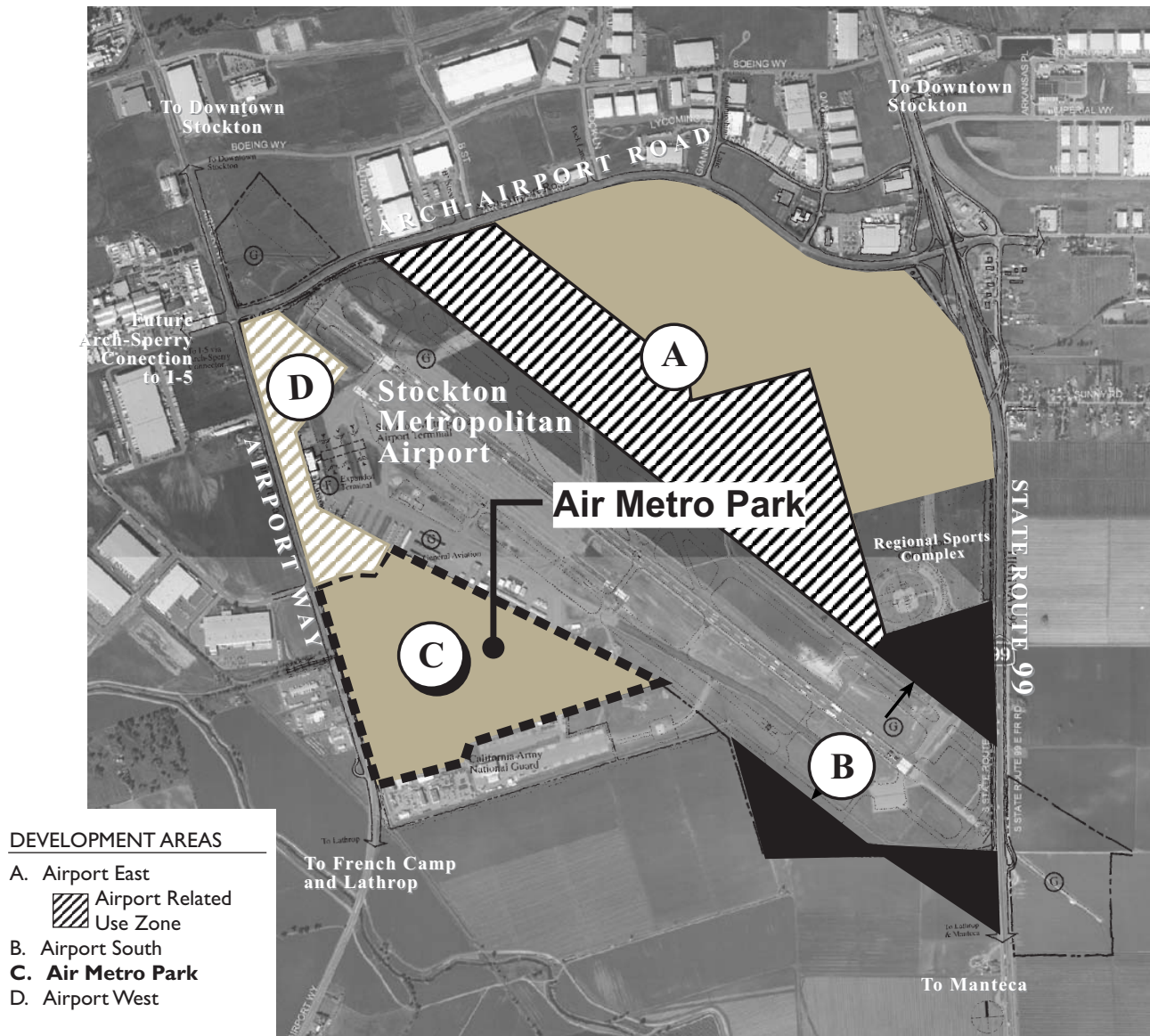


STOCKTON METROPOLITAN AIRPORT SPECIAL PURPOSE PLAN

AIR METRO PARK ADDENDUM

DEVELOPMENT STANDARDS AND DESIGN GUIDELINES



DEVELOPMENT AREAS

- A. Airport East
- B. Airport South
- C. **Air Metro Park**
- D. Airport West



PREPARED FOR
THE COUNTY OF SAN JOAQUIN
STOCKTON METROPOLITAN
AIRPORT

FINAL DRAFT



BY KEN KAY ASSOCIATES

DECEMBER, 2001

**STOCKTON METROPOLITAN AIRPORT
SPECIAL PURPOSE PLAN**

AIR METRO PARK ADDENDUM
DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

**PREPARED FOR
THE COUNTY OF SAN JOAQUIN
STOCKTON METROPOLITAN AIRPORT
STOCKTON, CA.**



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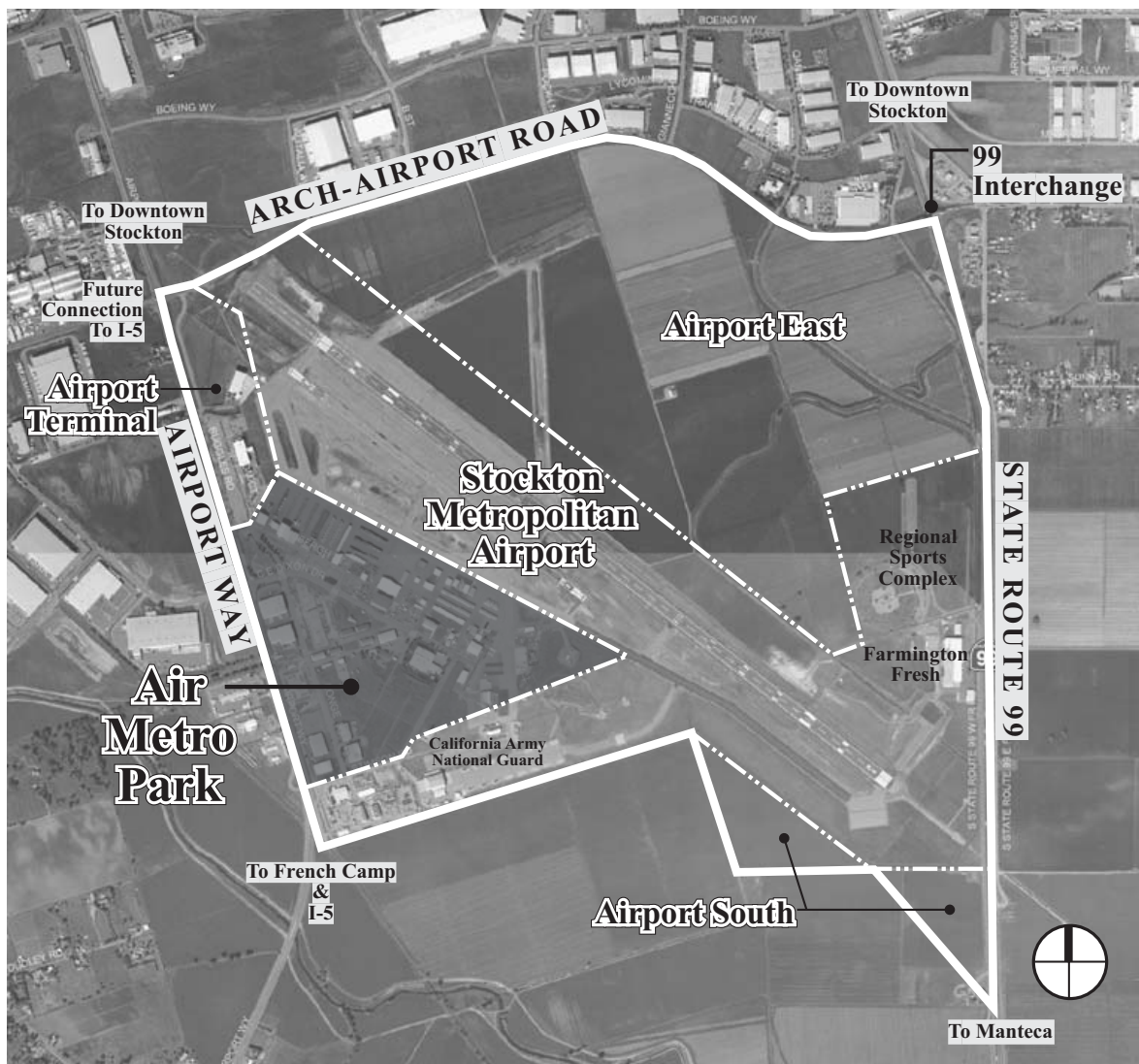
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CHAPTER 1

INTRODUCTION

CHAPTER 1: PROJECT INTRODUCTION



Stockton Airport Aerial Photo, Today

PURPOSE AND OBJECTIVES

The Stockton Metropolitan Airport's development potential for both airport related and non-related uses has been recognized both by San Joaquin County and the City of Stockton. The Development Standards and Design Guidelines included in the Stockton Metropolitan Airport Special Purpose Plan, adopted by the San Joaquin County Board of Supervisors, in October 2000, address the economic vitality and potential for high quality employment and development on the airport's surplus lands and facilities.

A major component of the Special Purpose Plan focused on improving and maintaining the visual identity and quality of the entire airport's public realm. The public realm of the airport is defined as the

areas which are used and experienced by the general community and existing and future businesses. The airport public realm components consist of public streetscapes, airport entries, property perimeters and special areas of the airport that have a strong public image. Elements of the public realm include lighting, signage, landscape, sidewalks and roadways. The Special Purpose Plan identifies the need to unify these elements that make up the public realm to maximize the benefits of creating a quality place. By channeling and encouraging quality public realm improvements and private development in a coordinated and consistent way, the Stockton Metropolitan Airport will become more economically viable and a high quality employment center for the entire region.

The Special Purpose Plan contains development standards and design guidelines that are primarily focused on new construction. As a result, the standards and guidelines are most relevant to the 550-acre “greenfield” site at the airport referred to as “Airport East.” The Air Metro Park area contains many existing structures and land uses, and as a result presents unique challenges implementing the Special Purpose Plan.

When the Community Development Department began processing development applications for both new projects and changes from one land use to another utilizing the Special Purpose Plan, it became evident that some type of addendum to the Special Purpose Plan was necessary. Unique issues in this particular area were identified that could not be clearly addressed under the Special Purpose Plan. The Air Metro Park addendum to the Special Purpose Plan intends to provide further clarity and direction to new development and changes in land use within Air Metro Park.

This 200-acre area of the Stockton Metropolitan Airport is unique because of its long history and existing conditions. The original airport operations began at the Air Metro Park site as early as 1927, when a small airfield was converted into a main landing area and became known as Stockton Field. Today, the entire area is in need of a complete make over that requires different considerations than the “greenfield” site at Airport East.

The guidelines and standards outlined in this addendum incorporate the finer grain needs of the area while conforming to the goals and objectives of the overall Special Purpose Plan.

The specific objectives of the Air Metro Park supplemental guidelines and standards are as follows:

- Project a more positive image for Stockton Metropolitan Airport and the Air Metro business park area;
- Make the Air Metro Park area a more attractive choice to those wishing to locate job-generating businesses;
- Enhance Development Standards to contribute to an incremental visual improvement in the area; and
- Coordinate public and private improvements to the area's streetscapes, entries, edges, and site frontages.

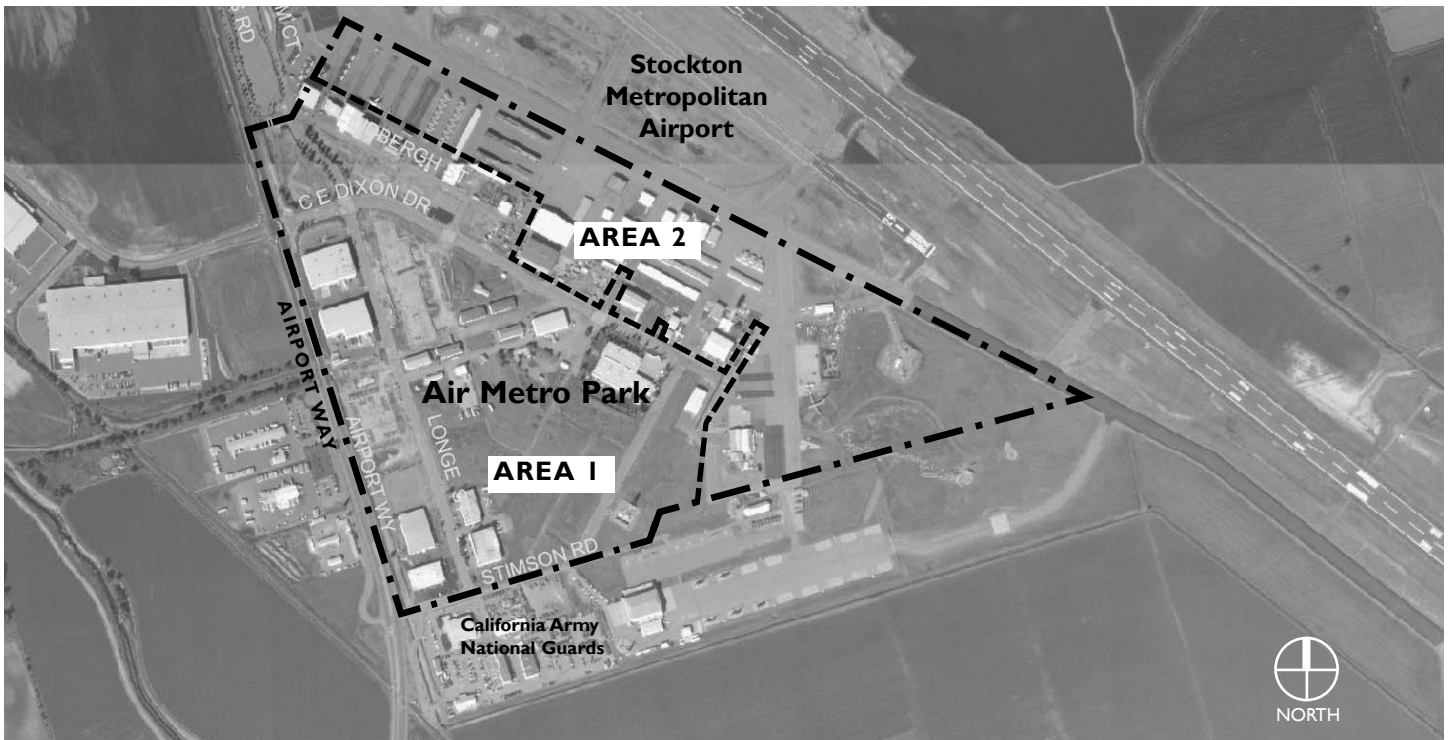
Development Standards and Design Guidelines contained in the following chapters can be seen as a “kit of parts” that will add up over time to produce positive incremental changes. The enhanced standards and guidelines will also contribute to a more cohesive Air Metro Park business community, as well as an enhanced image and value for the Stockton Metropolitan Airport.

Important Note: The standards and guidelines contained within this supplement to the Stockton Metropolitan Airport Special Purpose Plan apply only to the Air Metro Park development area, and not to the three other development areas identified in the original Special Purpose Plan (Airport East, Airport South, and Airport West).

All new developments in Air Metro Park, as well as changes of use from "less intensive" to "more intensive," will be required to conform to the standards and guidelines contained within this supplement to the Stockton Metropolitan Airport Special Purpose Plan. Whenever these supplemental guidelines and standards for the Air Metro Park development area are in conflict with the original Special Purpose Plan Development Standards and Design Guidelines, the items included in this supplement will supercede or replace them.



Historic Photo of Stockton Airport



Aerial Photo of Air Metro Park

AIR METRO PARK DEVELOPMENT AREA

The Stockton Metropolitan Airport Special Purpose Plan identifies Air Metro Park as one of four “development areas” within the Airport property boundary (the other three being: Airport East, Airport West, and Airport South).

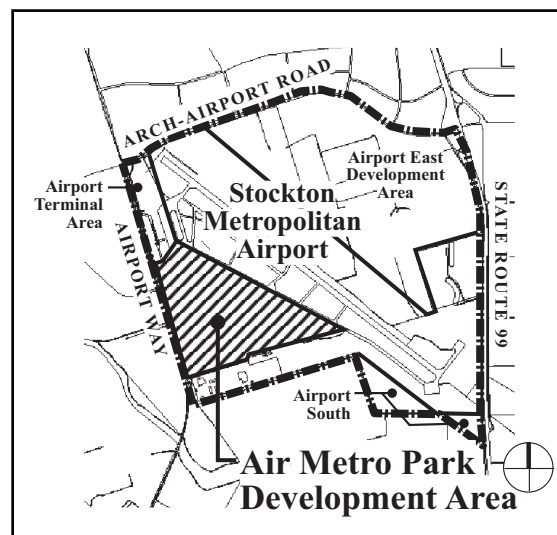
For purposes of this Special Purpose Plan addendum, the boundary of Air Metro Park development area is defined by Airport Way to the west, the California Army National Guard facility to the south, the Airport terminal area to the north, and the Aircraft taxiway/runway area to the east.

Air Metro Park is divided into two distinct precincts by an Airport-maintained fence separating the Aircraft Operation Area (AOA) (“inside the fence”) from a general development area (“outside the fence”). In order to tailor the design standards and guidelines in this document, Air Metro Park will be divided into two distinct planning areas:

- Planning Area 1: Air Metro Park areas outside the Aircraft Operation Area (AOA) fence, and
- Planning Area 2: Air Metro Park areas inside the Aircraft Operation Area (AOA) fence.

Existing Air Metro Park land uses inside the AOA fence include Airport support activities, such as corporate jet centers, aircraft sales/maintenance/storage, and parking; and uses that utilize Airport facilities in support of their business, such as air cargo, couriers, flight schools, and other corporate uses.

Existing Air Metro Park land uses outside the AOA fence include warehouse/distribution, manufacturing, and various Airport-related activities.



Key map

OPPORTUNITIES AND CHALLENGES

This addendum to the Stockton Metropolitan Airport Special Purpose Plan has identified the following opportunities and challenges as it relates to the continued infill of the Air Metro Park development area:

Opportunities

- The potential to attract high-quality infill development to the existing Air Metro Park development area - including air cargo companies, office/research and development users, and high tech companies from the overflowing Silicon Valley;
- The potential to develop a diverse business community, including industrial/warehouse, manufacturing, air cargo, and office which could benefit from their direct access to the Airport, and at the same time enhance the Airport's image and value; and
- The opportunity to create a high-quality business environment at Stockton Metropolitan Airport that will have a strong landscape framework, and serve as a model for future development in South Stockton.

Challenges

- The area needs a more complete street network to allow for efficient vehicular movement;
- The area currently has no sidewalks to allow for safe pedestrian movement;
- A continuous shady canopy of trees is needed along the street edge in order to reduce the temperature over paved surfaces in summer;
- Future buildings should be placed closer to the street edge to help give a sense of enclosure and definition to the vast, relatively flat expanse of Air Metro Park;
- The entry points into Air Metro Park need to be improved with well-designed signage and gateway-quality landscaping; and
- The Air Metro Park development area requires a consistent enforcement of all applicable codes and requirements to help guide the area toward a new pattern of high-quality development.



Existing Good Condition



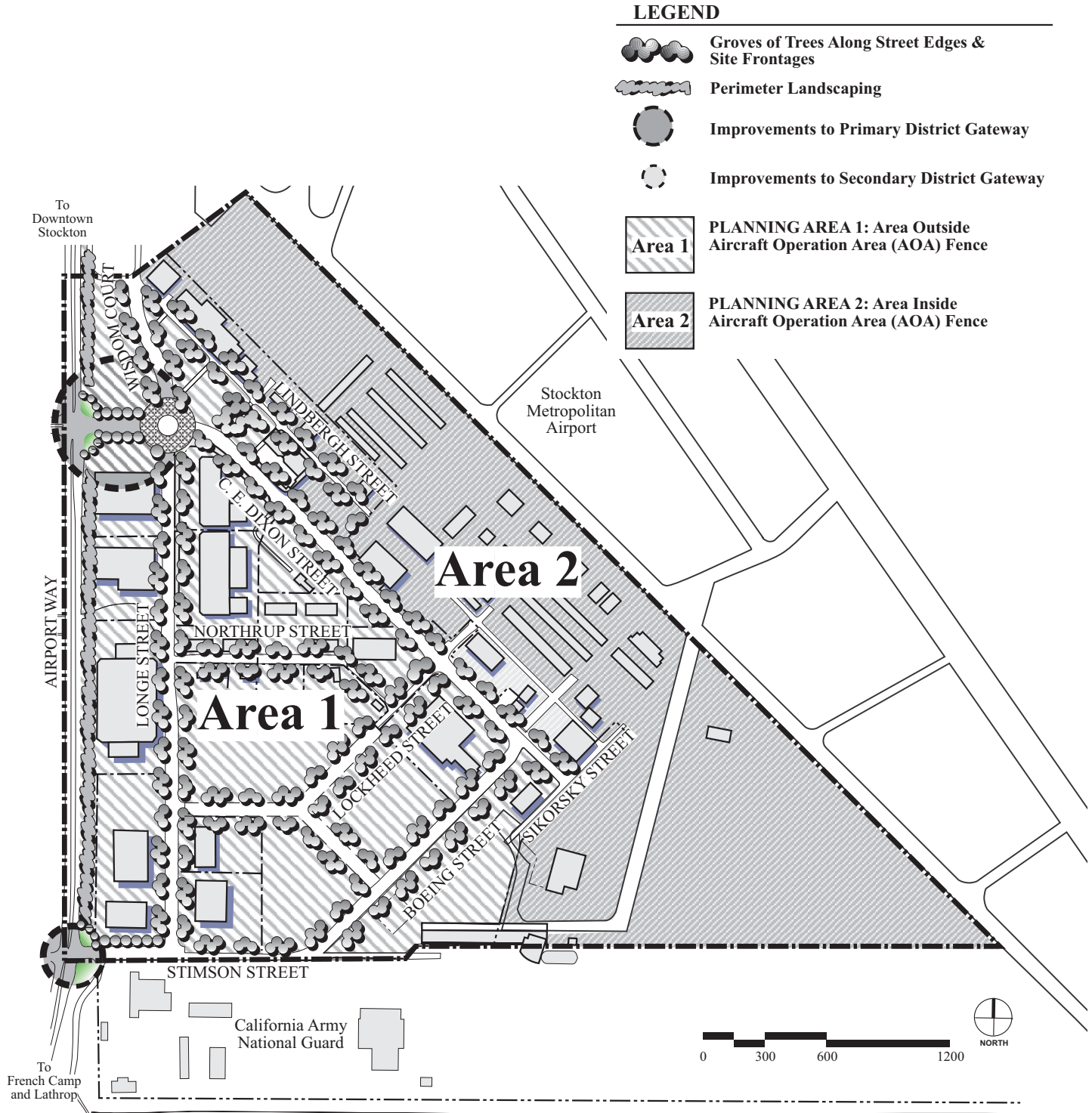
Existing Not So Good Condition

PROJECT-WIDE DESIGN OBJECTIVES

Project-wide goals and objectives for this addendum to the Stockton Metropolitan Airport Special Purpose Plan include the following:

1. **CAPITALIZE ON THE PRESENCE OF ADJACENT AIRPORT FACILITIES AS A CATALYST FOR HIGH-QUALITY DEVELOPMENT GROWTH.**
Strategies included in this Special Purpose Plan addendum will help Air Metro Park businesses to better capitalize on the inherent benefits of locating adjacent to the Stockton Metropolitan Airport - which is strategically poised to serve as a catalyst and a model for the long-term business growth and economic stability of the South Stockton Region.
2. **ENCOURAGE AN ATTRACTIVE AND UNIFIED PUBLIC REALM THROUGH THE DESIGN OF HIGH-QUALITY BUILDINGS, STREETSCAPES, SITE FRONTAGES, AND GATEWAYS.**
The Air Metro Park addendum to the Stockton Metropolitan Airport Special Purpose Plan includes guidelines and standards that will encourage landscape and site planning connections between adjacent uses, high-quality building facades oriented to the street, a recognizable district image, and a hierarchy of attractive entries at key intersections.
3. **PROVIDE FOR AN EFFICIENT CIRCULATION SYSTEM THAT EQUALLY SERVES THE NEEDS OF DRIVERS, PEDESTRIANS, BICYCLISTS, AND TRANSIT USERS.**
Streets in Air Metro Park will be positive, interesting places that provide safe and pleasant travel routes to destinations.
4. **BUILD UPON THE BEST OF WHAT ALREADY EXISTS.**
Air Metro Park has intrinsic qualities to be capitalized on which will give the area its own distinctive, memorable character. To accomplish this, the Air Metro Park addendum to the Special Purpose Plan will provide strategies and guidance on how to:
 - Utilize and improve the existing infrastructure system;
 - Connect to and expand upon existing landscape areas; and
 - Integrate existing development with areas of new, high-quality infill.
5. **PROVIDE CLEAR LAND USE AND DESIGN GUIDANCE FOR DEVELOPMENTS LOCATED BOTH INSIDE AND OUTSIDE THE AIRPORT AOA FENCE.**
The Air Metro Park addendum to the Stockton Metropolitan Airport Special Purpose Plan includes specific requirements regarding landscaping, site planning, circulation, and land use that are tailored to the location of development in relation to the Airport's Aircraft Operation Area (AOA).

Design Objective Diagram



AUTHORITY AND APPLICATION

The provisions contained in the Air Metro Park addendum to the Stockton Metropolitan Airport Special Purpose Plan shall apply to all development meeting one or more of the following thresholds:

1. Construction of new buildings; and/or
2. Change of use of existing buildings from "less intensive" to "more intensive."

The Air Metro Park addendum to the Stockton Metropolitan Airport Special Purpose Plan applies to all project applications within the Air Metro Park development area (excluding the construction and/or maintenance of Airport runways, taxiways, and/or terminal support facilities).

Within each chapter are specific development topics which are addressed in detail, usually accompanied by a graphic example.

All development topics utilizing clear and explicit terminology such as "shall", "must", and "provide" constitute **standards**, and must be complied with.

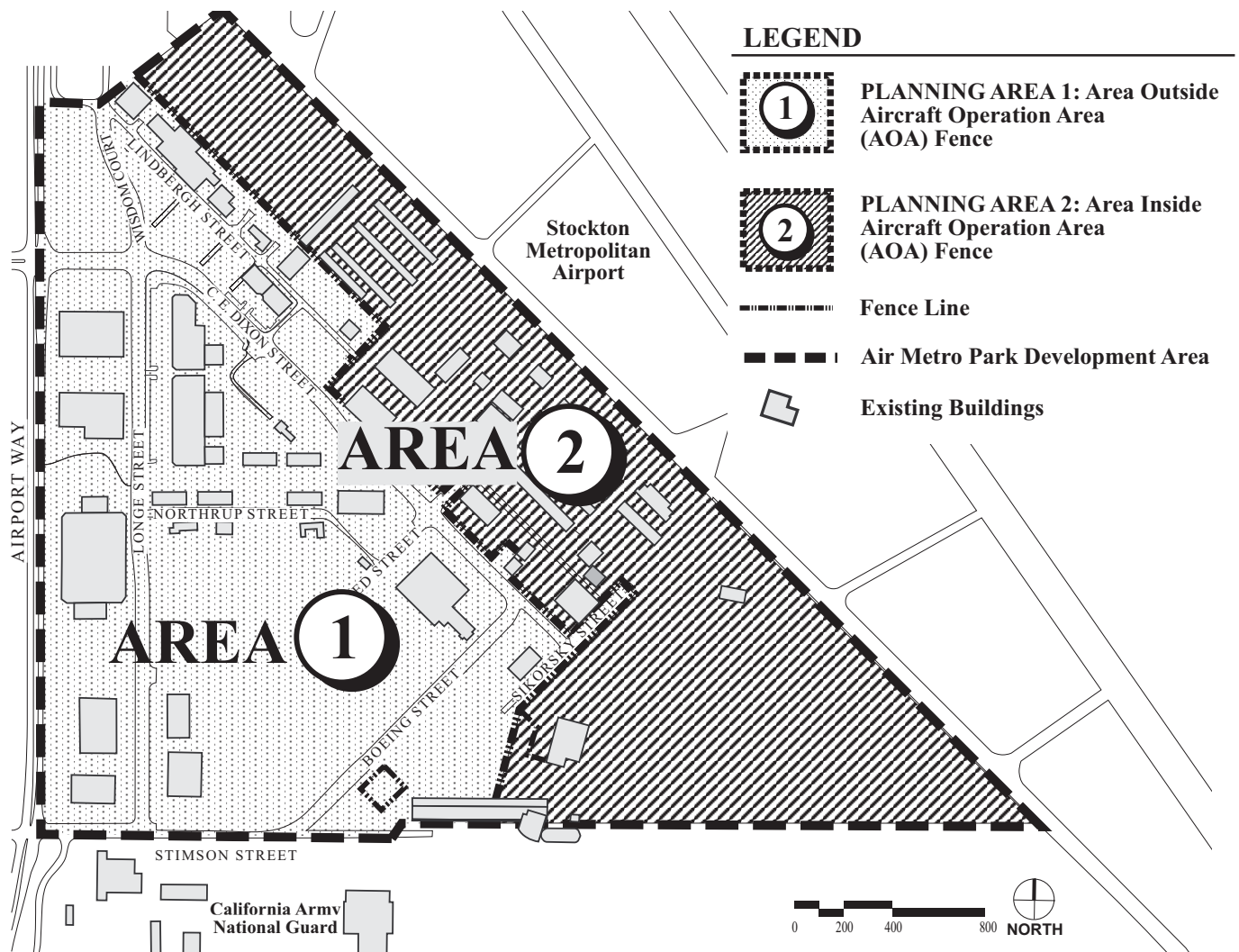
All other topics using more flexible terms such as "should", "encourage", and "consider" constitute **guidelines**, and are intended as preferred, but flexible solutions.

Whenever Air Metro Park development standards exceed San Joaquin County's codes or requirements, the standards outlined in this document shall prevail.

CHAPTER 2

PLANNING AREAS

CHAPTER 2: PLANNING AREAS



AIR METRO PARK AREAS OUTSIDE AND INSIDE THE AIRCRAFT OPERATION AREA (AOA) FENCE

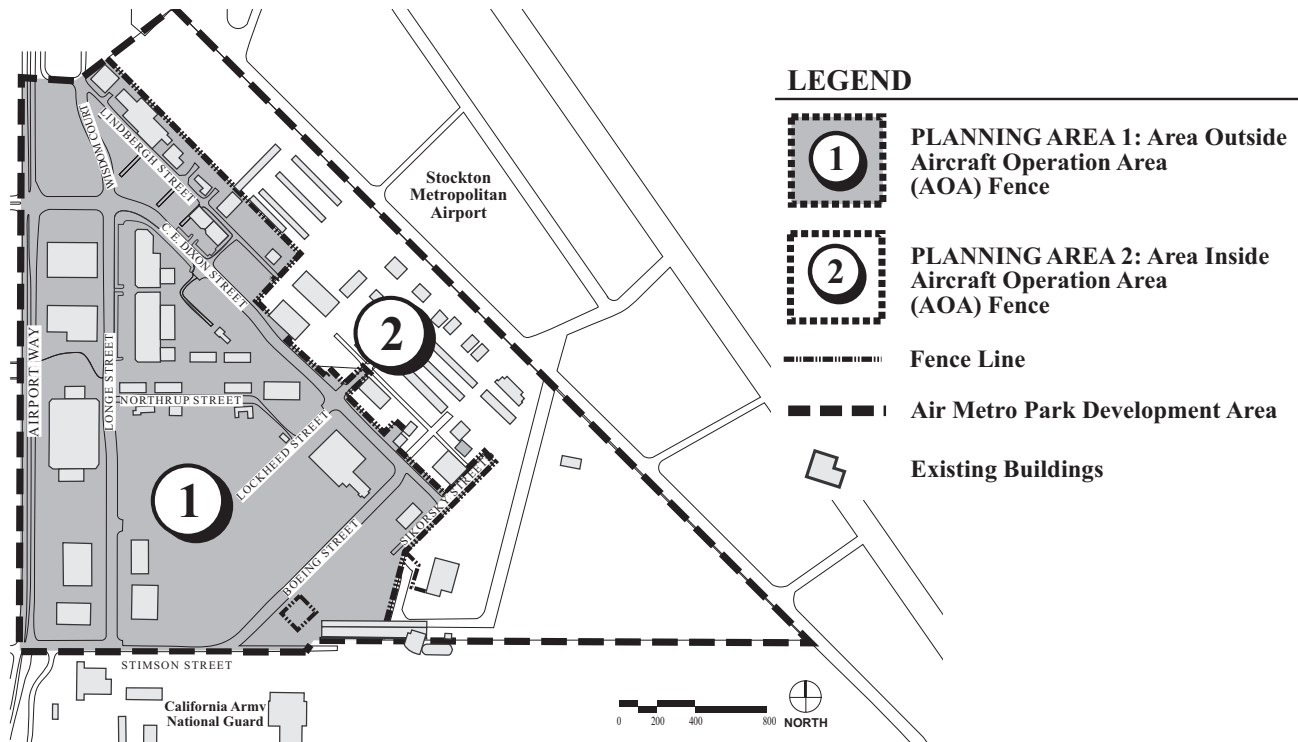
The Stockton Metropolitan Airport Aircraft Operation Area (AOA) fence passes through Air Metro Park development area in an irregular line east and west of Lindbergh Street, dividing the developable area into two distinct planning areas:

- **Planning Area 1:** Air Metro Park areas outside the Aircraft Operation Area (AOA) fence, and
- **Planning Area 2:** Air Metro Park areas inside the Aircraft Operation Area (AOA) fence.

Air Metro Park's **Planning Area 1** is defined by Airport Way to the west; the intersection of Wisdom Court and Lindbergh Street to the north; the Lindbergh Street-area AOA fence to the east; and the California Army National Guard facility fence to the south.

Air Metro Park's **Planning Area 2** is defined in the west by the irregular line of the AOA fence east and west of Lindbergh Street; the Airport terminal zone to the north; the Airport taxiway "A" to the east; and the California Army National Guard facility fence to the south.

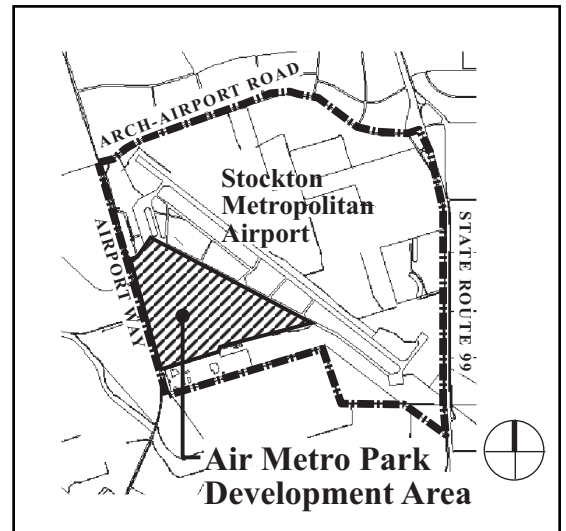
The division of Air Metro Park into two planning areas is intended to tailor the design standards and guidelines included in the upcoming chapters to both infill developments at the Airport-adjacent business park (Planning Area 1), as well as to infill development in the Aircraft Operation Area (Planning Area 2).



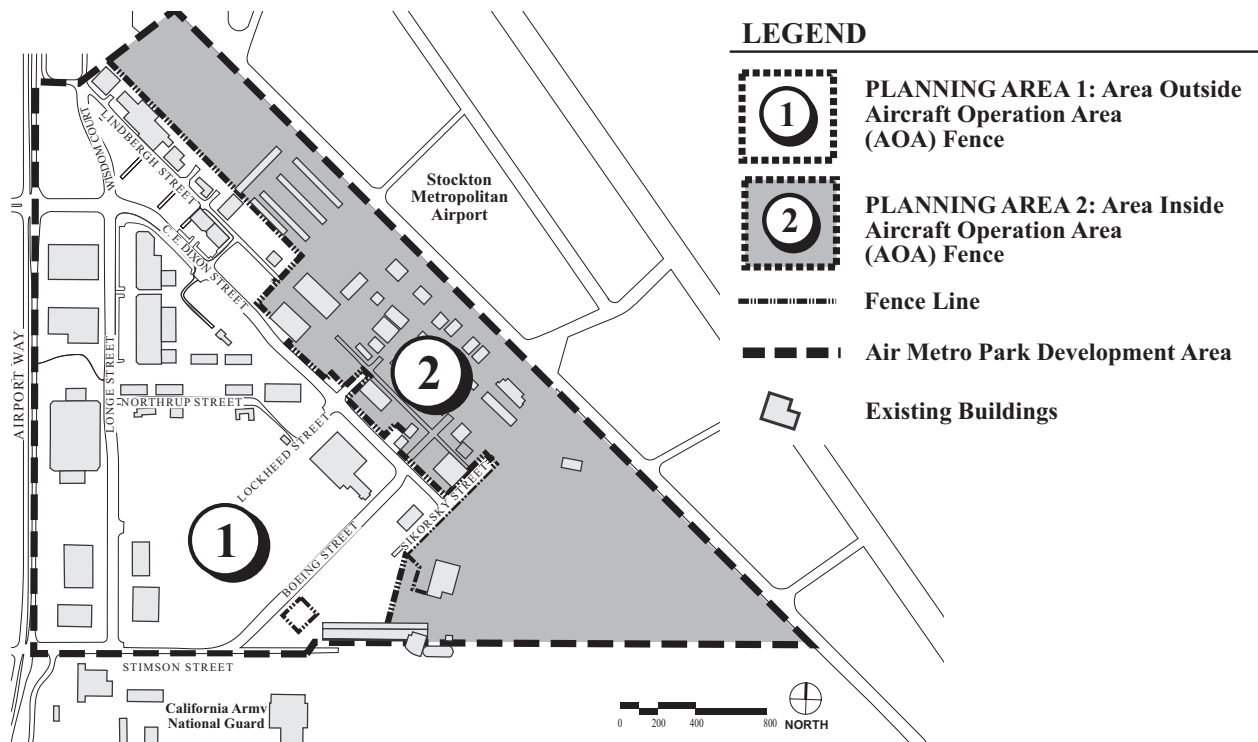
Air Metro Park **PLANNING AREA 1:**

Outside the Aircraft Operation Area (AOA) Fence

Existing Air Metro Park land uses outside the AOA fence include warehouse/distribution, manufacturing, and various Airport-related activities. Development standards and design guidelines for sites outside the Airport AOA fence focus on completion of the circulation network; definition and enclosure of the streetscape; improved signage and landscaping; and establishment of high-quality standards for building and site design.



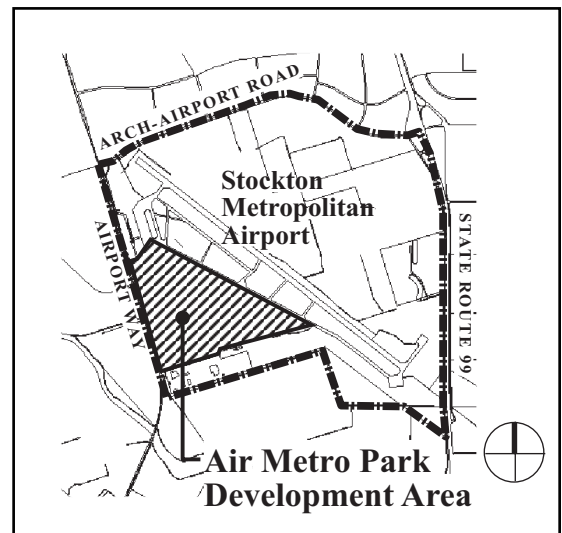
Key map



Air Metro Park **PLANNING AREA 2:**

Inside the Aircraft Operation Area (AOA) Fence

Existing Air Metro Park land uses inside the AOA fence include Airport-related activities such as corporate jet centers, aircraft sales/maintenance/storage, aircraft parking, and all uses that utilize the Airport in support of their business, such as air cargo, couriers, and flight schools. Uses located inside the AOA fence have the opportunity for direct runway access. Development standards and guidelines for sites inside the Airport AOA fence focus on architectural style and building color; location and screening of storage areas; plane and ground vehicle movement and access; and siting guidelines for portable trailers and commercial coaches.



Key map

CHAPTER 3

PERMITTED LAND USES

CHAPTER 3: PERMITTED LAND USES

PLANNING AREA 1: OUTSIDE THE AOA FENCE

Proposed land uses in Air Metro Park's Planning Area 1 (outside the Aircraft Operation Area [AOA] fence) must be consistent with the Airport Multi-Use (AP-X) zone land uses listed in Table 9-705.2 of the San Joaquin County's Development Title.

Permitted land uses in Air Metro Park's Planning Area 1 include a mix of the following office, research and development, industrial/flex, manufacturing/ distribution/ warehouse, and Airport-related use types:



Office Uses

Office use types refer to offices of private sector firms or organizations which are used for the provision of executive, management, or administrative services. Office uses are recommended in Air Metro Park areas with the highest public visibility. It is envisioned that these uses will occupy highly articulated buildings.

Industrial/Flex Uses

The Industrial/ Flex use type refers to the on-site production of goods other than those that are agricultural or extractive in nature (excluding uses classified under San Joaquin County's "Heavy Industrial", "Hazardous Industrial" and/or "Explosives Handling" Land Use types).

Research & Development Uses

Research & development uses refer to the research, development, and/or production of electronic, industrial, and/or scientific materials and products. Research & Development/Flex use are recommended in Air Metro Park areas with the highest public visibility. It is envisioned that these uses will occupy highly articulated buildings.

Manufacturing/Distribution/Warehouse Uses

These uses, which are usually characterized by high bay, single-story buildings with large open floors, include operations involving the wholesaling, storage, and/or bulk sale distribution of materials and equipment.

Airport-Related Uses

These are uses which either support Airport activities (such as corporate jet centers and airport parking) or uses which use the Airport in support of their business (air cargo, couriers, flight schools, and other corporate uses).

PLANNING AREA 2: INSIDE THE AOA FENCE

Proposed land uses in the Air Metro Park Planning Area 2 (inside the Aircraft Operation Area [AOA] fence) must be consistent with applicable permitted land uses listed in Table 9-705.2 of the San Joaquin County's Development Title.

Permitted land uses in Air Metro Park's Planning Area 2 include a mix of the following Airport-related uses in various infill locations in the area:



Airport-Related Uses

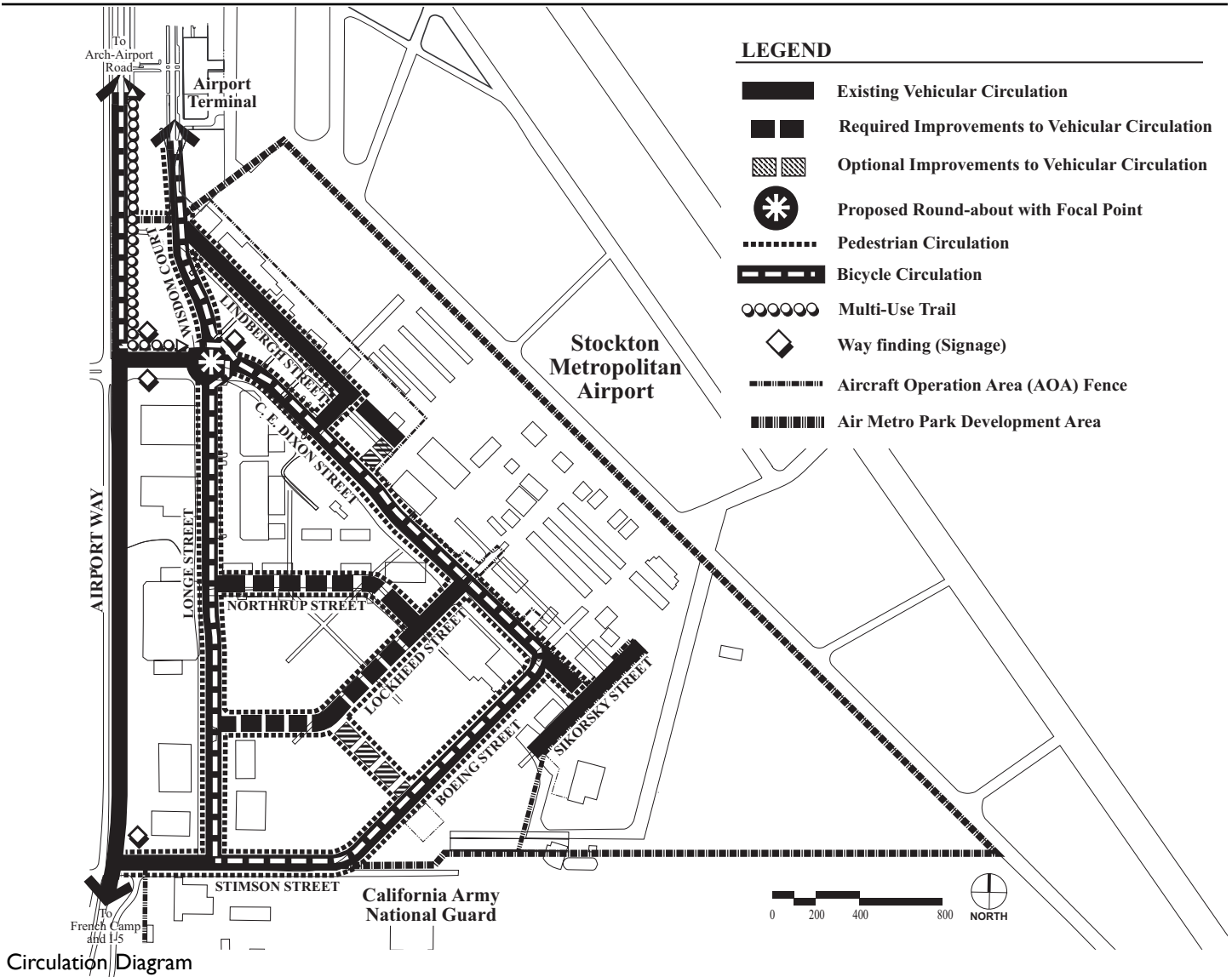
Allowed Airport-related uses must either support Airport activities (such as corporate jet centers, aircraft sales/maintenance/storage, and aircraft parking) or utilize the Airport in support of their business (air cargo, couriers, flight schools, and other corporate uses). Within the Airport Metro Park development area, the AOA fence defines the zone for Airport-Related Uses.

Air Metro Park land uses located inside the AOA fence have the opportunity for direct runway access.

CHAPTER 4

CIRCULATION

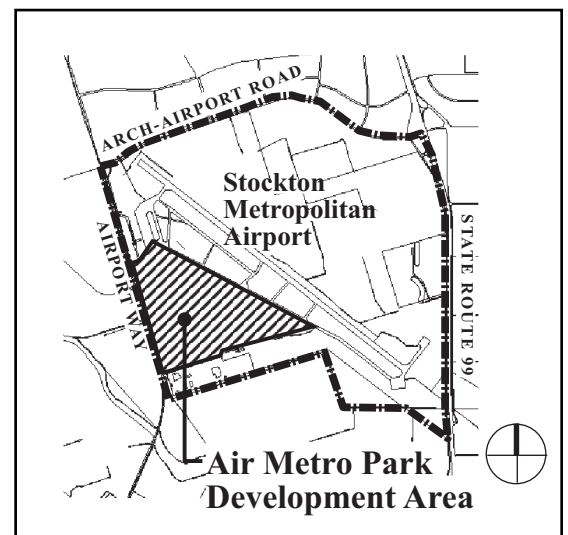
CHAPTER 4: CIRCULATION



GOALS & OBJECTIVES

The Air Metro Park addendum to the Stockton Metropolitan Airport Special Purpose Plan emphasizes the street corridor as an important public open space, and a vital contributor to the area's structure and identity.

In order to fully capitalize on development potential at Air Metro Park and support continued infill of available leasehold areas, the street network must be made more complete and inter-connected. Existing streetscapes should also be improved to upgrade the area's identity, and serve as a model for future development in South Stockton.

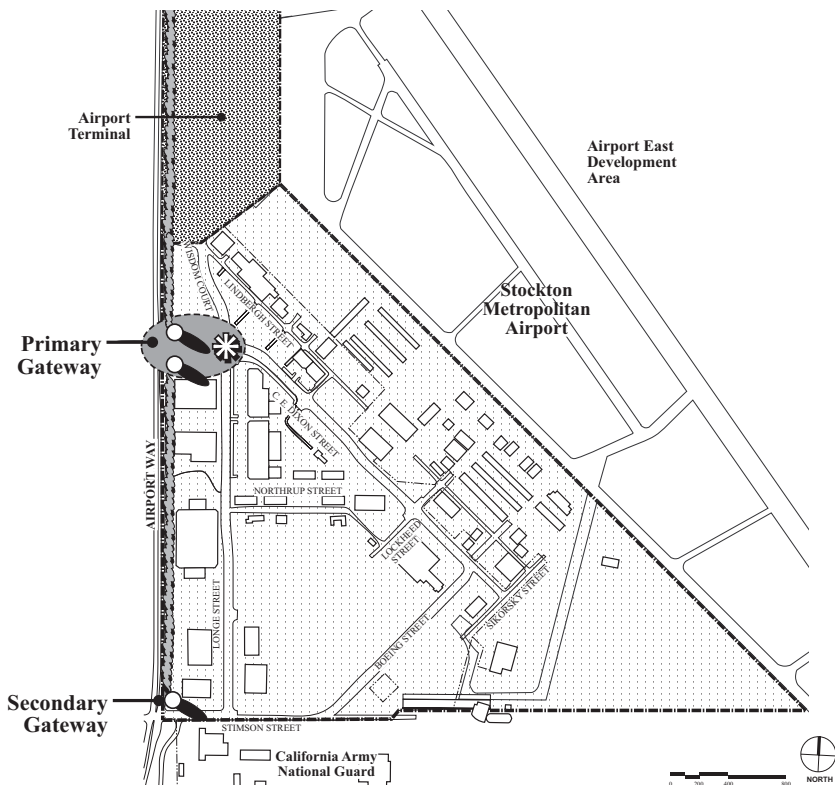


Key map

The following recommended improvements to the Air Metro Park street network are intended to promote safe, pleasant, and efficient connections between workplaces, public amenities, and the Airport. The goal is to create an interconnected system of tree-lined streets and multi-use paths that provide convenient and attractive auto/pedestrian/bicycle connections throughout Air Metro Park.

A hierarchy of entries from Airport Way into the site should also be established. The principal entry point into both Air Metro Park and the Airport Terminal facility is located at the intersection of Airport Way and C.E. Dixon Street. Gateway streetscape improvements designed to provide clear orientation and a highly visible sense of passage should be implemented at this important site entry point.

A secondary entry point into Air Metro Park is at the intersection of Airport Way and Stimson Street. This secondary entry should continue to be smaller in stature, and identified as an access route primarily for large trucks, commercial vehicles, and site deliveries.



STREET NETWORK

For Air Metro Park areas outside the AOA fence, the circulation framework involves a hierarchical network of interior streets.

“Major” Air Metro Park area interior streets include:

- C.E. Dixon Street;
- Longe Street;
- Boeing Street (also known as R.A. Bridgeford Street);
- Stimson Street;

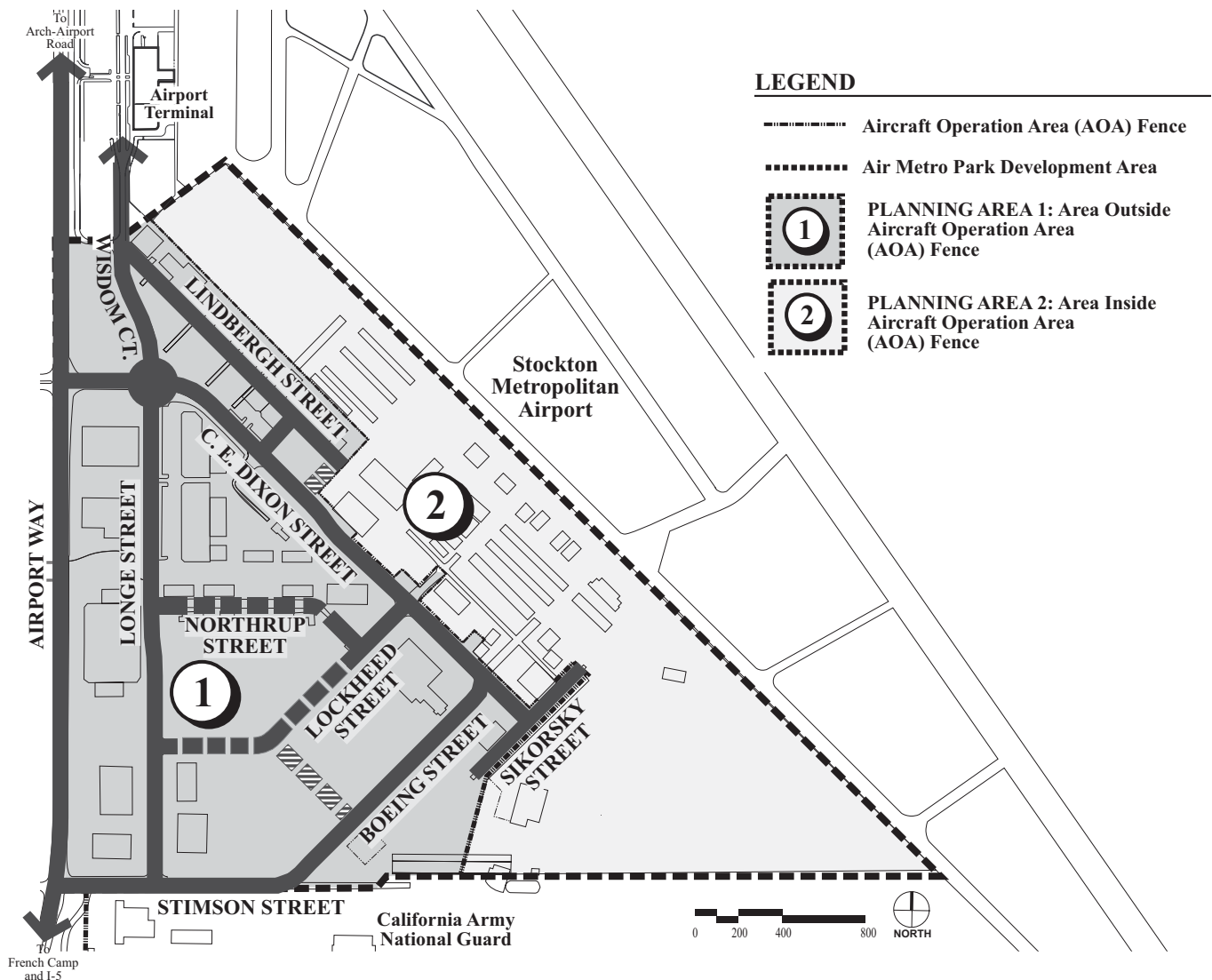
Both C.E. Dixon Street and Stimson Street connect with Airport Way to allow for an even dispersal of traffic. These existing Air Metro Park area streets will be supplemented by the construction of both new and improved interior streets.

“Minor” interior streets which are connectors to major interior streets include:

- Northrup Street;
- Lockheed Street;
- Lindbergh Street;
- Sikorsky Street.

All new or improved streets within the Air Metro Park development area shall be constructed in general conformance with the street section included in the **Streetscapes** chapter (Chapter 5) of the Air Metro Park addendum to the Stockton Metropolitan Airport Special Purpose Plan.

Wisdom Court streetscape is the main entry drive to the airport terminal and should be as highly improved and maintained as feasible.



RECOMMENDED CIRCULATION IMPROVEMENTS

The Air Metro Park addendum to Stockton Metropolitan Airport Special Purpose Plan recommends the following circulation improvements for the area:

Northrup Street

Northrup Street is currently an unpaved gravel road passing between a collection of poor quality buildings.

In order to realize this corridor's potential for new infill and redevelopment, it is recommended that Northrup Street be rebuilt and improved with street curbs, street paving, landscaping, and all necessary utility and drainage facilities.

Lockheed Street

Lockheed Street currently dead-ends just south of C.E. Dixon Street (at the intersection with Northrup Street).

In order to allow full build-out of the major undeveloped portion of Air Metro Park (the area extending between Boeing and Northrup Streets), it is recommended that Lockheed Street be extended south and connected to Longe Street. The extended section of Lockheed Street should be constructed with street curbs, street paving, and all necessary utility and drainage facilities.

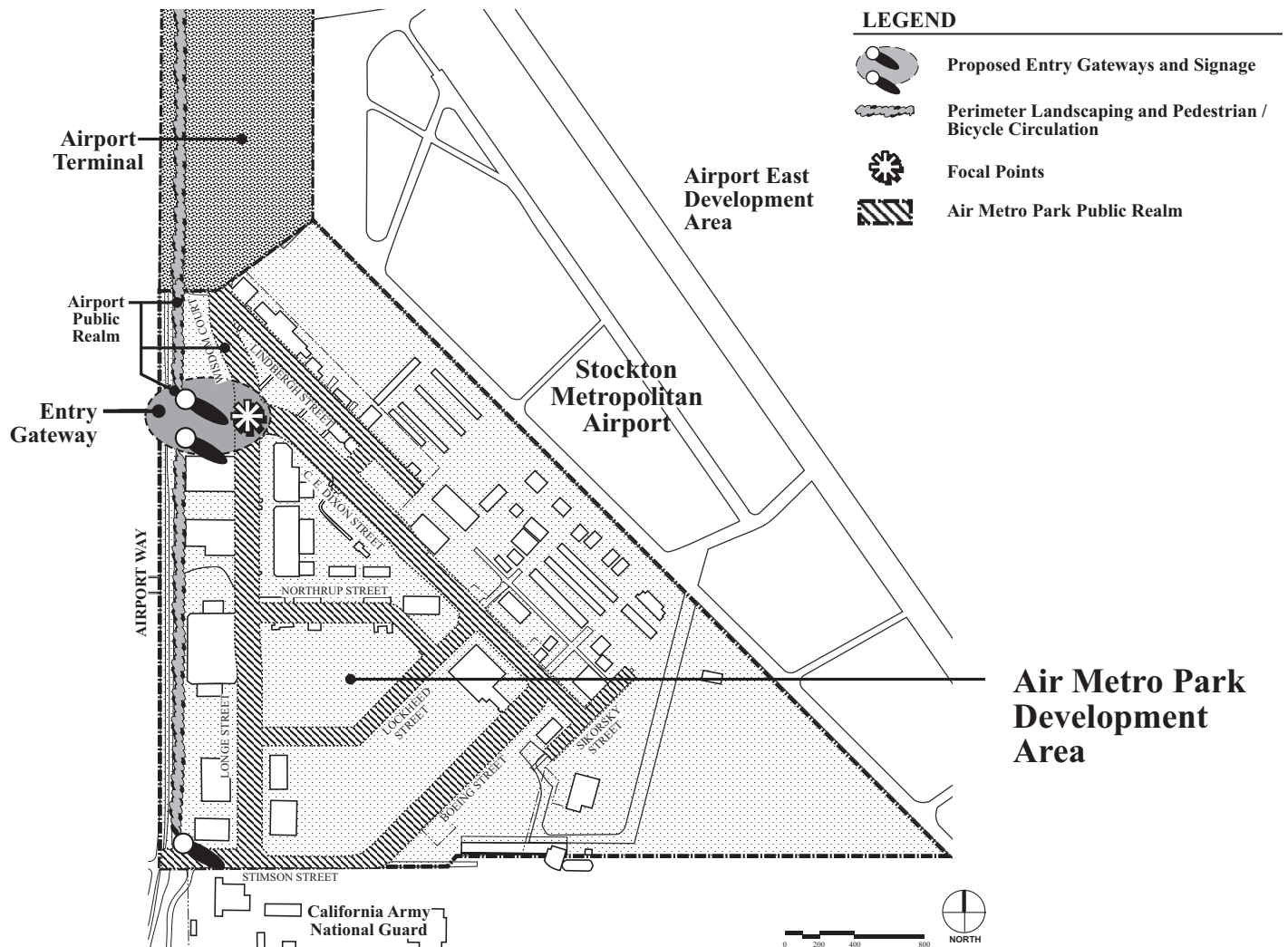
New Internal Street

A recommended, but optional street improvement is a new internal street that would be constructed between the Lockheed Street extension and Boeing/Stimson Street. . This envisioned new internal street would allow for an improved circulation flow for vehicles wishing to connect to Airport Way via Boeing/Stimson Street.

CHAPTER 5

STREETSCAPE

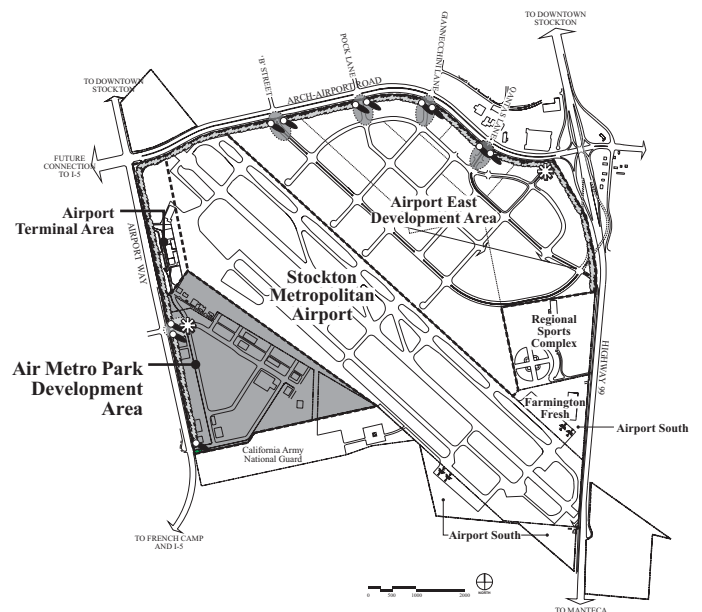
CHAPTER 5: STREETSCAPES



Air Metro Park Public Realm Diagram

AIR METRO PARK - PUBLIC REALM

For purposes of this addendum to the Stockton Metropolitan Airport Special Purpose Plan, the Air Metro Park Public Realm is defined as the area within both the street right-of-way (ROW) and required landscape setback areas adjacent to C.E. Dixon Street, Longe Street, Boeing Street, Stimson Street, the Wisdom Court/ C.E. Dixon Street intersection, Northrup Street, Lockheed Street, Lindbergh Street, Sikorsky Street, any new internal streets, and the east side of Airport Way.



STREETSCAPE ELEMENTS

All building sites within Air Metro Park's Planning Area I (areas outside the AOA fence) shall be responsible for the installation of the following streetscape improvement elements within the Air Metro Park public realm at the time of either new building construction, existing building replacement, and/or occupation by a more intensive land use:



Street Curb

A concrete border edging meeting the County's Public Work standards shall be constructed along the boundary of all street paving areas.

Planter Strip

A continuous 7-foot wide planting strip shall be installed adjacent to the street curb, consisting of a combination of informal tree groupings, groundcover or grass, and street lighting fixtures. Planter strips shall extend along all street frontages adjacent to a leasehold lot, excluding driveway areas.

Street Lighting

Streets shall be illuminated with maximum 30-foot high fixtures of a consistent character and quality. Street light fixtures (as approved by the Design Review Committee) shall be placed near the street curb in order to provide pedestrians with a sense of security and comfort, as well as a physical barrier from cars.

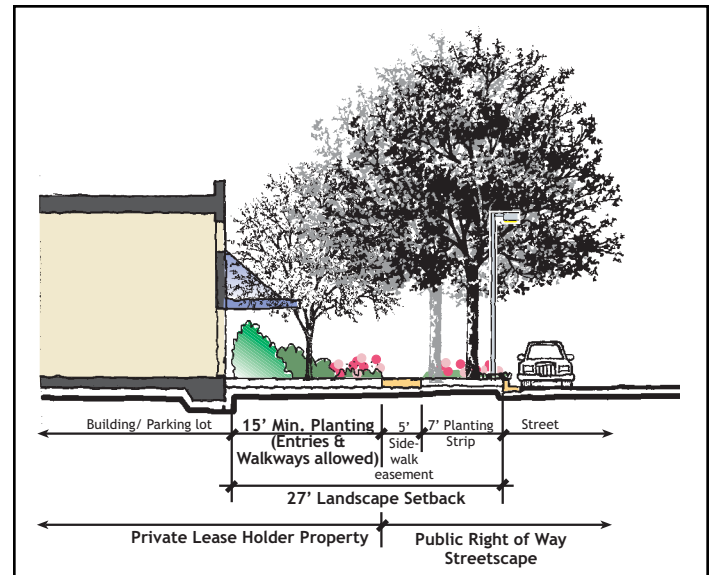
Sidewalk

All street frontage sites shall provide for a continuous 5-foot wide sidewalk to be installed 7 feet from face-of-curb and adjacent to the streetfront planter strip. No trees shall be planted in the required sidewalk corridor.

NOTE: In order to coordinate sidewalk construction between sites and allow for a phased installation schedule, deferred sidewalk installation agreements may be entered into between the County and applicants, provided that the terms of any such agreements shall be consistent with the purposes and intents of the Air Metro Park Special Purpose Plan addendum.

On-Site Planting

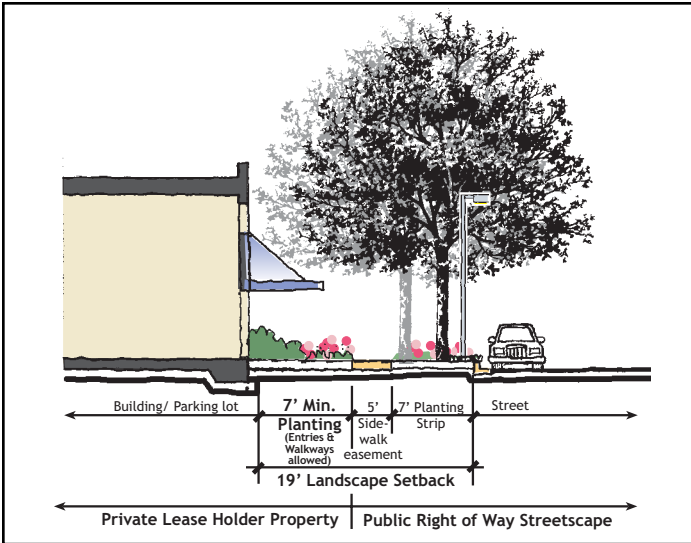
A 27-foot minimum landscape setback shall be located along all "major" streetfronts. Major Air Metro Park area interior streets include: C.E. Dixon Street, Longe Street, Boeing Street (also known as R.A. Bridgeford Street) and Stimson Street.



27' Landscape Setback on "Major" Streetfronts

Within this setback, a continuous 7-foot planting strip shall be provided along the face-of-curb. Beginning at a point 12-feet from face of curb and along the side walk, a continuous 15-foot wide planting area shall extend along street frontages and adjacent to the sidewalk, excluding driveway areas.

Reduction of the interior planting area from 15-foot to a minimum of 7-foot is allowed along "minor" streetfronts to locate buildings and building entries closer to the street. Minor interior streets which are connectors to major interior streets include: Northrup Street, Lockheed Street; Lindbergh Street, Sikorsky Street.



19' Landscape Setback on "Minor" Streetfronts

Within this setback for minor streets, the public Right Of Way(R.O.W.) includes the 5-foot sidewalk and the 7-foot planting strip. The private leaseholder property area includes the minimum 7-foot continuous planting area from the face of the building to the edge of the sidewalk.

Street Tree Groves

Groves are informal groupings of trees. All street frontage sites shall install tree groupings within the required landscape setback area. Trees within each grouping shall be spaced no more than thirty (30) feet apart and located on both sides of the streetfront sidewalk corridor.

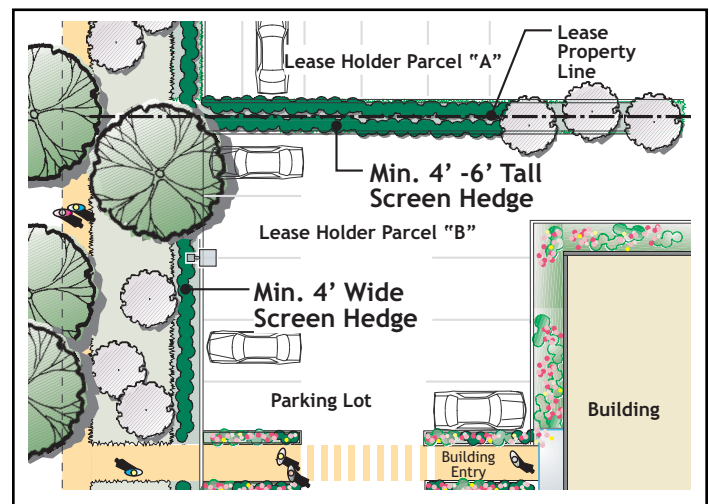


Parking Lot Screen Planting

Planting areas adjacent to on-site parking lots shall be used to screen the parking lot from the street and from adjacent properties by using the following criteria:



- A minimum 4-foot wide screen hedge shall be established when a parking lot is located at the front of the building and facing the street.
- Where two parcels meet at a shared lot line, and where one parking lot is adjacent to another, a 4 - 6 foot tall screen hedge shall be planted within the required minimum 5-foot wide landscape setback.

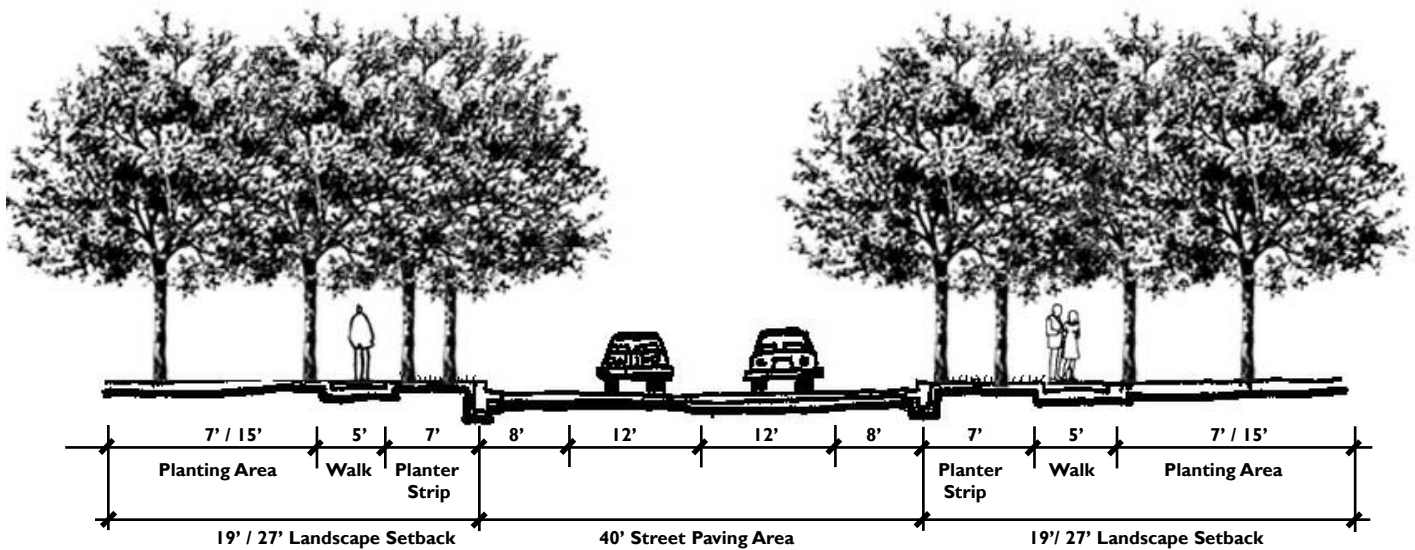


Parking Lot Screen Planting

Parking Lot Lighting

Parking lots shall be lighted with maximum 25-foot high "shoe box-type" light fixtures of a consistent character and quality. Parking lot light fixtures (as approved by the Design Review Committee) shall be of a high-quality design, and meet at least minimum County illumination-level standards for parking areas.





Air Metro Park - Typical Internal Street

AIR METRO PARK-STREET SECTION (TYPICAL)

Streets within Air Metro Park's Planning Area I (areas outside the AOA fence) shall be constructed and/or improved in general conformance with the above "Typical Internal Street" standard.

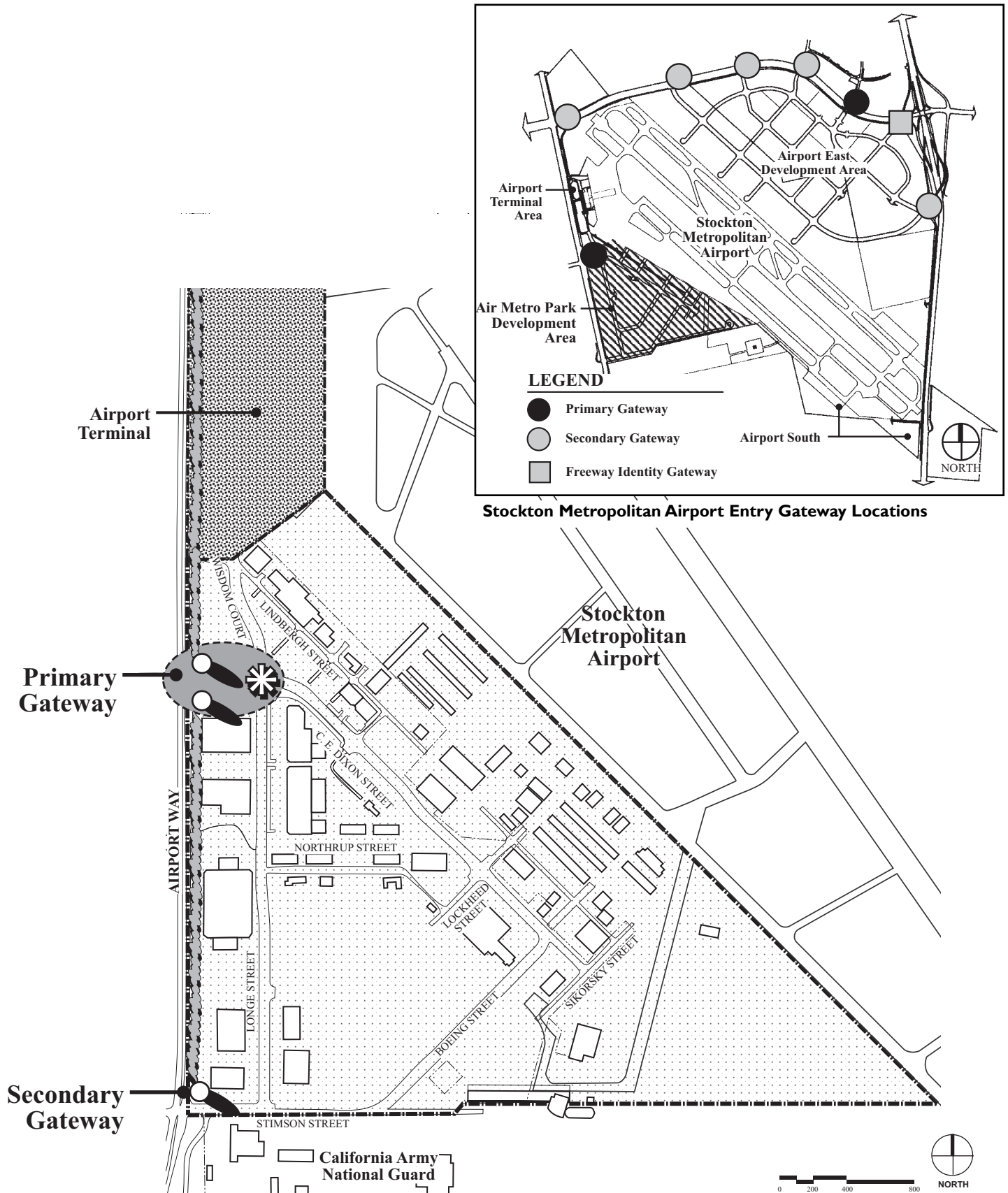
Existing street sections with a greater curb-to-curb paving width than that shown in the above Air Metro Park "Typical Internal Street" standard shall be brought into general conformance with the adopted street section at the time of either new building construction, existing building replacement, and/or occupation by a more intensive land use.

In the case of street narrowing, the required 27-foot front yard landscape setback on "major" street-fronts, or the 19-foot front yard landscape setback on "minor" streetfronts shall be measured from the new curb location. Site frontage areas shall be improved by the applicant with all the required Air Metro Park streetscape elements listed previously in this report chapter.

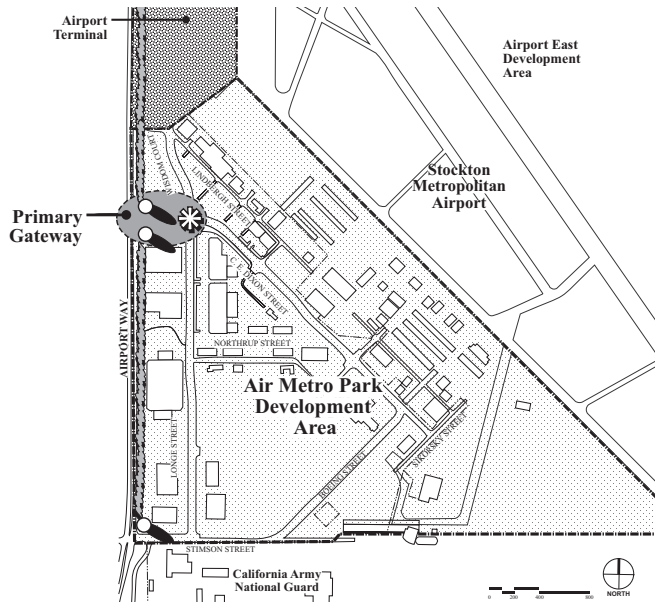
CHAPTER 6

GATEWAYS

CHAPTER 6: GATEWAYS



PRIMARY GATEWAY



The C.E. Dixon St. intersection with Airport Way is the primary entry point for both the Air Metro Park business area and air travelers seeking the Stockton Metropolitan Airport terminal facility.

Entering the area from the west, however, a visitor is immediately faced with the confusing and poorly designed intersection of C.E. Dixon St. and Longe Street/Wisdom Court - requiring a motorist to either make a hard left turn toward the Airport terminal or to continue forward or right into the Air Metro business park. The public's orientation problems are compounded by the current lack of adequate directional signage to the Airport terminal - with the current Airport signs both too small and poorly placed. This combination of poor entry design and inadequate directional signage inevitably leads to a disorienting, negative experience for first-time visitors to the area.

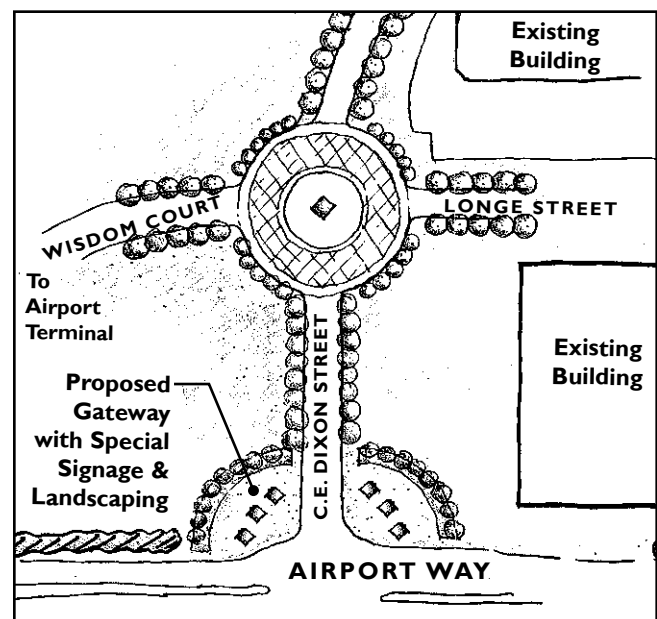
In order to help better orient the public and create a more positive first impression of the area, it is recommended that the primary gateway point to both Air Metro Park and the Stockton Metropolitan Airport terminal be upgraded to clearly signal when you have arrived and when you are leaving the Air Metro Park business area / Stockton Metropolitan Airport terminal facility. These improvements will serve in unifying the airport edges with the rest of

the terminal while orienting the visitor as they successfully travel through the facility.

Recommended improvements to the Air Metro Park Primary Gateway include:

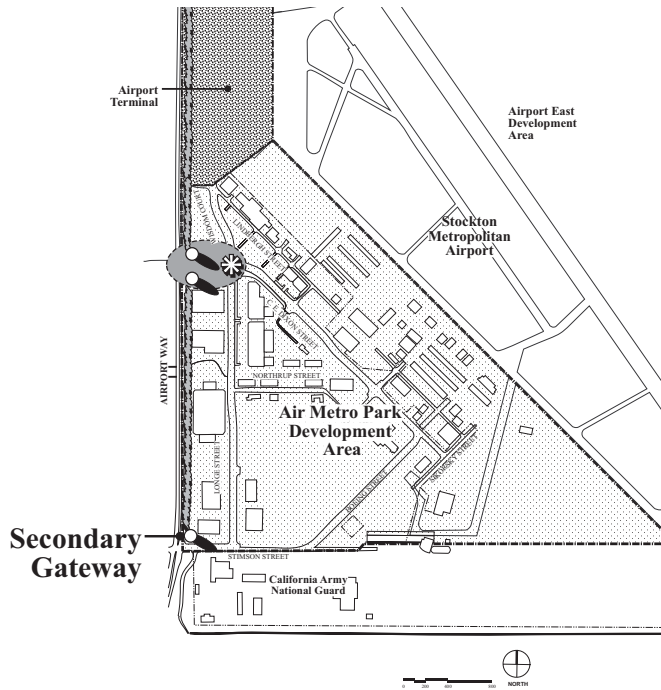
- A traffic roundabout at the intersection of C.E. Dixon St. with Wisdom Court - providing a central focal point for the organized placement of other wayfinding elements;
- New directional/identity signage - orienting visitors toward either the Airport terminal facility or Air Metro Park development area;
- Place markers to flank the entry - including vertical columns, skyline trees, and colorful accent planting or landscape elements consistent with the primary project gateway on Quantas Lane (refer to *Special Purpose Plan: Primary Project Gateway*).
- Additional lighting - intended to increase night-time visibility;
- Increased landscaping - intended to establish a clearly recognizable image for the Air Metro Park development area.

The final design of any improvements to the Primary Gateway into the Air Metro Park develop



Recommended Improvements at Primary Gateway

SECONDARY GATEWAY

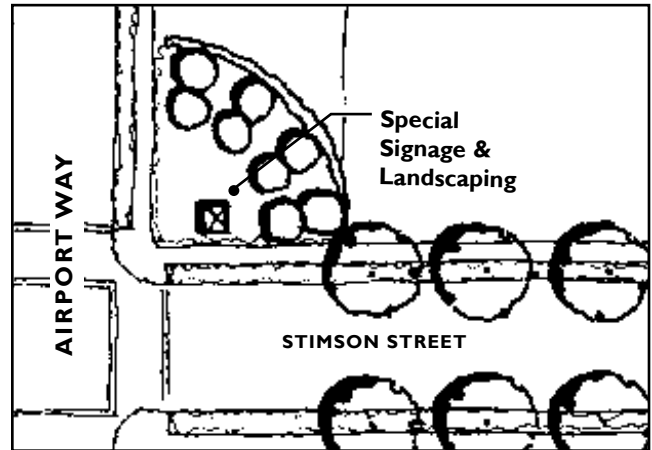


ment area should be generally consistent with the design character and quality of Primary Gateways installed at entrances to the Stockton Metropolitan Airport's other designated development areas (Airport East, Airport West, and Airport South).

The Stimson Street intersection with Airport Way is a secondary entry point into the Air Metro Park development area. This secondary entry will be smaller in stature than the Primary Gateway, and identified as an access route for trucks, commercial vehicles, and site deliveries.

Recommended improvements to the Secondary Gateway include:

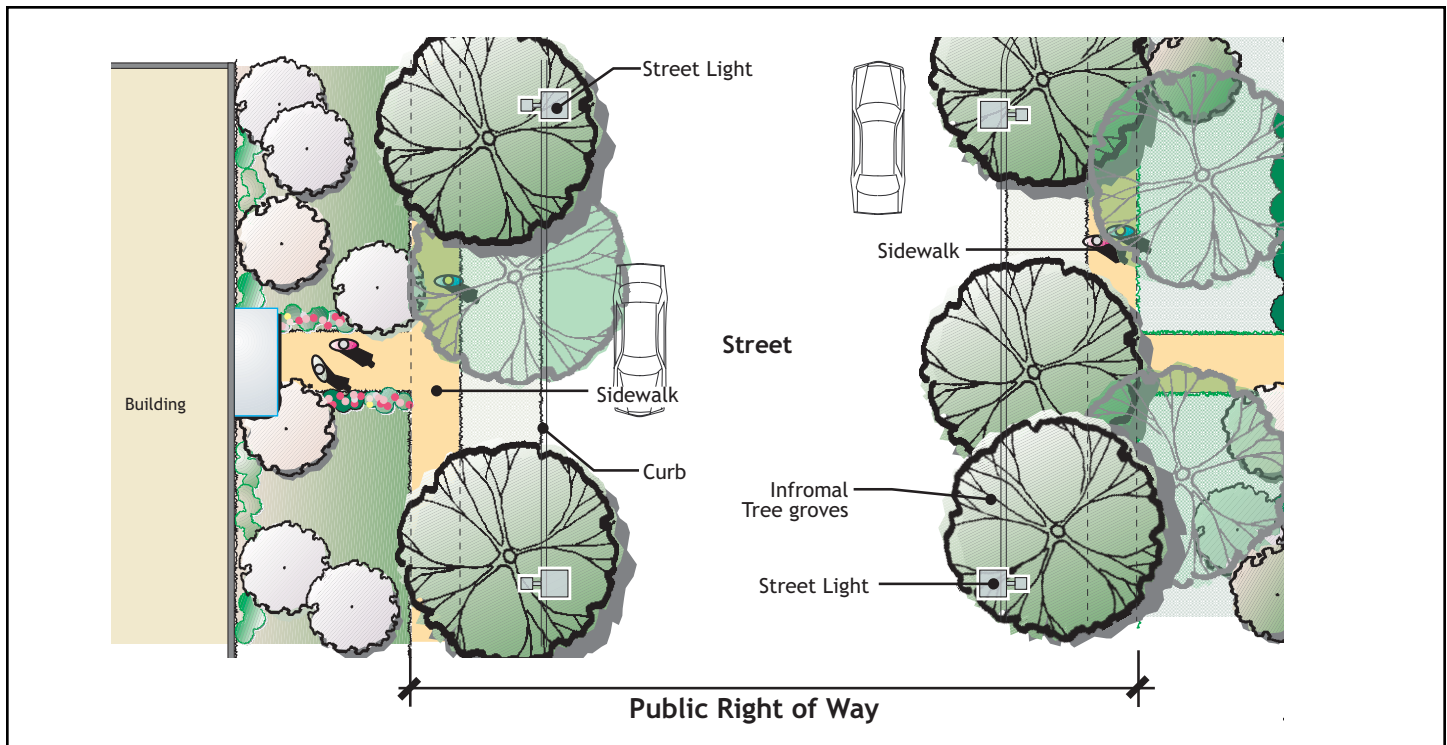
- New signage which identifies the intersection as a truck/service vehicle entry; and
- Increased landscaping intended to establish a sense of arrival while also maintaining adequate sight lines for vehicle safety.



The final design of any improvements to the secondary Gateway into the Air Metro Park development area should be generally consistent with the design character and quality of Secondary Gateways installed at entrances to the Stockton Metropolitan Airport's other designated development areas (Airport East, Airport West, and Airport South).

CHAPTER 7

SITE PLANNING GUIDELINES

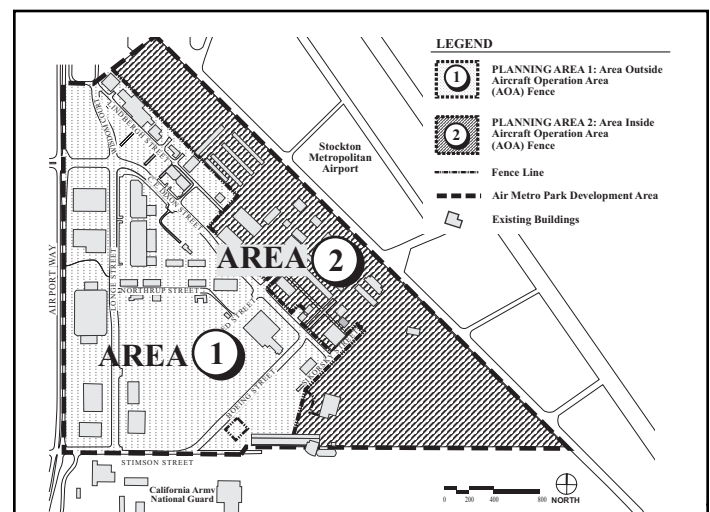


CHAPTER 7: SITE PLANNING

GOALS AND OBJECTIVES

An important goal of the following Air Metro Park site planning standards and guidelines is to provide clear design guidance for developments located both inside and outside the Airport AOA fence. In order to implement this goal, the following site planning standards and guidelines are divided into two groups. The first set of site planning standards and guidelines is tailored to business park development outside the Airport AOA fence (Planning Area 1). The second set of site planning standards and guidelines is tailored to Airport-related infill development within the Aircraft Operation Area fence (Planning Area 2).

Air Metro Park site planning standards and guidelines are intended to supplement the existing regulations of San Joaquin County, as well as the Federal Aviation Administration (FAA). Where these standards and guidelines differ from the planning and zoning codes of San Joaquin County, these standards and guidelines shall prevail. Where they differ from FAA regulations, the FAA regulations shall prevail.



Air Metro Park Planning Areas

**AIRPORT RELATED USE - PLANNING AREA I
SETBACK STANDARDS**

Street Setbacks are measured from face-of-curb to build to line;
Side and Rear Setbacks from Property Line

SETBACK TYPE**OFFICE / R & D, INDUSTRIAL, WAREHOUSE/
DISTRIBUTION, RETAIL/SERVICE & AIRPORT
RELATED USES****STREET**

Building Setback (with no front parking)	27 foot minimum
Building Setback (with front parking)	92 foot maximum

SIDE/REAR

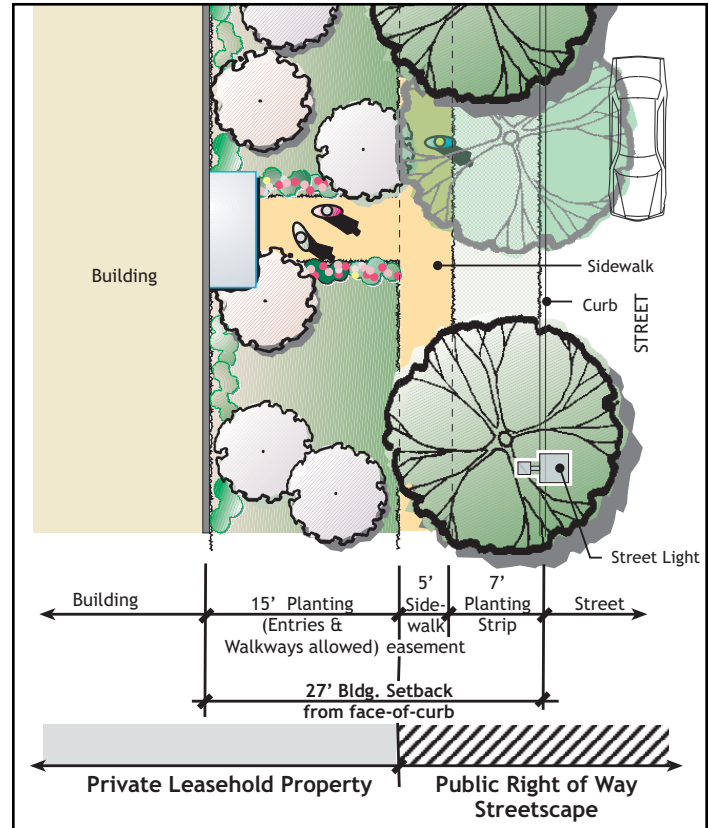
Building Setback from Property Line (For Office / R & D / Retail/Service Building Uses Only)	10 feet minimum
Building Setback from Property Line (For Industrial, Warehouse/Distribution & Airport Related Uses Only)	20 feet minimum
Building Setback from Buildings (All Uses)	40 feet minimum
Building Setback from <u>Side</u> Property Line	20 feet minimum
Landscaped Setback from Building to Parking	5 feet minimum

SITE PLANNING STANDARDS AND GUIDELINES: PLANNING AREA I**Building Placement**

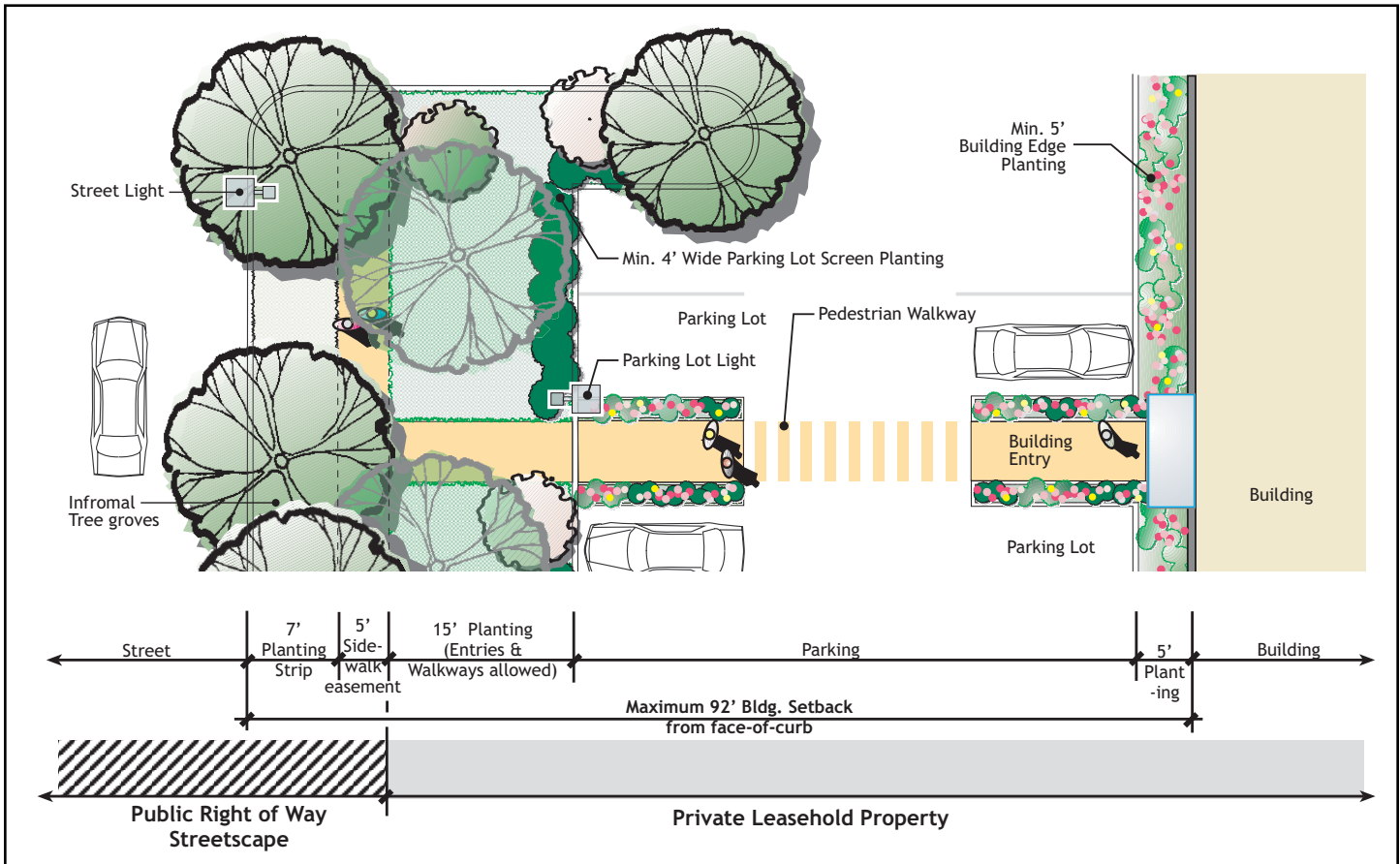
For building sites in Air Metro Park's Planning Area I, there shall be two alternatives for building setback from face of curb along streets.

Alternative I: Wherever possible, the absence of parking lots in the front of the building is strongly encouraged. When parking is not included at the front of a building, a 27-foot minimum building setback shall be established from face-of-curb to face of the building. Within this building setback, the public Right Of Way (R.O.W.) includes the 5-foot sidewalk and 7-foot planting strip. The private leasehold property area includes the minimum 15-foot continuous planting area from the face of the building to the edge of the sidewalk. (see *Alternative I illustration*)

Alternative II: When parking is located at the front of the building, a minimum 4-foot wide landscape hedge shall be established within the 15-foot minimum planting area for screening the street. In this



Alternative I: Building Setback with 27-foot Building Setback



Alternative II: Building Setback with Parking at Front of Building

situation, a 27 to 92-foot building setback shall be established from face-of-curb to face of the building. Within this landscape setback, the public Right Of Way (R.O.W.) includes the 5-foot sidewalk and a 7-foot planting strip. The private leasehold property area includes the maximum 92-feet, including the 15-foot minimum planting area and parking in front of the building. A maximum of double-headed perpendicular parking shall be established in front building for visitor and handicapped parking uses. Employee parking should be to the side of the building and back of building. (see illustration on page 7-3: *Alternation II*)

All front building facades in Alternative I and II shall be placed along the front setback line, with the main pedestrian entrance located on this front facade. Additional building entrances may be oriented toward the rear or side of the building for access to and from parking lots.

Pedestrian Connections

A pedestrian walkway, a minimum of 5-feet wide shall be provided between the streetfront sidewalk corridor and the primary building entry.

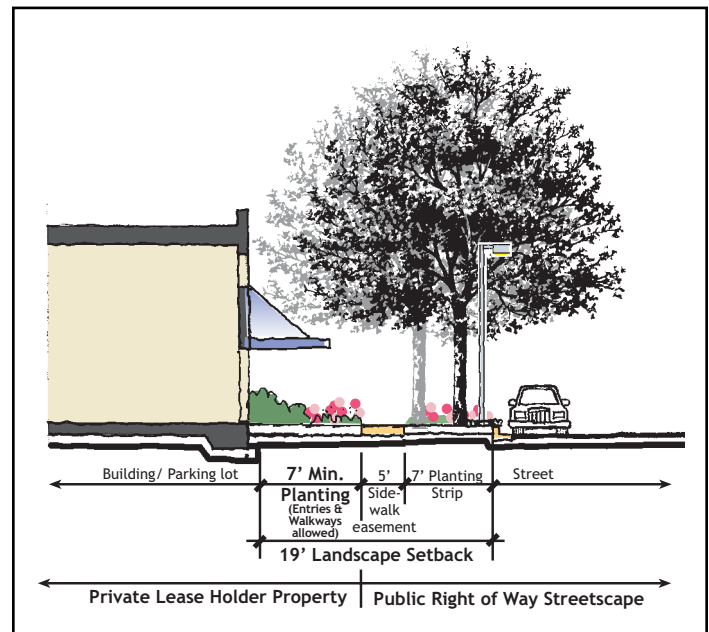
On-Site Planting

A 27-foot minimum landscape setback shall be located along all “major” streetfronts. Major Air Metro Park area interior streets include: C.E. Dixon Street,

Longe Street, Boeing Street (also known as R.A. Bridgeford Street) and Stimson Street.

Within this setback, a continuous 7-foot planting strip shall be provided along the face-of-curb. Beginning at a point 12-feet from face of curb and along the side walk, a continuous 15-foot wide planting area shall extend along street frontages and adjacent to the sidewalk, excluding driveway areas.

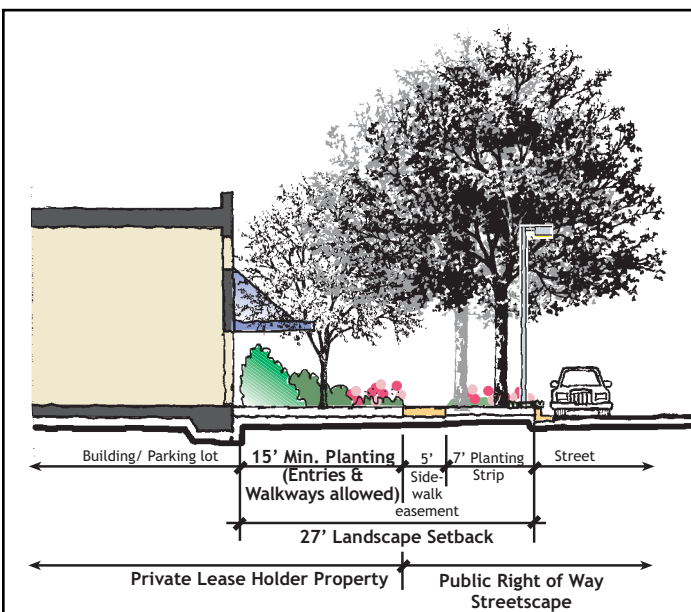
Reduction of the interior planting setback from 15-foot to a minimum of 7-foot is allowed along “minor” streetfronts to locate buildings and building entries closer to the street. Minor interior streets which are connectors to major interior streets include: Northrup Street, Lockheed Street; Lindbergh Street, Sikorsky Street.



19' Landscape Setback on Minor Streetfronts

Building to Building Setback

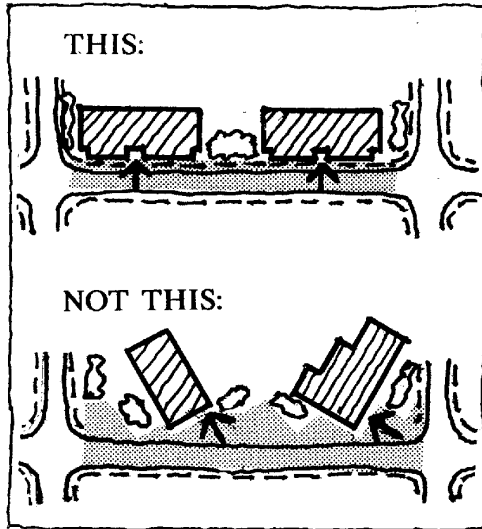
Where more than one building is located on a single parcel lot, a setback distance of minimum 40 feet shall be required between the buildings. All appropriate building edge plantings, parcel access, entry features and building orientation requirements stated in this chapter will still apply within this building setback.



27' Landscape Setback on “Major” Streetfronts

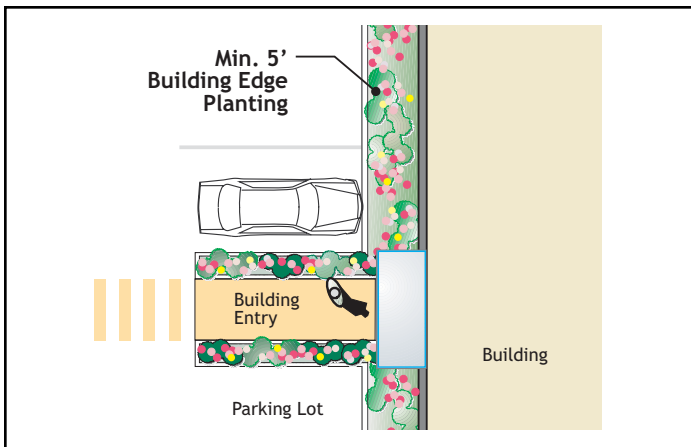
Building Orientation

Building footprints shall be oriented toward the street, with the front building facade generally parallel to the streetfront.



Building-Edge Planting

A minimum 5-foot of landscaping shall be installed between building facades and on-site parking lots.



Building Edge Planting

Parking

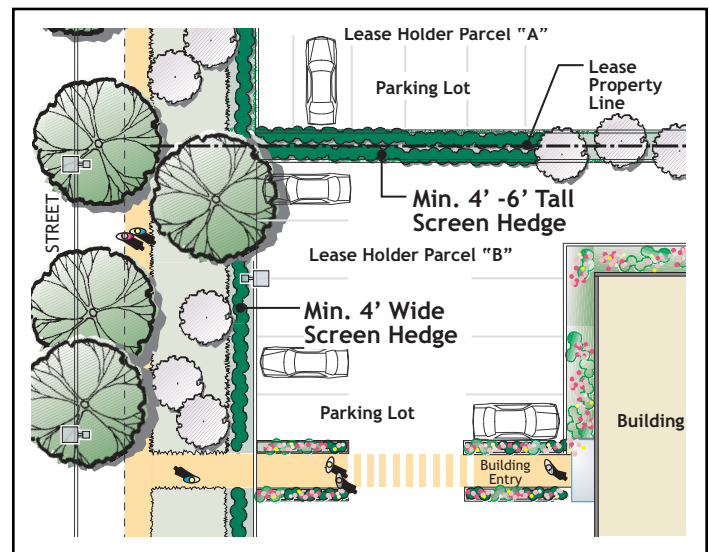
Where practical, parking should be located behind or to the side of a building. When parking is located at the front of the building, a minimum 4-foot wide hedge shall be established for street screening purposes. Bicycle parking should be provided close to entries.

Parking Lot Screen Planting

Planting areas adjacent to on-site parking lots shall

be used to screen the parking lot from the street and from adjacent properties by using the following criteria:

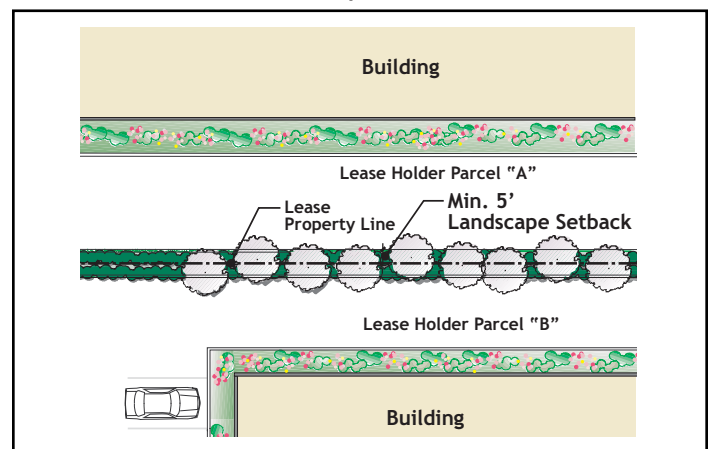
- A minimum 4-foot wide hedge shall be established when a parking lot is located at the front of the building and facing the street.
- Where two parcels meet at a shared lot line, and where one parking lot is adjacent to the other, a 4 - 6 foot high screen hedge shall be planted within the required minimum 5-foot wide landscape setback.



Parking Lot Screen Planting

Landscape Setback Between Parcels

Where parking is absent along sideyards where two leaseholder parcels meet, screen planting consisting of trees and shrubs shall be planted within the minimum 5-foot wide landscape setback.



Landscape Setback Between Parcels

Relation to Adjacent Development

Adjacent developments outside the AOA fence shall link sideyard and streetfront landscaping wherever possible.

Accessory Buildings

Portable trailers and commercial coaches shall only be placed on site as a temporary use with prior approval of the San Joaquin County Community Development Department.

Parcel Access and Entry

Driveways between adjacent properties should be shared whenever possible. Additionally, driveways into parcels on opposite sides of the same street should be aligned. Locate driveways and signage to allow for individual identity of sites and buildings.

Site Furnishings

The design of site furnishings used in areas accessible to the public - such as benches, waste receptacles, bicycle racks, and movable planters, should be of consistent character and quality, and emphasize the unity of the Air Metro Park development area through use of similar detailing and/or materials.

Site furnishings should be designed or selected for visual appearance, safety, durability, ease of maintenance and of replacement.

Signage

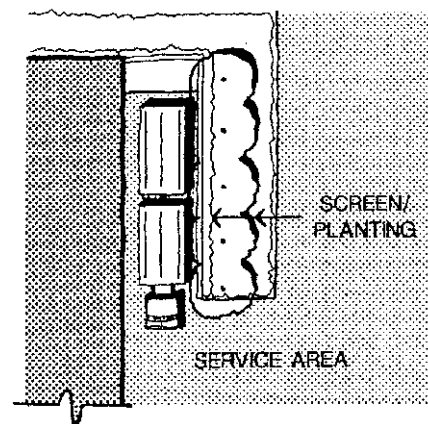
All project signage shall be integral, cohesive parts of the architecture and the landscape. (Refer to the Air Metro Park Circulation Diagram for gateway signage locations).

Service, Storage & Loading Areas

All outdoor service/storage areas shall be visually screened by both landscaping and a built enclosure of either fencing or walls. No outside storage is allowed unless visually screened from adjacent streets, entry drives, and primary building entries. They shall be located on the least visible portion of the site. No storage areas may be extended into a setback area.

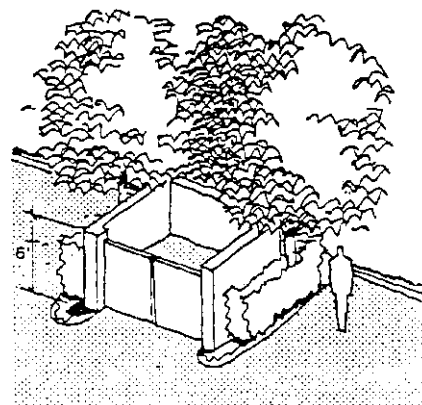
Loading dock areas shall be recessed and screened from view by walls, planting areas or utilizing a combination of both. A final option would be to locate them at the back of the building so as to minimize visibility from adjacent properties or streets.

Design and locate the storage, service and loading areas so that service vehicle activities do not disturb the flow of on-site or off-site traffic or neighboring users.



Refuse Collection Areas

All outdoor refuse containers shall be screened by a 6-foot minimum enclosure. The enclosure should be designed with materials and finishes which are consistent with the architectural theme of the site. No refuse collection areas are permitted between a street and the building front. Refuse areas shall have concrete paving and access aprons for dumpsters.

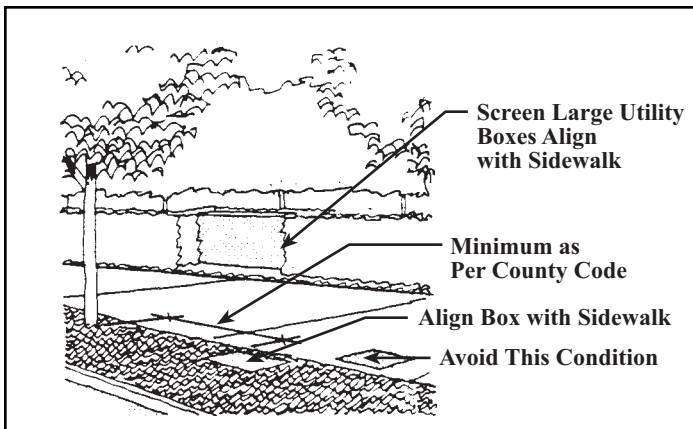


Mechanical & Electrical Equipment

All exterior components of plumbing, processing, heating, cooling and ventilation systems shall be screened so as not to be directly visible from within the lot or from adjoining streets, lots or buildings. Heating and cooling equipment located on the exterior of buildings shall be located sufficiently distant from outside seating areas so as not to interfere with the use of these areas. Noise from heating and cooling equipment shall meet performance standards established by the County Codes.

Electrical equipment shall be placed within 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. In no case shall exterior equipment be mounted on the street side or primary exposure side of any building.

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.

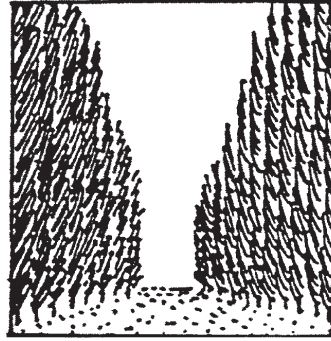


Planting Types

Site plantings should recall the rich agricultural heritage of South Stockton. The key agrarian landscape elements to be utilized are the following:

- Allees

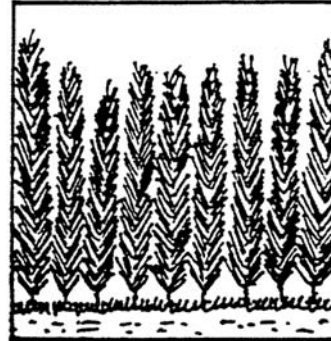
An allee is a formal row of trees bordering a road or walkway. Allees within Air Metro Park should typically be composed of deciduous shade trees.



Allees

- Hedgerows

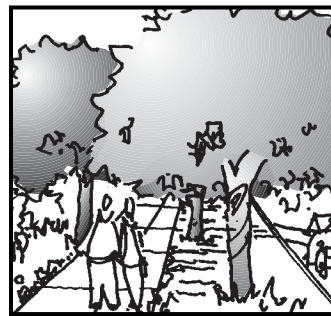
Hedgerows are informal rows of trees marking a boundary or perimeter area. They can function as a windbreak, visual screen, and/or a linear unifying structure in the landscape. Hedgerows should be planted along the rear leasehold line of all properties bordering Airport Way and, where feasible, along the boundary of the California Army National Guard facility.



Hedgerows

- Groves

Groves are informal clusters of trees. Tree groves should be planted along the street edge within each leasehold parcel's landscape setback area.



Groves

- Orchard

Orchards utilize a crisp grid of trees, and can be used as either accent elements along roadways or as a flanking element adjacent to major entrances.



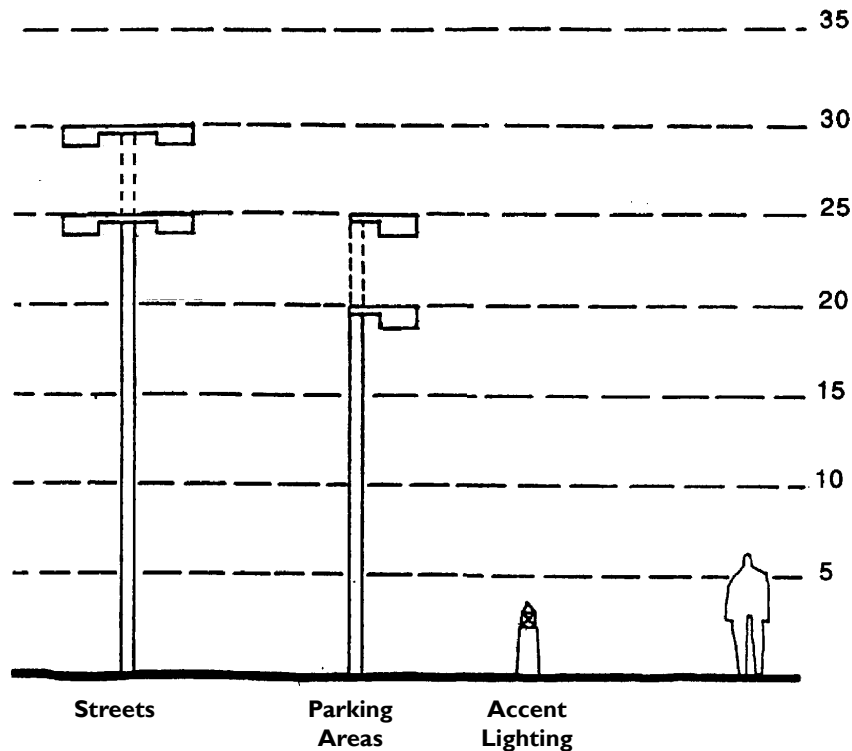
Orchard

- Row Crops

Row crops, interpreted as colorful bands of annual or perennial plantings at site or building entrances, should be utilized as a visual reminder of the sequence of the seasons, and the importance of the yearly cycle.



Row Crops



Lighting

The design and height of lighting standards shall be approved by San Joaquin County Community Development Department, and be consistent with lighting standard designs to be utilized throughout the Air Metro Park area. Individual project lighting plans shall conform to the following guidelines:

Light fixtures shall be shielded and directed downward to prevent glare for operating aircraft.

Streets shall be illuminated with maximum 30-foot high light fixtures of a consistent character and quality. New street light fixtures (as approved by the Design Review Committee) shall be placed near the street curb in order to provide pedestrians with a sense of security and comfort, as well as a physical barrier from cars.

Existing light fixtures to remain on site should be painted with a color as approved by the Design Review Committee.

Street lighting must conform to the San Joaquin County minimum illumination level standards for streets. Locate fixtures to minimize shadow / light interference from trees and other objects in the landscape.

Walkways, entry areas, courtyards and plazas should be lighted to provide a sense of personal safety for pedestrians and to minimize shadows. Extra lighting at intersections, steps, ramps, and other obstacles should be added.

Parking lots shall be lighted with maximum 25-foot high "shoe box-type" light fixtures of a consistent character and quality. Parking lot light fixtures (as approved by the Design Review Committee) shall be of a high-quality design, and meet at least minimum County illumination level standards for parking areas.

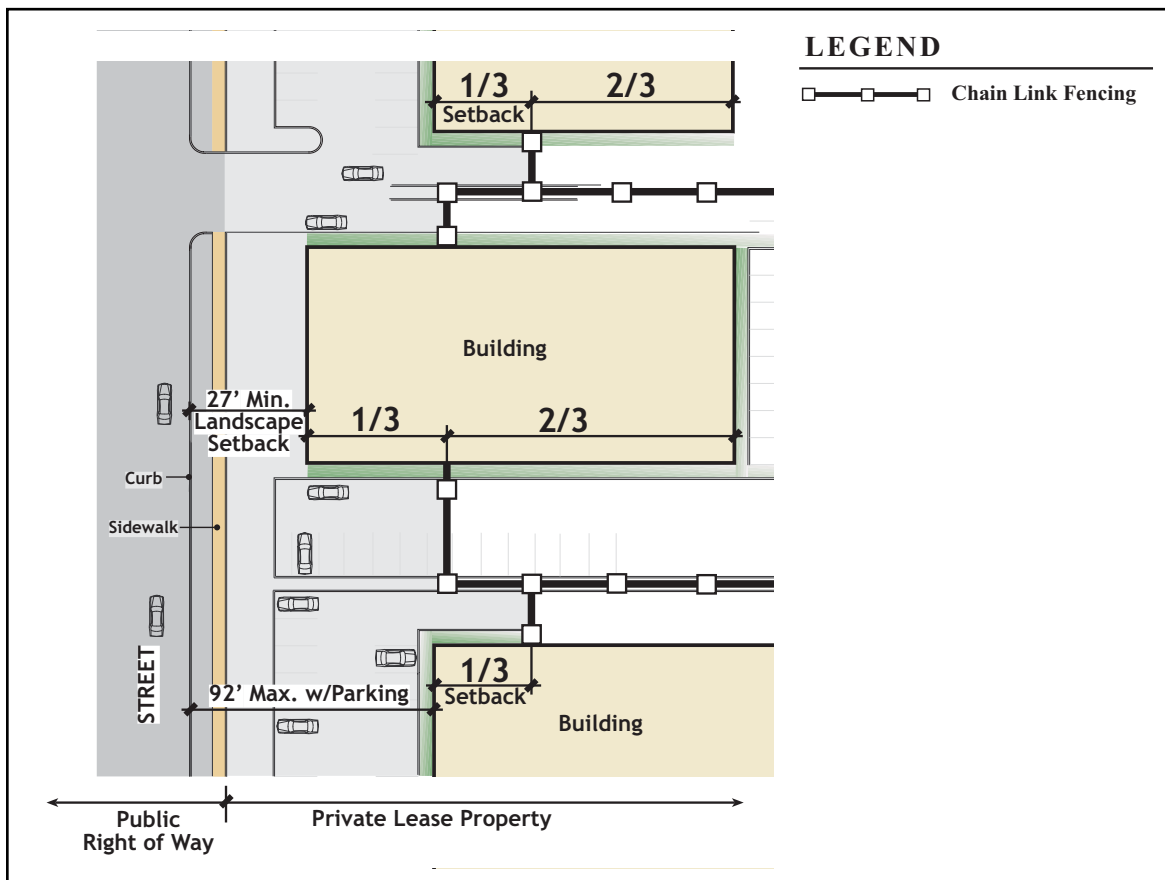
Accent lighting fixtures should illuminate special feature areas, such as at building entries, signage, markers/monuments and/or fountains.

Fencing

Within and along parcel lots/leaseholder lines in Planning Area I, chain link fencing shall not be placed in front of buildings facing the street or along streetfronts. Chain link fencing may be placed along the side and back of parcel lots for securing parcel property and for storage purposes. Fencing for this purpose shall be recessed back from the front face of the building to a point equal to one-third the full length of the building. This fencing setback will ensure that the landscape aesthetic and accessibility of the building's front entrance is maintained.

If a leaseholder maintains the need to establish fencing in front of the building, it may be permitted up to 7 feet in height in the required front yard setback, provided such fencing is constructed of woven wire (excluding chain link), wrought iron, or similar open material and does not obstruct vehicular site distance. Chain link fencing up to 7 feet in height may be permitted in front of the building, a minimum of 15 feet from the edge of the sidewalk, and shall

include a vegetated hedge for screening the fencing from the streetscape. Fencing for any streetfront uses is encouraged to use high quality materials such as iron or wood to enhance the landscaping elements at the building's front entrance.



SITE PLANNING STANDARDS AND GUIDELINES: PLANNING AREA 2

Location and Screening of Storage Areas

Service and loading areas shall be visually screened from entry drives and primary building entries. Design and locate the storage, service and loading areas so that service vehicle activities do not disturb the flow of on-site or off-site traffic or neighboring users. No outside storage is allowed unless sufficiently screened from view from the adjacent properties and located on the least visible portion of the site. No storage areas shall be allowed adjacent to the front building facade.

All outdoor refuse containers shall be screened by a 6-foot minimum enclosure. The enclosure should be designed with materials and finishes which are consistent with the architectural theme of the site.

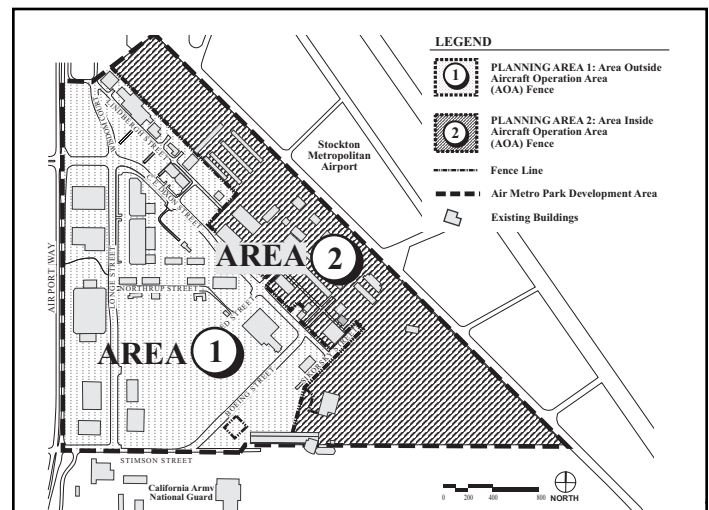
Ground Vehicle Movement and Access

Ensure the preservation of established circulation routes for vehicles and planes in the placement of all new structures.

Accessory Buildings

Portable trailers and commercial coaches shall only be placed on site with prior approval of the San Joaquin County Community Development Department.

The design and placement of portable trailers and commercial coaches shall conform to the same standards of site planning and building design required of primary buildings on site.



Air Metro Park Planning Area

CHAPTER 8

ARCHITECTURAL CHARACTER



CHAPTER 8: ARCHITECTURAL CHARACTER

GOALS AND OBJECTIVES

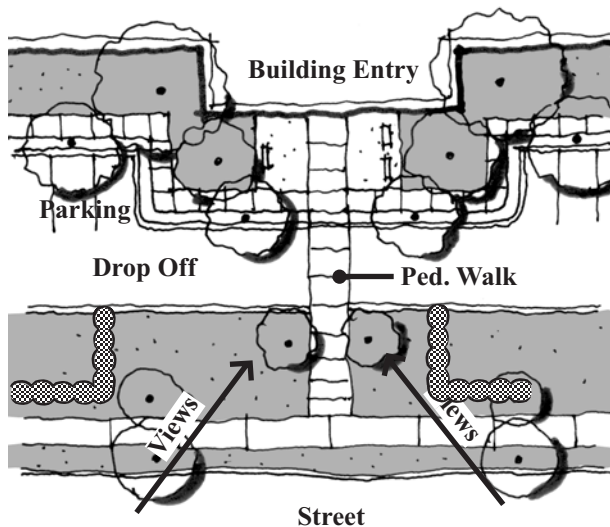
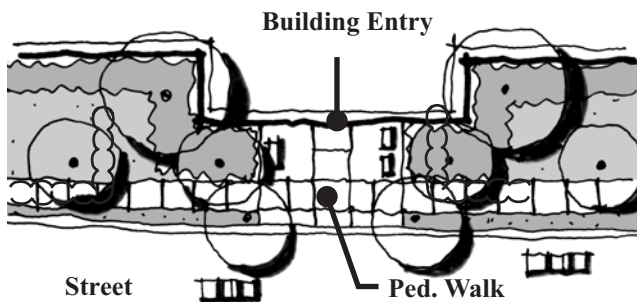
The goal of the following architectural standards and guidelines is to ensure a cohesive, high-quality business community within the Air Metro Park development area, and continually upgrade the area as it evolves over time. The objective is to ensure that all new and/or improved Air Metro Park buildings utilize coordinated building design and detailing, as well as durable, high-quality exterior materials.

These architectural standards and guidelines apply to all buildings proposed for the Air Metro Park development area, except those buildings operated by the Stockton Metropolitan Airport and the FAA. Building projects with approvals prior to the adoption of the Air Metro Park addendum to the Stockton Metropolitan Airport Special Purpose Plan are not subject to these architectural guidelines. However, as these buildings are replaced, remodeled, or re-occupied by a more intensive land use, all applicable improvements will be subject to these architectural guidelines to the greatest extent possible.

ARCHITECTURAL STANDARDS AND GUIDELINES

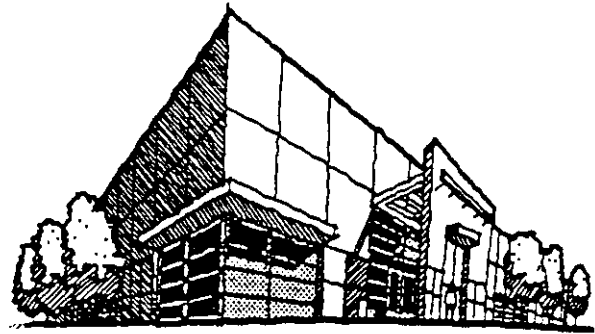
Building Entries

Primary building entries shall be designed to be clearly visible or recognizable from an adjacent street through the incorporation of either canopies, awnings, or other entry coverings that provide pedestrian shelter and interest and/or a variation in the building footprint, roof form, or amount of transparent glazing. Use landscape elements to also highlight entries as a focal point.



Character And Massing

Street-facing building facades shall incorporate vertical and/or horizontal variations in the setback and material or fenestration design along the length of the applicable facade through the use of either bold offsets and articulation in wall planes of contrasting materials and texture; and/or variations in the arrangement or proportioning of windows and doors.



Blank Walls

A "blank wall" is defined as any street-facing building wall section of fifty (50) feet or more in length that is without a window, door or facade opening.

Blank Walls for Planning Area I

Blank wall sections should not exceed a length of fifty (50) feet, or twenty percent (20%) of the length of the street-facing facade(s), whichever is less. Blank wall sections of allowed lengths should employ building setbacks, projections, indentations, and/or intervals of material color change to break up the wall's surface.

Roof Lines

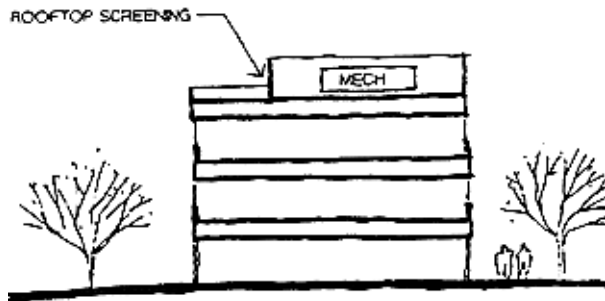
Employ the use of a variety of roof forms, which organize and correspond to distinct spaces within the building and avoid long unarticulated parapet lines.

Rooftop Equipment

Building rooftops shall be designed to effectively screen mechanical equipment from street level view through either a concealing roofline (such as a parapet), or sufficient setback from the facade edge to be concealed from ground level view.

Satellite dishes and like devices for transmission or reception of any signals including, but not limited to telephone, television and radio, must be included on the plans and approved in writing by the County and

the FAA. These devices, if roof-mounted, are to be located in the most unobtrusive location so as to minimize visual impact.



Materials & Colors

Utilize variety in materials, textures, and finishes, as well as color, light, and shadow to express function, order, depth and scale. Unarticulated tilt-up concrete shall not be allowed as the primary exterior material; and color bands or stripes around the building shall not be allowed as the only means of visual enhancement.

Proposed building colors shall be submitted for approval to the Stockton Metropolitan Airport Design Review Committee prior to submission to the County for final approval. The color of the primary building mass should be lighter in tone and more neutral. Accent colors should contrast, yet compliment, the primary building mass colors.

Doors and Windows

Buildings should have glass front entry doors to enhance visibility and orientation. Metal roll-up and secondary entries and exits should be considered as integral elements in the overall facade design.

Darkly tinted, mirrored or reflective glass shall not be used. Glass should be either clear, or lightly tinted with blue, green, or gray or bronze.

Architectural Accent Elements

The use of functionally appropriate architectural accent elements is encouraged. These elements

include: sun shading devices, entry canopies, trellises, arcades, skylights, and/or cornice projections.

Building Heights

A mixed use development is planned for the Planning Area I and outside the airport site. A variety of heights and massing will be encouraged to create visual axis and to provide a sense of enclosure and protection from the prevailing winds. All buildings that support airport-related activities shall have a maximum height of 60 feet (subject to FAA requirements). Buildings that support Office, Research & Development, Flex Buildings, Industrial/Distribution and Warehouse uses shall have a height limit of 45 feet. Retail service uses will require a maximum building height of 30 feet. These height requirements are limited to Planning Area I only.

**AIRPORT RELATED USE - PLANNING AREA I
BUILDING HEIGHT STANDARDS**

BUILDING TYPE

BUILDING HEIGHTS

AIRPORT-RELATED USES

60 feet maximum
(subject to FAA requirements)

**OFFICE/RESEARCH & DEVELOPMENT/
FLEX BUILDINGS**

45 feet maximum

**INDUSTRIAL/DISTRIBUTION
AND WAREHOUSES**

45 feet maximum

RETAIL SERVICES

30 feet maximum

A P P E N D I C E S

APPENDICES

APPENDIX I: STREET TREE LIST

<u>Air Metro Park Streets</u>	<u>Botanical Name</u>	<u>Common Name</u>
Airport Way		
Recommended:	Fraxinus uhdei	Evergreen Ash
Alternate(s):	Populus nigra 'Thevestina'	Theves Poplar
C.E. Dixon Street		
Recommended:	Platanus acerifolia 'Bloodgood'	London Plane Tree
Alternate(s):	Pistacia chinensis	Chinese Pistache
Alternate(s):	Zelkova serrata	Sawleaf Zelkova
Longe Street		
Recommended:	Platanus acerifolia 'Bloodgood'	London Plane Tree
Alternate(s):	Pistacia chinensis	Chinese Pistache
Alternate(s):	Zelkova serrata	Sawleaf Zelkova
Boeing Street		
(also known as R.A. Bridgeford Street)		
Recommended:	Celtis occidentalis	Common Hackberry
Alternate(s):	Celtis sinensis	Chinese Hackberry
Alternate(s):	Quercus rubra	Red Oak
Stimson Street		
Recommended:	Celtis occidentalis	Common Hackberry
Alternate(s):	Celtis sinensis	Chinese Hackberry
Alternate(s):	Quercus rubra	Red Oak
Northrup Street		
Recommended:	Pyrus calleryana 'Aristocrat'	Aristocrat Pear
Alternate(s):	Crataegus phaenopyrum	Washington Thorn
Lockheed Street		
Recommended:	Pyrus calleryana 'Aristocrat'	Aristocrat Pear
Alternate(s):	Crataegus phaenopyrum	Washington Thorn
New Internal Street(s)		
Recommended:	Pyrus calleryana 'Aristocrat'	Aristocrat Pear
Alternate(s):	Crataegus phaenopyrum	Washington Thorn
Lindbergh Street		
Recommended:	Quercus suber	Cork Oak
Alternate(s):	Platinus acerifolia	London Plane Tree
Alternate(s):	Pyrus kawakamii	Evergreen Pear
Alternate(s):	Tristania conferta	Brisbane Box
Sikorsky Street		
Recommended:	Quercus suber	Cork Oak
Alternate(s):	Pyrus kawakamii	Evergreen Pear
Alternate(s):	Tristania conferta	Brisbane Box

APPENDIX 2: GENERAL PLANT LIST**BOTANICAL NAME****COMMON NAME****Large Deciduous Trees**

Platanus acerifolia 'Bloodgood'
Platanus acerifolia 'Yarwood'
Platanus occidentalis
Platanus racemosa
Populus nigra 'Thevestina'
Quercus coccinea
Quercus lobata
Quercus rober 'Fastigiata'
Quercus rubra
Zelkova serrata

London Plane Tree
London Plane Tree
American Sycamore
California Sycamore
Theves Poplar
Scarlet Oak
Valley Oak
Upright English Oak
Red Oak
Sawleaf Zelkova

Medium Deciduous Trees

Aesculus carnea
Albizia julibrissin 'Rosea'
Alnus cordata
Catalpa speciosa
Celtis occidentalis
Celtis sinensis
Fraxinus oxycarpa 'Raywood'
Ginkgo biloba
Gleditsia triacanthos inermis
Pistacia chinensis
Pyrus calleryana 'Aristocrat'
Robinia ambigua 'Idahoensis'
Sapium sebiferum
Sophora japonica
Tilia cordata

Red Horse Chestnut
Silk Tree
Italian Alder
Western Catalpa
Common Hackberry
Chinese Hackberry
Raywood Ash
Ginkgo
Thornless Honey Locust
Chinese Pistache
Aristocrat Pear
Idaho Locust
Chinese Tallow Tree
Japanese Pagoda Tree
Little-Leaf Linden

Small Deciduous Trees

Aesculus californica
Cercis canadensis
Citrus var.
Crataegus phaenopyrum
Koeleruteria paniculata
Lagerstroemia indica 'Muskogee'
Lagerstroemia indica 'Natchez'
Lagerstroemia indica 'Tuscarora'
Prunus cerasifera 'Krauter Vesuvius'

California Buckeye
Eastern Redbud
Citrus
Washington Hawthorn
Goldenrain Tree
Crape Myrtle
Crape Myrtle
Crape Myrtle
Purple Leaf Plum

Broadleaf Evergreen Trees

Arbutus 'Marina'
 Eriobotrya deflexa
 Fraxinus uhdei
 Geijera parviflora
 Laurus nobilis 'Saratoga'
 Maytenus boaria
 Oleo europaea 'Swan Hill'
 Podocarpus gracilior
 Pyrus kawakamii
 Quercus ilex
 Quercus suber
 Quercus virginiana
 Rhus lancea
 Schinus terebinthifolius
 Tristania conferta

Marina Madrone
 Bronze Loquat
 Evergreen Ash
 Australian Willow
 Saratoga Laurel
 Mayten Tree
 Swan Hill Olive
 Fern Pine
 Evergreen Pear
 Holly Oak
 Cork Oak
 Southern Live Oak
 African Sumac
 Brazilian Pepper
 Brisbane Box

Coniferous Evergreen Trees

Cedrus deodara
 Pinus canariensis
 Pinus elderica
 Pinus halepensis
 Pinus pinea

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

Shrubs

Abelia grandiflora (M)
 Arbutus unedo 'Compacta'
 Berberis thunbergii 'Atropurpurea'
 Buxus microphylla japonica(S)
 Carpenteria californica
 Ceanothus spp.
 Cistus spp.
 Cotoneaster lacteus
 Cotoneaster microphylla
 Escallonia spp, (M)
 Eleagnus pungens
 Feijoa sellowiana
 Fremontodendron 'California Glory'
 Ligustrum ovalifolium (L)
 Laurus nobilis
 Mahonia aquifolium
 Mahonia pinnata
 Melaleuca nesophila
 Myrtus communis
 Myrsine africana
 Olea europea 'Little Ollie' (L)

Glossy Abelia
 Strawberry Tree
 Berberis
 Japanese Boxwood
 Bush Anemone
 California Wild Lilac
 Rockrose
 Parney Cotoneaster
 Rockspray Cotoneaster
 Escallonia
 Silverberry
 Pineapple Guava
 Flannel Bush
 California Privet
 Grecian Laurel
 Oregon Grape
 California Holly Grape
 Pink Melaleuca
 Myrtle
 African Boxwood
 Dwarf Olive

Photinia fraseri
Pittosporum tobira (L)
Punica granatum 'Wonderful'
Raphiolepis cvs.
Rhamnus californica 'Eve Case'
Sollya heterophylla
Teucrium fruticans
Viburnum suspensum
Viburnum tinus
Xylosma californica
Zauschneria californica

Ground Covers

Arctostaphylos spp.
Baccharis pilularis 'Twin Peaks'
Ceanothus spp.
Coprosma kirkii
Cotoneaster 'microphyllus'
Gazania mitsuwa 'Yellow'
Hypericum calycinum
Lantana montevidensis
Phyla nodiflora
Trachelospermum jasminoides

Vines

Campsis radicans
Districtis buccinatoria
Euronymus fortunei radicans
Jasminum polyanthum
Parthenocissus tricuspidata
Rosa banksiae
Solanum jasminoides
Vitis vinifera
Wisteria sinensis

Perennials

Cerastium tomentosum
Chrysanthemum parthenium
Diets vegeta
Erigeron karvinskianus
Hemerocallis cvs.
Iris douglasii
Lavendula angustifolia
Lavendula dentatum
Limonium perezii
Myosotis sylvatica

Photinia
Tobira
Pomegranate
India Hawthorn
Eve Case Coffeeberry
Australian Bluebell
Bush Germander
Sandankwa Viburnum
Laurustinus
Shiny Xylosma
California Fuschia

Manzanita
Coyote Brush
California Wild Lilac
Coprosma
Rockspray Cotoneaster
Gazania
Aaron's Beard
Lantana
Lippia
Star Jasmine

Common Trumpet Creeper
Blood Red Trumpet Vine
Common Wintercreeper
Jasmine
Boston Ivy
Lady Banks Rose
Potato Vine
European Grape
Wisteria

Snow-in-Summer
Feverfew
Fortnight Lily
Fleabane
Daylily
Pacific Coast Hybrid Iris
English Lavender
French Lavender
Sea Lavender
Forget-Me-Not

Romneya coulteri
Rosmarinus officianalis var.
Rudbeckia hirta
Salvia leucantha
Santolina chamaecyparissus
Santolina virens
Sedum spathulifolium

Ornamental Grasses

Calamagrostis x acutiflora
Festuca glauca
Helictotrichon sempervirens
Pennisetum setaceum 'Rubrum'

Matilija Poppy
Rosemary
Gloriosa Daisy
Mexican Sage
Grey Lavender Cotton
Green Lavender Cotton
Stonecrop

Feather Reed Grass
Blue Fescue
Blue Oat Grass
Purple Fountain Grass

