spacing: 8'-10' o.c.

B. Corner Planting- Succulents, typ.
- Low accent color massings with evergreen succulents
- Yucca filamentosa 'Color Guard' (Color Guard Yucca)
- Agave 'Blue Glow' (Blue Glow Agave)
- Succulent Size: 5 gallon
- Maximum Height: 3'

C. Corner Planting- Perennials, typ.
- Low accent color massings with grass-like perennials
- Lomandra longifolia 'Breeze' (Breeze Dwarf Mat Rush)
- Ornamental Grass Size: 1 gallon
- Maximum Height: 3'

D. Property Line

E. Private Landscaping


Figure 5.17, Conceptual Design for Typical Intersections

**Conceptual Plant Palette for Typical Intersection Landscape**

A. Columnar Tree (Backdrop)
- Species: Quercus macrocarpa 'Urban Pinnacle' (Columnar Bur Oak)
- Size: 24" box
- Spacing: 8'-10' o.c.

B. Corner Planting- Succulents, typ.
- Low accent color massings with evergreen succulents
- Yucca filamentosa 'Color Guard' (Color Guard Yucca)
- Agave 'Blue Glow' (Blue Glow Agave)
- Succulent Size: 5 gallon
- Maximum Height: 3'

C. Corner Planting- Perennials, typ.
- Low accent color massings with grass-like perennials
- Lomandra longifolia 'Breeze' (Breeze Dwarf Mat Rush)
- Ornamental Grass Size: 1 gallon
- Maximum Height: 3'

D. Property Line

E. Private Landscaping

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# 6 ROADWAYS AND UTILITIES

INTERNATIONAL PARK OF COMMERCE-PHASE 2

## 6.1 INTRODUCTION

The following provides the major roadway and utility infrastructure and phasing required to support the development of the IPCSP2. It also describes certain "shared" improvements that will benefit the entire Specific Plan Area and will be funded and maintained by property owners. It also provides information for construction and financing of major infrastructure improvements. Development of the Specific Plan Area will require the construction and installation of new infrastructure and public road improvements with the extension of existing roadways. The IPCSP2 will be designed to extend the same level of quality infrastructure established by the adjacent Cordes Ranch (IPC) Specific Plan.

## 6.2 STREET NETWORK

The main highway access points to the Specific Plan Area are Interstate 205 to the north and Interstate 580 to the south. The existing street network consists of International Parkway, providing access between the two interstate freeways, West Schulte Road at the mid-portion of the Specific Plan Area, Pavilion Parkway at the western boundary, and Promontory Parkway at the northern boundary, see Figure 6.1.

Development of the Specific Plan Area will require improvements to the existing road network to include the extension of Pavilion and Promontory Parkway and improvements to existing West Schulte Road. Promontory Parkway and West Schulte Road both extend west and connect at International Parkway to provide access to the freeways.

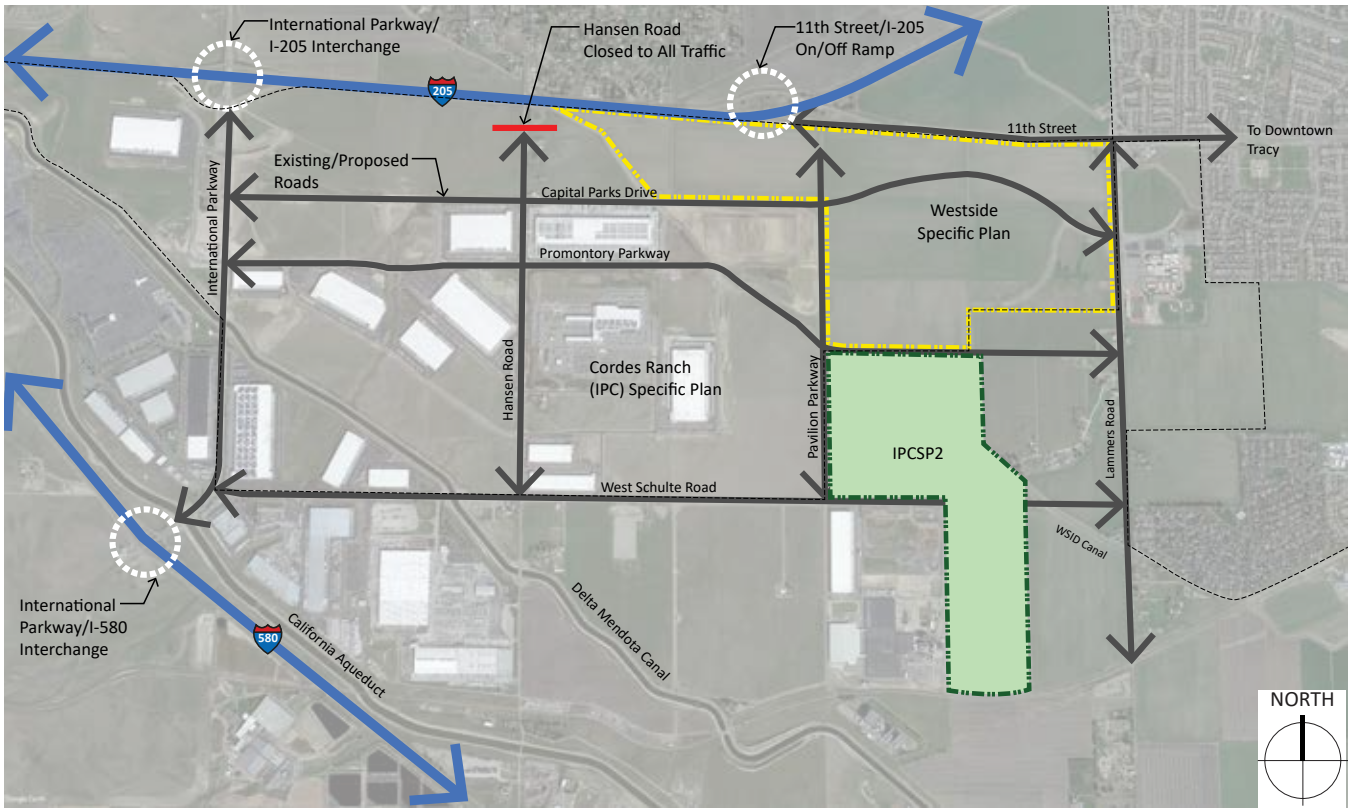


Figure 6.1, Existing Roadways

The IPCSP2 will also include the following street improvements:

- West Schulte Road going east from Pavilion Parkway along the Specific Plan Area frontage;
- The improvement of the half street section of Pavilion Parkway;
- The extension and improvement of the half street section of Promontory Parkway along the northern Specific Plan Area boundary; and
- The undergrounding of the WSID canal within the north development area to allow for internal site circulation.

This system and extension of roadways will provide efficient movement of traffic within and around the Specific Plan Area. The street network is designed to minimize Vehicle Miles Traveled (VMT). The number, type, location, and design of local roadways, including intersection spacing, geometrics and other design elements described in this Specific Plan are conceptual.

The network of roads will provide for multiple users including pedestrians, bicycles, vehicles, trucks, and public transportation. Pedestrian improvements include sidewalks on both sides of all streets, and accessible pedestrian crossing at signals. The IPCSP2 roadway system will also facilitate use of public transportation facilities by providing bus pull outs and shelters for passengers that offer shade and protection during winter weather. Such public improvements shall be implemented through the Zoning Compliance approval process required for each building/phase of the IPCSP2 and shall be reviewed and approved by the Public Works department.

## 6.3 WEST SCHULTE ROAD– 4 LANE PARKWAY

West Schulte Road is classified as a parkway and will be improved along the Specific Plan Area frontage to include 4 lanes with median separation, see Figure 6.2. West Schulte will serve as the main truck route for the IPCSP2 with trucks coming off the interstates to access the Specific Plan Area. A 5-foot sidewalk will be included on the north side of West Schulte Road. A 42-foot landscape setback and a single row of trees will be included on West Schulte Road to provide for an enhanced street corridor, see Figure 6.3 and Figure 6.4. West Schulte Road will also be designed to STAA standards to allow for truck traffic.

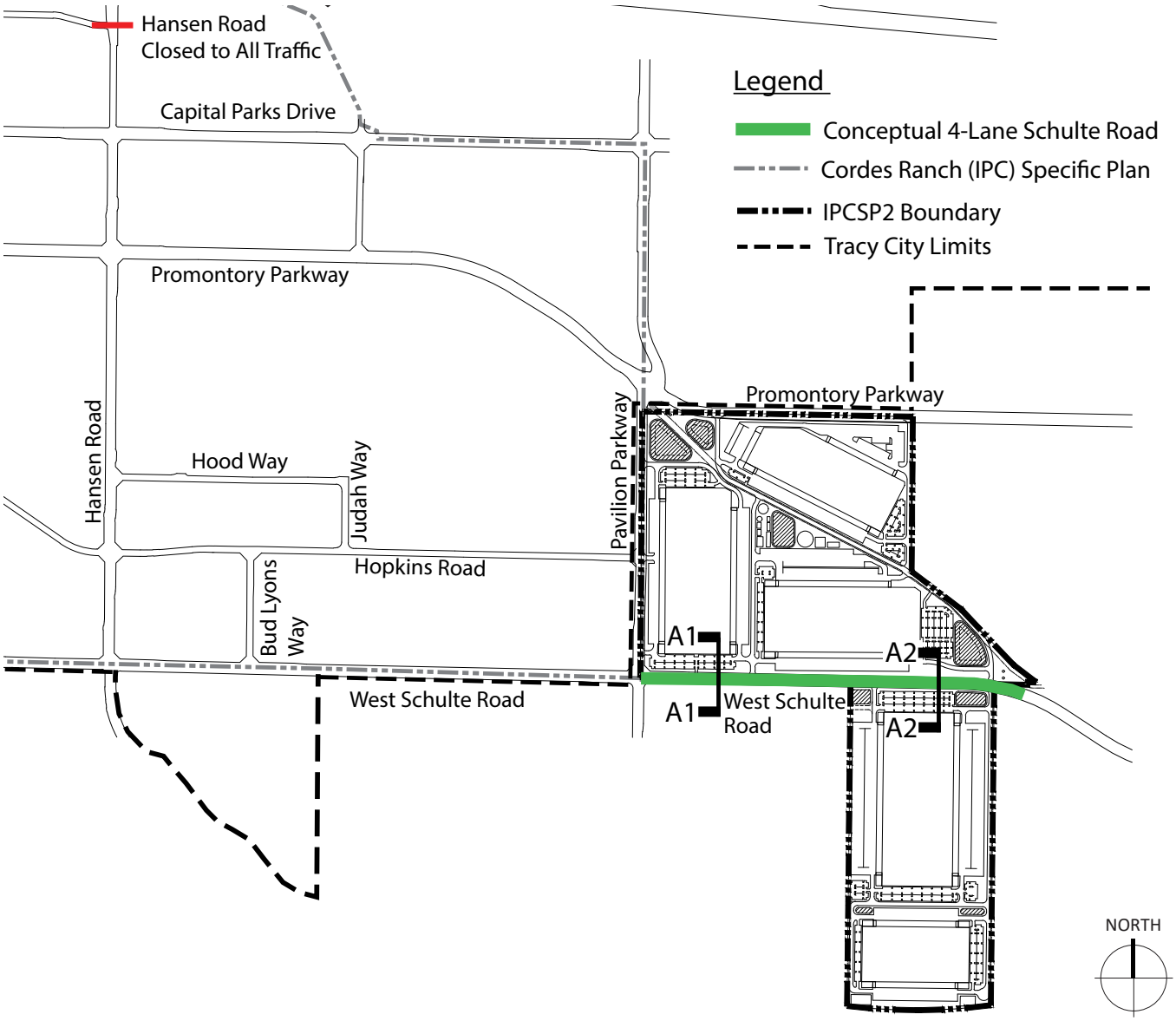


Figure 6.2, Conceptual 4-Lane Parkway Locations

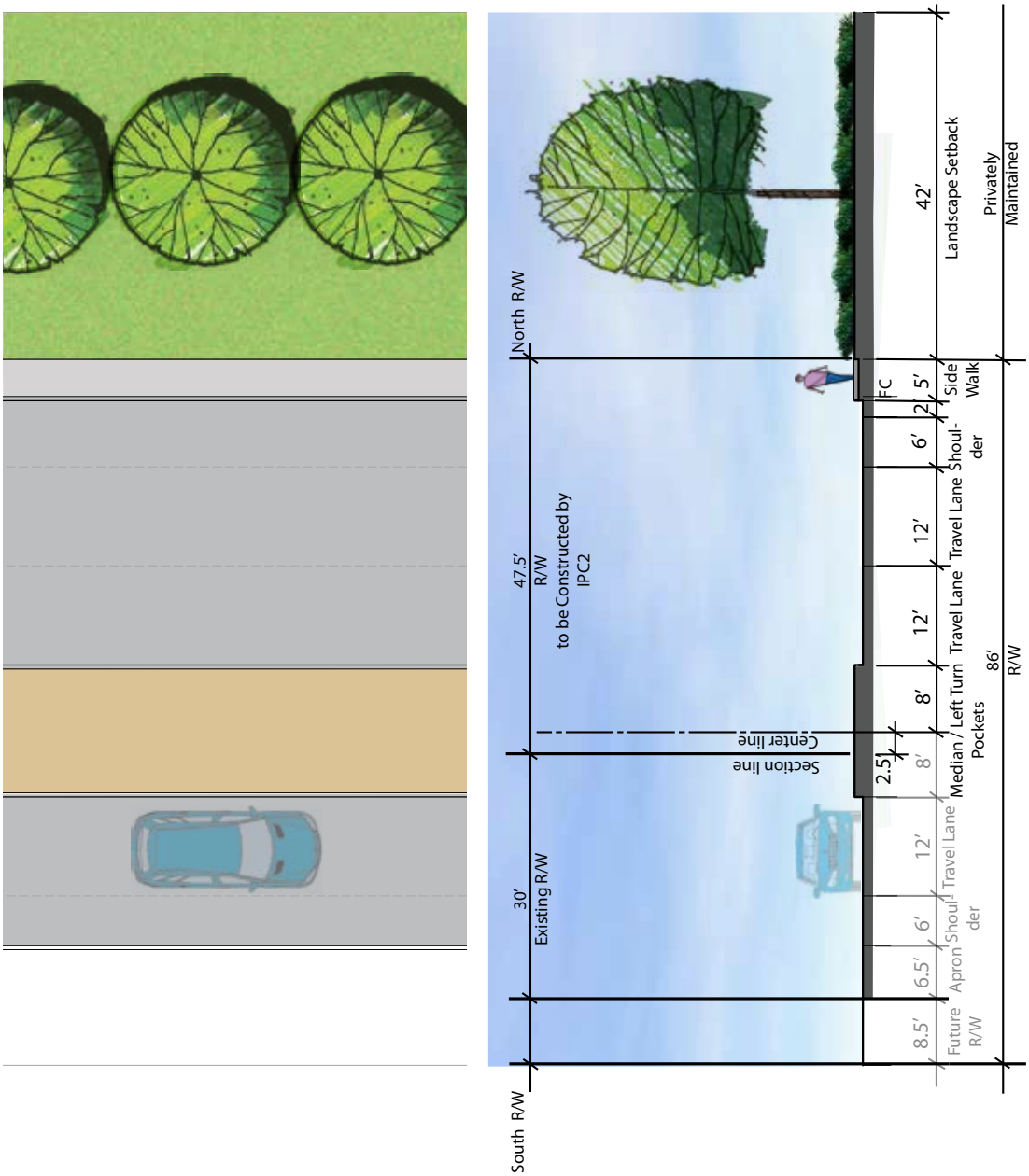


Figure 6.3, Conceptual 4-Lane Parkway, Section A1-A1

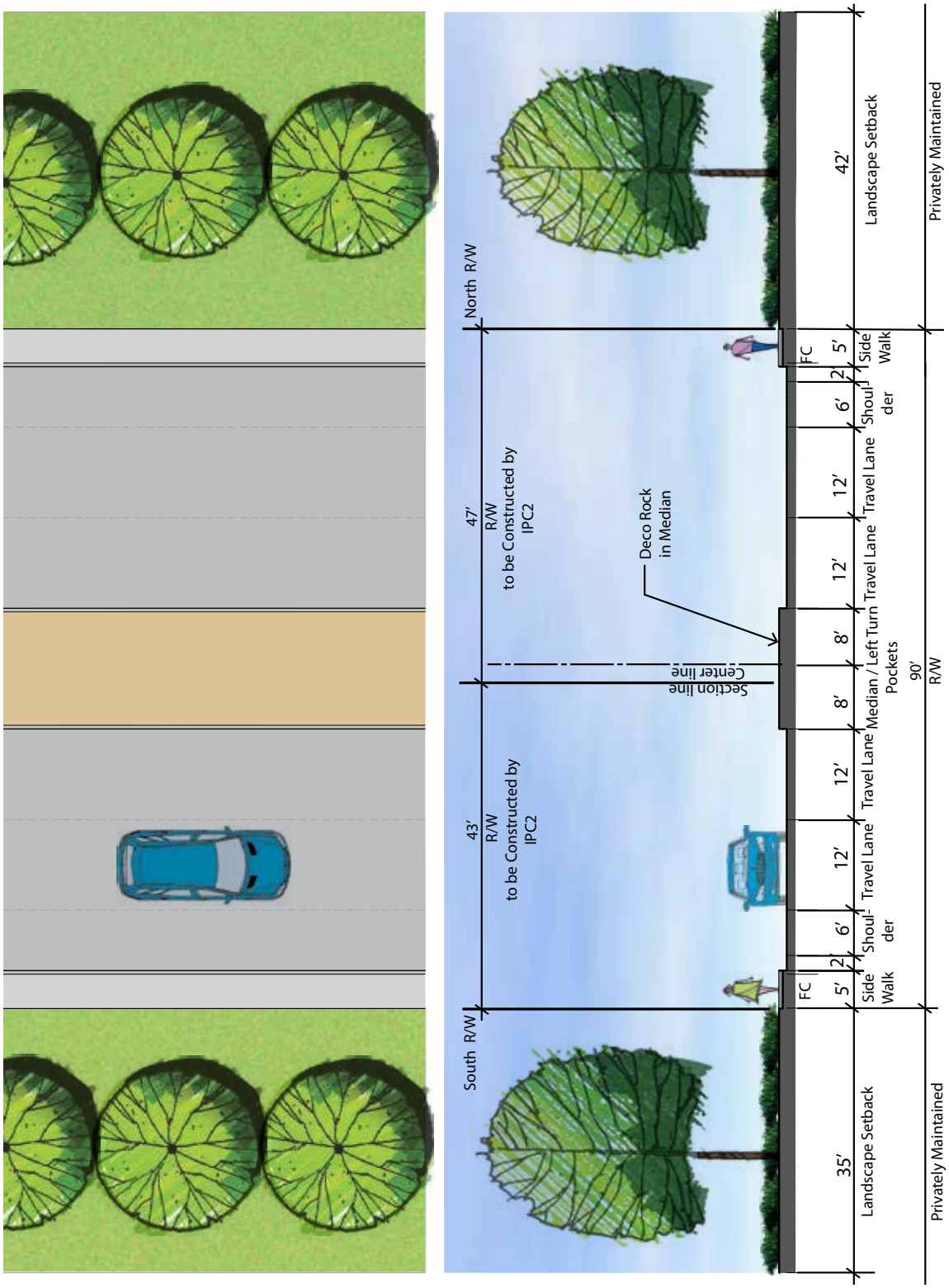


Figure 6.4, Conceptual 4-Lane Parkway, Section A2-A2

## 6.4 PAVILION PARKWAY– 4 LANE MAJOR ARTERIAL

Pavilion Parkway is classified as a major arterial and will include 4 lanes of which IPCSP2 will construct only the half street section from Promontory Parkway to West Schulte Road along the western Specific Plan Area boundary, see Figure 6.5. A 5-foot sidewalk will be included on the east side of the street to provide for pedestrian access to the surrounding development. A 25-foot landscape setback and a double row of trees will be included on the west side of the street, and a 39-foot landscape setback with a single row of trees will be included on the east side of the street. This will provide a landscaped corridor to enhance the street experience, see Figure 6.6. Additionally, the major arterial will be designed to Surface Transportation Assistance Act (STAA) standards to allow for the safe movement of truck traffic.

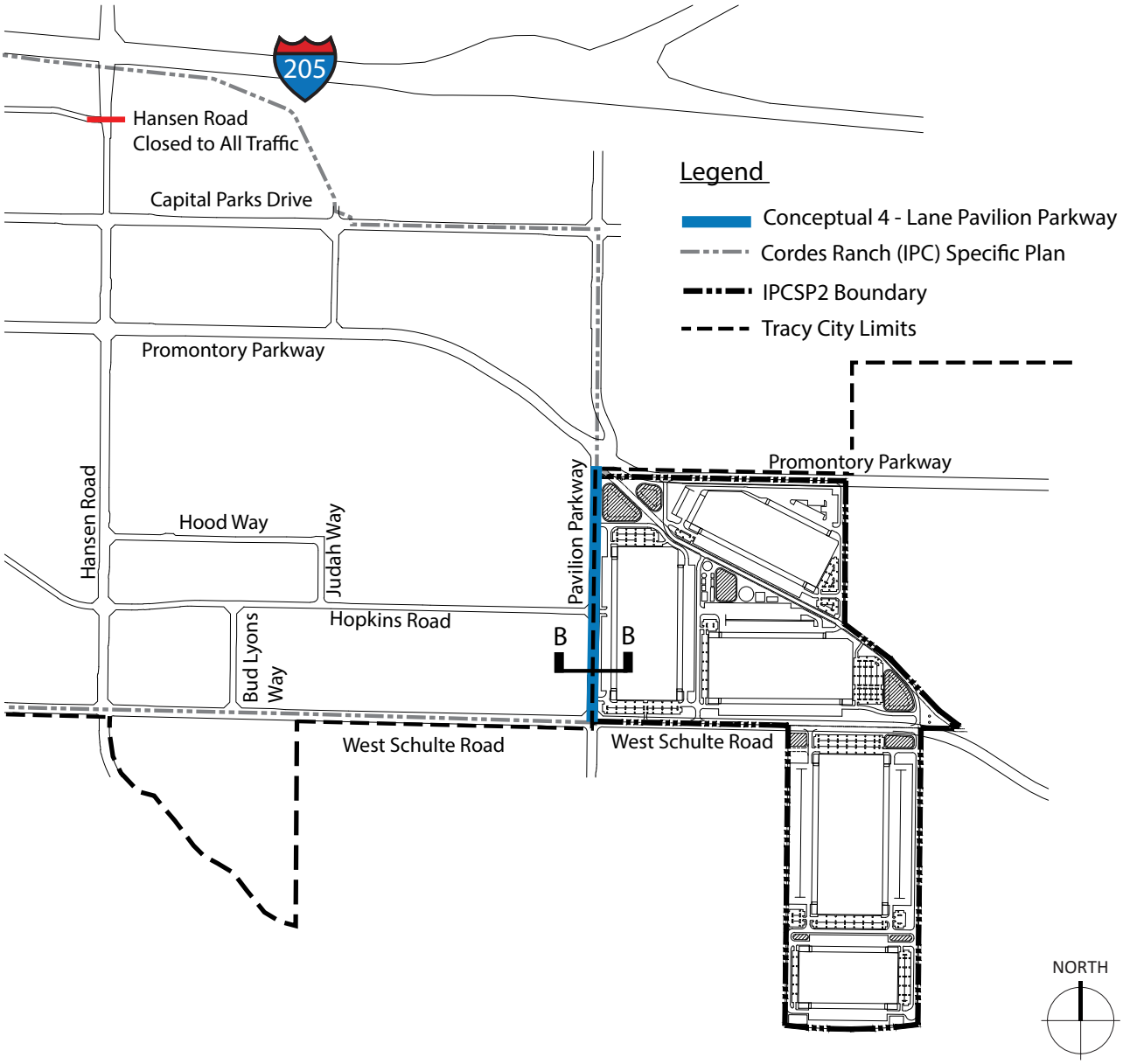


Figure 6.5, Conceptual 4-Lane Parkway Locations

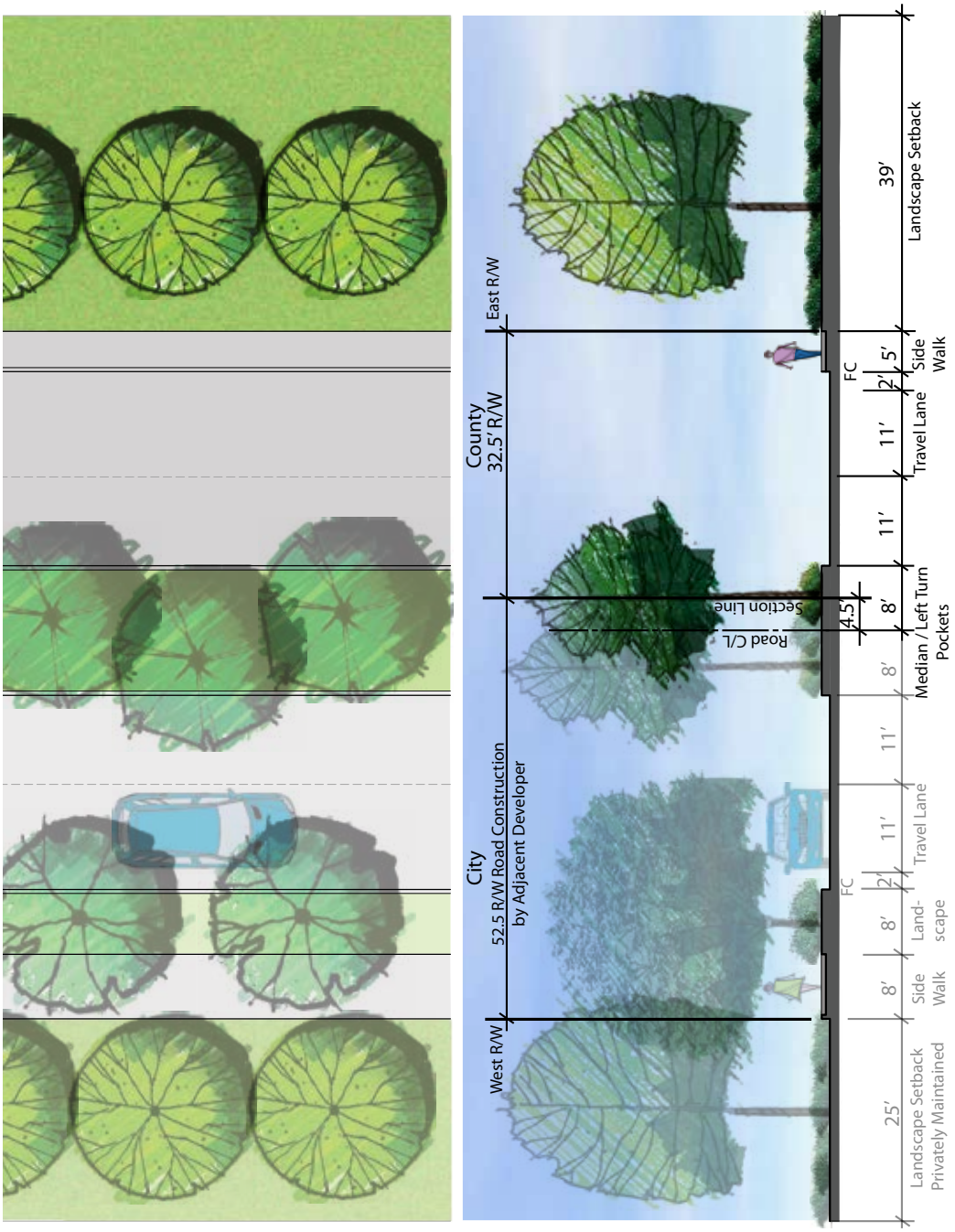


Figure 6.6, Conceptual 4-Lane Parkway, Section B-B

## 6.5 PROMONTORY PARKWAY– 6 LANE MAJOR ARTERIAL

Promontory Parkway is classified as a major arterial with 6 lanes of traffic. IPCSP2 will construct only the half street section from Pavilion Parkway along the northern Specific Plan Area boundary, see Figure 6.7. This arterial street provides access to the northern portion of the Specific Plan Area. A 5-foot sidewalk will be included on the south side of the street to provide for pedestrian access to the surrounding development. A 33-foot landscape setback will be included on the south side of the street adjacent to the Specific Plan Area. These landscaped corridors will include a single row of trees to enhance the street experience, see Figure 6.8. Promontory Parkway will also be designed to STAA standards to allow for commercial rated truck traffic.

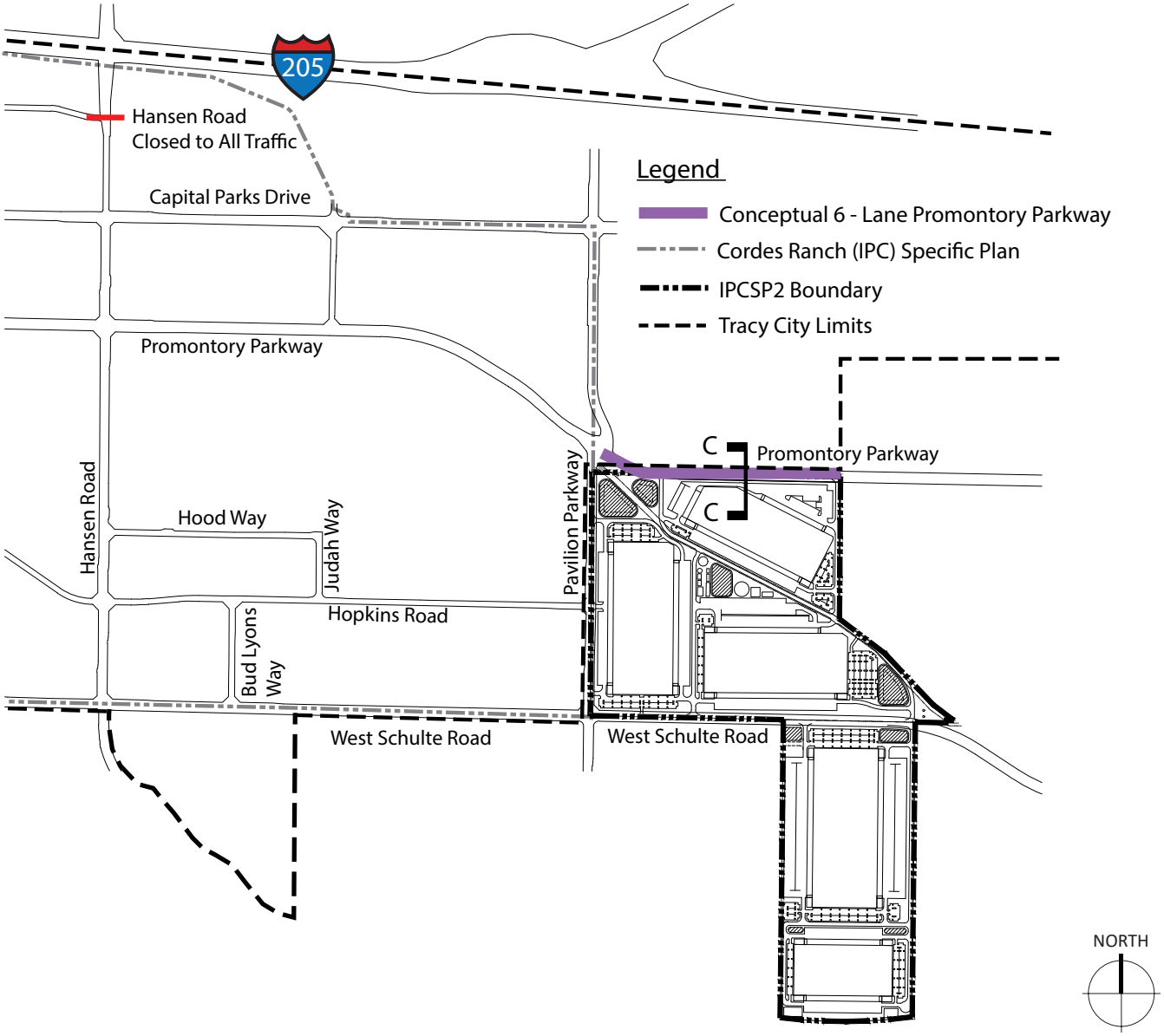


Figure 6.7, Conceptual 6-Lane Parkway Locations

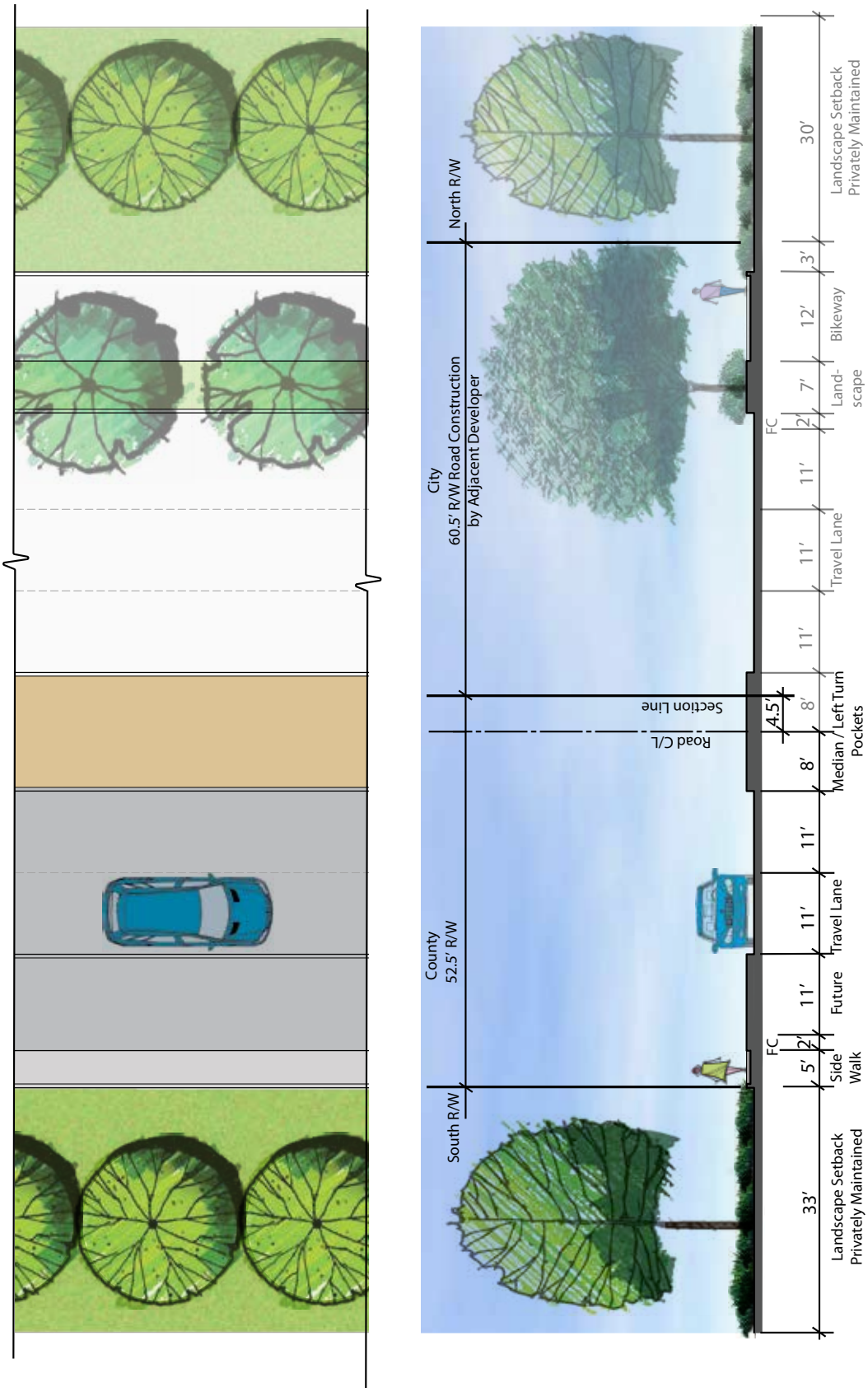


Figure 6.8, Conceptual 6-Lane Parkway, Section C-C

## 6.6 ON-SITE CIRCULATION

A conceptual network of internal driveways will provide access to the buildings within the IPCSP2, see Figure 6.9. Driveways at Promontory Parkway, Pavilion Parkway, and West Schulte Road are conceptual and depict a 40-foot internal driveway to allow for both vehicle and truck access to the parking areas and loading docks for each building, see Figure 6.10. The conceptual access driveways and internal driveways will be designed to STAA standards to allow for safe on-site circulation of trucks and vehicles.

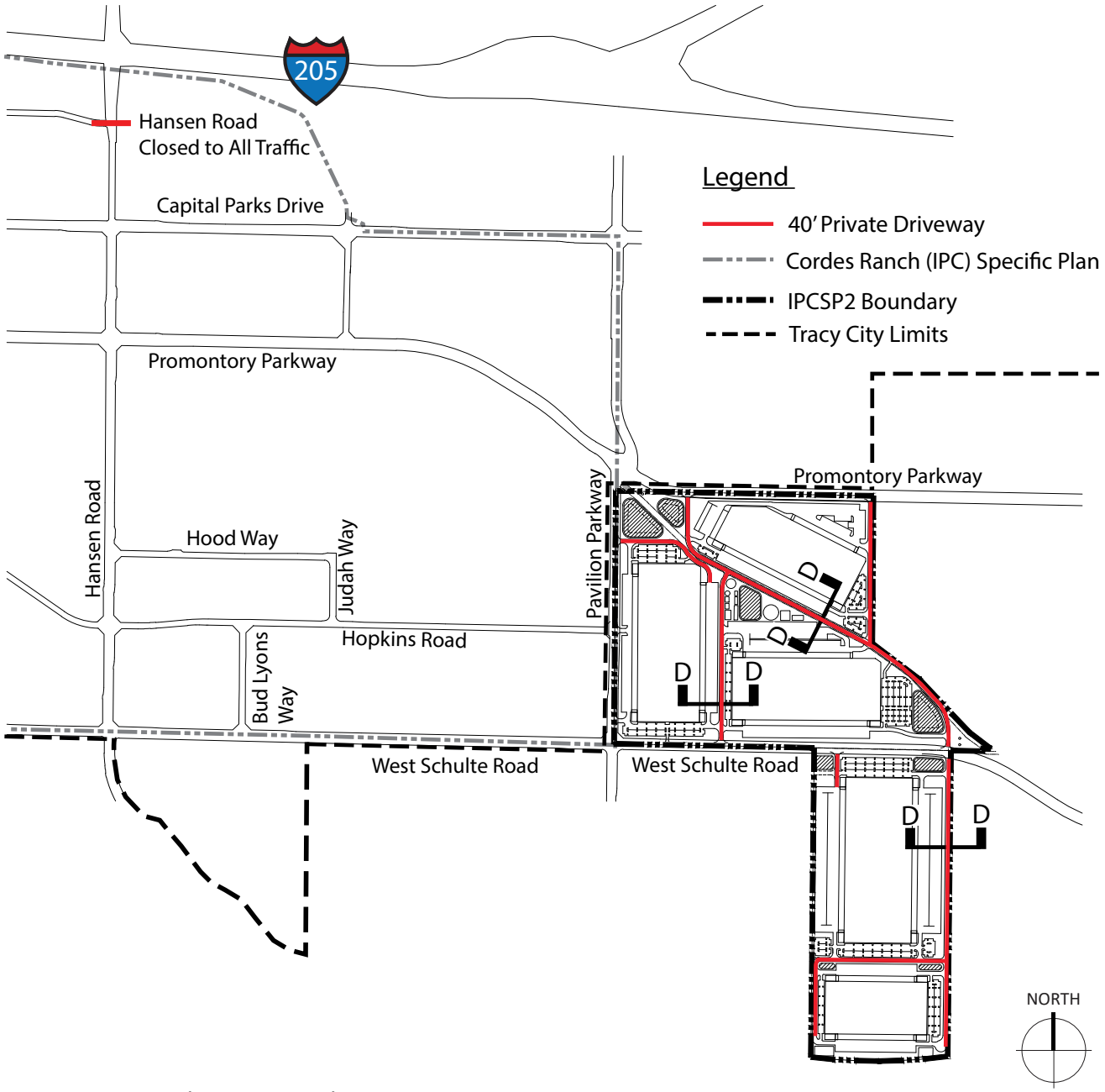


Figure 6.9, Internal Private Road Locations

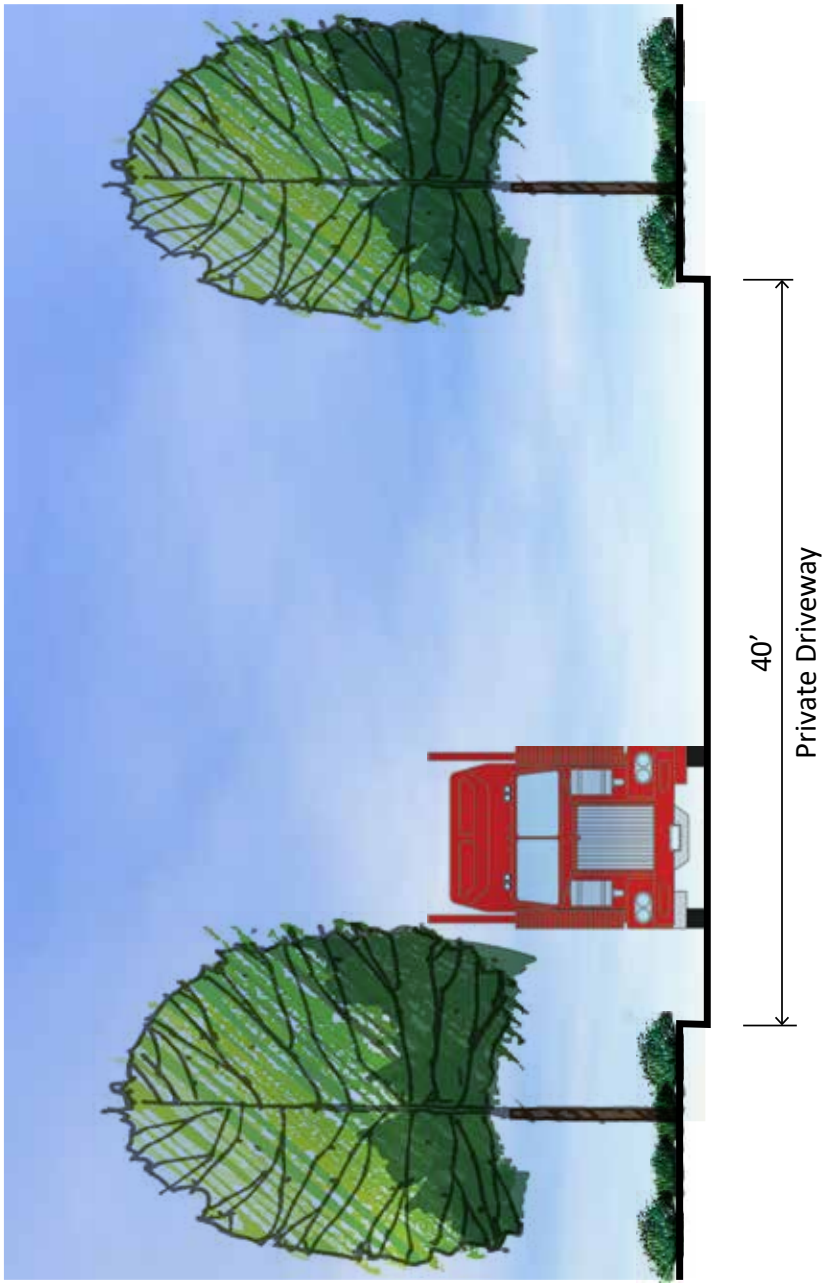


Figure 6.10, Internal Private Road Section

## 6.7 TRUCK ROUTES

Trucks will access the IPCSP2 from both Interstate 580 and I-205 at International Parkway. International Parkway, Promontory Parkway, and West Schulte Road will function as the main truck routes to access the Specific Plan Area and subsequent warehouse and industrial facilities. Figure 6.11 depicts the planned truck routes, and the intersection configurations with STAA-established turning requirements.

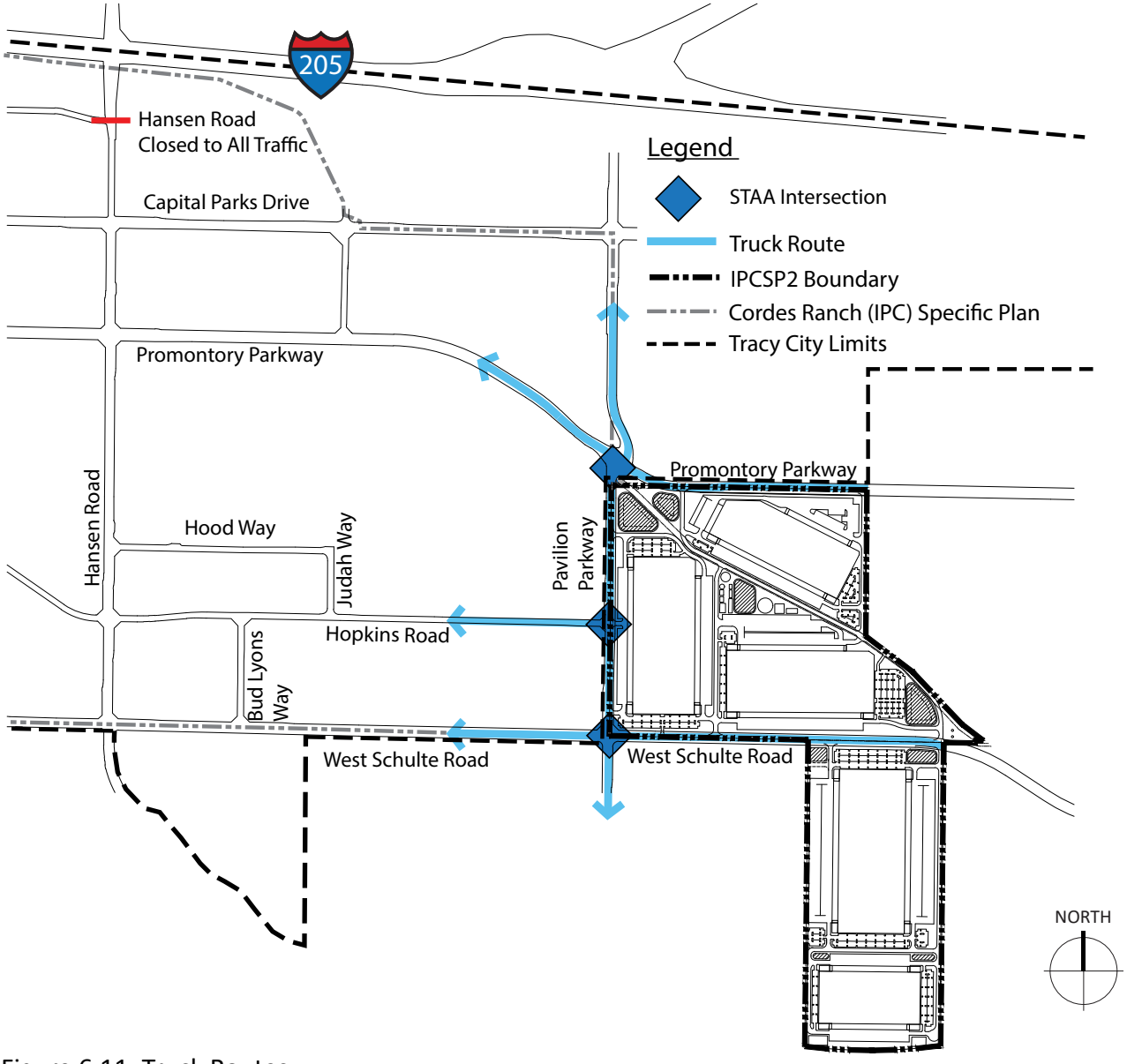


Figure 6.11, Truck Routes

## 6.8 PEDESTRIAN NETWORK

The IPCSP2 will extend the public pedestrian network of sidewalks from the International Park of Commerce along the Specific Plan Area frontages, see Figure 6.12. In addition, pedestrian connections will be extended on-site at the office/administrative functions of the buildings. Connections between individual buildings will be evaluated based on tenant requirements and may occur for a single user that occupies multiple buildings. The sidewalks will be shaded by large canopy trees within the streetscape.


Figure 6.12, Pedestrian Network

## 6.9 BICYCLE NETWORK

Class III Bike Paths have been extended from the International Park of Commerce and incorporated into the streets to allow for increased linkages between uses and to provide additional safety for bicyclists by separating them from truck traffic, see Figure 6.13.

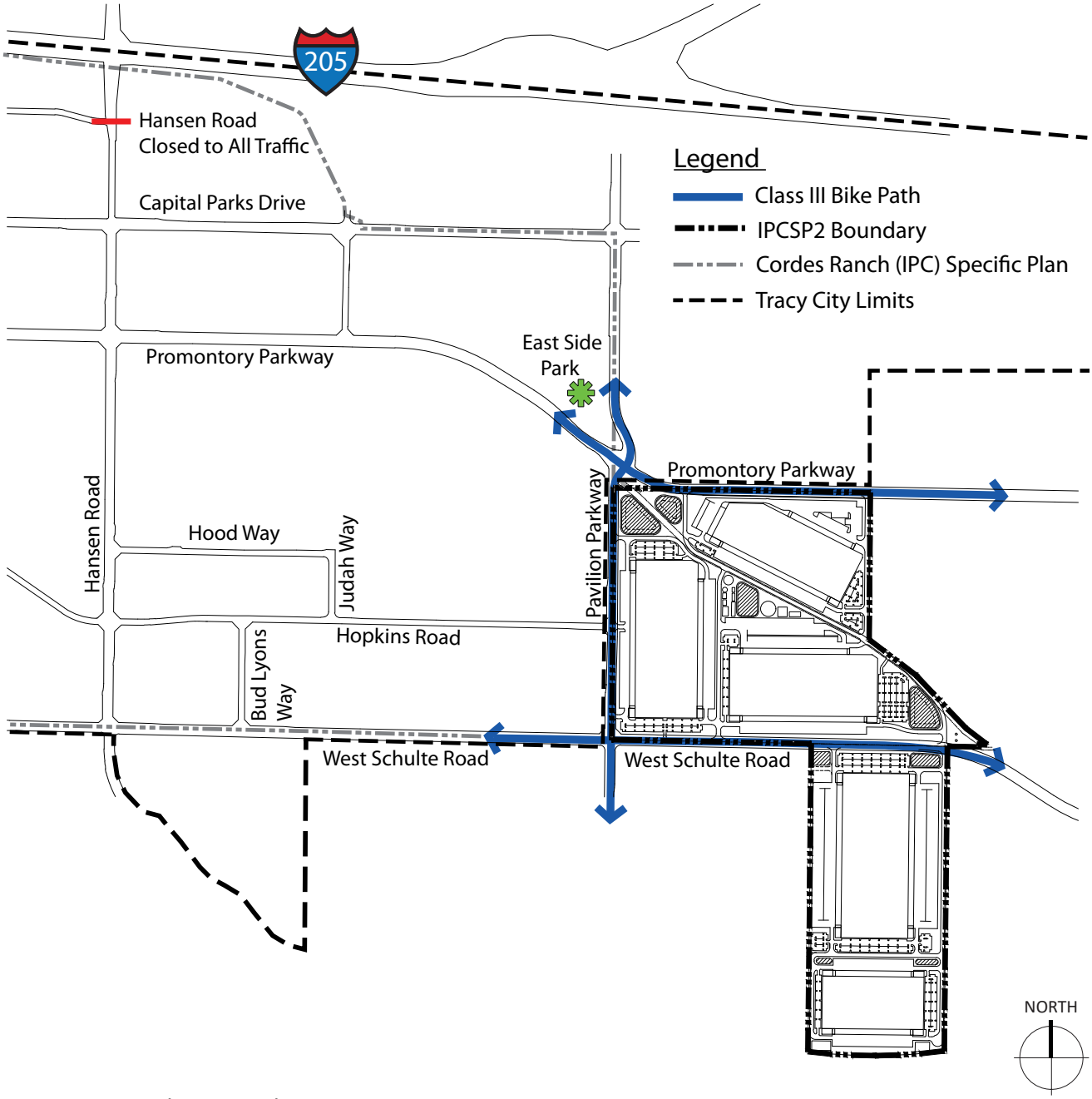


Figure 6.13, Bicycle Network

## 6.10 EXISTING PUBLIC TRANSPORTATION

The County public transit system includes the following public transportation network:

**Regional Intercity Fixed-Route Bus Service**

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

**SJRTD Flexible Fixed-Route Service**

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

**SJRTD Commuter Bus Service**

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

**Passenger Rail System**

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

Public transportation will be extended to the Specific Plan Area based on demand generated by development. Bus routes may be modified and expanded as necessary and when feasible to efficiently accommodate demand. The final bus stop locations may require additional future right-of-way dedication to accommodate bus stops, which will be completed during the final mapping process.

## 6.11 GRADING

The grading concept for the site will be based on determining the finish grade elevations for the wastewater treatment and stormwater detention facilities. These utilities are envisioned as gravity flow systems that will provide sewer and stormwater utility services for the north and south development parcels. The establishment of the finish grades for these utilities will then define the finish floor grades for each individual building pad. The grading for each individual building and associated parking, circulation, and site improvements will be coordinated from site to site to ensure that the overall IPCSP2 utilizes the areas efficiently. Berming and slope banks from the streets and adjacent development will be designed based on individual building requirements as each project is approved through the County's Improvement Plan entitlement process.

## 6.12 UTILITIES

The following utility infrastructure requirements are necessary for the development of the IPCSP2. The central location of the Non-County public water, sewer, and fire utilities was chosen based on the ideal screening for both the fire and the recycled water tanks. By locating these facilities behind buildings and utilizing generous landscape screening, it reduces the visual impacts of these tank and other improvements. Centralizing the water and wastewater facilities also provides for additional security where facilities on the edge of the Specific Plan Area make them potentially more exposed to vandalism. The centralized location also provides for multiple pipe corridors to access the water, sewer, and fire services. By having multiple connections to these facilities limits the potential impacts of a pipe break that could affect all buildings rather than a single building.

**Potable Water**

The Specific Plan Area will be served by a Non-County public water system (classified as a non-transient, non-community water system). The applicant is preparing an application to the State Water Resources Control Board for a permit to create a new Non-transient, Non-Community Water System. The application with the State has been approved and coordination with San Joaquin County's Environmental Health Department will occur to construct the on-site water related facilities. The water system wells, and the water treatment system will be constructed with the initial building. The potable distribution system will then be expanded to serve each building as it develops.

Two potable water wells will provide the necessary water required for the IPCSP2 and will pump to the water treatment facility adjacent to West Schulte Road at the eastern Specific Plan Area boundary, see Figure 6.14. One potable well will be located at the water treatment plant site and the other will be located within the development area. The wells need to be separated as much as possible to insure reliability with the groundwater table. Both wells will pump water to the central location for treatment and then be distributed to the proposed buildings within the Specific Plan Area. Similar to the recycled water system the central location of the water treatment system minimizes the pumping requirements and reduces costs for the water facilities due to shorter pipe runs and less head loss. The treatment system may produce a brine that will need to be put into an evaporation holding tank and disposed of as necessary.

**Fire water system**

The fire well will be located at the water treatment site with an associated storage tank to provide for the necessary firefighting requirements. Locating the fire system centralizes all the systems and reduces the pumping and energy requirements, similar to the water and recycled water systems. The fire system will be independent from the potable water system. The fire system will be designed to meet the requirements of the local fire district. The fire well and storage tank will be constructed with the first building. The fire water distribution system will then be expanded as each new building comes online.

An above ground storage tank will provide for the necessary capacity for fire protection for the Specific Plan Area, see Figure 6.14. A looped pipe system and fire hydrant system will provide for the required fire safety requirements for the IPCSP2. Booster pumps will be required at each building to provide for the required pressure for the interior fire sprinkler systems. The fire well, fire storage tank, and fire system pump station are all anticipated to be located at the potable water treatment site.

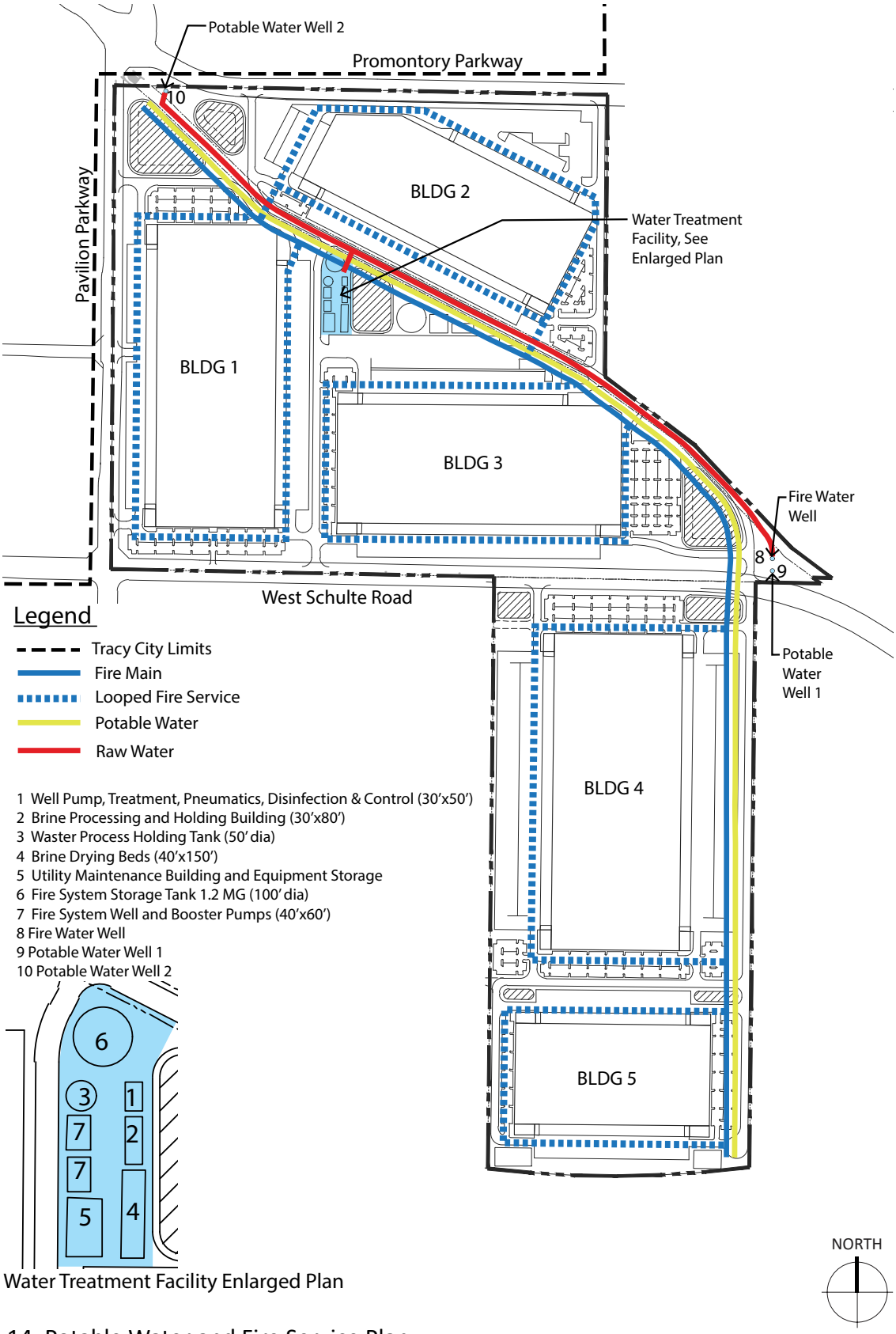


Figure 6.14, Potable Water and Fire Service Plan

**Wastewater system**

The wastewater treatment facility will be located at the lowest elevation within the Specific Plan Area. This would allow for a majority of the proposed development to gravity feed to the wastewater treatment facility. The only potential development that will have to pump sewer by force main is the development located north of WSID canal. The treated wastewater will be stored in an above ground tank (approximately 2.0 million gallons) and will be the water source for the recycled water landscape irrigation. The centralized location minimizes the pumping requirements for wastewater disposal due to the pipe lengths and reduced head loss which will also reduce energy costs. The central location may also minimize any potential odor issues associated with the wastewater treatment with neighboring properties to the east.

Wastewater will be treated and disposed of on-site and will consist of a wastewater equalization basin, treatment facility, and sludge drying ponds. The applicant is preparing an application to the regional water board for the treatment of wastewater generated within the Specific Plan Area. Once the permit is approved by the regional board then the applicant will work with the County environmental health department to construct the package treatment facility. The treatment system will be a Membrane Bioreactor (MBR) treatment plant. The treatment system will produce Title 22 compliant effluent, recycled water.

The wastewater treatment system and effluent storage tank will be constructed with the first building. The wastewater collection system will then be expanded to subsequent buildings as they are constructed.

The wastewater treatment site will also house the recycled water facilities, which include a pump station and above ground storage tank. The location of the wastewater treatment site is shown on Figure 6.15. With the well head treatment anticipated as discussed above, the treated solids from the wastewater system are minimal and can be recycled and used as fertilizer for the landscaping within the development.

**Recycled water**

The wastewater generated within the Specific Plan Area will be treated to the necessary requirements to be used for the landscape irrigation for the site. The applicant is preparing an application to the regional water board for the disposal of wastewater generated by the Specific Plan Area. Once the permit is approved by the regional board then the applicant will work with San Joaquin County environmental health department to construct the recycled water distribution system which will be used to irrigate the landscaping throughout the Specific Plan Area. This recycled water supply will need to be supplemented via a stormwater basin or using existing WSID irrigation facilities to meet full irrigation demand of the Specific Plan Area. The recycled water system will have a storage tank to help equalize the flows between the generation rate of the wastewater treatment system and the irrigation demands. The recycled water system will be fed by the wastewater effluent storage tank and the system will be expanded as the IPCSP2's landscaped areas are added.

An on-site "purple pipe" system will be designed and installed to provide the irrigation for the IPCSP2, see Figure 6.15. The treated wastewater will be stored in an above ground recycled water storage tanks and pumped to irrigate the landscape. The recycled water tank and pump station will be located at the wastewater treatment plant site.

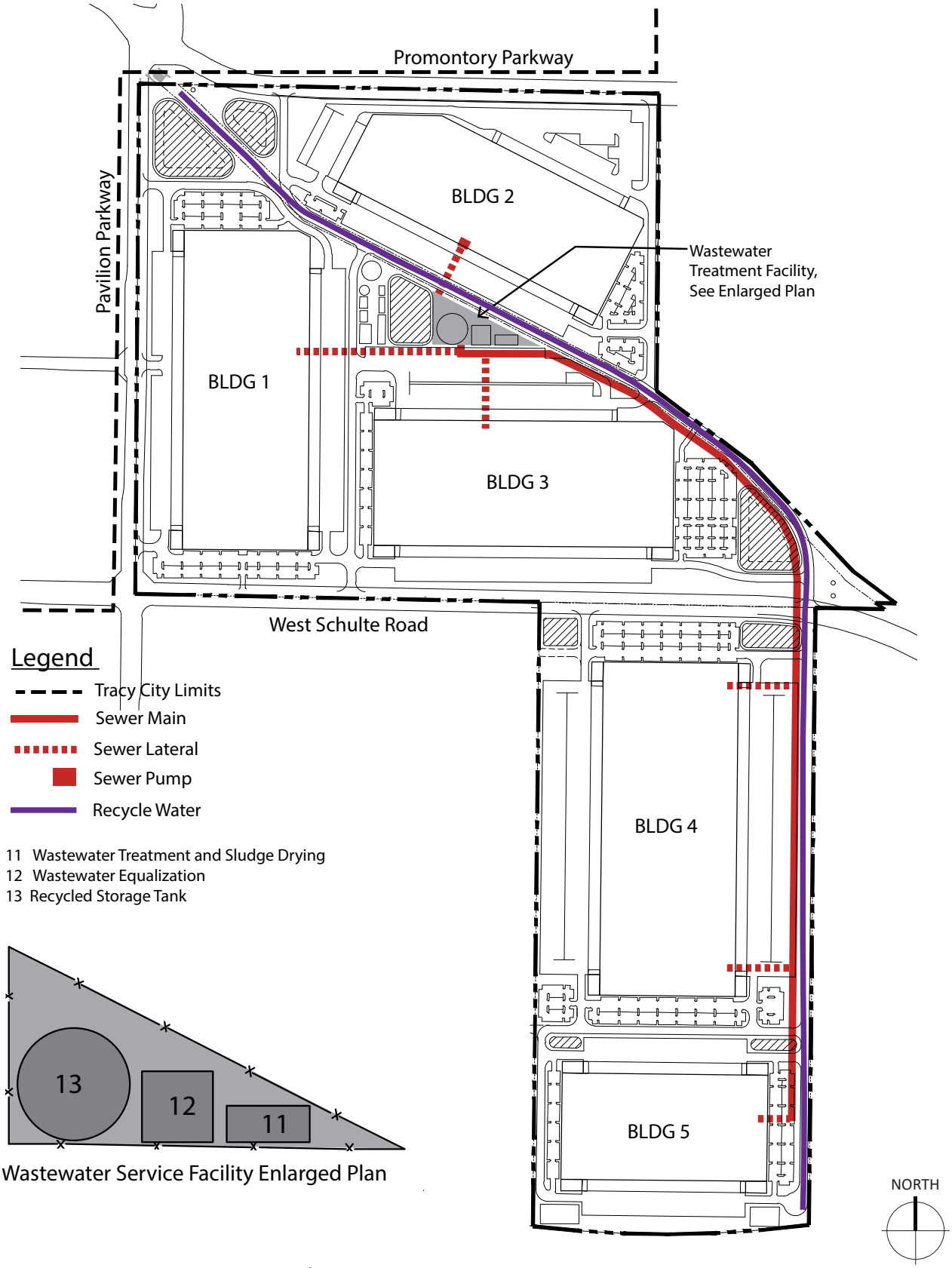


Figure 6.15 Waste Water Service Plan

**Storm Drainage**

Detention or retention basins are proposed to serve new development in the Specific Plan Area. Detention or retention basins are important storm drainage facilities that address limitations in downstream outfalls and discharge capacities and the need to provide significant stormwater quality management solutions. New detention or retention basins will provide a significant amount of storage capacity. Detention basins will provide attenuation of peak flows to meter downstream releases of stormwater to reduced rates that are considered to be reasonable, acceptable, and environmentally sound. All proposed detention basins have been sized to accommodate the 100-year 24 hour storm under build-out conditions, considering outflow discharge rates. If utilized, all proposed retention basins will be sized to contain the 100-year 10-day storm within the basin while accounting for infiltration and freeboard storage.

The surface areas of the proposed detention or retention basins, including access roadways and appurtenant features, range from 1 acre to 4.5 acres. Detention basin depths are typically assumed to be eight feet as a general template for most proposed stormwater basins, including one foot of freeboard above the 100-year 24 hour water surface elevation. If utilized, retention basin depths are between ten to fifteen feet. An additional 20% has been added to the surface area of assumed excavation for the detention or retention basins to account for setbacks and provisions for vehicular access around them and to the lower areas to facilitate maintenance. A typical detention/ retention basin cross-section is shown below, see Figure 6.16. Sizing of detention basins will be based on Detention Basin section 3-4.05 of the San Joaquin County Improvement Standards published on November 2014, inclusive of accommodating the 100-year 24 hour storm volume, considering outflow discharge rates. Sizing of retention basins will be based on section 3-4.06 of the San Joaquin County Improvement standards published on November 2014 and inclusive of accommodating the 100- year 10 day storm volume, considering infiltration, site ponding, and freeboard storage.

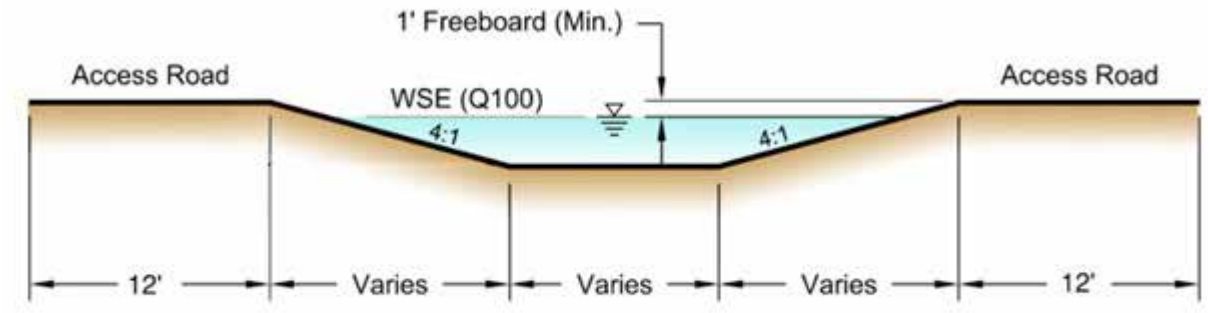


Figure 6.16, Detention Basin or Retention Basin Detail

Storm drainage for the IPCSP2 will consist of a system of inlets, piping, and detention or retention basins north of West Schulte Road. There will also be bio-treatment and detention ponds that will provide for stormwater conveyance and treatment on the south parcel. The system of inlets and piping will discharge into the basin for treatment. A system of pipes will extend to the north and discharge the treated stormwater to the detention or retention basins located on the northwest portion of the Specific Plan Area, see Figure 6.17.

Surface flows along the Specific Plan Area frontage are limited to Pavilion Parkway from Promontory Parkway to West Schulte, and West Schulte from Pavilion Parkway to the eastern boundary, will be managed through a system of inlets and piping that conveys runoff to the basin for treatment, see Figure 6.18.

**Off-site Stormwater**

Off-site stormwater flows will be accommodated as part of the proposed IPCSP2 improvements to address off-site runoff associated with Offsite Tributary 3, as identified in the City of Tracy Citywide Storm Drainage Master Plan (SDMP) dated November 2012. Storm drainage infrastructure consisting of underground piping and inlets will be installed along Pavilion Parkway from Promontory Parkway to West Schulte. Underground piping and inlets will also be installed along West Schulte from Pavilion Parkway to the eastern property boundary. Both storm drainage lines will convey the existing offsite flows to the existing WSID canal which bisects the Specific Plan Area, see Figure 6.18

The stormwater system will be designed to meet the following goals.

- Assist new development in reducing urban runoff pollution to prevent or minimize water quality impacts.

- Provide standards for developers, design engineers, agency engineers, and planners in the implementation of General Site Design Control Measures for Low Impact Design (LID), as well as site-specific source and treatment control measures.

- Provide maintenance procedures to ensure that the selected control measures will be maintained to provide effective, long-term pollution control.

Best Management Practices (BMPs) in the Storm Water Quality Control (SWQC) Manual will be implemented in the design of the IPCSP2, as appropriate, to reduce the directly connected impervious area and to promote a higher level of stormwater quality. The BMPs will align with the Westside San Joaquin Integrated Regional Water Management District Stormwater Resource Plan (dated May 2020). Below is a list of BMPs that shall be utilized in the Specific Plan Area:

***Source Control BMPs***

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

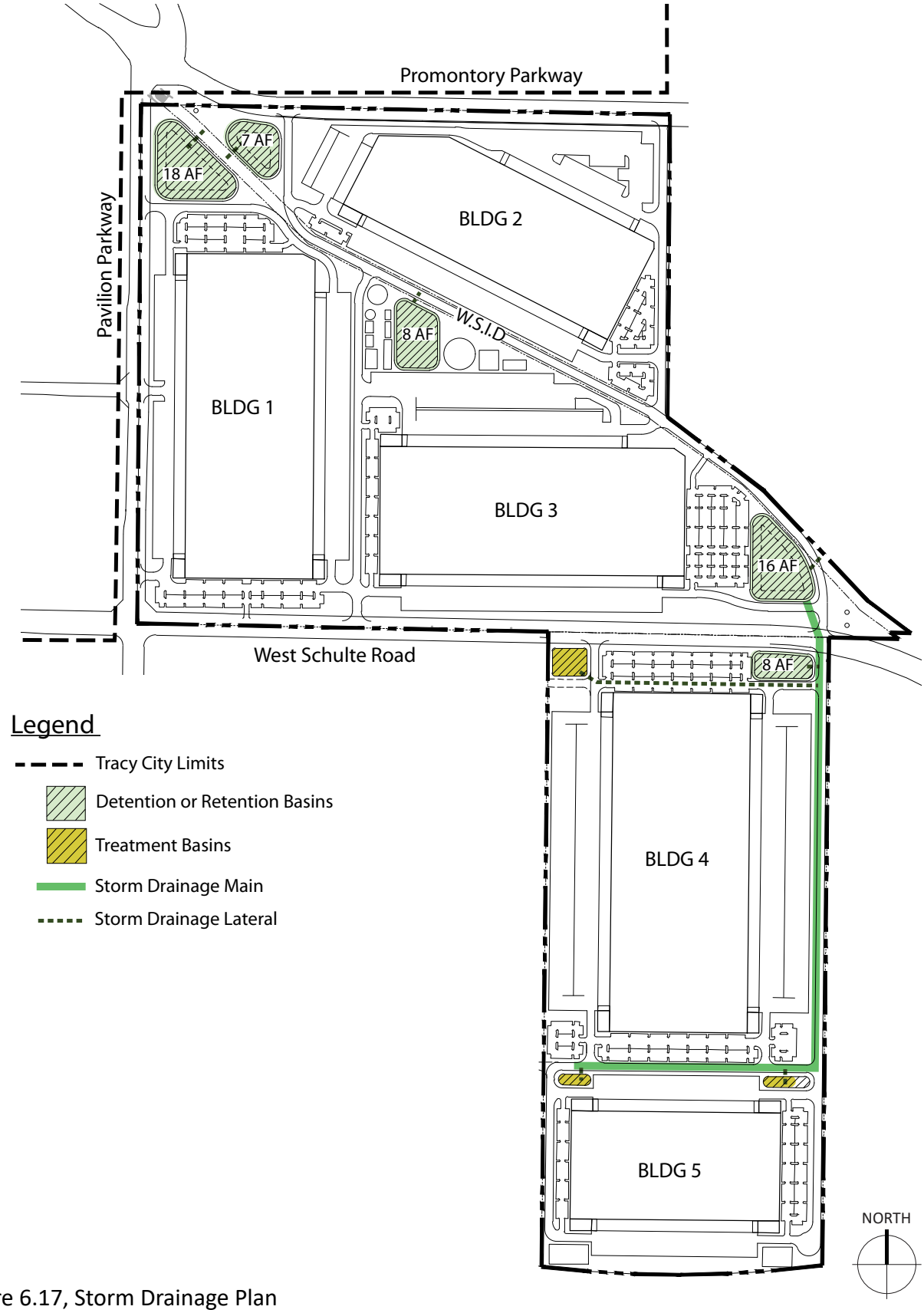


Figure 6.17, Storm Drainage Plan

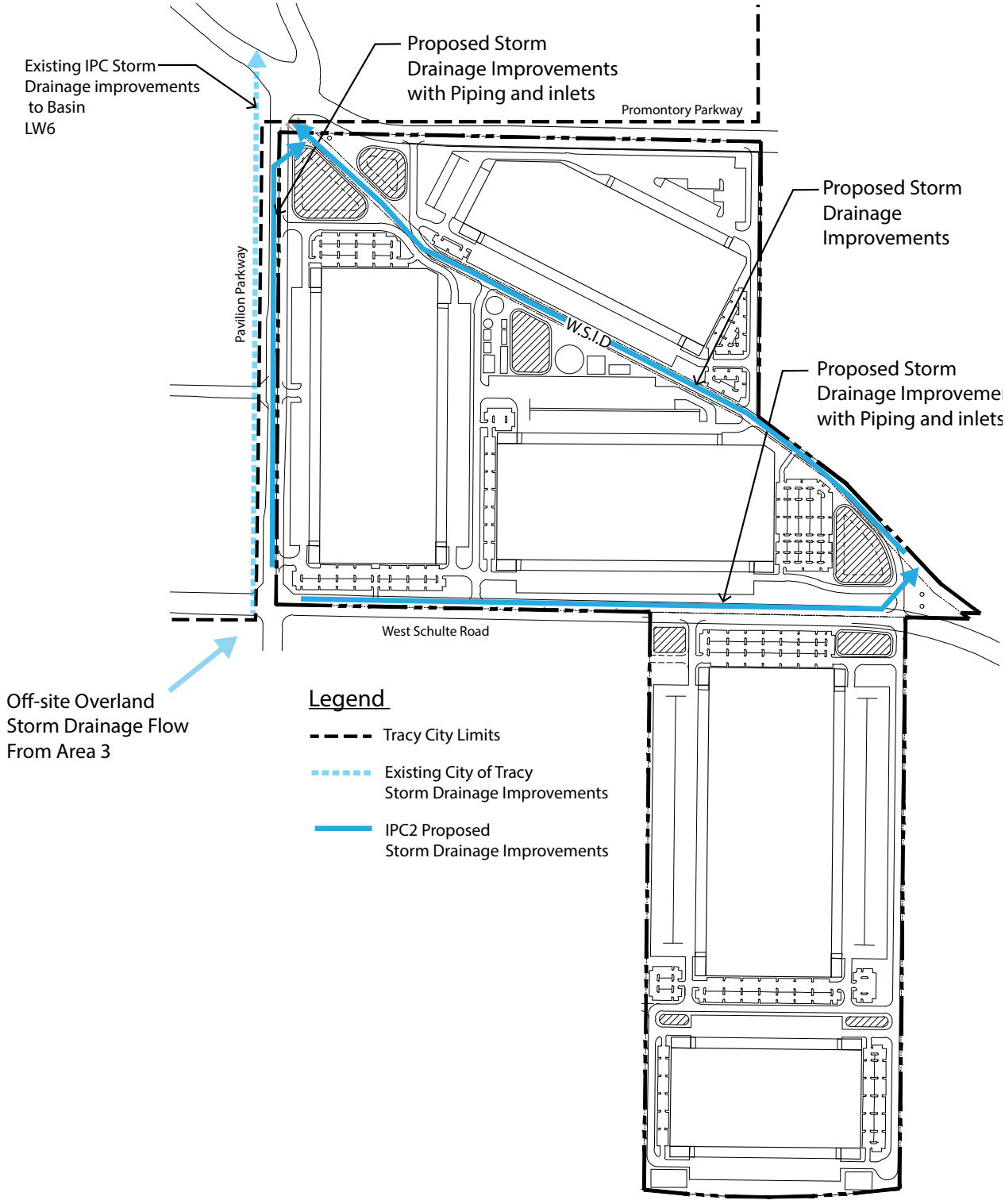


Figure 6.18, Off-site Storm Drainage Improvements

Detention basins will be planted with hydroseeded grasses, enhanced with drought tolerant shrubs, and trees planted along the perimeter, see Figure 6.19. Typically the detention basins will be located at the perimeter of the Specific Plan Area and have the benefit of adding to the landscape setback while functioning as stormwater detention and treatment.

**Dry Utilities**

Electrical, gas, telephone, and cable service to the Specific Plan Area will be supplied by Pacific Gas and Electric Co. (PG&E). Public electric transmission, gas, and distribution utilities on and in proximity to the Specific Plan Area are owned and maintained by PG&E. A potential electrical substation may be necessary to provide electrical services to IPCSP2 as well as surrounding development. Four locations are shown on the southern portion of this development, see Figure 6.20. The substation would be included as part of the CEQA review and analysis and the entitlement for IPCSP2 and the appropriate approval process would be determined by the County.

A variety of cable services providers exist in the surrounding developments. A proposed joint trench system would include telephone, cable TV, possible ancillary fiber system conduits (dark fiber), and conduits and conductors for street lighting and traffic signals. New distribution conduits and conductors will be placed underground in a joint or common trench. Vaults and boxes placed in the roads or public utility easements, and other equipment, will be pad mounted in lieu of subsurface installation where possible to avoid corrosion and to facilitate safer and less expensive maintenance and operations. The joint or common trench will include gas, phone, fiber optic and cable TV facilities, and such other equipment and facilities as determined by the County.

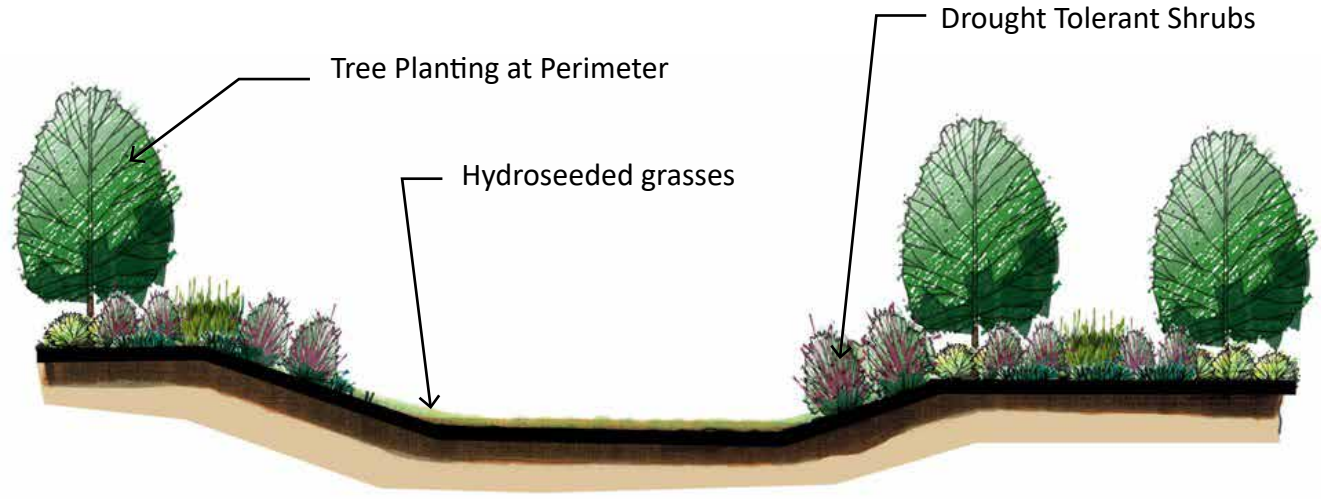


Figure 6.19, Detention Basin Landscape Concept

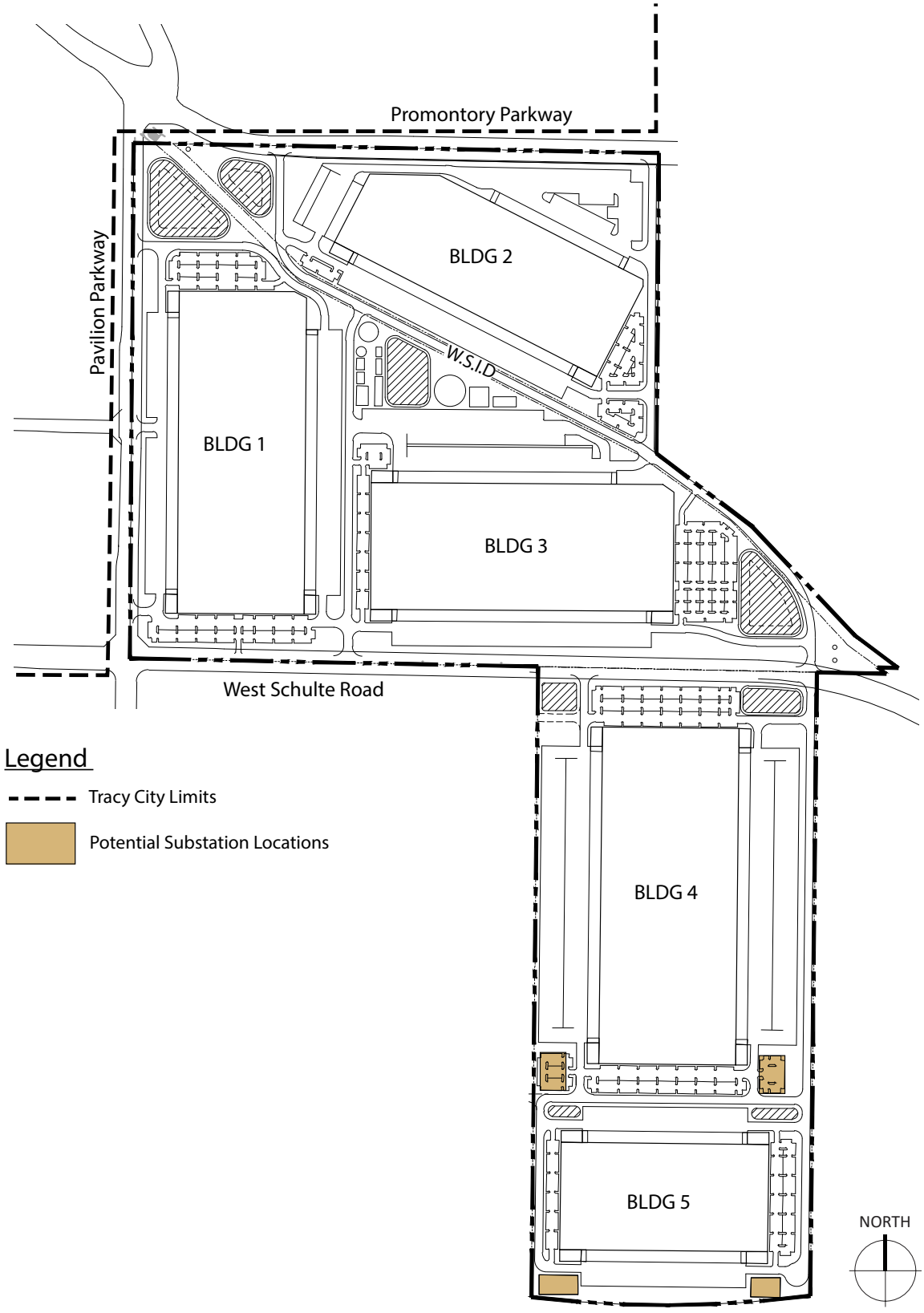


Figure 6.20, PG&E Substation Locations

## 6.13 SOLID WASTE DISPOSAL

The proposed land uses in the Specific Plan Area will generate additional 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 material.

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

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

- Provide interior storage areas for recyclables and green waste and adequate recycling containers located in public areas.

## 6.14 CONSTRUCTION PHASING

Construction within the Specific Plan Area is expected to occur in phases. The proposed Phase 1 would include all utilities, Phase 2 would include the construction of Buildings 1-3, and Phase 3 would include the construction of Buildings 4-5. Phase 1 area development is expected to occur within five years, while full build out of the Specific Plan Area is expected to be completed within 10 years, depending on market conditions, demand, and other relevant factors. Actual development of the Phase 1 area will be according to approved applications for tentative subdivision maps and individual, site-specific zoning compliance.

To facilitate and implement development of the Specific Plan Area consistent with the County's goals and policies, the County will establish as part of the subdivision mapping process, timing requirements for certain components of Specific Plan Improvements. Except as otherwise set forth herein, implementation and timing of infrastructure improvements will be determined through individual, site-specific zoning compliance applications.

In conjunction with the County's processing of such applications, the County will consider proposals to construct interim infrastructure improvements in certain circumstances, and then determine which interim infrastructure improvements will ultimately be replaced by the ultimate Specific Plan Improvements. The timing of all infrastructure construction shall be established to best promote and facilitate the County's goals and objectives for development of the Specific Plan Area.

## 6.15 FUNDING

Table 6.1, Infrastructure Improvement and Responsibility Matrix, details the Specific Plan improvements and identifies the funding entities responsible for construction and maintenance. Infrastructure includes on-site utility infrastructure, frontage improvements, and on-site circulation.

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

## 6.16 MAINTENANCE

The maintenance of the roads, landscaping, and other public utilities detailed in the Specific Plan will be funded according to Table 6.1 Infrastructure Improvement and Responsibility Matrix.

Future maintenance may be provided by a non-County Special District, presumed to be a Community Service District owned by the property owners.

Once the County has accepted public street improvements, the County will maintain all roadway improvements within the street right-of-way. For the median landscape areas along Pavilion Parkway—where the City/County boundary runs along the roadway centerline—the landscaping within the public right-of-way will be maintained by the City of Tracy through a Community Facilities District (CFD) established by the adjacent developer (Prologis). The property owners will be responsible for all landscaping behind back of walk and within proposed landscape setbacks. Utilities will be maintained by the appropriate service providers. Drainage basins, inlets and detention structures will be maintained by the property owners.

## 6.17 IMPLEMENTATION

Conditions of approval relating to Specific Plan Improvements will be imposed on Development Review and subdivision map applications for the IPCSP2.

| Infrastructure Improvement and Responsibility Matrix | | | | | | |
|---|---|---|---|---|---|---|
| **Specific Plan Improvements** | | | | | | |
| **Scope of Obligation** | **Reference Document** | **Construction Responsibility** | **Maintenance Responsibility** | | | |
| | | **Prologis[1] (Direct Funding)** | **Prologis[2] (Special District)** | **San Joaquin County** | **City of Tracy** | **WSID** |
| **On-Site Utility Infrastructure** | | | | | | |
| Potable Water System: Wells, Treatment System, and Pumps | Specific Plan - Section 6 | ✓ | ✓ | | | |
| Fire Water System: Wells, Storage, and Booster Pumps | Specific Plan - Section 6 | ✓ | ✓ | | | |
| Wastewater System: Treatment Facilities | Specific Plan - Section 6 | ✓ | ✓ | | | |
| Reclaimed Water System: | Specific Plan - Section 6 | ✓ | ✓ | | | |
| Storm Water Retention for Frontage Improvement Areas and On-Site Areas | Specific Plan - Section 6 | ✓ | ✓ | | | |
| **Frontage Improvements** | | | | | | |
| North Side of West Schulte Road Frontage Improvements | Specific Plan - Section 6 | ✓ | | ✓ | | |
| South Side of West Schulte Road Frontage Improvements | Specific Plan - Section 6 | ✓ | | ✓ | | |
| East Side of Pavilion Parkway[3] | Specific Plan - Section 6 | ✓ | | | | |
| South Side of Promontory Parkway | Specific Plan - Section 6 | ✓ | | ✓ | | |
| Intersection at West Schulte Road and Pavillion Parkway | Specific Plan - Section 6 | ✓ | | ✓ | | |
| Intersections along West Schulte Road | Specific Plan - Section 6 | ✓ | | ✓ | | |
| Traffic Signals and Traffic Control Signs | Specific Plan - Section 6 | ✓ | | ✓ | | |
| Streetlights | Specific Plan - Section 6 | ✓ | ✓ | | | |
| Storm Water Conveyance System in ROW | Specific Plan - Section 6 | ✓ | ✓ | | | |
| Fire Hydrants | Specific Plan - Section 6 | ✓ | ✓ | | | |
| Underground Utilities | Specific Plan - Section 6 | ✓ | ✓ | | | |
| **Bicycle Network** | Specific Plan - Section 6.9 | ✓ | | ✓ | | |
| **Bus Stops** | Specific Plan - Section 6.10 | ✓ | | | ✓ | |
| **On-Site Circulation** | Traffic Impact Analysis | | | | | |
| Canal Undergrounding | Specific Plan - Section 6 | ✓ | | | | ✓ |
| Spine Road | Specific Plan - Section 6 | ✓ | ✓ | | | |

**Notes:**

[1] For construction, Prologis will fund and construct the improvements directly.

[2] For maintenance, Prologis will use a Community Services District (CSD) or similar funding mechanism.

[3] For the median landscape areas along Pavilion Parkway—where the City/County boundary runs along the roadway centerline—the landscaping within the public right-of-way will be maintained by the City of Tracy through a Community Facilities District (CFD) established by the adjacent developer (Prologis).

Table 6.1, Infrastructure Improvement and Responsibility Matrix

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# 7 SUSTAINABILITY

INTERNATIONAL PARK OF COMMERCE-PHASE 2

## 7.1 INTRODUCTION

This chapter provides a framework for sustainable design practices for development within the Specific Plan Area. Included are guidelines that promote the following:

- Energy conservation;
- Alternative modes of transportation;
- Solid waste reduction through recycling and reuse;
- Water conservation through landscape and irrigation design;
- Open space and resource preservation ; and
- Public health through pedestrian and bicycle connectivity to parks and amenities.


## 7.2 SUSTAINABILITY GUIDELINES

The IPCSP2 will include opportunities to increase sustainability, minimize greenhouse gas emissions, reduce water and energy consumption, as well as decrease the impacts of construction activities and waste generation. Promoting alternative means of transportation and minimizing vehicle miles traveled is a major goal of the IPCSP2. Presented below is a list of sustainability measures that will be incorporated and will support the IPCSP2 goals. The Master Owners Association will provide education about:

1. PG&E's energy efficiency programs
2. San Joaquin Regional Transit District transit service
3. Recycling

Information regarding these programs shall be made readily available to employees and clients.

**Clerestory Windows**

**Utilize Canopies and Awnings to Minimize Heat Gain**

**Site/Building Design**

- The site has been designed to reduce mass grading to the extent feasible and to decrease the use of earth moving equipment needed to grade the site.
- Large warehouse and logistic buildings may include flat and/or sloped building pads.
- Energy efficient lighting and control systems will be utilized as an integral part of lighting systems in all buildings.
- Architectural guidelines, as discussed in Chapter 4, encourage the use of daylight or clerestory windows as a means of providing natural light and reducing the need for lighting during daylight hours.
- Light colored “cool” roofs will be required for all new buildings.
- Tree species will be chosen based on their large canopy characteristics at maturity and will be strategically placed on the west and east portions of the site to shade paving areas and building elevations to minimize heat gain.
- Canopies, awnings, and architectural shade structures are encouraged as part of the design guidelines. These design elements will be strategically sized to shade paving areas and building elevations to minimize heat gain.
- Locally sourced, salvaged, and recycled materials will be considered for use throughout the landscape and hardscape design.
- High efficiency lighting, such as LED, will be utilized for traffic, street, and other outdoor lighting.
- Lighting levels for outdoor illumination must meet the minimum standards required for safety. All exterior lighting will be required to be controlled by timers, and unless otherwise enforced, only lighting required for parking lot security and safety will be provided at night.

**Provide Lighting to Meet Minimum Standards for Safety**

**Provide Bus Stops as Required**

- Building construction within the IPCSP2 shall meet applicable standards for energy efficiency such as:
  1. Energy efficient heating and cooling systems; and
  2. Energy efficient appliances, equipment, and HVAC control systems.

**Transportation & Land Use**

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

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

As part of the application process for zoning compliance, preferential parking space locations shall be provided for electric and other clean air vehicles in all parking lots. In addition, individual developments projects with over 200 spaces shall designate a minimum of two percent of total parking spaces for carpool and/or ridesharing vehicles. The location of these reserved parking spaces shall be identified on the site plan. Preferential parking spaces shall be shown on striping plans submitted to the County.

**Provide Bike Racks to Encourage Bicycle Commuting**


**Reclaimed Water System**

In addition, for development projects located along existing and planned transit routes, coordination shall occur with the San Joaquin Regional Transit District or other agencies to ensure that bus pads and shelters are incorporated, as necessary.

**Solid Waste**

- Individual developers of projects will be encouraged to reuse and recycle construction and demolition waste, including soil, vegetation (green waste), concrete, lumber, metal, and cardboard, to the extent feasible.
- Individual developers of projects will be encouraged to locate interior and exterior storage bins for recyclables and green waste and adequate recycling containers in public areas.

**Water**

- Landscaping will consist of plant species selected for water-efficiency and high salt tolerance characteristics and will include drought tolerant planting materials common to the region.
- Turf will be discouraged and minimized throughout the IPCSP2.
- Irrigation systems and devices will be water efficient and will include satellite soil moisture-based irrigation controls and systems.
- The landscape design will meet requirements of the State Water Conservation in Landscaping Act (G.C. Section 65591 et. seq.) by complying with the State's model water efficient landscape ordinance, or equivalent, adopted by the County. A purple pipe system will be constructed as part of the infrastructure for the IPCSP2. Reclaimed water will be utilized for landscape irrigation of public and private landscaped areas.
- Watering of non-vegetated surfaces and practices for cleaning outdoor surfaces and vehicles will be discouraged.

**Native/Climate Adapted Plants in Simple Designs**

**Bioswale**

- Low-impact development practices will be implemented to the extent feasible, to maintain the existing hydrologic character of the drainage and manage and treat storm water to protect the environment.
- Buildings will be designed to be water-efficient and will include water-efficient fixtures and appliances.

**Biological Resources**

- The landscape palette includes many climate-adapted species to optimize biodiversity, sequester carbon, create habitat to minimize resource use (water, fertilizers, and pesticides/ herbicides).
- Invasive species listed on the California Invasive Plant Council (CAL-IPC) list have not been included in the planting palette .
- Storm water best management practices (BMPs) including vegetated bioswales, vegetated detention and treatment basins, and permeable paving will be encouraged and incorporated to the extent feasible into individual development sites and along streets.

**Public Health**

- Open space as well as passive and active recreational opportunities exist in proximity to the Specific Plan Area. As such, pedestrian and bicycle connections will be extended to the IPCSP2 and will consist of Class 1 Bike Paths and pedestrian sidewalks to promote connectivity.
- Sidewalks have been included on both sides of all public streets. These proposed improvements will make the Specific Plan Area walkable and will provide connections to adjacent development.

## 7.3 GREEN BUILDING

The purpose of the California Green Building "Code" is to improve public health, safety, and general welfare by enhancing the design and construction of buildings. The IPCSP2 will comply with the applicable requirements in the Green Building Code. This includes building concepts that have a positive environmental impact and encouraging sustainable construction 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 Code establishes minimum green building standards for most projects. The Code is composed of several parts with the requirements of:

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

## 7.4 LEED

Leadership in Energy Efficient Design (LEED) and sustainable development is a standard field of expertise and focus. 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.

# 8 ADMINISTRATION

INTERNATIONAL PARK OF COMMERCE-PHASE 2

## 8.1 SPECIFIC PLAN ADMINISTRATION

The Specific Plan establishes a set of regulations, development standards, guidelines, and processes for development of the IPCSP2, and shall constitute the General Plan and Zoning standards for the Specific Plan Area. The IPCSP2 is incorporated into the County's General Plan and serves as the principal requirements for all properties within the Specific Plan Area. In addition to the requirements contained in this Specific Plan, properties within the Specific Plan Area are subject to applicable regulations of the County Municipal Code. To the extent any regulation in this Specific Plan conflicts with the County Municipal Code, the regulations set forth herein shall prevail. The review process for each type of development application shall be as specified in the County Municipal Code, 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 guideline. The Director of Planning may make the determination of substantial conformance with this Specific Plan even when it does not conform precisely, provided the County determines that the project meets the overall Specific Plan vision.

**Amendment Procedures**

The IPCSP2 allows for flexibility to respond to both the current and future real estate market and development needs. During IPCSP2 build out amendments may be necessary to respond to changing circumstances, including building footprint size, 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 be the decision-maker for purposes of determining whether a proposed revision is a Major Amendment or Administrative Amendment. Applicants may appeal determinations on Major Amendments or Administrative Amendments pursuant to section 9-802.140 of the Development Title.

**Administrative Amendment**

The purpose of the Administrative Amendment is to facilitate the efficient processing necessary for development that is consistent and meets the intent set forth in this Specific Plan. If the Director of Planning determines that the proposed 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 evaluating and approving the amendment. An Administrative Amendment may be processed 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 (EIR)

For purposes of this chapter, "substantial conformance" means the proposed modifications do not result in new or increased significant impacts, increased intensity beyond that contemplated by the Specific Plan, does not materially alter the approved land uses, circulation or infrastructure requirements.

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 EIR findings.

- Minor adjustments to land use boundaries and street alignments that maintain the general land use and circulation pattern.

- Minor variation (by an Administrative Amendment) can be considered to an existing permitted use if it is demonstrated to the Planning Director that the proposed change is directly akin to existing uses and would not result in more intense land uses.

- Changes to infrastructure and facilities that do not affect the level of service provided or affect to increase the level of development capacity.

- Changes to, phasing boundaries or sequencing that do not affect infrastructure sizing, financing districts or the provision of adequate services to associated development.

**Major Amendment**

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

- Increase in building square footage above what is approved in the Specific Plan, or evaluated in the EIR.

- Any change proposed to the Plan that the Director of Planning determines could significantly increase environmental impacts or cause other significant development impacts not studied in the EIR.

- Any change proposed to the Plan that is not processed as an Administrative Amendment.

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.

## 8.2 APPLICATION CONSISTENCY REVIEW

San Joaquin County will maintain a build out tracking spreadsheet for the IPCSP2. This tool will be utilized to record each approved project, update remaining development capacity, and track the balance of building square footage, traffic, utility and PG&E demand, and grading assumptions consistent with the Specific Plan, the approved EIR, Conditions of Approval, and the MMRP.

Each development application submitted for County review will include the required submittal items noted in the specific application checklist, as well as operational information including building square footage, use type, anticipated employees, daily and peak hour truck trips, passenger vehicle trips, and yard operations.

The data will be utilized to track consistency with the EIR and to forecast remaining development and threshold compliance with the MMRP and operational thresholds to determine that each application would not exceed total plan build out assumptions.

Appendix A includes an ***EIR consistency checklist*** ("Consistency Checklist") which will be completed by the Community Development Director or their designee to verify that impacts from future developments within the Specific Plan area remain consistent with the conclusions and findings of the EIR and/or that no further environmental analysis is warranted under CEQA, if any of the requested project specific approvals are discretionary The Consistency Checklist will be completed and included with each entitlement application as described in Section 8.3.

## 8.3 APPLICATION PROCESSING

Discretionary permitting steps must occur to implement the IPCSP2, including the approval of tentative and final subdivision maps or parcel maps, conditional use permits, Site Approval, and sign approval review required for development of individual buildings. Each of these application processes are further discussed below.

**Subdivisions**

The site will be subdivided via Tentative and Final Map applications. Major Subdivision applications are reviewed using the Review and Approval as defined in Development Title Chapter 9-503.030 and 9-503.040. Before the Final Map, the subdivider shall submit the signed subdivision improvement agreement approved by the County prior to the Final Map. Prior to the expiration of the Tentative Map or the Vesting Tentative Map of an approved major subdivision application, the subdivider shall submit the Final Map to the County Surveyor for checking per Title Chapter 9-505.020. A Subdivision Map may be processed concurrently with any other necessary development application(s) for the land that is the subject of the requested subdivision.

Given the fluid and market-based nature of the project, parcels may need to be further revised by subsequent actions (replats, lot line adjustments, lot splits or consolidations) to accommodate evolving project or user/tenant requirements. Approval of such maps shall be governed by the Subdivision Map Act, the County's Subdivision Ordinance and Section 8.2 of the IPCSP2. All streets, sidewalks, landscape areas and other public property infrastructure and other improvements shown on the subdivision application shall be in substantial conformance with the regulations, guidelines, and street network of this Specific Plan.

For off-site right-of way and related land acquisitions that may be necessary to implement any mitigations required for the project as well as cumulative scenarios, the project Development Agreement will further address this issue, including the timing and process for developer completion for the acquisitions.

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. Due to the irregular configuration of the existing project parcels, as well as the proposed subdivision to accommodate individual buildings, utilities, and storm water improvements, the development standards as outlined in Table 3.3 shall apply. In the case of triangular lots, the minimum dimension of one side of the triangle shall be 100 feet, with a minimum lot area of 10,000 square feet.

In connection with a subdivision application, the applicant shall provide to the County all information required under the Subdivision Map Act and the County's Subdivision Ordinance and shall submit the applicable processing fee.

**Zoning Compliance Review**

The site plan depicted in this Specific Plan is not intended to be the final design solution for the site. It is anticipated that the site plan will change based on market demand and individual tenant requirements. Applicants seeking to develop any portion of the Specific Plan Area shall prepare a design submittal package for Zoning Compliance Review pursuant to Chapter 9-803 of the Development Code. See Figure 8.1 for an overview of the permit process. The Planning and Development Services Department will review the application to determine compliance with all the information set forth in the Specific Plan and any applicable provisions to the County Municipal Code and shall submit the applicable application and processing fee. Consideration of the Improvement Plan application shall be reviewed utilizing the Specific Plan document to ensure compliance at an administrative level with approval by the Director of Planning Community Development or Zoning Administrator. This Zoning Compliance Review approval process is ministerial and shall be processed pursuant to Chapter 9-803 of the Development Code.

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. Once the Zoning Compliance Review has been approved along with conditions of approval, construction drawings can then be submitted to the Building Division.

**Conditional Use Permit**

If an applicant seeks to develop a conditionally permitted use as may be added to the use table in the future. 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 and shall submit the applicable processing fee. Refer to Figure 8.1 for an overview of this process. Consideration of the CUP application shall be reviewed at an administrative level with approval by the Director of Planning. If the Director of Planning determines that a proposed CUP administrative review is not appropriate, the CUP can be elevated for approval by the Planning Commission. A CUP may be processed concurrently with any other necessary development application(s) for the land that is the subject of the requested CUP.

## 8.4 DEVELOPMENT AGREEMENT

A Development Agreement application may be processed with the County in accordance with Government Code Sections 65864-65869.5. In the event of any conflict between these statutory provisions and this section, State law controls.

The application for a Development Agreement will include the necessary application and submittal information accompanied by the required fees. The Director will determine the necessary application information and supporting data as considered needed to support the environmental review and to process the application.

Development Agreements must be accompanied by the general terms and conditions proposed by the applicant and must include the contents as required under County Title section 9-814.040.

## 8.5 SIGNS

Signs shall be constructed in accordance with the requirements set forth in the County Municipal Code. However, for those specifically identified herein with different or additional requirements, the requirements in the Specific Plan shall govern.

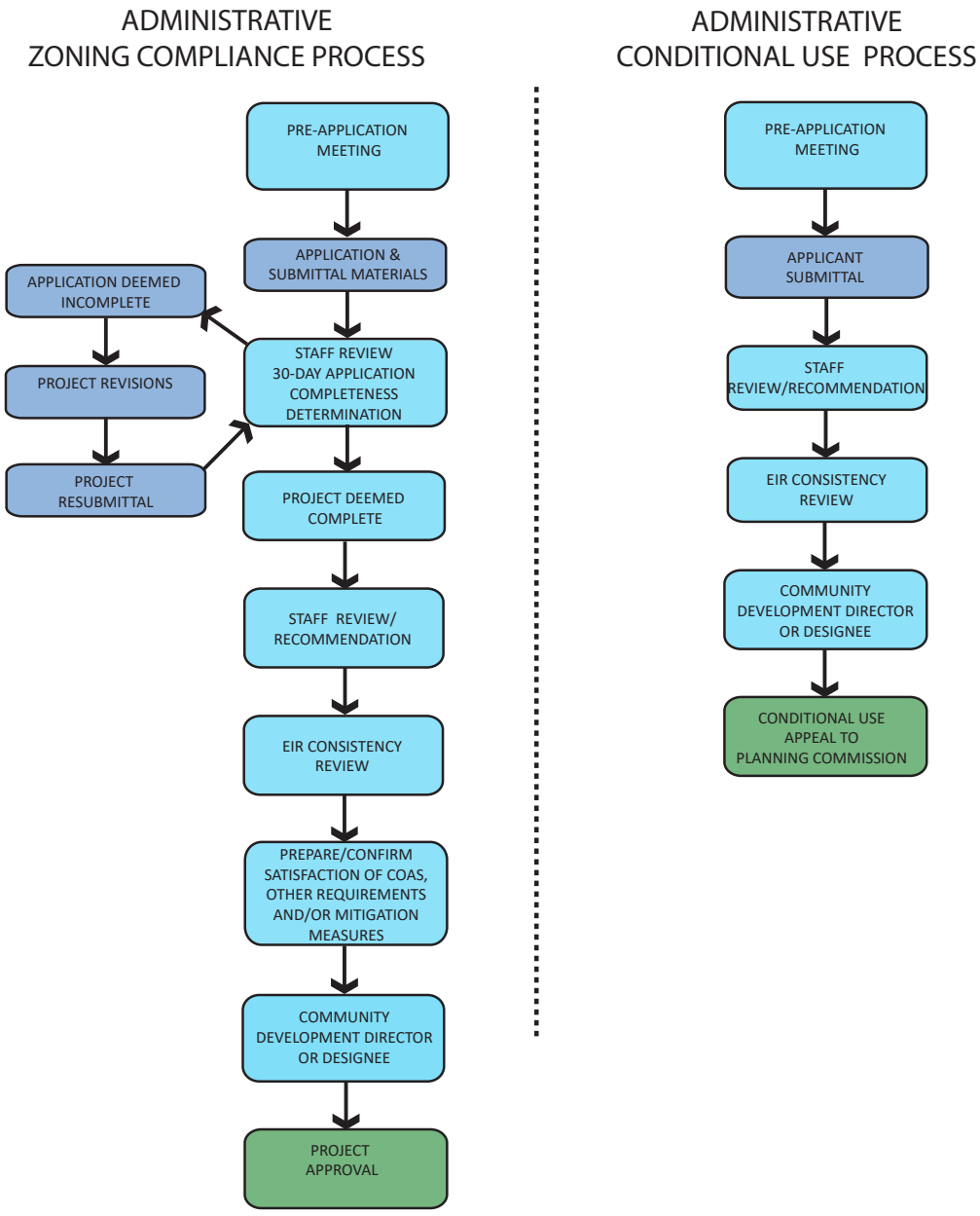


Figure 8.1, Administrative Permit Process

# A P P E N D I X  A

| Project Information | | Land Use / Planning | | | Traffic/Vehicle Miles Traveled | | | | Air Quality/GHG | Utilities and Service Systems | | Energy | | | Employees | Reviewer Sign Off | Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project Number | Project Title | Warehouse/Manufacuring /Light Industrial/Other Allowable Use[1] (SF) | Cold Storage[2] | TOTAL (SF)[2] | Heavy Duty Truck Trips (daily trips)[3] | Medium Duty Trucks (daily trips) | Autos (daily trips) | TOTAL (daily trips)[3] | Construction - Grading Import/Export (cubic yards) | Water Use (AFY) | Sewer Capacity (gallons per day) | Building Electricity (kWh) | Natural Gas (kBTU) | Solar Electricity Produced[4] | | | |
| 1 | a | | | | | | | | | | | | | | | | |
| 2 | b | | | | | | | | | | | | | | | | |
| 3 | c | | | | | | | | | | | | | | | | |
| 4 | d | | | | | | | | | | | | | | | | |
| 5 | e | | | | | | | | | | | | | | | | |
| IPC2 EIR Evaluation Numbers | | 4,824,000 | 536,000 | 5,360,000 | 1,964 | 1,851 | 10,883 | 14,698 | 0 | 78 | 47,000 | 61,798,973 | 58,322,343 | 6,179,897 | 4,733 | - | - |
| Remaining Allowable Buildout | | 4,824,000 | 536,000 | 5,360,000 | 1,964 | 1,851 | 10,883 | 14,698 | 0 | 78 | 47,000 | 61,798,973 | 58,322,343 | 6,179,897 | 4,733 | - | - |
| Exceed Buildout | | No | No | No | No | No | No | No | No | No | No | No | No | No | No | - | - |
| | | | | | | | | | | | | 10% of total electricity use created by solar? | | No | | | |

Notes:

1 Allowed land uses provided in Table 2.2-1 of the IPC 2 EIR and Table 3.1 of the Specific Plan.

2 In the event cold storage is not built out in full, additional SF can be used for less intensive uses (i.e. manufacturing, light industrial, unrefrigerated warehousing)

3 In the event that not all heavy duty truck trips are required, trips can be used for medium duty or auto trips.

4 to be 10% of total electricity demand on the Project site

5 Accounts for building electricity (including water and wastewater treatment).

Notes:

SF = square feet

AFY = acre feet per year

Table A.1, EIR Consistency Checklist