

# I-5 COMMERCE CENTER

## SPECIFIC PLAN

JULY 22, 2025

PREPARED FOR:





## **APPLICANT**

### **Greenlaw Partners**

2211 Michelson Drive, Suite 200  
Irvine, CA 92612  
Contact: Rob Mitchell  
714.749.6508

## **PROJECT TEAM**

### **Project Manager**

Souza Realty & Development  
672 W 11th Street, Suite 110  
Tracy, CA 95376  
Contact: A. Michael Souza  
209.649.4120

### **Legal**

Law Office of Daniel P. Doporto  
3478 Buskirk Avenue, Suite 1000  
Pleasant Hill, CA 94523  
Contact: Daniel P. Doporto  
510.368.6413

### **Environmental Impact Report Consultant**

BaseCamp Environmental, Inc.  
802 West Lodi Avenue  
Lodi, CA 95240  
Contact: Charlie Simpson  
209.224.8213

### **Civil Engineering/Survey**

Kier & Wright  
250 Cherry Lane #208  
Manteca, CA 95337  
Contact: R. Michael Ebenal  
209.204.1074

### **Planning/Landscape Architecture**

David Babcock + Associates  
3581 Mt. Diablo Boulevard, Suite 235  
Lafayette, CA 94549  
Contact: David Babcock/Jeff Berberich  
925.766.7030







# TABLE OF CONTENTS

## I - 5 COMMERCE CENTER

### CHAPTER 1: INTRODUCTION

1.1 Introduction .....	1-1
1.2 Development Vision .....	1-5
1.3 Warehouse Industrial (I-W) General Plan and Zoning Designation .....	1-5
1.4 California Government Statutory Requirements .....	1-9
1.5 Relationship to Other Plans and Documents .....	1-9
1.6 Use of the Specific Plan .....	1-10

### CHAPTER 2: LAND USE

2.1 Introduction .....	2-1
2.2 Warehouse Industrial (I-W) .....	2-2
2.3 Development Standards .....	2-5
2.4 Off-Street Parking .....	2-6
2.5 Landscape Standards For Off-Street Parking Areas .....	2-6
2.6 Sign Standards .....	2-8

### CHAPTER 3: DESIGN GUIDELINES

3.1 Introduction .....	3-1
3.2 Warehouse Industrial Site Design Guidelines .....	3-2
a. Site Planning and Building Orientation .....	3-3
b. Bicycle/Pedestrian Circulation .....	3-5
c. Screening and Utilities .....	3-5
d. Parking and Circulation .....	3-6
e. Alternative Energy .....	3-6
f. Walls and Fences .....	3-7
g. Lighting .....	3-7
3.3 Architectural Design Guidelines .....	3-8
3.4 Landscape Design Guidelines .....	3-12
a. General Landscaping Requirements .....	3-12
b. Materials .....	3-14
c. Sustainability .....	3-14
d. Site Furnishings .....	3-14
3.5 Landscape Plant Palette .....	3-15

## CHAPTER 4: INFRASTRUCTURE

4.1 Introduction.....	4-1
4.2 Proposed Site Access and Street Network.....	4-1
4.3 Interstate 5 .....	4-1
4.4 State Route 12 .....	4-1
4.5 Thornton Road .....	4-4
4.6 Plan Area Access and Internal Street Circulation.....	4-4
4.7 Utilities .....	4-7
4.8 Solid Waste Disposal.....	4-18
4.9 Funding.....	4-18
4.10 Maintenance .....	4-18

## CHAPTER 5: IMPLEMENTATION

5.1 Specific Plan & Relation to the Development Title .....	5-1
5.2 Processing of Applications.....	5-1
5.3 Subdivisions.....	5-1
5.4 Specific Plan Amendments .....	5-2
5.5 Signs .....	5-2

# LIST OF FIGURES

## I - 5 COMMERCE CENTER

### CHAPTER 1: INTRODUCTION

Figure 1.1 Regional Location .....	1-1
Figure 1.2 Site Location .....	1-1
Figure 1.3 Photo Locations of Existing Site Conditions .....	1-2
Figure 1.4 Existing Roadways.....	1-4
Figure 1.5 Conceptual Development Plan .....	1-6
Figure 1.6 Conceptual Site Plan 1 .....	1-7
Figure 1.7 Conceptual Site Plan 2 .....	1-8

### CHAPTER 2: LAND USE

Figure 2.1 Project Concept .....	2-1
Figure 2.2 Signage Locations .....	2-8
Figure 2.3 Project Identification Sign.....	2-9
Figure 2.4 Monument Sign .....	2-10
Figure 2.5 Directional Signage .....	2-11
Figure 2.6 Building Tenant Wall Signage.....	2-11
Figure 2.7 Multi Tenant Building Wall Signage .....	2-12

### CHAPTER 3: DESIGN GUIDELINES

Figure 3.1 Truck Court Screening Option 1 .....	3-2
Figure 3.2 Truck Court Screening Option 2.....	3-2
Figure 3.3 Conceptual Elevations .....	3-10
Figure 3.4 Conceptual Colors and Materials.....	3-11

### CHAPTER 4: INFRASTRUCTURE

Figure 4.1 Proposed Site Access .....	4-2
Figure 4.2 Street Section Locations .....	4-3
Figure 4.3 Section A-A, Thornton Road 1/2 Street Minor Arterial.....	4-4
Figure 4.4 Section B-B, Road A Commercial/Industrial.....	4-5
Figure 4.5 Section C-C, Road B Minor Arterial, .....	4-6
Figure 4.6 Conceptual Phase 1 Potable Water .....	4-8
Figure 4.7 Conceptual Potable Water Buildout .....	4-9
Figure 4.8 Option 1 Conceptual Phase 1 Wastewater On-Site Septic and Leach Fields .....	4-10
Figure 4.9 Option 1 Conceptual Buildout Wastewater On-Site Septic and Leach Fields .....	4-11
Figure 4.10 Option 2 Conceptual Phase 1 Wastewater CSA 31 .....	4-12
Figure 4.11 Option 2 Conceptual Wastewater Buildout CSA 31 .....	4-13
Figure 4.12 Option 2 Conceptual Offsite Wastewater Improvements CSA 31.....	4-14
Figure 4.13 Alternative Storm Drainage Concept .....	4-16
Figure 4.14 Alternative Storm Drainage Concept .....	4-17

## CHAPTER 5: IMPLEMENTATION

Figure 5.1 Zoing Compliance Review .....	5-3
--	-----



# LIST OF TABLES

## I - 5 COMMERCE CENTER

### CHAPTER 1: INTRODUCTION

Table 1.1 Land Use Summary ..... 1-5

### CHAPTER 2: LAND USE

Table 2.1 Permitted and Conditionally Permitted Uses ..... 2-4

Table 2.2 Development Standards..... 2-5

Table 2.3 Required Off-Street Parking ..... 2-6

Table 2.4 Parking Design Standards..... 2-7

### CHAPTER 3: DESIGN GUIDELINES

Table 3.1 Preliminary Landscape Palette ..... 3-15



# 1

## INTRODUCTION

### I-5 COMMERCE CENTER



Figure 1.1 Regional Location

### 1.1 INTRODUCTION

The I-5 Commerce Center Specific Plan (“Specific Plan”) defines land uses, zoning, development standards, and regulations for approximately 198.5 acres (the “Plan Area”) in northern San Joaquin County (“County”). The Plan Area is located northeast of the junction of Interstate 5 (“I-5”) and State Route 12 (“SR-12”), about 3.5 miles west of the City of Lodi’s City limits, see Figures 1.1 and 1.2.

The Plan Area is currently used for commercial-scale vineyards. Figure 1.3 includes photo locations depicting views of the existing site conditions. To the north and east are additional agricultural uses with farmhouses, to the south are agricultural uses, the Flag City RV Resort, and the Saffron truck and trailer repair facility. To the west is the Love’s Travel Stop, Profleet Truck Lube Center, and the Blue Beacon truck wash facility,

The Plan Area is located northeast of the intersection of Thornton Road and SR-12, approximately 0.4 miles east of Interstate 5. I-5 and SR-12 are approved Surface Transportation Assistance Act (STAA) routes, however Thornton Road is not currently designated as a STAA truck route. Thornton Road is a four-lane road from SR-12 along its existing commercial frontage, which terminates at the Plan Area, and becomes a two-lane road along the Plan Area frontage and continues north, see Figure 1.4.

There will be two vehicle access points to the Plan Area, see Figure 1.5. The initial access point will be a new private road, Proposed Road A, extending east from Thornton Road north of its intersection with SR-12. The second access point will be a new private road, Proposed Road B, extending north from SR-12 to Proposed Road A. Both Proposed Road A and B will initially be private roads. However, they will be designed to County standards and could be offered for dedication as public streets in the future.

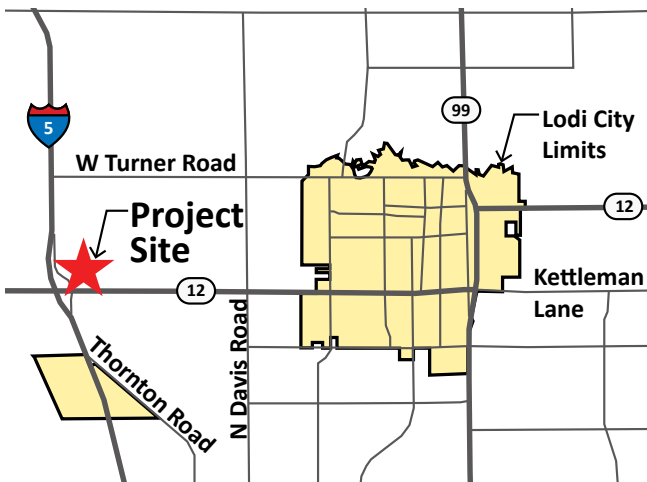


Figure 1.2 Site Location

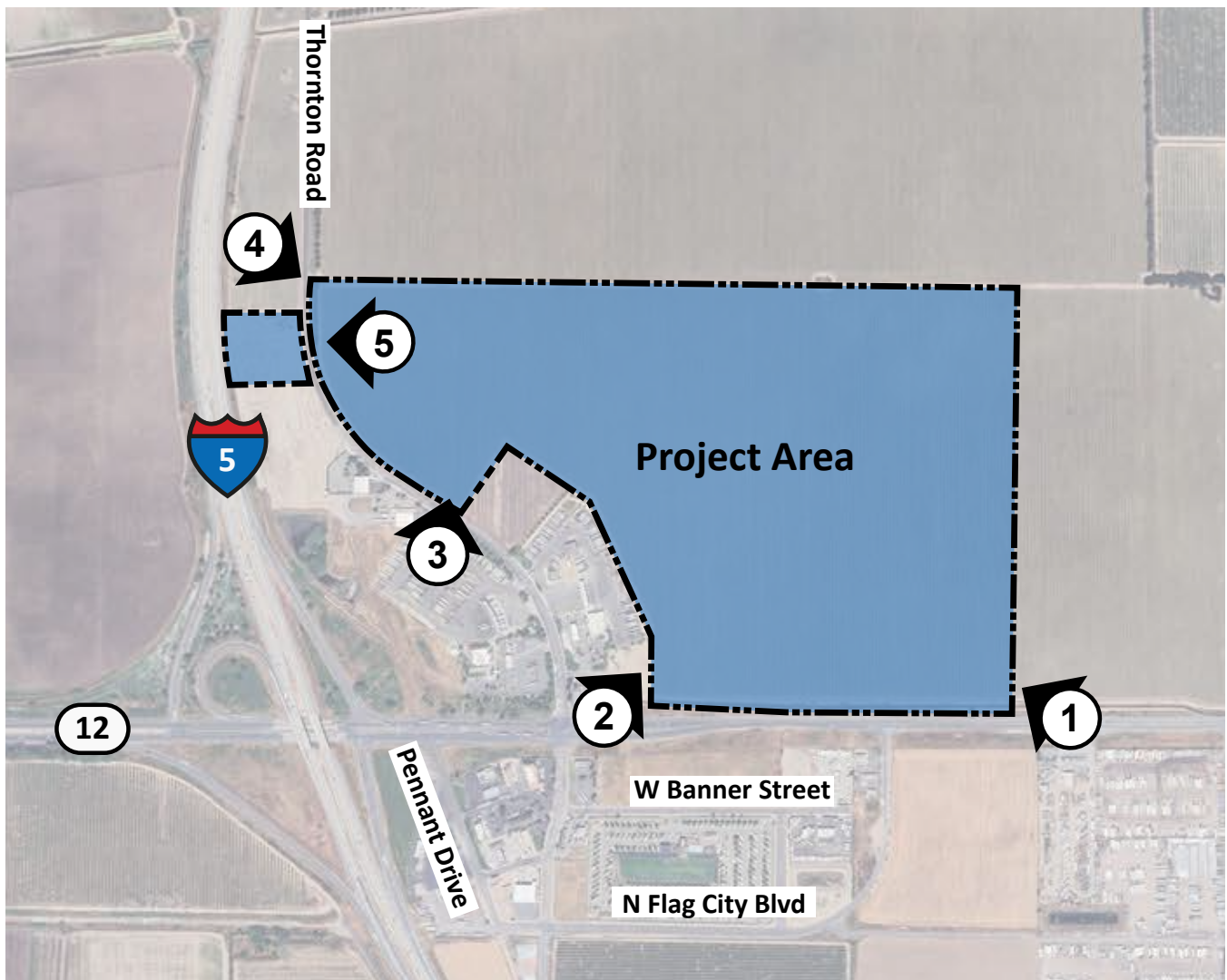


Figure 1.3 Photo Locations of Existing Site Conditions





① View from Highway 12 looking Northwest



② View from Highway 12 looking Northeast



③ View from Thornton Road looking North



④ View from Thornton Road looking Southeast



⑤ View from Thornton Road looking West

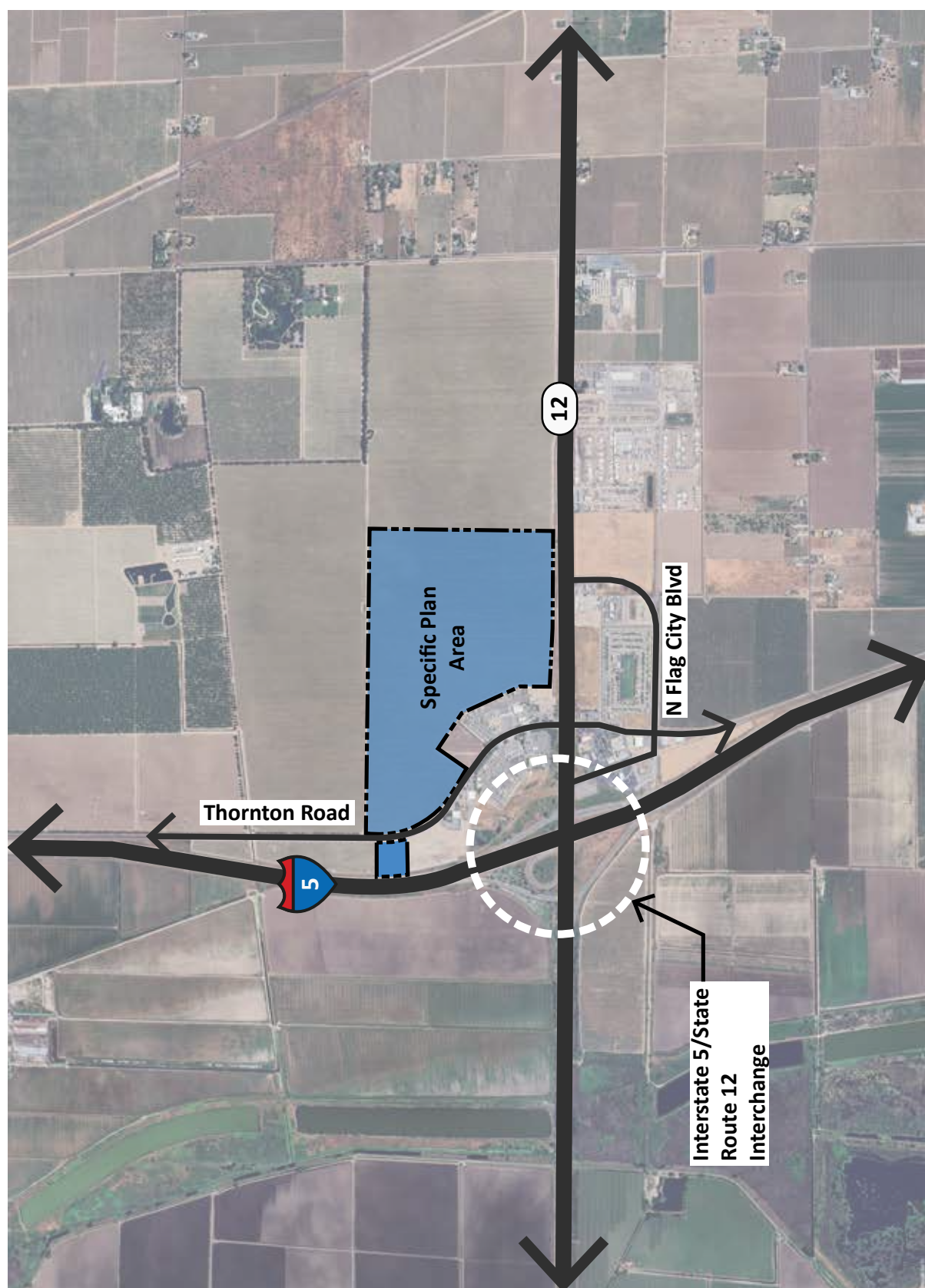


Figure 1.4 Existing Roadways

## 1.2 DEVELOPMENT VISION

This Specific Plan provides an overall vision for the development of the Plan Area. The conceptual site plans shown in Figures 1.6 and 1.7 are not intended to be final design solutions, but only to depict how the Plan Area might be developed consistent with the development standards established by the Plan, see Table 2.1. The Specific Plan is flexible and can respond to market demand and to individual developers' design programs and site and building requirements. Development under the Specific Plan will occur as individual, parcel-specific applications are brought forth by property owners, and actual development may result in fewer or more structures in different locations than as shown in Figures 1.6 and 1.7, subject to conformance with the established development standards. Table 1.1 provides a potential buildout summary based on the conceptual site plan shown in Figure 1.6.

Chapter 2, Table 2.1 presents the Permitted and Conditionally Permitted Uses envisioned for the Plan Area, which largely correspond to the uses allowed under the County's existing Warehouse Industrial (I-W) zoning regulations. Table 2.2 presents the applicable development standards, including building coverage (Floor Area Ratio or FAR), setback requirements, and maximum building heights. Chapter 5 outlines the approval process that will be followed for individual building development approvals and the process for compliance with this Specific Plan and the certified EIR.

Upon submittal, applications would be subject to review under either Chapter 9-803 (Zoning Compliance Review) or Chapter 9-804.020(b) (Administrative Use Permits) of the Development Title, to determine whether the proposal complies with the requirements of the Specific Plan, and a preliminary environmental review to determine whether or not the applicable mitigation measures described in the certified EIR are included in the application, or whether further environmental review is required under CEQA.

## 1.3 WAREHOUSE INDUSTRIAL (I-W) GENERAL PLAN AND ZONING DESIGNATION

The General Plan designation for the Plan Area is Warehouse Industrial (I-W). Consistent with this General Plan designation, the zoning designation for the Plan Area is Warehouse Industrial (I-W). The I-W zoning is intended to accommodate wholesale distribution and warehouses and service uses which are typically independent from public sewage disposal systems. Proposed uses are expected to utilize septic tanks and minimal production of industrial wastes. Table 1.1 presents the acreages for development areas, road dedications, storm water detention, the overall floor area ratio (FAR), and the total buildout of the project of 3.2m square feet of warehouse, distribution and logistic use for the Plan Area.

<b>Potential Buildout Land Use Summary</b>			
<b>Gross Acres &amp; Net Acres</b>			
<b>Use</b>	<b>Net Acreage</b>	<b>FAR</b>	<b>Proposed Max Sq Ft</b>
Development Area (I-W Zoning)	176.8	0.43	3,200,000
Road Dedications	9.7		
Storm Water Detention	12.0		
<b>Total Gross Acreage/Max Sq Ft</b>	<b>198.5</b>		<b>3,200,000</b>

Table 1.1 Land Use Summary



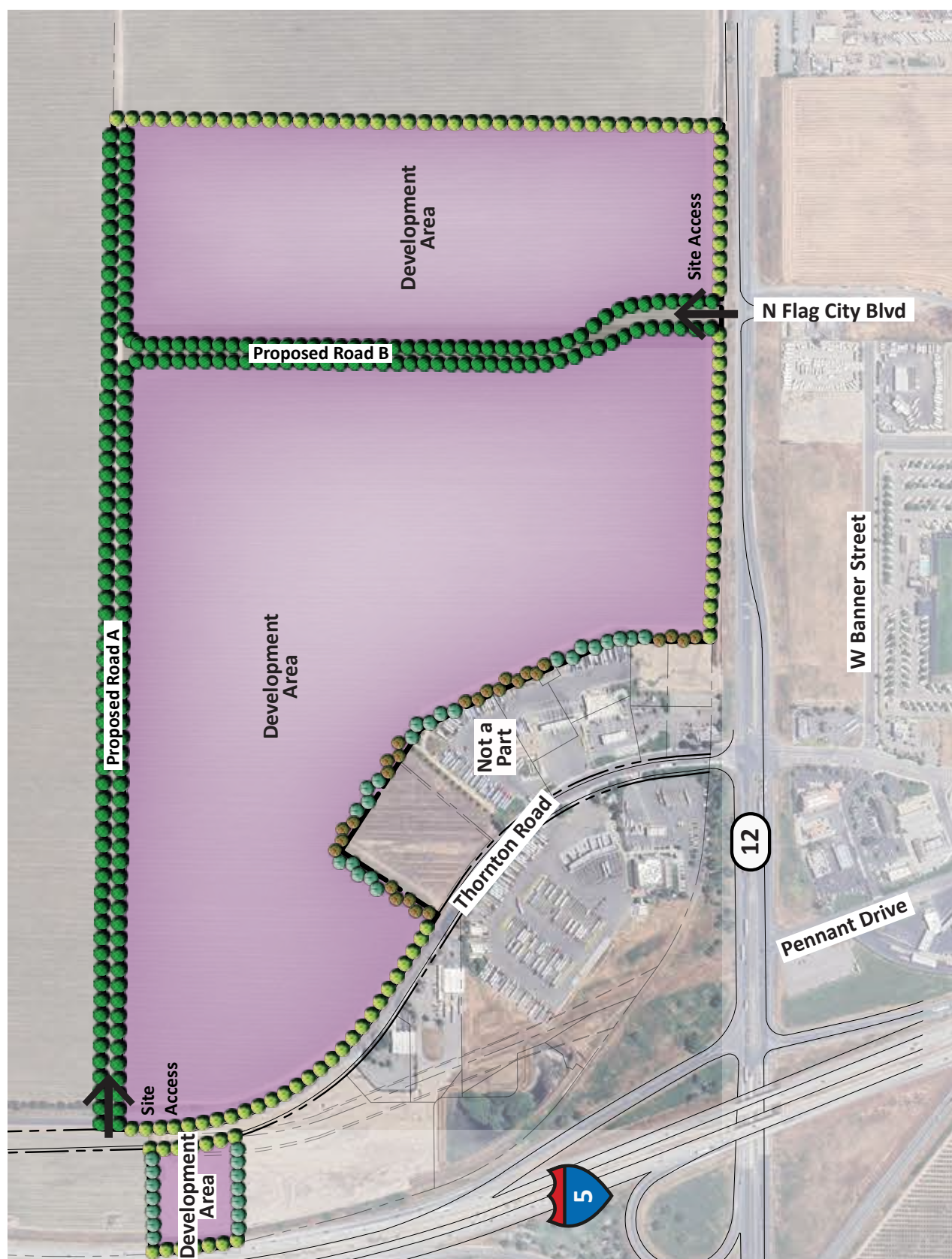


Figure 1.5 Conceptual Development Plan

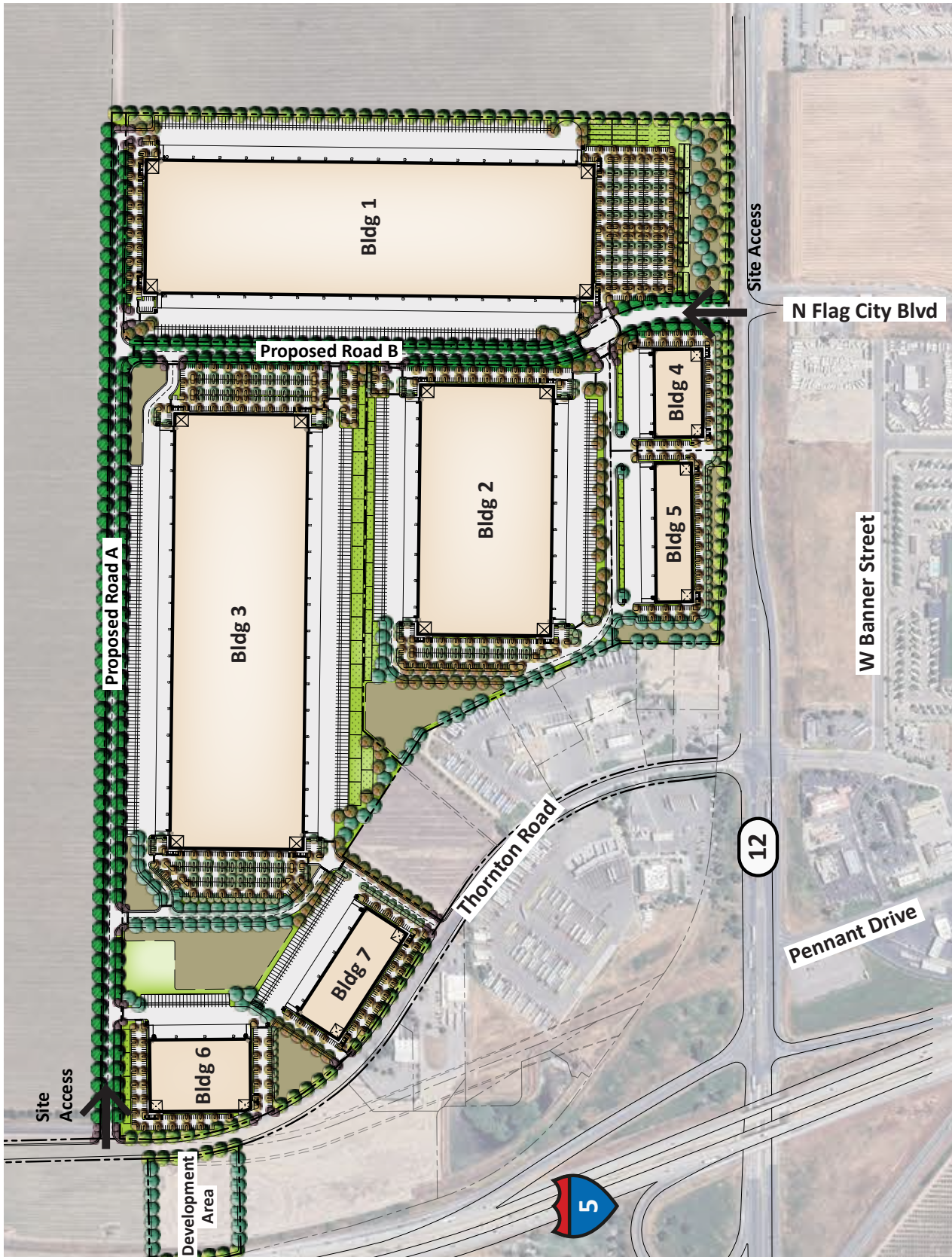




Note: Conceptual and subject to change.  
For illustrative purposes only.

Figure 1.6 Conceptual Site Plan 1





Note: Conceptual and subject to change.  
For illustrative purposes only.

Figure 1.7 Conceptual Site Plan 2

## 1.4 CALIFORNIA GOVERNMENT STATUTORY REQUIREMENTS

1. California Government Code Section 65451 requires that the Specific Plan includes text and diagrams for the following details: The distribution, location, and extent of land uses, including open space, within the area covered by the plan.
2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities. These will be located within the area covered by the plan and are necessary to support the outlined land uses.
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 bullet points 1, 2, and 3.
5. The Specific Plan shall include a statement of its relationship with the General Plan.

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

## 1.5 RELATIONSHIP TO OTHER PLANS AND DOCUMENTS

The 2035 General Plan for San Joaquin County outlines a vision for the County's future, along with a strategy for development. It provides a comprehensive framework for the County's physical, economic, and social growth, as well as the preservation of environmental resources. While looking ahead to 2035, the Plan also includes policies to guide current land use decisions. It strikes a balance between being flexible enough to address current trends, and specific enough to guide residents, businesses, staff, and County decision-makers on how individual properties and resources should be developed and managed.

Title 9 of the San Joaquin County Code (hereafter, the "Development Title") governs current development through standards and regulations related to land uses, height, setbacks, parking, signage, and more. It also outlines the permits and processes required to approve development plans. The Specific Plan modifies and expands these standards, offering more detailed guidance specific to the Plan Area. In cases where the Specific Plan and the Development Title conflict, the Specific Plan shall take precedence.

The Environmental Impact Report (EIR) certified for the Specific Plan includes a Mitigation Monitoring and Reporting Program (MMRP), which outlines measures to mitigate or to reduce the impacts of construction and long-term uses. Each individual development proposal must comply with the applicable mitigation measures according to the timing in the MMRP. The County will oversee the review of each development plan and ensure that mitigation measures are carried out throughout the construction process.

## 1.6 USE OF THE SPECIFIC PLAN

The Specific Plan provides guidance for architects, urban planners, landscape architects, and developers to design cohesive, functional, and sustainable design solutions within the Plan Area. These guidelines and standards support the priorities and interests of San Joaquin County. The County will evaluate each development proposal for consistency with the goals, objectives, development standards, and design guidelines outlined in the Specific Plan. Its review will then determine individual development plan approvals.

The Specific Plan is divided into 4 additional chapters that provide details, specific development standards, and guidelines for the Plan Area to ensure consistency with the goals outlined above. The content of the additional chapters includes the following:

### **Chapter 2: Land Use**

Chapter 2 describes the zoning district for the Plan Area and the standards that will be utilized to guide development. Development standards, including building heights, maximum building coverage, signage, parking requirements, and landscaping standards are included to show compliance with County regulations. Permitted and conditionally permitted land uses are also outlined in this chapter.

### **Chapter 3: Design Guidelines**

Chapter 3 presents the design guidelines that will be used, in conjunction with development standards in Chapter 2, to generate site plans, building architecture, and landscape architecture designs for the Plan Area. This chapter also includes imagery and preliminary concept plans to illustrate the vision for the Plan Area.

### **Chapter 4: Infrastructure**

Chapter 4 outlines the necessary street and utility improvements necessary to support the development of the Plan Area through buildout.

### **Chapter 5: Implementation**

Chapter 5 outlines the development application review process and submittal requirements.



This page is intentionally left blank



## 2.1 INTRODUCTION

This Specific Plan has been designed to meet market demand for tenants seeking warehouse, distribution, logistics, e-commerce, manufacturing, and other industrial warehouse and distribution facilities. In addition to the allowed and conditionally allowed uses, development standards and guidelines have been incorporated to direct the design of individual buildings. This will ensure that buildings will meet user requirements while maintaining a commitment to sustainability, quality architecture, and consistency for the Plan Area.

A network of new public streets will provide interior access to parcels and buildings within the Plan Area, see Figure 2.1. In addition to the private internal roads, circulation and required parking for vehicles for individual buildings and spaces for trucks and trailer parking will be included with each individual development application.

Existing agricultural uses operating at the date of adoption of the Specific Plan shall be allowed to continue operations until development approvals are secured in conformance with the Plan. Agricultural crops or operations may change to another agricultural use, such as row crops to orchards.

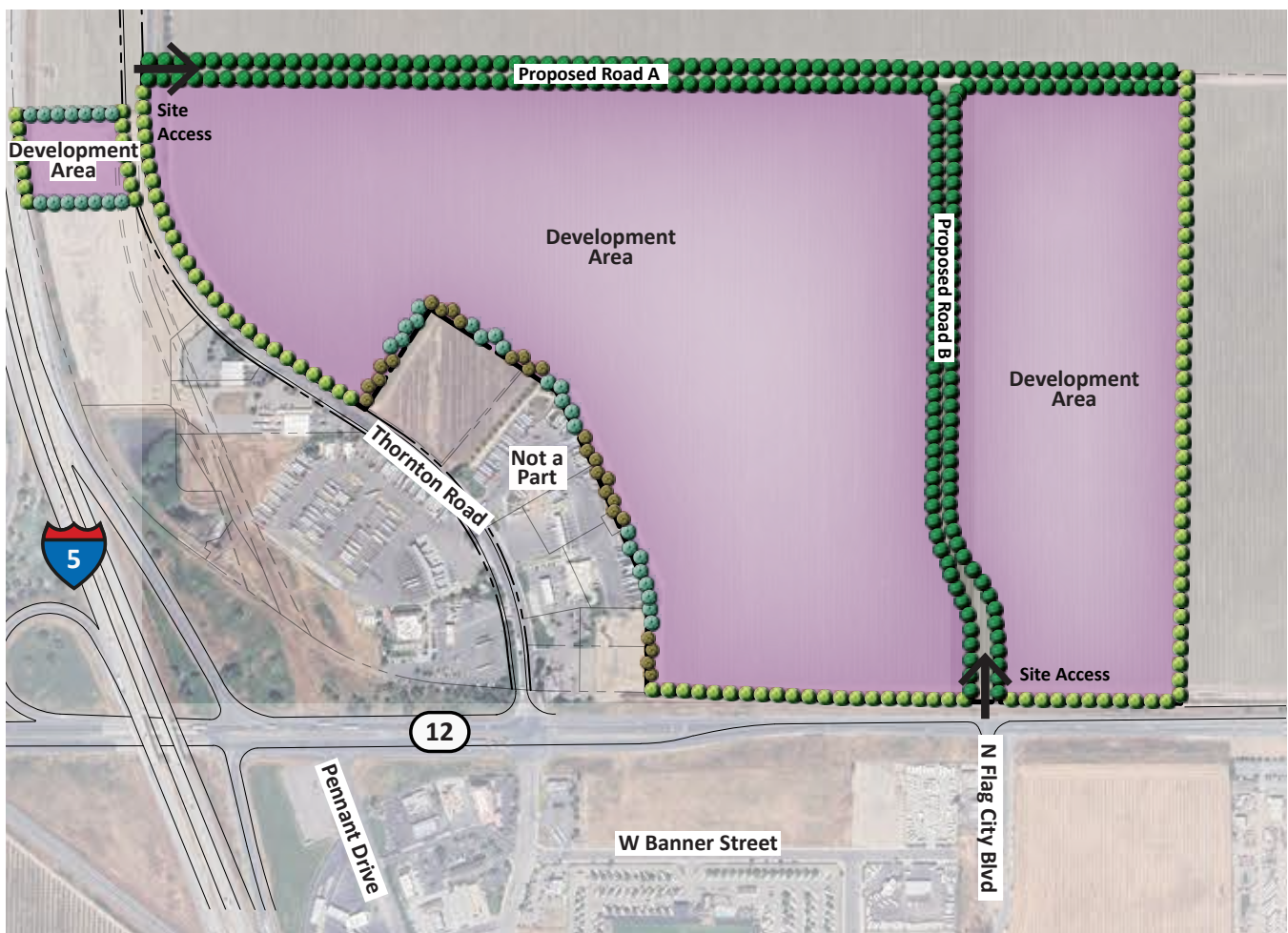


Figure 2.1 Project Concept

**Note: Conceptual and subject to change.  
For illustrative purposes only.**

## 2.2 WAREHOUSE INDUSTRIAL (I-W)

The Specific Plan is based on the Warehouse Industrial (I-W) zone designation which provides for warehouse, distribution, fulfillment center, light manufacturing and assembly, and other similar uses. It is anticipated that these high-demand industrial uses will generate significant employment opportunities for the region.

These uses typically require large facilities to efficiently move goods critical to the supply chain. Development flexibility is created through allowed and conditionally permitted uses within the Warehouse Industrial zoning designation. Uses include, but are not limited to, those permitted or conditionally permitted as outlined in Table 2.1. To the extent any regulation in this Specific Plan conflicts with the Development Title, the regulations set forth herein shall prevail.

Development within the Plan Area should be adaptable to the current and future development market needs. Accessory uses and temporary uses shall be allowed as determined by the Development Title. This may include temporary construction activities and on-site construction staging areas with concrete and/or asphalt batch facilities, storm drainage, wastewater improvements and other utilities. The following definitions are provided for the warehousing, storage and distribution uses envisioned within the Plan Area.

### **Storage & Distribution**

Includes traditional warehouse and logistics operations where goods are stored until delivered to other warehouses or facilities in a logistics network.

### **Transload Facility**

Products stored on-site for no more than a month, and the distribution of pallet loads (or larger) from manufacturers, wholesalers, or retailers. This includes short storage duration, high throughput and high efficiency of goods.

### **Short Term Storage**

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

### **Consolidation Warehouse**

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

### **Fulfillment Center**

Storage and direct distribution of e-commerce products to end users, shipping of smaller packages and quantities, and often includes multiple mezzanine levels for product storage and retrieval. Fulfillment centers may also transfer goods, products, or completed orders to Last Mile facilities for final delivery to consumers.

### **Sorting Center**

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

### **Cold Storage Warehouse**

Temperature controlled for frozen and perishable products, for which construction includes substantial building insulation.

### **Parcel Hub**

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

### **Last Mile Fulfillment Center**

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

### **Trailer Storage**

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

### **Outdoor Storage**

Storage of materials, equipment, assembled goods, outdoor assembly yard, and related activities shall be screened so as not to be visible from adjacent properties and public rights-of-way. Screening shall be between six and eight feet in height. Outside storage is not permitted in front yards, street side yards, or in front of main buildings.

### **EV Charging Facilities**

Includes areas dedicated to large-scale recharging tractor trailer trucks, automobiles and other site vehicles.

### **Advanced Manufacturing**

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

### **Data Storage**

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

### **Renewable Energy Systems**

Energy from the sun or wind that can be harnessed using various technologies consisting of photovoltaic panels and other battery storage improvements. These can be roof-mounted or ground-mounted on a support structure or canopy for the purpose of collection, storage and distribution of renewable energy.

### **Manufacturing and Assembly**

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

### **General**

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

I-W District Land Use Regulations		
<b>LEGEND:</b>		
Z = Zoning Compliance Permit (Building permit may be required)		
A = Administrative Use Permit (Building permit may be required)		
USES		Warehouse Industrial I-W
<b>Advanced Manufacturing</b>		
	Advanced Manufacturing	Z
<b>Agricultural Warehousing</b>		
	Agricultural Warehousing	Z
<b>Automotive Sale and Service</b>		
	Towing and Impound	A
<b>Catering and Delivery</b>		
	Catering and Delivery	Z
<b>Chemical, Mineral, and Explosives</b>		
	Indoor	A
	Outdoor	A
<b>Communication Facility</b>		
	Building-Related	Z
<b>Construction Services</b>		
	General	Z
<b>Eating and Drinking</b>		
	Restaurant, Limited Service	Z
<b>Equipment Sales, Repair, and Storage</b>		
	Farm Machinery, Sales	Z
<b>EV Charging Facilities</b>		
	EV Charging Facilities	Z
<b>Fuel Sales</b>		
	Trucks, Alternative	Z
	Recharging	Z
<b>Industry</b>		
	Limited	Z
	General	Z
<b>Renewable Energy</b>		
	Small-Scale Solar Energy	Z
	Small-Scale Wind Energy	Z
<b>Signs</b>		
	Signs, Off-Premises	Z
<b>Research and Development</b>		
	High Technology	Z
	Laboratory	Z

Retail Sales and Services		
	Building Materials & Supplies	Z
	Business Services	Z
	Mobile Food Vendor/ Food Trucks,	Z
<b>Trailer Storage</b>		
	Trailer Storage and Parking	Z
<b>Truck Services</b>		
	Parking	Z
<b>Utilities</b>		
	On-Site Septic and Leach Fields	Z
	Stormwater Treatment Planters	Z
	On-Site Detention/Detention Ponds	Z
<b>Warehouse, Storage, and Distribution</b>		
	Cold Storage Warehouse	Z
	Consolidation Warehouse	Z
	Data Storage	Z
	Fulfillment Center	Z
	General	Z
	Indoor	Z
	Outdoor	Z
	Last Mile Fulfillment Center	Z
	Office, Ancillary Use Only	Z
	Manufacturing and Assembly	Z
	Parcel Hub	Z
	Short Term Storage	Z
	Sorting Center	Z
	Storage & Distribution	Z
	Transload Facility	Z
<b>Water Storage</b>		
	Water Storage	Z
<b>Wine, Brewing, Distilling Processing and Production</b>		
	Manufacturing and Assembly	Z
	Wine, Brewing, and Distillery Production and Processing	A
	Printing and Packaging	A
	Storage & Distribution	A
	Bottling Facilities	A

Table 2.1 Permitted and Conditionally Permitted Uses

## 2.3 DEVELOPMENT STANDARDS

Development standards are intended to guide the design of improvements and uses within the Plan Area as outlined in Section 2.2 above. Table 2.2 presents the standards for development which include maximum building square footage and floor area ratio (FAR), 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 as outlined in this Specific Plan. Building setbacks are proposed for buildings facing major circulation streets, including SR-12 and Thornton Road, and between industrial and non-industrial land uses.

In addition, truck courts facing non-industrial land uses must include a 10' setback with a minimum 3'-high dense landscape that incorporates trees and shrubs within the set back. Front building setbacks along the private streets will include 20' of landscape adjacent to the street and may include either a single or double row of parking and landscaping adjacent to the building. A typical building and parking layout adjacent to the street should also include multiple tiers of landscaping that will provide screening of the building and truck courts. Truck courts facing private streets accessible to the public, must incorporate a minimum 3' berm or landscape hedge with appropriate trees and scrubs in the landscaped set back to screen the truck courts from view.

Side yards containing truck courts that face public streets shall incorporate landscaping that contains plantings adequate in height and density that, once mature, accomplishes the screening goals of the Specific Plan. The perimeter landscaping areas may also incorporate an ornamental steel fence or combination of these elements as outlined above to accomplish the screening requirements.

Development Standards by Zoning District	
	Warehouse Industrial (I-W)
<b>MAXIMUM LIMITS</b>	
Building Coverage (% FAR)	43%
Building Height	120'
Maximum Freestanding Light Pole Height	40'
<b>MINIMUM SETBACKS</b>	
Front Yard/Street	20'
Side Yard - street/non-street	20'/10'
Rear Yard - street/non-street	10'

Table 2.2 Development Standards

## 2.4 OFF-STREET PARKING

Off-street parking requirements, as outlined in Table 2.3, shall apply to the Plan Area to determine required parking by land use. Land uses not identified will default to the Development Title for parking requirements. Design standards for the layout of vehicle parking areas are outlined in Table 2.4 and indicate stall depths can be reduced by 2' when adjacent to a landscaped setback area or landscape planter. Truck and trailer parking shall be provided in accordance with section 9-406.080 of the Development Title.

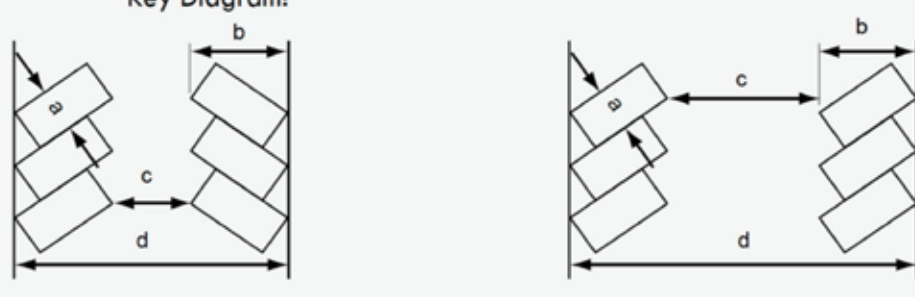
## 2.5 LANDSCAPE STANDARDS FOR OFF-STREET PARKING AREAS

Off-street parking areas will require landscaping per the standards established by the Development Title. Note that parking lot shade requirements can be met with shade trees and/or solar panel structure coverage. Parking lot landscaping shall also include 50% shading of the personal vehicle circulation and parking area, or as required by the current CalGreen code. Parking area landscaping shall also be provided in accordance with the Development Title unless otherwise noted herein.

Required Off-Street Parking	
Use	Required Parking based on use
Offices: businesses, professional	One space per 250 square feet of gross floor area.
Cafes, restaurants and other establishments for the sale and consumption of food and beverages	Dining: one space per 45 square feet of customer area and one space per 250 square feet of all other areas.
Warehouse Industrial (I-W) Warehouse and storage buildings	One space per 1,000 square feet of the first 20,000 square feet of gross floor area, plus one space per 2,000 square feet of the second 20,000 square feet of gross floor area, plus one space per 4,000 square feet of the remaining square feet of gross floor area.

Table 2.3 Required Off-Street Parking



ANGLE PARKING STANDARDS				
Angle	Stall Width <i>a</i>	Stall to Curb <i>b</i> <sup>(1)</sup>	Aisle <i>c</i>	Two Rows + Aisle <i>d</i>
90°	9'-0"	18'-0"	25'-0" *	61'-0"
	9'-6"	18'-0"	24'-8" *	60'-0"
	10'-0"	18'-0"	24'-0" *	60'-0"
60°	9'-0"	20'-0"	20'-0" **	60'-0"
	9'-0"	20'-0"	19'-0" *	59'-0"
	9'-6"	20'-3"	18'-6" *	59'-3"
	10'-0"	20'-6"	18'-0" *	59'-6"
45°	9'-0"	18'-10"	20'-0" **	57'-8"
	9'-0"	18'-10"	16'-4" *	54'-0"
	9'-6"	19'-2"	15'-2" *	53'-6"
	10'-0"	19'-6"	14'-0" *	53'-0"
<p>* Two-Way Aisle  ** One-way Aisle</p> <p>Note:  (1) Stall length may be reduced by 2' when adjacent to a landscape setback or landscape planter to allow for vehicle overhang.</p>				
<p><b>Key Diagram:</b></p>  <p><b>One-Way Aisle</b>                      <b>Two-Way Aisle</b></p>				

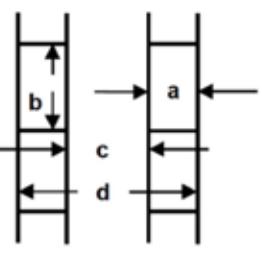
PARALLEL PARKING STANDARDS			
Stall Width A	Stall Width B	Aisle C	Two Rows + Aisle D
9'-0"	20'-0"	12'-0" *	30'
<p>* One-way aisle</p> <p><b>Key Diagram:</b></p> 			

Table 2.4 Parking Design Standards

## 2.6 SIGN STANDARDS

Signage is essential for consistent identification of the Plan Area and for the various tenants within the Plan Area. The design and location of signage provides consistent branding and wayfinding throughout the Plan Area. The Specific Plan includes four signage types: Plan Area identification signage, tenant monument identification signage, on-site directional signs, and wall tenant and address signs. General sign locations are shown in Figure 2.2 and sign descriptions are provided below.

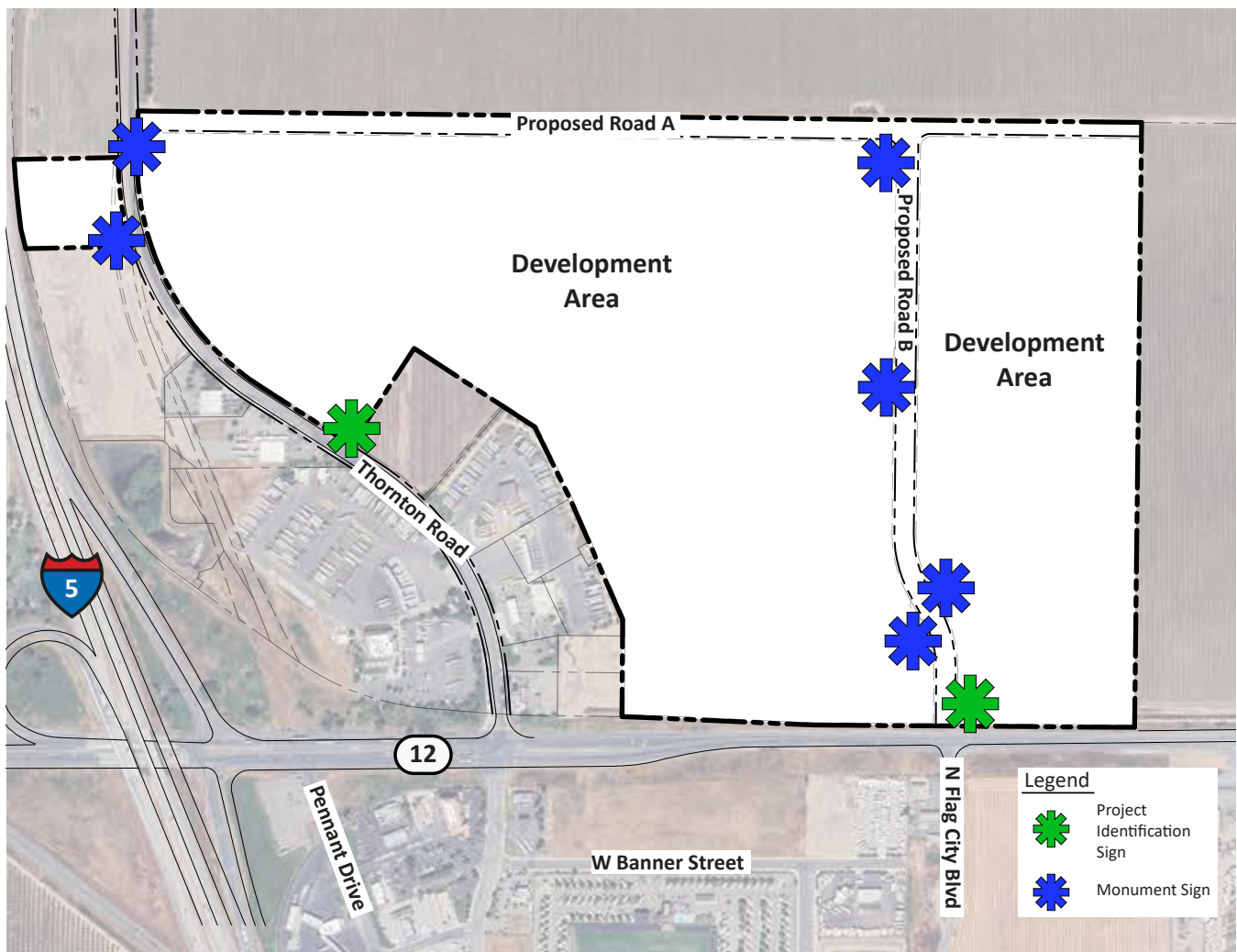


Figure 2.2 Signage Locations

**Note: Conceptual and subject to change.  
For illustrative purposes only.**

### Project Identification Signage

Project identification signs will mark access points to the Plan Area east of the intersection of SR-12 and Thornton Road. The Project identification signage will feature a more horizontal appearance similar to the building architecture. The sign will denote the entry into the Plan Area and will further support the branding across the development, see Figure 2.3.

This sign design incorporates a ribbed metal vertical and horizontal design element which frames the sign. An aluminum composite material (ACM) signage cabinet will contain the name of the Plan Area (the

“I-5 Commerce Center”) and will also include halo illumination for the lettering. A horizontal beam element will extend from the ribbed metal element and extend past the signage cabinet. The use of these three design elements complements the building design. Signage will utilize the same materials and colors as the buildings, consisting of medium grey vertical ribbed metal, a white aluminum composite panel as the background for the lettering, and a dark grey beam element.



Figure 2.3 Project Identification Sign

### Monument Signs

Monument signs will denote the vehicle entry points to individual business driveways and assist with wayfinding and tenant identification within the Plan Area from the streets. Monument signage will also feature a more horizontal appearance, however at a smaller scale than Project identification signs, see Figure 2.4.

The Monument Sign also incorporates a ribbed metal vertical and horizontal design element which frames the sign. An aluminum composite material (ACM) signage cabinet will contain the individual tenant panels which can include logo and fonts styles as used by the business and/or tenant. A horizontal beam element will extend from the ribbed metal element and extend past the signage cabinet. These design elements are similar to the Plan Area identification signage and the building design. Signage will utilize the same materials and colors as the building, consisting of medium grey vertical ribbed metal, a white aluminum composite panel as the background for tenant panels, and a dark grey beam element. Monument signage placement shall not obstruct vehicular sight line distance triangles, as set forth in the Development Title.

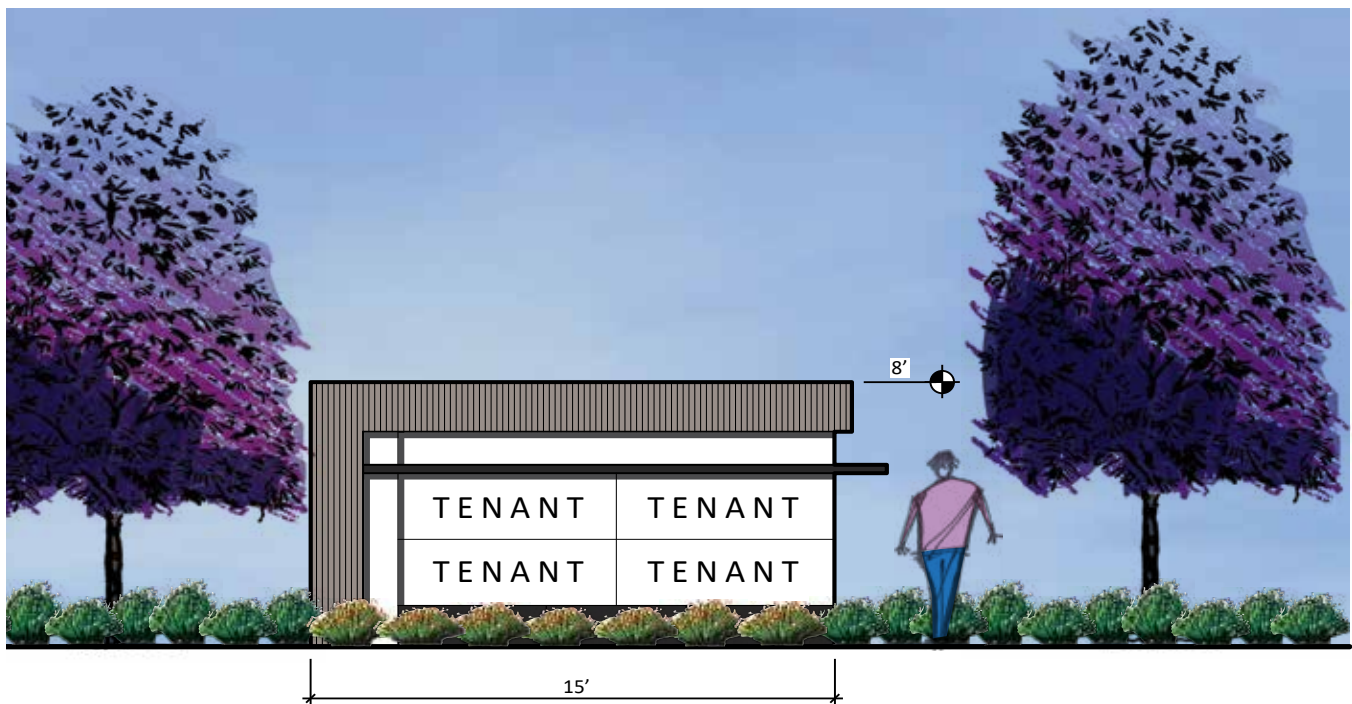


Figure 2.4 Monument Sign

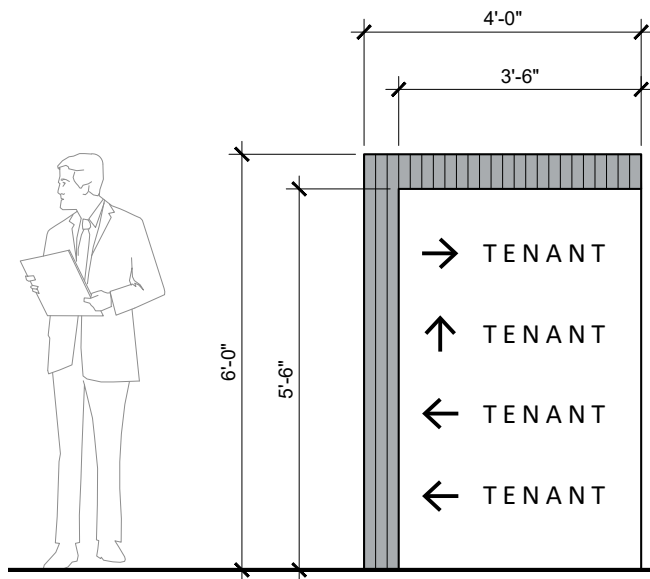


Figure 2.5 Directional Signage

### Directory and Directional Signage

Directory and directional signs will assist visitors with on-site wayfinding, provide the location of business entries, and assist with on-site vehicle circulation. Directory and directional signs shall be located at a minimum of 20' from public rights-of-way and must be oriented to on-site visitors, see Figure 2.5.

### Wall and Address Signs

It is important that wall signs be proportional to the scale and mass of large industrial buildings. Due to the size and building setbacks from the street frontages, wall signs will be important to identify tenant(s) located within each building complex. Figures 2.6 and 2.7 depict the typical locations for wall signage and logo elements. Signage can be positioned on either the end of a building or above the loading docks to allow for maximum visibility. The total allowable sign area for a building on each parcel is determined by the sum of all types of signs, which shall not exceed one square foot of sign area for each linear foot of the building's frontage where the advertised business is located.

Address wall signs identify building addresses and may include a logo element. The placement and height of these signs is subject to building and fire department regulations.

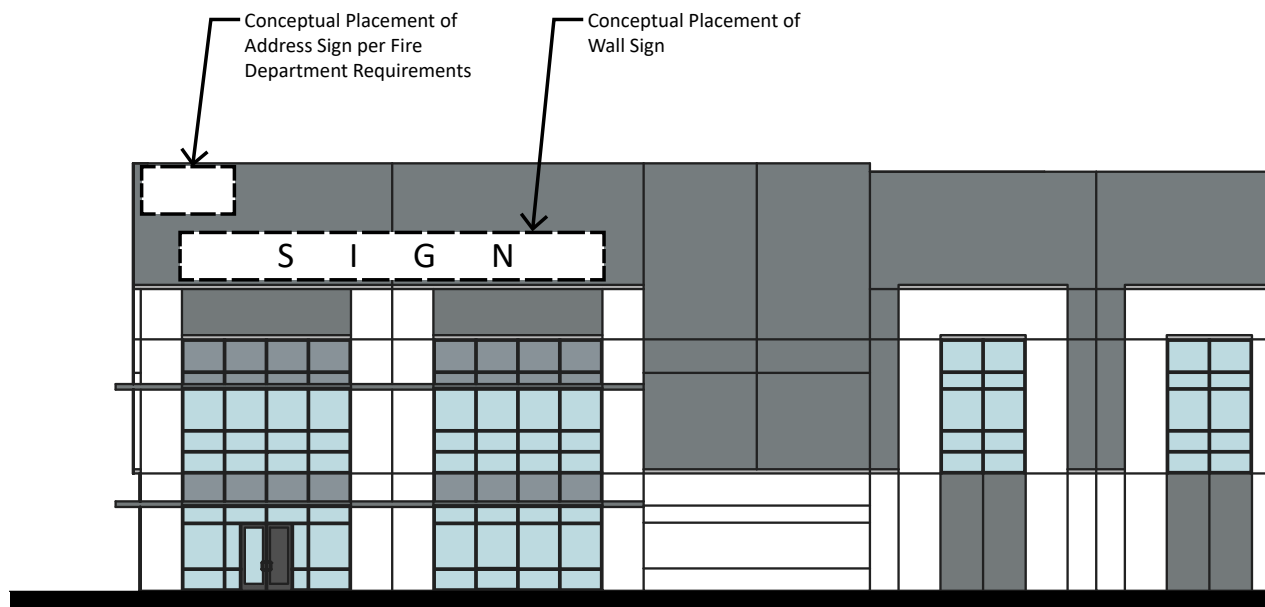


Figure 2.6 Building Tenant Wall Signage

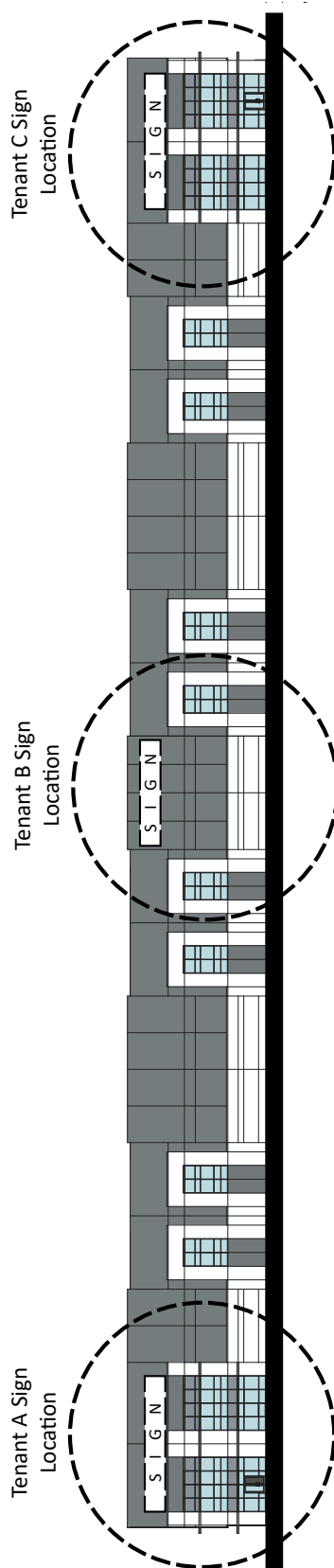


Figure 2.7 Multi Tenant Building Wall Signage

This page is intentionally left blank





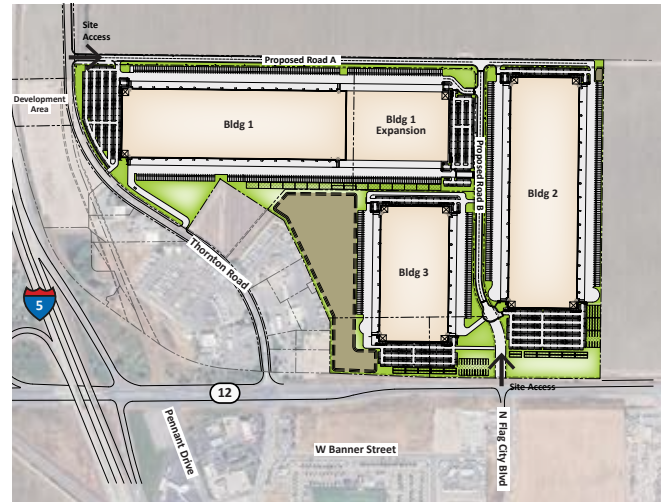
### 3.1 INTRODUCTION

The design guidelines set forth in this chapter apply to the site planning, architecture, and landscape elements of development within the Plan Area. The guidelines are intended to establish an overall design theme and character, deliver environmentally responsible design solutions, and contribute to the branding and visual character of development across the Plan Area. The guidelines are to be used in conjunction with the Development Standards in Chapter 2, which provide standards for building and landscape setbacks, building height, intensity of development, and permitted and conditionally permitted uses. Both the standards and guidelines provided in this Specific Plan will be used to evaluate the individual applications for development in the Plan Area. In the case of conflict between the provisions of this Specific Plan and the Development Title, the provisions herein shall take precedence.

The goal is to guide design solutions that:

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

The design guidelines outline key design elements that help create a cohesive and integrated visual appearance for development across the Plan Area. The Specific Plan provides a framework for design solutions that allow County staff to evaluate and approve individual entitlement applications.



**Conceptual Site Plan**



**Conceptual Building Design**



**Conceptual Landscape Design**

### 3.2 WAREHOUSE INDUSTRIAL SITE DESIGN GUIDELINES

Development in the Plan Area will accommodate a variety of building sizes, though primarily large-format industrial buildings. Smaller buildings may be rear-loading, while larger buildings may be cross-docked. Buildings will be designed, where practical, to face office functions and orient entrances toward the

street. Truck and trailer parking, loading docks, and service doors will be screened with either landscaping, berming or screen walls or any combination of these methods, see Figures 3.1 and 3.2. Parking areas should also be screened with landscaping or berms and should include trees to provide appropriate shading. This helps to reduce heat gain and ensures compliance with CalGreen shade requirements. Development of the Plan Area should incorporate the following principles:

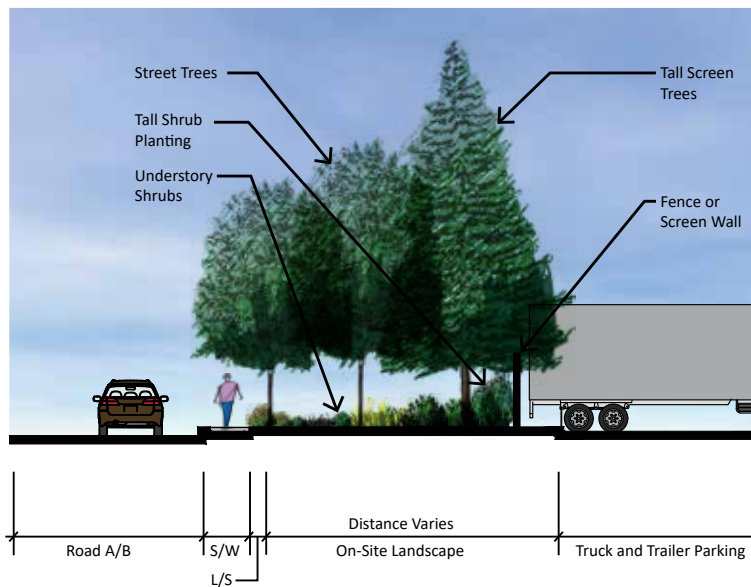


Figure 3.1 Truck Court Screening Option 1

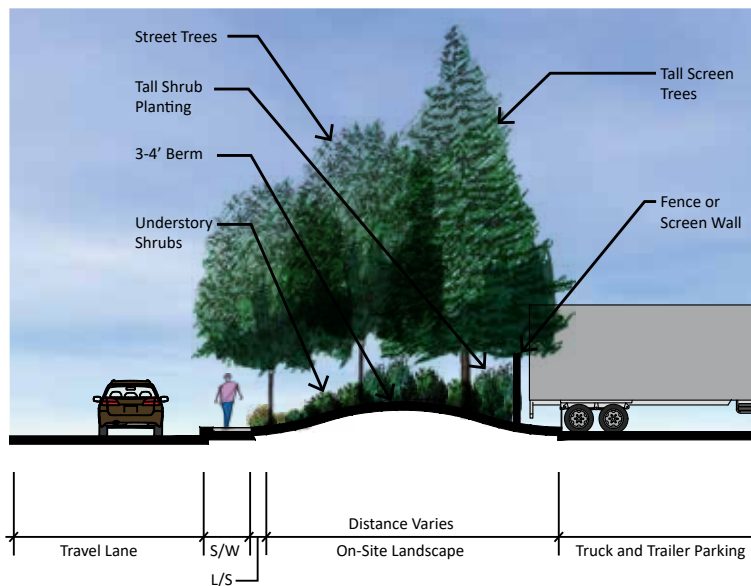


Figure 3.2 Truck Court Screening Option 2



**Office Areas of Industrial Buildings Should Face the Street Frontage**



**Provide Pedestrian Connections Between the Street and Office Function**



**Include Planting Islands Within the Parking Field**

### **a. Site Planning and Building Orientation**

- Office areas of industrial buildings should face and be accessible from the primary street frontage.
- Pedestrian connections should be designed between the street and the office function of warehouse buildings.
- Buildings should include space for private employee break areas.
- Site planning and parking lot design should preserve view corridors from private streets to businesses. This ensures the optimal placement of signage and the appropriate scale and positioning of key architectural features.
- Main vehicle access drives should be oriented to provide visitors with a clear view of building entrances.
- Entry landscaping should be distinctive and enhance the visual appearance of the buildings through design elements such as monoliths, low ornamental walls or fences, or accent and color planting.
- Signage and landscape should enhance the main private driveways, distinguishing them from truck and service points of entry.
- Service vehicle traffic should be separated from employee and visitor circulation. A clear travel route should be provided between the street and the building's entrance.
- Vehicular circulation should be clearly identified using landscaped drive aisles that divide parking fields from truck circulation routes.
- Vehicular parking should be provided in front of buildings and along street frontages that will assist with increased visibility.
- Adequate vehicle stacking length will be accounted for at main entries and the first drive aisle to limit ingress and egress conflicts.



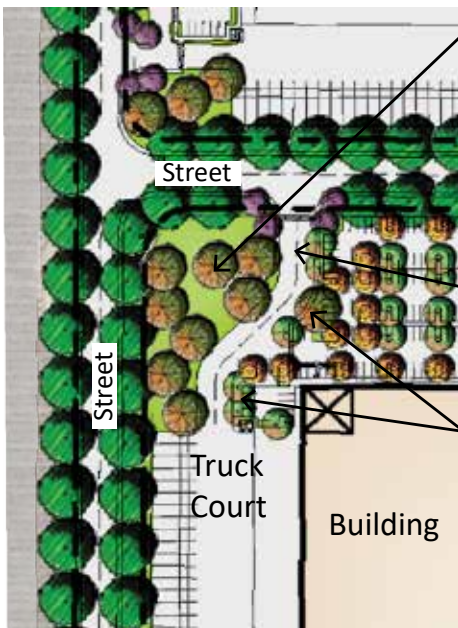


**Loading Docks Should Oppose Each Other, When Feasible**



**Truck Parking Areas Facing Public Streets Should be Screened**

- Single parcels with multiple buildings shall be designed so that grade level doors and loading docks oppose each other to minimize views of the dock doors from the streets.
- Automobile vehicle parking areas shall include planting islands within the parking field to achieve 50% shading, or as required by the current CalGreen code. Any solar panel structure that provides shade coverage can count towards these parking lot shade requirements.
- Ample landscaping will be designed for entrances to truck courts to screen views of the loading docks, truck trailer parking, and service dock doors from private streets.
- Parking, when in front of buildings, shall be screened from view by using landscaping or berming.
- Where possible, clearly marked separate entrances for automobiles and trucks will be provided to promote safe site circulation.
- Sites that incorporate security guard shacks to control access shall incorporate driveways/lanes with adequate truck staging.



- Landscape Area with Shrub and Large Tree Planting to Screen Truck Courts
- Street
- Truck Court Entry
- Landscape Islands with Shrub and Tree Planting to Screen Truck Courts
- Truck Court
- Building

**Truck Court Screen Planting Typical**



**Clearly Delineate Crosswalks and Pedestrian Paths**



**Screen Utilities with Landscaping Where Feasible**



**Trash Enclosure Design Shall Complement the Adjacent Building Design**

## **b. Bicycle/Pedestrian Circulation**

- Clear, convenient bike and pedestrian connections will be provided from the private streets, sidewalks, transit stops and trails to the various business entries.
- Crosswalks and pedestrian and bike pathways will be clearly delineated to distinguish them from vehicular drives.
- Ample lighting at bike and pedestrian pathways will be provided for convenience and safety.

## **c. Screening and Utilities**

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





**Parking Areas Shall be Shaded by Trees**



**Incorporate Stormwater Treatment Improvements into the Overall Site Design**



**Use Racking Systems for Easy Installation and Maintenance of Solar Panels**

#### **d. Parking and Circulation**

- The entry to the Plan Area should be clearly delineated using well-designed signage, entry walls, hardscape, paving and accent landscaping elements.
- Large parking areas should include landscaped drive aisles that divide parking sections, which help traffic flow and highlight parking near buildings.
- Tree planting in parking areas will not only provide shading but will also soften the appearance of the parking lot. At least 50% of the paved area shall be shaded at tree maturity, or as required by the current CalGreen code. Solar panel coverage may also count towards this parking lot shade requirement.
- Preserve and protect landscaping by providing a 12-inch-wide concrete curb step-out adjacent to landscape planter islands.
- Incorporate storm water treatment improvements into the overall site design and parking lot layout of each parcel. Storm water control shall be designed in accordance with adopted County standards.

#### **e. Alternative Energy**

- Structures should be designed to ensure the roof can support the weight of the solar array.
- Materials used to construct solar arrays should be chosen to withstand exposure to UV radiation, temperature fluctuations, and extreme weather conditions over time.
- Solar panel support structures, including overhangs, should be located at or outside the required setbacks.
- Minimize shading of solar structures from nearby trees, buildings, or other obstacles. Proper spacing between panels and structures can increase energy generation.
- Racking systems should allow for easy installation and maintenance of the solar panels. These systems should be adjustable to accommodate



**Incorporate Solar Panels**



**Screen Loading Docks and Truck Courts with Landscaping**



**Gates Shall Be Tubular Steel or a Similar Material**

different panel sizes, tilt angles, and orientations.

- Inverters should be placed in well-ventilated areas to prevent overheating. Consider both aesthetics and accessibility when determining the location of the inverter(s).
- Frameless panels, integrated roof systems, or concealed mounting systems should be used to reduce the visual impacts of solar panels.
- Solar structures should be designed to allow for safe and easy access for maintenance and cleaning of the panels.

#### **f. Walls and Fences**

- Loading dock and truck court screening may be accomplished by landscape planting, concrete tilt-walls or landscape berms of no less than 3' in height, or any combination of these screening techniques.
- Security gates should be constructed of the same materials and detailing as the fencing for the Plan Area.
- Fencing shall be limited to a maximum height of 12' when adjacent to the side setback area and should be constructed of tubular steel, black vinyl chain-link, or similar material.
- Gates for pedestrian and vehicular access to restricted areas that are visible from private areas (i.e., parking lots, drive aisles) shall be constructed of tubular steel or similar material.
- Chain-link is not preferred and only permitted when not visible from street or in public view, such as on the side or rear boundaries. Barbed wire, razor wire, integrated corrugated metal, electronically charged and plain exposed plastic concrete/PCC fences are not permitted.

#### **g. Lighting**

- Lighting shall be provided for essential safety and enhanced visibility, and the design will be consistent with the overall aesthetic of the Plan Area.



**Provide Adequate Lighting for Pedestrian Walkways**



**Avoid Conflicts Between Parking Lot Lighting Fixtures and Trees**



**Design Light Pole Footings to Protect from Vehicular Damage**

- Site lighting should highlight building entries, open spaces, walkways, and architectural features and should not impact adjacent development or roadways.
- Adequate lighting should be used for pedestrian walkways to provide safe access between buildings and parking areas.
- Lighting shall be a 40' maximum height for a freestanding light pole, as indicated in Table 2.3.
- Pedestrian lighting should be low-profile and appropriately scaled to the setting, which may include post lights and light bollards.
- Parking areas shall have lighting which provides adequate illumination for safety and security. Parking lot lighting fixtures shall avoid conflict with tree planting locations that are necessary to achieve shade requirements.
- Lighting fixtures shall include cut-off features to prevent light spillage and glare emitted onto adjacent properties or above the lowest part of the fixture.
- Outdoor lighting and other means of illumination for signs, structures, landscaping, and similar areas, shall be made of durable, vandal resistant materials.
- Light pole footings in traffic and parking lot areas shall be designed and installed in a manner that protects the light standard from potential vehicular damage.

### 3.3 ARCHITECTURAL DESIGN GUIDELINES

The architectural guidelines for the Plan Area ensure that all warehouse buildings are high-quality and meet the standards set by this Specific Plan. Concrete tilt-up panels will be the primary approach, and should include simple, architectural expressions using reveals, score lines, and paint finishes to establish a design theme that is consistent between all buildings, see Figure 3.3. On longer elevations, the use of parapet height variation, score lines, minor panel relief design elements, paint colors, and alternate materials should





**Buildings Should Generally be Concrete Tilt-Up**



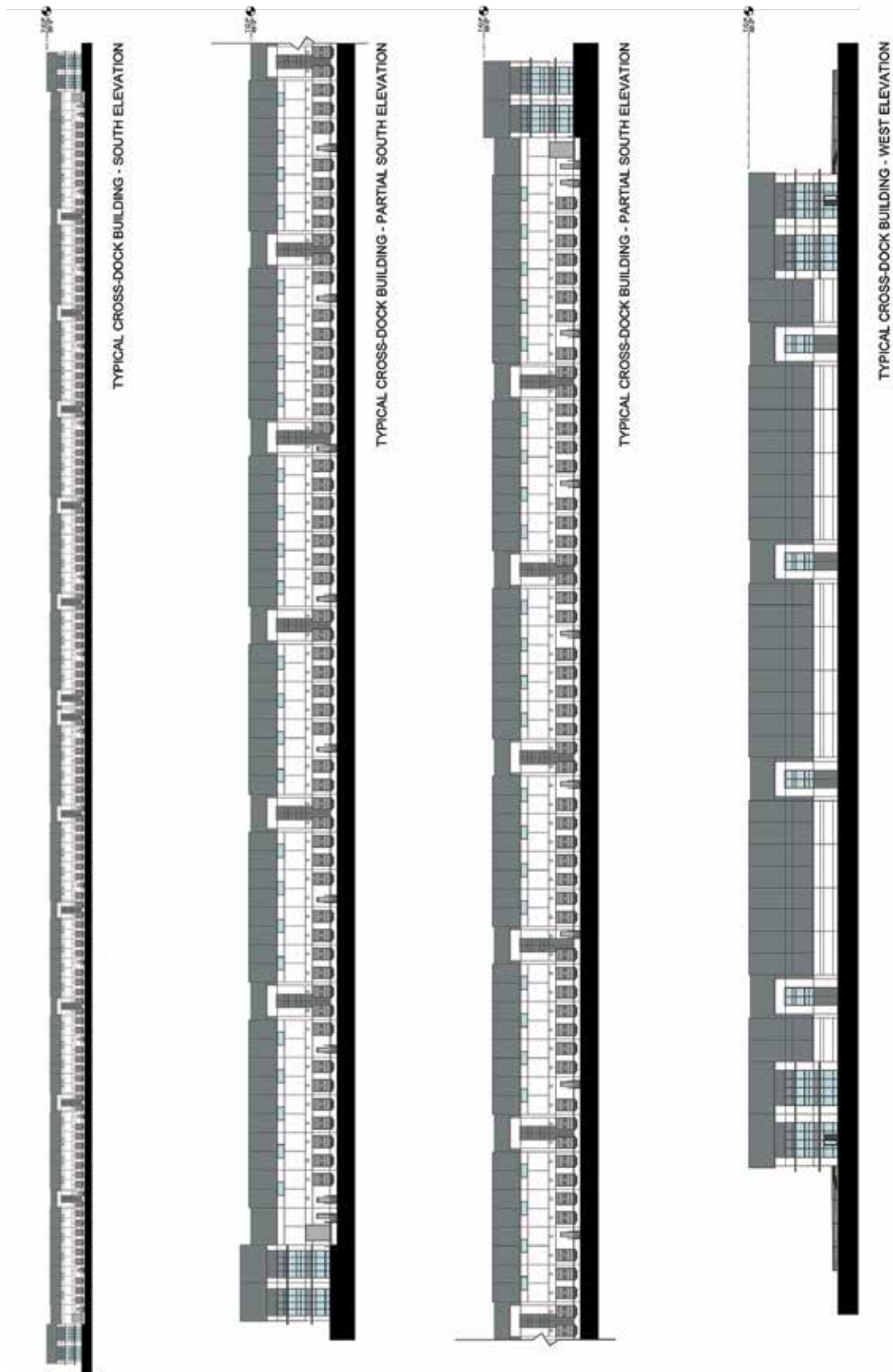
**Create Visual Appeal with Score Lines, Recessed Entries, and Varying Roof Heights**



**Use Metal to Complement Concrete Tilt-Up Panels**

be utilized to minimize building massing. These architectural techniques ensure a base-level of quality design that is consistent with the overall vision for the Plan Area. These guidelines are as follows:

- Metal or steel accent elements should be utilized to complement building concrete tilt panels, and provide additional detail, decorative features, textural changes, or relief techniques to break up large building elevations.
- Utilize a variety of colors and materials for the buildings that align with the general palette of the Plan Area, ensuring an aesthetic connection throughout the Plan Area.
- Create visual interest in building exteriors using vertical and horizontal façade design elements and variety of color and materials.
- Include varying parapet heights, stepped panels, awnings, windows, recessed entries, score lines, and a mix of colors and materials to create dimension and visual appeal.
- Utilitarian aspects of buildings, such as vents, gutters, downspouts, flashing, electrical conduit, and other wall-mounted utilities shall be painted to match the color of the adjacent surface.
- Buildings shall be designed to substantially screen any roof-mounted equipment. This includes HVAC units, vents, fans, sky lights and satellite dishes from public view.
- Warehouse buildings shall articulate the long building elevations every 150' to add visual dimension. Examples include adding score lines, varying parapet roof heights, introducing color changes, or alternating materials. See Figure 3.1, Conceptual Elevations, for reference.
- Building entries shall be designed with a human scale focus, incorporating concentrated windows, enhanced colors, and quality materials at office and visitor entry points.



Source: Ware Malcomb

**Note: Conceptual and subject to change.  
For illustrative purposes only.**

Figure 3.3 Conceptual Elevations



Source: Ware Malcomb

## COLORS AND MATERIALS

	<p>C1: TEXTURED COATING SYSTEM SHERWIN WILLIAMS SW6525- RARIFIED AIR</p>		<p>L1: CONCRETE TILT-UP PANEL WITH "FITZGERALD FORMLINERS #16938 RANDOM PLANK" (3/4" DEEP WITH 1.5" RIBS) ALIGN FORMLINER FLUTES ACROSS ALL PANELS. PAINT AS NOTED.</p>
	<p>C2 : TEXTURED COATING SYSTEM SHERWIN WILLIAMS SW7071 - GRAY SCREEN</p>		<p>G1 : TYPICAL WINDOW SYSTEM 1" DUAL GLAZED INSULATING UNITS IN ALUMINUM FRAMES OUTSIDE PANE: GRAYLITE II 1/4" THICK GRAY TINTED GLASS INSIDE PANE: CLEAR FLOAT 1/4" GLASS FRAMES: BLACK ANODIZED ALUMINUM FRAMES</p>
	<p>C3: TEXTURED COATING SYSTEM SHERWIN WILLIAMS SW7669 - SUMMIT GRAY</p>		

Figure 3.4 Conceptual Colors and Materials





### 3.4 LANDSCAPE DESIGN GUIDELINES

The landscaping in the Plan Area is intended to create an inviting, sustainable, and health-conscious environment. The landscape vision embraces a contemporary approach that focuses on native and climate-adapted plants. Natural materials will be integrated to convey a sense of refined simplicity that aligns with the character of the surrounding region. Visual unity will be achieved through consistent and harmonious building architecture, signage, landscape design, and coordinated furnishings and fixtures.



Landscape improvements and maintenance needs are addressed in Chapter 4 and outlines the specific criteria for these improvements and responsibilities. Where appropriate, when certain landscape features extend into the right-of-way, easements or other arrangements may be established to allow for private maintenance. Alternatively, a curb, bender-board or other similar feature could be used to clearly mark the areas designated for private or public maintenance.

Landscape setbacks will generally be planted with turf grass, ornamental grasses, evergreen shrubs and double rows of large-screening trees. Setbacks may have berming up to 3' 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. Additionally, roadway sections that are identified as privately maintained landscape areas are shown in Chapter 4.



The landscape design guidelines provide a framework for creating a high-quality, cohesive appearance for the Plan Area. The guidelines are not intended to limit innovative design solutions, but rather to provide direction on design elements that align with the Plan Area overall. The landscape design guidelines shall be as follows:

#### a. General Landscaping Requirements

- The Plan Area should be landscaped to optimize the aesthetic appeal and comfort of employees and visitors.
- Large trees and shrubs should be used to minimize visual dominance of any large architectural structures.



**Place Fast-Growing Trees in Groupings to Create Visual Massing**



**Use Massings of Native and Climate-Adapted Grasses and Trees**



**Include Accent Landscaping at Building Entries**

- Landscapes should be designed to reach a reasonable level of maturity within five years.
- Fast-growing trees should be strategically spaced in groupings to create visual massing where needed.
- Landscape setbacks should be provided between parking, roads, and property line setbacks to provide visual relief from large expanses of hardscape.
- Property owners are responsible for installing and maintaining the landscape for their properties in accordance with this Specific Plan.
- Sustainable plant palettes, such as rows and massings of native and climate-adapted grasses and tree plantings are encouraged.
- Building entries should include accent landscaping, shade trees, bold foliage in pots or planters, seating areas, and accent lighting.
- A consistent use of landscape design elements and plantings shall be used throughout the Plan Area. Random placement of shrub and tree locations should be avoided.
- Trees shall be installed at a minimum size of 24" box.
- Parking lot trees and planters should achieve the CalGreen requirement of 50% shading of personal vehicle parking surface area within 15 years. The parking lot shading requirement can also be met through solar panel coverage.
- Trees may be clustered to define circulation routes, frame site views, and provide any necessary screening. Large scale, high-branching shade trees should be used in all parking areas.
- Vegetated bioswales are encouraged in parking lot planting islands to manage on-site stormwater and provide visual relief within the hardscape.
- Landscaped areas should be planted with a careful selection of species to promote visual diversity, ensure durability, and create texture.





**Vegetated Bioswales are Encouraged in Parking Lot Planting Islands**



**Plant a Variety of Species for Visual Diversity and Texture**



**Use High-Quality, Contemporary Site Furnishings**

## **b. Materials**

- Refer to Section 3.5 Landscape Plant Palette for suggested plant materials.
- Locally sourced, salvaged, and recycled content materials in the landscape are encouraged.
- Species listed on the CAL-IPC list of invasive species shall not be used in the landscape.

## **c. Sustainability**

- Incorporating renewable energy, such as support structures for photovoltaics, should be considered in the landscape design.
- Sustainable landscape practices employing the most current technologies, such as selecting climate-adapted species and implementing low water-use irrigation, are strongly encouraged.
- High-efficiency, weather-based irrigation systems should be used throughout the Plan Area.
- Strategic placement of trees to be used to generate maximum shade on building structures, parking spaces, drive aisles and paths to assist in mitigating heat gain.
- Stormwater best management practices to be utilized to the fullest extent possible. These may include techniques such as rain gardens, bioswales, and rainwater harvesting, all designed to support on-site stormwater infiltration.

## **d. Site Furnishings**

- Site furnishings should be high-quality and contemporary in design to stay consistent with the overall landscape vision for the Plan Area.
- Site furnishings should be durable and vandalism resistant.

### 3.5 LANDSCAPE PLANT PALETTE

The landscape design will feature native and climate-adapted plants, high-efficiency weather-based irrigation, locally sourced and recycled materials, and effective stormwater management practices. This approach will create a modern, visually appealing, and resource-efficient landscape with minimal maintenance needs.

Table 3.1 provides a recommended selection of trees, shrubs, perennials, grasses, and ground covers that complement the contemporary design aesthetic of the Plan Area. This plant selection framework prioritizes a balanced, sustainable, and durable natural landscape.

Preliminary Landscape Palette			
Trees			
Botanical Name	Common Name	Container Size	Evergreen/Deciduous
<i>Acer buergerianum</i>	Trident Maple	24" Box	Deciduous
<i>Cedrus deodara</i>	Deodar Cedar	24" Box	Evergreen
<i>Lagerstroemia indica 'Dynamite'</i>	Dynamite Crape Myrtle	24" Box	Deciduous
<i>Laurus nobilis</i>	Sweet Bay	24" Box	Evergreen
<i>Olea europaea 'Swan Hill'</i>	Swan Hill Olive	24" Box	Evergreen
<i>Pistacia chinensis 'Keith Davey'</i>	Keith Davey Chinese Pistache	24" Box	Deciduous
<i>Pyrus calleryana 'Chanticleer'</i>	Chanticleer Ornamental Pear	24" Box	Deciduous
<i>Quercus lobata</i>	Valley Oak	24" Box	Deciduous
<i>Quercus shumardii</i>	Shumard Oak	24" Box	Deciduous
<i>Ulmus 'Frontier'</i>	Frontier Elm	24" Box	Deciduous
Shrubs/Perennials			
Botanical Name	Common Name	Container Size	Evergreen/Deciduous
<i>Artemisia 'Powis Castle'</i>	Powis Castle Wormwood	1 Gal.	Evergreen
<i>Achillea millefolium 'Island Pink'</i>	Island Pink Common Yarrow	1 Gal.	Semi-Evergreen
<i>Arctostaphylos 'Howard McMinn'</i>	Howard McMinn Manzanita	5 Gal.	Evergreen
<i>Cistus purpureus</i>	Purple Rockrose	5 Gal.	Evergreen
<i>Gaura lindheimeri 'Whirling Butterflies'</i>	Whirling Butterflies White Beeblossom	5 Gal.	Semi-Evergreen
<i>Laurus nobilis 'MonRik'</i>	Little Ragu Sweet Bay	5 Gal.	Evergreen
<i>Lavandula angustifolia 'Hidcote Blue'</i>	Hidcote Blue English Lavender	1 Gal.	Evergreen
<i>Olea europaea 'Little Ollie'</i>	Little Ollie Dwarf Olive	5 Gal.	Evergreen
<i>Rhamnus californica 'Eve Case'</i>	Eve Case Coffeeberry	5 Gal.	Evergreen
<i>Salvia chamaedryoides 'Marine Blue'</i>	Marine Blue Germander Sage	5 Gal.	Semi-Evergreen
<i>Salvia leucantha 'Santa Barbara'</i>	Santa Barbara Mexican Bush Sage	5 Gal.	Semi-Evergreen
<i>Verbena lilacina 'De La Mina'</i>	De La Mina Cedros Island Verbena	1 Gal.	Evergreen
<i>Westringia 'Wynyabbie Gem'</i>	Wynyabbie Gem Coast Rosemary	5 Gal.	Evergreen
Grasses			
Botanical Name	Common Name	Container Size	Evergreen/Deciduous
<i>Bouteloua gracilis 'Blonde Ambition'</i>	Blonde Ambition Blue Grama Grass	1 Gal.	Evergreen
<i>Festuca glauca 'Elijah Blue'</i>	Elijah Blue Common Blue Fescue	1 Gal.	Evergreen
<i>Lomandra longifolia 'Platinum Beauty'</i>	Variegated Dwarf Mat Rush	5 Gal.	Evergreen
<i>Muhlenbergia capillaris 'Regal Mist'</i>	Regal Mist Pink Muhly	5 Gal.	Evergreen
<i>Pennisetum alopecuroides 'Hameln'</i>	Dwarf Fountain Grass	5 Gal.	Deciduous
Groundcovers			
Botanical Name	Common Name	Container Size	Evergreen/Deciduous
<i>Convolvulus mauritanicus</i>	Ground Morning Glory	1 Gal.	Evergreen
<i>Lantana camara 'New Gold'</i>	New Gold Lantana	5 Gal.	Evergreen
<i>Myoporum parvifolium</i>	Prostrate Myoporum	1 Gal.	Evergreen
<i>Nepeta x faassenii 'Walker's Low'</i>	Walker's Low Catmint	1 Gal.	Evergreen
<i>Rosmarinus officinalis 'Prostratus'</i>	Prostrate Rosemary	5 Gal.	Evergreen

Table 3.1 Preliminary Landscape Palette





### 4.1 INTRODUCTION

Development in the Plan Area will require the construction of private road improvements, the extension of off-site water service infrastructure to the Plan Area, and the construction of on-site wastewater and storm drainage infrastructure. Future development may also require the construction and/or extension of off-site wastewater and storm drainage infrastructure, depending on the scope and timing of such development. The following sections describe the road and utility improvements in further detail.

### 4.2 PROPOSED SITE ACCESS AND STREET NETWORK

The existing roadway system will provide efficient movement of traffic to and from the Plan Area, while new on-site roads will provide access between individual parcels, see Figure 4.1. Below is a description of the existing street and circulation network surrounding the Plan Area, anticipated improvements to the existing network, and the anticipated street sections and roadway improvements within the Plan Area. The number, type, and location of the roadways within the Plan Area, as shown in Figure 4.2, serve as the basis for environmental review of the Specific Plan, and may be subject to changes based on the parcel-specific development proposals received by the County for development in the Plan Area.

Any changes to the number, type and location of the roadways shown may be subject to County review and approval to ensure that such changes will not result in environmental impacts that were not identified and addressed in the certified EIR for the Specific Plan. The roadway designs described in this Specific Plan, including intersection spacing, geometrics and other design elements, will apply to all roadways constructed within the Plan Area. The County may also require additional design improvements which may include additional right-turn lanes, acceleration and deceleration lanes, and extended left-turn pockets.

### 4.3 INTERSTATE 5

Interstate 5 (I-5) is a north-south freeway located approximately a quarter mile west of the proposed Plan Area. I-5 provides a connection from Sacramento and communities to the north, and from the Central Valley communities to the south. There are existing on- and off-ramp connections from both northbound and southbound I-5 to State Route 12, which provide access to the Plan Area.

### 4.4 STATE ROUTE 12

SR-12 is an east-west principal arterial located south of the Plan Area. provides a connection between Lodi and communities to the east and Rio Vista, Fairfield and Suisun City and communities to the west. is designated as a Terminal Access route both east and west of I-5, which allows STAA trucks to exit the interstate and travel on the corridor will require improvements at its intersections with Thornton Road and North Flag City Boulevard to provide access to the Plan Area for STAA trucks. Caltrans will issue encroachment permits for any future improvements in the SR-12 right-of-way.

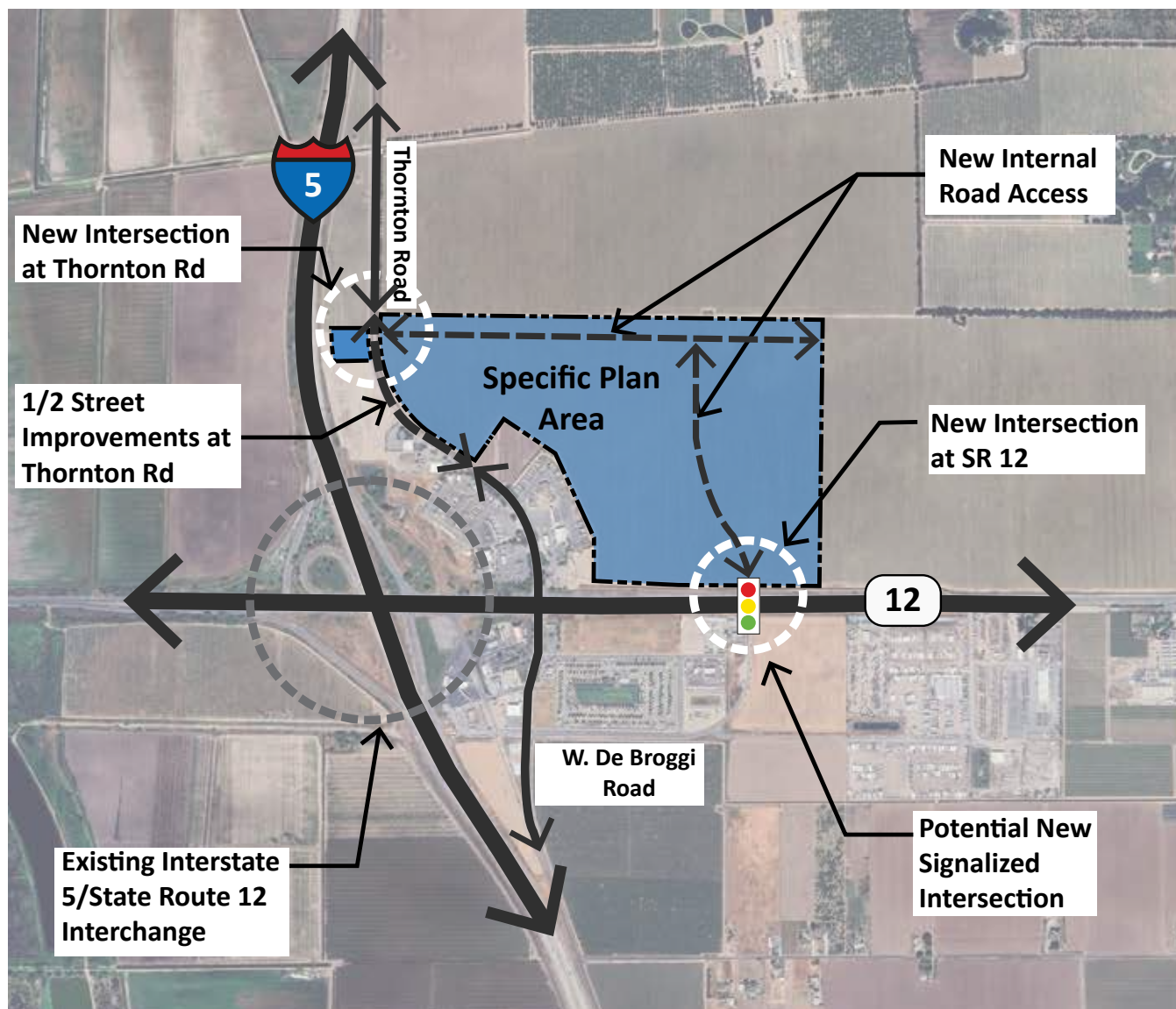


Figure 4.1 Proposed Site Access

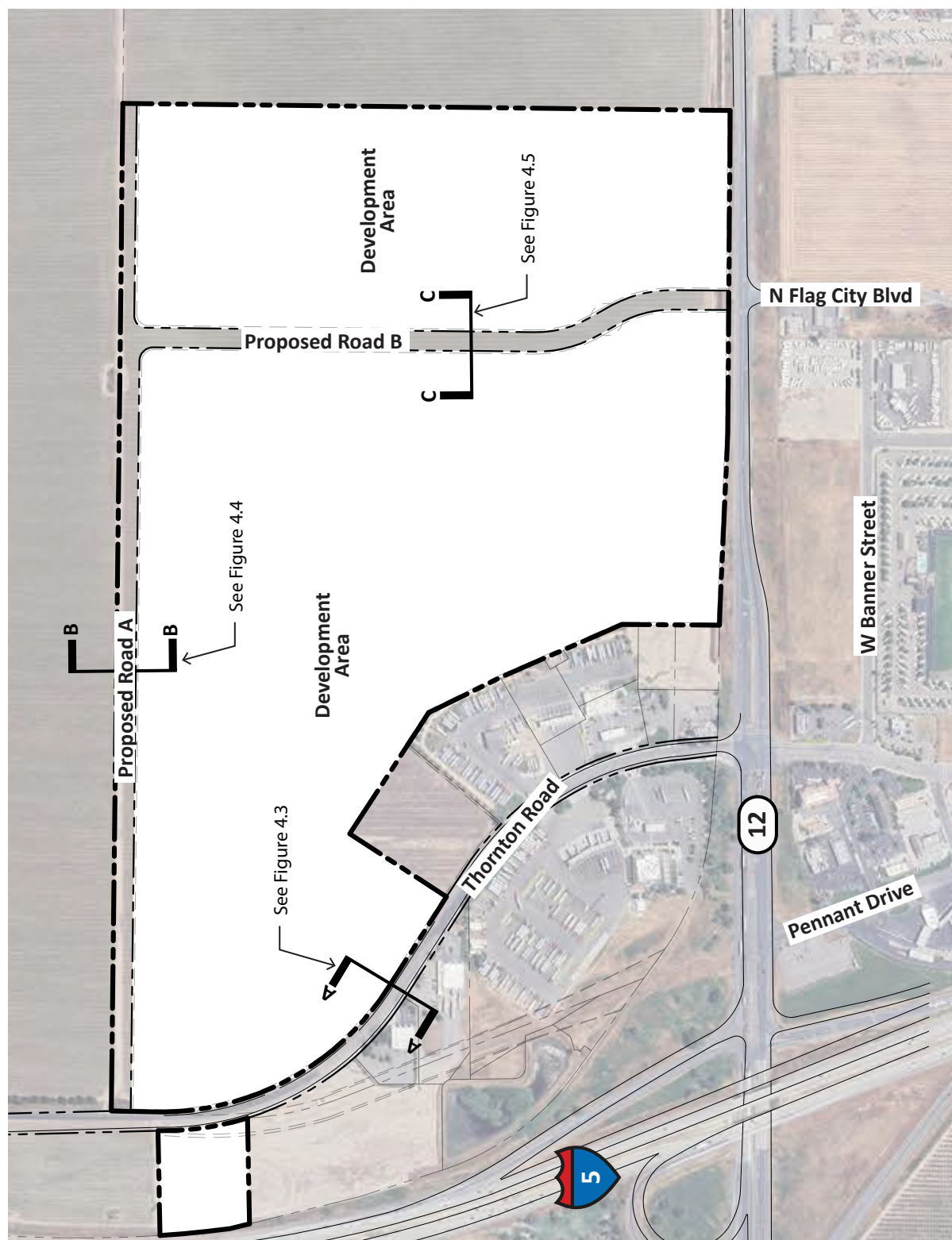


Figure 4.2 Street Section Locations

## 4.5 THORNTON ROAD

Thornton Road is a north-south minor arterial located west of the Plan Area. Thornton Road provides a connection between SR-12 and Turner Road to the north of the Plan Area. North of SR-12, Thornton Road is a four-lane road with full frontage improvements for approximately a quarter of a mile, serving existing commercial properties along the street. Beyond this point, it narrows to a rural two-lane road without frontage improvements, continuing to Turner Road. Thornton Road is not currently designated as a STAA truck route.

To provide access for STAA trucks from I-5 to the Plan Area, minor modifications, limited to signal timing modifications and striping, will be required at the intersection of SR-12 and Thornton Road. North of SR-12, between the existing commercial uses and its intersection with Proposed Road A in the Plan Area.

North of SR-12, Thornton Road will require street improvements to include the half street width of the ultimate condition per the 84' right of way Minor Arterial per San Joaquin County standards, see Figure 4.3. It is expected that the curb and gutter and sidewalk will be required along Plan Area frontage to accommodate these half street improvements. Additionally, within Thornton Road, it should be expected that utilities may be extended as necessary to serve the development.

## 4.6 PLAN AREA ACCESS AND INTERNAL STREET CIRCULATION

There will be two access points to the Project site. The initial access point will be a new private road, Proposed Road A, extending east from Thornton Road north of its intersection with SR-12. The second access point will be a new private road, Proposed Road B, extending north from SR-12 across from the existing North Flag City Boulevard intersection.

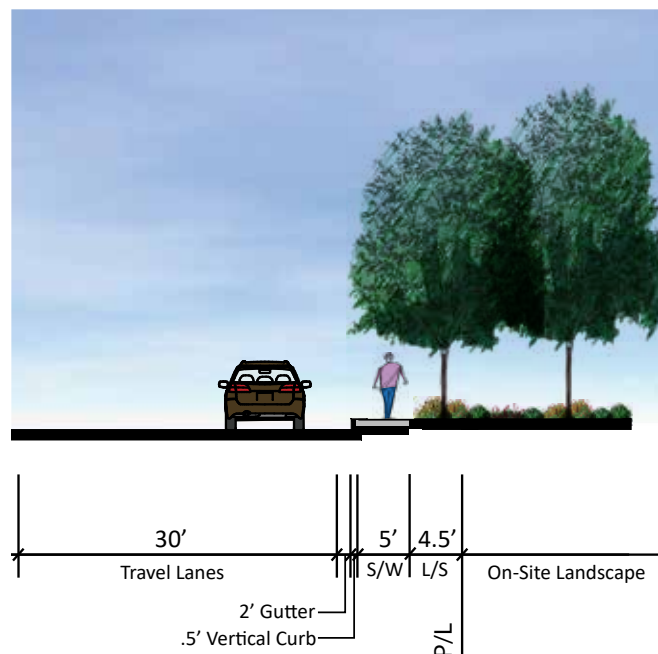


Figure 4.3 Section A-A, Thornton Road 1/2 Street Minor Arterial



The new Thornton Road/Proposed Road A intersection will be a three-way intersection that is anticipated to involve the construction of one through lane and one right turn lane on northbound Thornton Road, one shared through/left turn lane southbound Thornton Road, and one left turn lane and one right turn lane on westbound Proposed Road A. The new SR-12/N. Flag City Blvd/ Proposed Road B intersection would be a four-way intersection that is anticipated to involve the construction of one through lane on eastbound SR-12, one through lane on westbound SR-12 east of the intersection, two through lanes on westbound SR-12 west of the intersection, left turn pockets for travelling north on Proposed Road B and south on N. Flag City Boulevard, and dedicated right turn pockets on all legs of the intersection. Both Proposed Roads A and B would be designated private streets that have been designed to San Joaquin County standards and could be offered for dedication should the streets need be in the future.

The SR-12 intersection improvements will require approval from Caltrans District 10 and the California Transportation Commission. The internal circulation improvements will provide access to interior buildings and vehicle and truck court parking, and will provide a looped circulation network in the Plan Area.

Proposed Road A will be a Commercial/Industrial Street with a 60-foot right of way, following San Joaquin County Standard, see Figure 4.4. It will extend from Thornton Road and run parallel to the northern boundary of the Plan Area and extend to the eastern boundary. This internal street will provide automobiles, trucks, and pedestrian access to development within the Plan Area.

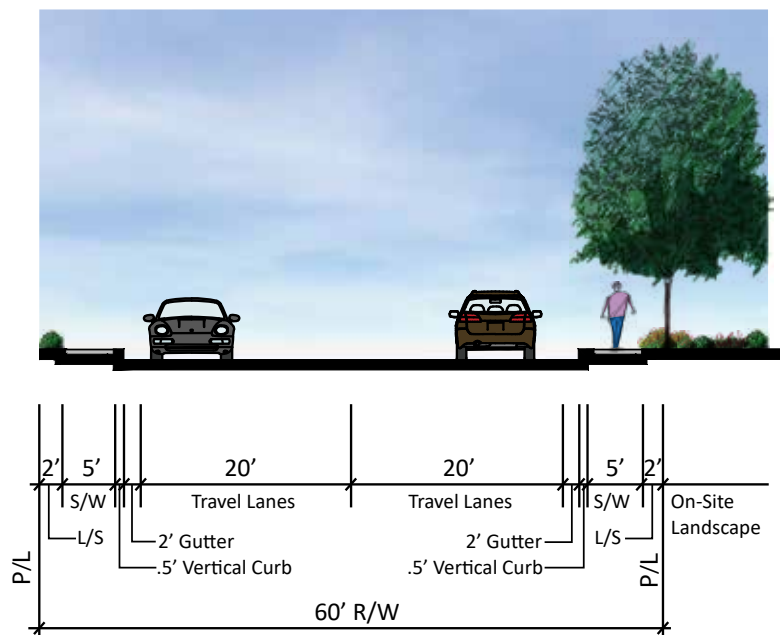


Figure 4.4 Section B-B, Road A Commercial/Industrial

Proposed Road B will be an 84' right of way Minor Arterial that will extend south from Proposed Road A and intersect with SR-12 at the current North Flag City Boulevard intersection, thereby providing an extension of North Flag City Boulevard to the north, see Figure 4.5. This internal street will provide automobiles, trucks, and pedestrian access to development within the Plan Area and will also complete the looped street circulation network in the Plan Area.

The timing for completion of the second access point at the intersection of SR-12 and Proposed Road B will be determined by two factors.

1. The completion of the process for obtaining Cal-Trans approval of the SR-12/Proposed Road B intersection design and improvements; and,

2. The timing of individual development applications that are determined, through associated traffic analysis, to generate vehicle trips that exceed the capacity of the initial access point at the intersection of Thornton Road and Proposed Road A.

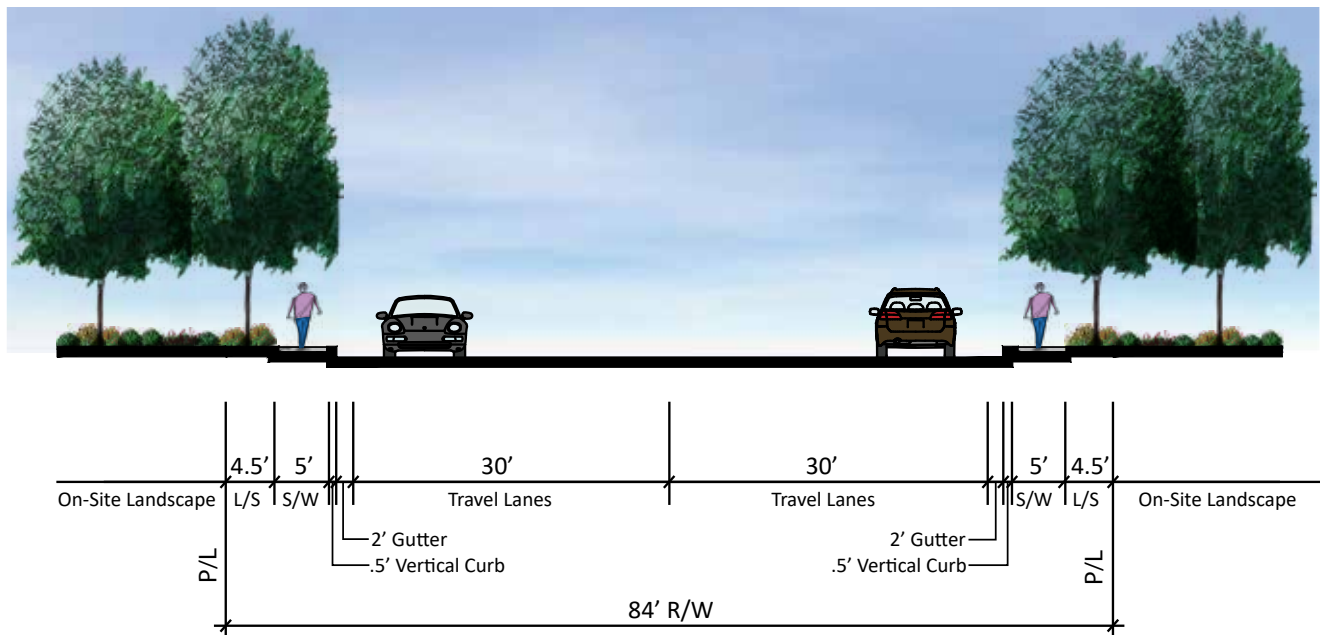


Figure 4.5 Section C-C, Road B Minor Arterial,

## 4.7 UTILITIES

Utility infrastructure in the Plan Area will be constructed and phased with each development application with the County. Required utility improvements will be determined to be consistent and approved to include the necessary utility improvements to service not only each phase but also to provide for the future phases for development of the entire Plan Area. Utility systems will be designed based on the Development Title Chapters 9-602 (Water), 9-604 (Wastewater Treatment and Disposal), 9-605 (Private On-Site Wastewater Disposal Facilities), and 9-606 (Storm Drainage), and other County regulations as applicable.

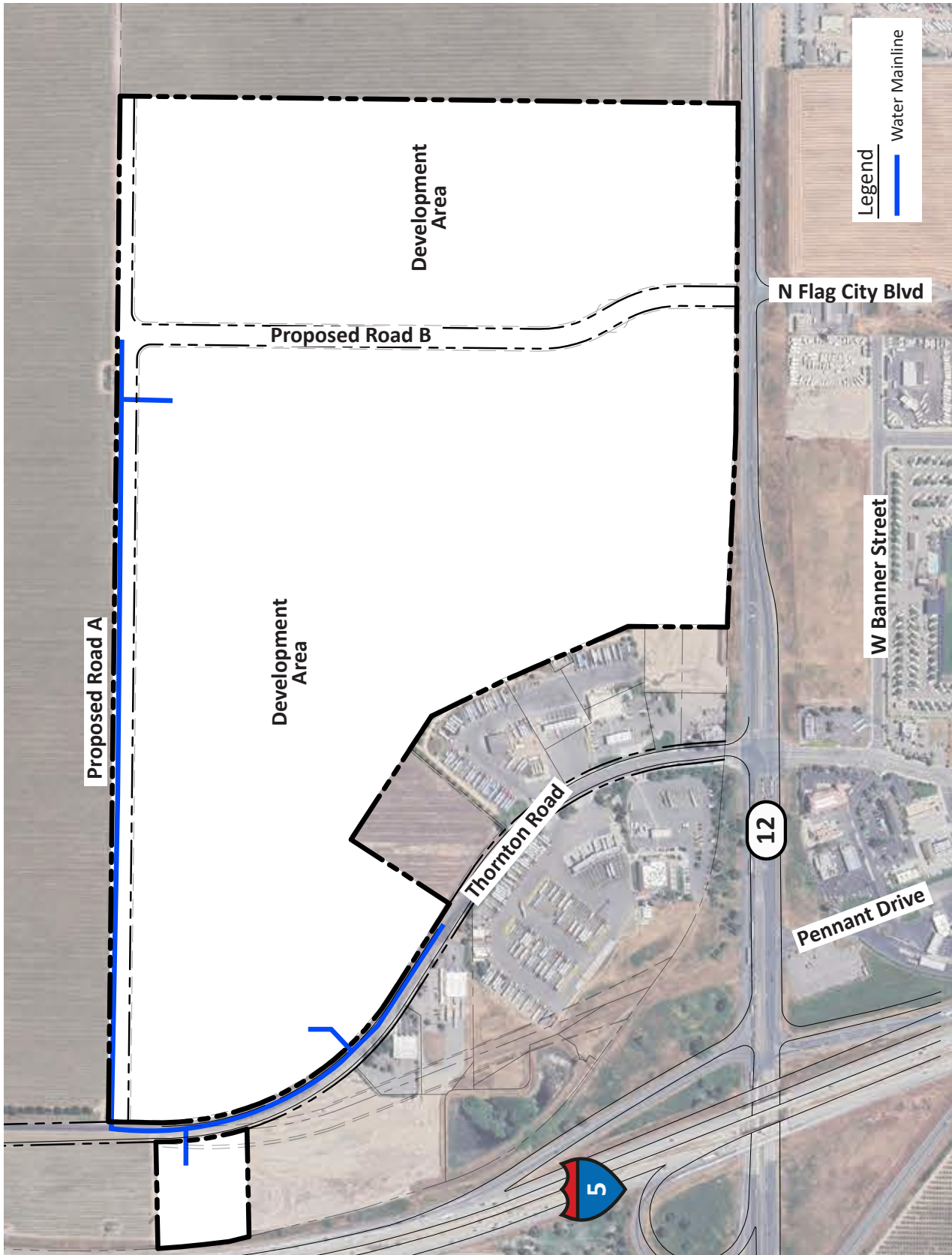
### Potable Water Service

Potable water service would be provided to the Specific Plan area from the existing CSA 31 potable water distribution system. Initial development would include the extension of a 12-inch line north along Thornton Road to its intersection with Proposed Road A, see Figure 4.6. Another 12-inch line will be extended from Thornton Road to the Plan Area's eastern boundary, which would provide a stub for future water service for development across the Plan Area. A third 12-inch line would be constructed in Proposed Road B, from its intersection with Proposed Road A to a second interconnect with the CSA 31 system on North Flag City Boulevard, south of SR-12, see Figure 4.7. These watermain extensions will provide for the development of the entire Plan Area, allowing for parcel-specific service extensions as well as hydrants and other required fire control facilities. All water system improvements will require coordination and approval from the Public Works Department, the County Fire, Woodbridge Irrigation District, and CalTrans.

### Wastewater Disposal

The Specific Plan provides developers with two (2) options for wastewater disposal services. The first option is to install a new on-site system of septic tank(s) and leach fields, see Figure 4.8 and 4.9. This option would require compliance with the County's existing wastewater disposal requirements for uses in Warehouse Industrial (I-W) zones, as set forth in Chapter 9-604 of the Development Title.

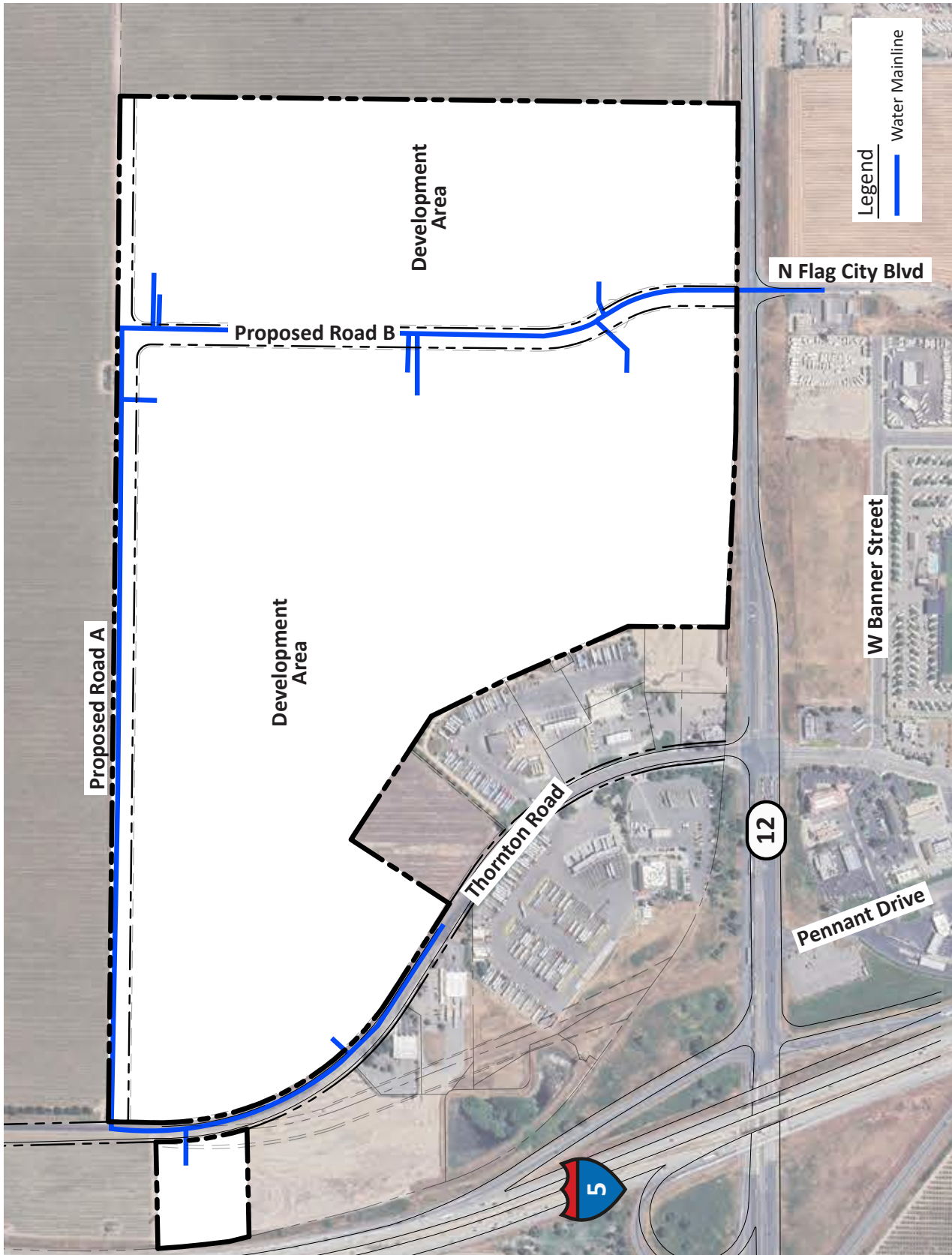
The second option is to connect to the existing CSA 31 system and the City of Lodi White Slough Water Pollution Control Facility, see Figures 4.10, 4.11, and 4.12, consistent with existing requirements for uses in Limited Industrial (I-L) zones, as set forth in Chapter 9-604. Individual development projects may choose either the on-site system option or the CSA 31 system option. If a project elects to connect to the CSA 31 system, then prior to issuance of a building permit, the project applicant must satisfy all County requirements for connection to the CSA 31 system including, among other things, (a) that it has acquired new or existing treatment capacity rights in the City of Lodi's White Slough Water Pollution Control Facility, and (b) that the County has approved the applicant's proposed sewer facilities design.



Note: Conceptual and subject to change.  
For illustrative purposes only.

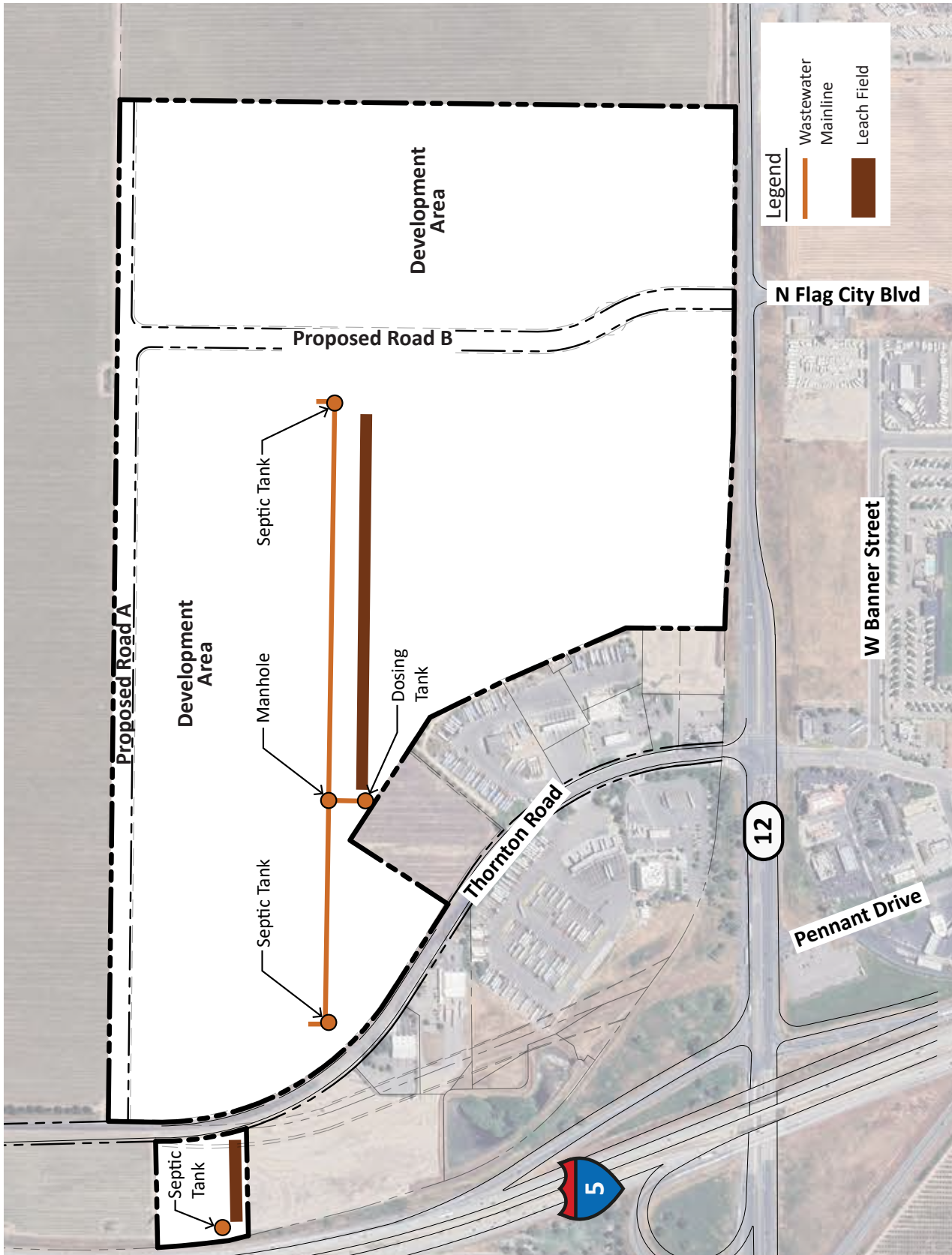
Figure 4.6 Conceptual Phase 1 Potable Water





Note: Conceptual and subject to change.  
For illustrative purposes only.

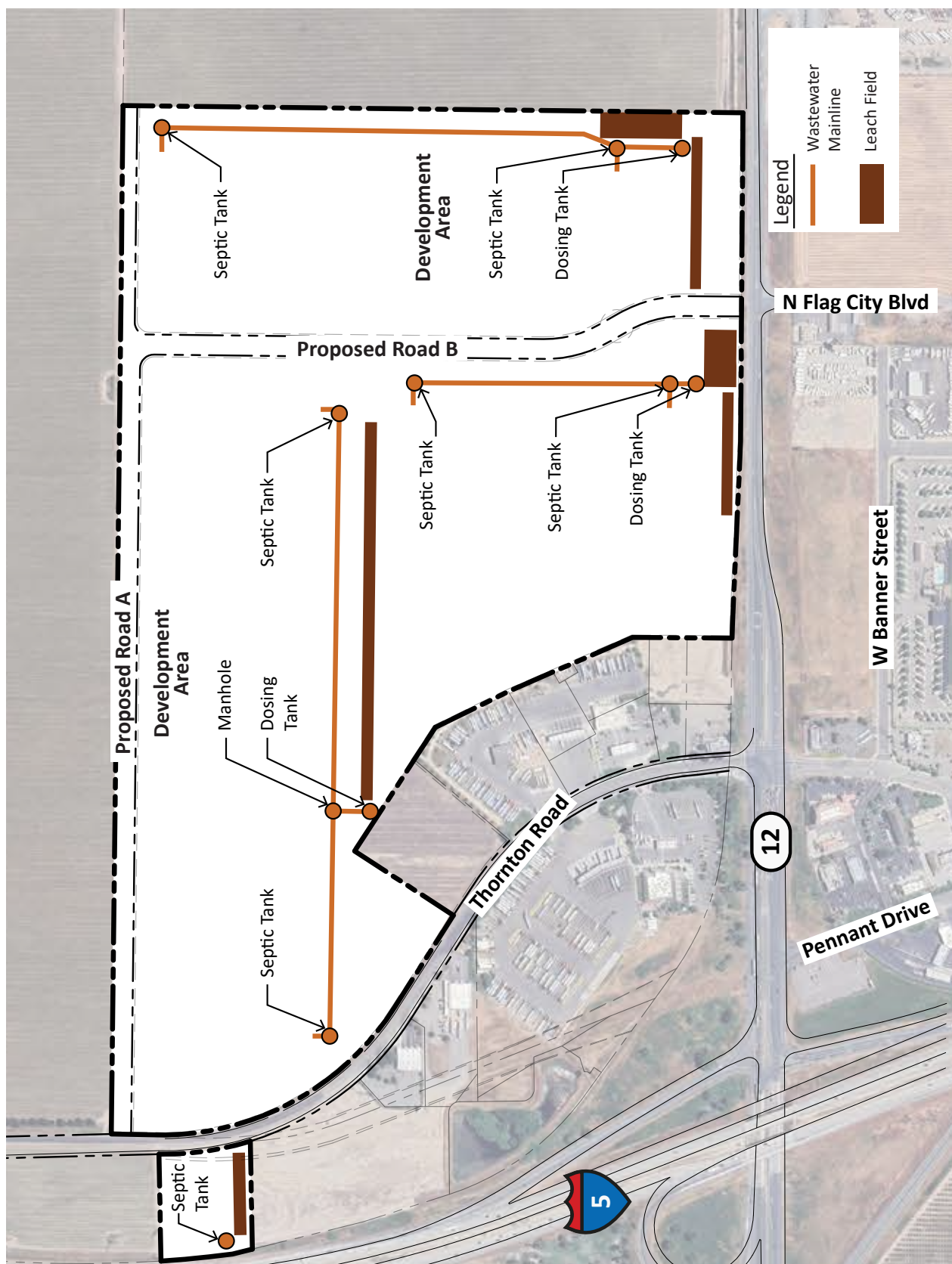
Figure 4.7 Conceptual Potable Water Buildout



Note: Conceptual and subject to change.  
For illustrative purposes only.

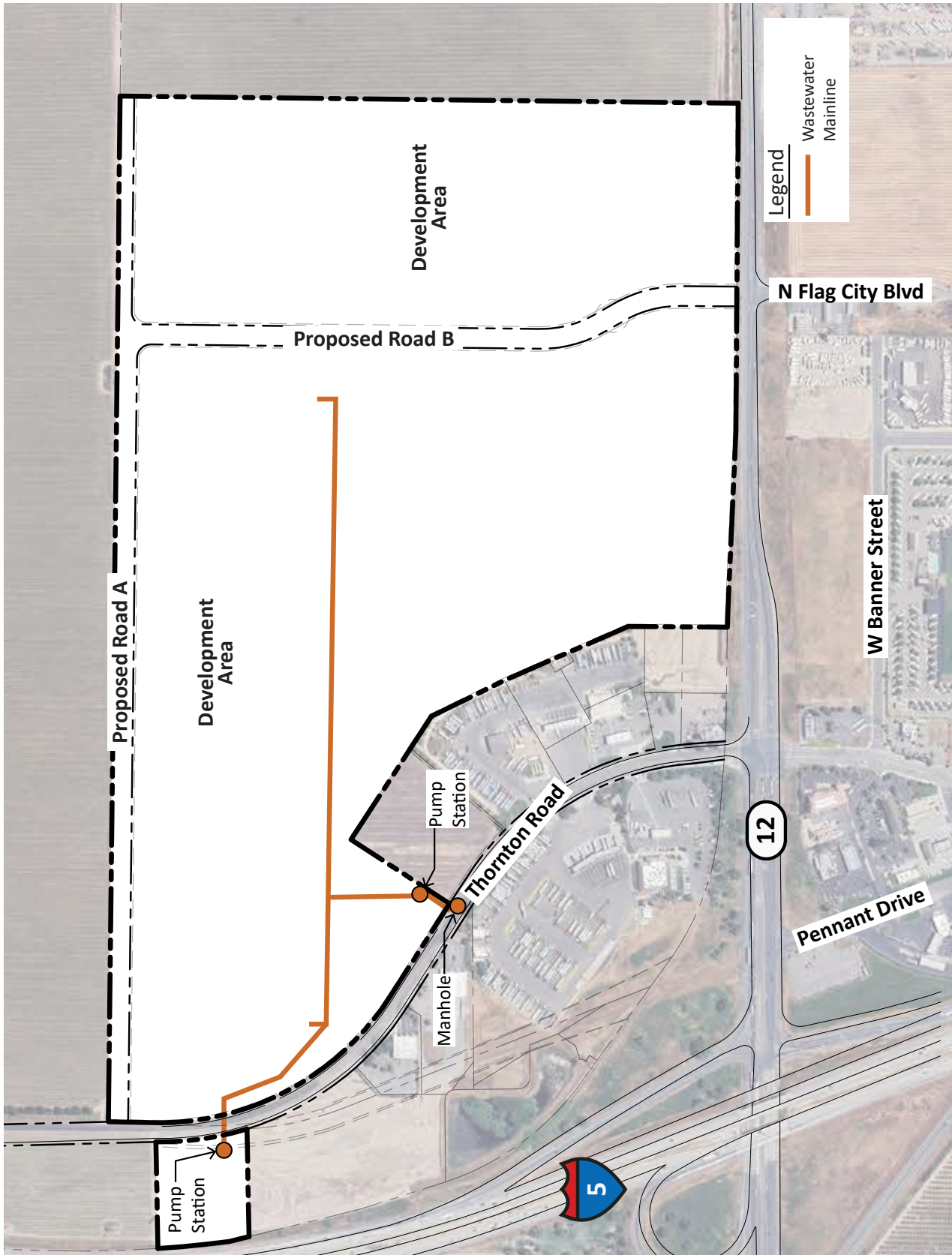
Figure 4.8 Option 1 Conceptual Phase 1 Wastewater On-Site Septic and Leach Fields





Note: Conceptual and subject to change.  
For illustrative purposes only.

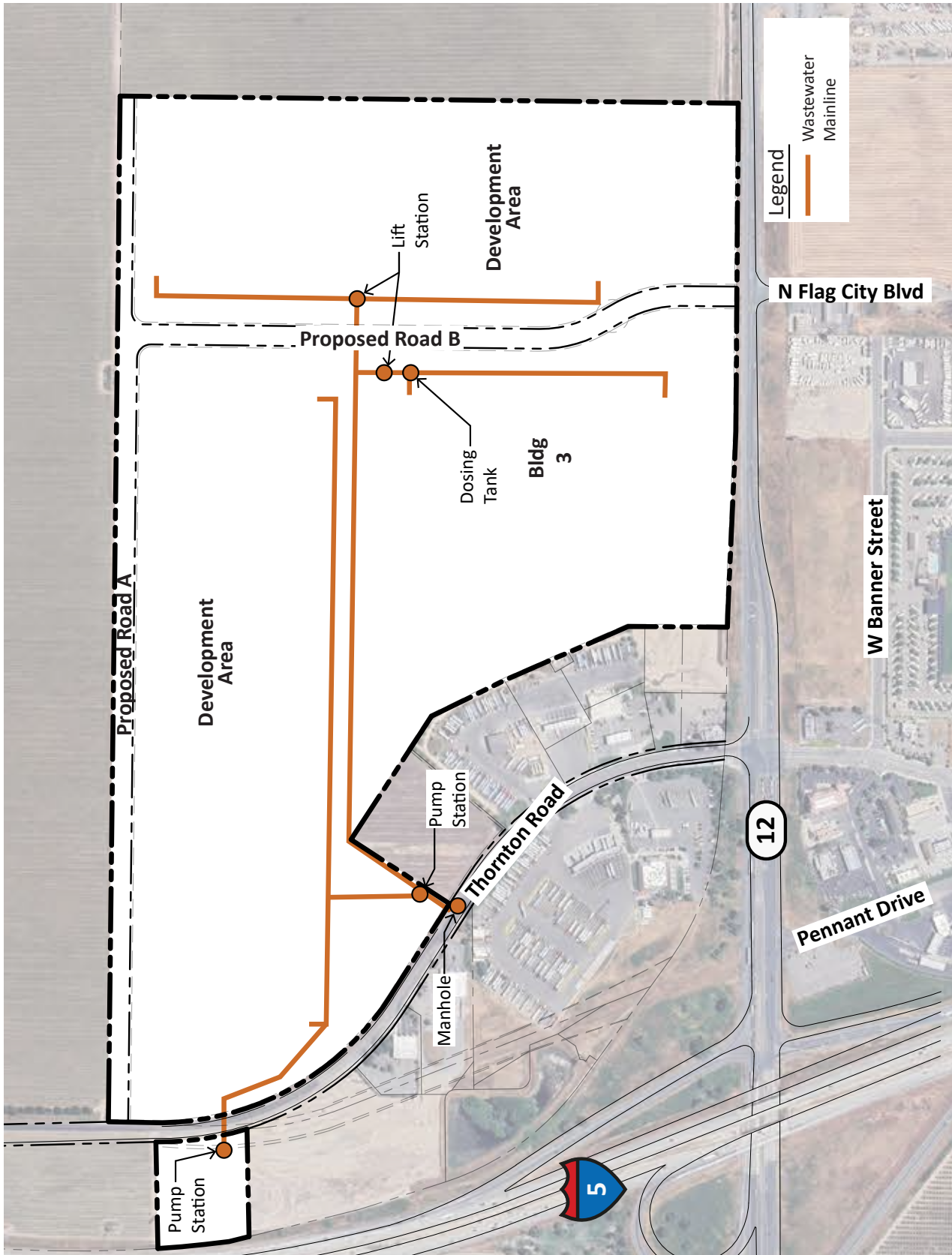
Figure 4.9 Option 1 Conceptual Buildout Wastewater On-Site Septic and Leach Fields



Note: Conceptual and subject to change.  
For illustrative purposes only.

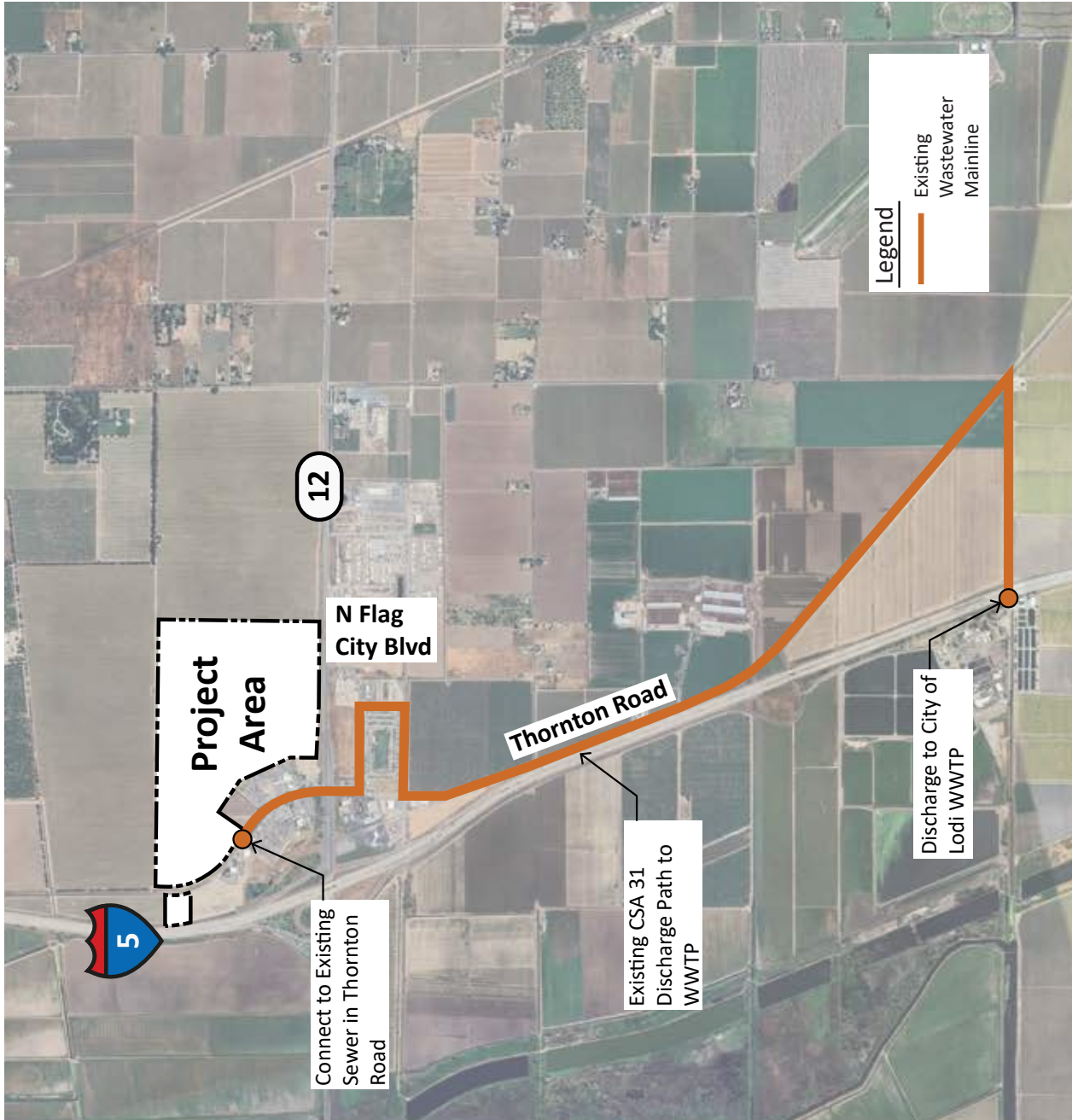
Figure 4.10 Option 2 Conceptual Phase 1 Wastewater CSA 31





Note: Conceptual and subject to change.  
For illustrative purposes only.

Figure 4.11 Option 2 Conceptual Wastewater Buildout CSA 31



**Note: Conceptual and subject to change.  
For illustrative purposes only.**

Figure 4.12 Option 2 Conceptual Offsite Wastewater Improvements



**Storm Drainage**

As with wastewater infrastructure, storm drainage infrastructure in the Plan Area would be constructed on a parcel-by-parcel basis, consistent with the need to provide service to the entire Plan Area. Storm water runoff from development in the Plan Area would be collected in an internal system including storm drain inlets, storm water volume reduction and water quality control facilities, and collection pipes, in accordance with County and State requirements.

An internal storm water collection system will collect storm water drainage from the individual, developed parcels and drain to an on-site retention basin on approximately 25 acres located in the southwestern portion of the Plan Area, see Figure 4.13. This retention basin would provide storage capacity of up to 75 acre-feet. The collection and retention basin system will comply with the requirements for development in the Warehouse Industrial (I-W) zones, as set forth in Chapter 9-606 of the Development Title.

Consistent with the State Sustainable Groundwater Management Act and the requirements of competing jurisdictions, retention ponds serving the Plan Area shall not be permitted where the highest recorded groundwater elevation is less than two (2) feet from the bottom of the proposed retention pond, and shall be permitted where the highest recorded groundwater elevation is two (2) feet or more from the bottom of the proposed retention pond. Stormwater treatment prior to percolation at the 2' separation elevation can be achieved by compliance with the SJC LID manual. This can either be handled by site or explored as a centralized pre-treatment within the basin in the form of a forebay. Alternative treatments may be explored, such as mechanical devices that allow for the removal of pollutants prior to entering the basin. This requirement supersedes the standard set forth in Section 3-4.06.B.1.a of the County of San Joaquin Public Works Improvement Standards dated November 2014, as amended.

Due to the land requirement for the retention basin, initial development in the Plan Area may be limited to less than 3.2 million square feet. However, in the future, if off-site disposal options for storm drainage become available, then the retention basin may be converted to a smaller detention basin and the majority of the retention basin site may be reclaimed for industrial uses subject to any necessary Specific Plan amendments and environmental review pursuant to CEQA. See Figures 4.13 and 4.14.

**Electricity**

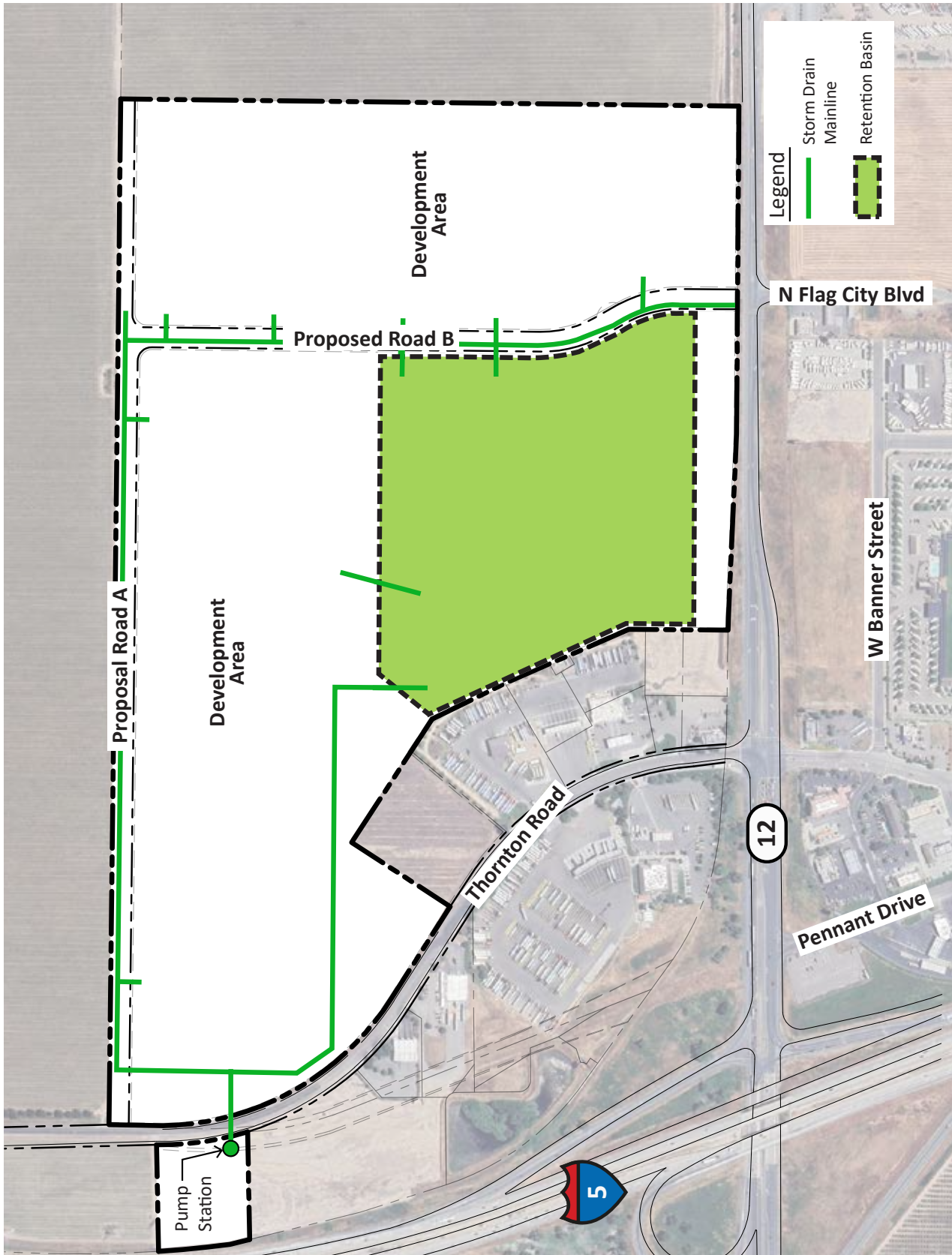
Electrical service within most of the County is provided by a transmission and distribution network owned primarily by PG&E. Existing electrical distribution lines are available adjacent to the Plan Area. These include both overhead and underground systems adjacent to the site along Thornton Road and SR-12. If upgrades to the existing electrical services are necessary to serve proposed development, state-regulated energy franchise utilities are obligated to extend services and/or upgrade services to new development as necessary.

**Natural Gas**

Natural gas services in the County are also provided by PG&E, which is the only provider of this service. PG&E gas distribution lines are located along Thornton Road, adjacent to the site which may provide the necessary service to the site. If upgrades to the system are necessary to serve proposed development, state-regulated energy franchise utilities are obligated to extend services and/or upgrade services to new development as necessary.

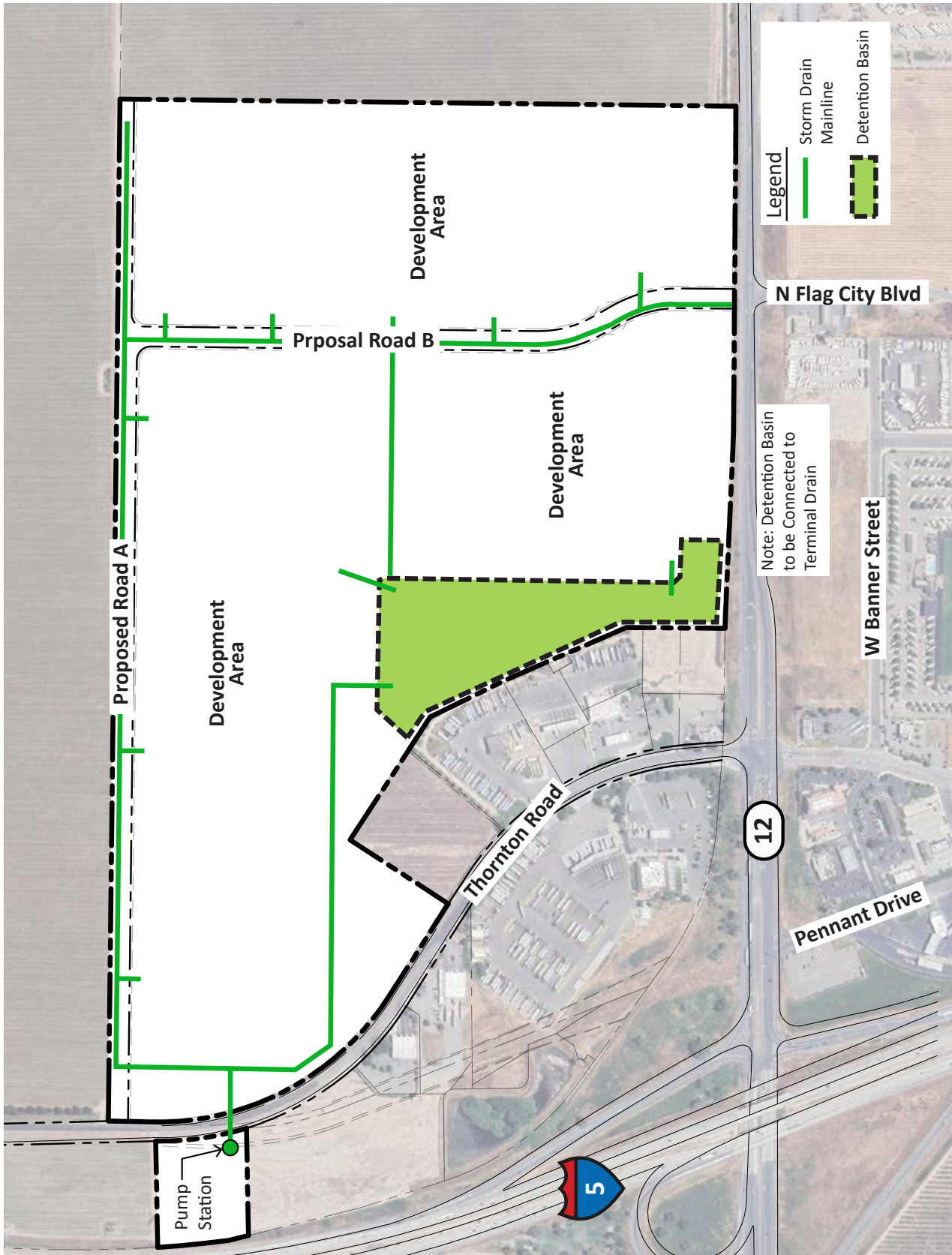
**Fiber Communications**

AT&T provides telephone services to the unincorporated County. Comcast provides cable television services to the unincorporated County where service is available. These state-regulated franchise utilities are obliged to extend services to new development projects where required.



Note: Conceptual and subject to change.  
For illustrative purposes only.

Figure 4.13 Alternative Storm Drainage Concept



Note: Conceptual and subject to change.  
For illustrative purposes only.

Figure 4.14 Alternative Storm Drainage Concept



## 4.8 SOLID WASTE DISPOSAL

The proposed land uses in the Plan Area will generate new demand for solid waste disposal services. Waste Management Inc currently provides services to the areas surrounding the City of Lodi for the collection, transportation and disposal of refuse and garbage, including the collection of recyclable materials.

Development in the Plan Area will be required to adhere to the following sustainability measures:

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Provide interior storage areas for recyclables and green waste and provide adequate recycling containers for employees.
- Exterior storage of solid waste shall be permitted within the Plan Area and generally consists of trash enclosures with dumpsters to be designed in compliance with the providers' design standards.

## 4.9 FUNDING

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

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

## 4.10 MAINTENANCE

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

1. Standard County maintenance responsibility and assessments from property owners (either individually or through property owners' associations).
2. A Community Services District, Community Facility District, or other appropriate funding mechanism.
3. Other utilities (such as electricity, natural gas, and telephone) and services (such as solid waste collection) will be maintained through fees and charges of the appropriate services providers. County-operated Lighting and Landscaping District or Landscape Maintenance District.

Once the County has accepted street improvements, the County will maintain all improvements within the public street right of way. All areas outside the public right of way will be privately maintained. The property owners will be responsible for all buildings, private streets, parking, common areas, and landscaping outside the public right-of-way. Utilities will be maintained by the appropriate service providers or others means as determined by the County. Drainage basins, inlets, detention structures and water quality planters will be maintained by the property owners.

This page is intentionally left blank





## 5.1 SPECIFIC PLAN & RELATION TO THE DEVELOPMENT TITLE

The Specific Plan establishes a set of development standards, guidelines, and processes for development and serves as the governing zoning regulations for the Plan Area. In addition to the regulations contained in this Specific Plan, properties within the Plan Area are subject to applicable regulations of the Development Title. To the extent any regulation in this Specific Plan conflicts with the Development Title, the regulations set forth herein shall prevail. The review process for each type of development application shall be as specified in the Development Title, except as modified herein.

## 5.2 PROCESSING OF APPLICATIONS

### **Application Submittals**

Applications to develop lands in the Plan Area shall be submitted in accordance with the requirements of Chapter 9-802 (Common Procedures), as modified herein.

### **Zoning Compliance Review**

Applications for proposed uses that are eligible for a Zoning Compliance Review under Chapter 2 of this Specific Plan shall be reviewed and determined in accordance with Chapter 9-803 (Zoning Compliance Review) of the Development Title, see Figure 5.1. Although Zoning Administrator determinations for such applications are ministerial, and notwithstanding Section 9-803.040 of the Development Title, decisions under this Specific Plan and Chapter 9-803, all such determinations shall be subject to the appeal provisions for discretionary decisions as set forth in Section 9-802.140 of the Development Title. Any appeal of a Zoning Administrator determination under this Specific Plan shall not change the ministerial nature of the determination on appeal.

### **Administrative Use Permit**

Applications for proposed uses that are eligible for an Administrative Use Permit under Chapter 2 of this Specific Plan, shall be reviewed and determined in accordance with the procedures for Administrative Use Permits prescribed by Chapter 9-804.020 (Administrative Use Permit) of the Development Title.

## 5.3 SUBDIVISIONS

The Plan Area is currently comprised of two parcels bearing Assessor's Parcel Numbers and 025-190-01 and 025-190-15. The Plan Area may be subdivided as development proposals are received and approved. Such subdivisions will require the approval of tentative and final subdivision maps, or parcel maps, in accordance with the requirements of the State Subdivision Map Act and Chapter 9-500 of the Development Title. Subdivision applications may be processed concurrently with other applications. All streets, sidewalks, landscape areas, public property and infrastructure, and other improvements shown on an application to subdivide all or any portion of the Plan Area shall comply with the requirements of this Specific Plan. No lot shall be created within the Plan Area with size or dimensions rendering it incapable of meeting all applicable requirements of this Specific Plan.

## 5.4 SPECIFIC PLAN AMENDMENTS

The Specific Plan is intended to be sufficiently flexible to respond to both current and future market conditions and development opportunities. To preserve and promote this flexibility consistent with the intent of the Plan, minor amendments to the Plan may be processed and approved administratively. Applications for a minor amendment to the Plan may be submitted in accordance with Section 9-802.020 of the Development Title. Any proposed change to the Plan that is determined, pursuant to Section 9-802.060 of the Development Title, to be exempt from environmental review under CEQA, may be approved as a minor amendment by the Community Development Director. A proposed change to the Plan that is determined not to be exempt from CEQA pursuant to Section 9-802.060 is deemed to be a major amendment that must be processed and approved in accordance with Government Code section 65453 and Section 9-302.040 of the Development Title.

## 5.5 SIGNS

The Plan Area identification, monument, and directional signage will be constructed per the information provided in this Specific Plan. To the extent that this Specific Plan provides for different or additional requirements and/or standards than the County, then the requirements in the Specific Plan shall govern. All building and address signage shall be constructed in accordance with the requirements set forth in the Development Title and are subject to Fire Department approval for address size and location.

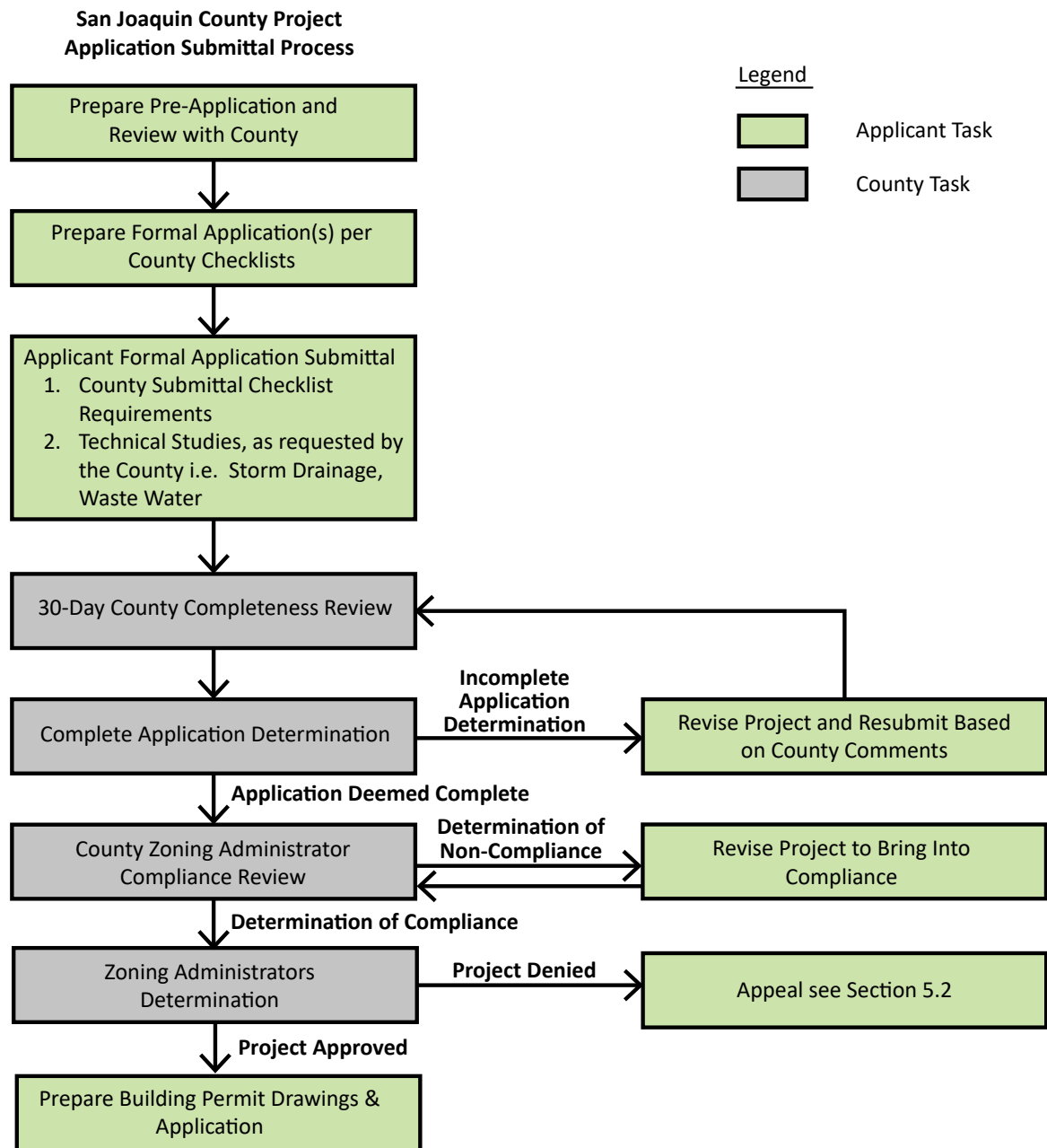


Figure 5.1 Zoning Compliance Review

