

AIRPARK 599 - AIRPORT EAST ADDENDUM
to the
**STOCKTON METROPOLITAN AIRPORT
SPECIAL PURPOSE PLAN**



Final

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San Joaquin County Community Development Department

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Intent of Addendum and Relationship to the Special Purpose Plan

In October of 2000, the San Joaquin County Board of Supervisors approved/adopted the Stockton Metropolitan Airport Special Purpose Plan to set a framework of land use, administrative procedures, development standards and design guidelines for the orderly development of four distinct zones within the overall Special Purpose Plan Area. In 2001, San Joaquin County Community Development prepared the Special Purpose Plan's first addendum (adopted in 2002) for the Air Metro Park to address issues unique to that planning area arising from the first individual projects submitted for approval.

Similar to the function of the Air Metro Park Addendum, this document known as the "Airpark 599 - Airport East Addendum" with the strategies and guidance contained within, is intended to serve as the new instrument for guiding the design and development of this specific component of the Stockton Metropolitan Airport Special Purpose Plan Area moving forward. This is a focused addendum that applies only to a portion of the original Airport East, also known as "AirPark 599" and does not include the Airport-Related Use Area.

It is important to note that this addendum does not change or modify the base general plan/zoning conditions or procedures specific to individual project approval within Airport East as defined in the 2000 Special Purpose Plan.

Scope of Addendum

This document has been produced to illustrate/establish the following concepts for Airpark 599:

- Development strategy
- Urban design concepts to help guide the public realm framework
- Site planning, architectural and landscape standards and guidelines
- Definition of the streetscapes
- Master signage program
- Infrastructure framework

Content of Addendum

The plans, renderings, photographs, and all types of graphics depicting specific design of private development areas in this document are included for illustrative purpose only to convey broad concepts and general design intent representing areas, situation or details that are not yet designed or programmed. The final design of these areas and details are to be proposed, evaluated and approved on a project by project basis according to the procedures established in the Special Purpose Plan.

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INTRODUCTION & CONTEXT

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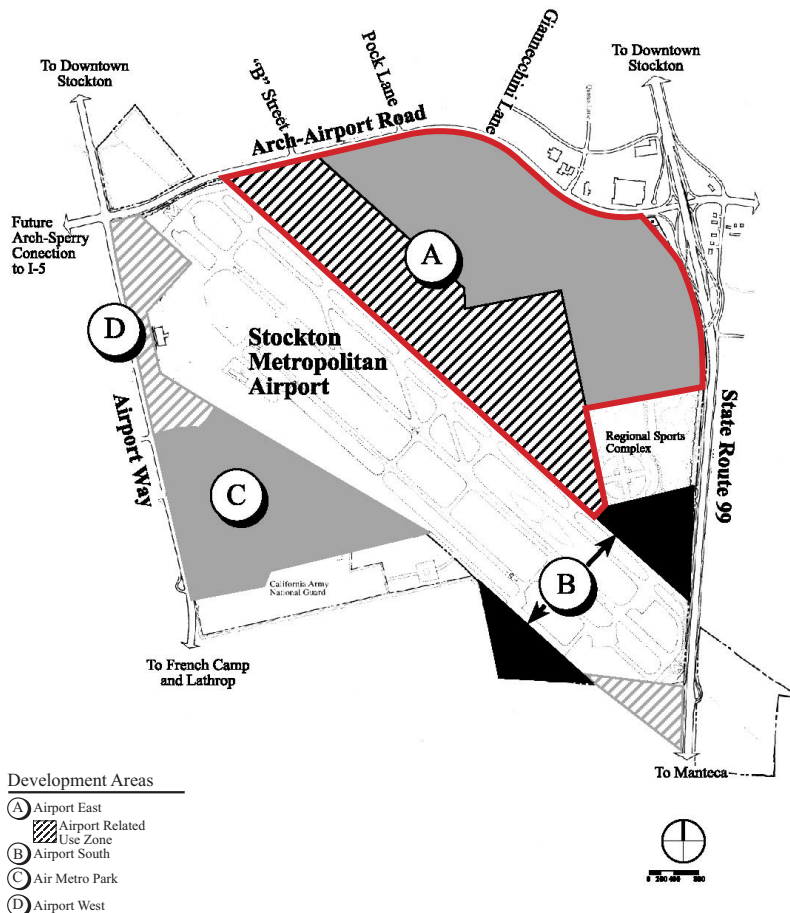


Figure 1.1.1 - SMASPP Planning Areas Diagram, Airport East

1.1 Introduction

In October of 2000, the San Joaquin County Board of Supervisors approved/adopted the Stockton Metropolitan Airport Special Purpose Plan to set a framework of land use, administrative procedures, development standards and design guidelines for the orderly development of the approximate 766 acres of surplus lands surrounding the Stockton Metropolitan Airport.

This Special Purpose Plan was the implementing document of the General Plan, Zoning, Development Title and environmental clearance approved through the County of San Joaquin and a General Plan update approved by the City of Stockton in 1998.

At the core of the creation of the original entitlement structure and Special Purpose Plan guidance was the vision to take advantage of the unique set of attributes the Stockton Metropolitan Airport holds:

- Fully functional airport providing passenger airlines, air cargo, corporate jet facilities and military training operations

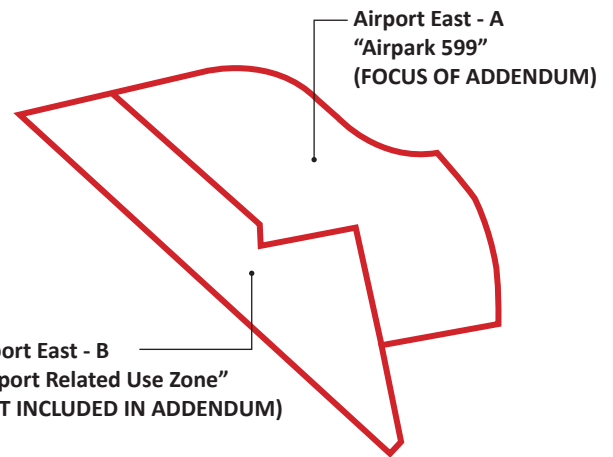


Figure 1.1.2 - Airport East- Airpark 599 Context

- Immediately adjacent to or within close proximity of the major north/south highways of Interstate 5 and State Route 99
- Adjacent to major freight and ACE passenger rail
- 7 miles from the Port of Stockton
- 70 miles from the Port of Oakland/San Francisco

In structuring a plan to take advantage of these opportunities, the overall approximate 1,550-acre Special Purpose Plan scope was divided into four distinct planning areas surrounding the airport's operational facility and runways, Airport West, Air Metro Park, Airport South and Airport East.

This addendum to the 2000 Special Purpose Plan solely pertains to a focused portion within the overall plan north of the airport runways known as Airport East. For the purposes of this Addendum, Airport East has been further divided into two (2) parts of Airport East - A referred to as "Airpark 599" and Airport East - B referred to as "Airport Related Use Zone." This addendum only applies to future development with Airport East - A, "Airpark 599."

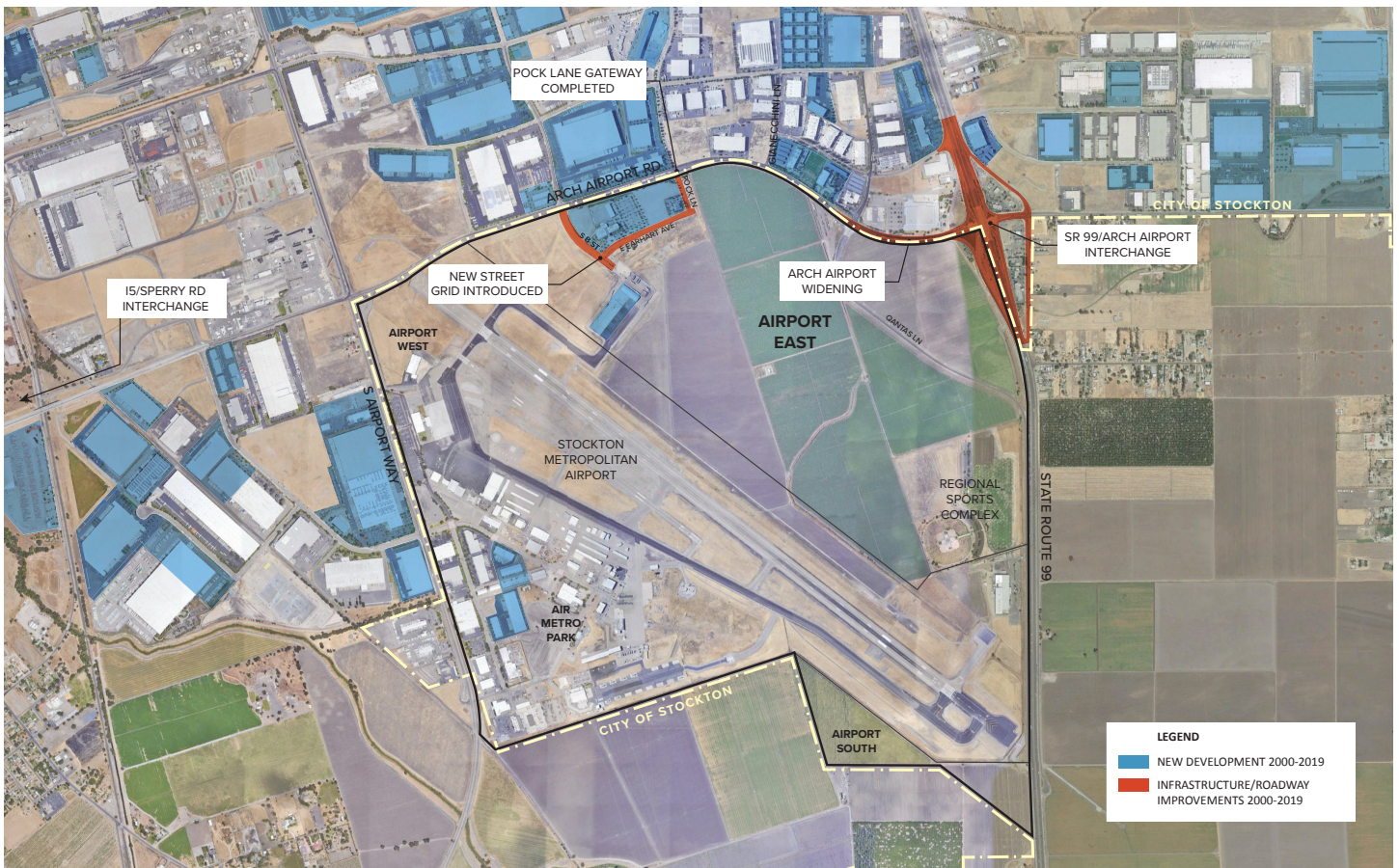


Figure 1.1.3 - Infrastructure and Development Activity Context 2000 - 2019

Since the Special Purpose Plan's approval in 2000, significant investment in planned transportation enhancements has occurred with the completion of the Arch-Airport Road interchange enhancements with State Route 99 in 2006 and Arch-Airport / Sperry Road connection to Interstate 5 in 2015.

Along with these infrastructure improvements, the areas surrounding the Special Purpose Plan, particularly those to the west, north and east within the city limits of Stockton have realized tremendous business/commerce related development growth.



Figure 1.1.4 - I-5 & Arch-Airport Road Interchange

Although some limited development has occurred within the Special Purpose Plan area since its approval, the available development capacity has largely been untapped.

The creation of this Airpark 599 - Airport East Addendum (AP-AEA) is in effort to respond to current market opportunities enabling the Airpark 599 to realize its original objective of economic development growth.

This AP-AEA provides the matrix into which all components of development fit as this specific portion of the the Airport East planning area is developed incrementally over time.

It provides a unifying vision to ensure that buildings, landscaping, and structural features will be aesthetically harmonious and appropriate to the rural agrarian character of South Stockton and to the opportunities and constraints associated with development surrounding the Stockton Metropolitan Airport. It also provides a practical framework to ensure that basic infrastructure elements such as roads and streets, bicycle and pedestrian routes, utilities and landscape will be functional throughout the planning area.



Figure 1.1.5 - Robert J. Cabral Agricultural Center - 2008
Image Copyright: Dreyfuss + Blackford Architects



Figure 1.1.6 - American AgCredit - 2009
Image Source: Google



Figure 1.1.7 - Pock Lane Gateway - 2010
Image Source: San Joaquin County

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PRINCIPLES & FRAMEWORK | 2

2.1 Airpark 599 - 2020 Overview

The objective of the Special Purpose Plan is to ensure that the planning areas and the airport function together as a unified development with a well-defined personality, a strong sense of place, and fulfill the objectives set forth for the AP-X zone.

Given the need for flexible development opportunities, the standards and guidelines address the key ingredients for creating a successful, integrated, high quality development. The project integration will occur in the planning and design of the street patterns, land uses, open space and the architecture and landscape vocabulary.

Supporting these objectives of the Special Purpose Plan, Airpark 599 will continue to hold the foundational planning principles of:

- Land uses (as permitted by the AP-X zone of the San Joaquin County Development Title) will be organized within a cohesive framework of tree-lined streets, open spaces, and project gateways, creating a functional, high quality business community with a strong sense of place.
- The site circulation system provides the necessary distribution and configuration for traffic flows, connections between land uses, and a comprehensive pedestrian/bicycle circulation network.
- Site planning should be contextual and encourage buildings that address the street and support the open space and pedestrian framework for the whole development. Courtyards, passive outdoor spaces and pedestrian connections are highly encouraged.
- Distinctive architectural character established for appropriateness of the buildings use, emphasizing articulated forms and avoiding long blank walls and undifferentiated massing. Reinforcing the character of the airport through materials and construction systems and details will distinguish Airpark 599 from surrounding developments.
- Open spaces are to function as usable focal points within the overall system of streets, buildings and landscape. These are places where people can gather, recreate or simply “get away”. The parks and open spaces also provide a sense of orientation and entry and serve as gateways to the project.
- Landscape is the key to any major development when done in a manner that responds to the site’s unique conditions, embraces local patterns strengthens cohesiveness and sense of place, reflects the opportunities and constraints and enriches the human experience. The agrarian character of South Stockton is a unique asset

to the Stockton Metropolitan Airport and should be integrated throughout the development.

- A network of human-scale site elements should be provided and integrated into a unified vocabulary of signage, graphics, lighting and site furnishings.

The specific guidelines and standards that enhance these general planning principles are located in Chapters that follow.

With these overarching principles intact, this AP-AEA addresses the specific adjustments to the planning area’s framework required to support the near-term development application of a significant portion of Airpark 599 and provide the structure, guidance and flexibility as the remainder is developed over time.

Primary differences in 2000 Airport East and 2020 Airpark 599:

- Adjustment to land use/specific use intent to allow:
 - A. Flexibility for all permitted use of Office, R&D, Flex, Manufacturing, Warehouse & Distribution, and Retail to be implemented in all parcels within Airpark 599
 - B. Anticipation of a potentially less “fine-grained” development pattern with larger footprint volumes and parcelization
 - C. Retention of Retail/Commercial uses adjacent to the intersection of Qantas Lane and Arch Airport Road
- Realignment of the primary circulation network:
 - D. Qantas Lane’s path shift to south
 - E. Earhart Avenue remains as constructed from B Street to Pock Lane but with the option not to continue through to Qantas Lane
 - F. The addition of new street “E. Landing Lane” to connect Qantas Lane to 99 Frontage Road
 - G. Elimination of Gianecchini Lane as a public street in lieu of a potential parcel access point
- Modification of the parks and open space network:
 - H. Retain the Arch-Airport Road Linear Trail
 - I. Leverage existing Regional Sports Complex and Park
 - J. Relocation of East Park to Arch Airport Linear Trail and Pock Lane
 - K. Elimination of West Park internal to Airpark 599

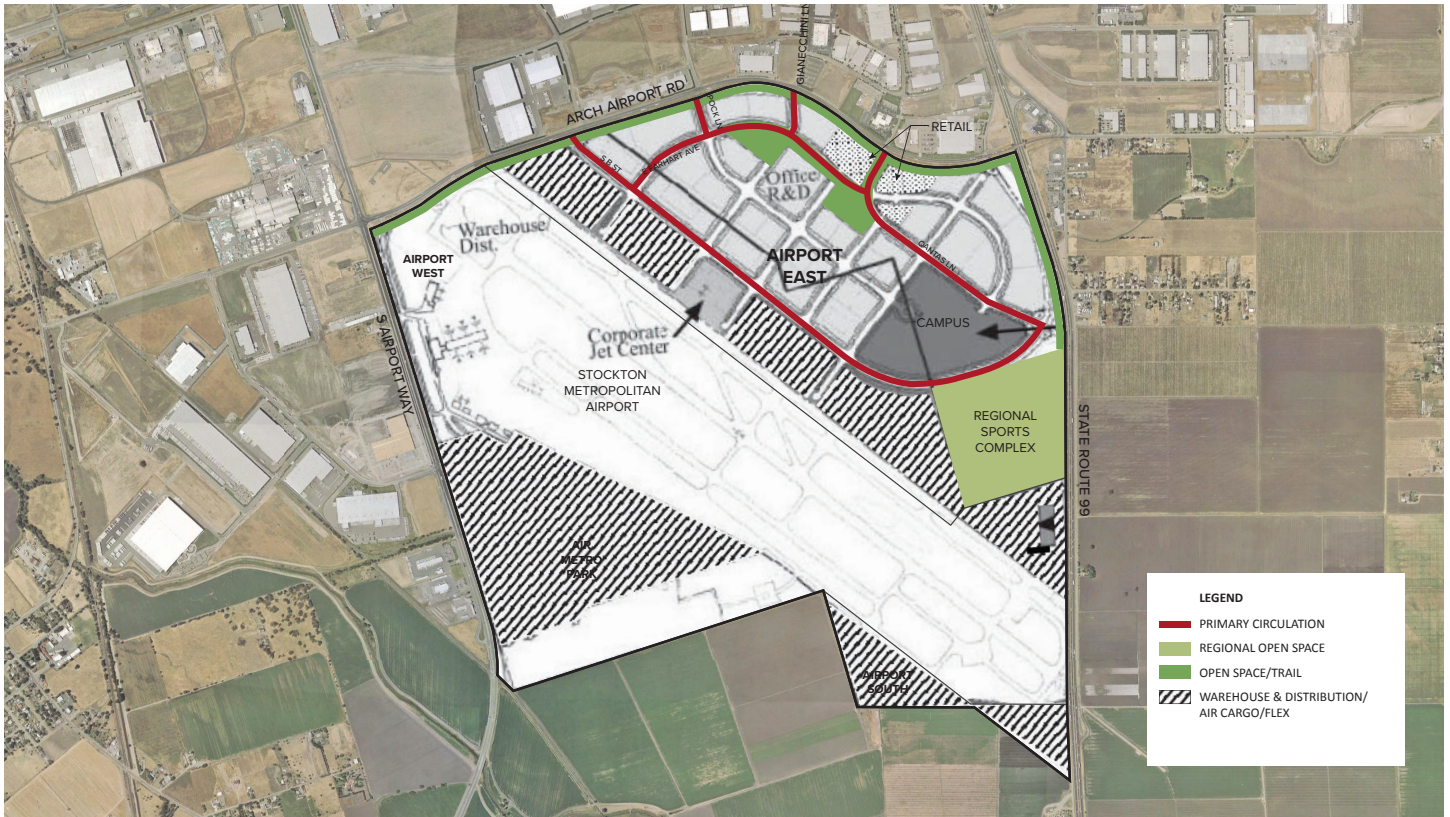


Figure 2.1.1 - 2000 Special Purpose Plan Land Use, Primary Circulation and Open Space Composite

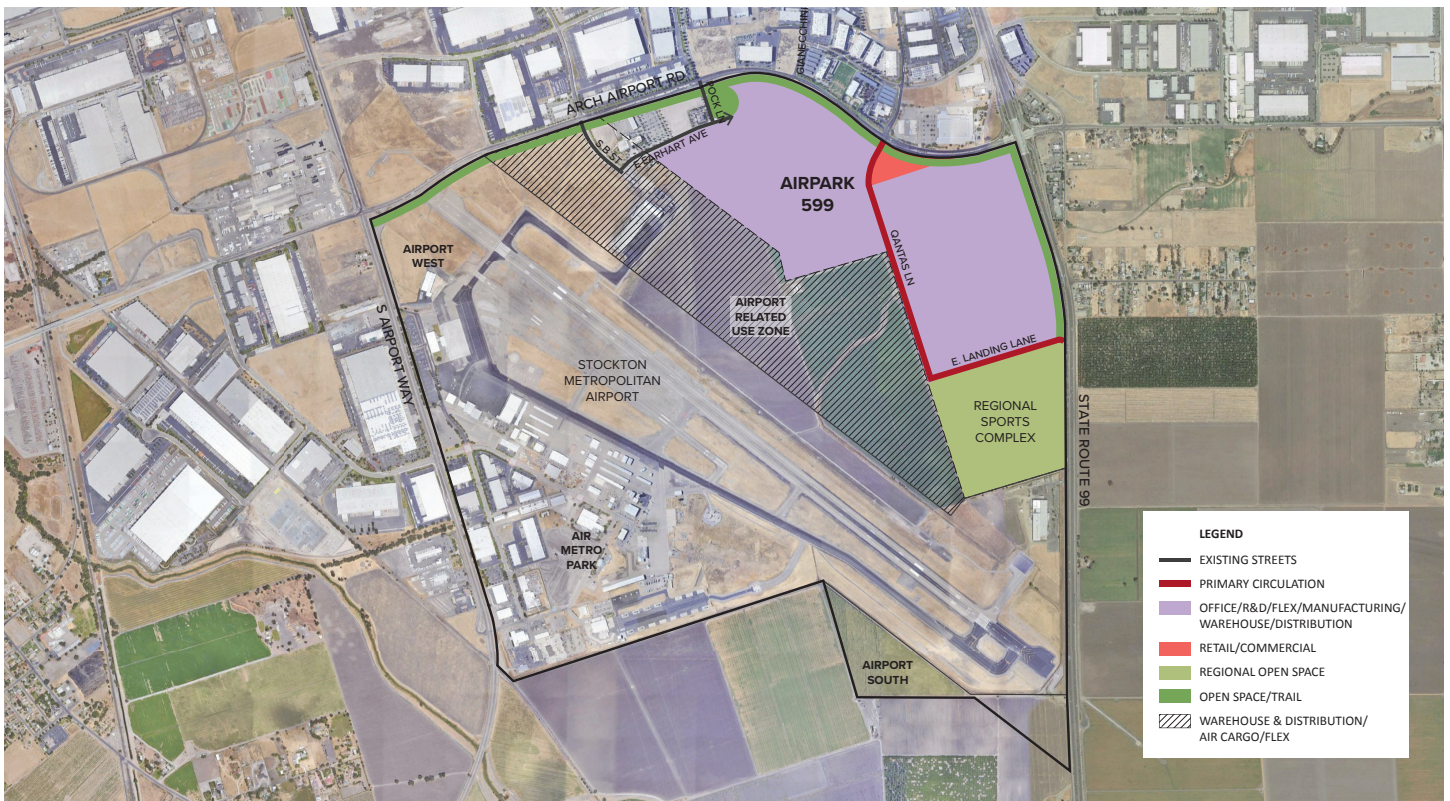


Figure 2.1.2 - 2020 Airpark 599 Addendum Land Use, Primary Circulation and Open Space Composite

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SITE AND GENERAL BUILDING | 3

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3.1 Introduction

Prior to site planning the individual lots, it is important to understand the overall vision to establish a cohesive context for the Airpark 599 area.

3.1.1 - Vision

- Use stimulating and contemporary architecture
- Create a coherent, unified plan within Airpark 599 avoiding fragmentation and isolated pockets that compete with or undermine a cohesive “sense of place”
- Promote Airpark 599 as a high quality commercial center
- Allow flexibility of individual lots and building coverage to respond to the changing demands of a flexible business district developed incrementally over time

3.1.2 - Objectives

Site and building planning is to be developed in a manner that emphasizes a clean, pleasant and contemporary environment, and produces an effect that is consistent and compatible with adjacent sites and development throughout Airpark 599.

3.2 Site Coverage

Maximum site coverage will be consistent with the County of San Joaquin County’s Ordinances for all retail, office, R&D/ flex, light industrial and warehouse/ flex uses. The gross square footage allocations for the office/R & D/flex uses, and the warehouse/distribution/flex uses over the entire site are intended to provide flexibility with regard to location and density under the County’s site coverage and height limitations. A balance of cohesive, supportive uses in relation to usable open space is the underlying principle that should guide site coverage design decisions. The location of the retail/service commercial is not flexible and should be concentrated at the intersection of Arch Airport Road and Qantas Lane and conform to the County’s site coverage requirements.

3.3 Building Location

3.3.1 - Intent

Buildings are to be located on each site in a manner that is efficient, appropriate to site conditions, effective to the overall architectural composition and compatible with nearby projects and development throughout Airpark 599.

3.3.2 - Criteria

- a. Buildings should be located to enhance project visibility and identity, while maintaining compatible relationships with adjacent projects and street frontages.
- b. Buildings should be oriented so that loading and service areas do not directly face street frontages. If, for building planning reasons, such a condition is necessary all efforts shall be made to screen these areas through the use of landscaping or other creative architectural treatments that are in keeping with these guidelines.
- c. Office, retail and other higher pedestrian uses should incorporate shared plazas and circulation zones to promote greater connectivity and create quasi-public spaces where people can gather.
- d. Buildings should be arranged to provide convenient access to entrances and efficient on-site circulation for vehicles and pedestrians.
- e. Where large parcels (e.g., more than 20 acres) are developed by a single user for office use, these areas are encouraged to develop a unified campus-like environment; ideally this campus plan would be designed around a large open space linked by walkways to a series of smaller open spaces such as plazas, courtyards, gateway features, and the adjoining street sidewalk system.
- f. Buildings should face the street and have a strong sense of entry.
- g. All buildings should provide a strong visual connection from the street or entry drive to the building entrance.
- h. Buildings should be arranged to provide landscaped outdoor places for people to use during breaks and lunch as shown below.
- i. The orientation of multiple buildings on a single site must be clearly coordinated, such as separating service areas from public areas.

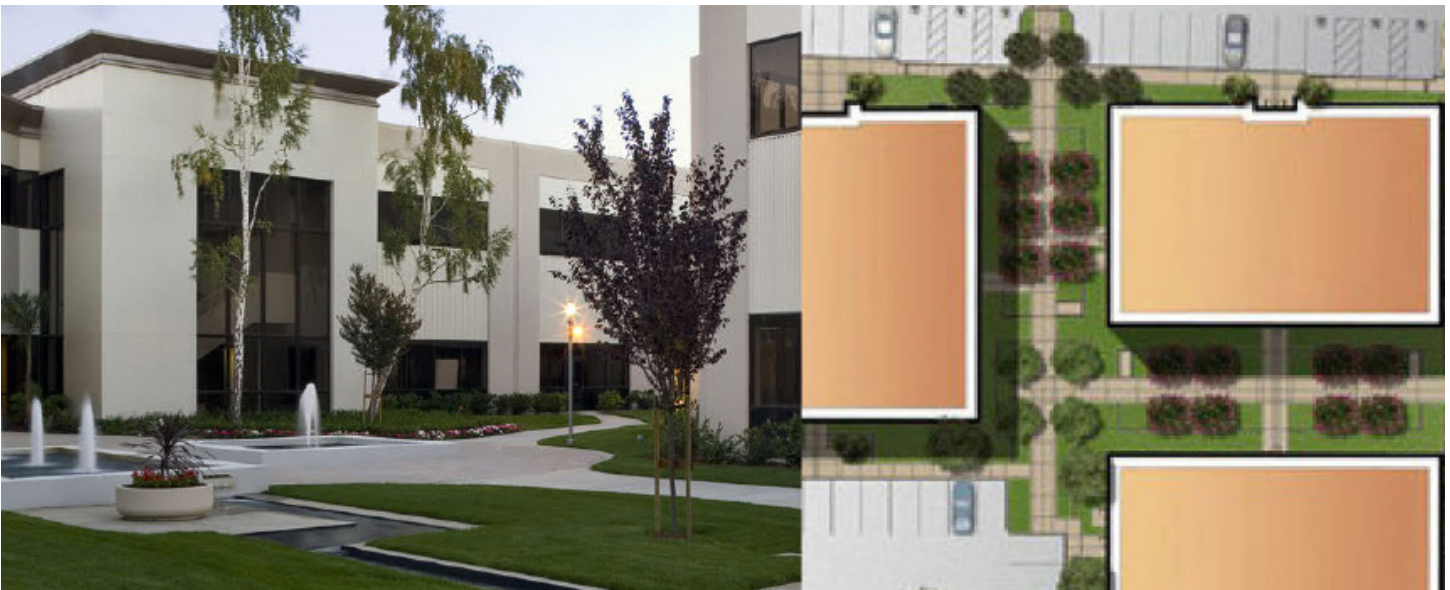


Figure 3.2.1 - Interstitial pedestrian spaces

3.4 Site Access

3.4.1 - Intent

Creating attractive entryways to individual parcels for automobiles and pedestrians is a primary method of enhancing the overall character of the airport property. Vehicular access points to individual sites shall be limited to minimize disruption of traffic flow, landscaped medians and setback zones.

3.4.2 - Criteria

- a. Buildings should be located to enhance project visibility and identity, while maintaining compatible relationships with adjacent projects and street frontages.
- b. Whenever practical, driveways into parcels on opposite sides of the same street should be aligned.
- c. Access drives should be located and landscaped with accent planting to help orient users to the building entries.



Figure 3.2.1 - Clear Delineation of Pedestrian and Vehicular Adjacencies

3.5 Vehicular and Pedestrian Circulation

3.5.1 - Vehicular Intent

On-site vehicular circulation should be clear and direct. Dead-end parking aisles should be avoided, where possible.

3.5.2 - Pedestrian Intent

When developing the individual developments within Airpark 599 all efforts should be made to ensure a walkable business community and access to various amenities throughout the development as a whole.

3.5.3 - Criteria

- a. Safe, clear pedestrian circulation must be provided between buildings, parking areas, links to public sidewalks and entries on all sites.
- b. Pedestrian links should be provided between open space areas and the building entries.

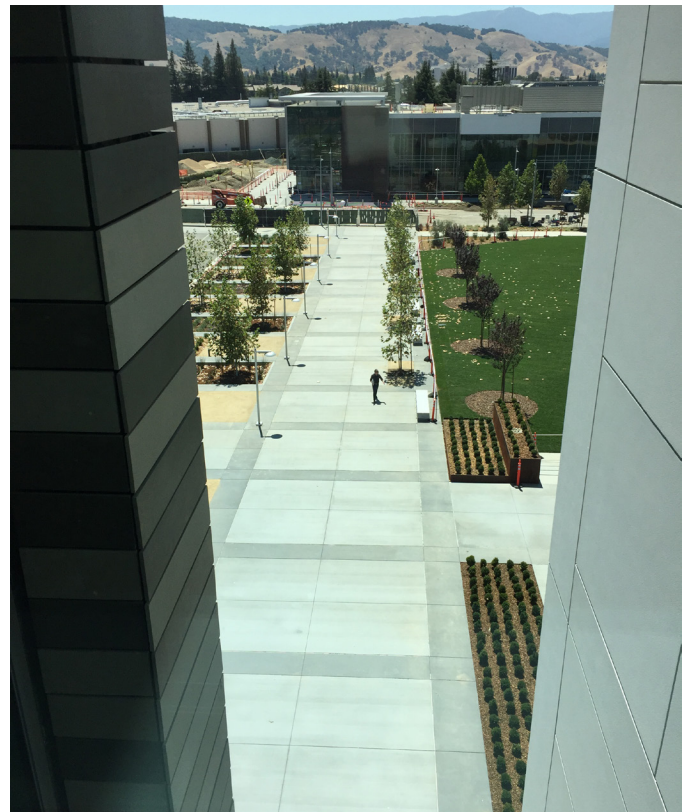


Figure 3.2.2 - Strong Linkage of Entries and Primary Destinations

3.6 Parking

All parking shall conform to San Joaquin County requirements and the Stockton Metropolitan Airport Special Purpose Plan.

3.6.1 - Criteria

- a. Sufficient on-site parking must be provided per County Ordinance to accommodate all vehicles associated with the permitted use of each site.
- b. Per San Joaquin County regulations, each standard size parking stall shall be an unobstructed rectangle, minimum 9 ft wide by 20 ft long except for parallel stalls which must be 9 ft wide by 26 ft long. A reduction of required length may be exercised where a concrete curb around a planter in a parking lot functions as a wheel stop, the required length of a parking space abutting such curb may be reduced a maximum of 2 ft, provided that the planter is at least 5 ft wide.
- c. Per San Joaquin County regulations, Access driveways shall have a width of no less than 25 ft for two-way isles and 16 ft for one-way isles, except that in no case shall driveways designated as fire department access be less than 20 ft wide.
- d. Per San Joaquin County regulations, each compact parking stall shall be an unobstructed rectangle, minimum 7 ½ ft wide and 16 ft long. Compact parallel parking stalls must be a minimum 19 ft long.
- e. No more than 25% of required parking spaces shall be compact stalls.
- f. Designated spaces must be provided in convenient locations for accessible, carpool/vanpool/clear-air vehicle, motorcycle and bicycle parking, as required by the State of California and San Joaquin County
- g. Parking spaces with Electrical Vehicle Supply Equipment (EVSE) and those that are Electrical Vehicle (EV) Capable shall be provided as required by the State of California and San Joaquin County regulations.
- h. Parking is not permitted to encroach into any required landscaping setback areas with the exception of the approved overhang per San Joaquin county ordinances.
- i. An orchard-style planting shall be established through regular tree spacing of approx 36 ft on center (one tree every four spaces). As an exception, in retail developments clustering of trees (without reducing quantity) is permitted to maintain sight lines to signage and store entries.
- j. Parking areas are to be landscaped to provide a shade canopy and pleasant appearance.
- k. Parking areas for motorcycles and bicycles are to be designed for orderly, uncluttered parking.
- l. Parking areas which serve multiple buildings should be designed to included significant landscape so as not to create "seas of asphalt."
- m. Planters must be large enough to avoid crowding of plant material, damage by vehicles and be able to support designated tree type.
- n. Shared parking between sites and uses will be reviewed and approved by the master developer and appropriate governing agencies.
- o. Required parking will not be allowed on public roadways, with the exception of those areas designed to service a public use such as parks.



Figure 3.6.1 - Primary Pedestrian Routes and Bio-retention

3.7 Service, Storage and Loading Areas

3.7.1 - Intent

Service, storage, maintenance, loading and refuse collection areas shall be located out of view of public roadways and buildings on adjacent sites, or shall be screened by dense landscaping and/or architectural barriers. Exceptions with manufacturing/warehouse/distribution uses will be reviewed on an individual basis during the Community Development Department and Design Review Committee process.

3.7.2 - Criteria

- a. Service areas may not extend into required setback zones
- b. Loading dock areas shall be set back, recessed and screened from view by walls, planting or a combination, or set at the back of the building so as to minimize visibility from adjacent properties or streets.
- c. No outside storage is allowed unless sufficiently screened from view from the street and adjacent properties and located on the least visible portion of the site. No storage areas may be extended into a setback area.
- d. Service and refuse areas should be located so that service vehicles have clear and convenient access and do not disrupt vehicular and pedestrian circulation. No loading or unloading is permitted from public streets.
- e. All outdoor refuse containers shall be screened with minimum 6 ft high enclosure. The enclosure shall be of non-combustible, durable materials and designed with finishes and colors that are unified with the surrounding architecture as to not draw attention to them. If covered, the roof structure shall also be generally compatible with the architectural vocabulary of the development and shall be designed within the parameters of the refuse collection service provider.
- f. No refuse collection shall be placed between a street and the front of a building.
- g. To the greatest extent possible, refuse and service areas should not be visible from primary vantage points such as entries, common visual and recreational amenities.

3.8 Grading and Drainage

3.8.1 - Intent

On site grading shall be designed to accommodate and be compatible with streetscape grades and not cause awkward edge conditions/access for pedestrians or vehicles.

3.8.2 - Criteria

- a. Grading and drainage shall be designed so that surface drainage and soil erosion do not flow off site.
- b. Concrete swales in parking lots should not be located in the center of the drive aisles, but should be located at the edge of the parking spaces and/or curb.

3.9 Walls and Fences

3.9.1 - Criteria

- a. Walls, when used, must be designed as an integral part of the overall architecture or landscaping design.
- b. No walls are permitted within street side landscaping setback areas. Any wall between the street side landscaping area and a building front is limited to a maximum height of 3 ft, unless otherwise approved by the master developer and appropriate governing agencies.
- c. No side or rear wall may exceed 8 ft unless approved by the San Joaquin Community Development Department and the Stockton Metropolitan Design Review Committee.
- d. All walls must be built of materials and finishes that are compatible with adjacent buildings.
- e. Architectural metal fences are encouraged where fences are necessary. The top rail of fences must be horizontal. Spikes are permitted if required. Residential-type wooded or metal fencing is not permitted. Vinyl fencing and barbed wire are not permitted.

3.10 Ground Mounted Equipment

3.10.1 - Intent

All exterior ground-mounted equipment including—but not limited to—mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, electrical conduit, gas lines, cellular telephone facilities and satellite dishes must be screened from on-site and off-site view. Wall mounted equipment is not allowed.

3.10.2 - Criteria

- a. Ground equipment shall be hidden by screen walls or landscaping
- b. Screen walls shall be of same or similar material as building walls
- c. Wood, vinyl fencing or chain link fencing used as screening devices are not allowed
- d. Screening material that is contrasting with adjacent surfaces is discouraged



Figure 3.9.1 Integration of building and architectural fence enclosure

3.11 Roof Top Equipment

3.11.1 - Criteria

- a. All roof top equipment shall be screened by building parapet or other screen element so as not to be visible from public streets or adjacent buildings.
- b. Roof top equipment includes, but is not limited to, mechanical equipment, electrical equipment, storage tanks, cellular telephone facilities, satellite dishes, skylights, vents, exhaust fans, smoke hatches and mechanical ducts.
- c. Roof top screens shall be integrated into architecture.
- d. Wood roof top screens are prohibited.
- e. Roof access shall be through roof hatches, not exterior ladders. Roof hatches shall be located so that guardrails at parapets are not required.

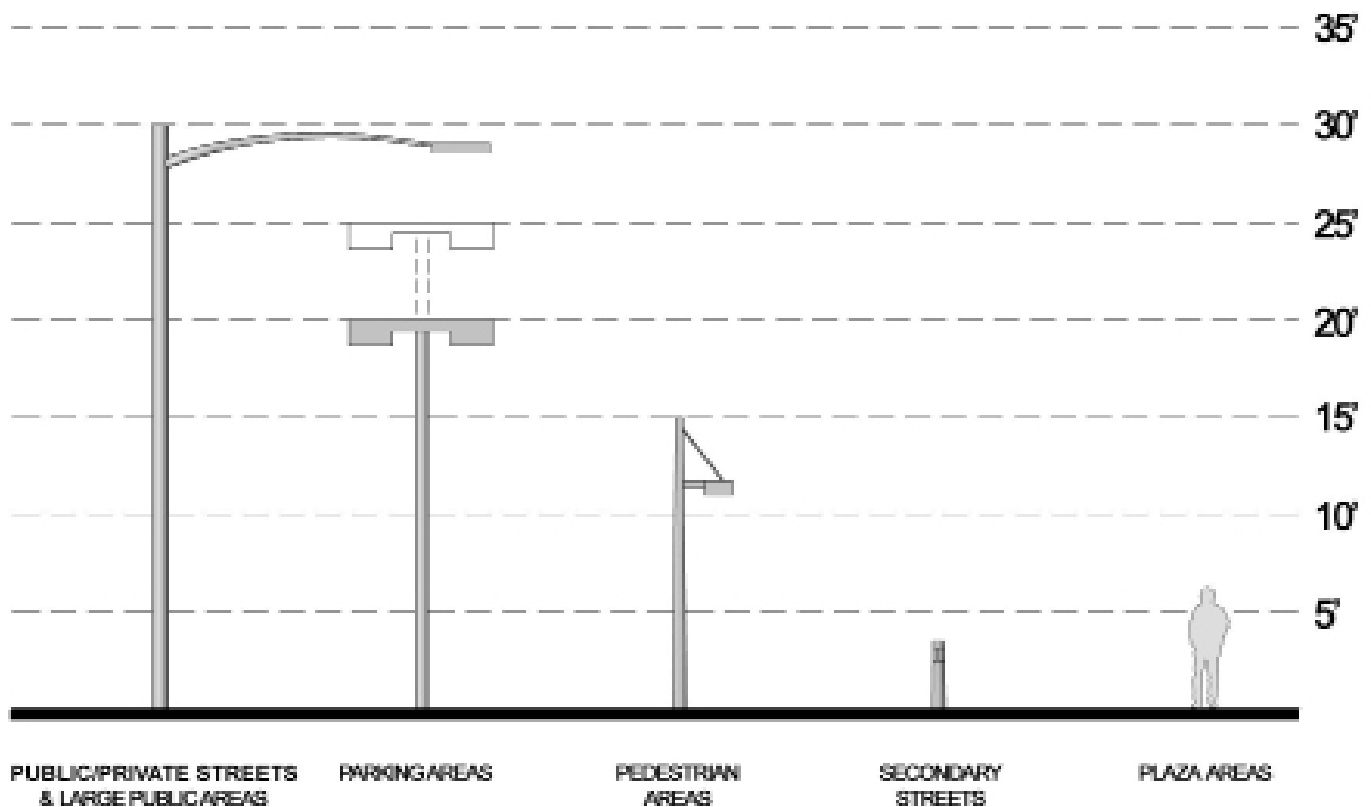


Figure 3.11.1 - Lighting Typology by Use/Area

3.12 Lighting

3.12.1 - Intent

Exterior lighting is to be provided to enhance the safety and security of motorists, pedestrians and cyclists throughout Airport East. Lighting is intended to create a nighttime character that reinforces the image of the development as a quality business location. As with landscaping, lighting is also an important element contributing to the identity and unity of Airport East.

Public Street Lighting

3.12.2 - Intent

Public street lighting is being coordinated throughout Airport East. There is a single approved street light fixture installed when improvements were previously made around East Earhart Avenue and Pock Lane. Coordinate with the Department of Public Works and/or San Joaquin Community Development Department for specifications and/or any updates.

3.12.3 - Criteria

- Street lighting will conform to the San Joaquin County minimum illumination level standards and performance standards for public streets

Private Streets, Vehicular Circulation and Parking Area Lighting

3.12.4 - Criteria

- a. All vehicular circulation and parking lot lighting shall have full cut-off fixtures
- b. Interior private streets shall be lighted with fixtures no more than 25 ft high
- c. Pole bases in paved areas shall be above grade. They may be round or square
- d. Pole bases in planted areas may be no higher than 6 inches above grade
- e. For sites with two or more buildings greater than 40,000 sf each, the pole height in parking areas and along parking aisles may be up to 25 ft high, provided that the poles are not located within 20 feet of a building or street right-of-way line. The intent is for the on-site lighting poles to not overpower the building or street lighting.



Figure 3.11.1 Parking lot lighting, full cutoff-multiple fixtures

Pedestrian Circulation and Lighting

3.12.5 - Intent

Pedestrian walkways and building entries will be illuminated to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry to the building.

3.12.6 - Criteria

- a. Walkway lighting must have zero cut-off fixtures mounted at a uniform height no more than 15 feet above the walkway
- b. Building entries may be lit with soffit, bollard, step or comparable lighting
- c. Step or bollard lighting shall be used to clearly illuminate level changes and handrails for stairs and ramps
- d. Bollards may be used to supplement and enhance other pedestrian area lighting. Bollard height shall not exceed forty-two (42) inches
- e. Courtyards, arcades and seating areas shall be lighted to promote pedestrian use and safety. A variety of lighting may be used to create interest and special effects in coordination with the character and function of the area.
- f. Pedestrian lighting shall be subdued warm-white, LED, mercury or incandescent lamps



Figure 3.12.1 Clean, contemporary design



Figure 3.12.2 Lighting adds pedestrian scale and drama to the landscape



Figure 3.12.1 - Lighting provides night-time identity and unique atmosphere

Architectural Lighting

3.12.7 - Intent

Architectural lighting effects are encouraged to promote night-time identity and character.

Service Area Lighting

3.12.8 - Intent

Service area and security lighting must be visible only within the limits of the service area.

3.12.9 - Criteria

- a. Wall-mounted, security-type, service area lighting fixtures may be used only in screened service areas and only if direct light and glare is kept within these areas. In all other areas, wall-mounted service lighting must consist of cut-off type fixtures.
- b. Service area and security lighting may not be substituted for pedestrian, architectural or parking area lighting
- c. Freestanding fixtures shall be painted the same as parking area fixtures
- d. Wall mounted fixtures should be compatible with the design of the wall

Accent Lighting

3.12.10 - Intent

Unique lighting may be used to feature architectural elements, landscaping, entries and pedestrian areas, provided it is compatible with all other lighting. Accent lighting used in landscaping and pedestrian areas shall employ light sources such as LED, metal halide, quartz or mercury lamps in order to accurately render plants, lawns and skin colors.

3.12.11 - Criteria

- a. Accent up lighting shall be prohibited. All accent lighting shall be downward facing to reduce light pollution.

3.13 Public Utility Easements

A 10 ft wide public utilities easement will be located within the street right-of-way on public streets. On private streets, the 10 ft public utilities easement should be located next to the sidewalk. In general, the center of the under-ground utility ducts will be installed at least 7 ft behind the face of curb allowing trees to be planted 2-4 ft from the curb, creating the desired street canopy while maintaining easy service access to the ducts themselves.

In areas where underground utility ducts have been installed, the proposed landscaping must be designed around the ducts and vaults. Typically, the trees should not be planted closer than 2 ft to the edge of utility trenches or 3 ft to the edge of utility vaults. The County of San Joaquin Department of Public Works should be contacted for drawings of the locations of both underground utilities and vaults.

3.14 Utilities Mechanical and Electrical Equipment

3.14.1 - Criteria

- a. Equipment should be screened so that all exterior components of plumbing, processing, heating, cooling and ventilation systems are not directly visible from within the lot or adjoining open space, streets, or buildings.
- b. Exterior components of plumbing, processing heating, cooling and ventilating systems should be screened by a parapet or mechanical roof screen so that they are not visible. Building parapets should provide the required screening and mechanical equipment should be screened by an unobtrusive screening device that will appear as an integrated part of the overall architectural design, constructed of complementary and durable materials, and finished in a complementary texture and color scheme to the overall architectural design.
- c. Parapets of sufficient height or integrated rooftop enclosures should be used to screen rooftop mechanical equipment. This will obviate the need for rooftop screens.
- d. If separate mechanical roof screens are used they should be integrated with the architectural massing of the building and utilize complementary building materials and color.
- e. Satellite dishes and like devices for transmission or reception of any signals including, but not limited to telephone, television and radio, should be included on the plans and approved in writing by the County of San Joaquin. These devices, if roof mounted, should be located in the most unobtrusive location so as to minimize visual impact.
- f. No portion of the site shall be used in a manner that creates a nuisance to adjacent sites or streets such as, but not limited to, vibration, sound, radiation, electro-mechanical disturbance, air or water pollution disturbance, dust, emission of odoriferous, toxic or noxious materials.
- g. Exterior components of plumbing, processing, heating, cooling and ventilating systems should not be mounted on any building wall unless they are an integrated architectural design feature.
- h. Utility pipes, such as those for fire service for sprinkler systems, should be designed as architectural components or provided internal to the structures.
- i. Electrical equipment should be mounted on the interior of a building wherever possible. When interior mounting is not practical, electrical equipment should be mounted in a location where it is substantially screened from public view.
- j. Exterior equipment should not be mounted on the street side or primary exposure side of any building.
- k. Heating and cooling equipment located on the exterior of buildings should be located sufficiently distant from outside seating areas so as not to interfere with the use of these areas. Noise from such equipment shall meet performance standards established by the County Codes.
- l. When not underground, exterior mounted electrical equipment and conduit shall be kept to a visible minimum, and where visible, shall be screened and installed in a neat and orderly fashion. It shall be painted to blend with its mounting background.
- m. The visibility of exterior electrical equipment and transformers shall be minimized from primary visual exposure areas (streets, entry drives, floor of buildings, and common visual and recreational amenity areas, etc.).
- n. Transformers shall be screened from view by landscaping or screen walls. If placed near a street lot line, the screening shall be placed on the street side of the transformer.

- o. Transformers that may be visible from any primary visual exposure area may also be screened with a durable non-combustible enclosure to meet applicable agency standards. Where possible, it is recommended that refuse containers and transformers be integrated into the same enclosure, and not located near streets or driveways.
- p. Transformer enclosures should be designed of durable materials with finishes and colors which are unified and harmonious with the overall architectural theme of the development.
- q. Fire sprinkler check valves shall not be located adjacent to driveways and shall be screened by landscaping.

3.15 Sustainability

3.15.1 - Intent

Airpark 599 values and will implement San Joaquin County required sustainable development and green building practices intended to contribute to an overall resource conscious and responsible development footprint throughout the county.

3.15.2 - Criteria

- a. All individual development projects within Airpark 599 will comply with the State of California Energy, Title 24 and Cal-Green code requirements.
- b. Projects are also encouraged to implement additional green strategies or to earn certification per the Leadership in Energy and Environmental Design (LEED), Green Point Rated, Living Building Challenge or other similar third-party verified green building rating systems, provided that these rating systems meet or exceed the requirements of the California Building Standards Code.

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ARCHITECTURE | 4

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4.1 INTRODUCTION

The architectural standards and guidelines are intended to provide guidance for creating commercial environments and street scenes that have a variety of building forms. The character and massing of the buildings that make up Airpark 599 should reflect the general uses of the businesses inside, and be organized to create a positive street environment.

Airpark 599 is zoned to accommodate a variety of different building types which have been broken into five categories and will be further architecturally defined in this section. Any uses that do not fall clearly under one of the five typological categories shall be reviewed by the Architectural Committee and assigned the most applicable typology to which they must adhere.

4.1.1 - Objective

The goal and objective of each individual project is to create an independent architectural expression blending with its neighbors and environment, thus creating a variety of architecture while contributing to the whole of Airpark 599. This is to be accomplished through:

- a. Use of four sided elevation design
- b. Use of appropriate transition of scale
- c. Design with sensitivity to corner lot conditions and adjacent structures
- d. Creation of proper arrival and entrance sequencing
- e. Attention to composition of building mass
- f. Minimization visual impact of utilitarian structures

4.2 OFFICE TYPOLOGIES

4.2.1 - Intent

The office typology includes and defines uses such as professional or administrative offices, corporate campuses, and any other uses with similar architectural scale and inherent characteristics.

Building Form and Massing

4.2.2 - Intent

Building design should employ clean, simple geometric forms that follow the design of the architectural character selected. The geometric forms should be coordinated so that the building massing will produce overall unity, scale and interest.

4.2.3 - Criteria

Large, expansive glass façades shall be broken down via a variety of mullion ordering systems, change of planes, use of both front and center glazed systems, etc. as a means of eliminating the “glass box” look

- a. Overall building massing shall be simple, with integrated forms that serve as feature elements and aid in way finding.
- b. Long, flat, unarticulated elevations and continuous parapet lines, as viewed from public streets, parking lots and pedestrian ways are not allowed. These can be divided through the use of offsets, penetrations and tower elements
- c. Use of extraneous “themed” detailing like foam cornice caps, foam moldings and window detailing is discouraged. Instead, architectural detailing shall be simple and modern.
- d. Building mass can be divided into smaller components through the use of pilasters, change in roof or wall plane, projecting or recessed elements or other combination.
- e. Overall massing shall be in scale with the pedestrian. The first floor of any multi-floor building should be oriented to the pedestrian. Architectural detailing and materials on lower walls are encouraged to relate to the human scale. These could include colonnades, canopies and sunshades, trellis projections, overhangs, or stone and tile detailing to name a few.



Figure 4.2.1 Contemporary design with various massing elements and pedestrian scale entry portal and canopy to break down scale



Figure 4.2.2 Design broken down into base and top elements to relate to pedestrian scale and provide detailing on overall composition



Figure 4.2.3 Clean, contemporary design reflective of the character of the Stockton Metropolitan Airport

- f. Façades are to have all wall mounted equipment (i.e. meters, electrical cabinets, etc) located inside the building in electrical rooms.

Fenestration/Glazing Colors/Reflectivity

4.2.4 - Intent

Fenestration should be defined by function and structure or by architectural character and should be consistent in design concept in form, pattern and color. The fenestration along major streets should be designed with sensitivity to the visual edge, the public ways they create, and the image portrayed along these edges. In addition, when using any glass surfaces, care should be taken so that hard glare and reflectance be controlled and defused from public view.

4.2.5 - Criteria

Large, expansive glass façades shall be broken down via a variety of mullion ordering systems, change of planes, use of both front and center glazed systems, etc. as a means of eliminating the “glass box” look.

- a. Glazing delineation shall be by mullions and structure
- b. Care shall be taken with a balance between solid wall and glazing surfaces appropriate with the design character
- c. Glazing areas are encouraged not to be arbitrary or decorative in nature
- d. Glazing shall be clear or tinted.
- e. The use of glass cube forms is discouraged
- f. Uninterrupted horizontal glazing is prohibited
- g. Glazing colors are encouraged to be in the gray, clear, blue or green tones
- h. Glazing colors in gold, bronze and copper ranges are strongly discouraged
- i. Reflective glazing is prohibited

Structure

4.2.6 - Intent

Building structures should be expressed clearly and consistently. Structure becomes an important design element if expressed in relation to the overall development.

4.2.7 - Criteria

- a. Structure shall have visible vertical support
- b. Structure shall have proper scale
- c. Exposed, oversized structural components used as decoration are discouraged
- d. Structural columns and components are encouraged to be designed into the façade and become part of the organizational elements of the façade

Roofs and Parapets

4.2.8 - Intent

Roof forms and parapets are an important design element as it relates to the overall development as observed from both the external edges and inside the development. A variety of roof forms and parapet heights along the streets create an interesting positive edge to these streets.

4.2.9 - Criteria

- a. Varied parapet heights are encouraged
- b. Roof forms shall reinforce the character of the building
- c. Roof forms shall not have arbitrary decoration
- d. Roof forms are encouraged to be flat, angular, pitched, curved or barrel vault
- e. Standard mansard and “A” frame roof forms are prohibited
- f. Exposed downspouts are prohibited

Entrances

4.2.10 - Intent

Entrances should be clearly defined and inviting. Building entrances are important elements in creating friendly and inviting development as they relate to the major streets and parking areas. Special attention will be placed on the entrances and associated entrance plazas.

4.2.11 - Criteria

- a. Building entrances are to be scaled appropriately in relationship to the architectural character of the building
- b. Entrances shall have human scale and be welcoming
- c. Entrances shall be easily identified
- d. Entrances shall have entry plazas and an entry space sequence that links to pedestrian arrival, i.e. the parking lot and/or the public street
- e. Entrance plazas shall be linked with the public pedestrian way along the street whenever possible
- f. Entrances are encouraged to have articulation and color where appropriate for identity and interest
- g. Entrances shall be coordinated with the landscape design and be an integral part of it
- h. Entrances are expected to be designed so as to discourage exaggerated forms and colors that are inappropriate for the architectural character
- i. Entrances are not to have dark, confined appearances
- j. Entrances may be articulated with portals and arcades



Figure 4.2.4 Clean, contemporary design reflective of the character of the Stockton Metropolitan Airport

Materials

4.2.12 - Intent

Exterior building materials should be clean, efficient and project a sense of permanence and stability, with an appearance that is consistent with the contemporary nature of the development.

Wall Materials

4.2.13 - Allowed Materials

- a. Precast, cast in place, GFRC or tilt-up concrete panels
- b. Masonry – concrete block or brick
- c. Stone and wall tile (large dimension)
- d. Metal panels or derivatives
- e. Tinted glass
- f. Stucco/plaster with smooth troweled finish
- g. New technology materials as approved by Community Development Department and Design Review Committee Process

4.2.14 - Criteria

- a. All approved materials shall be used appropriately in conjunction with the approved architectural character
- b. Stucco or exterior plaster is encouraged to have a smooth finish – for stucco; a maximum of medium sand finish (30/30) is encouraged
- c. Material changes shall occur at intersecting planes, preferably at the inside corners of wall planes, or where architectural elements intersect.

Exterior Colors

4.2.15 - Intent

The intent is to blend colors of the various buildings in Airport East so that the overall development becomes an interesting contrast of materials, color and architectural form. The paint colors along with the other materials of the project are to be submitted during the Community Development Department and Design Review Committee Process.

Criteria

- a. The use of color for arbitrary patterns and stripes is highly discouraged
- b. The use of fluorescent paints and bright, garish colors is not allowed
- c. Lighter colors as opposed to dark, natural finishes are encouraged
- d. The blending of colors between painted surfaces and natural materials is encouraged

Building Heights

4.2.16 - Standard

Office buildings shall be limited to 50 ft or 3 stories maximum height in most cases. Per the Stockton Metropolitan Airport Special Purpose Plan, the maximum number of floor levels for a high quality, high profile office type use in a corporate campus environment may be increased to 5 stories or a maximum of 90 ft, whichever is less.

Setbacks

4.2.17 - Standard

Street setbacks are measured from face of curb to build to line. Side and rear setbacks are measured from the property line.

Street

Building Setback:	25 ft min.
Landscape Parking Setback:	25 ft min.

Side/Rear

Building Setback from PL:	10 ft min.
Building Setback from Buildings:	30 ft min.
Landscaped Setback from Building to Parking:	5 ft min.

4.3 OFFICE/FLEX AND LIGHT INDUSTRIAL/FLEX TYPOLOGIES

4.3.1 - Intent

The Office/Flex and Light Industrial/Flex typology includes and defines uses which are smaller in scale, both in square footage and mass than that of a manufacturing/ warehouse use, and are primarily or partially office use in nature. These uses may have a component which requires some loading areas and interior storage space that is accessed through either grade-level or dock-high truck doors.



Figure 4.3.1 Articulation in plan and elevation provides interest and identity



Figure 4.3.2 Clear entry demarcation and integrated loading doors

Building Form and Massing

4.3.2 - Intent

Building design should employ clean, simple geometric forms that follow the design of the architectural character selected. The geometric forms should be coordinated so that the building massing will produce overall unity, scale and interest.

4.3.3 - Criteria

- Large, expansive glass façades shall be broken down via a variety of mullion ordering systems, change of planes, use of both front and center glazed systems, etc. as a means of eliminating the “glass box” look
- Overall building massing shall be simple, with integrated forms that serve as feature elements and aid in way finding.
- Long, flat, unarticulated elevations and continuous parapet lines, as viewed from public streets and pedestrian ways are not allowed. These can be divided through the use of offsets, penetrations and tower elements.
- Use of extraneous “themed” detailing like foam cornice caps, foam moldings and window detailing is discouraged. Instead, architectural detailing shall be simple and modern.
- Building mass can be divided into smaller components through the use of pilasters, change in roof or wall plane, projecting or recessed elements or other combination.
- Overall massing shall be in scale with the pedestrian.
- Façades are to have all wall mounted equipment (i.e. meters, electrical cabinets, etc) located inside the building in electrical rooms.
- All dock-high or grade-level doors shall be integrated into the architecture through color, architectural rhythms and alignments and other creative means.

Fenestration/Glazing Colors/Reflectivity

4.3.4 - Intent

Fenestration should be defined by function and structure or by architectural character and should be consistent in design concept in form, pattern and color. The fenestration along major streets should be designed with sensitivity to the visual edge, the public ways they create and the image portrayed along these edges. In addition, when using any glass surfaces, care should be taken so that hard glare and reflectance be controlled and defused from public view.

4.3.5 - Criteria

- a. Glazing delineation shall be by mullions and structure
- b. Care shall be taken with a balance between solid wall and glazing surfaces appropriate with the design character
- c. Glazing areas are encouraged not to be arbitrary or decorative in nature
- d. Glazing shall be clear or tinted.
- e. Glazing shall be rear or center set
- f. Clerestory windows at open warehouse, manufacturing and similar areas may be used. Ground floor windows shall be provided at walls to office or similar areas.
- g. The use of glass cube forms is discouraged
- h. Uninterrupted horizontal glazing is prohibited
- i. Glazing colors are encouraged to be in the gray, clear, blue or green tones
- j. Glazing colors in gold, bronze and copper ranges are strongly discouraged
- k. Reflective glazing is prohibited



Figure 4.3.3 Use of a "fly wall" to provide depth and create shadow

Structure

4.3.6 - Intent

Building structures should be expressed clearly and consistently. Structure becomes an important design element if expressed in relation to the overall development.

4.3.7 - Criteria

- a. Structure shall have visible vertical support
- b. Structure shall have proper scale
- c. Exposed, oversized structural components used as decoration are discouraged
- d. Structural columns and components are encouraged to be designed into the façade and become part of the organizational elements of the façade

Roofs and Parapets

4.3.8 - Intent

Roof forms and parapets are an important design element as it relates to the overall development as observed from both the external edges and inside the development. A variety of roof elevations and parapet heights along the streets create an interesting positive edge to these streets.

4.3.9 - Criteria

- a. Varied parapet heights are encouraged
- b. Roof forms shall be primarily horizontal
- c. Roof forms that are angular, pitched, curved or barrel vault are discouraged
- d. Standard mansard and "A" frame roof forms are prohibited
- e. Exposed downspouts and overflow holes on building fronts are prohibited.

Entrances

4.3.10 - Intent

Entrances should be clearly defined and inviting. Building entrances are important elements in creating friendly and inviting development as they relate to the major streets and parking areas. Special attention will be placed on the entrances and associated entrance plazas.

4.3.11 - Criteria

- a. Building entrances are to be scaled appropriately in relationship to the architectural character of the building
- b. Entrances shall have human scale and be welcoming
- c. Entrances shall be easily identified
- d. Entrances shall have entry plazas and an entry space sequence that links to pedestrian arrival, i.e. the parking lot and/or the public street
- e. Entrance plazas shall be linked with the public pedestrian way along the street whenever possible
- f. Entrances shall be coordinated with the landscape design and be an integral part of it
- g. Entrances are expected to be designed so as to discourage exaggerated forms and colors that are inappropriate for the architectural character
- h. Entrances are not to have dark, confined appearances
- i. Entrances may be articulated with portals and arcades
- j. Building entries shall be articulated through the creative use of varying height, color, materials, creating recesses and/or creating mass elements.

Materials

4.3.12 - Intent

Exterior building materials should be clean, efficient and project a sense of permanence and stability, with an appearance that is consistent with the contemporary nature of the development.

Wall Materials

4.3.13 - Allowed Materials

- a. Precast, cast in place, GFRC or tilt-up concrete panels
- b. Masonry – concrete block or brick
- c. Stone and wall tile (large dimension)
- d. Metal panels or derivatives
- e. Tinted glass
- f. Stucco/plaster with smooth troweled finish
- g. New technology materials as approved by Community Development Department and Design Review Committee Process

4.3.14 - Criteria

- a. All approved materials shall be used appropriately in conjunction with the approved architectural character
- b. Stucco or exterior plaster is encouraged to have a smooth finish – for stucco; a maximum of medium sand finish (30/30) is encouraged
- c. Material changes shall occur at intersecting planes, preferably at the inside corners of wall planes, or where architectural elements intersect.

Exterior Colors

4.3.15 - Intent

The intent is to blend colors of the various buildings in Airport East so that the overall development becomes an interesting contrast of materials, color and architectural form. The paint colors along with the other materials of the project are to be submitted during the Community Development Department and Design Review Committee Process.

4.3.16 - Criteria

- a. The use of color for arbitrary patterns and stripes is highly discouraged
- b. The use of fluorescent paints and bright, garish colors is not allowed
- c. Lighter colors as opposed to dark, natural finishes are encouraged
- d. The blending of colors between painted surfaces and natural materials is encouraged

Building Heights

4.3.17 - Standard

Office/Flex and Light Industrial/Flex buildings shall be limited to 45 ft maximum height.

Setbacks

4.3.18 - Standard

Street setbacks are measured from face of curb to build to line. Side and rear setbacks are measured from the property line.

Street

Building Setback:	25 ft min.
Landscape Parking Setback:	25 ft min.

Side/Rear

Building Setback from PL:	10 ft min.
Building Setback from Buildings:	30 ft min.
Landscaped Setback from Building to Parking:	5 ft min.

4.4 MANUFACTURING/WAREHOUSE/ DISTRIBUTION TYPOLOGIES

4.4.1 - Intent

The Manufacturing/Warehouse/Distribution typology includes and defines uses which are typically large in scale and require dock-high and grade level loading areas as well as substantial interior storage areas. Unique planning challenges arise with loading area and yard screening with this typology. Every reasonable effort shall be made through building orientation, landscape screening or other creative architectural treatments to screen and mitigate these views.



Figure 4.4.1 Clear demarcation of the entry with the larger building façade broken down through the use of score lines, color and massing

Building Form and Massing

4.4.2 - Intent

Building design should employ clean, simple geometric forms that follow the design of the architectural character selected. The geometric forms should be coordinated so that the building massing will produce overall unity, scale and interest.

4.4.3 - Criteria

- a. Overall building massing shall be simple, with integrated forms that serve as feature elements and aid in way finding.
- b. Monolithic, unarticulated blocks, both solid and glass, are prohibited.
- c. Building entries shall be articulated by varying height, materials, creating recesses and/or creating mass elements. Entry alcoves that are not part of the overall massing and elevational composition and appear as an “added-on box” are prohibited.
- d. Long, unarticulated elevations viewed from public right of ways shall be avoided. Articulation every 200 ft shall be provided through the use of color, detailing, recesses, parapet height changes and/or projections.
- e. Use of extraneous “themed” detailing like foam cornice caps, foam moldings and window detailing is discouraged. Instead, architectural detailing shall be simple and modern.
- f. Façades are to have all wall mounted equipment (i.e. meters, electrical cabinets, etc) located inside the building in electrical rooms.
- g. All dock-high or grade-level doors shall be integrated into the architecture through color, architectural rhythms and alignments and other creative means.



Figure 4.4.2 Special treatment at primary entry creates strong building identity and a quality architectural statement



Figure 1.4.3 Unique architectural entrance canopy along with aggressive use of color provides strong building identity

Fenestration/Glazing Colors/Reflectivity

4.4.4 - Intent

Fenestration should be defined by function and structure or by architectural character and should be consistent in design concept in form, pattern and color. The fenestration along major streets should be designed with sensitivity to the visual edge, the public ways they create and the image portrayed along these edges. In addition, when using any glass surfaces, care should be taken so that hard glare and reflectance be controlled and defused from public view.

4.4.5 - Criteria

- Glazing delineation shall be by mullions and structure
- Care shall be taken with a balance between solid wall and glazing surfaces appropriate with the design character
- Glazing areas are encouraged not to be arbitrary or decorative in nature
- Glazing shall be clear or tinted
- Glazing shall be rear or center set
- Clerestory windows at open warehouse, manufacturing and similar areas may be used. Ground floor windows shall be provided at walls to office or similar areas.
- The use of glass cube forms is discouraged
- Uninterrupted horizontal glazing is prohibited
- Glazing colors are encouraged to be in the gray, clear, blue or green tones
- Glazing colors in gold, bronze and copper ranges are strongly discouraged
- Reflective glazing is prohibited

Structure

4.4.5 - Intent

Building structures should be expressed clearly and consistently. Structure becomes an important design element if expressed in relation to the overall development.

4.4.7 - Criteria

- Structure shall have visible vertical support
- Structure shall have proper scale
- Exposed, oversized structural components used as decoration are discouraged
- Structural columns and components are encouraged to be designed into the façade and become part of the organizational elements of the façade

Roofs and Parapets

4.4.8 - Intent

Roof forms and parapets are an important design element as it relates to the overall development as observed from both the external edges and inside the development. A variety of roof elevations and parapet heights along the streets create an interesting positive edge to these streets.

4.4.9 - Criteria

- Varied parapet heights are encouraged
- Roof lines shall be horizontal
- Roof forms that are angular, pitched, curved or barrel vault are discouraged

- d. Standard mansard and “A” frame roof forms are prohibited
- e. Exposed downspouts and overflow holes are to be the same as the adjacent wall color.

Entrances

4.4.10 - Intent

Entrances should be clearly defined and inviting. Building entrances are important elements in creating friendly and inviting development as they relate to the major streets and parking areas. Special attention will be placed on the entrances and associated entrance plazas.

4.4.11 - Criteria

- a. Building entrances are to be scaled appropriately in relationship to the architectural character of the building
- b. Entrances shall have human scale and be welcoming
- c. Entrances shall be easily identified
- d. Entrances shall have entry plazas and an entry space sequence that links to pedestrian arrival, i.e. the parking lot and/or the public street
- e. Entrance plazas shall be linked with the public pedestrian way along the street whenever possible
- f. Entrances shall be coordinated with the landscape design and be an integral part of it.
- g. Entrances are expected to be designed so as to discourage exaggerated forms and colors that are inappropriate for the architectural character
- h. Entrances are not to have dark, confined appearances.
- i. Building entries shall be articulated through the creative use of varying height, color, materials, creating recesses and/or creating mass elements.
- j. There shall be a minimum of 2 FT of articulation in the floor plan at the primary building entry(s) and in no case shall it be contiguous with the adjacent building façade.



Figure 4.4.4 Special treatment at primary entry creates strong building identity and a quality architectural statement

Materials

4.4.12 - Intent

Exterior building materials should be clean, efficient and project a sense of permanence and stability, with an appearance that is consistent with the contemporary nature of the development.

Wall Materials

4.4.13 - Allowed Materials

- a. Precast, cast in place, GFRC or tilt-up concrete panels
- b. Masonry – concrete block or brick
- c. Stone and wall tile (large dimension)
- d. Metal panels or derivatives
- e. Tinted glass
- f. Stucco/plaster with smooth troweled finish
- g. New technology materials as approved by Community Development Department and Design Review Committee Process

4.4.14 - Criteria

- a. All approved materials shall be used appropriately in conjunction with the approved architectural character
- b. Stucco or exterior plaster is encouraged to have a smooth finish – for stucco; a maximum of medium sand finish (30/30) is encouraged
- c. Material changes shall occur at intersecting planes, preferably at the inside corners of wall planes, or where architectural elements intersect.

Exterior Colors

4.4.15 - Intent

The intent is to blend colors of the various buildings in Airport East so that the overall development becomes an interesting contrast of materials, color and architectural form. The paint colors along with the other materials of the project are to be submitted during the Community Development Department and Design Review Committee Process.

4.4.16 - Criteria

- a. The use of color for arbitrary patterns and stripes is highly discouraged
- b. The use of fluorescent paints and bright, garish colors is not allowed
- c. Lighter colors as opposed to dark, natural finishes are encouraged
- d. The blending of colors between painted surfaces and natural materials is encouraged

Building Heights

4.4.17 - Standard

Manufacturing/Warehouse buildings shall be limited to 60 ft maximum height.

Setbacks

4.4.18 - Standard

Street setbacks are measured from face of curb to build to line. Side and rear setbacks are measured from the property line.

Street

Building Setback:	25 ft min.
Landscape Parking Setback:	25 ft min.

Side/Rear

Building Setback from PL:	20 ft min.
Building Setback from Buildings:	30 ft min.
Landscaped Setback from Building to Parking:	5 ft min.



Figure 4.5.1 Clean, contemporary design that creates plaza opportunities and provides amenities to pedestrians

4.5 RETAIL/SERVICE TYPOLOGIES

4.5.1 - Intent

The retail/service typology includes and defines uses such as stores, restaurants, and support services. The intent for this typology is to provide uses for the daily convenience of the people who work at and visit Airport 599 .

Building Form and Massing

4.5.2 - Intent

Building design should employ clean, simple geometric forms that follow the design of the architectural character selected. The geometric forms should be coordinated so that the building massing will produce overall unity, scale and interest.

4.5.3 - Criteria

- Large, expansive glass façades shall be broken down via a variety of mullion ordering systems, change of planes, use of both front and center glazed systems, etc. as a means of eliminating the “glass box” look
- Overall building massing shall be simple, with integrated forms that serve as feature elements and aid in way finding.
- Long, flat, unarticulated elevations and continuous parapet lines, as viewed from public streets, parking lots and pedestrian ways are not allowed. These can be divided through the use of offsets, penetrations and tower elements
- Use of extraneous “themed” detailing like foam cornice caps, foam moldings and window detailing is discouraged. Instead, architectural detailing shall be simple and modern.

- Building mass can be divided into smaller components through the use of pilasters, change in roof or wall plane, projecting or recessed elements or other combination.
- Overall massing shall be in scale with the pedestrian. Architectural detailing and materials on lower walls are encouraged to relate to the human scale. These could include colonnades, canopies and sunshades, trellis projections, overhangs, or stone and tile detailing to name a few.
- Façades are to have all wall mounted equipment (i.e. meters, electrical cabinets, etc) located inside the building in electrical rooms.



Figure 4.5.2 Unique, contemporary retail statement provides strong identity for the entire development. Various uses of color, massing and materials create a successful composition

Fenestration/Glazing Colors/Reflectivity

4.5.4 - Intent

Fenestration should be defined by function and structure or by architectural character and should be consistent in design concept in form, pattern and color. The fenestration along major streets should be designed with sensitivity to the visual edge, the public ways they create and the image portrayed along these edges. In addition, when using any glass surfaces, care should be taken so that hard glare and reflectance be controlled and defused from public view.

4.5.5 - Criteria

- Glazing delineation shall be by mullions and structure
- Care shall be taken with a balance between solid wall and glazing surfaces appropriate with the design character
- Glazing areas are encouraged not to be arbitrary or decorative in nature

- d. Glazing shall be clear or tinted.
- e. The use of glass cube forms is discouraged
- f. Uninterrupted horizontal glazing is prohibited
- g. Glazing colors are encouraged to be in the gray, clear, blue or green tones
- h. Glazing colors in gold, bronze and copper ranges are strongly discouraged
- i. Reflective glazing is prohibited.

Structure

4.5.6 - Intent

Building structures should be expressed clearly and consistently. Structure becomes an important design element if expressed in relation to the overall development.

4.5.7 - Criteria

- a. Structure shall have visible vertical support
- b. Structure shall have proper scale
- c. Exposed, oversized structural components used as decoration are discouraged
- d. Structural columns and components are encouraged to be designed into the façade and become part of the organizational elements of the façade

Roofs and Parapets

4.5.8 - Intent

Roof forms and parapets are an important design element as it relates to the overall development as observed from both the external edges and inside the development. A variety of roof elevations and parapet heights along the streets create an interesting positive edge to these streets.

4.5.9 - Criteria

- a. Varied parapet heights are encouraged
- b. Roof forms shall reinforce the character of the building
- c. Roof forms shall not have arbitrary decoration

- d. Roof forms are encouraged to be flat, angular, pitched, curved or barrel vault
- e. Standard mansard and "A" frame roof forms are prohibited
- f. Exposed downspouts are prohibited

Entrances

4.5.10 - Intent

Entrances should be clearly defined and inviting. Building entrances are important elements in creating friendly and inviting development as they relate to the major streets and parking areas. Special attention will be placed on the entrances and associated entrance plazas.

4.5.11 - Criteria

- a. Building entrances are to be scaled appropriately in relationship to the architectural character of the building
- b. Entrances shall have human scale and be welcoming
- c. Entrances shall be easily identified
- d. Entrances shall have entry plazas and an entry space sequence that links to pedestrian arrival, i.e. the parking lot and/or the public street
- e. Entrance plazas shall be linked with the public pedestrian way along the street whenever possible
- f. Entrances are encouraged to have articulation and color where appropriate for identity and interest
- g. Entrances shall be coordinated with the landscape design and be an integral part of it
- h. Entrances are expected to be designed so as to discourage exaggerated forms and colors that are inappropriate for the architectural character
- i. Entrances are not to have dark, confined appearances
- j. Entrances may be articulated with portals and arcades

Materials

4.5.12 - Intent

Exterior building materials should be clean, efficient and project a sense of permanence and stability, with an appearance that is consistent with the contemporary nature of the development.

Wall Materials

4.5.12 - Allowed Materials

- a. Precast, cast in place, GFRC or tilt-up concrete panels
- b. Masonry – concrete block or brick
- c. Stone and wall tile (large dimension)
- d. Metal panels or derivatives
- e. Tinted glass
- f. Stucco/plaster with smooth troweled finish
- g. New technology materials as approved by Community Development Department and Design Review Committee Process

4.5.13 - Criteria

- a. All approved materials shall be used appropriately in conjunction with the approved architectural character
- b. Stucco or exterior plaster is encouraged to have a smooth finish – for stucco; a maximum of medium sand finish (30/30) is encouraged
- c. Material changes shall occur at intersecting planes, preferably at the inside corners of wall planes, or where architectural elements intersect.

Exterior Colors

4.5.14 - Intent

The intent is to blend colors of the various buildings in Airport East so that the overall development becomes an interesting contrast of materials, color and architectural form. The paint colors along with the other materials of the project are to be submitted during the Community Development Department and Design Review Committee Process.

4.5.15 - Criteria

- a. The use of color for arbitrary patterns and stripes is highly discouraged
- b. The use of fluorescent paints and bright, garish colors is not allowed
- c. Lighter colors as opposed to dark, natural finishes are encouraged
- d. The blending of colors between painted surfaces and natural materials is encouraged

Building Heights

4.5.16 - Standard

Retail/Service buildings shall be limited to a single floor and maximum height of 30 ft.

Setbacks

4.5.17 - Standard

Street setbacks are measured from face of curb to build to line. Side and rear setbacks are measured from the property line.

Street

Building Setback:	25 ft min.
Landscape Parking Setback:	25 ft min.

Side/Rear

Building Setback from PL:	10 ft min.
Building Setback from Buildings:	30 ft min.
Landscaped Setback from Building to Parking:	5 ft min.

CIRCULATION & STREETSCAPES | 5

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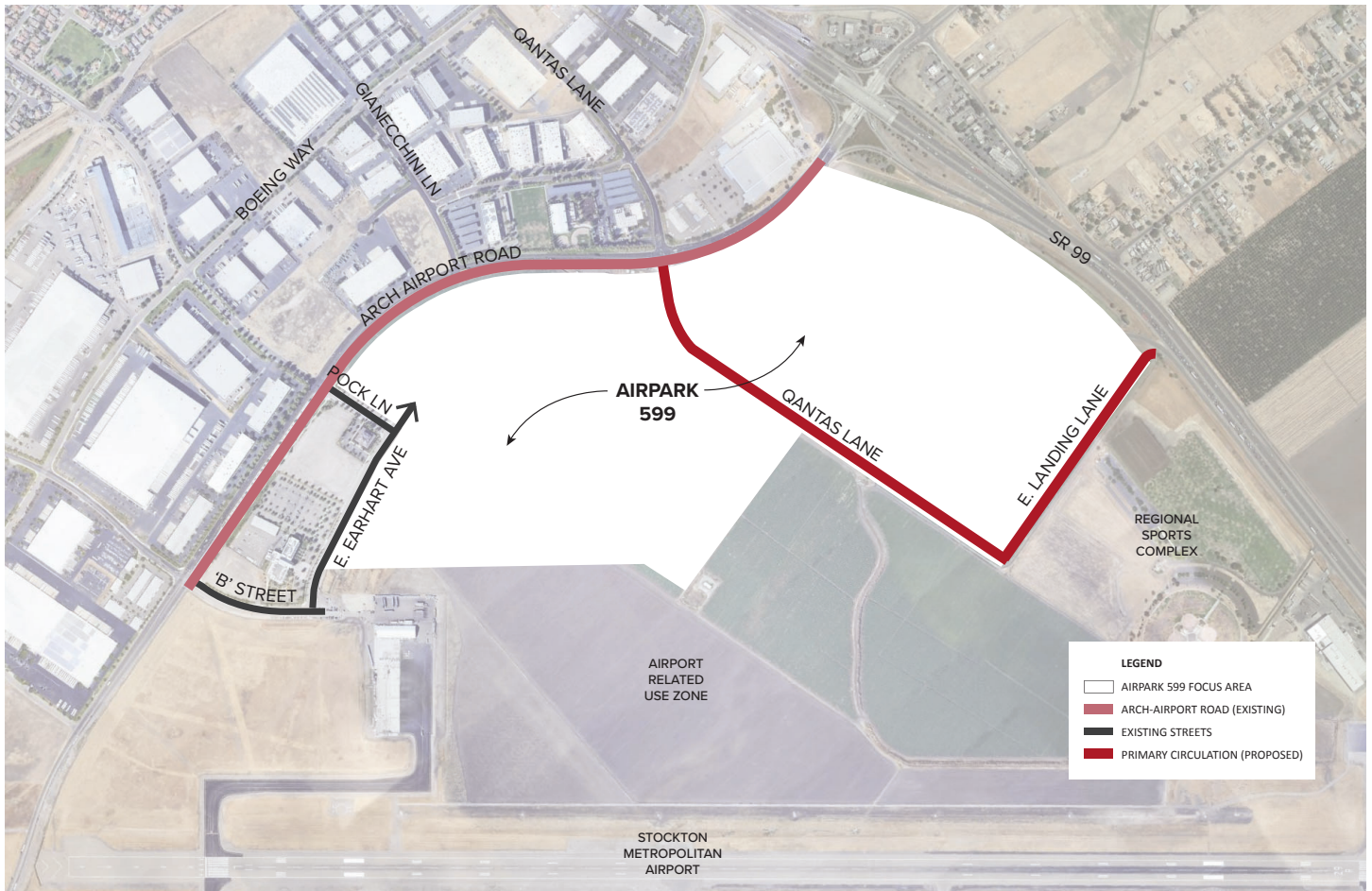


Figure 5.1.1 Primary Street Network

5.1 Vehicular Circulation and Streets

Airpark 599 shall integrate a hierarchy of streets which will accommodate the circulation of automobiles, trucks, pedestrians, and bicycles in a way that is consistent with the character of the overall site development.

The backbone streets of Qantas Lane and E. Landing Lane are the only required streets within the Airpark 599 Addendum area (with locations fixed as indicated) that will combine with the existing streets of B Street, Earhart Avenue and Pock Lane to service Airpark 599.

Qantas Lane, Pock Lane and E. Landing Lane will connect with Arch-Airport Road to allow for an even dispersal of traffic. These collectors will be supplemented by a potential grid of internal streets. The pattern of the internal streets is flexible and will respond to the land use and traffic needs.

5.1.1 - Streetscapes

A robust and well-defined streetscape system is a fundamental component of Airpark 599's sense of place and cohesiveness as a complete business community.

There are 3 streetscape designations consisting of:

- Qantas Lane
- E. Landing Lane
- Arch Airport Road at Perimeter Linear Park

5.2 QANTAS LANE

5.2.1 - Intent

Qantas Lane will be a collector street and function as one of the primary streets for Airpark 599.

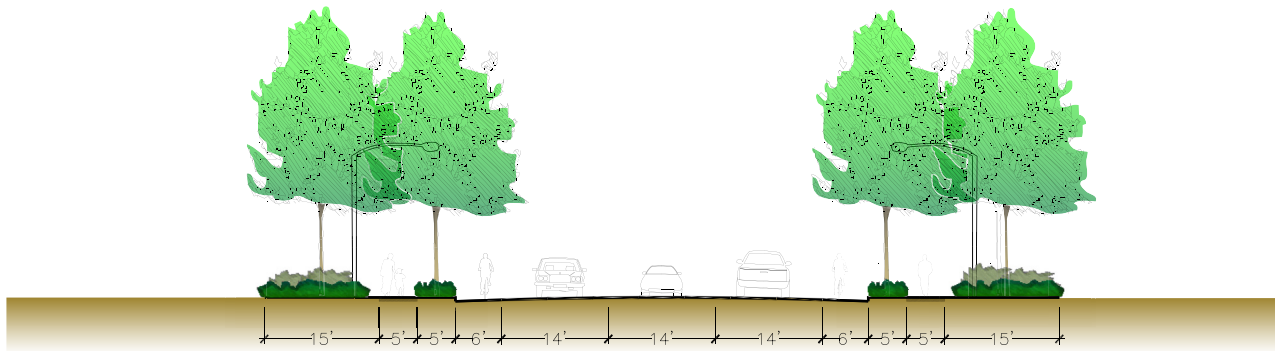


Figure 5.2.1



Figure 5.2.2

5.2.2 - Criteria

- The street will consist of two 14 ft wide vehicular travel lanes, a 14 ft wide turn lane and two 6 ft wide Class I bike lanes.
- A 25 ft landscape easement shall be provided from face of curb on both sides of the street.
- A continuous 5 ft wide planting strip with a minimum 5 foot wide sidewalk shall be provided on both sides of the street.
- Tree canopies will be kept clear of traffic lanes to avoid damage from trucks.
- A double row of street trees planted in staggered rows shall be provided on both sides of the street (30 ft on center spacing typical). The trees will be: Parkway tree- *Fraxinus oxycarpa* 'Raywood' (Foreground only), *Fraxinus uhdei* (Background only)
- Understory planting will consist of simple, continuous patterns of low shrubs and ground cover. Background shrub- 24" to 48", Foreground shrub and ground cover- 6" to 24." See Appendix A: Recommended Plant List, for species selection.
- Individual developments are responsible for implementing back of curb improvements along their street frontage property line.

5.3 E. Landing Lane

5.3.1 - Intent

E. Landing Lane will connect Qantas Lane to the State Route 99 Frontage Road.



Figure 5.3.1

5.3.2 - Criteria

- The street will consist of two 12 ft wide vehicular travel lanes and one 12 ft center turn lane.
- A landscape easement shall be provided from face of curb on both sides of the street. The width of that easement will vary, but a 15' minimum landscape setback from back of sidewalk to interior circulation or parking shall be maintained.
- A continuous 5 ft wide planting strip with a minimum 5 ft wide sidewalk shall be provided on both sides of the street.
- A single row of background trees planted in formal rows shall be provided on both sides of the street (30 ft on center spacing typical) with a single row of smaller foreground trees on each side. The trees will be deciduous and selected for seasonal interest and ornamental qualities. Background tree- *Ulmus parvifolia*, Foreground tree- *Pistacia chinensis* or *Sapium sebiferum*.
- Understory planting will consist of simple, continuous patterns of low shrubs and ground cover. Background shrub- 24" to 48", Foreground shrub and ground cover- 6" to 24". See Appendix A: Recommended Plant List, for species selection.
- Individual developments are responsible for implementing back of curb improvements along their street frontage property line.

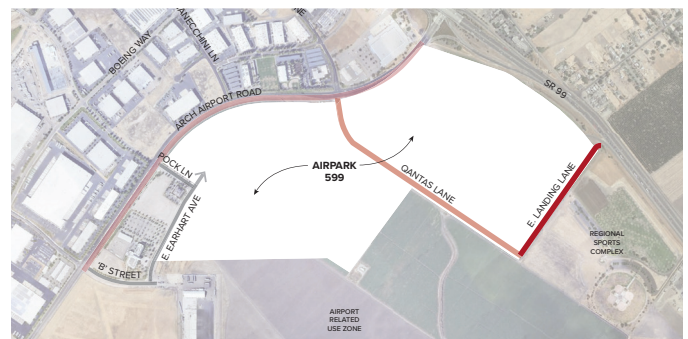
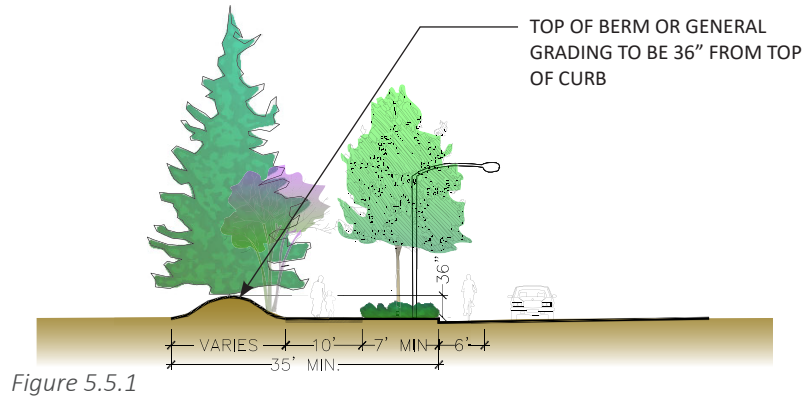


Figure 5.3.2

5.4 ARCH AIRPORT ROAD

5.4.1 - Intent

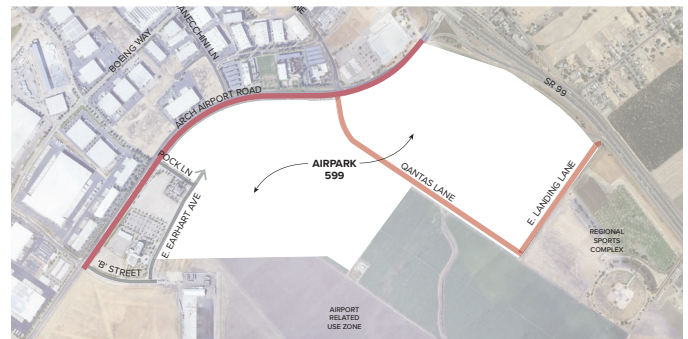
Arch Airport Road is major arterial with direct access to State Route 99 and Interstate 5 and functions as the primary access road to the Airport East's collector streets. The streetscape also serves as a landscape perimeter and multi use trail linear open space.



5.4.2 - Criteria

- A minimum 35 ft landscape easement shall be provided from face of curb.
- A continuous undulating built-up earth form (3 ft in height) shall be provided along Arch-Airport Road from South Airport Way to State Route 99.
- A meandering 10 foot wide multi-use (bicycle/pedestrian) path shall be provided. The path shall be a minimum of 7 feet from face of curb to its closest edge at any point along the linear park.
- Informal clusters of street trees shall be provided on both sides of the path. The trees shall be evergreen and spaced to allow view windows into the site. Trees in informal clusters of three: Large broadleaf, large coniferous, and medium and small ornamental trees.
- Understory planting will consist of 15% turf, and 85% low shrubs and ground cover. Background shrub- 24" to 48", Foreground shrub and ground cover- 6" to 24". See Appendix A: Recommended Plant List, for species selection.
- The path shall conform to ADA requirements.

Note: See Appendix B: Streetscape Planting Section.



LANDSCAPE & OPEN SPACE | 6

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6.1 Introduction

These standards and guidelines are intended to provide for the establishment of a strong and well-articulated landscape and open space framework for both the public realm and individual developments within Airpark 599. The goal is to create a community-wide cohesive visual identity and reinforce its sense of place. The combination of tree-lined streets with shaded pedestrian walkways and bikeways, clear and identifiable entries, a well-designed park and open space system and complementary development landscapes provide the green armature for a vibrant and vital business community.

6.1.1 - Landscape Foundational Structure

The forms and patterns that make up the foundational structure of the Airpark 599 landscape are derived from those basic to the working orchards, fields, ranches and farms intrinsic to the Central Valley's agrarian heritage. These elements are:

6.1.2 - Allee and Hedgerow

The allee is a roadway or walkway bordered with formal rows of trees. It serves as a unifying element providing linear structure to the landscape. The allees within Airpark 599 are typically composed of deciduous shade trees providing shade to streets and sidewalks. The hedgerow is useful as a visual boundary and natural barrier. It functions as a windbreak, visual screen and as a linear unifying structure in the landscape.

6.1.3 - Orchard and Row Crops

The rhythmic cross-axial grid of trees created by orchard style planting is perfectly suited to create an accent and provide a strong organizational pattern, in areas such as project Gateways, and shade in parking lots. Row crops, interpreted as colorful contrasting bands of plant materials, can provide a strong sense of direction, organization, interest and a visual reminder of the importance of the yearly cycle.



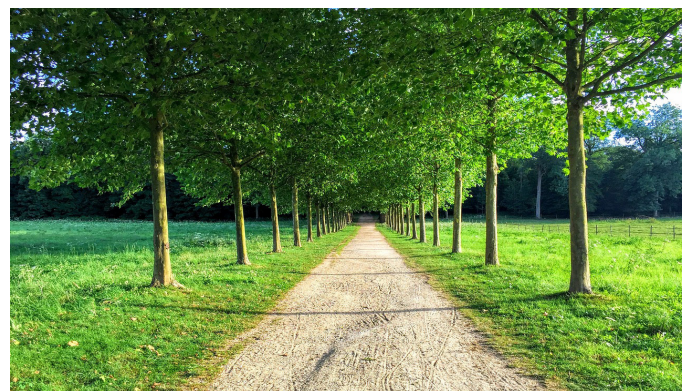
Hedgerow



Orchard



Row Crops



Allee

6.2 Landscape Framework

6.2.1 - Streetscapes

Streetscapes help unify the site as a whole and reinforce the hierarchy of the street circulation network. Streets anchor the public realm experience and are intended to be positive, interesting places that provide safe and pleasant travel. A rich landscape providing shade for buildings, streets and walkways reinforces and buffers the pedestrian experience from street traffic and helps drive the development's character. A hierarchy of Airpark 599 Gateways and identity elements also contained within the streetscape network helps provide identity and orientation to motorists and visitors.

6.2.2 - Open Space

The Airpark 599 open space system is anchored by the Arch-Airport Road Linear Trail, the East Park and the existing adjacent Regional Sports Complex. The Arch Airport Road Linear Trail, along with internal parcel green corridors and street walkways, provides clear connectivity to both facilities. East Park is intended as a natural park setting for relaxation, recreation and gathering. This park will offer an inviting green space with connections to a system of shaded streets, seating areas, formal and informal perimeter landscapes and flexible program turf area for impromptu recreation.

6.2.3 - Development Landscape

Landscapes within the development areas are complementary to and reinforce the public realm landscape and open space system to create an overall cohesiveness and connectivity within Airpark 599 and are to provide comfortable environments for employees.

6.3 Open Space and Recreation

6.3.1 - Principles

The standards and guidelines for parks are intended to assist the County in designing parks based on the following principles:

- Create a distributed network of parks, open space and linear park connections that serve as 'greens' or 'commons', affording opportunities for both active and passive recreation and that work with complimentary use programs to support the needs of the business park community.
- Establish a pattern of safe and convenient pedestrian and bicycle linkages between parks to the existing Regional Sports Complex, and to the surrounding community based upon the dynamics and organization of the proposed road circulation system.

Airpark 599 has approximately 9-acres of open space that will be integrated into a system of landscaped spaces to serve the recreational needs of the local business and retail communities. The park and green corridors have been designed to enhance the community's connection to the outdoors while providing safe and convenient access.

East Park located along the Arch Airport Linear Trail will provide informal active and passive recreational opportunities while project perimeters, landscape buffers, and green corridors will serve as aesthetic project boundaries and linkages to the surrounding community, including the neighboring Regional Sports Complex.

The following plans illustrate the open space planned for development at Airpark 599. The Conceptual Plans are included for illustrative purposes only. Features conceptualized herein illustrate general intentions for the park.

6.4 Arch Airport Linear Trail

6.4.1 - Criteria

- a. A linear open space area along the south side of Arch Airport Road minimum of 35 ft in width extending from State Route 99 to Alitalia Way.
- b. Provides an informal multi-use pedestrian/bicycle pathway at the site's perimeter reinforced with low berms and shade trees.
- c. Provides a walkable area well removed from the hazards of vehicular traffic.
- d. Provides pedestrian and bicycle connection to the existing Regional Sports Complex.
- e. See Chapter 5, Section 5.7 for information regarding this open space / streetscape component.

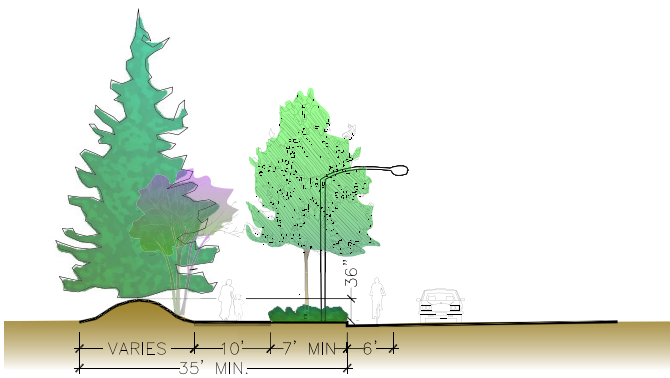


Figure 6.4.1 - Arch Airport Linear Trail

6.5 East Park

6.5.1 - Intent

The approximately 3-acre park will be will provide informal active and passive recreational opportunities

6.5.2 - Criteria

- a. Strong linkage to the Arch Airport Road Linear Trail.
- b. Park entry should be high-lighted with special features including signage/marker elements and small specially paved areas. Entry areas should be highlighted with special light fixtures, low seat walls or low hedges at their edge, and flowering accent planting.
- c. Universal access shall also be accommodated.
- d. Lawn areas should be large and open, for multi-purpose play fields or specific use sports fields. Lawns should consist of durable low water demand turf appropriate foot traffic
- e. Attractive, high-quality benches, and other site amenities should be used.
- f. Shade shall be provided either by groves of trees or shade giving structures with texture, form, and detailing that reinforces the design themes of the surrounding architecture.
- g. Provide attractive, pedestrian-scale light fixtures selected to reinforce the design themes of the surrounding lighting and architecture. Levels of illumination will conform to County and local standards.
- h. Plant palette in the park should reflect the intensity of pedestrian activity and with sensitivity to low maintenance requirements. Trees, shrubs, and ground covers should be relatively clean with minimal litter.

Figure 3.3.2 Organization Diagram

6.6 Project Gateways and Identity Landmarks

A hierarchy of Gateways into Airpark 599 shall be established. Principal entries will have Primary Project Gateways and landscape designed to provide highly visible points of passage and orientation. All other intersections (except Qantas Lane) will be Secondary Project Gateways and will be designed on a smaller scale than the principal entries. Identity Landmarks as arrival markers will also be incorporated into the Gateways and along the freeway edge. Individual building sites and parks may have minor Gateways which reinforce the urban framework while helping establish identity for specific places within the business park.

6.6.1 - All Gateways Landscape Criteria

- Tall columnar skyline trees provide a background. A grid of ornamental flowering trees in orchard-style pattern provides a middle ground.
- Row crop style plantings of alternating bands of low hedges and perennials provide seasonal color and foreground interest.
- Turf will be limited to immediately in front of sign walls to minimize water usage.
- Gateway landscape treatments will maintain adequate sight lines for vehicle safety.

Primary Project Gateway

6.6.2 - Intent

The principle entry into Airpark 599 occurs at the intersection of Arch Airport Road and Qantas Lane.

A Gateway Landscaped Easement shall be established flanking Qantas Lane at approximately 100 feet in either direction from face of road curbs. Highly visible landscape features will be used to reinforce the sense of arrival and entry and to set the Gateway landscape apart from the adjacent streetscapes. Columnar Project Identity Landmarks shall flank this vehicular entry. See Chapter 7 Signage for details.

Secondary Project Gateway

6.6.3 - Intent

A Secondary Gateway was constructed in 2009 at the intersection of Arch Airport Road and Pock Lane and serves as the built example of the overall gateway system. It was established through the creation of a Gateway Landscape Easement 75 feet in either direction from face of road

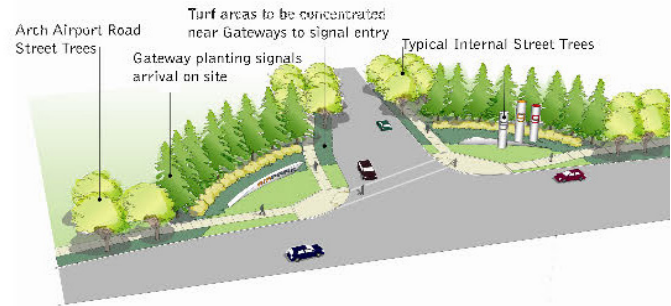


Figure 6.6.1 - Secondary Gateway Constructed at Pock Lane



Figure 6.6.2 - Pock Lane Gateway (As-Built)

curbs and was completed with the first phase of roadway/ infrastructure improvements. This gateway is marked by highly visible landscape features and Airpark 599 landmark signage reinforcing the sense of arrival and entry. See Chapter 7 Signage for details.

Freeway Identity Marker

6.6.4 - Intent

At the northeast corner of the site, adjacent to the State Route 99 / Arch Airport Road interchange, an opportunity exists to potentially include a freeway identity. This marker/ signage element is envisioned to provide identity for tenants of the Airpark 599 retail/commercial amenity.

6.7 Project Perimeters and Buffers

6.7.1 - Intent

The edges of Airpark 599 will be designed to create a sense of arrival while providing a buffer and transition to the existing office parks, highway, and Regional Sports Complex. The landscape conditions will vary from street setbacks to informal open spaces. Areas of the project on the eastern edge bordering State Route 99 and the Regional Sports Complex will be kept as potential open space, storm water management facilities and circulation. The deep setback along Arch Airport Road will allow the streetscape design to be less formal than the interior streets, lending itself to a more park-like quality. The perimeters will serve as areas for a safe and shaded multi-use trail connection.

6.7.2 - State Route 99 Edge/Buffer

- a. The site perimeter adjacent to State Route 99 is anticipated to contain significant storm water management facilities that should be designed to present a cohesive system of basin(s), transitional edges, naturalized plantings and informal groves of trees to create a layered landscape system as viewed from the interchange overpass.
- b. Provide a pedestrian/bicycle linkage from the Arch Airport Linear Trail to the Frontage Road completing the access to the Regional Sports Complex.

6.8 Development Landscape

6.8.1 - Intent

Landscapes within the development areas should be complementary to and reinforce the public realm landscape and open space system to create an overall visual and physical cohesiveness to Airpark 599. Patterning, themes and accents are to be used—in conjunction with the site organizational principles outlined in Section 3 - Site and General Building Guidelines—to reinforce entries, delineate pedestrian movements, provide comfortable and pleasing outdoor pedestrian spaces and complement architectural rhythms.

6.8.2 - Criteria

- a. Landscapes in whole are to reflect the region's agricultural heritage and strive for reduced levels of resource consumption and maintenance.
- b. Developments shall implement "year-round"

landscapes through compositions that use color, texture, and deciduous and evergreen species to provide interest and varied expression throughout the seasons.

- c. Concentrate highest levels of design composition, interest and potentially higher resource consuming components of the landscape in areas of greatest pedestrian movement and interaction.
- d. Utilize the landscape to help mitigate environmental factors such as the hot afternoon sun and prevailing winds.
- e. Screen undesirable views of service bays, loading areas, and concentrations of utilities with appropriate landscape elements such as tall hedges and vines.
- f. Utilize the landscape where feasible to assist the management of storm water quantity and quality control be receiving surface and roof runoff.
- g. California/Mediterranean native and other adapted species which are tolerant of summer drought and infrequent winter frost are to anchor site landscapes. See Appendix A: Recommended Plant List

6.9 General Planting Guidelines

6.9.1 - Intent

Plant materials shall be well-suited to the local climate and be used in complete systems to not only beautify the site but to help address and solve problems. Trees should be used to help define and soften spaces and edges and provide solar and wind protection. Shrubs, ground covers, and vines should be used to define the ground plane, soften edges and integrate architecture into the landscape.

6.9.2 - Trees

- a. Trees will be selected to respond to concerns of wind, soils, views, solar orientation, drought tolerance and maintenance considerations.
- b. In developed areas of the project, trees will be treated in an architectonic or formal manner, to define and articulate space as walls, canopies and edges and reinforce pedestrian movement.
- c. Trees in small hardscape areas, such as in plazas, should be planted in bosques or regularly spaced groves rather than clumps or randomly spaced.
- d. Trees are to be located to maximize the shading of buildings and outdoor areas with southern and western exposures. Deciduous trees are best for these applications as leaf cover will provide shade in

the summer while open branching in the winter will provide increased solar gain. This measure can reduce the need for internal building heating and cooling.

- e. Trees will generally be single-trunked when used in geometrical plantings while multiple trunk species will be reserved for accents and less formal situations.
- f. Flowering trees will be used to accent building entries and project Gateways.
- g. Where trees occur in paved areas, they will be provided with large tree-wells, root barriers and moisture barriers.
- h. Tree wells may be covered with decorative metal grates or planted with ground covers.
- i. Trees shall be carefully inspected in their nursery containers prior to installation to ensure they are not root bound, are free of disease and have uniformity of structure, color and appearance.
- j. Allow for supplemental drainage for trees where soil profiles do not allow for proper percolation. Perform needed soil analysis while in the design phase to make such determinations and infrastructure accommodations prior to planting operations.
- k. Site area should have consistent cover of plant material and be free of larger expanses of bare mulch.
- l. Use plant materials in large significant masses rather than multiple clusters of individual species.
- m. Species with striking forms will be displayed against walls and in highly visible locations, not in locations where screening is desired.
- n. Group species having similar watering and solar requirements together.
- o. Selected and located plants so as not to encroach on walkways and paths.
- p. Dense and durable species of plants that serve as a barrier will be used where foot traffic is discouraged to prevent worn "cut-throughs" in the landscape.
- q. Finer textured or more decorative species will be used near walkways, building entries and ground level windows.
- r. Aggressive ground covers will not be planted under or too close to shrubs to prevent maintenance issues.

6.9.3 - Vines

- a. Vines will be used on buildings, trellis walls and structures to help blend architecture and landscape where feasible.
- b. Colorful varieties are to be used where accent and

visual attraction are desired while species with less showy flowers are utilized for visual screening in utilitarian areas.

6.9.4 - Turfs and Grasses

- a. The use of turf will be generally minimized and focused in areas of informal recreational use or accent in order to reduce overall site water consumption.
- b. Turf will be separated from shrub and ground cover areas by a mow band or header to allow for properly maintained edges.
- c. Turf will be separated from wall and building surfaces by shrub and ground cover beds or other appropriate buffers.
- d. Where turf is used, select drought and disease resistant varieties (ex: Buffalo Grass).
- e. Use ornamental grasses or grasses that require infrequent mowing as turf substitutes where appropriate.

6.10 Parking Area Planting

6.10.1 - Criteria

- a. Use trees with spreading canopies to reduce and soften the visual impact of large asphalt areas and provide shade.
- b. Reinforce pedestrian pathways through parking lots with accent planting and trees for visual interest and identity.
- c. Tree planting for end islands should remain consistent throughout the parking lot.
- d. Trees planted in wells within the parking rows should be consistent within the row. Alternating rows of different species is acceptable.
- e. Maintain sight lines at entry points to parking lots and to each parking aisle.
- f. Use bio-swales where possible to collect and treat parking lot runoff.

6.11 Green Corridors

6.11.1 - Intent

Maintaining long views and providing shaded pedestrian access to green open space will be preserved by placing green corridors in key locations. Highlighted by architectural landmarks and punctuated by landscape features, the

corridors will ensure the openness of the community to its green spaces. These corridors will serve as pedestrian/ bicycle linkages and as well as cool seating areas. A park like aesthetic will prevail with large leafy trees at the edges with shrub planting and pedestrian lighting. A secondary function of the corridors should be to accommodate vegetated bio-swales which will move runoff above surface from the entire site to the detention basin. These swales will be aesthetically planted to make them an amenity while maintaining functionality.

6.12 Storm Water Management Areas

6.12.1 - Criteria

- a. Within bio-retention areas, utilize low maintenance turf, grasses or ground covers meeting County and State Water Control Board c.3 requirements

6.13 Grading and Drainage

6.13.1 - Criteria

- a. Grading should complement and reinforce the overall architectural and landscape design character.
- b. All surface drainage from landscaped areas shall be directed away from the buildings.
- c. Trees may require a supplemental underground drainage system connected into an adequately sized gravel sump pit or storm drainage system if specific site soil testing identifies the requirement due to percolation issues.

6.14 Soil Preparation

6.14.1 - Criteria

- a. Special attention should be paid to proper soil preparation before plant installation soil tests shall be required to determine type of soil, soil structure, water holding capacity and fertility. Soil will be amended according to report recommendations. The initial cost of special, site-specific soil treatment and drainage measures will be repaid in a more attractive, healthy and sustainable landscape in the years to come.
- b. Proper cultivation and soil conditioning are mandatory and potential installation of sub drainage system may be required should extremely poor soil percolation conditions be identified.

6.15 Use of Non-Irrigation Related “Ornamental” Water

6.15.1 - Intent

- a. All ornamental uses of water such as fountains, features or pools shall be supplied with alternative recycled water sources if available and shall be operated with recirculation systems.

6.16 Planting Design

6.16.1 - Criteria

- a. The majority of the plants selected should be well suited to the climate of the region and require minimal water.
- b. Turf and decorative uses of water should be minimized to reduce water use and evaporation. Turf limitations exclude certain public areas such as commons. Where decorative turf is used, the proper sod applicable to site climate should be used.
- c. For ease of maintenance and reduction of runoff, ground covers other than lawns will be used on slopes exceeding 4:1.
- d. Plant design should focus on plant materials that can be used in their natural form and do not require intensive long-term maintenance to keep a desired “shape or size.”

6.17 Mulches

6.17.1 - Criteria

- a. A minimum of three (3) inches of mulch is to be added to the soil surface in shrub and ground cover areas to reduce evaporation, moderate soil temperatures and discourage weeds. Non-porous material shall not be placed under the mulch.

6.18 Irrigation

6.18.1 - Intent

All landscaped areas will be provided with automatically controlled water-conserving irrigation systems. Creating an irrigation system that is efficient and appropriate for the climate of the area will provide adequate water to establish and maintain landscape plantings. All systems are to be

designed comply with State of California regulations and San Joaquin County Ordinance for water use efficiency

6.18.2 - Criteria

- a. Irrigation systems should utilize recycled water where possible.
- b. Wherever possible drip, bubbler or low volume sprays should be used to minimize wind spray and runoff, as well as wet walkways, paved surfaces and tree trunks.
- c. There should be a separation of valving for turf/other landscape, sun/shade, edge sprays, upper and lower drainage areas and plants with different watering requirements.
- d. Sprinkler heads should have matched precipitation rates within each control valve circuit.
- e. Quick coupling valves and valve boxes should be provided in ground cover areas.
- f. Low volume heads controllable for short repeat cycles should be installed.
- g. Separately controlled bubblers on trees in paving cutouts and pots should be provided.
- h. Backflow devices and controllers are to be screened from street view and protected with proper vandal resistant covers.
- i. All irrigation systems shall be equipped with a controller with multiple cycle capabilities and flexible calendar programming. Irrigation controllers should be equipped with a rain sensing shut-off device.
- j. All irrigation controllers and electric service meters should be inside enclosed, vandal resistant, free standing metal cabinets.

6.19 Irrigation Management

6.19.1 - Criteria

- a. Tenants' landscape maintenance contractors shall operate the irrigation systems. It is the contractor's responsibility to adjust the system to apply water in accordance with plant requirements based on season, penetration of the root zone and minimum runoff.
- b. Water application per cycle should match soil absorption rates. Avoid runoff by discontinuing the application of water as soon as it occurs. Watering in stages will allow water to soak in between applications, thus improving the efficiency of water use.
- c. Electric controllers should be set to water prior to 8:00 AM. Early morning irrigation will reduce evaporation losses.

- d. Clean and adjust sprinkler heads on a regular basis.
- e. Valve boxes shall be maintained free and clear of vegetation.

6.20 Tenant Landscape Maintenance

6.20.1 - Intent

It is important to properly maintain a healthy landscape. The following guidelines are to be used as a minimum framework for tenants' landscape maintenance contractors.

6.20.2 - Workforce and Performance

- a. Tenants' landscape maintenance contractors shall furnish all labor, equipment, materials and supervision required to properly maintain landscaped areas in an attractive condition.
- b. All workers shall be under the supervision of an experienced maintenance supervisor.
- c. All work is to be performed in accordance with standard horticultural practices, using modern techniques accepted by the industry. The appearance and health of the landscape shall be considered over methods and procedures.
- d. All work shall be scheduled to assure that horticultural tasks are completed at the proper times. Schedules may vary throughout the year as weather conditions dictate.
- e. Tenants' landscape maintenance contractors shall replace or repair anything damaged by their employees or agents.

6.20.3 - Ground Cover

- a. Ground covers should be kept within designated areas. Invasive ground covers should be kept at least six inches from buildings and other structures and should be kept from invading shrubs or climbing trees.
- b. Certain mature ground covers should be mowed periodically to maintain plant health and uniform appearance and to reduce rodent habitat.

6.20.4 - Trees and Shrubs

- a. Regular pruning shall implemented to promote structural strength for trees and large shrubs. Dead and damaged branches shall be removed along with those that undermine structural integrity or are producing overall shapes uncommon to that specie.

- b. Stakes and ties shall be adjusted to prevent girdling and chafing, and shall be removed as soon tree provides sufficient structural strength. All trees shall be pruned annually necessary.
- c. Trees are to be pruned annually to developed strong structural integrity. Once trees are established (generally over 15 ft in height) the standard pruning interval can be increased to 3 to 5 years.

6.20.5 - Fertilization

Plant material shall be fertilized where there are signs of nutritional deficiencies within industry standards and practices.

6.20.6 - Pest and Weed Control

- a. All planted areas, areas around shrubs and trees, next to buildings, fences, benches, sidewalks and curbs should be kept essentially free of weeds.
- b. The tenants' landscape maintenance contractors should take reasonable steps necessary to maintain landscape areas essentially free of harmful horticultural insect and disease infestations as customarily occur in the vicinity of the project and as preventable by application of available chemical or cultural practices.
- c. All materials used in the landscape maintenance program must comply with local, state, and federal laws. Non-chemical pest and weed management is the preferred approach to landscape management. All pesticides must be applied by or under the supervision of a licensed pest control operator. State law requires that all pesticides used must be reported to the County Agricultural Commissioner's Office.
- d. Application of all materials should be carefully timed to promote positive results and promote safety.

6.21 Site Furnishings

6.21.1 - Intent

Site furnishings reinforce the cohesive character of a place and provide important pedestrian amenities, enhancing the appearance and usability of outdoor areas including: plazas, courtyards, building entries and pedestrian connections. Airpark 599 will be unified by consistent site furnishings used project wide in public areas while private parcel developments will be distinguished by employing furnishings palettes that reinforce their site's architectural, lighting and signage vocabulary.

6.21.2 - Criteria

- a. Attractive, high-quality furnishings should be used. To complement the overall contemporary design

vocabulary discussed in the Architecture and Signage sections, the use of contemporary-styled metal, precast concrete, wood or recycled material furnishings is encouraged.

- b. Selection, design, and location of the site furnishings will be determined by their function and aesthetic contribution to their surroundings.
- c. Site furnishing designs should be integrated with other site elements (i.e. walls, lighting, signage, etc.).
- d. The color, texture, form, material, and detailing of furnishings should reinforce the design themes of each area as well and compliment Airpark 599 as a whole.
- e. Furnishings should be selected for safety, durability, ease of maintenance, ease of replacement as well as visual appearance.
- f. Trash containers that are dedicated to or provide convenient ability to recycle shall be provided throughout the development in logical locations of pedestrian concentration, activity or travel.

6.21.2 - Public Areas

Site furniture in public areas are those used to enhance public streets, publicly accessible connections and the central open space. Furnishings for these areas will be designed as a family of related forms and materials to emphasize unity through Airpark 599.

6.21.3 - Tenant Areas

Site furniture for tenant areas within individual parcel developments shall maintain a contemporary design aesthetic consistent with those of within public areas but should vary from parcel to parcel to reflect individuality of architectural design. Refer to the specific building typologies: Office/Flex and Light Industrial/Flex (Section 4.3), Manufacturing/Warehouse/Distribution (Section 4.4), and Retail/Service (Section 4.5) for details on design intent:

- a. Metal items such as benches, tables and chairs, bollards trash receptacles, drinking fountains, tree grates and bike racks should use painted steel (preferably powder coated), stainless steel or aluminum.
- b. Pre-cast concrete or cast stone is encouraged for items such as bollards, ash urns and planter pots.
- c. The use of wood or simulated wood made of recycled materials is encouraged primarily for seating surfaces of benches and chairs.
- d. The use of historical styles ('Mediterranean', 'Victorian' etc.), cast iron or plastic furnishings is not recommended.

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SIGNAGE GUIDELINES



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7.1 Introduction

The purpose of the signage guidelines is to ensure that the identity signage for all developments and tenants within Airpark 599 is consistent in quality with the overall project design. These guidelines are primarily concerned with the exterior identity programs of developments and tenants but all aspects of the sign programs should be thoroughly considered and designed to create a cohesive statement.

All exterior identity signs, including temporary signs, must conform to the San Joaquin County Development Title and shall utilize the guidelines that follow. Regulatory and informational signs which do not incorporate logos, tenant or development names, or other identity elements are not covered by these guidelines.

Note: Signs and sign locations shown in the diagrams on the following pages are diagrammatic and not to scale. Likewise, building designs shown are generic and are used for illustrative purposes only. These diagrams are not indicative of tenants or developments to be incorporated in Airpark 599, nor should it be assumed that designs following these diagrams are pre-approved.

7.1.1 - Objectives:

Development signage should provide a high degree of clarity, reflect the uses of the businesses being advertised, and exhibit quality and creativity in its execution. These guidelines, when appropriately implemented, are intended to:

- Provide a strong identity for the Airpark 599 business environment
- Aid visitors in locating their destinations
- Inform visitors of the various amenities, services and products available within Airpark 599
- Facilitate traffic circulation and public safety
- Enhance the visual environment of Airpark 599 by reducing clutter
- Enhance business identification
- Provide an efficient and economical implementation process
- Establish standards for use and reproduction of the Airpark 599 identity

7.2 Tenant/Parcel Sign Type Definitions

A. Single Tenant Monument Sign

A ground-mounted sign of limited height, with a base that is generally equivalent in length and width to the length and width of the sign panel (as opposed to a pole mounted sign). Developments and tenants wanting to incorporate a monument sign as a part of their identity program must use the Airpark 599 standards for the design of the monument. Reference figure 7.3.1 for design details. Single Tenant Monument Signs may be one or two sided and may identify a single business or development.

B. Multi-Tenant Monument Sign

A ground-mounted sign of limited height, with a base that is generally equivalent in length and width to the length and width of the sign panel (as opposed to a pole mounted sign). Developments and tenants wanting to incorporate a monument sign as a part of their identity program must use the Airpark 599 standards for the design of the monument. Reference figure 7.3.2 for design details. Multi-Tenant Monument Signs may be one or two sided and identify multiple business within a single development.

C. Vehicular Directional Sign

A Monument Sign which is intended to specifically provide directional information to the individual tenants or amenities within a development. Developments and tenants wanting to incorporate a vehicular directional sign as a part of their identity program must use the Airpark 599 standards for the design of the monument. Reference figure 7.3.3 for design details.

D. Wall Mounted Identity Sign

Dimensional panels or individual letter forms that provide business identity and are mounted directly to the building façade and project no more than 12" from the surface.

E. Canopy Sign

Panels and/or letter forms that are attached to or project from an architectural marquee or canopy and provide identification for the tenant(s) occupying the building. Note that a Canopy Sign differs from a Projecting Sign which may also be mounted to a canopy.

F. Window Graphics

Logos or letter forms which are placed directly on or behind window or door glazing and provide identification or product information for the business or development on which they appear.

G. Entry Directory

Panels and/or individual letters mounted to an exterior wall surface adjacent to a common lobby providing a listing of the tenants accessed through that lobby.

H. Rooftop Sign

Logos or letter forms applied to or integrated with the surface of a building's roof deck such that it is visible only to aircraft in flight.

I. Feature Sign

Large format, multi-sided tenant identification signs mounted either perpendicular to a building's façade or diagonally on a corner, providing visibility from multiple directions.

J. Projecting Sign

Logos or letter forms affixed to a panel or armature that is mounted perpendicular to a building's façade or suspended from an awning or canopy to provide visibility of the business' identity along a sidewalk.

K. Awning Sign

Identity graphics, including logos, place names and products, applied to or integrated with the primary surface or valance of an awning.

L. Banner

Large format flexible fabric or PVC material with applied or integrated graphics used to provide identity, impart character, or advertise products or product categories for a business or development. Banners are intended to be changed on a periodic basis. Permanent, rigid "banners" are subject to the rules applied to projecting signs (see below).

M. Temporary/Movable Sign

Promotional or seasonal panels that are intended to be set out during business hours in a pedestrian zone immediately adjacent to the business they are promoting, and removed each evening or whenever the business is closed; such as a sandwich board.

Examples of Development Types and Signage Program

The figures below represent potential signage scenarios anticipated for Airpark 599 based upon allowable land uses. Not all possible uses are shown. Limitations for signage placement, size and number shall be governed by the San Joaquin County Development Title per development/project type.

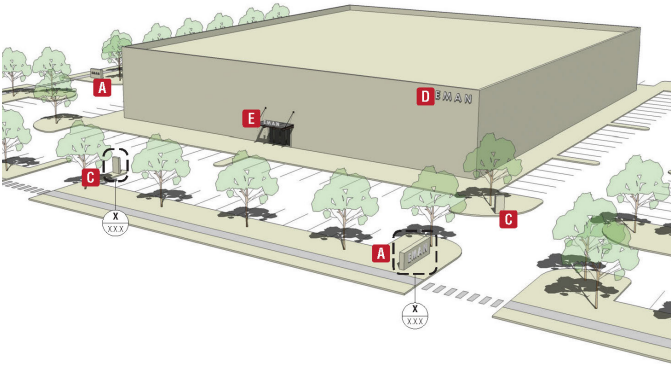


figure 7.2.1 Office/Office Flex/Light Industrial Flex: Single Tenant

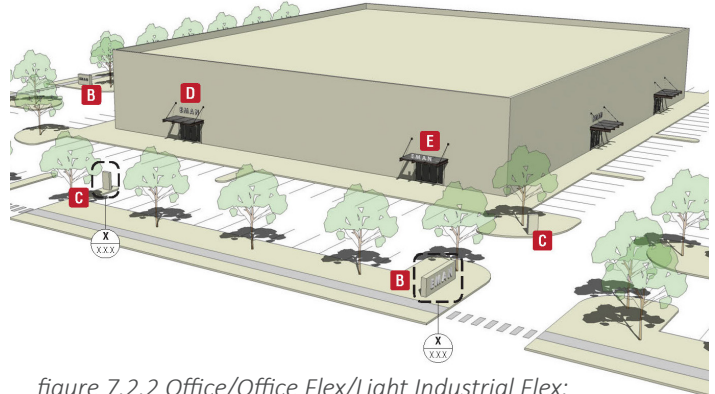


figure 7.2.2 Office/Office Flex/Light Industrial Flex: Multi-Entry, Multi-tenant

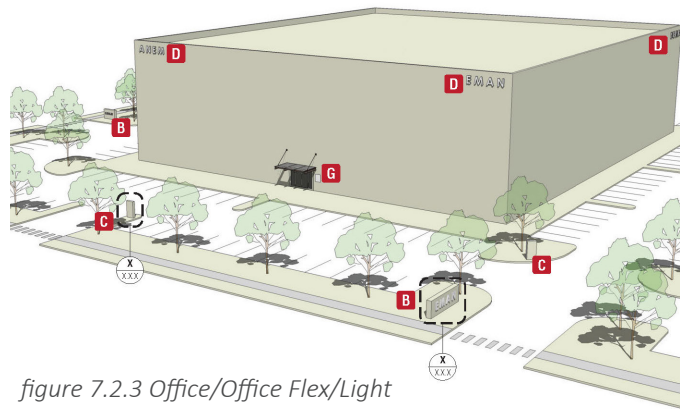


figure 7.2.3 Office/Office Flex/Light Industrial Flex: Single Entry, Multiple Majors

Sign Type	Description	Sign Type	Description
A	Single Tenant Monument	H	Rooftop Sign
B	Multi-Tenant Monument	I	Feature Sign
C	Vehicular Directional	J	Projecting Sign
D	Wall Mounted Identity	K	Awning Sign
E	Canopy Sign	L	Banner
F	Window Graphic	M	Temporary/Movable Sign
G	Entry Directory		

7.3 Standards for Development/Tenant Monument & Directional Sign Types

Office, Office/Flex, R&D, Light Industrial/Flex, Manufacturing, Warehouse and Distribution developments and tenants that incorporate monument and directional type signage must use the Airpark 599 design standards for these sign types as illustrated below, including forms, colors, materials, address placement, overall sign dimensions and illumination. This vocabulary began with the completion of the Pock Lane Gateway and shall carry forward throughout Airpark 599.

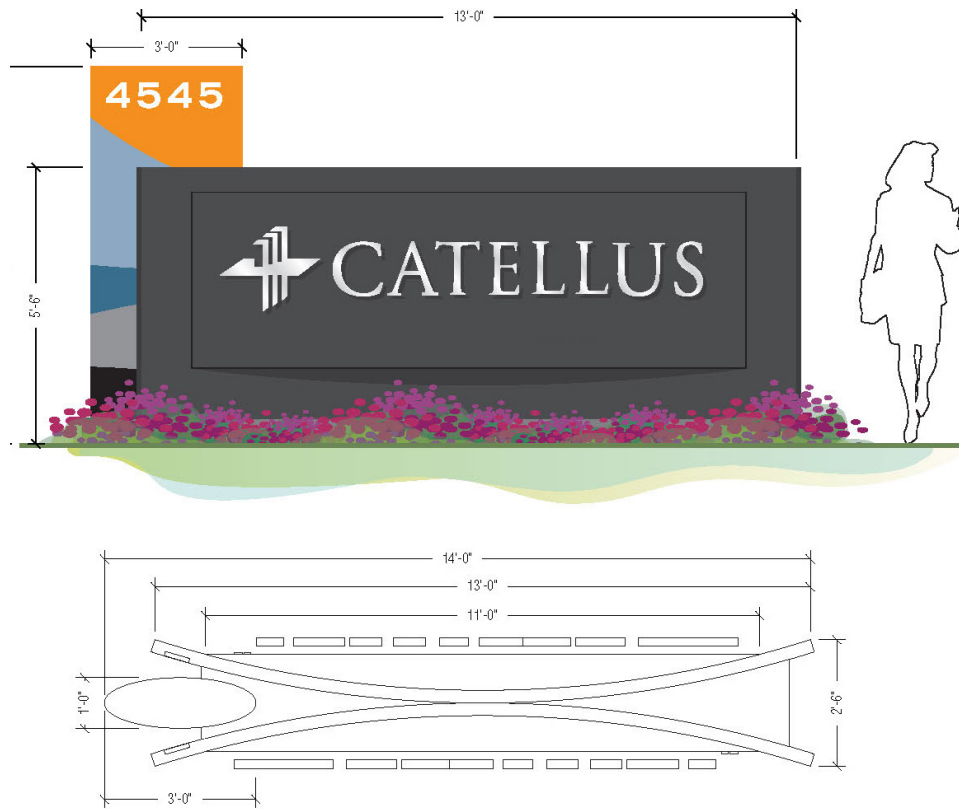


figure 7.3.1 Single Tenant Monument - Elevation & Plan

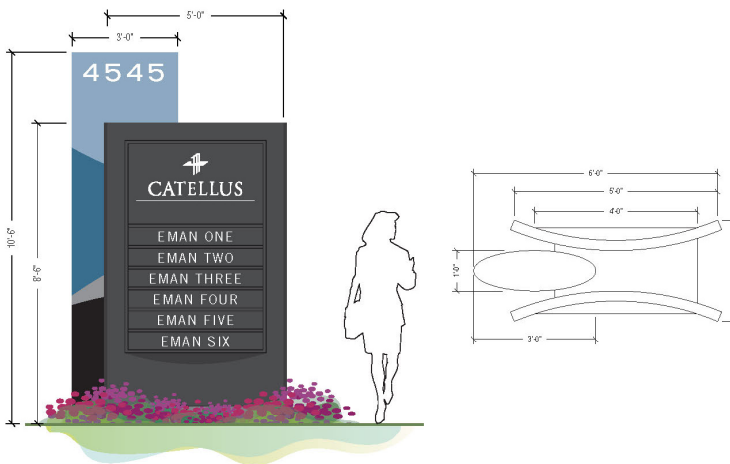


figure 7.3.2 Multi-Tenant Monument - Elevation & Plan

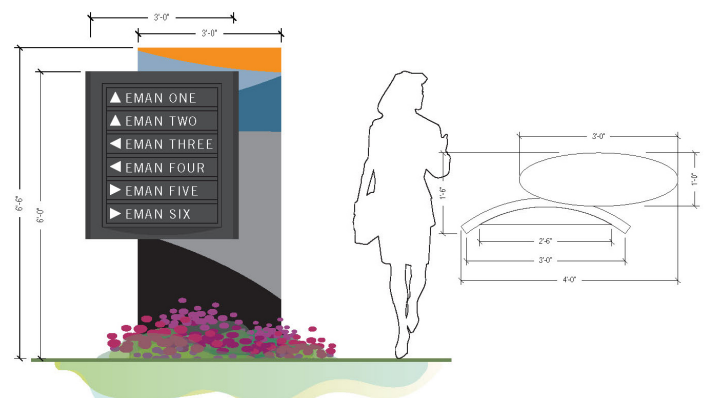


figure 7.3.3 Vehicular Directional Signs - Elevation & Plan

7.4 Master Developer Provided Signage/Identity

7.4.1 - Intent

The Airpark 599 Master Developer will provide primary and secondary gateway, monument, vehicular directional and directory type signage for the overall site at key intersections and site entry locations. These signs are intended to provide identity for Airpark 599 and general location information for the individual developments within the project. The vehicular project directional signs and directories may, at the Master Developer's discretion, provide specific tenant information, or they may provide only address based information.

The following signage drawings are for general reference to sub-developers and tenants for reference. Final designs are subject to change.

For more information on Gateways, please see Section 6.6

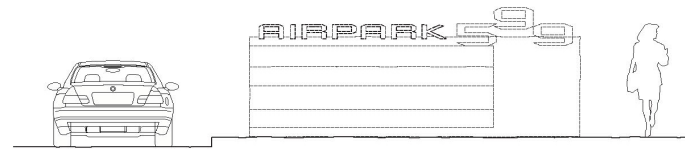


figure 7.4.1 Airpark599 Vehicular Directional Sign

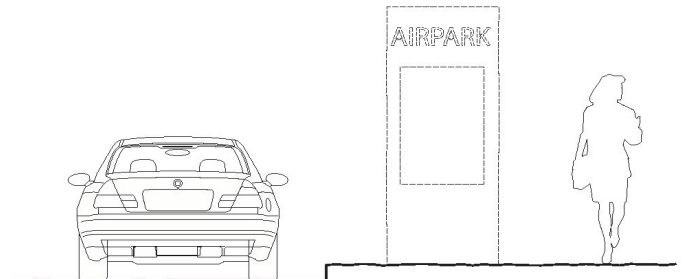


figure 7.4.2 Airpark 599 Directory



figure 7.4.3 Primary Project Monument (Qantas Lane)



figure 7.4.4 Secondary Project Monument Sign (as constructed at Pock Lane)

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INFRASTRUCTURE | 8

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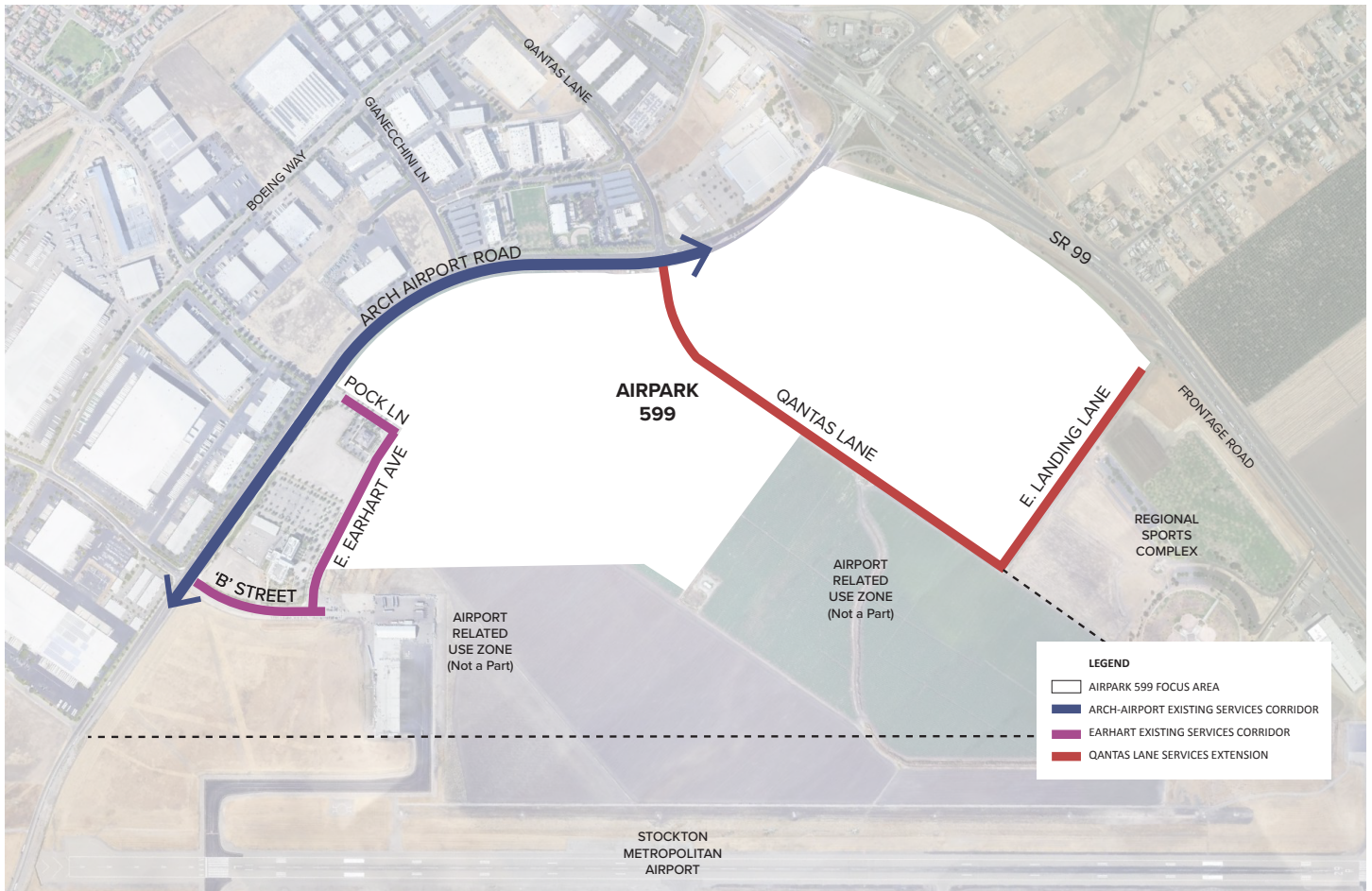


Figure 8.1.1 - Utility Framework Plan

8.1 Infrastructure Framework

Fundamental to the development of Airpark 599 is the provision of all necessary primary utilities and services. As per existing agreements between San Joaquin County and the City of Stockton, AP 599 will be serviced by the City of Stockton's municipal systems for domestic water and sanitary sewer. Services of electricity, natural gas and communications shall be served by the entities governing their respective transition lines at Arch Airport Road.

All existing utilities and services are located in the Arch Airport Road and Earhart Avenue service corridors. A connection to those services in Arch Airport Road will be made through the Qantas Lane utilities extension. The design and approval of this extension shall comply with all City of Stockton standards and procedures identified in the existing service agreement.

All development projects within Airpark 599 connect to utilities and services within either the Qantas Lane extension or Earhart Avenue corridor. The San Joaquin County Public Works Department will approve connections made to those systems on a case by case basis under the development review process.

Although the services agreement identifies storm water connection to the City of Stockton's municipal system, all development within Airpark 599 will address storm water through on-site detention. The San Joaquin County Public Works Department will approve storm water management plans on a case by case basis under the development review process.

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APPENDICES | 9

APPENDIX A: RECOMMENDED PLANT LIST

The plants in this recommended list adhere to the following conditions:

- Wind Tolerance
- Drought Resistance (asterisked if not)
- Disease Resistance
- Low Maintenance

This list focuses on reducing the attraction of birds to the site due to its proximity to the airport.

1. LARGE TREES

BOTANICAL NAME

- *Alnus cordata*
- *Pinus canariensis*
- *Platanus acerifolia* 'Bloodgood'
- *Platanus racemosa*
- *Populus alba* 'Pyramidalis'
- *Populus nigra* 'Africanica'
- *Quercus suber*

COMMON NAME

- Italian Alder
- Canary Island Pine
- London Plane Tree
- California sycamore
- Bolleana Poplar
- Theves Poplar
- Cork Oak

2. MEDIUM TREES

BOTANICAL NAME

- *Aesculus californica*
- *Aesculus carnea*
- *Albizia julibrissin* 'Rosea'
- *Arbutus* hyb.'Marina'
- *Catalpa speciosa*
- *Celtis occidentalis*
- *Celtis sinensis*
- *Fraxinus oxycarpa* 'Raywood'
- *Fraxinus uhdei*
- *Fraxinus velutina* 'Rio Grande'
- *Ginkgo biloba*
- *Gleditsia triacanthos*

COMMON NAME

- California Buckeye
- Red Horse Chestnut
- Silk Tree
- Madrone
- Western Catalpa
- Common Hackberry
- Chinese Hackberry
- Raywood Ash
- Evergreen Ash
- Fan-Tex Ash
- Ginkgo
- Honey Locust

5. CONIFEROUS TREES

BOTANICAL NAME

- *Cedrus deodara*
- *Pinus canariensis*
- *Pinus elderica*
- *Pinus halepensis*
- *Pinus pinea*

COMMON NAME

- Deodar Cedar
- Canary Island Pine
- Afghan Pine
- Aleppo Pine
- Italian Stone Pine

6. SHRUBS

BOTANICAL NAME

- *Abelia grandiflora*
- *Arbutus unedo* 'Compacta'
- *Berberis thunbergii* 'Atropurpurea'
- *Buxus microphylla japonica**
- *Carpenteria californica*
- *Ceanothus* spp.
- *Cistus* spp.
- *Cotoneaster lacteus*
- *Cotoneaster microphyllus*
- *Escallonia* spp.
- *Eleagnus pungens*
- *Feijoa sellowiana*
- *Fremontodendron californicum* 'Ca.Glory'
- *Ligustrum ovalifolium*
- *Laurus nobilis*
- *Mahonia aquifolium*
- *Mahonia pinnata*
- *Melaleuca nesophila*
- *Myrtus communis*
- *Myrsine africana*
- *Nerium oleander* cultivars
- *Olea europea* 'Little Ollie'
- *Photinia fraseri*

COMMON NAME

- Glossy Abelia
- Strawberry Tree
- Red-Leaf Japanese Barberry
- Japanese Boxwood
- Bush Anemone
- California Wild Lilac
- Rockrose
- Parney Cotoneaster
- Rockspray Cotoneaster
- Escallonia
- Silverberry
- Pineapple Guava
- Flannel Bush
- California Privet
- Sweet Bay
- Oregon Grape
- California Holly Grape
- Pink Melaleuca
- Myrtle
- African Boxwood
- Oleander
- Dwarf Olive
- Photinia

6. SHRUBS (cont.)

- | | |
|---|--|
| <ul style="list-style-type: none">• <i>Pittosporum tobira</i>• <i>Punica granatum</i> 'Wonderful'• <i>Raphiolepis</i> cvs.• <i>Rhamnus californica</i> 'Eve Case'• <i>Sollya heterophylla</i>• <i>Teucrium fruticans</i>• <i>Viburnum suspensum</i>• <i>Viburnum tinus</i>• <i>Xylosma californica</i>• <i>Zauschneria californica</i> | <ul style="list-style-type: none">• Tobira• Pomegranate• India Hawthorne• Eve Case Coffeeberry• Australian bluebell• Bush Germander• Sandankwa Viburnum• Laurustinus• Shiny Xylosma• California Fuschia |
|---|--|

6. GROUND COVERS

BOTANICAL NAME

- *Arctostaphylos* spp.
- *Baccharis pilularis* 'Twin Peaks'
- *Coprosma kirkii*
- *Cotoneaster microphyllus*
- *Cotoneaster dammeri* 'Lowfast'
- *Gazania rigens* 'Mitsuwa Yellow'
- *Hypericum calycinum*
- *Juniperus conferta*
- *Juniperus virginiana* 'Silver Spreader'
- *Lantana montevidensis*
- *Phyla nodiflora*
- *Trachelospermum jasminoides**
- *Trifolium frageriferum* 'O'Connor'

COMMON NAME

- Manzanita
- Dwarf Coyote Brush
- Coprosma
- Rockspray Cotoneaster
- Lowfast Cotoneaster
- Gazania
- Aason's Beard
- Shore Juniper
- Silver Spreader Juniper
- Trailing Lantana
- Lippia
- Star Jasmine
- O'Connor's Legume

7. VINES

BOTANICAL NAME

- *Campsis radicans*
- *Distictis buccinatoria*
- *Euonymus fortunei radicans*

COMMON NAME

- Common Trumpet Creeper
- Blood-Red Trumpet Vine
- Common Wintercreeper

7. VINES (cont.)

- | | |
|--|--|
| <ul style="list-style-type: none">• <i>Jasminum polyanthum</i>• <i>Parthenocissus tricuspidata</i>• <i>Rosa banksiae</i>• <i>Solanum jasminoides</i>• <i>Vitis vinifera</i>• <i>Wisteria sinensis</i> | <ul style="list-style-type: none">• Jasmine• Boston Ivy• Lady Banks Rose• Potato Vine• European Grape• Wisteria |
|--|--|

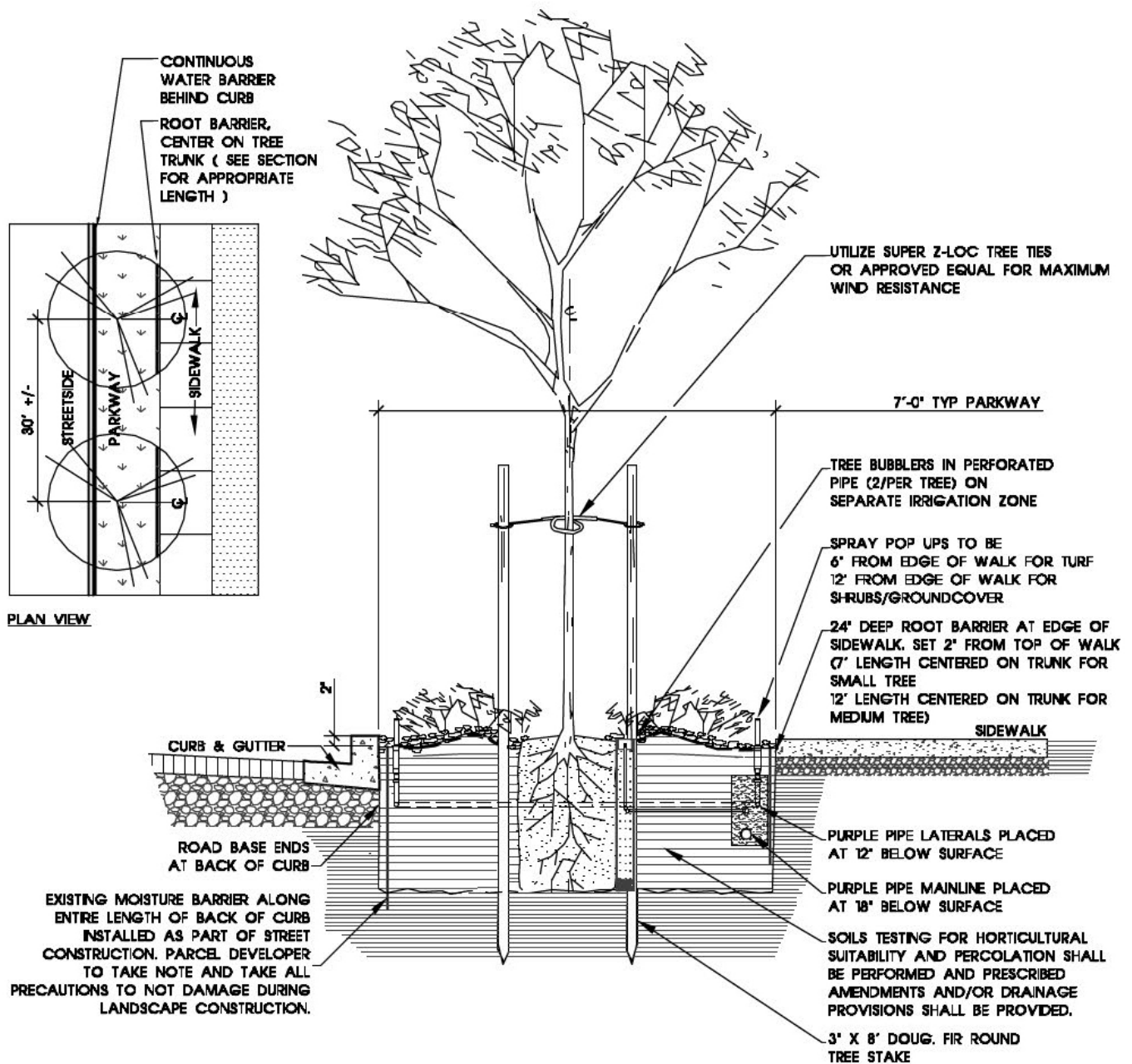
9. PERENNIALS

BOTANICAL NAME

- *Cerastium tomentosum*
- *Chrysanthemum parthenium*
- *Dietes vegeta*
- *Erigeron karvinskianus*
- *Hemerocallis* cvs.
- *Iris douglasii*
- *Lavendula angustifolia*
- *Lavendula dentatum*
- *Limonium perezii*
- *Myosotis sylvatica*
- *Romneya coulteri*
- *Rosmarinus officianalis* var.
- *Rudbeckia hirta*
- *Salvia leucantha*
- *Santolina chamaecyparissus*
- *Santolina virens*
- *Sedum spathulifolium*

COMMON NAME

- Snow-in-Summer
- Feverfew
- Fortnight Lily
- Fleabane
- Daylily
- Pacific Coast Hybrid Iris
- English Lavender
- French Lavender
- Sea Lavender
- Forget-Me-Not
- Matilija Poppy
- Rosemary
- Gloriosa Daisy
- Mexican Sage
- Lavender Cotton
- Green Santolina
- Stonecrop



APPENDIX B: STREETScape PLANTING SECTION

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