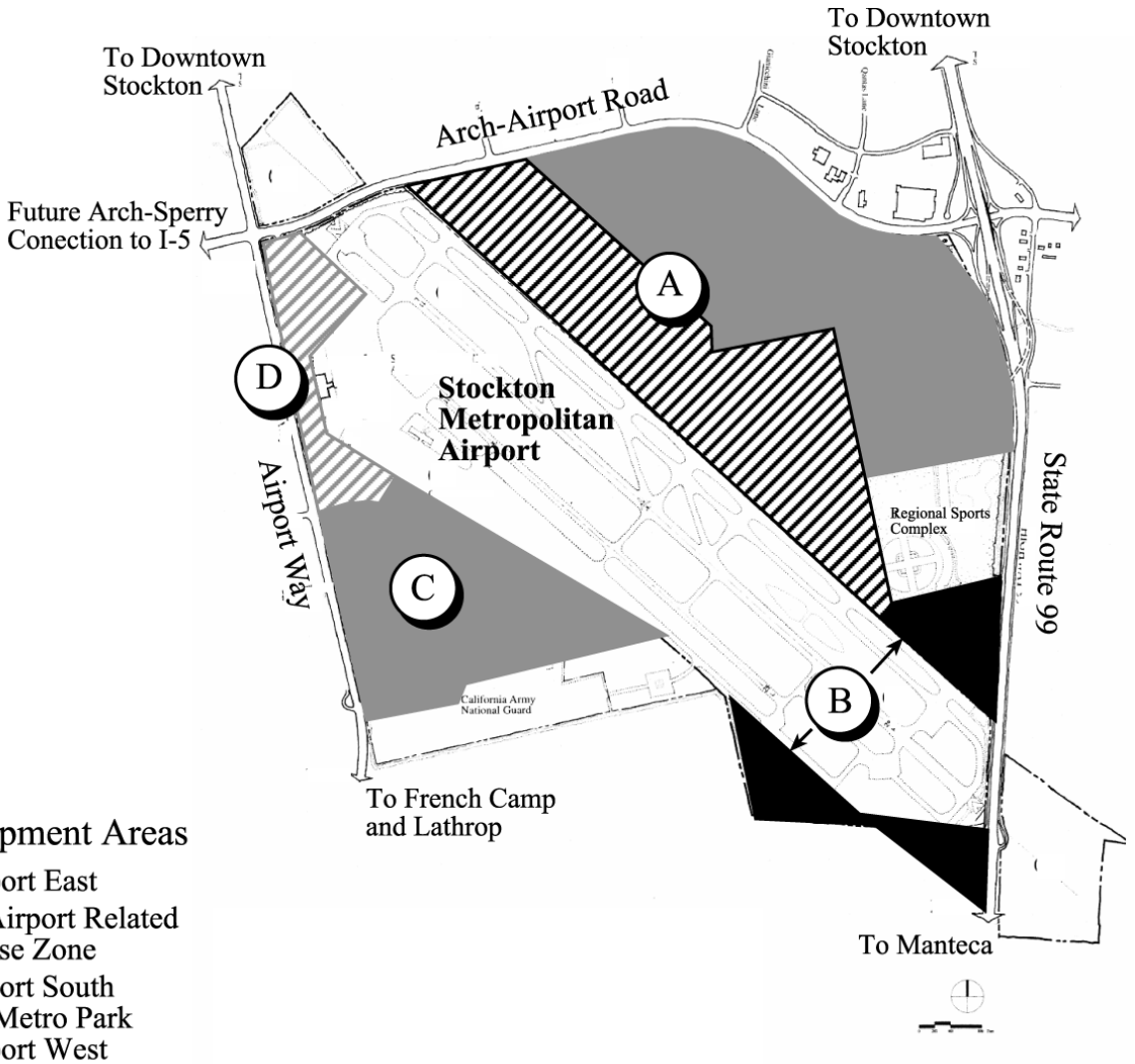
Stockton Metropolitan Airport

Special Purpose Plan

Development Standards and Design Guidelines

Stockton, CA



Development Areas

A. Airport East
   Airport Related Use Zone
B. Airport South
C. Air Metro Park
D. Airport West

Prepared for
the County of San Joaquin
Stockton Metropolitan
Airport

STOCKTON METROPOLITAN AIRPORT

By Ken Kay Associates
&
Economic & Planning Systems

Adopted on
October 31, 2000

Stockton Metropolitan Airport

Special Purpose Plan
Development Standards and Design Guidelines
Stockton, California

Prepared for
the County of San Joaquin
stockton Metropolitan
Airport

Prepared by:

KenKay Associates
Urban Design & Master Planning
1045 Sansome Street, Suite 321, San Francisco, California 94111
415-956-4472

Economic & Planning Systems
Market Research, Financial Analysis, Development Strategy
2501 Ninth Street, Suite 200, Berkeley, California 94710
510-841-9190

With Supporting Consultation
and Documentation by:

Rajappan & Meyer
Consulting Transportation Engineers
60 S. Market Street, Suite 510, San Jose, California 95113
408-280-2772

A.R. Sanguinetti & Associates
Consulting Civil Engineers
1150 W. Robinhood Drive, 1C, Stockton, California 95207
209-477-0899

DOCUMENT ORGANIZATION

This document is that portion of the Stockton Metropolitan Airport Special Purpose Plan containing the Development Standards and Design Guidelines. It is divided into five chapters and is organized in the following manner:

Chapter I, The Introduction contains the project description and location, the organization and intent Special Purpose Plan, and describes the design and approval process.

Chapter II, Planning & Design Principles describes the planning and design principles of the Special Purpose Plan and briefly describes the land use intent for each of the four development areas.

Chapter III, Project Wide Guidelines and Standards, provides the guidelines pertaining to project-wide issues including circulation and streetscapes, open space and landscape, project identity elements, site planning, architecture, signage and lighting.

Chapter IV, Specific Use Guidelines, provides guidelines for specific land uses including office/ R&D uses, working campus uses, distribution/warehouse, aviation related uses, and retail/service.

Chapter V, Infrastructure, describes the major infrastructure elements, including water distribution, waste water treatment, and storm water facilities.

Appendices, follows Chapter V and contains the Street Tree Matrix, and a brief history of the airport.

Airport


Airport Related


Working Campus

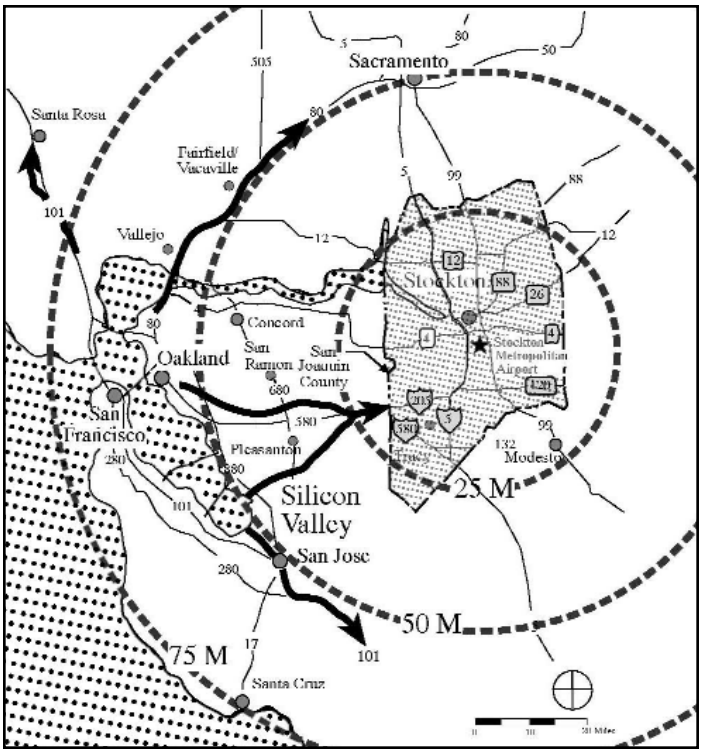

Office / R&D / Warehouse


Open Space

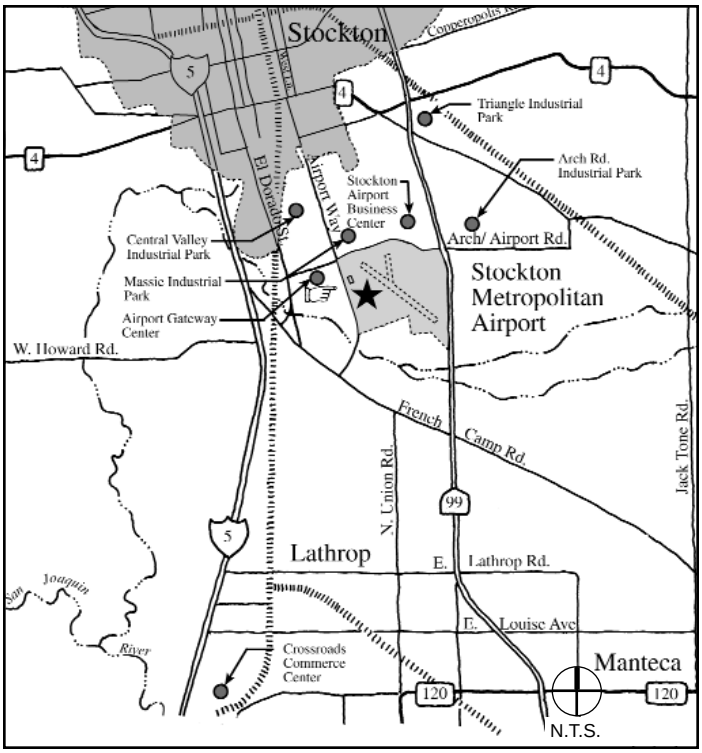
TABLE OF CONTENTS

Chapter 1

Introduction



Bay Area Relationship



South Stockton Relationship

OVERVIEW

Project Introduction

The Stockton Metropolitan Airport is a unique and valuable asset to the County of San Joaquin and the City of Stockton. Located just south of the Stockton city limits, approximately 75 miles east of San Francisco in California's Central Valley, the Stockton Metropolitan Airport is a "state of the art" facility which can accommodate passenger service, air cargo, corporate jet facilities, military training, and contains nearly 766 acres of surplus land identified for potential development. With a future connection to Interstate 5 (California's major north/south freeway and commercial transportation corridor) and direct access to State Route 99 (a major north/south regional arterial) the Stockton Metropolitan Airport is a regional hub, strategically poised to serve as a catalyst and a model for the long-term business growth and economic stability of the South Stockton Region.

In 1998, the County of San Joaquin certified an Environmental Impact Report and approved a General Plan Map and Text Amendment, a Zone Reclassification, a Development Title Text Amendment and an Airport Master Plan to provide development forcasts and planning guidance over a 20 year period. The City of Stockton also amended its General Plan, resulting in General Plan consistency between the two jurisdictions relative to the Airport project site. Major components of the 1998 planning efforts included:

- Siting the airport terminal to provide expansion potential for up to 4 million annual passengers.

- The rezoning of a portion of the airport property to an AP/X Zone to "provide for the establishment of a variety of commercial and industrial land uses which are compatible with and supportive of airport operations."

- Infrastructure and circulation improvements including the Arch-Airport/SR 99 Interchange and the Arch-Sperry Road connection to Interstate 5.

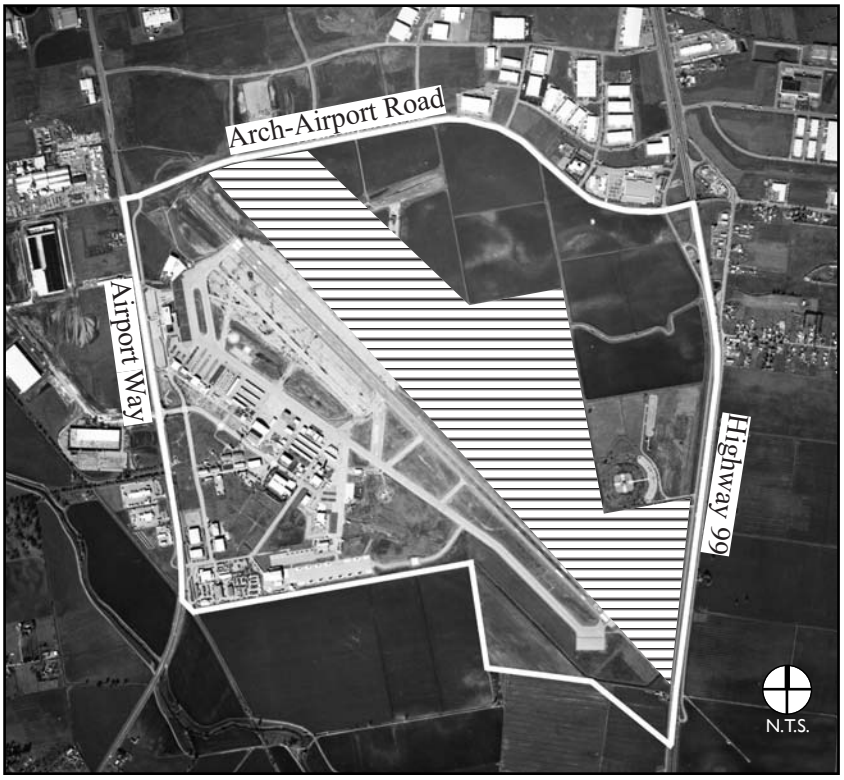
Stockton Airport Facility

•Identification of surplus land for future development

•The requirement to prepare a Special Purpose Plan prior to development of the airport property.

This document implements the General Plan definitions and policies associated with the Stockton Metropolitan Airport's AP/X designation

With its ample land reserves and Airport Mixed-Use (AP/X) zoning, The Stockton Metropolitan Airport has the potential to become a major, diversified business and employment center, providing opportunities for local, regional, national and international companies. This vision of the airport's development potential is enhanced by its location within the Stockton/San Joaquin County State Enterprise Zone and its designation as a Foreign Trade Zone. In addition, development opportunities at the airport have the unique advantage of direct airport and runway access. Situated in the midst of expansive agricultural tracts and large warehouse/distribution complexes, the area within the AP/X zone is intended to become a compact, high quality, transit oriented, walkable business center that represents the joining of its rich agricultural heritage with the technology of the existing Stockton Metropolitan Airport.

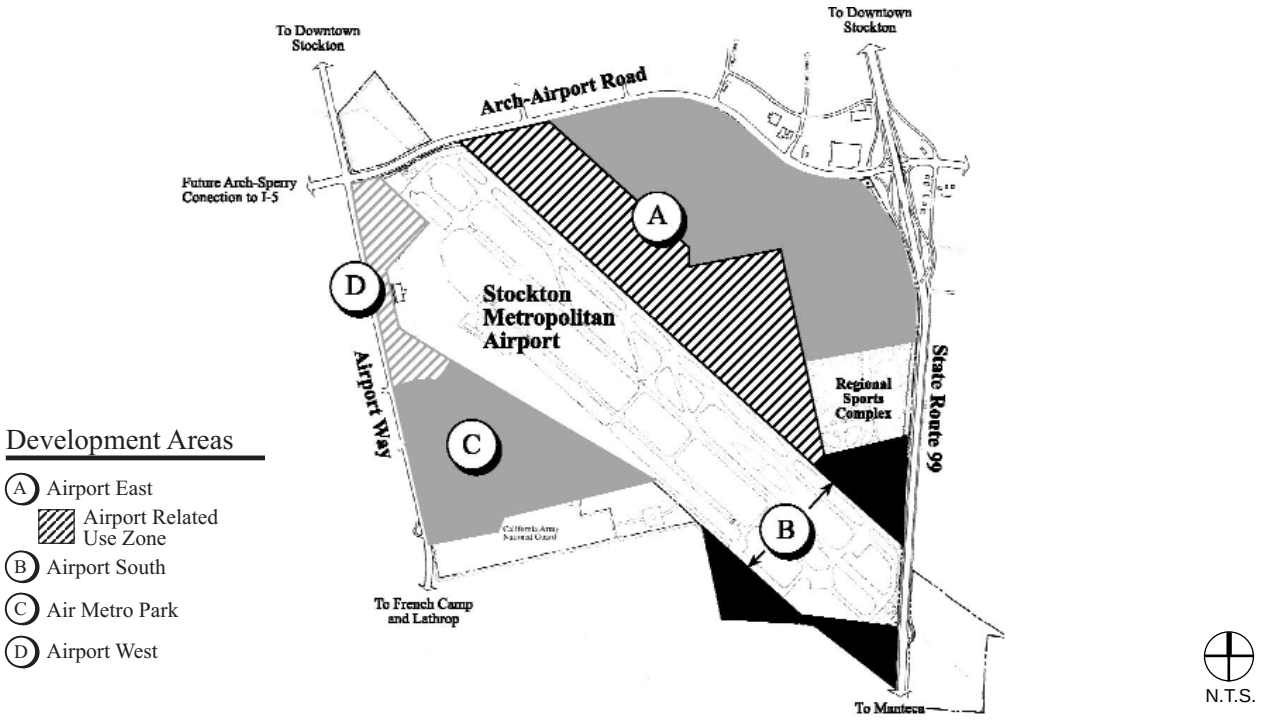


Aerial Map

The site covers approximately 1,549 acres of land and is bounded by State Route (SR) 99 to the East, Arch-Airport Road to the North, and Airport Way to the West. It is the home of the Stockton Metropolitan Airport, a fully operational facility consisting of the terminal building, two runways and supporting taxiways, and numerous private aviation related buildings and storage areas. In addition, there are various approach aids, visual aids and a global positioning system.

Surrounding the airport facilities, there are a number of aviation and non-aviation related uses including:

- Airport East Development Area - An approximately 550 acre area of agricultural land to the northwest of the airport runways.
- Regional Sports Complex - A 70 acre athletic facility including softball diamonds and sports fields along the eastern boundary.
- Farmington Fresh - An approximately 33 acre international fresh produce distribution facility, with potential expansion area, in the southeast corner of the site.
- California Army Air National Guard Base - An active U.S. Army helicopter training facility at the extreme southwest corner of the property.
- Air Metro Industrial Park - A roughly 110 acre infill industrial business park near the southwest corner of the site.
- Alex G. Spanos Jet Center - A private corporate jet facility located in the northwest corner of the site on approximately 5 acres.



Development Area Map

Within the airport property, approximately 766 acres have been identified for potential aviation and non-aviation related development. This development potential is located in four areas: Airport East, Airport South, Air Metro Park, andAirport West.
These areas are described in detail in Chapter II.

The Stockton Metropolitan Airport is being developed as part of the County of San Joaquin's Airport Multi-use General Plan Designation (AP/X). This in turn, will be implemented through an AP-X zone, a specific zone created to encourage flexible, creative development at Stockton Metropolitan Airport.

The Mixed Use Development section in the General Plan required that a Special Purpose Plan be adopted to facilitate development of the Airport East Property. The intent of the Airport Multi-Use (AP/X) General Plan designation is to provide for flexible siting of commercial, industrial, and recreational uses along with aviation facilities at the Stockton Metropolitan Airport. The intent of the Special Purpose Plan is to implement the policies and objectives contained in the General Plan regarding the AP/X land use designation. Although the General Plan only requires that the Special Purpose Plan be prepared for the Airport East property, the Special Purpose Plan has been prepared for and is intended to apply to the entire Airport property. The Special Purpose Plan is consistent with the relevant policies, goals and objectives contained in the General Plan.

Because of its location and size, development of the Stockton Metropolitan Airport will have a powerful impact on the economic vitality, aesthetic appeal, human and natural environments, and the quality of life of the entire South Stockton area. In crafting the AP-X zoning, the County of San Joaquin has created a visionary document designed to encourage imaginative, sustainable, and attractive alternatives to conventional development patterns while allowing flexibility to respond to the changing demands of the marketplace and society.

The Stockton Metropolitan Airport Special Purpose Plan has been prepared to provide the planning and development guidelines and standards, regulatory procedures, infrastructure requirements, and financing strategy for the immediate and long-range development of the airport site in accordance with the intent of The 1998 Master Plan and The County of San Joaquin and City of Stockton General Plan Amendments,

This Special Purpose Plan is made up of four interdependent documents. These documents are:

1. Design Guidelines and Development Standards

These guidelines and standards prepared by KenKay Associates serve as the planning and design principles related to land uses, site planning, open space and landscape design and architectural character. They are the framework into which all development on the airport property must fit to ensure a high quality development which meets the needs of the County of San Joaquin, the City of Stockton, and the Stockton Metropolitan Airport. They provide the backbone of a successful business community: consistent and comprehensive land use, circulation, public open space and infrastructure systems. They also establish a vocabulary and criteria for landscape architecture site design, and architecture which dually integrates and celebrates the rich agrarian heritage of South Stockton, with the high tech character of the existing airport.

2. Approval Procedures

These procedures prepared by KenKay Associates in conjunction with county staff and the Federal Aviation Administration (FAA) guide applications in the preparation and processing of specific development proposals and allow a streamlined, expedited approvals process for projects which meet the intent of the Special Purpose Plan. They also provide for the establishment of a multi-disciplinary design review committee to assist county staff with specific project review and recommendation oversight.

3. Financial Analysis and Implementation Strategies

These analysis and strategies prepared by EPS provide the basis for the land use disposition and outline the near and long-term market opportunities for the airport property. They include cost/revenue projections, phasing strategies, and development structure options.

4. Infrastructure Report

Prepared by Sanguinetti & Associates and Rajappan & Meyer, this report outlines the infrastructure requirements and improvements necessary to realize the development potential of the airport property. It includes highway connections, street sections, and intersection improvement recommendations consistent with the 1998 approved Master Plan Traffic Analysis. This report also includes phased infrastructure improvements for power, water, sewage disposal and site drainage consistent with the Master Plan recommendations and the Special Purpose Plan Land Use Strategy.

Approach

The Special Purpose Plan divides the Stockton Metropolitan Airport into four development areas that are described in detail in Chapter II. Each of these areas are distinctive, but are all interconnected and interrelated. The airport facilities, including the runways, taxiways and aprons, terminal building and support facilities are not included as a development area, however they are referred to throughout the guidelines as they relate to the creation of a comprehensive vision for the entire airport property.

The objective of the Special Purpose Plan is to ensure that the development areas and the airport function together as a unified mixed-use development with a well defined 'personality' and a strong sense of place, and fulfill the objectives set forth

for the AP-X zone. Given the need for flexible development opportunities, these guidelines address the key ingredients for making the Stockton Metropolitan Airport a successful, integrated, high quality development. The project integration will occur in the planning and design of the street patterns, land uses, the open space system, and the architecture and landscape vocabulary described herein.

This Special Purpose Plan is the matrix into which all components of development - ranging from large segments such as the Airport East Business Park, to individual buildings - will fit as the site 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 a metropolitan airport. It also provides a practical framework to ensure that basic infrastructure elements such as roads and streets, bicycle and pedestrian routes, transit facilities, utilities, and landscape will be functional throughout the site.

Planning Process

In preparation for the initiation of the Stockton Metropolitan Airport Special Purpose Plan, the County of San Joaquin contracted with Economic & Planning Systems (EPS) to prepare a Market Analysis and Financial Overview, supplemented by an analysis of development and disposition issues, and a discussion of land use concepts. Following a review of these reports in mid 1998, the County Board of Supervisors approved the preparation of a Special Purpose Plan.

The Special Purpose Plan began with a review of the EPS reports, the Master Plan and EIR, a site analysis, and interviews with key stakeholders. Out of this effort, a number of significant opportunities and constraints became apparent.

Opportunities

•The potential for the airport to be a regional hub attracting a variety of business interests including air cargo companies, office/research and development users, and high tech companies from the overflowing Silicon Valley.

•The Airport's high visibility from I-5 (it has its own sign on the freeway) and its direct access to SR 99. The new overpass will enhance this visibility by elevating the highway over Arch-Airport Road at the northeast corner.

•The potential to develop a diverse business community including industrial/warehouse, manufacturing, air cargo, office, working campus, and a small amount of retail/service uses which could benefit from their direct access to the airport, and at the same time enhance the airport's image and value.

•The opportunity to create a high quality business park at Stockton Metropolitan Airport with a strong open space and landscape framework which will serve as a model for future development in South Stockton.

Constraints

•In the previous airport layout plan, the Proposed location of the airport east of the runway required Giannecchini Lane to be dedicated to airport traffic only. This significantly impacted the visibility, circulation and continuity of development opportunities.

•All potential development south of the airport related use line must be aviation serving or be directly beneficial to the airport.

•Until the Arch-Sperry connection is completed, there is not a direct link to the I-5 commercial transportation corridor.

•Site drainage into Weber Slough and Mansville Slough cannot increase their maximum flow capacities.

Clear zones around landing guidance systems and active taxiways constrains development potential, circulation and phasing in a number of areas.

Project-Wide Design Objectives

The opportunities and constraints developed in the planning process work in concert with the following design objectives to help define the development strategy discussed on page 9. These design objectives outline the broad concepts and project wide guidelines that are examined in greater detail in Chapters III and IV.

1. Respond to Context and Site Character

This site has intrinsic qualities to be capitalized on which will give the Stockton Airport Business Park a sense of place with its own distinctive, memorable character.

2. Establish New Site Features

A project of this scale provides an opportunity to include an array of features that will benefit the nearby workers as well as all San Joaquin residents. The integration of the following new features will add character to the site and its surroundings and provide a consistent and recognizable site vocabulary.

- Retail / Business Development
- Pedestrian / bicycle circulation system
- Variety of parks and public open spaces
- Corporate Jet Center

3. Provide a Comprehensive Open Space System

A system of centrally located parks connected by pedestrian and bicycle paths and roads will provide recreational opportunities and a strong sense of orientation.

4. Enable Maximum Pedestrian Circulation

A system of streets, bikeways, and sidewalks will be established, linking uses within the site. In particular, there should be safe, pleasant pedestrian access from workplace areas to special features (parks, shops, restaurants, existing sports arena). A distinctive design character for pedestrian walkways, considering width, signage, planting, paving and lighting is desirable.

5. Design Streetscapes of Lasting Value

Streets should be positive, interesting places that provide safe and pleasant travel to destinations. Streetscapes should help to unify a site while providing spaces with a variety of characters. Although most of the circulation will occur by automobile, streets should provide safe and pleasant paths for pedestrians and bicyclists. The following are general streetscape objectives. Specific standard are defined in Chapter III.

- Establish a hierarchy of streetscape characters.
- Establish a hierarchy of attractive entries at key intersections.
- Avoid uniformity by providing variety in landscape treatments and architecture and building siting.
- Building facades should be designed in such a way so as to increase the interaction between building users and the passerby and to maintain a sense of pedestrian scale.

6. Provide Linkage or Separation Between Uses

The following guidelines help to create a retail work environment where the scale of and relationship between buildings, streets and open space is desirable.

- Workplaces should present a refined, 'friendly' face to the street to ensure compatibility with nearby retail and recreational uses.
- Landscape linkages should be provided between complementary adjoining land uses while landscape buffers (hedgerows, walls, fences) should be provided between adjoining land uses that are less compatible.

THE PLAN/ APPROACH & PROCESS

Development Strategy

After careful consideration of the long-term expansion needs and potential of the existing airport facilities, the traffic impacts on Arch-Airport road and the SR-99/ Arch-Airport Interchange, and the development potential of the Airport East, Airport South, Air Metro Park, and Airport West Areas, a number of alternatives were explored. These alternatives were overlayed with phasing analysis, and traffic and infrastructure options. As a result of evaluating these alternatives and options, the following development strategy for the entire airport property emerged.

1. Maintain the present location of the airport terminal and develop a long term strategy for expansion in the future.

2. Develop an integrated, flexible circulation pattern for the airport East property with a system of col lector streets at 'B' Street, Pock Lane, Giannecchini Lane, and Qantas Lane, as well as a secondary internal grid of streets to be flexible with development patterns over time.

3. Identify land uses to:

   - Utilize the existing Airport facilities and sup port its long-term success by locating air cargo uses, a potential corporate jet center, and other aviation related uses in close prox imity to the runways and taxiways.

   - Develop a phased, flexible business park for office/R&D/flex uses, and Industrial/ Warehouse & Distribution uses in the Airport East Area which focuses the smaller, higher quality office/ R&D buildings/flex toward the public frontage, and the larger, more basic ware house buildings toward the airport runways.

   - Identify large parcels of land which can accom modate 50-plus acre campus users with close proximity to the airport facilities, retail/service uses, and high freeway visibility.

   - Utilize the existing infrastructure system and warehouse development pattern to infilll the Air Metro Park.
   - Concentrate the retail/service uses, and Phase 1office/R&D uses and open space along theQantas extension which presents a comprehensive, high quality image to the public.

4. Develop a comprehensive framework of open spaces that provide public amenities for workers and visitors, makes links to other existing or planned public open spaces, and becomes part of the overall site drainage strategy.

5. Develop a high quality landscape and identity marker framework that gives the airport a strong sense of place and makes it a treasure to the community and the region

Goals & Objectives:

In supporting the Development Strategy outlined above, the following goals and objectives have been identified to guide development of the Stockton Metropolitan Airport over time.

- Provide development opportunities to create a sustainable business employment district that enhances the long term economic vitality of the Stockton Metropolitan Airport and South Stockton.

- Promote development of a compact, pedestrian oriented business community with safe, pleasant walkable streets and significant public open spaces.

- Enhance the quality of commercial development in South Stockton.

- Reinforce the agrarian character of South Stockton in the landscape and open space frame work.

- Reinforce the high-tech character of the air port in the architecture and identity marking system.

- Realize the full potential of business development associated with adjacent airport services.

- Provide flexibility for development to occur in a logical and economically beneficial manner over time.

- Develop a comprehensive circulation, landscape,and open space system.

- Provide opportunities for connections to regional & local amenities such as the regional sports complex, the Arch-Sperry multi-use trail, and local and regional transit systems.

- Provide for a comprehensive phased infrastruc ture and site drainage system.

- Provide an expedited approval process and guidance for submitting specific development pro posal

Process

Development in the Stockton Metropolitan Airport will take place through individual development proposals, as a single building, multiple buildings, or a working campus, under the AP-X Zoning ordinance, and will be consistent with the County of San Joaquin's General Plan Amendment and supporting EIR, this Special Purpose Plan, and the City of Stockton's General Plan Amendment.

Every level of project review, from infrastructure and public open space improvements , to buildings, landscaping and signage, will assess a proposal's conformance to the intent of this Special Purpose Plan.

The Plan itself will be adopted by the San Joaquin County Board of Supervisors and was the subject of a revised Airport Master Plan and Environmental Impact Report. It is the culmination of nearly three years of planning efforts by the County and represents the collective vision for how development is to be implemented at the Stockton Metropolitan

Airport

The Stockton Metropolitan Airport Special Purpose Plan Design Guidelines and Development Standards provide both general and specific design guidelines for the immediate and long range build-out of this significant retail and business center site located in the County of San Joaquin.

These Guidelines and Standards, referred to collectively as "Guidelines", will serve as planning and design principles related to land uses, site planning, landscape and buildings. These principles apply to the "Land Use Development Strategy Plan" (figure I-A) diagram which indicates the general intent of the street network, park and open space framework and designated land use areas. The long term build out of this large development requires flexibility related to the changing land use market and needs of future users. The written and graphic Guidelines provide the development vocabulary which will allow Stockton Metropolitan Airport to grow in a logical and comprehensive way in order to achieve a high quality development.

The material herein is intended to establish guidelines and standards, and to give developers, builders, planners, architects, landscape architects, and civil engineers in project design, and to assist public officials, public agency staff and owners in the project review and approval process.

Projects conforming to the intent of the Special Purpose Plan have the advantage of an expedited approval process.

How to Use the Design Guidelines/ Standards

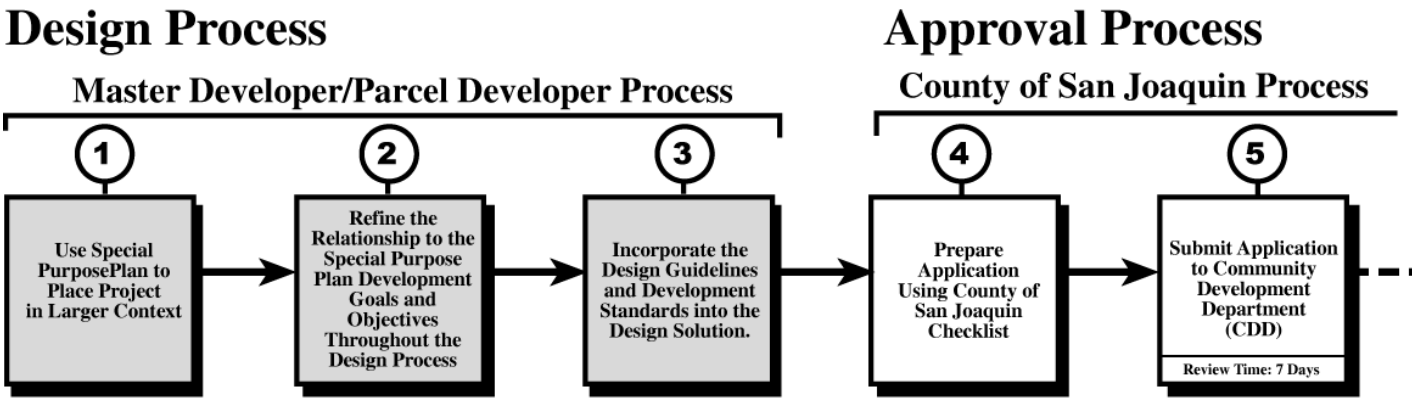
The Stockton Airport Special Purposes Plan Design Guidelines and Development Standards will be used for development of the Airport East and all other areas of the Stockton Metropolitan Airport except the area which contains the airport terminal, runways and taxiways, and support facilities.

While the airport facilities noted above are not specifically addressed in these guidelines and standards, they are referred to in as much as they combine with the areas which are addressed to create an overall framework and design vocabulary. In addition, land uses adjacent to airport facilities will be addressed in relation to the opportunities and constraints inherent in their adjacency.

Within each chapter are specific topics which are addressed in detail. The topics typically begin with a goal or objective, usually accompanied by a graphic example. This is followed by the Guidelines and Standards.

Guidelines describe in general terms, ways in which the goals and objectives may be achieved. Generally, Guidelines are indicated by the use of the verb 'should.'

Standards state in more specific terms, such as maximum building heights, and minimum parking ratios, ways to achieve the goals and objectives. Standards are indicated by the verb 'shall' and must be complied with. When the standards exceed the County of San Joaquin's codes or requirements, the standards outlined in this document shall prevail.



APPROVAL PROCESS

In designing and developing a site or campus the Special Purpose Plan Design Guidelines and Development Standards will be the framework that will guide the development into a comprehensive and unified whole. This framework describes how specific development proposals will evolve into actual buildings, circulation systems, and open space systems. Implementation will occur through final site plans and support documentation to be considered for approval in the process described herein and on the flow chart above.

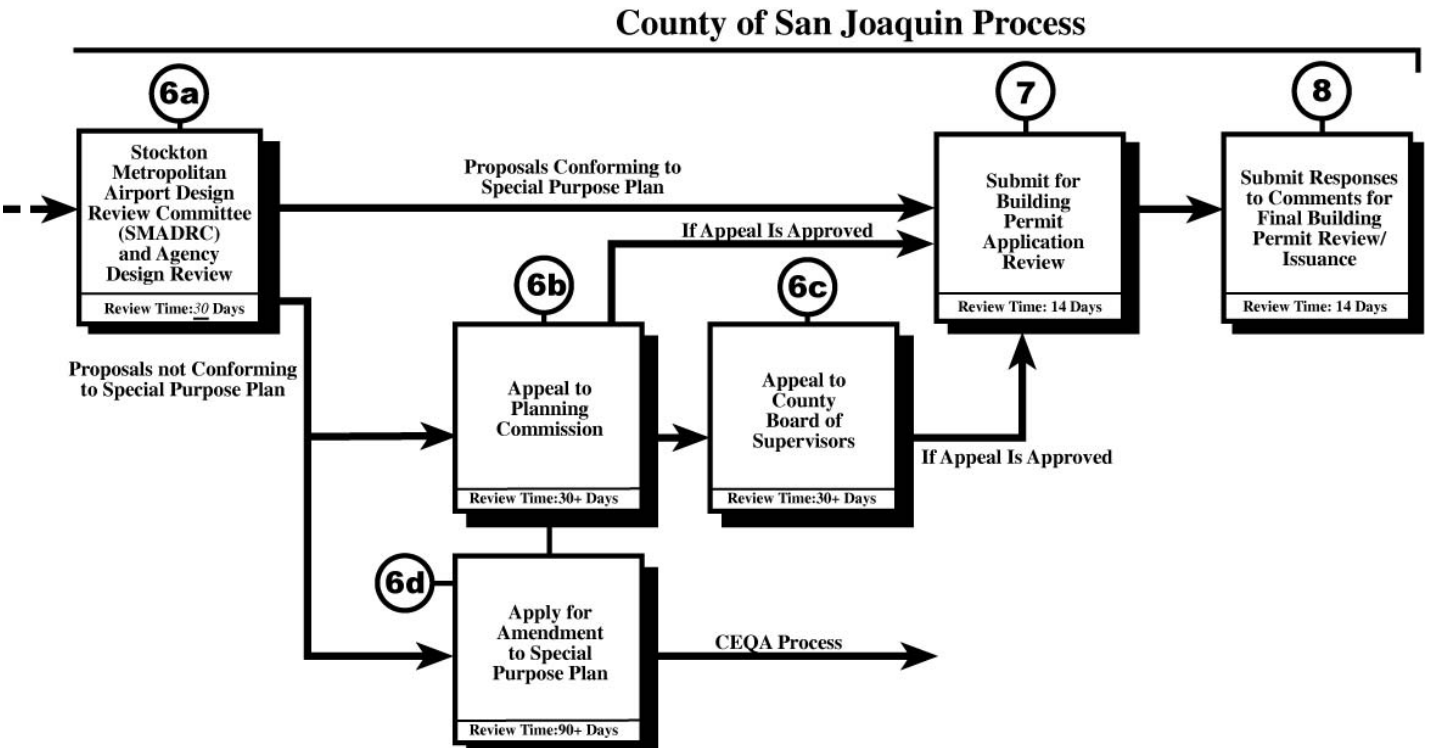
The Special Purpose Plan is designed to expedite the approval process for specific development proposals at the Stockton Metropolitan Airport site by providing a framework, a set of standards and guidelines, and a well-defined process to help County officials determine how each component fits aesthetically and practically into the overall design of the site and meets the requirements of the AP-X zone. In essence, the Special Purpose Plan provides the yardstick by which all proposed development within the Stockton Metropolitan Airport site will be measured.

Design Process

The Design Guidelines and Development Standards play a critical role in shaping the Design Process . As in all design processes, creativity and ingenuity are highly encouraged. The following checklist is an example of how that creativity may be applied in developing a portion of the site:

Step 1: Use the Special Purpose Plan goals and objectives to place a project in the larger context.

- Link the specific project to the Stockton Metropolitan Airport goals and objectives.
- Ensure conformity with regard to overall land use objectives.
- Relate the project to primary site considerations such as extension of the circulation net work, articulation of the comprehensive open space system, compatible site design, building orientation and massing, and parking strategies.
- Consider important functional relationship of service access, parking and pedestrian movement.



- Orient the project to utilize the natural assets of the site and environment.
- Integrate the project into the public streetscape.
- Project the appropriate public image toward the street and adjacent parcels.
- Provide a long-range evolutionary strategy for phased growth and expansion.

Step 2: Refine the relationship to the Special Purpose Plan goals and objectives throughout the design process.

- Conceptual Design Phase: establish relationships with overall site conditions, goals and objectives.
- Schematic Design Phase: consider design trade-offs between competing objectives and propose solutions.
- Design Development Phase: incorporate solu tions into the project that support the goals and objectives.

Step 3: Incorporate the Design Guidelines and Development Standards into the design solution.

- Develop submission products clearly showing incorporation of the Design Guidelines and Development Standards.

Approval Process

The Special Purpose Plan Design Guidelines and Development Standards are designed to expedite the approval process for development submissions that are substantially consistent with approved guidelines and standards and the land use plan (figure 1-A). The application is a site improvement plan for a commercial building permit which is a ministerial application. The diagram above highlights the steps in this process.

Step 4: Prepare Application Using Checklist

The approval process begins with the applicant

preparing an application for a site improvement plan using the County of San Joaquin's checklist. This checklist identifies the minimum submission requirements in terms of drawings and support documentation. Additional documentation indicating how the project is consistent with the goals and objectives of the Special Purpose Plan may accompany the submission.

Step 5: Submit Application to the Community Development Department

The applicant will then submit the project to the County of San Joaquin Community Development Department (CDD). The CDD provides for a single coordinated process for the Site Plan and Architectural Approval of projects and building plans that generally result in the issuance of a Building Permit.

Within 7 days of the application, the CDD will review the application for completeness. Complete applications will be referred to the Stockton Metropolitan Airport Design Review Committee (SMADRC). If the application is incomplete, the items for completion will be identified and the applicant will be notified.

Step 6a: Design Reviews

The SMADRC is comprised of representatives of the Airport Manager, County Administrator, Environmental Health Division, Department of Public Works, and the Building Division. Within 30 days, the SMADRC will initiate and complete a Design Review of the application for compliance with the Special Purpose Plan and applicable codes, as well as architectural and environmental reviews. In addition, the Airport Manager will refer the application to the Federal Aviation Administration for their review and comment.

Once a proposal has been reviewed, written comments from the reviewing agencies will be forwarded to the CDD within 2 weeks of receiving the referral. If the comments verify that the application is consistent with the Special Purpose Plan, and all approving agency codes and regulations, the applicant may apply for a building permit. (See Step 7) If the written comments identify issues that warrant further discussion, the CDD will convene the SMADRC to meet with the applicant and resolve the issues. At the time of Design Review Approval, staff will also provide an estimate of the fees pertaining to the project. Building permit fees will be calculated at the time of building permit application.

Applications approved by the SMADRC must be found to be substantially consistent with the Special Purpose Plan Design Guidelines and Development Standards. An application may be found to be consistent although it does not strictly comply with each and every single guideline, provided the goals and objectives, and standards of the Special Purpose Plan are achieved.

Inevitably, the determination with respect to an application that does not adhere strictly to all of the guidelines will involve judgement as to the general consistency of the application. In cases where the application differs, the applicant is advised to provide additional information explaining how the project achieves the goals and objectives of the Special Purpose Plan.

Steps 6b, 6c, 6d: Options for Non-Conforming Proposals:

If it appears that significant inconsistencies are present between the application and the Special Purpose Plan, or other approving agency codes or regulations, the CDD will deny the application and inform the applicant in writing of the specific inconsistencies. The applicant then has three options; a) correct the inconsistencies and resubmit the application to the CDD; b) apply for an amendment to the Special Purpose Plan; or c) appeal the denial to the Planning Commission. If the Planning Commission finds the application is consistent with the Special Purpose Plan and grants approval, the submission will be returned to the streamlined process. If the appeal is denied, the applicant will have the opportunity to appeal to the County Board of Supervisors. If the Board approves the appeal, the applicant may submit a

building permit application.

Step 7: Building Permit Application Review:

Building Permit Application Review occurs when the Building Permit Application is submitted. This review includes submittal of all structural, architectural, landscape, irrigation and grading plans. The submittal also includes review of the fire code compliance and other specific County of San Joaquin code and development policy requirements.

Step 8: Final Building Permit Review/Issuance:

Final Review is the review of corrected working drawings for compliance with the building codes, other agency codes and ordinances, or outstanding comments resulting from the Building Permit Application Review. Upon completion of the Final Review process, a building permit is issued if all conditions pertaining to the project are met. If there are any outstanding requirements, corrections or comments, a letter will be sent indicating what needs to be satisfied prior to final approval. Final fees for the project are calculated when the final review is completed. A building permit will be issued when all fees are paid.

Additional Approval Process Provisions

It is envisioned that the majority of project applications for the Stockton Metropolitan Airport will be consistent with the Design Guidelines and Development Standards as well as the County of San Joaquin's codes and development policy requirements. Applicants are advised, however, to consider the following Additional Approval Process Provisions when preparing and submitting projects for review.

- The actual locations and intensity of uses are subject to adjustment. However, when such adjustments individually or cumula tively with other adjustments, result in an over all increase in intensity of land uses or an overall traffic peak-hour increase, they will require a Special Purpose Plan amendment.

- All required 'backbone' roads and streets including Qantas Lane, Giannecchini Lane, Pock Lane, and B Street, are fixed with regard to location and dimension under he approved Special Purpose Plan. Additional roads indicated within the development area may be adjusted or deleted provided the applicant provides engineered calculations (subject to peer review by the County and the SMADRC) demonstrating the alteration or deletion will not conflict with the overall site traffic model.

LAND USE AND DEVELOPMENT PLANNING PRINCIPLES

These guidelines provide a framework and vocabulary of design details that will link the various land uses together.

Given the need for flexible development opportunities, these guidelines address the key ingredients for making The Stockton Metropolitan Airport a successful, integrated, high quality development.

Planning Principles:

- "Common" open spaces are planned to function as centers and 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.

- The site circulation system provides the necessary distribution and configuration for traffic flows, connections between land uses, and a comprehensive pedestrian/bicycle circulation network.

- Landscape is the key to any major development if done in a manner that reflects the opportunities and constraints to be developed. The agrarian character of South Stockton is a unique asset to the Stockton Metropolitan Airport Business Park 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. A "common" vocabulary should be encouraged for both public and private areas within the development.

- A distinctive architectural character, established through the use of smaller, articulated forms to avoid long blank walls and undifferentiated massing. Reinforcing the high-tech character of the airport through materials and construction systems and details will distinguish the Stockton Metropolitan Airport from the surrounding tilt-up concrete development.

- Site planning should be contextual and require that buildings 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.

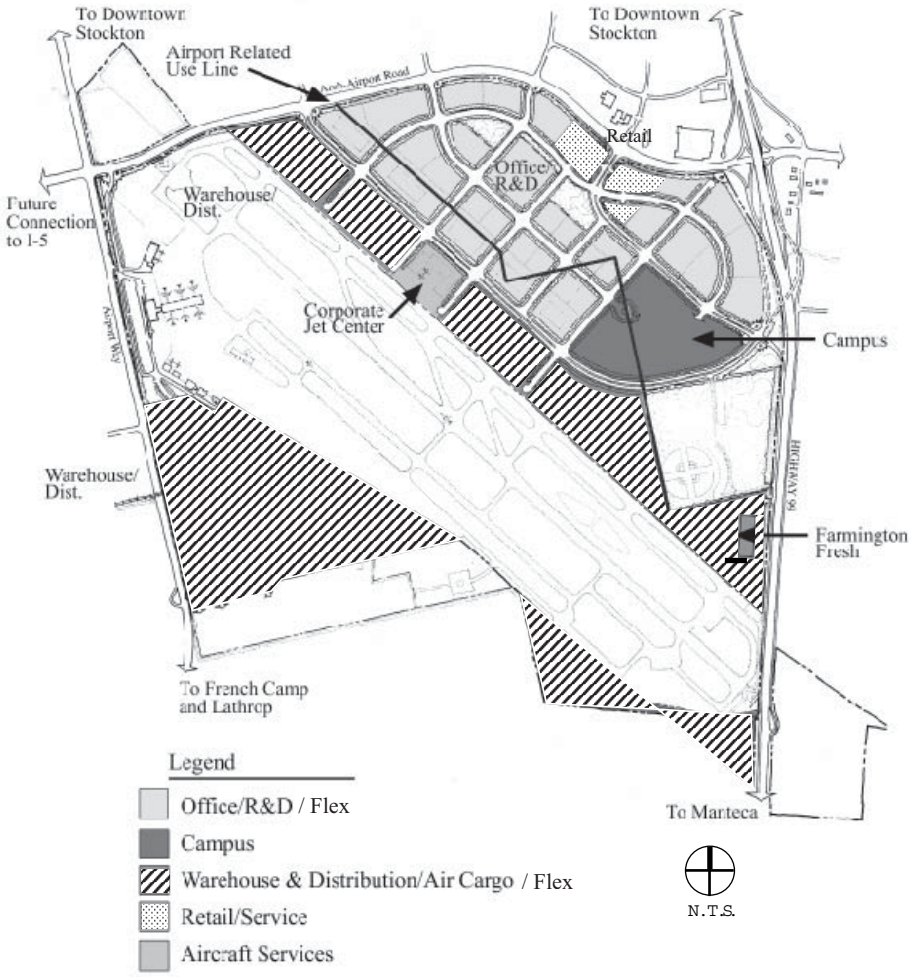
- Land uses will be organized within a cohesive agrarian framework or tree-lined streets, parks and open spaces, and project gateways, creating a functional, high quality business community with a strong sense of place.

The specific guidelines that enhance these general planning principles are located in Chapter III, the Project -wide Guidelines.

LAND USE ACTIVITIES

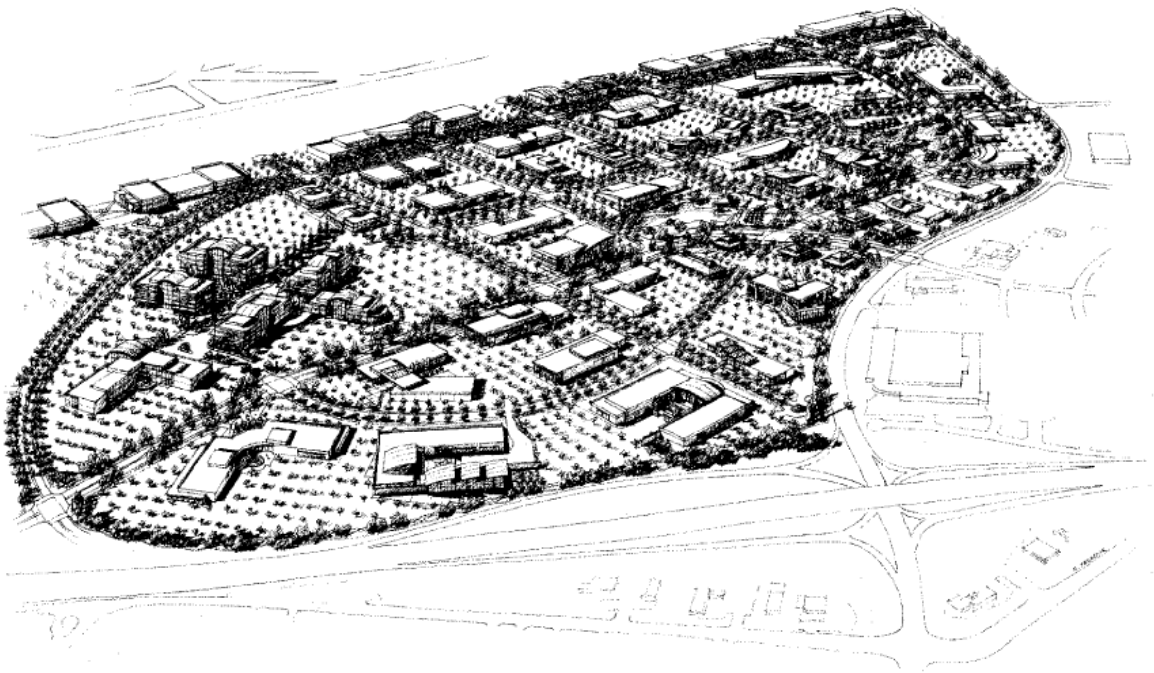
The Stockton Airport Business Park Land Use Plan (figure I-A) illustrates the intended conceptual arrangement of the various land uses planned for this project. The plan shows the locations and boundaries of the major land use areas. Within the next chapter, the airport property is divided into four functional development areas. These areas are discussed with regard to their character and range of potential land uses. Within each of these development areas, adjustments may be made to the location and size of the uses specified in order to maintain the necessary flexibility to be responsive to changing market conditions over the life span of the project, provided these adjustments support the overall intent of the Special Purpose Plan.

The plan shows the potential arrangement of the following Land Use activities: Retail, Hotel, Office, Research & Development, Flex, Manufacturing, Warehouse, Distribution, Corporate Campus, Parks & Open Space, and Airport.



Land Use Plan

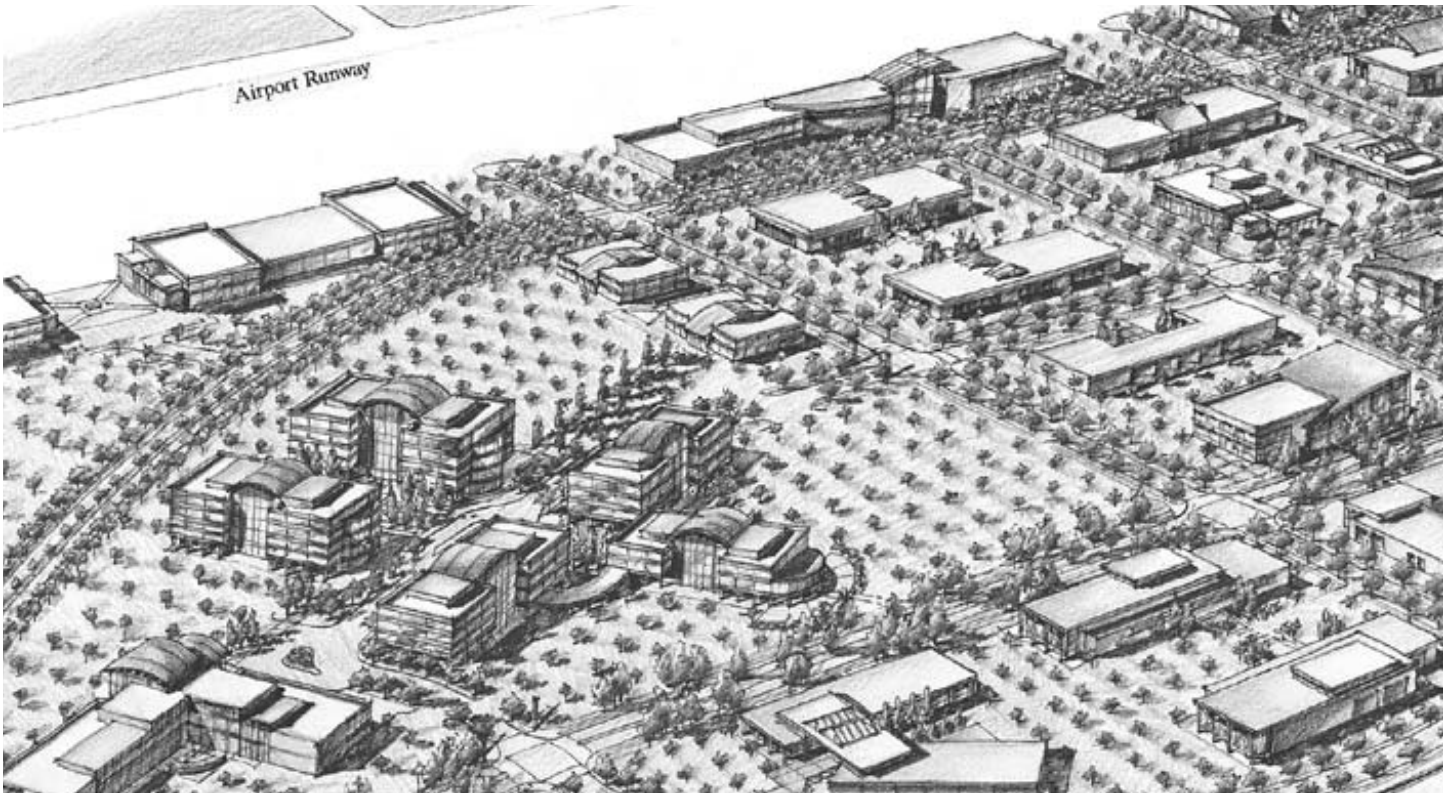
Figure I-A



Illustrative Master Plan Aerial - Airport East Looking Southwest

Chapter II

Planning And Design Principles

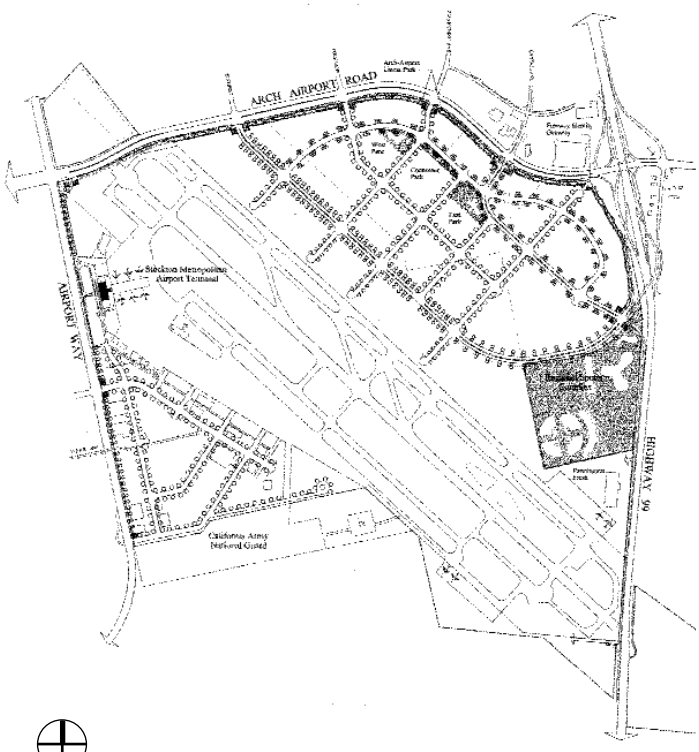


INTRODUCTION

This first part of this section defines Planning and Design Principles in broad concepts, which are expanded upon in greater detail in the Project-Wide Guidelines and Specific Use Guidelines. The second part of this section provides a description of the different development areas.

The Stockton Metropolitan Airport Special Purpose Plan and Development Standards and Design Guidelines intend to ensure creation of a high quality environment for business and support services linked by a network of streets, landscaped open spaces, pedestrian walkways and bikeways. This planned business community will provide physical and visual connections between adjacent land uses including the airport facilities and the South Stockton community.

Orientation markers, gateways, and a network of open spaces that mark and define the Stockton Metropolitan Airport will be located to provide visual linkages and create a sense of place.



Open Space Diagram

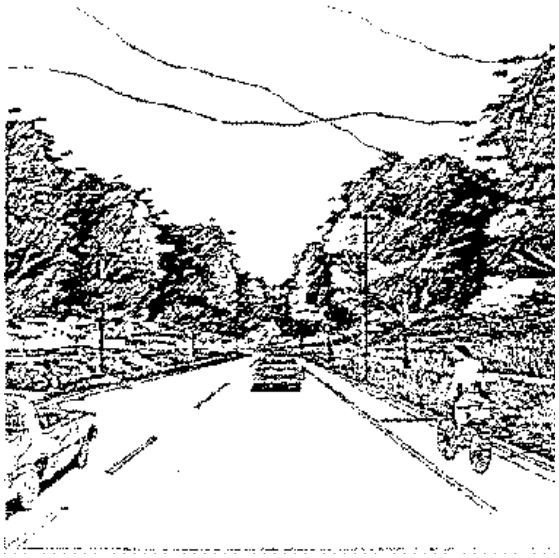
The Special Purpose Plan for the Stockton Metropolitan Airport is based on the following Planning and Design Principles:

- **Development areas** - Four development areas are intended within the airport property. These include the Airport East area, the Airport South area, the Air Metro Park, and the Airport West area. Each of these areas are distinct in terms of orientation, perimeter, existing use conditions, access and relationship to the airport facilities and other land uses. Their boundaries occur as a result of the airport facilities, major roads, the regional sports complex, and property lines.

  The key to the success of the airport Special Purpose Plan is the strategic planning and implementation of development which takes advantage of each areas unique characteristics while simultaneously creating a cohesive business community with a strong sense of place.

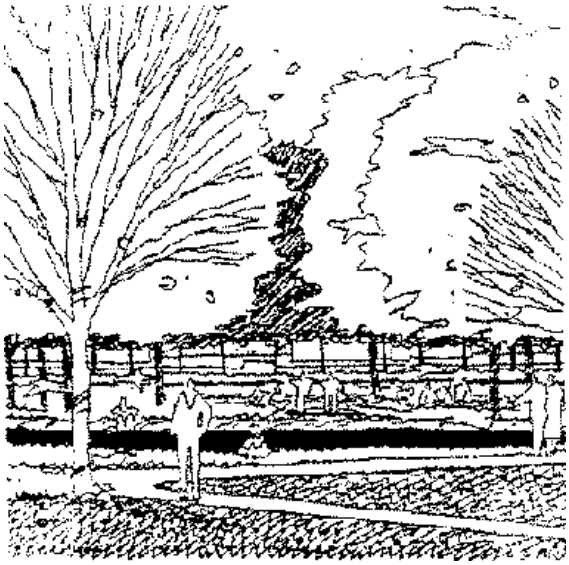
- **Circulation** - The guiding principle of the circulation system for the Stockton Metropolitan Airport is to promote safe, pleasant, and efficient connections between workplaces, retail/service areas, public amenities, and the airport through an interconnected network of streets, sidewalks, bicycle lanes, and multi-purpose paths. The vehicular circulation system provides the necessary distribution and configuration for traffic flows throughout each development area, and to the adjacent street and highway network.

  A network of tree-lined walkways, bicycle lanes, and multi-use paths are intended to provide positive, interesting, pedestrian/bicycle connections throughout the site, reinforcing its importance as a walkable community and thereby reducing the need for reliance on the automobile. In addition, the location of several potential transit stops within the Airport East area provides opportunities for comprehensive extension of the local transit system as the business park develops and demand increases.



Streetscapes - Streets should be positive, interesting places that provide safe, pleasant means of travel to destinations. Streetscapes should help unify the site as a whole while establishing a hierarchy of streetscape characters reflecting intensities and types of street use. The intent is to create uniformity with landscape treatments and encourage variety in architecture. Streetscape at key street intersections and significant project entrances provide opportunities for a hierarchy of attractive gateways which reinforce the overall sense of place. In addition, entries from sidewalks to buildings, and from streets to parking areas, should be attractive, enhance visibility and work well for both vehicles and pedestrians.

- **Landscape** - The landscape concept establishes the identity for the site. Landscaping will respect the agrarian character of South Stockton. Climate, soils, prevailing winds, and view corridors will be carefully considered in landscape design. Plant material will be selected based on their ability to thrive within the site conditions.



Unity/Diversity - This project should strike a careful balance between an overall sense of unity and the more varied character of individual sites, spaces and buildings. This is done by establishing an overall unified framework for landscape and site features and encouraging variety in the architecture. Site elements should exhibit a design vocabulary and should not vary over the site as the project is developed.

These site elements are:

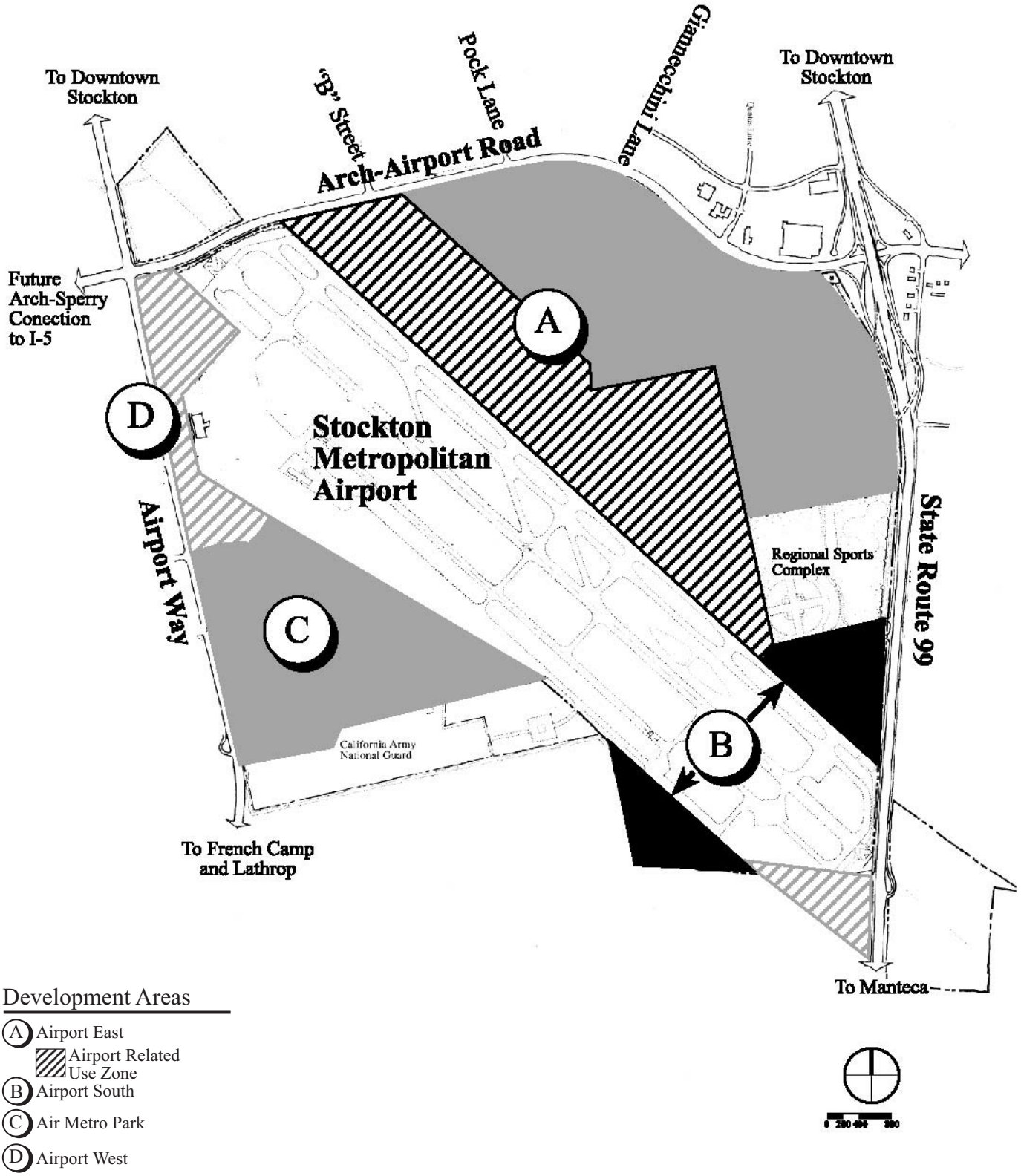
- Landscape character (appropriate per area)
- Design of project entries/intersections
- Streetscape design elements (sidewalks, trees, etc.)
- Signage (street and building)
- Lighting (street and building)
- Orientation markers
- Building entries that address the street

Elements that show greater variety are:

- Building fenestration, height and massing
- Building materials, colors and detailing
- Design of individual parcel and building entries
- Design of private pedestrian-oriented outdoor spaces related to the buildings

- **Open Space** - The existing regional sports facility is the most significant open space on the airport site. A multi-purpose path is planned to link this public amenity to the rest of the site and to the adjacent community along Arch-Airport Road.

  Three new small parks within the Airport East area are intended to act as focal points, for relaxation, recreation and gathering, and as storm water detention facilities. These parks will offer open green spaces within the overall system of streets, buildings and landscapes and provide recreation opportunities within walking distance from the businesses within the Airport East area.



Development Area Diagram

Figure II-A

DEVELOPMENT AREAS

The Stockton Metropolitan Airport Special Purpose Plan divides the airport property into four distinct but interrelated development areas surrounding the airport facilities. As shown in the Development Area Diagram, the areas are:

Area A • ***Airport East***

Area B • ***Airport South***

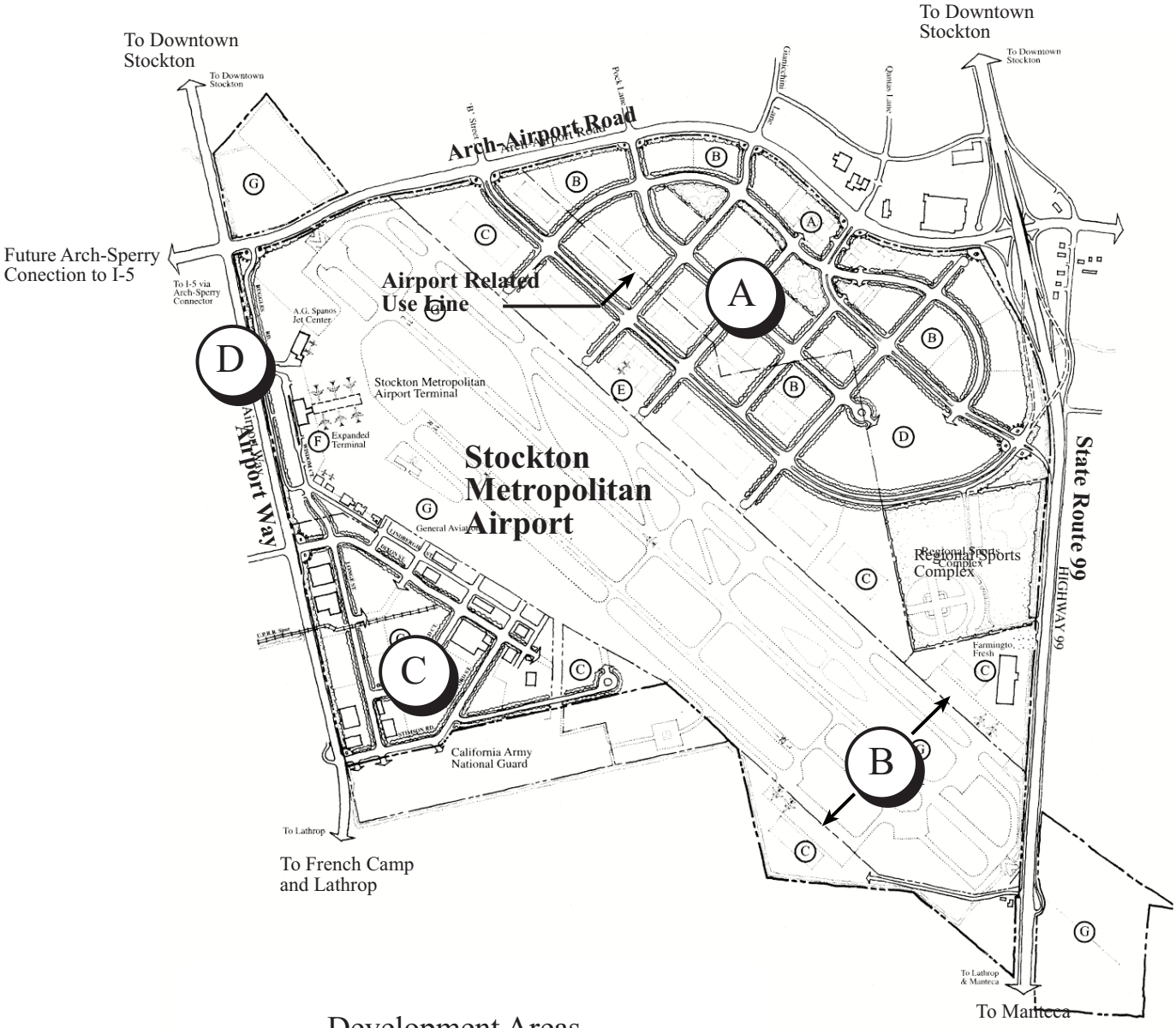
Area C• ***Air Metro Park***

Area D• ***Airport West***

All of the areas, except Area A, have existing buildings, structures and infrastructure improvements.

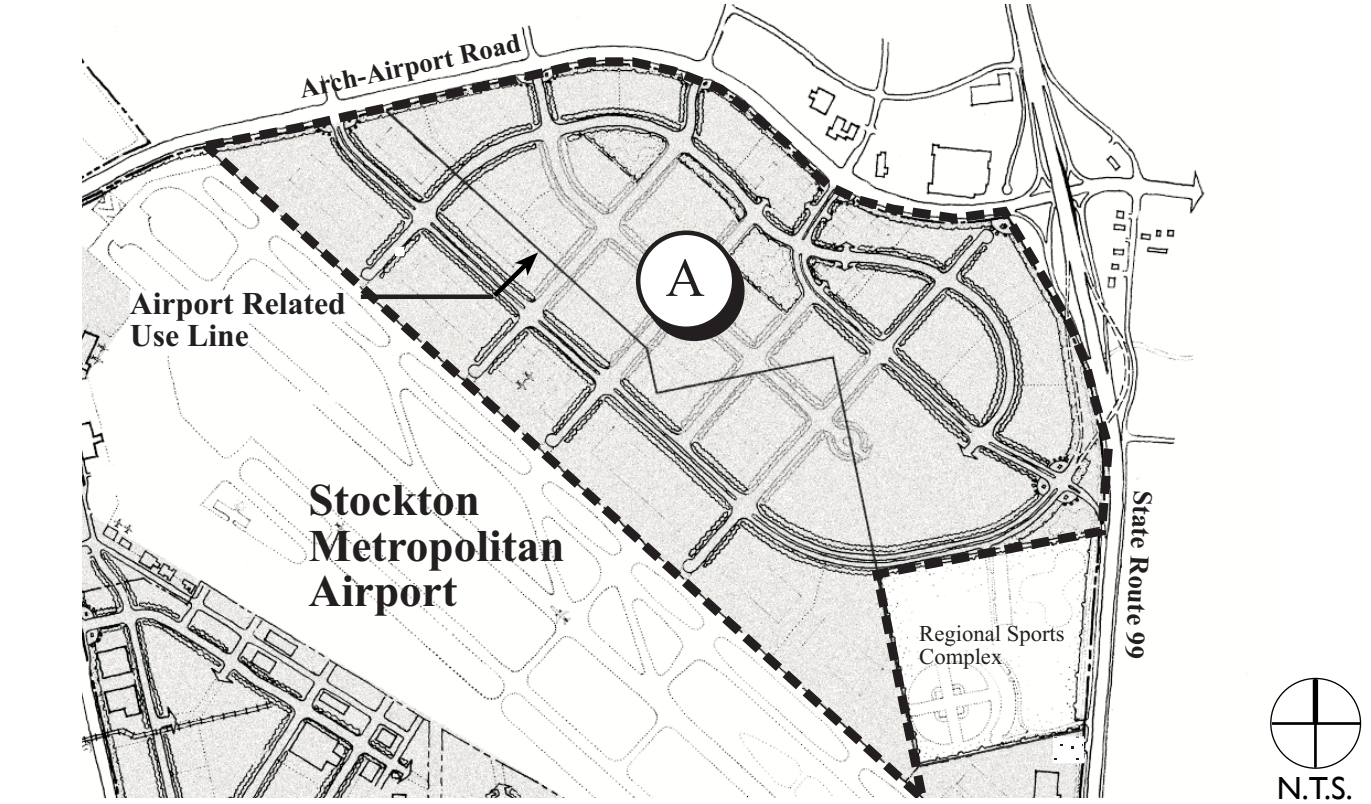
Development sites within the areas can be developed either simultaneously or incrementally by individual users or a single user. The intent is to provide flexibility within the overall site to respond to market demand, while maintaining a cohesive and complimentary land use arrangement.

(Note: The order in which the areas are listed does not necessarily indicate the order in which they will be developed)



Development Area Illustrative Plan

Figure II-B



Airport East

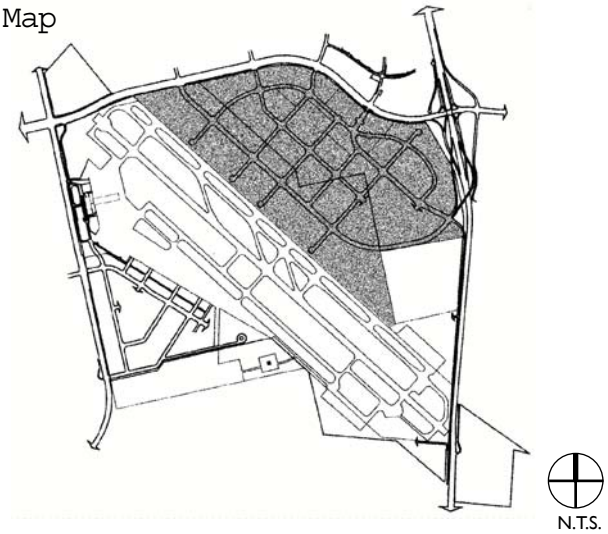
A. Airport East

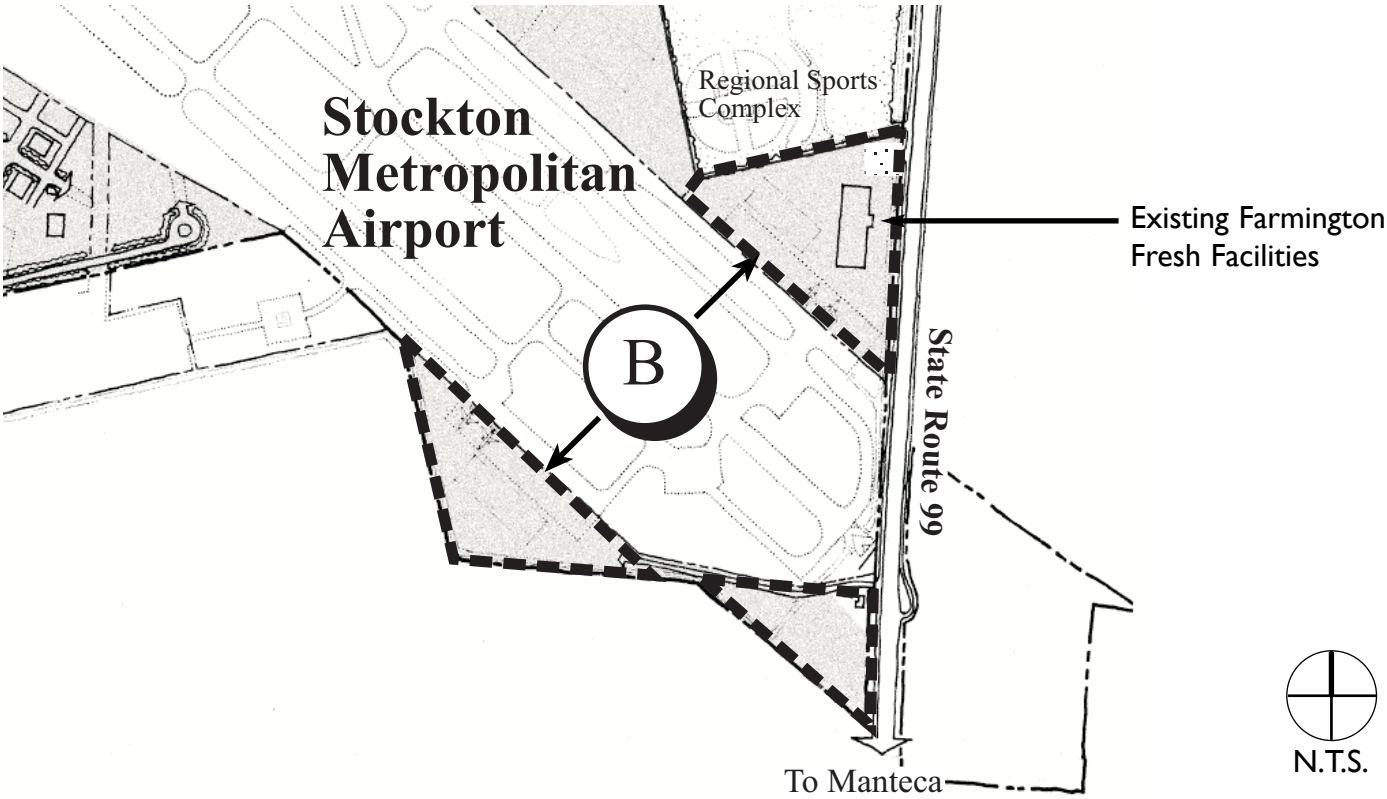
This area is seen as the main business park and the activity hub of the airport. Encompassing nearly 550 acres along the Northeast side of the airport runways. It will include offices, research and development, light manufacturing, sales/service, flex facilities, as well as a small amount of retail and support service (day-care, hotel, gas station). In addition, there is the potential for a 50 plus acre working corporate campus, as well as a network of public open spaces.

A major consideration in locating land use types within the Airport East area is the airport related use zone. Development occurring within this zone must be related to or make use of the airport facilities. Potential uses include air cargo, warehouse distribution, or a small corporate jet center.

This area will have a high degree of visibility. It is bounded on the East by State Route 99 with its future 30' high overpass, and on the north by Arch-Airport Road.

Key Map





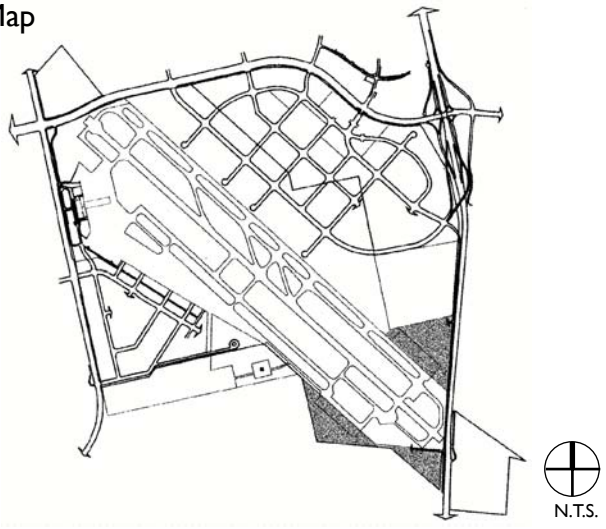
Airport South

B. Airport South

This area is made of three individual triangular sites totaling approximately 66 acres. The northern most site is currently the home of Farmington Fresh's packaging and distribution facility. Access to the area is along the frontage road from Arch-Airport Road. Development potential here is limited to air cargo uses due to vehicular access constraints and the area's direct runway access The uses envisioned for this area include expansion of Farmington Fresh on the north side of the runway and additional air cargo operations in the two sites south of the runway.

This frontage road extending north along State Route 99 past the regional sports complex to Arch-Airport provides an important public image for the airport property. This frontage is envisioned as having a perimeter buffer which provides a continuation of the overall airport landscape character while maintaining Farmington Fresh's visibility from the highway.

Key Map



Air Metro Park

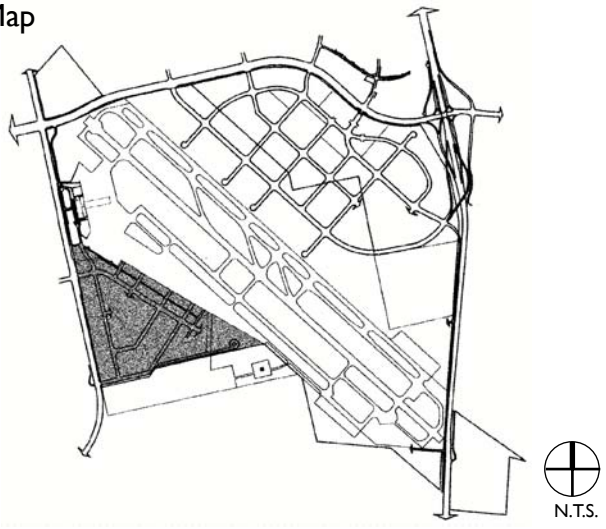
C. Air Metro Park

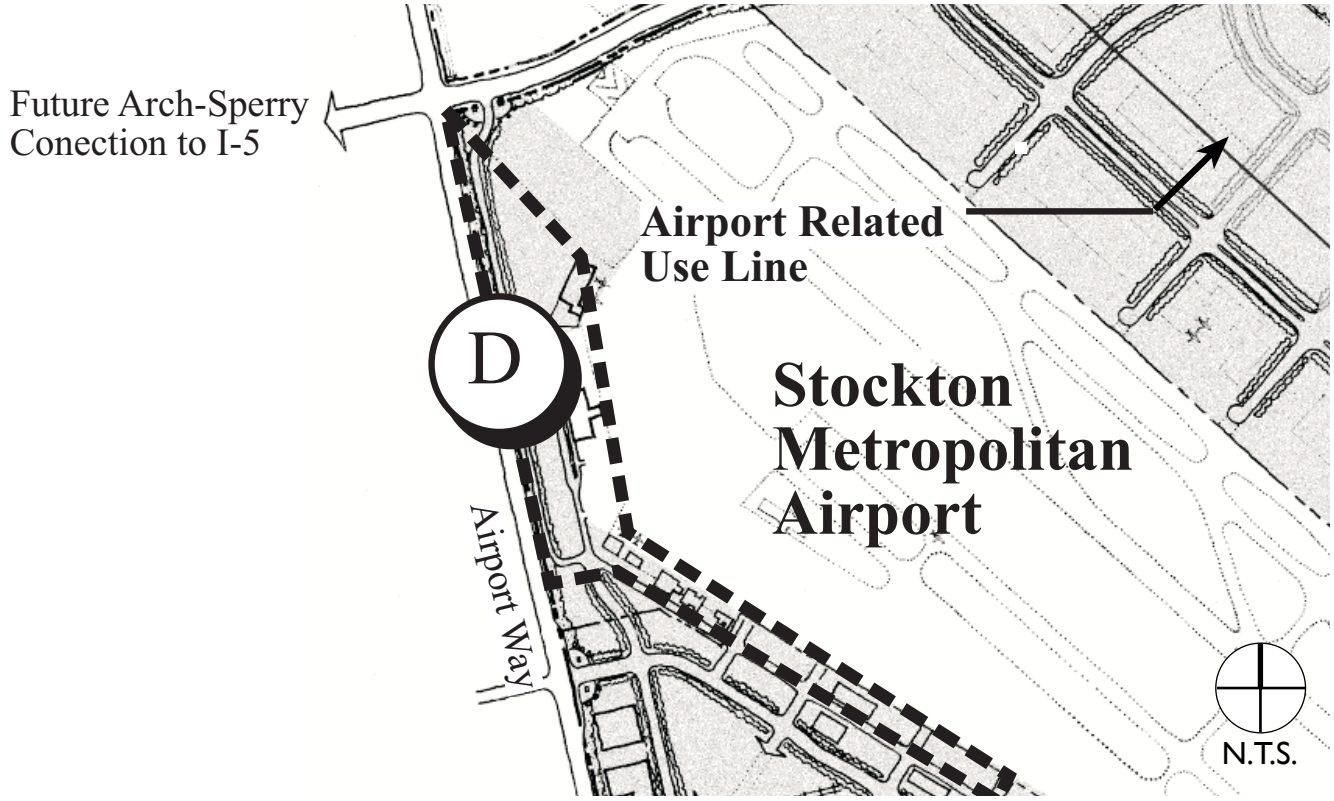
This infill area of approximately 110 acres anchors the Southwest corner of the airport property. Current uses include warehouse/distribution and numerous airport support services. The Special Purpose Plan envisions continued infill of the south-western portion with manufacturing, warehouse/distribution, and possibly R & D and flex uses. A railroad spur enters the area from the west.

The northern portion of the area, adjacent to the flight tower and runway, contains numerous small airport uses. The potential development of this area could include upgrading the facilities for the airport support services as well as new air cargo and airport related uses. Site planning in this area will need to take into consideration the active taxi ways which cross its eastern portion.

Along Airport Way to the west, a tree lined streetscape is envisioned to define the edge of the airport property.

Key Map





Airport West

D. Airport West

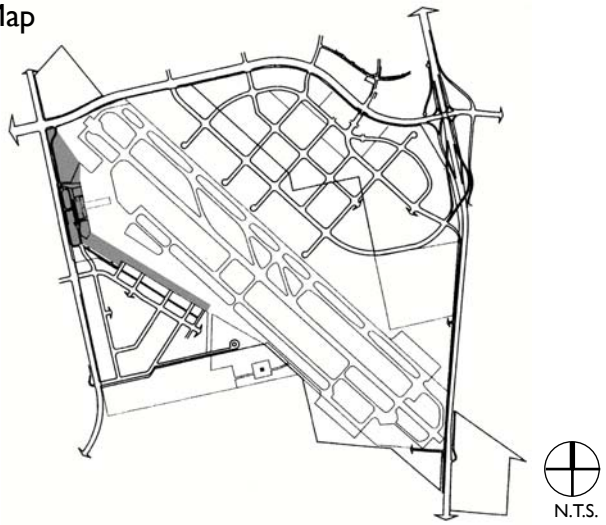
This area of approximately 40 acres contains a one mile strip of land along Airport Way, extending from the Air Metro Park to the intersection of the Airport Way and Arch-Airport Road. The northern portion of this area contains approximately 5 acres of developable land and is the home of the Alex G. Spanos Corporate Jet Center.

The remainder of the area contains streetscape frontage along Airport Way and is included to insure a comprehensive continuous character for the entire Airport property.

The northern development area is within the Airport Related Use Zone. Potential uses for this area include expansion of the jet center or other airport related uses.

The remainder of this area is envisioned to provide land for future expansion of the existing airport terminal and parking.

Key Map



Chapter III

Project Wide Guidelines

INTRODUCTION

The Project Wide Guidelines are an overview of the concepts, standards, and guidelines pertaining to:

- Site Planning
- Circulation and Infrastructure
- Open Space, Landscape, and Streetscapes
- Project Identity Elements/Gateways
- Architectural Character
- Signage
- Lighting

GENERAL SITE PLANNING GUIDELINES

Overview

Site planning for the development areas at the Stockton Metropolitan Airport must address the topics outlined below and described in this section to create an efficient, safe business community with a strong sense of place. In addition, all site planning must take into consideration a site's proximity to the airport facilities, and the airport related use zone.

The following site planning issues are described in this section. They are intended to supplement regulations found in the County of San Joaquin as well as Federal Aviation Administration (FAA) regulations. Where these guidelines differ from the County of San Joaquin planning and zoning codes these guidelines shall prevail. Where they differ from FAA regulations, the FAA regulations shall prevail.

1. Street Setbacks
2. Site Coverage
3. Individual Parcel Access and Entry
4. Pedestrian Entry Courts
5. Parking
6. Service/Storage/Loading
7. Refuse Collection
8. Utilities, Mechanical, and Electrical Equipment
9. Public Utility Easements

Objectives

- Ensure harmony in the character, form and aesthetics of site development for this business development.
- To reinforce the street edge and public spaces with the location of buildings and entry elements.
- Develop pedestrian friendly streets and open spaces throughout the site which relate to the regional sports complex and the Arch-Airport linear park.
- To create a walkable, compact business district in which buildings front the street with minimal setbacks and provide safe, pleasant pedestrian access to the sidewalk.
- Allow flexibility of individual lots and building coverage to respond to the changing demands of a flexible business district developed incrementally over time.
- To organize parking lots in a convenient, safe manner at the sides and rear of buildings.
- To screen and hide aesthetically undesirable utilities and service areas from the street and public open spaces while keeping them safe and convenient.

Guidelines

1. Buildings should face the street and have a strong sense of entry.
2. Buildings should be appropriately scaled.
3. Buildings on corner lots should reinforce the corner by facing both streets and using enhanced entry elements which define the corner.
4. When several independently developed building are sited on a parcel, they should be located to give the parcel a strongly defined perimeter.

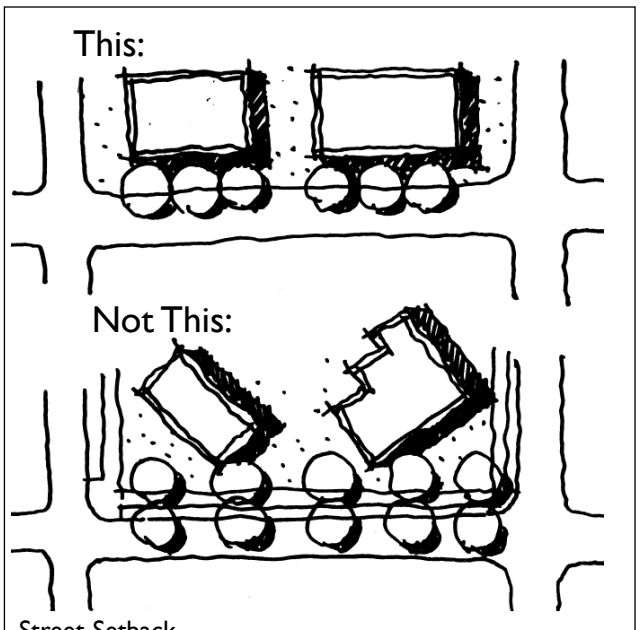
Standard

1. Minimum/maximum building setbacks for the various business park uses are listed in Specific Use Guidelines.

1. Street Setbacks

Streetscapes within the individual parcel boundaries are one of the most important elements in establishing a distinctive identity for the development. Street setback policies are intended to locate buildings at a point far enough back from the street to provide ample space for planting, walkways and short term parking but close enough so that building facades help shape the streetscapes.

- A consistent use of varying building setbacks is encouraged.
- Some regularity of space formed by buildings on either side of the street is encouraged.
- Wherever possible, provide opposing patterns of setbacks that complement each other.
- Where large parcels (e.g., more than 20 acres) are developed by a single user, 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.



Street Setback

- Whenever possible, buildings should be sited in relation to adjacent buildings to create a system of semi-enclosures that can become defined outdoor use area.
- In order to reinforce the edges of the urban space at intersections and park areas, it is recommended that the building setback is minimized at these locations.
- See the Specific Use Guidelines for minimum front yard and rear yard setback standards for all retail/service, office, R&D/flex, light industrial and warehouse/flex uses.

2. Site Coverage

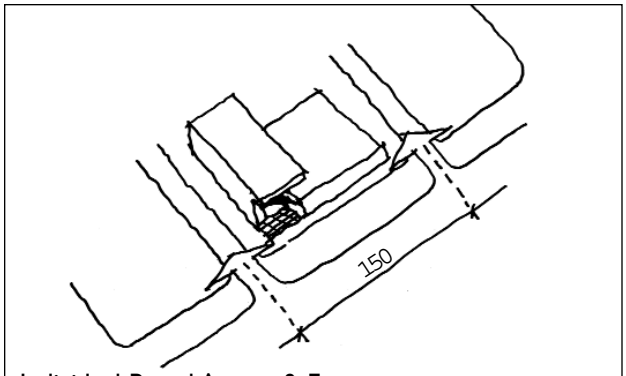
Refer to the County of San Joaquin's Ordinances for maximum site coverage for all retail, office, R&D/ flex, light industrial and warehouse/ flex uses. The gross square footage allocations for the office/R & D/flex uses, and the warehouse/distribution/flex uses over the entire site are intended to provide 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/hotel gross square footage allocation 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. Individual Parcel Access and Entry

Creating attractive entryways to individual parcels for automobiles and pedestrians is a primary method of enhancing the overall character of the airport property. Means to achieve this objective are outlined below.

- Parcel entries should orient to on- or off-site open space whenever practical, such as at the end of individual driveways or parcel entries where landscaping is viewed.
- Access drives should provide efficient vehicular stacking during peak periods of use.

Between adjacent properties, it is recommended that driveways be shared whenever possible. Additionally, driveways into parcels on opposite sides of the same street should be aligned.



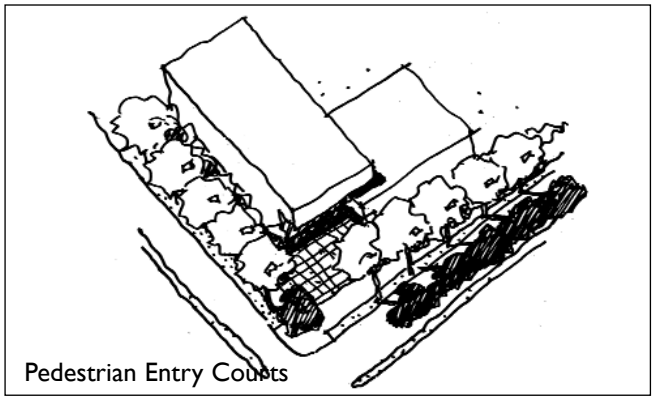
Individual Parcel Access & Entry

- Access drives should be located and landscaped with accent planting to help orient users to the proper building entries. Where lot size permits, the entry sequence should be comprised of an entry landscape drive and drop off area at the building front with access to parking off the landscaped entry drive.
- Locate driveways and signage to allow for individual identity of sites and buildings, safe ingress and egress to developments and safe movement along roadways.
- All buildings should provide a strong visual and pedestrian connection from the street or entry drive to the building entrance.
- A pedestrian walkway, minimum five (5) feet wide, should link the sidewalk on the street and primary building entry.

4. Pedestrian Entry Courts

Entry courts adjacent to buildings are important outdoor pedestrian use areas and enhance primary building entrances. They reinforce the connection between buildings and the street, landscaped open spaces and parking areas, and they create opportunities for bicycle storage adjacent to the building.

- Building design solutions should reate garden-like entry courts with special paving, planting and site furnishing which are attractive, durable and consistent throughout the Stockton Metropolitan Airport.
- Site plans should allow for the extension of landscaping up to (and even into) each individual building.
- Pedestrian use areas should be provided at building entries and/or adjacent to buildings. Entry courts which extend into covered, projecting entry features are highly encouraged as they create important transition zones between public and private spaces.
- Planters, low walls, trellis coverings, and signs should enhance the sense of transition between the public and private realm and may extend into the building setback zone.
- Attractive paving, planting, and site furniture should be provided at entries and outdoor use areas. See Chapter III for recommended site furniture and furnishings.
- Pedestrian links should be provided between open space areas and the building entries.
- Entry courts should extend paving to the street providing for easy drop-off and pickup.
- Entry courts should provide ample space for approved bicycle parking racks. Care should be taken to ensure bikes & racks are unobtrusive to views, but remain visible for security.


Pedestrian Entry Courts

5. Parking

See Tables IV-2 to 5 in the Specific Use Guidelines for standards for specific parking requirements for all retail, office, R&D/flex, light industrial and warehouse /flex uses.

- Parking should be located close to the employee or retail entrance.

- On-site parking should accommodate all vehicles associated with the use of each parcel. Designated, conveniently located handicap stalls, vanpool and/or carpool parking should also be provided.
- Bicycle parking should be provided close to building entries.
- Required parking will not be allowed on public roadways, with the exception of those areas designed to service a public use such as parks.

6. Service, Storage and Loading Areas

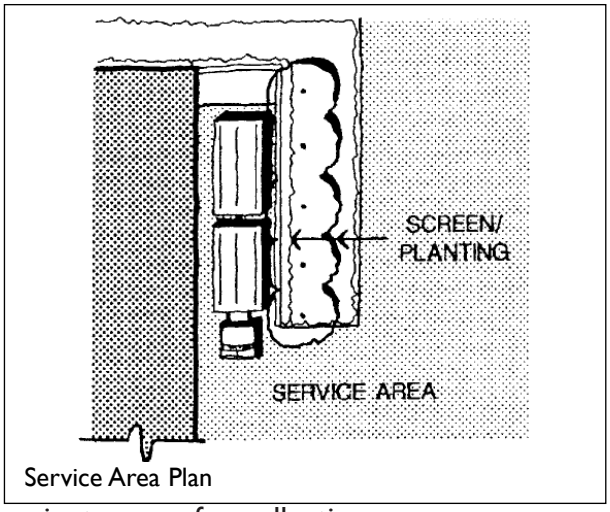
Service, storage and loading areas should be constructed, maintained and used in accordance with the following guidelines:

- Service and loading areas should not be visible from primary visual exposure areas, including streets, entry drives, and primary building entries. Exceptions with air cargo and warehouse use will be reviewed on an individual basis by the Stockton Metropolitan Airport Design Review Committee.
- Design and locate the storage, service and loading areas so that service vehicles 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 street and adjacent properties and located on the least visible portion of the site. No storage areas may be extended into a setback area.
- 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.

7. Refuse Collection Areas

- To the greatest extent possible, refuse areas should not be visible from primary vantage points such as entries, common visual and recreational amenities.

- Refuse areas should have clear and convenient access for collection.



Service Area Plan

- All outdoor refuse containers should be screened with a six (6) foot minimum enclosure. The enclosure should be designed with finishes and colors which are unified and harmonious with the architectural theme of the site. However, do not draw attention to it.
- No refuse collection should not be placed between a street and the front of building.
- Refuse areas should have concrete paving and access aprons and should be in dumpsters or covered with non-combustible roofing to meet Clean Water Act regulations.

8. Utilities, Mechanical and Electrical Equipment

- 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.
- 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.

- Parapets of sufficient height or integrated rooftop enclosures should be used to screen rooftop mechanical equipment. This will obviate the need for rooftop screens.
- 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.

Satellite Dishes

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

Nuisance

- 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.
- 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.
- Utility pipes, such as those for fire service for sprinkler systems, should be designed as architectural components or provided internal to the structures.
- 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.
- Exterior equipment should not be mounted on the street side or primary exposure side of any building.
- Heating and cooling equipment located on the exterior of buildings shoudl 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.
- 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.
- 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.).
- 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.
- 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.
- 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.
- Fire sprinkler check valves shall not be located adjacent to driveways and shall be screened by landscaping.

9. Public Utilities Easements

A ten (10) foot wide public utilities easement will be located within the street right-of-way on public streets. On private streets, the ten (10) foot public utilities easement should be located next to the sidewalk. In general, the center of the underground utility ducts will be installed at least seven

(7) feet behind the face of curb allowing trees to be planted 2-4 feet 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 two (2) feet to the edge of utility trenches or three (3) feet 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.

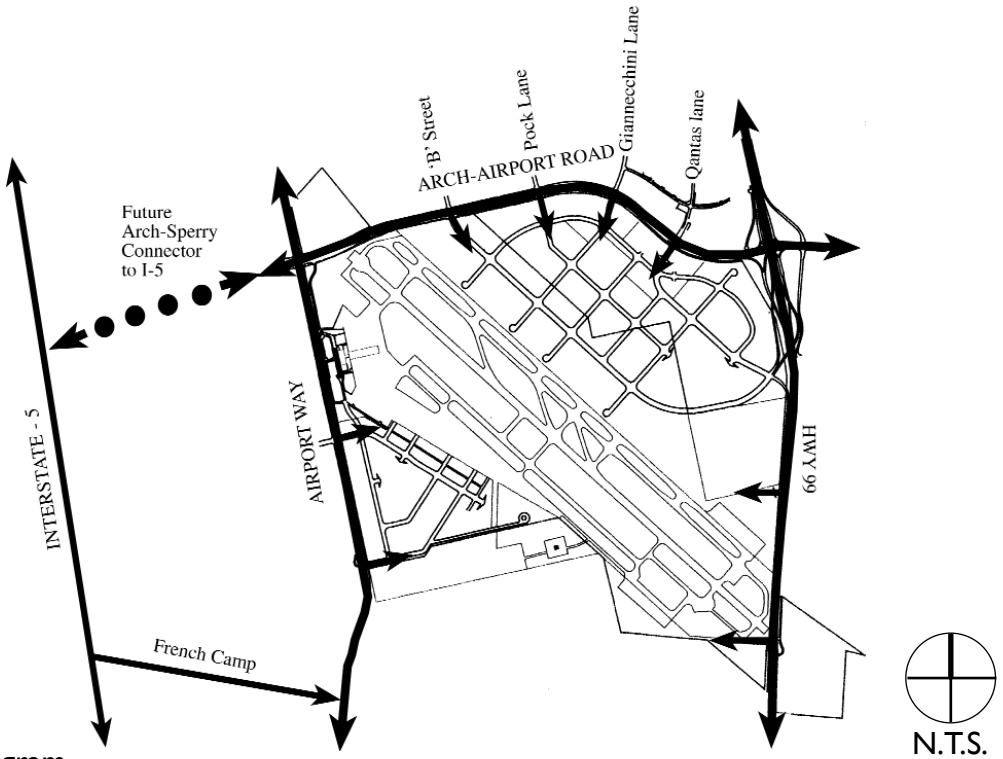
TABLE III-1:
BUSINESS PARK SETBACK STANDARDS
STREET SETBACKS ARE MEASURED FROM FACE OF CURB TO BUILD TO LINE; SIDE AND REAR SETBACKS FROM PROPERTY LINE

SETBACK TYPE	OFFICE / R & D, INDUSTRIAL, WAREHOUSE/DISTRIBUTION, RETAIL/SERVICE
STREET	
Building Setback	27 ft. min - 92 ft. max. [1]
Landscaped Parking Setback	27 ft. min.
SIDE/REAR	
Building Setback from Property Line	20 ft. min.
Building Setback between Buildings	40 ft. min.
Landscaped Setback from Building to Parking - including sidewalks	15 ft. min. [2]

NOTES:

1. See Specific Use Site Planning Guidelines in Chapter IV for minimum and maximum building setbacks for specific uses.

2. Parking setback areas shall be landscaped in a manner consistent with the Landscape Guidelines provisions in this Chapter.



Site Access Diagram

Figure III-A

CIRCULATION AND INFRASTRUCTURE

Site Access

The Stockton Metropolitan Airport Property is bounded on the North by Arch-Airport Road, on the East by State Route 99, on the West by Airport Way, and on the South by the California Army Air National Guard base and agricultural fields.

The site is currently accessed from the North via Arch-Airport Road, from Airport Way, and State Route 99. It is accessed from the East via the frontage road paralleling State Route 99. The interchange at the intersection of Arch-Airport Road and State Route 99 is to be improved as an urban interchange with future fly-over ramps connecting directly to the site. As a result of the interchange configuration, the existing frontage road will be accessed by a new two-lane frontage-extension called Qantas Lane. As a part of this project, Qantas Lane will become a four-lane divided collector. In addition, new on-site collector roads at "B" Street, Pock Lane, and Giannecchini Lane will provide Northern Access via Arch-Airport Road. Access from the South is Airport Way.

In the future, the site will be accessed from the West via the New Arch-Sperry Road connection. Currently, access from the West along Airport Way is via French Camp Road. The proposed Arch-Sperry Road connection will provide a direct East-West link between State Route 99, the Airport, and Interstate 5 (approximately 1.5 miles west of the airport).

The names of roads internal to the site are for planning purposes only and are subject to change as the project moves toward implementation.

PRINCIPLES

Vehicular Circulation & Streets

A network of 'backbone' collector streets will provide a clear pattern of circulation throughout the site. In the Airport East area these backbone streets will include Qantas Lane, Giannecchini Lane, Pock Lane, and "B" Street. Each of these collectors 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.

At the Air Metro Park, an existing framework of collector streets is in place. Development patterns in this area will determine if addition internal streets are necessary.

Bicycle Circulation and Parking

Designated bike lanes and multi-use paths will augment the sidewalk and pedestrian circulation system. The use of bicycles for recreation as well as a viable means of transportation will be encouraged throughout the Stockton Metropolitan Airport.

Marked Class I bike lanes will be provided along the project's collector and secondary streets.

The path along Arch-Airport Road will be designated as a multi-use trail and will be accessible to bicycles.

Adequate bicycle parking shall be provided consistent with County of San Joaquin Standards.

Sidewalks and Paths

A system of sidewalks and multi-use paths will be implemented, linking uses within the site and linking the site to city-wide or regional trail systems. In particular there is to be a multi-use path along Arch-Airport Road. In addition, there is to be pedestrian access between workplaces and public uses (retail, restaurants, open spaces, and parks).

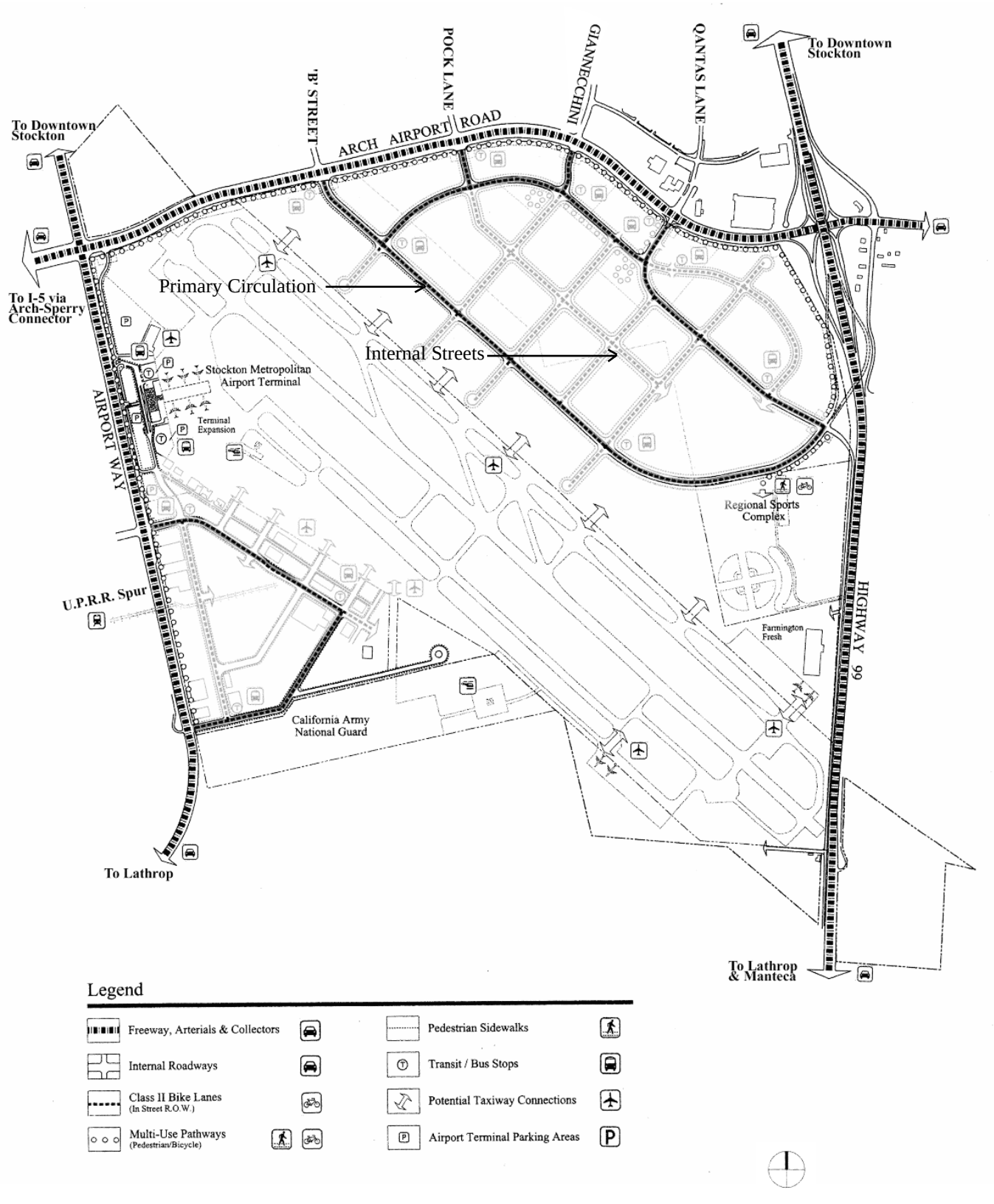
Parcel Access/Driveways

Access drives shall be coordinated with adjacent lots so as not to impede the efficient flow of peak period traffic. Consideration shall be given to the adequate separation of adjacent driveways, proximity to intersections, unobstructed sight lines, and pedestrian crosswalks.

Parking

Curbside parking will not be permitted along collector streets (Qantas Lane, et al.) and secondary roads.

The overall system of vehicular, bicycle and pedestrian circulation is illustrated in the Circulation Diagram on the following page.



Circulation Diagram

Figure III-B

GENERAL PEDESTRIAN & BICYCLE CIRCULATION

Goals:

- **Create a network of pedestrian walkways, bike lanes, and multi-use paths within landscaped corridors to link all areas of the site.**
- **Create a strong sense of pedestrian connection at all building access points.**
- **Encourage users to walk or ride a bike to their destinations within the site by providing pedestrian/bicycle friendly environments and visual connections.**
- **Provide access throughout the business park to the regional sports complex.**

Guidelines:

1. Pedestrian walkways should be provided where possible to connect businesses with open spaces, the Regional Sports Complex, Airport Facilities, and other land use areas within the site. External connections to the outlying community are also encouraged.
2. Adequate lighting for nighttime usage should be provided, except when otherwise indicated.
3. Pedestrian links between open space use areas and landscape easements should be provided.
4. Streetscapes should be designed to provide safe and efficient usage by bicycles and pedestrians.
5. Multi-use trails are highly encouraged.
6. Strong connections between pedestrian corridors along roadways and building entries should be made through the use of architectural and landscape elements.
7. Streetscapes should be designed to provide safe and efficient pedestrian usage.
8. Pedestrian linkage to the overall network of site circulation, especially to the parks and open space areas of the site, should be paid special attention.
9. It is highly encouraged that all building entries have pedestrian amenities such as paving, benches and accent lighting.

Standards:

1. Pedestrian sidewalk shall be provided along all streets.
2. Bicycle parking shall be provided throughout the site consistent with County of San Joaquin standards.
3. All pedestrian connections and building entries will conform to Americans with Disabilities Act requirements.

OPEN SPACE, LANDSCAPE & STREETSCAPES

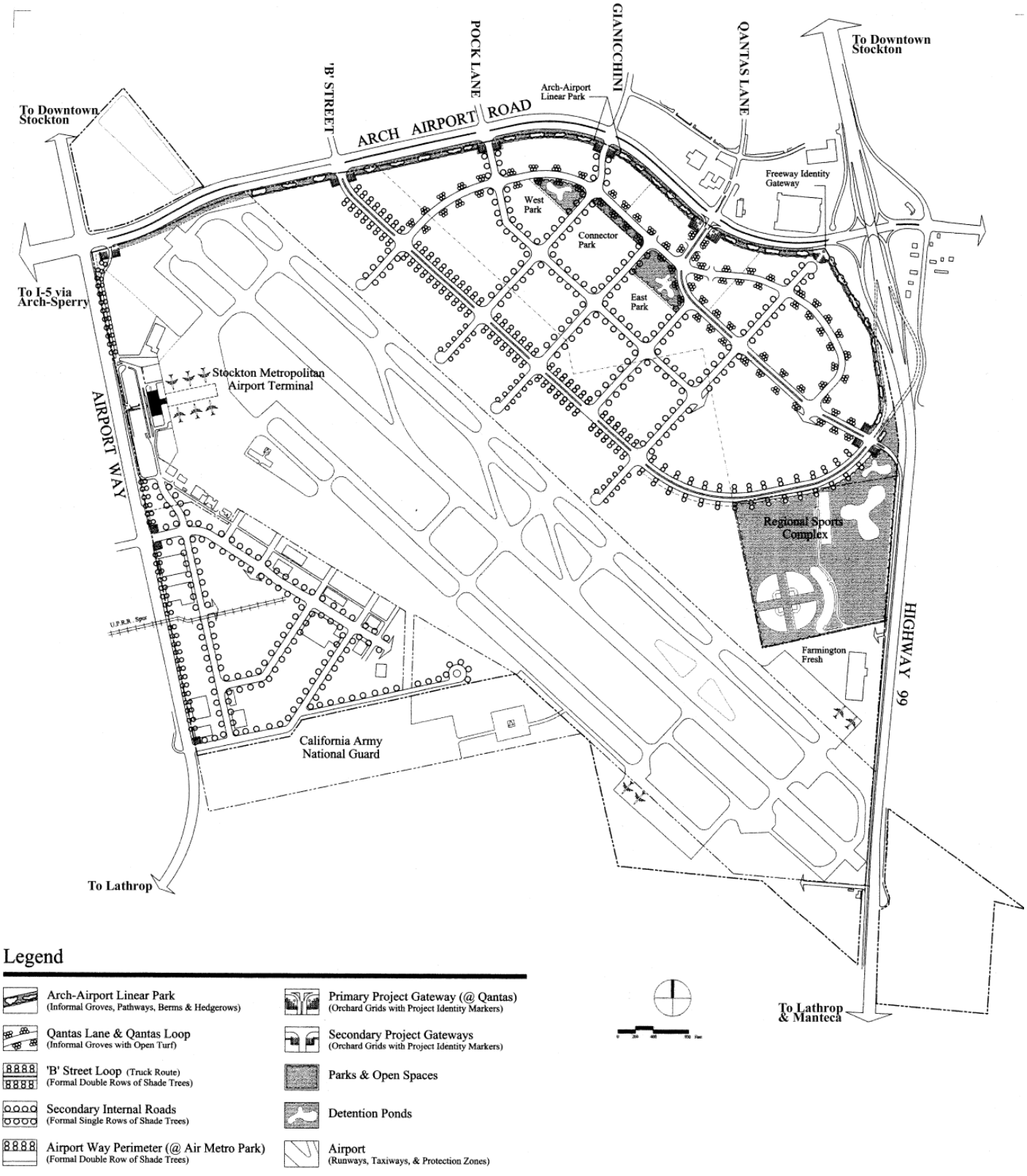
Concept

A central concept of the Special Purpose Plan for The Stockton Metropolitan Airport is to create a strong, unified open space and landscape framework that works within the context of the existing Central Valley environment. The integration of well designed parks, streetscapes, and pedestrian circulation systems into the development will help create a high quality retail, business park, and campus environment. The proposed parks will afford ample opportunities for both active and passive recreation, accessible to all members of the Stockton Airport business community.

The proposed system of parks and open space will create a usable and aesthetic landscape, that will also be used as an integral part of the site's storm water management and detention system. (See III-4-13 and V.1-7 for further discussion of stormwater management issues.)

The Special Purpose Plan has divided the developable land into four distinct but interrelated land use districts: Airport East, Airport West, Air Metro Park and Airport South as discussed in Chapter II. The open space and landscape framework will work to help connect these four areas together using parks, pedestrian and bicycle circulation, streetscapes, and planting. Plantings and landscape will not only be appropriate for the area, but will become a distinguishing feature of the Stockton Metropolitan Airport Business Park, making it a showcase of economic development within the County of San Joaquin.

The guidelines that follow are intended to assure that the level of landscape design throughout the Stockton Metropolitan Airport business Park is of the highest quality and is consistent with the agrarian heritage of the Central Valley region and allows for the growth of a vibrant and vital new business community.



The Parks, Open Space, and Streetscape Diagram Figure III-C

OVERVIEW

a. Open Space and Landscape Framework

The parks, streets, and other landscape open spaces at the Stockton Metropolitan Airport will provide a strong framework and consistent vocabulary of design details that will link the various land use districts together to create a high quality 'public realm' with a strong sense of place. This large site of approximately 1400 acres will be organized around a pattern of streets and parks that were planned and designed based upon the following principles:

1. Provide parks and open spaces which function as centers and focal points and which provide a sense of orientation within the overall system of streets, buildings and landscape.

2. Provide a variety of public parks and linear park linkages that offer opportunities for people to gather, rest, play or simply to 'get away'.

3. As an alternative to the automobile, provide a system of sidewalks, bicycle and multi-use paths that provide convenient pedestrian access throughout the site, that will link the various site districts to one another and which link to the existing Regional County Park/ Sports Complex at the Eastern boundary of the airport site.

4. Provide a hierarchy of interconnected, tree-lined streets that unite the development and result in a memorable, visually-cohesive and high quality development.

5. Provide landscape gateways and buffers at the project's perimeters that enhance the Stockton Airport Business Park's identity and help insure its compatibility with surrounding land uses and development.

6. Utilize parks as sites for stormwater detention, by creating water features that are both aesthetic amenities and functioning detention basins.

The Stockton Metropolitan Airport Special Purpose Plan's Open Space and Landscape Framework includes the following elements:

- A park system consisting of four parks:
  1. Arch-Airport Linear Park
  2. East Park
  3. West Park
  4. Connector Park

- A hierarchy of tree-lined streets (See also Chapter III - Circulation and Streetscapes.)

- Project Gateways/Entries

- Project Identity Orientation Markers

- Project Perimeters and Landscape Buffers

- Screened and Landscaped Parking Areas

- Park and Street Furnishings

The major components of the Open Space and Landscape Framework are illustrated in Figure III-C, the Parks, Open Space, and Streetscape Diagram.

b. Agrarian Landscape Elements

There is a rich array of landscape elements that recall the agricultural heritage of South Stockton and will provide a unique regional identity for the project. These are patterns in the landscape that define space and create a formal order on the flat expanses of land typical of the Central Valley. The key elements typical of agrarian landscape that will be utilized to lend thematic continuity to the Stockton Metropolitan Airport Project are described below:

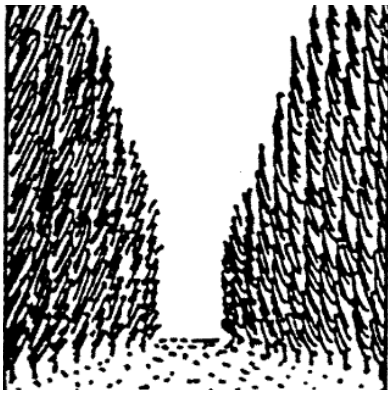
- Allees
  The allee is a roadway or walkway bordered with formal rows of trees. It serves as a unifying element providing linear structure to the landscape. The allees within the business park are typically composed of deciduous shade trees providing shade to streets and sidewalks.

- Hedgerow
  The hedgerow is useful as a visual boundary and natural barrier. It functions as a windbreak, visual screen, and it serves as a linear unifying structure in the landscape.

- Groves
  Trees are often planted informally in clusters or groves near farm structures to provide wind protection and shade the sun. They can be used in public outdoor spaces for shade or visual screening.

- Orchard
  The orchard is used as an accent element, providing a punctuation of the roadway and signifying entrance activity. It utilizes a crisp grid of tree plantings and denotes the cross-axial movement at intersections.

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



Allee

Hedgerow

Orchard

Row Crops

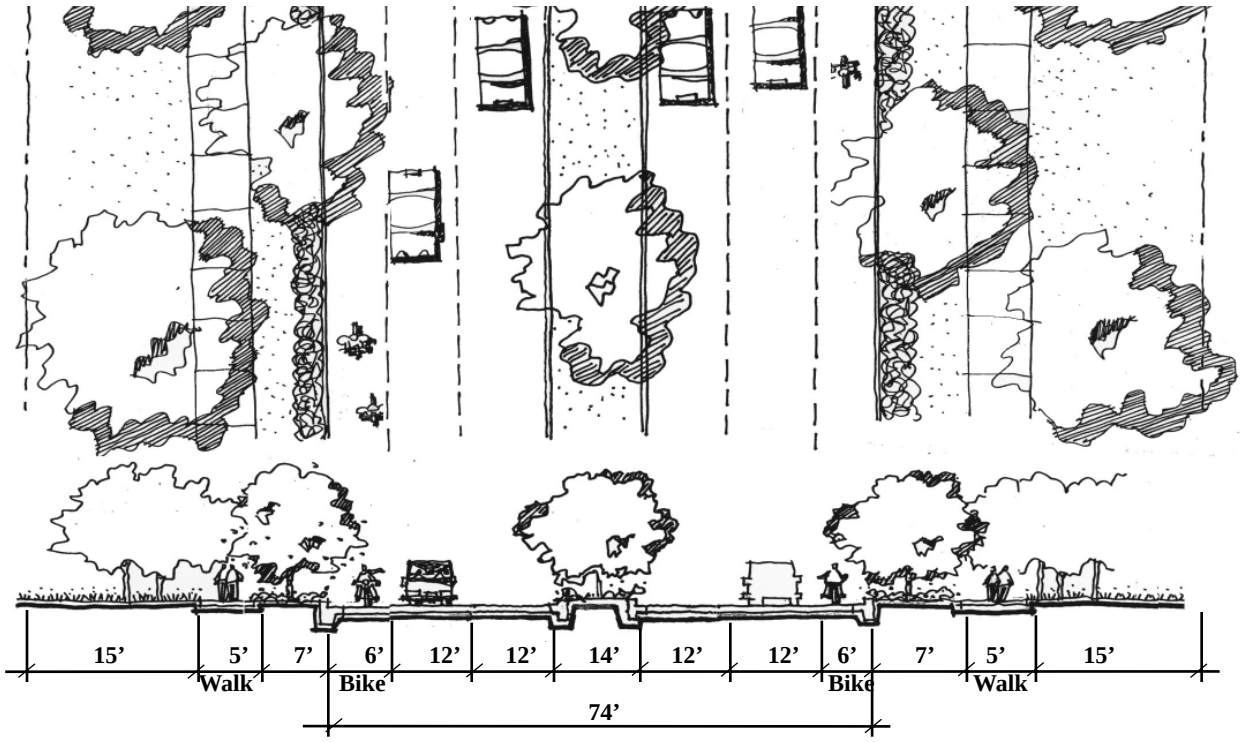
STREETSCAPES

The Stockton Metropolitan Airport Special Purpose Plan integrates a hierarchy of streets which will accommodate the circulation of automobiles, pedestrians, and bicycles in a way that is consistent with the character of the overall site development.

The seven major streetscapes are:

- Qantas Lane
- 'B' Street Loop
- Typical Internal Street
- Arch Airport Road at Perimeter Linear Park
- Airport Way Perimeter at Air Metro Park
- Qantas Loop
- Airport Way Perimeter at Airport West

The Standards and Guidelines are outlined in the following pages.



NOT TO SCALE

QANTAS LANE

Standards :

1. The street will consist of four 12 foot wide vehicular travel lanes, a 14 foot wide landscaped median andeither two 6 foot wide Class I bike lanes or a 5 foot wide bike path adjacent to the sidewalk within the landscape setback.

2. A 27 foot landscape easement shall be provided from face of curb on both sides of street.

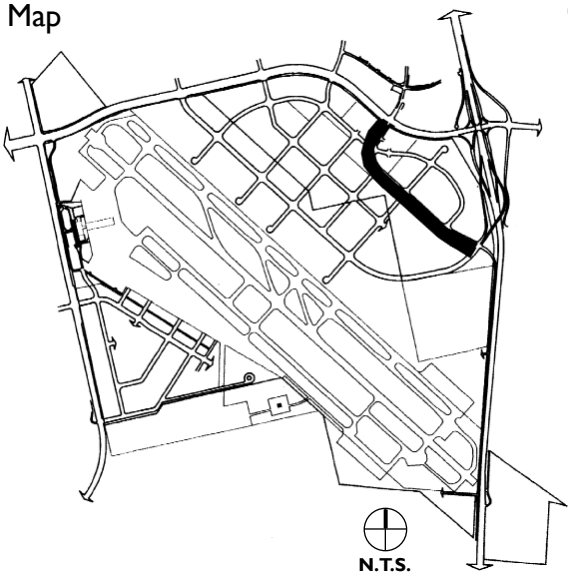
3. A continuous 7 foot wide planting strip with a minimum 5 foot wide sidewalk shall be provided on both sides of the street.

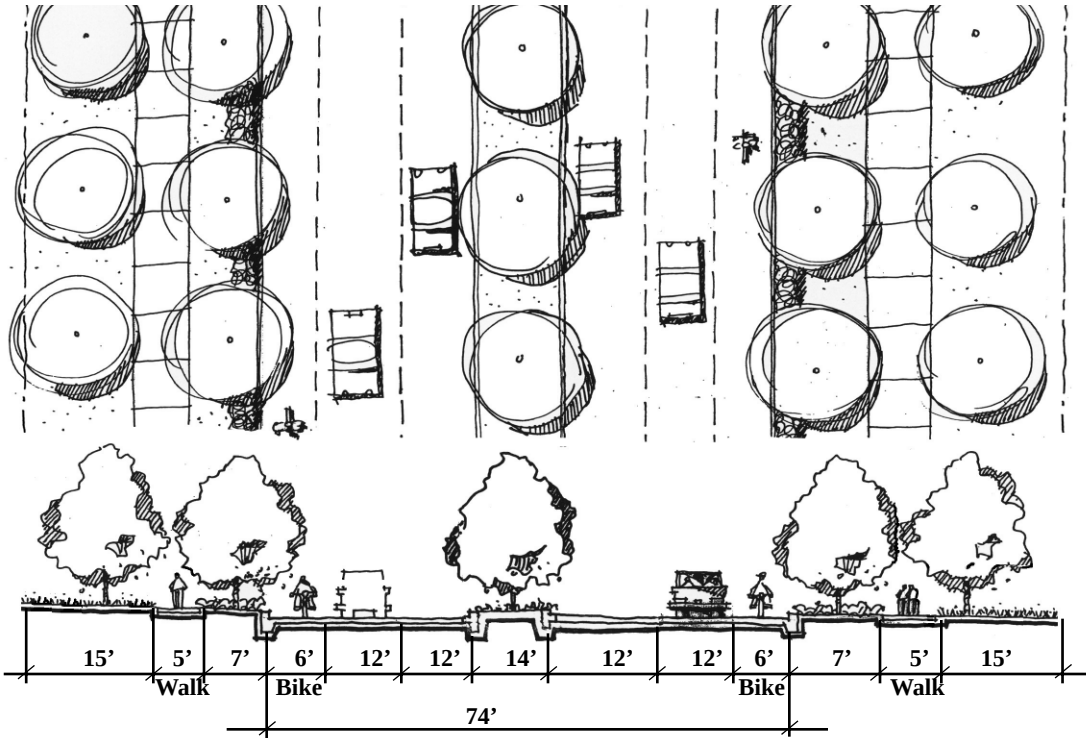
4. A double row of street trees planted in informal clusters or formal rows shall be provided on both sides of the street. The trees shall be deciduous and selected for seasonal interest and ornamental qualities (see note).

5. Understory planting shall consist of lawns, low shrubs and ground cover.

Note: See p.III.4-31 Recommended *Plant List' for species selection.*

Key Map





NOT TO SCALE

‘B’ STREET LOOP

Standards :

1. The street will consist of two 12 foot wide vehicular travel lanes, a 14 foot wide landscaped median and either two 6 foot wide Class I bike lanes or a 5 foot wide bike path adjacent to the sidewalk within the landscape setback.

2. A 27 foot landscape easement shall be provided from face of curb on both sides of the street.

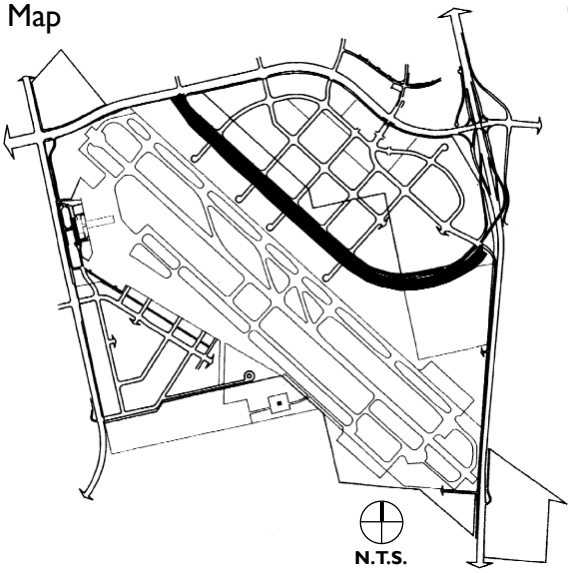
3. A continuous 7 foot wide planting strip with a minimum 5 foot wide sidewalk shall be provided on both sides of the street.

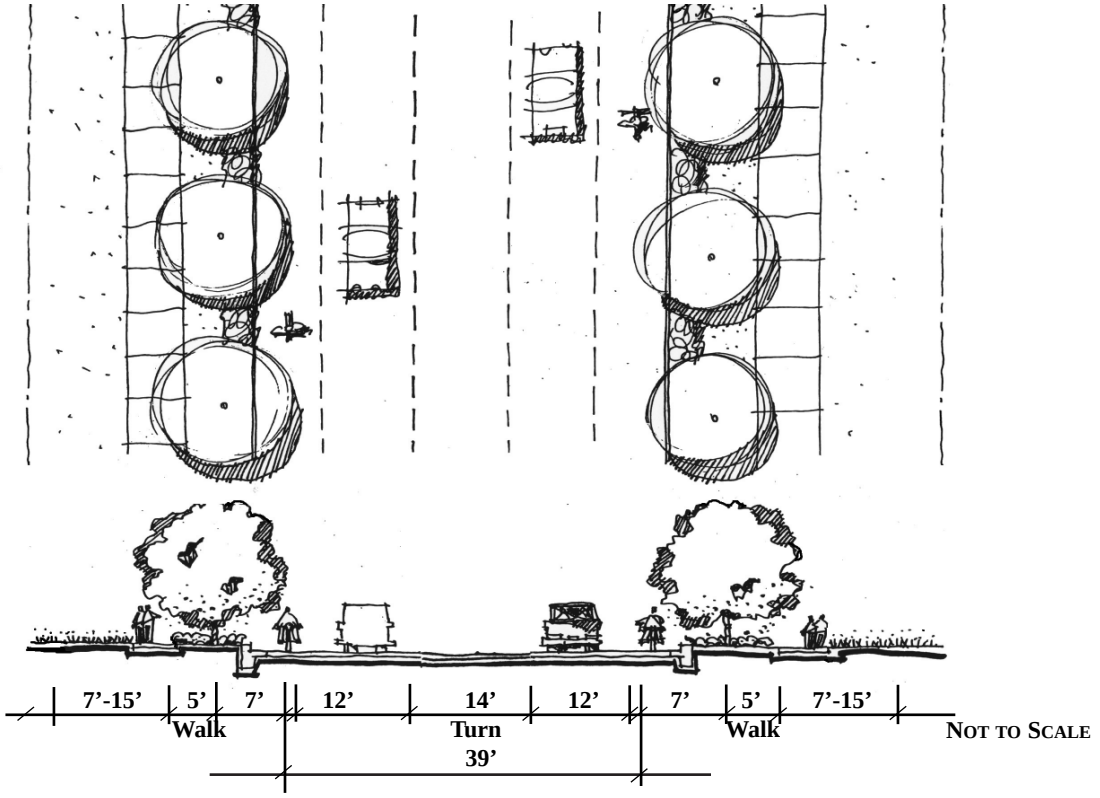
4. A double row of street trees planted in formal rows shall be provided on both sides of the street. The trees shall be deciduous and selected for seasonal interest and ornamental qualities (see note).

5. Understory planting shall consist of lawns, low shrubs and ground cover.

   Note: See p.III.4-31 Recommended *Plant List’ for species selection.*

Key Map





TYPICAL INTERNAL STREET

Standards :

1. The street will consist of two 12 foot wide vehicular travel lanes, a 14 foot wide center turn lane.

2. A 27 foot landscape easement shall be provided from face of curb on both sides of the street. Reduction of this setback to 19' shall be allowed to set buildings and building entries closer to the street. No reduction of this setback shall be allowed to increase parking lot size between the building and the street.

3. A continuous 7 foot wide planting strip with a minimum 5 foot wide sidewalk shall be provided on both sides of the street.

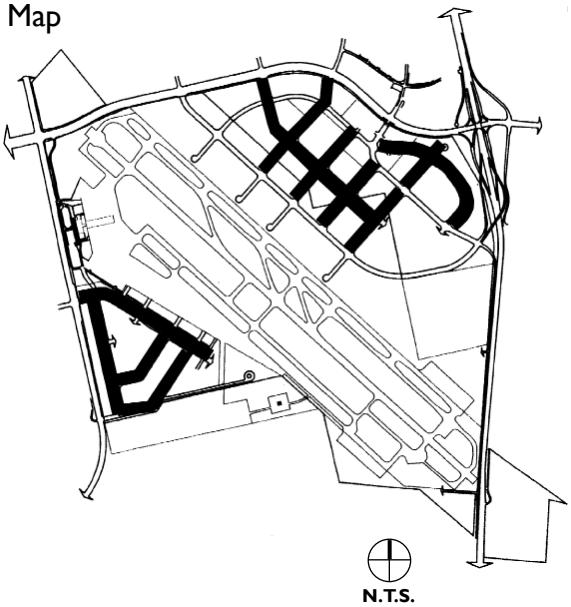
4. A single row of street trees shall be provided on both sides of the street. The trees will be deciduous and selected for seasonal interest and ornamental qualities (see note).

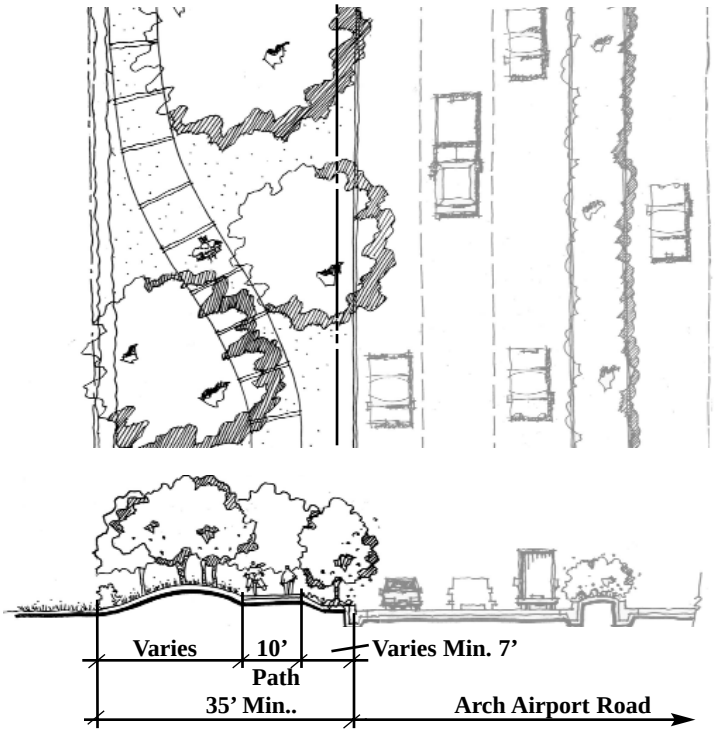
5. Understory planting will consist of lawns, low shrubs and ground cover.

6. Bicycle access shall be made to all parcels and connected to the network of bicycle lanes and paths throughout the site.

Note: See p.III.4-31 Recommended *Plant List' for species selection.*

Key Map





NOT TO SCALE

ARCH AIRPORT ROAD AT PERIMETER LINEAR PARK

Standards :

1. A minimum 35 foot landscape easement shall be provided from face of curb.

2. A continuous undulating built-up earth form shall be provided along Arch-Airport Road from Airport Way to State Route 99.

3. A meandering 10 foot wide multi-use (bicycle/ pedestrian) path shall be provided. The path shall be a minimum of 7' from face of curb to its closest edge at any point along the linear park.

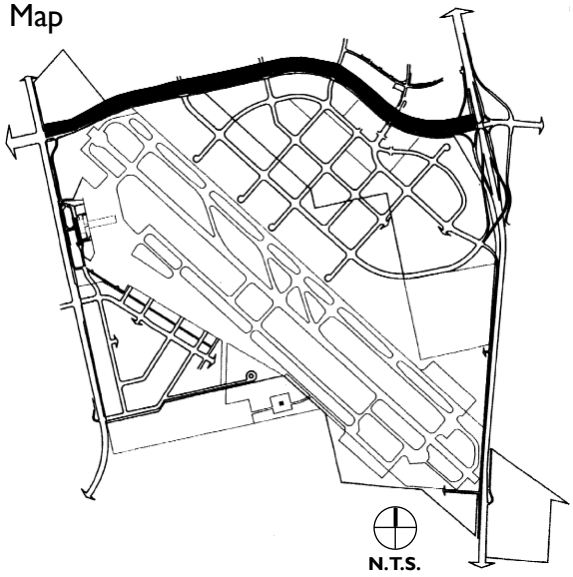
4. Informal clusters of street trees shall be provided on both sides of the path. The trees shall be evergreen and spaced to allow view windows into the site.

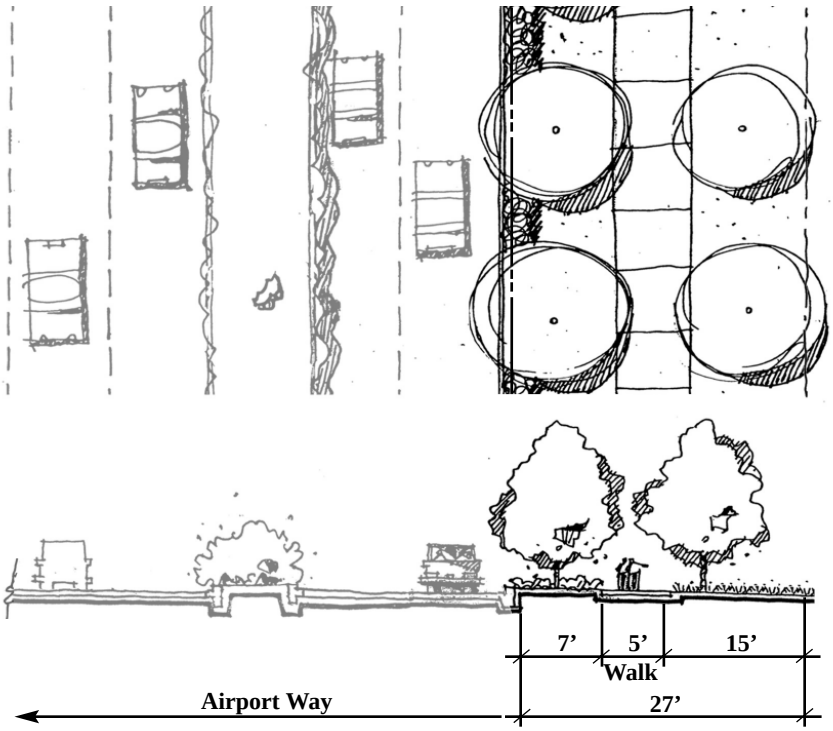
5. Understory planting will consist of lawns, low shrubs and ground cover.

6. The path shall conform to ADA requirements.

Note: See p.III.4-31 Recommended *Plant List' for species selection.*

Key Map





NOT TO SCALE

AIRPORT WAY PERIMETER AT AIR METRO PARK

Standards :

1. A minimum 27 foot landscape easement shall be provided from face of curb.

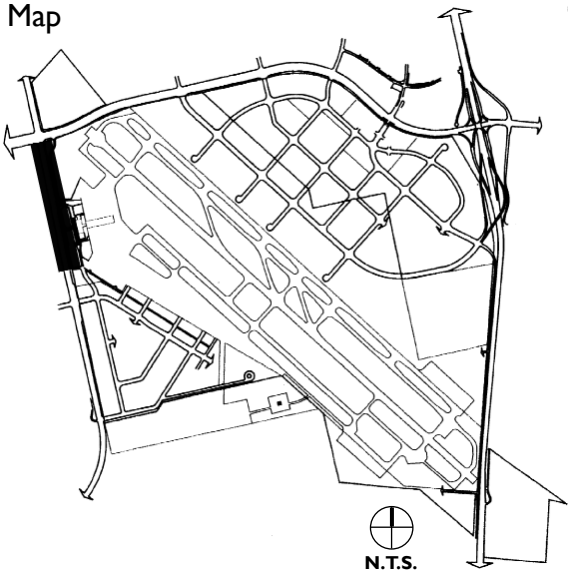
2. A continuous 7 foot wide planting strip shall be provided from face of curb.

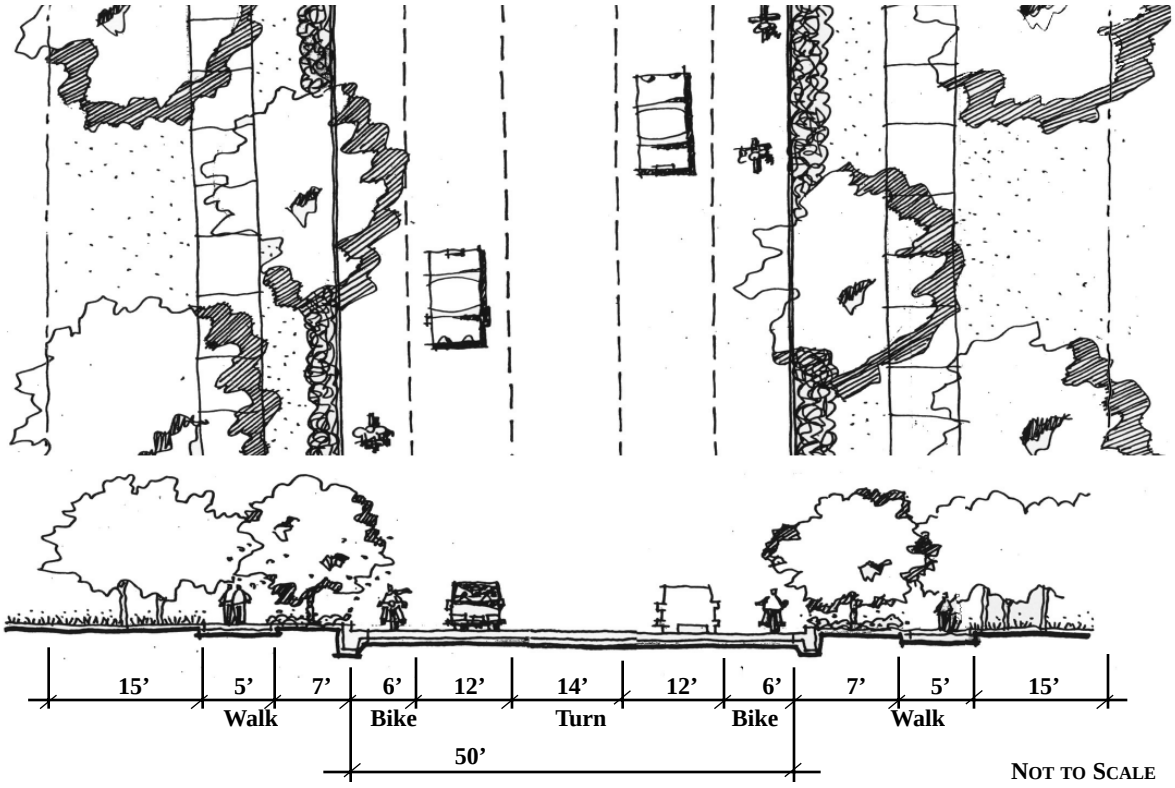
3. A double row of street trees shall be provided. The trees will be deciduous and selected for seasonal interest and ornamental qualities (see note).

4. Understory planting shall consist of lawns, low shrubs and ground cover.

Note: See p.III.4-31 Recommended *Plant List' for species selection.*

Key Map





QANTAS LOOP

Standards :

1. The street shall consist of two 12 foot wide vehicular travel lanes, a 14 foot wide center turn lane and two 6 foot wide Class I bike lanes or a 5 foot wide bike path adjacent to the sidewalk within the landscape setback.

2. A 27 foot landscape easement shall be provided from face of curb on both sides of the street.

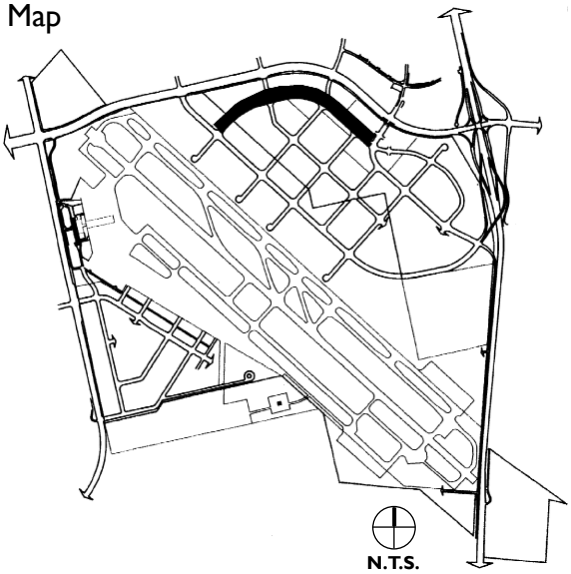
3. A continuous 7 foot wide planting strip with a minimum 5 foot wide sidewalk shall be provided on both sides of the street.

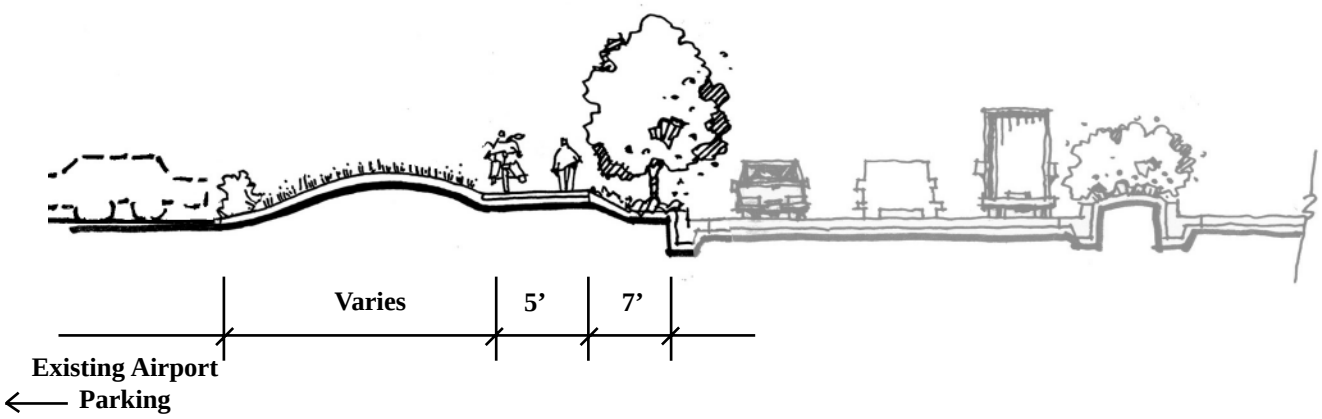
4. A double row of street trees planted in informal clusters or formal rows shall be provided on both sides of the street. The trees shall be deciduous and selected for seasonal interest and ornamental qualities (see note).

5. Understory planting shall consist of lawns, low shrubs and ground cover.

Note: See p.III.4-31 Recommended *Plant List' for species selection.*

Key Map





NOT TO SCALE

AIRPORT WAY PERIMETER AT AIRPORT WEST

Standards :

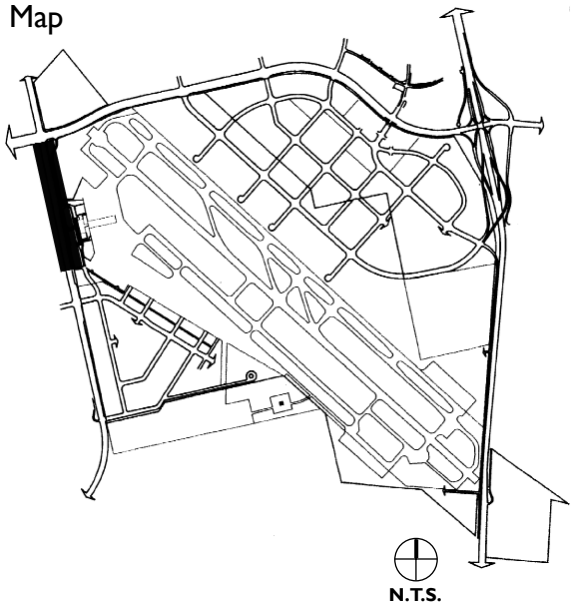
1. A minimum 27 foot landscape easement shall be provided from face of curb.

2. A continuous 7 foot planting strip with a minimum 5' continuous sidewalk shall be provided from face of curb.

3. Planting shall consist of lawns.

Note: See p.III.4-31 Recommended *Plant List' for species selection.*

Key Map



GENERAL PARKS GUIDELINES

The following are general guidelines for each of the parks and public open space areas proposed for Stockton Metropolitan Airport's Business Park.

1. Pedestrian Orientation/Connections

Provide clear circulation around and through each park or open space. Park entries should be highlighted 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. Each park will typically have a perimeter side walk lined with street trees to provide shade. Universal access should also be accommodated.

2. Common Open Space

The goal is to provide usable open space areas within parks for both passive and active recreation activities. Wherever possible, common open space should be visible from the street and connected to entry paths. In general, open space should be in larger, contiguous areas rather than broken into smaller units or linear areas.

3. Lawn Areas

Lawn areas should be large and open, for multi-purpose play fields or specific use sports fields. Lawns should consist of durable turf appropriate for ball playing.

4. Playfields/Sports Courts

Playgrounds or Sports Courts should consist of attractive, durable equipment on resilient and safe surfaces.

5. Site Furnishings

Attractive, high-quality benches, and other site amenities should be used. The site furnishings should be consistent throughout each district of the Stockton Metropolitan Airport project.

6. Built Structures

Pergolas, pavilions, and gazebos should be designed or selected so that the color, texture, form, and detailing reinforces the design themes of the surrounding architecture.

7. Lighting

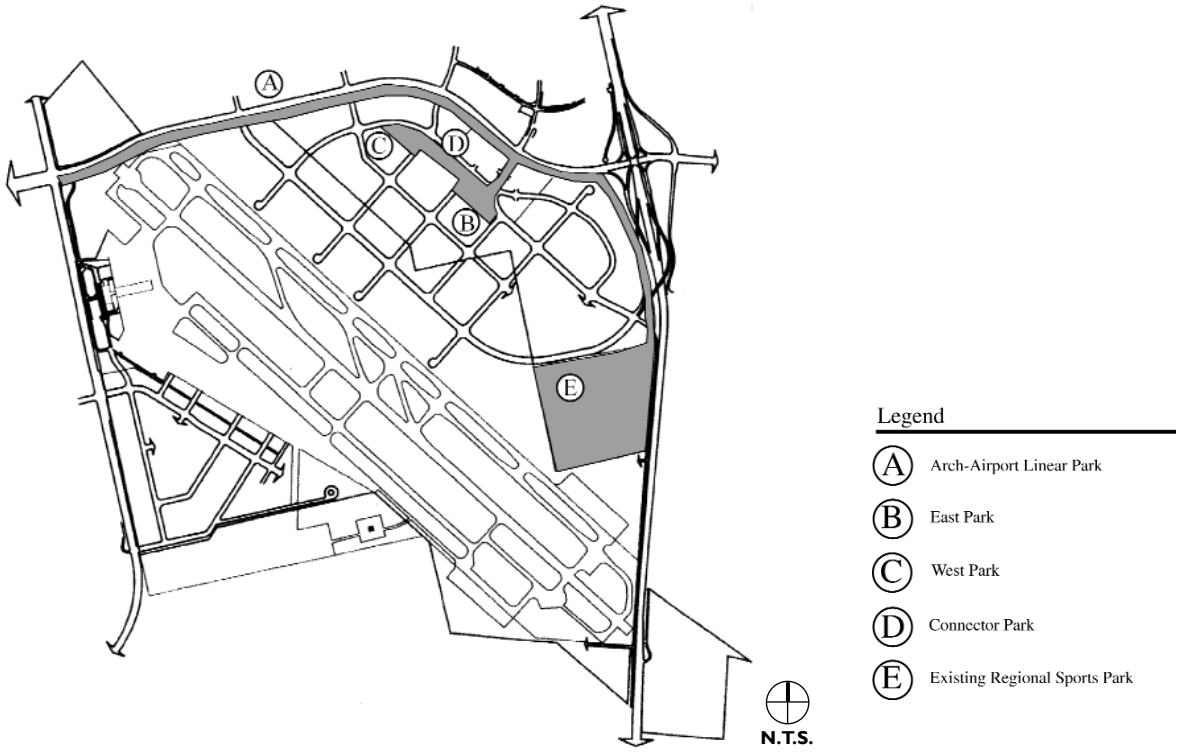
Provide attractive, pedestrian-scale light fixtures selected to reinforce the design themes of the surrounding lighting and architecture. Light fixtures will be consistent for the parks of Stockton Airport. Levels of illumination will conform to County and local standards. See Section III.7 for lighting guidelines.

8. Planting

The plant palette in park areas should reflect the intensity of pedestrian activity, with an emphasis on bright colored accent plantings which incorporate seasonal change. Trees, shrubs, and ground covers should be relatively clean with minimal litter. (See Recommended Plant List, III 4-31).

9. Water Features/Storm Water Detention

The goal is to utilize park acreage as a "land reservoir" on which to site stormwater detention ponds. Unlike detention areas in more utilitarian parts of the Airport site, these detention ponds would do double duty. They would act as aesthetic amenities / landscape focal points for the parks, while at the same time contributing functional requirements for on-site stormwater storage and detention. It is envisioned that the ponds will be designed and engineered to be aesthetically pleasing with standing water year round and to accommodate seasonal detention requirements by allowing for seasonal fluctuations in the pond water level or freeboard. Shoreline landscape plantings will therefore need to be adapted to seasonal cycles of inundation and drought.



PARKS

The development of the Stockton Metropolitan Airport Special Purpose Plan will integrate a system of Parks and Open Spaces that take advantage of the site's proximity to the County's Regional Sports Complex and that serve the recreational needs of the local businesses and retail communities.

The four parks of the Stockton Metropolitan Airport's Special Purpose Plan are:

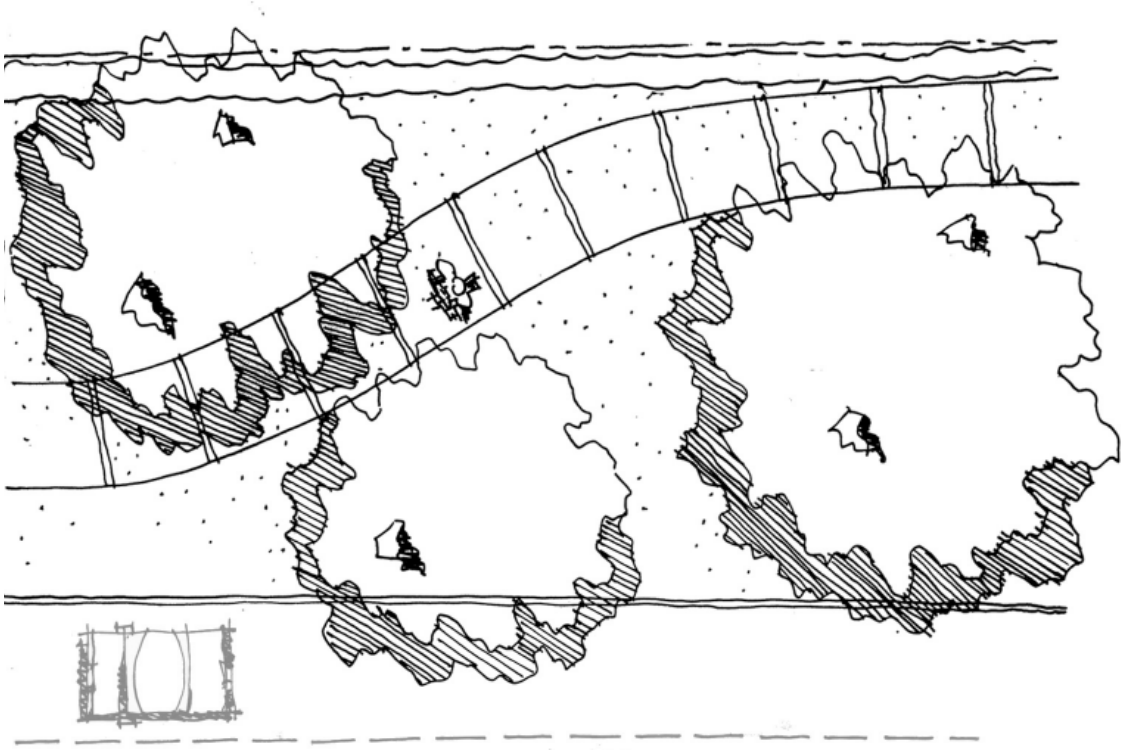
- Arch-Airport Linear Park
- East Park
- West Park
- Connector Park

The Standards and Guidelines for Parks are intended to assist the County in designing parks based on the following principles:

1. Create a distributed network of parks and linear park connections that serve as central 'greens' or 'commons', that afford opportunities for both active and passive recreation and that work with complimentary use programs to support the needs of the Stockton Airport Business Park community.
2. 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.
3. Utilize parks to provide open space for stormwater detention and site drainage.
4. Provide open space for storm water detention as both an amenity and a function of site drainage.

Conceptual Park Plans

The following plans illustrate each of the parks planned for development at the Stockton Metropolitan Airport. The Conceptual Plans are included for illustrative purposes. Features conceptualized here illustrate general intentions for each park.



Arch-Airport Linear Park

Overview

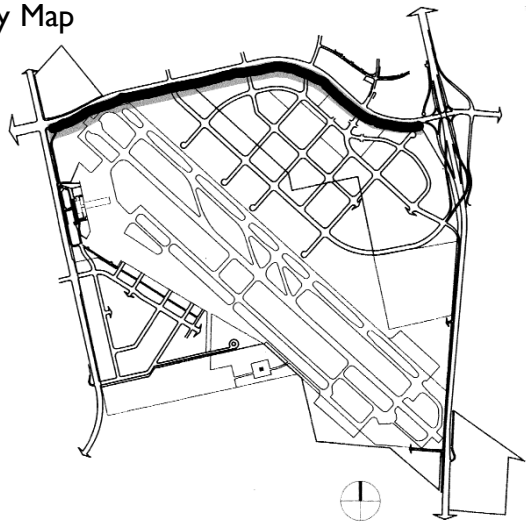
- A linear open space area along the south side of Arch Airport Road 35' to 50' in width extending from Highway 99 on the East to Airport Way on the West.
- Provides an informal multi-use pedestrian/ bicycle pathway at the site's perimeter reinforced with low berms and shade trees.
- Provides a walkable area well removed from the hazards of vehicular traffic.
- Provides pedestrian and bicycle connection to the existing Regional Sports Complex.

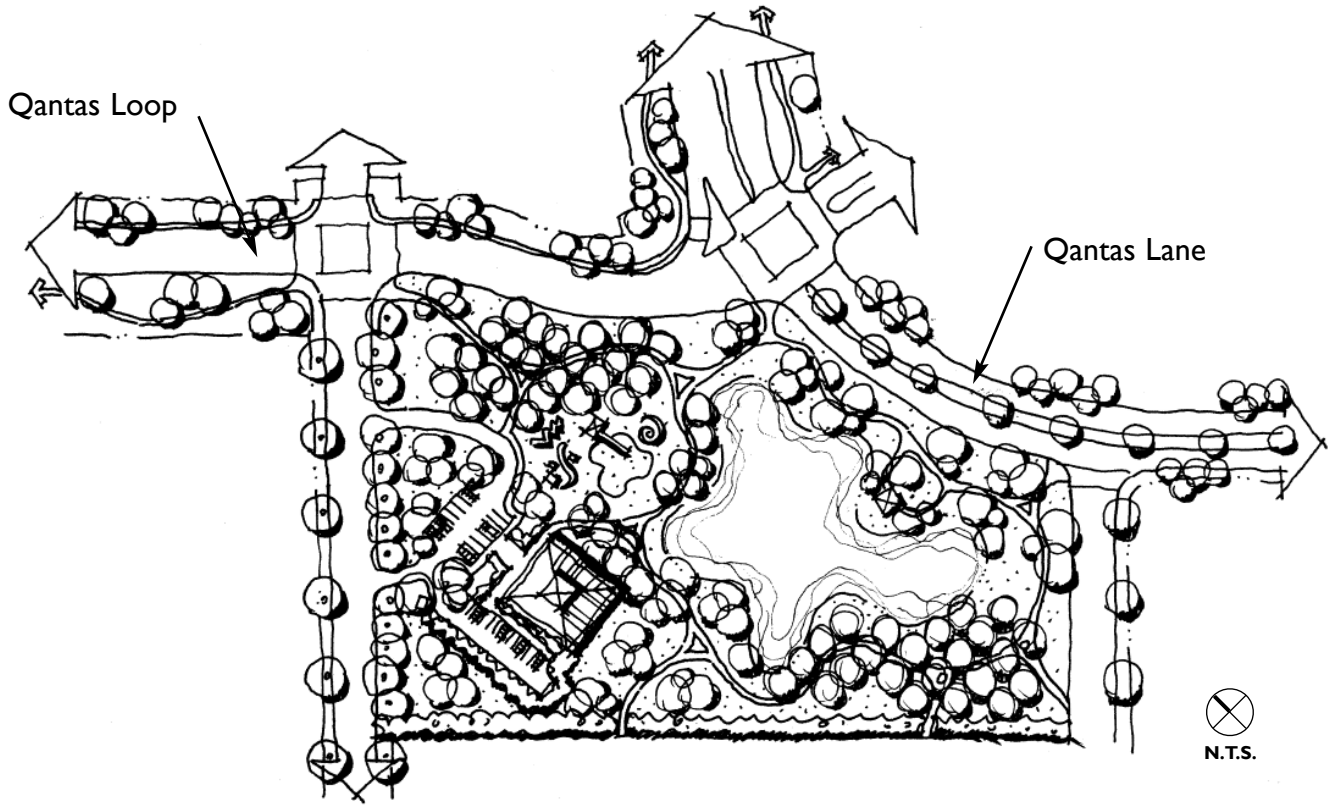
Potential Program Elements

- Shaded multi-use pedestrian/bicycle pathway with bench seating
- Par Course/Jogging Trail
- Informal groupings of shade trees with more formal hedgerow trees

See Section III.3 & III.4 Circulation and Streetscapes for more detailed information regarding the Arch-Airport Road frontage landscape.

Key Map





East Park (± 7.0 Acres)

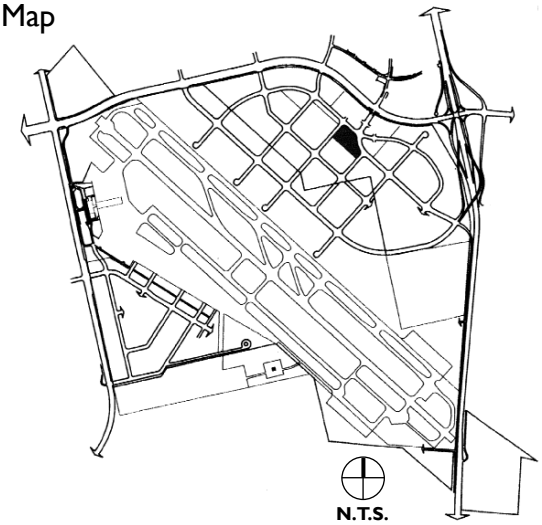
Overview

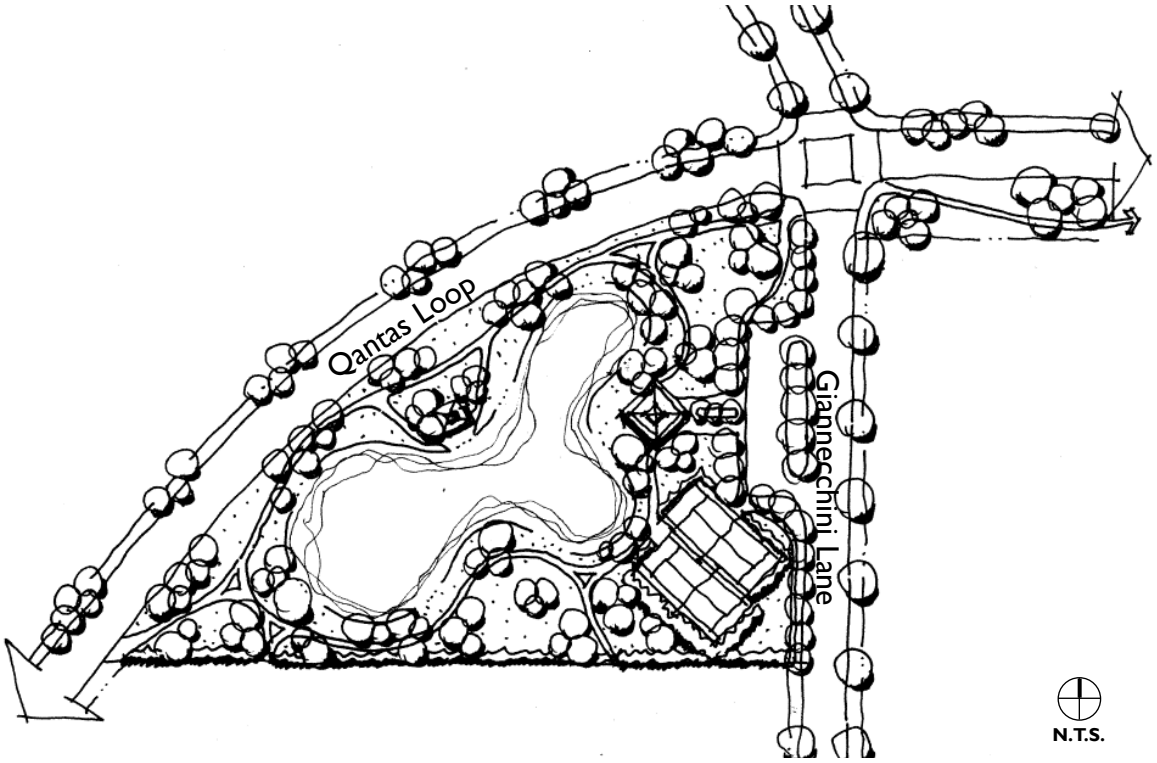
- Provides a variety of passive outdoor recreation activities for local business residents, visitors, and patrons of adjacent retail areas.
- Internally focused on a significant water feature /detention pond
- Provides programmed open space within the built environment of the airport

Potential Program Elements

- Day Care facilities
- Community pavilion for gathering
- Multi-purpose lawn areas
- Children's play area
- Detention pond as ornamental water feature
- Multi-use pedestrian/bicycle pathways with connections to street/sidewalk system
- Shade trees and orchard-style flowering accent trees

Key Map





West Park (± 4.0 Acres)

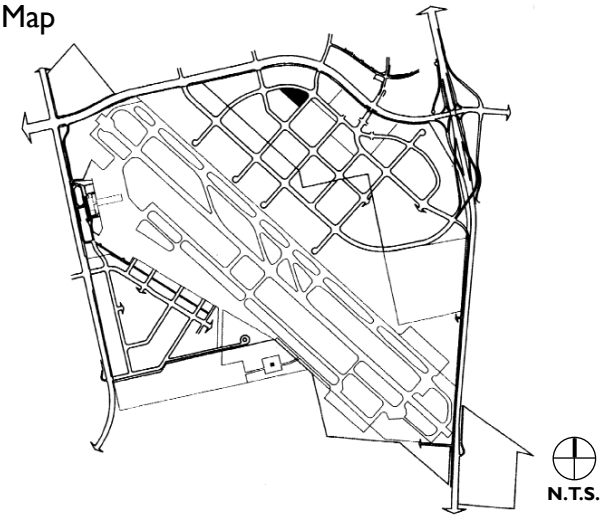
Overview

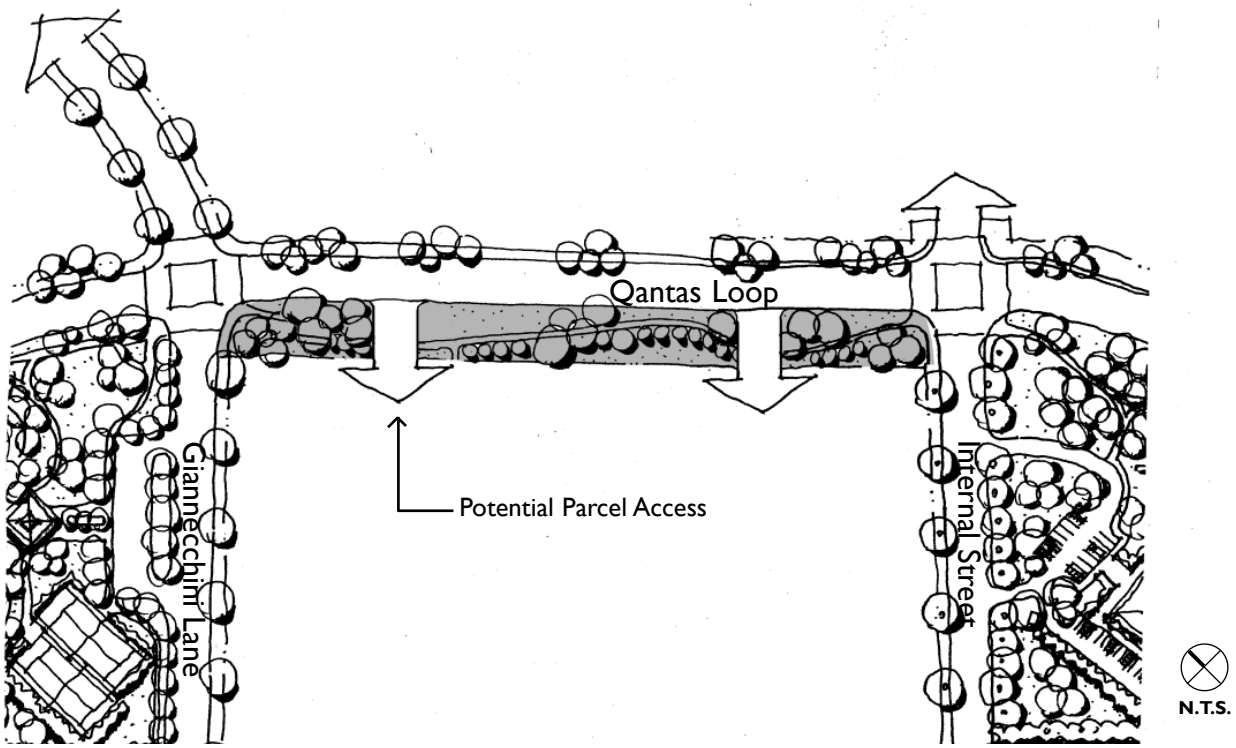
- Provides a variety of active and passive outdoor recreation activities for local business residents, visitors, and patrons of adjacent retail areas
- Internally focused on a significant water feature /detention pond
- Provides programmed open space within the built environment of the airport

Potential Program Elements

- Central pavilion /shelter for seating, picnics, barbeques
- Multi-purpose lawn areas
- Basketball/Tennis courts
- Detention pond as an ornamental water feature
- Multi-use pedestrian/bicycle pathways with connections to street/sidewalk circulation system
- Shade trees and orchard-style flowering accent trees

Key Map



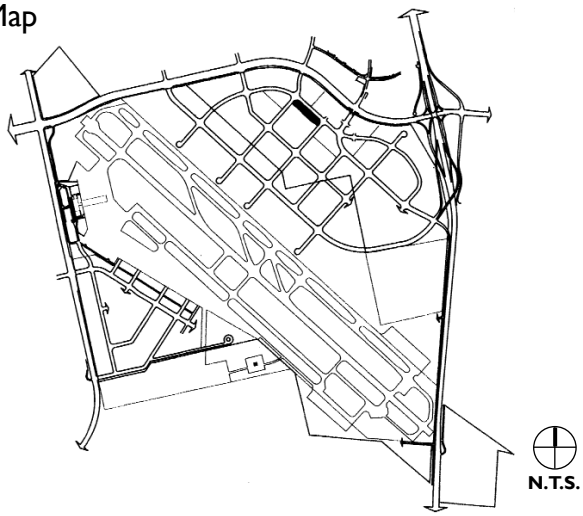


Connector Park (± Acres)

Overview

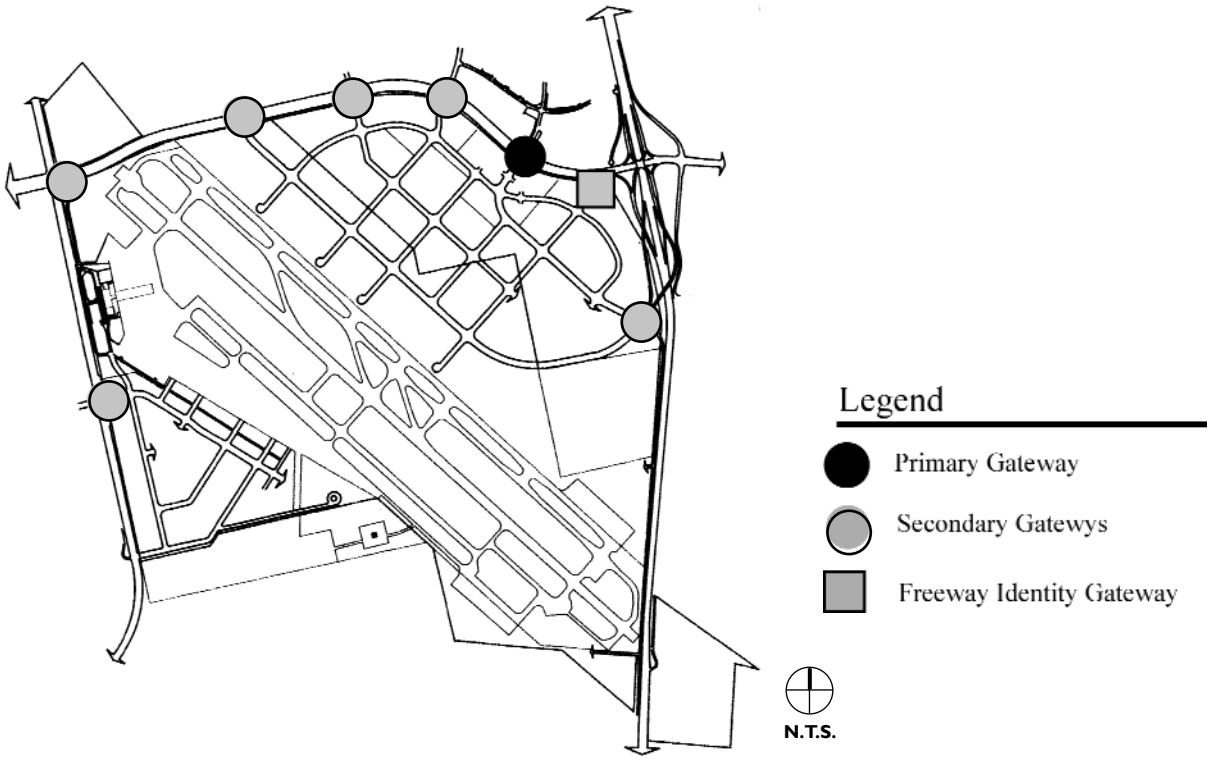
- A linear open space along the South side of Qantas Loop Road approximately 35' - 50' in width extending one block in length
- Provides an informal multi-use (pedestrian/bicycle) pathway reinforced with low berms and shade trees.
- Provides safe pedestrian and bicycle connection between East Park and West Park.

Key Map



Potential Program Elements

- Multi-use (pedestrian/bicycle) pathway
- Jogging Trail
- Bench Seating
- Informal groupings of shade trees with more formal hedge rows



Gateways Diagram

PROJECT GATEWAYS

A hierarchy of entries into and within the project shall be established, including principal entries into the project as a whole, entries to major districts within the project, and entries to individual building sites and parks.

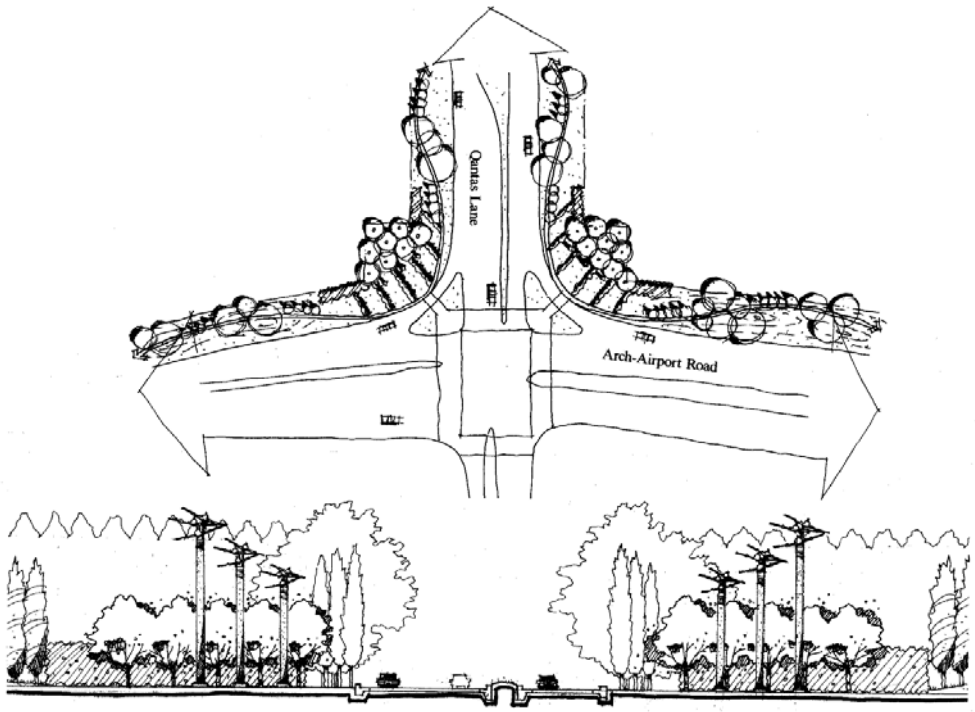
Principal entries will have gateways and landscape designed to provide highly visible points of passage and orientation. The character of these gateways will reinforce the landscape within the district served by the gateway.

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.

They are "place markers" that clearly signal when you have arrived and when you are leaving the Stockton Metropolitan Airport Business Park.

The hierarchical system of Orientation Markers will include:

- Primary Gateway Markers
- Secondary Gateway Markers
- Freeway Identity Gateway



Primary Project Gateway (@ Qantas Lane)

Overview

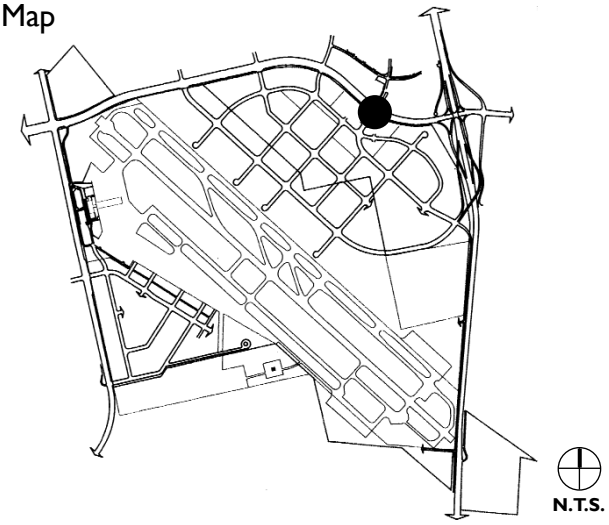
- Principle entry into the "East Airport" Business Park and Retail District. Occurs at the intersection of Arch-Airport Road and Qantas Lane
- A Gateway Landscaped Easement shall be established flanking Qantas Lane at approximately 100 feet by 100 feet from face of road curbs
- Highly visible landscape features including vertical markers, columns, skyline trees and colorful accent plantings will be used to reinforce the sense of arrival and entry and to set the gateway landscape apart from the adjacent streetscapes
- Gateway Landscape treatments will maintain adequate sight lines for vehicle safety

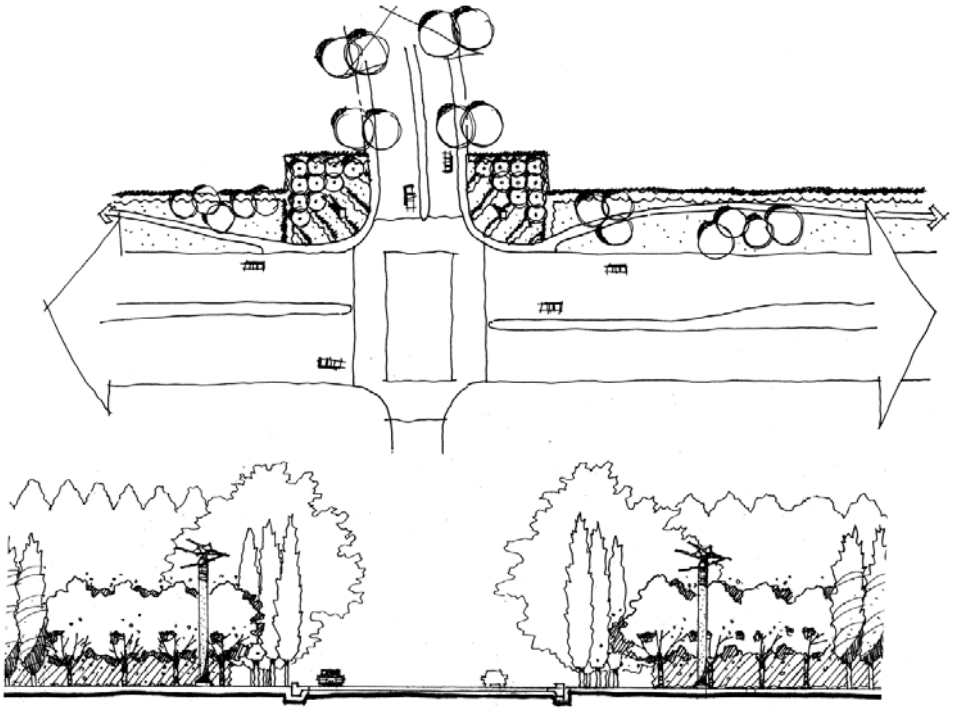
Potential Landscape Elements

- Six columnar Project Identity/Orientation Markers (two groups of three) to flank the vehicular entry
- Tall columnar skyline trees provide a back ground. Grids of ornamental flowering trees in orchard-style pattern provide a middle ground. Row crop style plantings of alternating bands of low hedges and perennials will provide seasonal color and foreground interest

  Project identification signage elements may also be incorporated to help provide orientation to motorist and pedestrians.

Key Map





Secondary Project Gateways (@ Major Intersections)

Overview

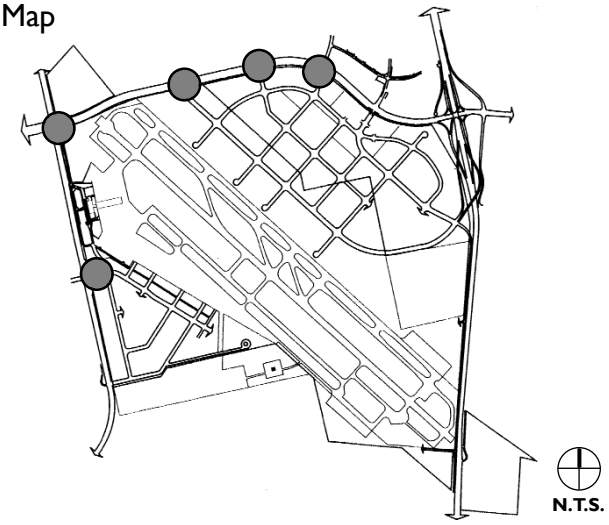
- Secondary gateways, smaller in stature than the Primary Gateway, occur at all major road intersections (other than Qantas Lane) entering the various Airport Business Park Districts
- A gateway landscaped easement shall be established at approximately 75 feet by 75 feet from face of roadway curbs
- Highly visible landscape features including vertical markers, columns, skyline trees and colorful accent plantings will be used to reinforce the sense of arrival and entry and to set the gateway landscape apart from the adjacent streetscapes
- Gateway landscape treatments will maintain adequate sight lines for vehicle safety

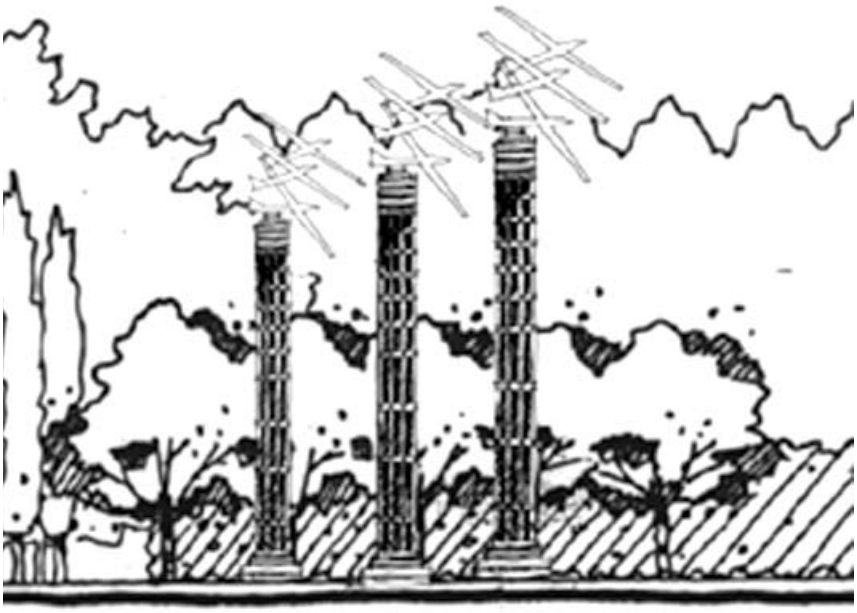
Potential Landscape Elements

- Two columnar project identity/orientation markers paired to flank the vehicular entry
- Tall columnar skyline trees provide a background. Grids of ornamental flowering trees in orchard-style pattern provide a middle ground. Row crop style plantings of alternating bands of low hedges and perennials will provide seasonal color and foreground interest

Project identification signage elements may also be incorporated to help provide orientation to motorist and pedestrians.

Key Map





Identity Markers

PROJECT IDENTITY/ ORIENTATION MARKERS

Goals:

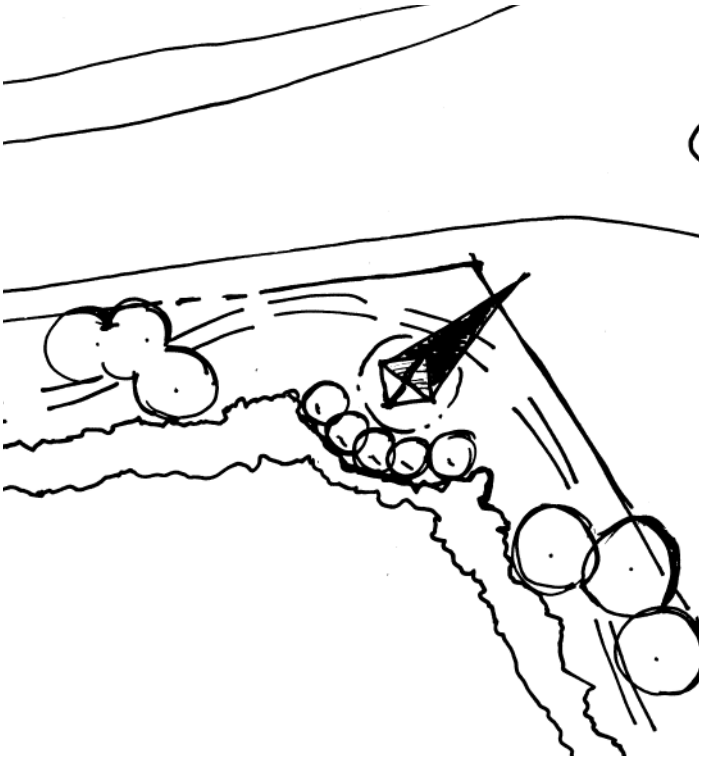
- **To produce a marker for Stockton Metropolitan Airport which identifies the site's formal entrances while complementing the Airport's history, identity, and purpose.**
- **Orient monument into the landscape for maximum visibility along vehicular corridor.**
- **Incorporate sculpture as feature at the top.**

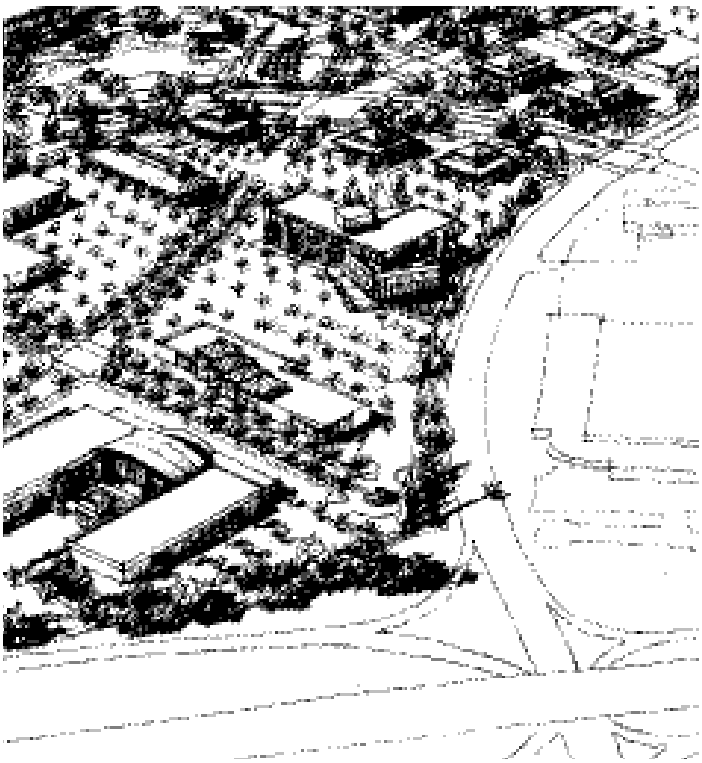
Orientation Markers are located within the landscaped gateways to the Stockton Metropolitan Airport site to identify project entries, to orient motorists, pedestrians, and cyclists, and to provide a cohesive and consistent system of project identification elements.

These markers will help to establish a clearly recognizable architectural and landscape image for Stockton Airport, and will reinforce the urban design framework of the project. The Markers will incorporate light features to increase night time visibility and should include integral project signage elements to assist visitor and resident orientation.

Guidelines:

1. The elements should be architectural in nature, establish a formal identity to the project and project a consistent theme for the site.
2. The markers are to be incorporated into the landscape flanking primary intersections.





Freeway Identity Gateway

Overview

At the Northeast corner of the site, adjacent to the highway 99 / Arch-Airport Road interchange, a unique opportunity exists to establish a project identity appropriate to this area's high visibility to passing motorists on both the freeway and on Arch-Airport Road.

A gateway landscape Easement shall be established of approximately 22 feet by 22 feet from each of the project's property lines.

Highly visible landscape features including a freeway scaled project identity marker, columnar skyline trees, and colorful accent plantings will be used to reinforce the sense of arrival and entry.

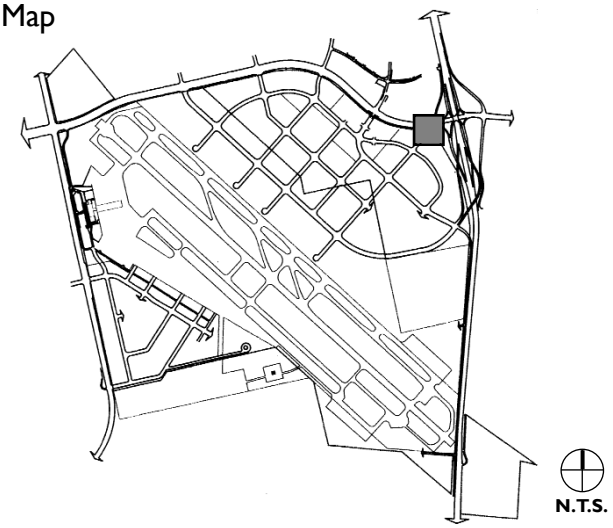
Gateway landscape treatment will maintain adequate sight lines for vehicle safety.

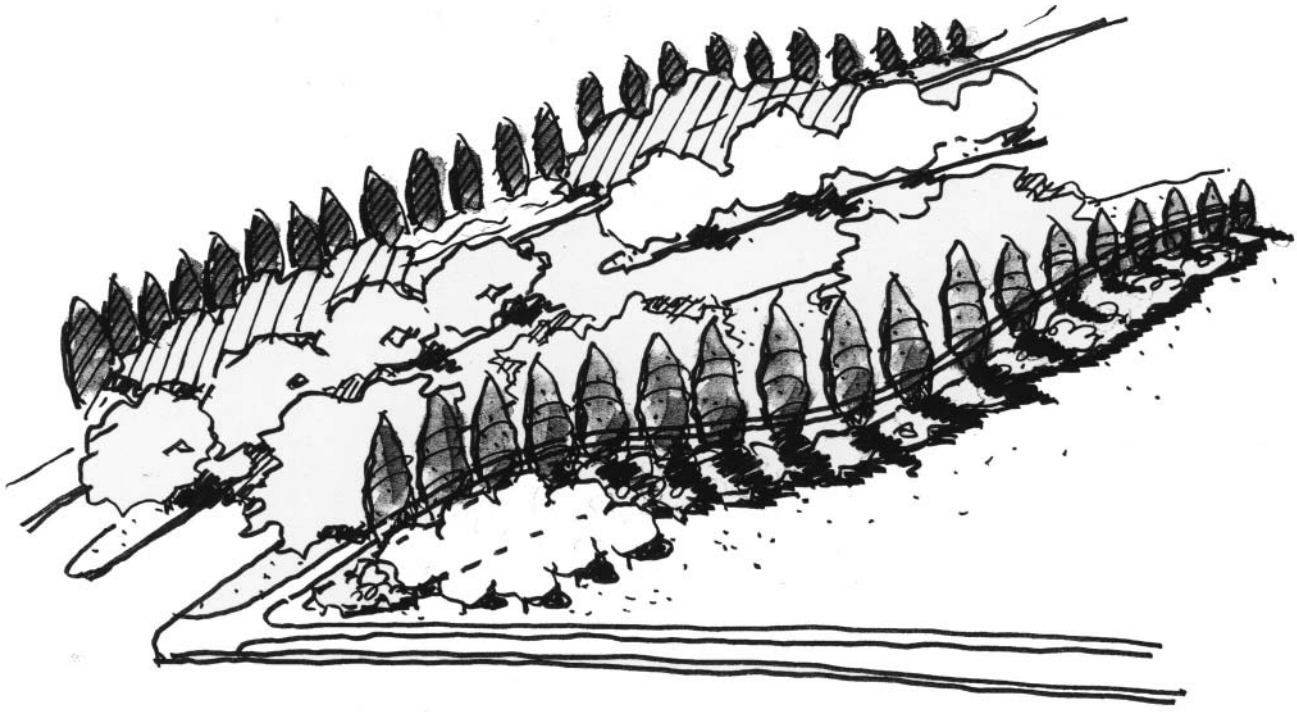
Potential Landscape elements

A freeway scaled Project Identity / Orientation Marker to provide visual identity when approaching the project via Highway 99 or Arch-Airport Road.

Columnar skyline trees to provide a background. Rhythmically – spaced rows of alternating bands of low hedges and perennials to provide seasonal foreground interest.

Key Map





PROJECT PERIMETERS AND BUFFERS

Goals:

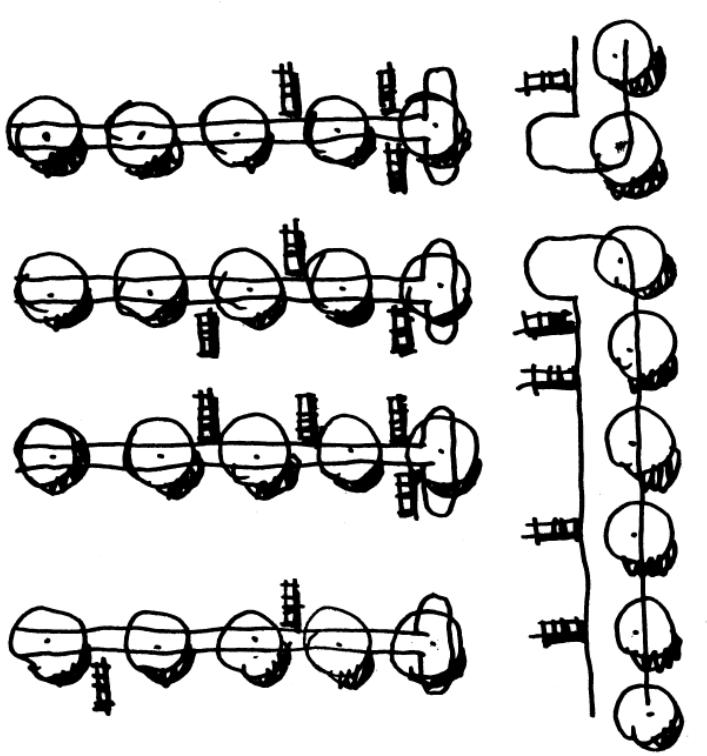
- **To provide a screen from adjacent uses and to define the project edges.**

Guidelines:

1. The site perimeter adjacent Highway 99 should be planted with informal groupings of trees and medium height shrubs.

2. Layered low plantings of shrubs and ground covers should be used to provide fore-ground interest.

3. See p.III.4-31 Recommended Plant List' for species selection.



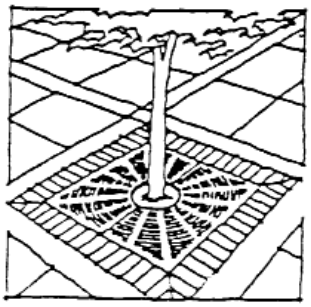
PARKING AREA PLANTING

Goals:

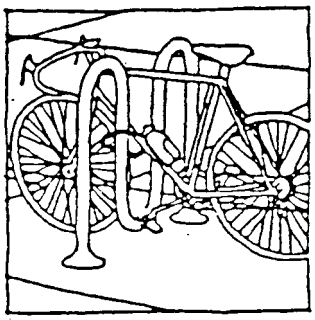
- **Reduce and soften the visual impact of large asphalt areas.**
- **Extend the streetscape landscaping into individual parcels.**
- **Provide convenient, safe pathways to minimize pedestrian conflicts with vehicular traffic.**
- **Create shade in parking lot areas.**

Guidelines:

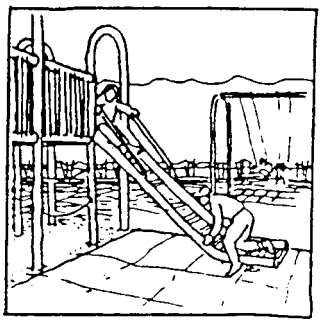
1. An orchard-style planting to provide shade should be established through regular tree spacing of 35' on center.
2. For each parking lot a single tree species should be used for all end-of-aisle planting islands. That species, or one additional species should be used for all plant pockets between stalls.
3. Maintain sight lines at entry points to parking lots and to each parking aisle.
4. In retail developments clustering of trees (without reducing quantity) is permitted to maintain sight lines to signage and store entries.
5. Recommended plant materials should be used(see p. III.4-31 Recommended Plant List).



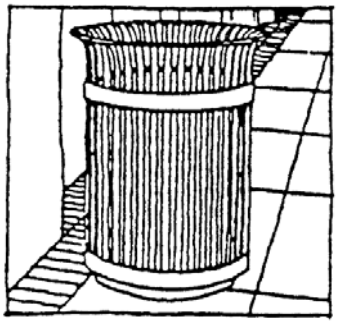
Tree Grates



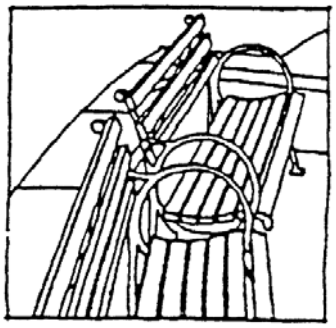
Bicycle Racks



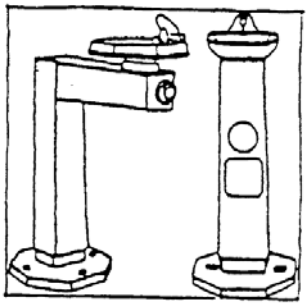
Play Equipment



Trash Receptacles



Benches



Drinking Fountains

PARK & STREET FURNISHINGS

Goals:

- **Emphasize the unity of the development through selected site furnishings that will be used project wide on public property and privately owned areas accessible to the public.**
- **Enhance the appearance and usability of outdoor use areas including plazas, courtyards, building entry areas, and open space areas.**
- **Create a cohesive design character of high quality for the entire project.**

Guidelines:

1. Selection, design, and location of the site furnishings will be determined by their function and aesthetic contribution to their surroundings.
2. Site furnishing designs should be integrated with other site elements (i.e. walls, lighting, signage, etc.).
3. The color, texture, form, material, and detailing of furnishings should reinforce the design themes of each area as well as those of the project as a whole.
4. Furnishings should be designed or selected for safety, durability, ease of maintenance, and ease of replacement as well as visual appearance.

General Landscape Guidelines

Goals:

- **Utilize tree forms to help define spaces and edges, provide solar and wind protection and soften and beautify the overall project.**
- **Utilize shrub forms to help define the ground plane, contain and soften edges and add accent.**
- **Utilize vine forms to help soften and integrate architectural forms into the landscape.**
- **Utilize the lush well-maintained appearance of lawn areas to contrast hardscape, define edges and provide usable open space for recreation and relaxation.**
- **Utilize plant materials to screen service yards, utility areas and other undesirable views.**
- **Preserve healthy existing trees and vegetation whenever possible.**

Guidelines:

1. The plants selected should be well suited to the climate of the region.
2. Trees in small hardscape areas, such as in plazas, should be planted in bosques or regularly spaced groves rather than clumps or randomly spaced.
3. Shade should be provided to mitigate the effects of summer heat.
4. Plant materials should be selected and located to take into consideration the effects of wind, solar orientation, poor soils, seasonal effects, and provision of food and habitat for birds and other wildlife.
5. Where decorative turf is used, low-water-use grass varieties should be used.
6. Trees should be used near building edges to provide passive solar protection, shade and soften the scale of the building massing.
7. Plant materials should be used to screen prevailing winds.

Trees

- 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.
- Trees will generally be single-trunked when used in geometrical plantings. Multiple trunks will be reserved for accents and less formal situations.
- Flowering trees will be used to accent building entries and project gateways.
- Where trees occur in paved areas, they will be provided with large tree wells and root barriers.
- Sub-drains will be used where drainage might be a problem.
- Tree wells may be covered with decorative metal grates or planted with ground covers with seasonal color.
- Trees will be carefully selected for uniformity of structure, color and appearance prior to planting.
- Trees will be selected to respond to concerns of wind, soils, views, solar orientation, drought tolerance and maintenance consideration.

Shrubs and Vines

- They will be planted in large significant masses. The appropriate use of single accents will be encouraged.
- Shrub masses will have good drainage and appropriate maintenance considerations.
- Species with striking forms will be displayed against walls and in highly visible locations, not in locations where screening is desired.
- Colorful vines will be used on buildings, trellis walls and structures where feasible.
- Bird attracting flowering shrubs will be carefully selected so that flowering species are not located where they must be kept clipped, thus losing their flowers.
- Shrubs and vines will be grouped with species having similar watering requirements.

Ground Covers and Perennials

- These will be selected and located so as not to encroach on walkways and paths.
- Ground covers will be located and used functionally and consistently throughout.
- Shrubbier, informal species of plants that serve as a barrier will be used where foot traffic is discouraged.
- Finer, textured or more decorative species will be used near walkways, building entries and ground level windows.
- Aggressive ground covers will not be planted under shrubs.
- One gallon spreading ground covers will be used to enable the use of drip irrigation.

Lawn

- Lawns will generally be kept free of shrubs.
- Lawns should be separated from wall and building surfaces by shrub and ground cover beds.
- Drought tolerant grasses will be used.

c. Irrigation

Goals:

- **Create an irrigation system that is efficient and appropriate for the climate of the area.**
- **Provide adequate water to establish and maintain landscape plantings.**
- **Promote water conservation through appropriate plant selection and design, and through efficient irrigation system design and management.**
- **Use recycled water instead of potable water to irrigate public on-site areas such as median strips and open space, as well as private on-site areas such as office parks or common areas.**

Guidelines:

1. All planting areas should have automatic irrigation systems.
2. California and Mediterranean native and hybrid plants (see Recommended Plant List, III 4-31), which require less water should be used.
3. Plants with similar water requirements should be grouped to avoid over watering some plants while accommodating watering needs of others.
4. Irrigation zones should be created to meet the actual water requirements of the different types of plants and in response to various site conditions. Separate sloped areas from level areas and areas with individual micro climates from each other.
5. The irrigation system should be designed so that each zone or circuit has sprinkler heads with matched precipitation rates and separate valves and controller stations. Sprinklers and bubblers should be on separate valves. This will allow uniform water application and avoid over or under-watering.

d. Grading, Drainage & Soil Preparation

Goals:

- **Protect buildings and business activities from damage or disruption from storm water and flooding.**
- **Drain water from individual parcels without causing excess water concentrations on adjacent sites to minimize erosion.**
- **Improve poor-quality on-site soil conditions in order to create more attractive, healthy and sustainable landscape plantings.**

Guidelines:

1. All fountain drains, roof drains, area drains, and catch basins shall be collected and routed into an underground or street drainage system. Adequate drains shall be provided to prevent flooding.

2. Surface drainage shall be directed away from buildings and collected into the park detention ponds. That which cannot be collected into the ponds shall be directed into an underground or street drainage system.

3. Percolation testing of all tree planting pits shall be required. Planting holes shall be filled up with water and left overnight to drain. If these beds do not drain, supplemental under drain is required.

Standards:

1. Erosion control procedures shall be provided during construction such that no water/soil erosion encroaches onto adjacent sites.

2. In areas where soils are generally shallow and poorly drained, conditions which are detrimental to healthy plant growth, proper cultivation, soil conditioning and the installation of sub-drainage systems shall be provided as required to improve poor soil conditions.

3. Low berms shall be used for planting areas in areas with poor soil quality conditions and poor drainage.

Recommended Plant List

The general criteria for plant selection are followed by lists of appropriate plants:

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

NCN = No Common Name

BOTANICAL NAME	COMMON NAME
1. Large Trees	
Alnus cordata	Italian Alder
Carya illinoensis	Carya Pecan
Eucalyptus camaldulensis	Red Gum
Pinus canariensis	Canary Island Pine
Platanus acerifolia 'Bloodgood'	London Plane Tree
Platanus occidentalis	American Sycamore
Platanus racemosa	California Sycamore
Populus alba 'Pyramidalis'	Bolleana Poplar
Populus nigra 'Afghanica'	Theves Poplar
Quercus suber	Cork Oak
2. Freeway Trees	
Populus fremontii 'Nevada Male'	Fremont Cottonwood
Quercus agrifolia	Coast Live Oak
Quercus lobata	Valley Oak
3. Medium Trees	
Aesculus californica	*California Buckeye*
Aesculus carnea	*Red Horse Chestnut*
Albizia julibrissin 'Rosea'	*Silk Tree*
Arbutus 'Marina'	*Madrone*
Catalpa spesiosa	*Western Catalpa*
Celtis occidentalis	*Common Hackberry*
Celtis sinensis	*Chinese Hackberry*
Fraxinus oxycarpa 'Raywood'	Raywood Ash
Fraxinus uhdei	*Evergreen Ash*
Fraxinus velutina 'Rio Grande'	*Fan-Tex Ash*
Ginkgo biloba	*Ginkgo*
Glenditsia triacanthos	*Honey Locust*
Ligustrum lucidum	*Glossy Privet*
Pistachia chinensis	Chinese Pistache
Pittosporum undulatum	Victorian Box
Pyrus calleryana 'Aristocrat'	Aristocrat Pear
Quercus agrifolia	Coast Live Oak
Quercus ilex	Holly Oak
Quercus lobata	Valley Oak
Quercus rober 'Fatigiata'	Upright English Oak
Quercus virginiana	Southern Live Oak
Rhus lancea	African Sumac
Robinia ambigua	Idaho Locust
Sapium sebiferum	Chinese Tallow Tree
Schinus molle	California Pepper
Sophora japonica	Japanese Pagoda Tree
Ulmus parvifolia 'Drake'	Evergreen Elm
4. Coniferous Evergreen Trees	
Cedrus deodara	*Deodar Cedar*
Pinus canariensis	Canary Island Pine
Pinus elderica	Afghan Pine
Pinus halepensis	Aleppo Pine
Pinus pinea	Italian Stone Pine
5. Small Trees	
Cercis canadensis	Eastern Redbud
Cercis occidentalis	Western Redbud
Citrus var.	Citrus
Crataegus phaenopyrum	Washington Hawthorn
Koelreuteria paniculata	Goldenrain Tree
Lagerstroemia indica 'Muskogee'	Crape Myrtle
Lagerstroemia indica 'Natchez'	Crape Myrtle
Lagerstroemia indica 'Tuscarora'	Crape Myrtle
Olea europea 'Swan Hill'	Swan Hill Olive
Prunus cerasifera 'Krauter Vesuvius'	Purple Leaf Plum
6. Shrubs	
Abelia grandiflora (M)	Glossy Abelia
Arbutus unedo 'Compacta'	Strawberry Tree
Berberis thunbergii 'Atropurpurea'	Berberis
Buxus microphylla japonica(S)	Japanese Boxwood
Carpenteria californica	Bush Anemone
Ceanothus spp.	California Wild Lilac
Cistus spp.	Rockrose
Cotoneaster lacteus	Parney Cotoneaster
Cotoneaster microphylla	Rockspray Cotoneaster
Escallonia spp, (M)	Escallonia
Eleagnus pungens	Silverberry
Feijoa sellowiana	Pineapple Guava
Fremontodendron 'California Glory'	Flannel Bush
Ligustrum ovalifolium (L)	California Privet
Laurus nobilis	Grecian Laural
Mahonia aquifolium	Oregon Grape
Mahonia pinnata	California Holly Grape
Melaleuca nesophila	Pink Melaleuca
Myrtus communis	Myrtle
Myrsine africana	African Boxwood
Nerium oleander cultivars (M)	Oleander
Olea europea 'Little Ollie' (L)	Dwarf Olive
Photinia fraseri	Photinia
Pittosporum tobira (L)	Tobira
Punica granatum 'Wonderful'	Pomegranate

Rhaphiolepis cvs.	India Hawthorn
Rhamnus californica 'Eve Case'	Eve Case Coffeeberry
Sollya heterophylla	Australian Bluebell
Teucrium fruticans	Bush Germander
Viburnum suspensum	Sandankwa Viburnum
Viburnum tinus	Laurustinus
Xylosma californica	Shiny Xylosma
Zauschneria californica	California Fuschia

7. Ground Covers

Arctostaphylos spp.	Manzanita
Baccharis piluaris 'Twin Peaks'	Coyote Brush
Ceanothus spp.	California Wild Lilac
Coprosma kirkii	Coprosma
Cotoneaster 'microphyllus'	Rockspray Cotoneaster
Gazania mitsuwa 'Yellow'	Gazania
Hypericum calycinum	Aaron's Beard
Juniperus virginiana 'Silver Spreader	Juniper
Lantana montevidensis	Lantana
Phyla nodiflora	Lippia
Trachelospermum jasminoides	Star Jasmine
Trifolium frageriferum 'O'Connor'	O'Connors Legume

8. Vines

Campsis radicans	Common Trumpet Creeper
Districtis buccinatoria	Blood Red Trumpet Vine
Euronymus fortunei radicans	Common Wintercreeper
Jasminum polyanthum	Jasmine
Parthenocissus tricuspidata	Boston Ivy
Rosa banksiae	Lady Banks Rose
Solanum jasminoides	Potato Vine
Vitis vinifera	European Grape
Wisteria sinensis	Wisteria

9. Perennials

Cerastium tomentosum	Snow-in-Summer
Chrysanthemum parthenium	Feverfew
Dietes vegeta	Fortnight Lily
Erigeron karvinskianus	Fleabane
Hemerocallis cvs.	Daylily
Iris douglasii	Pacific Coast Hybrid Iris
Lavendula augustifolia	English Lavender
Lavendula dentatum	French Lavender
Limonium perezii	Sea Lavender
Myosotis sylvatica	Forget-Me-Not
Romneya coulteri	Matilija Poppy
Rosmarinus officianalis var.	Rosemary
Rudbeckia hirvta	Gloriosa Daisy
Salvia leucantha	Mexican Sage
Santolina chamaecyparissus	Grey Lavender Cotton
Santolina virens	Green Lavender Cotton
Sedum spathulifolium	Stonecrop

ARCHITECTURAL CHARACTER

Concept

To allow the businesses within the Stockton Metropolitan Airport to be positively differentiated from other South Stockton business centers and to create a harmonious, high-quality architecture the following guidelines have been developed.

These general architectural guidelines apply to all buildings proposed for the airport's four development areas except those buildings operated by the airport and the FAA.

The buildings that exist or have approvals prior to the adoption of the Special purpose plan are not subject to these architectural guidelines. However, as these buildings are replaced, remodeled, or renovated, those future improvements will be subject to these architectural guidelines to the greatest extent possible.

As a result, the goals of these architectural guidelines is to ensure a cohesive, high quality, yet cost-effective business community at the airport east development area, and continually upgrade the other development areas as they evolve over time.

Just as the conceptual framework for the Landscape and Open Space system celebrates the rich agrarian heritage of San Joaquin County and South Stockton, these Architectural guidelines create an architectural conceptual framework which draws upon the technologically based machine character of the Stockton Metropolitan Airport. The architectural conceptual framework described in this section applies to all buildings whether designed singly or as a collection in a campus arrangement. It ensures a base level of quality and character upon which individual development proposals are encouraged to build. The intended result is a business community with a variety of high-tech buildings within a cohesive agrarian framework or landscape and open spaces. Additional guidelines geared toward specific land uses are found in Chapter IV- Specific Use Guidelines.

1. The Architectural Character Should:

- Express a straightforward, clean, modern design expressive of construction technology.
- Be articulated by functional components represented in clear masterful volumes and forms.
- Utilize high-tech commercial and industrial building component systems with articulated connections.
- Utilize variety in materials, textures and finishes, as well as color light and shadow to express function, order, depth and scale.
- Express a clear hierarchy appropriately scaled to proportions of humans, surrounding buildings and open spaces, campuses, and the airport.
- Address the street and reinforce a safe, functional pedestrian, bicycle and vehicular circulation system.
- Create a positive, high-quality public image.
- Be highly articulated, expressive of forms, walls, structural systems, and animated with color and detailed building components and accent elements
- Not be 'period' or historic building styles and unarticulated tilt-up concrete or glass and stone.

2. Building Form and Massing Should:

- Create a clear hierarchy through use of clean, simple geometric forms in a balanced composition.
- Create complimentary variety in the building elements while maintaining overall harmony
- Clearly define and reinforce building entries and entry courts to orient workers and visitors
- Reinforce the street edge or corners
- Create a strong public image to internal streets, parks and open spaces, and perimeter roads and highways. Buildings which front State Route 99 must pay particular attention to creating a strong public image which will be viewed from the elevated portion of the highway.
- 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.
- Enclose or hide roof mounted mechanical equipment.
- Incorporate forms which create and define outdoor courtyards and plazas adjacent to buildings which are protected from wind and provide summer shade and winter sun. Multistory buildings should create terraces and balconies.

3. Building Entries Should:

- Be clearly defined and designed to be prominently differentiated from other building functions. This can be accomplished with changes in massing and materials, offset wall planes, freestanding/detached portals or arcades, and overhead cantilevered/ cable supported canopy elements.
- Be emphasized with entry courtyards or plazas clearly visible from the street. These spaces provide important transition zones between the public and private realm. This can be accomplished with special paving, seat/courtyard walls, accent plantings, accent lighting and site furniture.
- Reinforce the connection between buildings and landscaped open spaces. Pedestrians should be able to access the main entry from the public sidewalk without having to walk between parked cars.
- Use landscape elements to highlight entries.

4. Building Facades Should:

- Employ the use of bold offsets and articulation in wall planes of contrasting materials and texture to create order, depth and scale.

- Be clearly organized to highlight entries and reinforce the building form and massing.

- Clearly express the planar and/or columnar nature of the building structural construction system.

5. Building Heights

- See tables 2 to 5 in the Chapter IV-Specific Use Guidelines for standards for maximum building heights for all Retail, Office, Research and Development, Industrial/Manufacturing, and Warehouse Distribution Uses.

- The intent of the Special Purpose Plan is to utilize the County of San Joaquin's height limit for all but high quality, high profile office type corporate campus environments. For these corporate campus uses, the height limit may be increased to accomodate 5-story buildings.

6. Materials and Color

- Exterior materials should be used in appropriate locations to promote their expressive quality with articulated detailing. Exterior materials should be used in harmony with the exterior design of neighboring buildings.

- Site cast-in-place or tilt-up concrete panels provided they do not create an unarticulated façade and have a sand blasted, bush hammered or other architectural finish.
  Pre-engineered and finished metal profile and panel wall systems.
  Painted structural steel shapes
  Exterior plaster
  Masonry
  Painted metal and precast concrete accents

- Each building or campus should establish a palette of building mass and accent and colors.
- Building mass colors should be lighter in tone and more neutral. Submit colors for approval to the Stockton metropolitan Airport Design Review Committee prior to submission to the County for final approval.

- Accent colors should contrast yet compliment the mass colors and may be brighter and bolder in tone. Submit colors for approval to the Stockton Metropolitan Airport Design Review Committee, prior to submission to the County for final approval.

- Concrete may be left unpainted as long as the surface has an architectural finish.

- Color bands or stripes around the building are not allowed as the only means of visual enhancement.

7. Fenestration

Openings in walls for glazing, entries, louvers, and vents should align with horizontal and vertical coursing elements.

Doors and windows should be set into walls to enhance the appearance of thick walls and masses.

Window mullions and muntons, and entries should be organized and scaled to human proportions. Strong, horizontal munton patterns are highly encouraged.

8. Glazing

Reflective glass should not be used.

Glass should be either clear or tinted blue, green, or grey.

Structural glass systems (such as pilkington) may be used, however the use of glass block is highly discouraged.

9. Doors

Building should have glass entry doors to enhance visibility and orientation.

Metal roll-up and secondary entries and exits should be considered as integral elements in the overall façade design.

Secondary entries and exits should be designed to provide safe, pleasant access to and from the building and adjacent sidewalks, open spaces and parking lots. Landscaped entry features and architectural accent elements are highly encouraged at all secondary entrances.

10. Architectural Accent Elements

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

Sun shading devices
Entry canopies
Trellises
Arcades
Skylights
Cornice Projections
Structural Columns or Pilasters
Fin walls which project from entries or window groupings
Window mullions
Mechanical Equipment Enclosures
Tension Cable Supports
Louvers and Vents

- Architectural accent elements should be constructed using materials and connections which are expressive of technology and function.

- The list of elements above is not exclusive, however, all accent elements which are to be used should be composed within an overall building strategy and character and should not be applied as ornament.

- Exterior gutters, scuppers, leaders, leaderheads and other rainwater collection and drainage devices are allowed only if they are visually integrated into the building design as an enhancement.

11. Stairs / Ramps

- Exterior stairs and ramps should be designed as an integral part of the overall building design.

- Exterior stairs and ramps should compliment the building massing, materials, detailing, and coursing.

- Steel stairs and handrails should be compatible with the building's architectural accent elements.

12. Lighting

- The use of lighting for aesthetic reasons beyond safety and security requirements is provided.

- Accent lighting fixtures should be high-tech or modern styled.

- Lights should have a concealed light source.

SIGNAGE

Introduction

The Signage Guidelines presented in this section are intended to help create a cohesive and distinctive visual environment for the Stockton Airport.

Master Sign Program

All signage in this development shall be coordinated through a comprehensive Master Sign Program. A Master Sign Program is a governing set of principles that is intended to ensure that all signage is designed and installed throughout the duration of the development of the Master Development Plan is within a cohesive and compatible overall scheme.

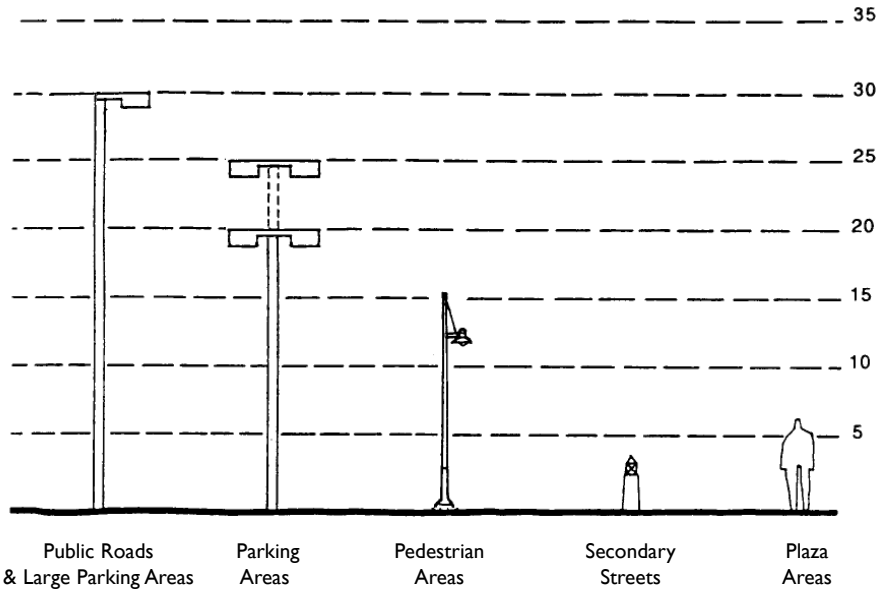
The goals of the Master Sign Program are to harmonize the appearance of signs within the site and allow creativity in design and identification while avoiding extremes of size, number, color, height, and shape. In most cases, the need for specific site signage will be greatly determined by the nature of the business that is to occupy the particular building site. With that in mind, the Master Sign Program is to establish a guiding framework to help the user and the designers fulfill their signage needs in a manner that is compatible with the character of the entire project. The Master Sign Program shall specify, either graphically or by means of particular regulations, the categories, locations, and appearance of signs to be displayed on the affected premises. Replacement of individual signs in conformity with the regulations contained in the Master Sign Program shall not involve any additional approval procedures of permit formalities other than ministerial sign permits required bu the County of San Joaquin. No signs shall be authorized by means of the Master Sign Program that would be prohibited by the terms of the County of San Joaquin's ordinances.

The following are examples of general guidelines that should be considered in the establishment of the Master Signage Program for the site:

1. Provide clear, hierarchically organized systems of signage to orient users to the site. All signs should be a uniform style.
2. Establish a signing and identification system which is highly legible, durable, vandal resistent, and which compliments the architectural and landscape concept of the development.
3. Provide design criteria to ensure that all signage is clear, concise, uniform and aesthetically compatible with the overall character of the site.
4. Ensure that signing and identification devices do not, because of their height, location, or design contribute to a decrease in the safety and efficiency of traffic flows in fronting streets.
5. Provide sign designers and fabricators with signage guidelines.
6. Prevent signs and business identification devices from being used for advertising including, but not limited to, advertising of products, services, or job openings.
7. Allow sufficient, though not excessive, business identification devices so that the name of each business is clearly and individually associated with the facilities it occupies when viewed by motorists passing by on fronting streets.
8. Allow on each parcel sufficient, though not excessive, informational, directional and traffic control signing for convenient and efficient operation.
9. Permit sufficient, though not excessive, temporary signing including those which identify the future occupant, the design consultants, the general contractor, lending institutions, sales or leasing agents, and the building product to be offered.

General Character

Throughout this development, all signs should be integral, cohesive parts of the architecture and the landscape. The design of these individual signs should reflect the colors, materials, and style of the buildings with which they are associated and the character of the project as a whole. Building-mounted signs should be fully integrated with the architecture, while freestanding signs should be visually integrated with the contours, forms, colors, and detailing of the landscape design.



LIGHTING

Goals

- **Provide lighting levels that will be commonsurate in illumination level and scale with the land uses they serve.**
- **Provide safe and attractive outdoor lighting for a variety of experiences.**

Guidelines

Lighting should be used to reinforce the daytime functional organization of the retail, business park and residential districts. Individual project lighting plans shall conform to these guidelines:

1. Lighting and signage should be designed to orient visitors at night.

2. Lighting of public roadways should allow drivers to clearly see all road alignments, potential obstacles and traffic control signage. Intersections or unique conditions should receive more light.

3. Public streets should be illuminated with 25-30 foot high fixtures of a character and quality that is consistent with the character of the Stockton Metropolitan Airport. High quality fixtures (as approved by the Design Review Committee) will be used to help unify and lend character to the streetscape. Street lighting will conform to the County of San Joaquin minimum illumination level standards for public streets.

4. Interior private streets will be lighted with 20-30 foot high fixtures of a consistent character and quality, and meeting at least the County minimum illumination level standards for public streets.

5. Light fixtures shall be adequately spaced to provide continuous and consistent safe levels of illumination. Locate fixtures to minimize shadow/light interference from trees and other objects in the landscape.

6. 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.

7. High quality, bollard-mounted light fixtures appropriate to the high-tech character of the Stockton Airport will be used as appropriate for low-level, pedestrian-scale accent lighting.

8. Parking Area Lighting: large parking lots will be lighted with 20-30 foot high shoe box-type fixtures of a consistent character and quality with street lights and meeting at least minimum County illumination level standards for parking areas.

   Lighting shall be provided in bicycle parking areas so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots, consistent with County of San Joaquin standards.

9. Open space and recreational amenity areas will allow a mixture of pedestrian-scale pole light fixtures and lower level bollard lights adequate to provide safe levels of light along walkways.

10. Special feature areas should be illuminated by accent lighting or uplighting fixtures not visible at eye level. Special features might include project entries, building entries, signage, markers/monuments and or fountains.

11. All on-site lighting fixtures shall have a manufacturer's finish of a matched approved color in keeping with on-site development.

12. Service areas should use building-mounted light fixtures that match parking lot light fixtures.

Chapter IV

Specific Use Guidelines

SPECIFIC LAND USE GUIDELINES AND STANDARDS

Introduction

The Stockton Metropolitan Airport is planned to have a mix of office/research and development /flex, manufacturing/warehouse/flex, airport related, retail and commercial uses in various locations on the site.

The location of these uses on the site has been developed through a land use strategy based on the following concepts:

- Develop a high quality business park which presents a cohesive, positive public image and creates a strong sense of place.
- Effectively utilizes the airport facilities while providing opportunities to expand and enhance existing airport services.
- Create a business community that is conducive to the flow of goods, services and ideas.
- Create a business community that helps foster social interaction and communication and enriches the lives of the people who work at the airport site as well as the surrounding community.

Within the Stockton Metropolitan Airport site the following uses are envisioned:

Airport Related Uses

These are uses which either support the airport activities (such as corporate jet centers, aircraft sales/maintenance/storage, and airport parking) or uses which use the airport in support of their business (air cargo, couriers, flight schools, and other corporate uses). Within the Airport East Area, the Airport Related Use Line defines the zone for Airport Related Uses. In addition, the Airport South Area and the Airport West Area are within the Airport Related Use Zone. Those uses located in this zone have the opportunity for direct runway access.

Office/Research & Development / Flex

Office/research & development /flex uses are envisioned to occupy a large portion of the Airport East Area. The development of these smaller, more highly articulated buildings will occur in the areas with the highest public visibility. It is envisioned that the majority of these buildings will be a single story, however, two story buildings are also encouraged to add variety to the massing in the Airport East Area.

Working Campus

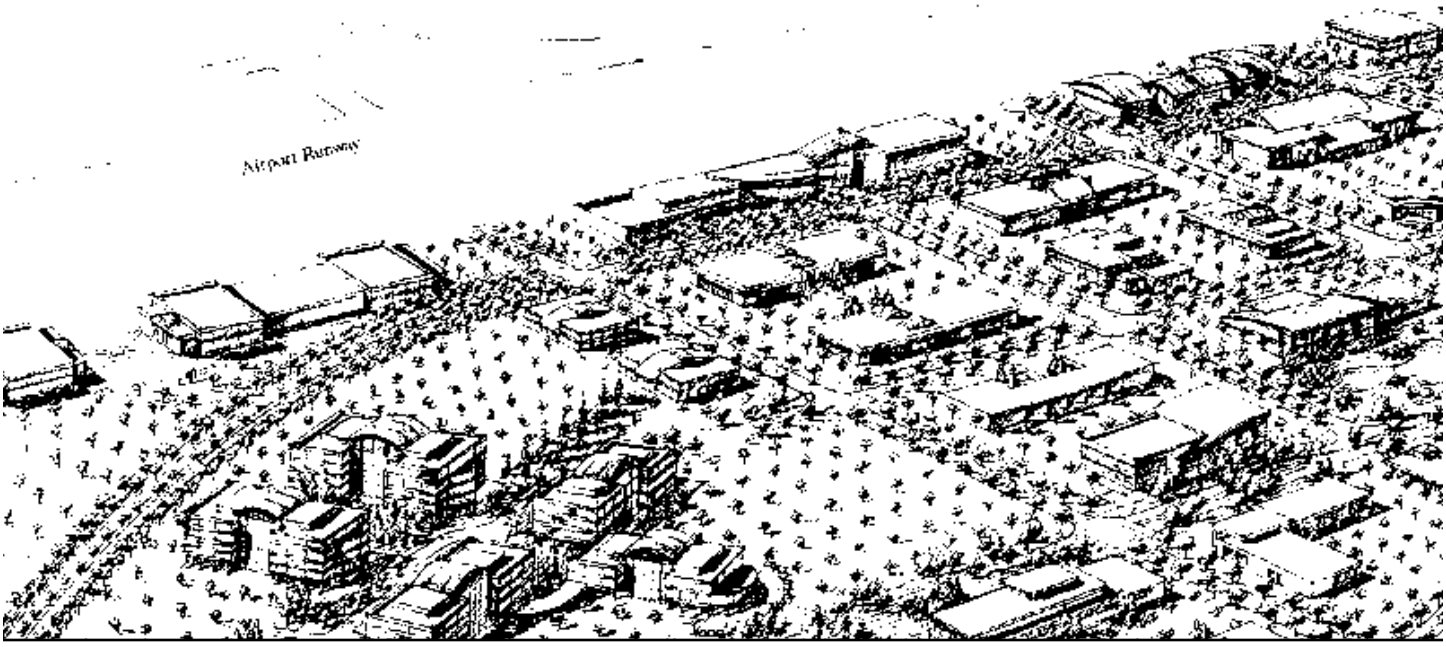
Within the Airport East Area, a minimum 50 acre parcel has been designated for development by a working corporate campus user. In addition, there are opportunities near the east and west parks for additional working campuses. The design of multiple building sites requires special attention to integrating a collection of buildings into the overall site fabric, while at the same time creating a place within a place.

Industrial/Distribution/Warehouse/Flex Air Cargo

These uses, which are characterized by high bay, single story buildings with large open floor plates, are currently incorporated into the Air Metro Park. It is envisioned that manufacturing / distribution / warehouse uses will continue to infill the available parcels in the Air Metro Park area, and a significant portion of the Airport East Area, as well as expansion in the Airport South Area.

Retail/Service

Retail/Service activities include stores, restaurants, support services and hotels. The envisioned location for these uses is at the intersection of Qantas Lane and Arch-Airport Road, the primary gateway to the Airport East Area. The intent for this small, approximately 15 acre retail area is to develop uses for the daily convenience of people who work at and visit the Stockton Metropolitan Airport business district,



AIRPORT RELATED USES

a. Site Planning and Setbacks

Goals:

- **Develop comprehensive site planning standards that conform to project wide design principles, while allowing each building to maximize the potential of the site and and its access to the airport runway.**

- **Create setbacks along the walkways and streets that provide zones for planting and pedestrian enjoyment, while engaging offices into the site circulation system of pedestrians, bicycles and cars.**

- **Create a continuous urban fabric in which buildings face the street and building entries stand out.**

- **Create setbacks for buildings that support cross-dock for high throughput operations.**

Guidelines:

1. All building entries should have a strong visual and pedestrian connection to the street or an entry drive.

2. Buildings should be separated from pedestrian walkways using landscape areas.

Standards:

1. There shall be a 27-92 foot building setback from face of curb along both sides of all streets. Front entries may be located in the setback area

.

2. In cross-dock applications, truck loading on the street side of the building must be screened from the street.

3. There shall be a 30 foot minimum setback from building to building.

4. There shall be a 10 foot minimum landscape and sidewalk setback between buildings and parking lots.

b. Building Heights and Massing

Goals:

- **Encourage variety in height and massing to create visual axes, and provide a sense of enclosure and protection from prevailing winds, especially at entry courts and public outdoor spaces.**
- **Differentiate and compliment the "high bay" massing of warehouse/distribution elements with the office/flex uses.**
- **Create a high tech, modulated collection of buildings adjacent to the airport runway.**

Guidelines:

1. Building massing and heights should be appropriate to their use, site, and surrounding context. Variations in height, within limits, are encouraged.
2. Building height and massing should clearly organize spaces within the building to orient workers and visitors.
3. Massing should reinforce the street edge or corner. Entry features which project above the general building mass are encouraged.
4. Long, unarticulated roof lines should be avoided. Roof massing should be modulated to enhance views, increase solar efficiency and correspond to distinct spaces within the building.
5. Multi-building developments should create complementary variety in massing and composition.
6. Outdoor seating areas for employees should be incorporated into the building design.

Standard:

1. The maximum building height for Airport Related Use buildings is 60 feet subject to FAA requirements.

c. Architectural Character

Goals:

- **Create a cohesive business development which promotes architectural variety.**
- **Continue the high-tech tradition of building.**
- **Use materials and colors that enhance the natural surroundings, compliment existing buildings and draw on the tradition of the site and region.**
- **Promote high quality craftsmanship and the use of appropriate materials.**
- **Use shaped roof over office/entry/sales areas that take their cues from aircraft technology and flight.**

Guidelines:

1. Buildings should take their design cues from the aesthetic and construction qualities of high-tech design. However, they should not copy surrounding buildings nor mimic a historical style.
2. Buildings should be in appropriate scale and in proportion to their site, use, and context.
3. Expressive detailing is encouraged over applied ornament.
4. Buildings should incorporate colors which complement the surroundings natural features and built context, while providing visual variety. Colors which are bold, unusually

bright or used in highly graphic combinations are discouraged.

5. Facade articulation is encouraged through the use of deep set windows, projecting entries,projecting bays, deep roof overhangs, and other facade treatments; long uninterrupted walls should be avoided.

6. Windows should be appropriate to the scale and use of the building. 'Nail-on' windows shall not be used.

7. Entries should be pronounced and made special through the use of architectural elements such as columns, projections and overhangs as well as materials, color, lighting and signage.

8. Where sloping roofs are used, metal roofs are encouraged.

Standards:

1. All components and details shall be complete and consistent.

2. All exposed mechanical fasteners shall be detailed to express their decorative qualities. Utilitarian type fasteners shall not be exposed.

3. Shaped roofs shall be used in combination with flat roofs.

4. "A-Frame structures, prefabricated metal buildings and "Mansard" roofs shall be prohibited.

5. Building materials shall be in the existing high-tech vernacular.

6. Metal roofs shall be painted with a durable finish.

7. Blank walls shall be prohibited where adjacent to pedestrian ways, and should be avoided elsewhere.

8. Clusters of buildings with similar function and typology shall create a unified image for the multiple buildings through the use of:

- Similar color schemes that create a feeling of place, while avoiding monotonous repetition of identical buildings.
- Similar architectural features in order to establish a commonality of style beyond use of color.

9. Windows shall be provided at the ground floor to encourage pedestrian enlightenment. Windows shall be set into the wall to create depth, and glazing shall be back or center set.

10. Clerestory windows at open warehouse, manufacturing and similar areas shall be used. Ground floor windows shall be provided at walls to office or similar areas.

d. Parking

Goals:

- **Provide pedestrian friendly connections to building entries.**

- **Provide opportunities for shared parking and access drives.**

Guidelines:

1. Parking areas which serve multiple buildings should be designed to included significant landscape so as not to create "seas of asphalt." Refer to Chapter III.4 for parking area planting guidelines.

2. Pedestrian friendly connections to building entries should be made with raised walkways whenever practical, or painted crosswalks.

3. Raised entries with special paving should be provided to connect parking areas to secondary entries.

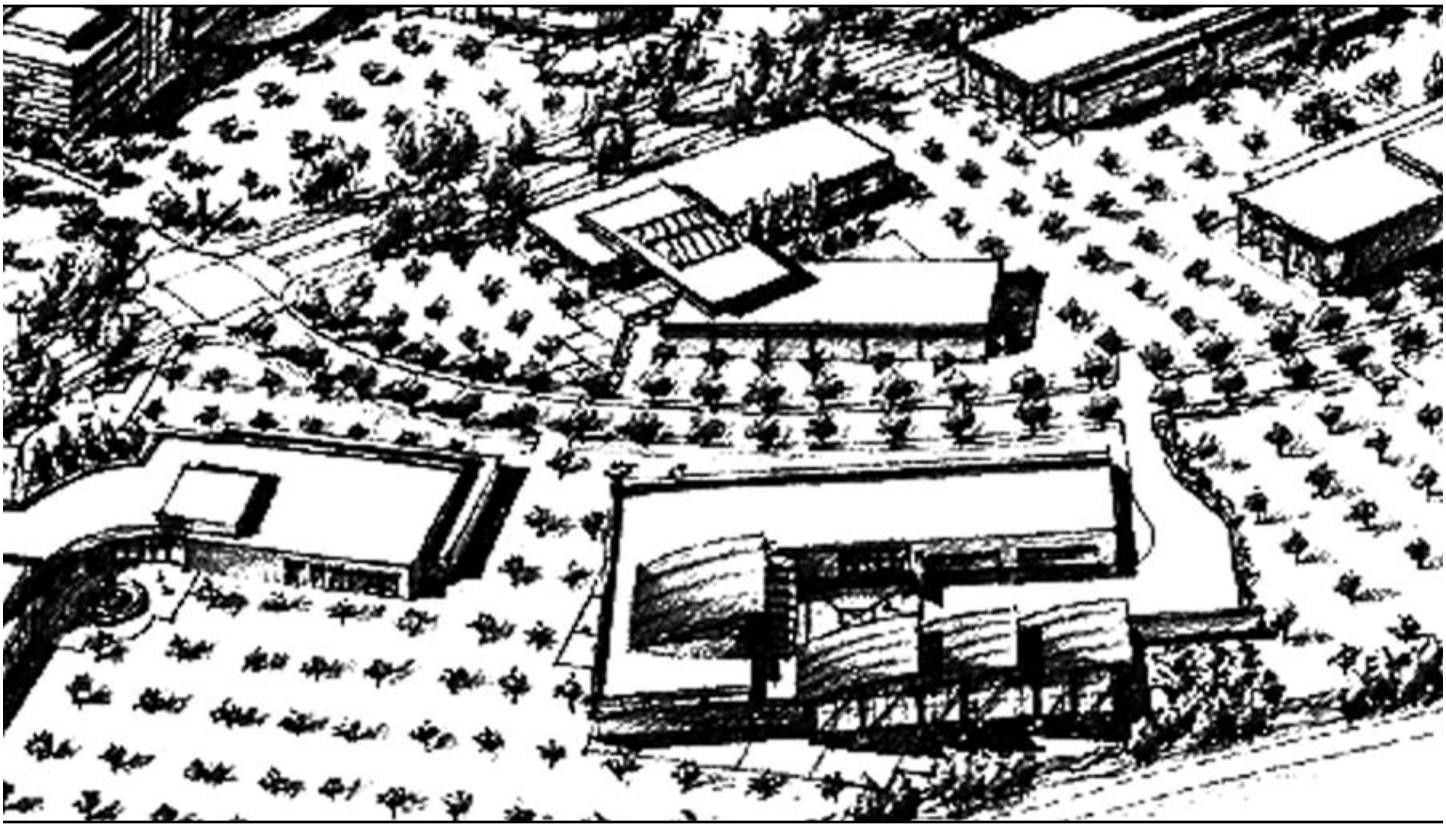
Standard:

1. Parking shall conform to County requirements.

TABLE IV-1:
AIRPORT RELATED USE SETBACK STANDARDS
STREET SETBACKS ARE MEASURED FROM FACE OF CURB TO BUILD TO LINE; SIDE AND REAR SETBACKS FROM PROPERTY LINE

SETBACK TYPE	
STREET	
Building Setback [1]	27 ft. min.
Landscaped Parking Setback	27 ft. min.
SIDE/REAR	
Building Setback from Side Property Line	20 ft. min.
Building Setback from Buildings	30 ft. min.
Landscaped Setback from Building to Parking	5 ft. min.

1. The minimum setback for the airport related uses are intended to accommodate uses which incorporate cross-dock loading and unloading. A deeper setback should be used for buildings that have cross-dock loading bays on the street side of the building. Buildings of this type must continue to support the project wide standards and guidelines by addressing the street and creating strong pedestrian connections to the street. Because of the dynamic nature of the "e-commerce" and "just-in-time" industries, each project of this type will be evaluated individually in relation to the overall intent of the Stockton Airport Special Purpose Plan.



Office/Research & Development/Flex

a. Site Planning and Setbacks

Goals:

- **Develop comprehensive site planning standards that conform to project wide design principles, while allowing each building to maximize the potential of the site.**

- **Create setbacks along the walkways and streets that provide zones for planting and pedestrian enjoyment, while engaging offices into the site circulation system of pedestrians, bicycles and cars.**

- **Create a continuous urban fabric in which buildings face the street and building entries stand out.**

- **Site buildings so that functional areas, such as offices, laboratories, light manufacturing and service areas are complimentary within neighborhoods of buildings.**

Guidelines:

1. All building entries should have a strong visual and pedestrian connection to the street or an entry drive.

2. Buildings should be separated from pedestrian walkways using landscape areas.

3. Buildings should be sited in informal groupings that frame and provide access to usable outdoor spaces.

Standards:

1. There shall be a 27-90 foot building setback from face of curb along all streets. Front entries may be located in the setback area.

2. There shall be a 10 foot minimum landscape and sidewalk setback between buildings and parking lots.

b. Building Heights and Massing

Goals:

- **Encourage variety in height and massing to create visual axes, and provide a sense of enclosure and protection from prevailing winds, especially at entry courts and public outdoor spaces.**

- **Create a clear hierarchy of entries, office space and flex space within individual building forms.**

Guidelines:

1. Building massing and heights should be appropriate to their use, site, and surrounding context. Variations in height, within limits, are encouraged.

2. Building height and massing should clearly organize spaces within the building to orient workers and visitors.

3. Massing should reinforce the street edge or corner. Entry features which project above the general building mass are encouraged.

4. Long, unarticulated roof lines should be avoided. Roof massing should be modulated to enhance views, increase solar efficiency and correspond to distinct spaces within the building.

5. Multi-building developments should create complementary variety in massing and composition.

6. Outdoor seating areas for employees should be incorporated into the building design.

Standard:

1. The maximum building height for Office/Research & Development/ Flex buildings is 45 feet.

c. Architectural Character

Goals:

- **Create a cohesive office / R & D development/flex which promotes architectural variety.**

- **Continue the high-tech tradition of building.**

- **Use materials and colors that enhance the natural surroundings, compliment existing buildings and draw on the tradition of the site and region.**

- **Promote high quality craftsmanship and the use of appropriate materials.**

Guidelines:

1. Buildings should take their design cues from high-tech themes. However, they should not copy surrounding buildings nor mimic a historical style.

2. Buildings should be in appropriate scale and in proportion to their site, use, and context.

3. Expressive detailing is encouraged over applied ornament.

4. Buildings should incorporate colors which complement the surroundings natural features and built context, while providing visual variety. Colors which are bold, unusually bright or used in highly graphic combinations are discouraged.

5. Facade articulation is encouraged through the use of deep set windows, projecting entries, projecting bays and other facade treatments; long uninterrupted walls should be avoided.

6. Windows should be appropriate to the scale and use of the building. 'Nail-on' windows should not be used.

7. Entries should be pronounced and made special through the use of architectural elements such as columns, projections and overhangs as well as materials, color, lighting and signage.

8. Where sloped roofs are used, metal roofs are encouraged.

Standards:

1. All components and details shall be complete and consistent.

2. All exposed mechanical fasteners shall be detailed to express their decorative qualities. Utilitarian type fasteners shall not be exposed.

3. Shaped roofs shall be used in combination with flat roofs.

4. "A-Frame" structures prefabricated metal buildings and "Mansard" roofs shall be prohibited.

5. Building materials shall be in the existing high tech vernacular.

6. Blank walls shall be prohibited where adjacent to pedestrian ways, and should be avoided elsewhere.

7. Clusters of buildings with similar function and typology shall create a unified image for the multiple buildings through the use of:

    1. Similar color schemes that create a feeling of place, while avoiding monotonous repetition of identical buildings.
    2. Similar architectural features in order to establish a commonality of style beyond use of color.

8. Windows shall be provided at the ground floor to encourage pedestrian enlightenment. Windows shall be set into the wall to create depth, and glazing shall be back or center set.

9. Clerestory windows at open warehouse, manufacturing and similar areas shall be used. Ground floor windows shall be provided at walls to office or similar areas.

d. Parking

Goals:

- **Provide pedestrian friendly connections to building entries.**

- **Provide opportunities for shared parking and access drives.**

Guidelines:

1. Parking areas which serve multiple buildings should be designed to included significant landscape so as not to create "seas of asphalt." Refer to Chapter III.4 for parking area planting guidelines.

2. Pedestrian friendly connections to building entries should be made with raised walkways whenever practical, or painted crosswalks.

3. Raised entries with special paving should be provided to connect parking areas to secondary entries.

Standard:

1. Parking shall conform to County requirements.

TABLE IV-2:
OFFICE/RESEARCH & DEVELOPMENT SETBACK STANDARDS
STREET SETBACKS ARE MEASURED FROM FACE OF CURB TO BUILD TO LINE; SIDE AND REAR SETBACKS FROM PROPERTY LINE

SETBACK TYPE	
STREET	
Building Setback	27-92 ft.
Landscaped Parking Setback	27 ft. min.
SIDE/REAR	
Building Setback from Property Line	10 ft. min.
Building Setback from Buildings	30 ft. min.
Landscaped Setback from Building to Parking	5 ft. min.

WORKING CAMPUS

a. Site Planning and Setbacks

Goals:

- **Develop comprehensive site planning standards that conform to project wide design principles, while creating a cohesive and functional working campus environment for a single large user.**

- **Maintain the overall pedestrian friendly streetscape character and make pedestrian and bicycle connections from and through the campus site to the public open space network and retail/service commercial area..**

- **Create a comprehensive internal vehicular circulation system that functionally links to the overall site circulation system.**

- **Arrange building clusters to support the overall site character intent.**

Guidelines:

1. All building entries should have a strong visual and pedestrian connection to the street or an entry drive.

2. Buildings should be separated from pedestrian walkways using landscape areas.

3. Campus planned developments (more than one building) should create an arrival court at the primary building. The arrival court should have a strong visual and pedestrian connection to the street by way of an entry drive.

4. Entry drives should have a distinctive but compatible landscape character in relation to the public circulation system.

5. Service entries and drives should be oriented toward "B" Street whenever possible .

Standards:

1. There shall be a 27 foot building setback from face of curb along all streets. Front entries may be located in the setback area.

2. There shall be a 30 foot minimum setback from building to building.

3. There shall be a 10 foot minimum setback between buildings and parking lots.

4. Pedestrian and bicycle access shall be provided for throughout the campus site.

b. Building Heights and Massing

Goals:

- **Provide for high quality office type users in a corporate campus type setting with taller, high profile buildings.**

- **Encourage variety in height and massing to create visual axes, and provide a sense of enclosure and protection from prevailing winds, especially at entry courts and public outdoor spaces.**

Guidelines:

1. Building massing and heights should be appropriate to their use, site, and surrounding context. Variations in height, within limits, are encouraged.

2. Building height and massing should clearly organize spaces within the building to orient workers and visitors.

3. Massing should reinforce building entries. Entry features which project above the general building mass are encouraged.

4. Long, unarticulated roof lines should be avoided. Roof massing should be modulated to increase solar efficiency and correspond to distinct spaces within the building.

5. Campus planned developments should create complementary variety in the massing and composition of multi-building complexes.

6. Outdoor seating areas for employees should be incorporated into the building design.

Standard:

1. The maximum number of floor levels for high quality, high profile office type uses in a corporate campus environment shall be 5 floors or a maximum of 90 feet, whichever is less. It is the intent of the Special Purpose Plan to reserve the 5 floor height allocation for high quality single user corporate campuses.

c. Architectural Character

Goals:

- **Create a cohesive campus development which promotes architectural variety.**

- **Continue the high-tech tradition of building.**

- **Use materials and colors that enhance the natural surroundings, compliment existing buildings and draw on the tradition of the site and region.**

- **Promote high quality craftsmanship and the use of appropriate materials.**

Guidelines:

1. Buildings should take their design cues from high-tech themes. However, they should not copy surrounding buildings nor mimic a historical style.

2. Buildings should be in appropriate scale and in proportion to their site, use, and context.

3. Expressive detailing is encouraged over applied ornament.

4. Buildings should incorporate colors which complement the surroundings natural features and built context, while providing visual variety. Colors which are bold, unusually bright or used in highly graphic combinations are discouraged.

5. Facade articulation is encouraged through the use of deep set windows, projecting entries, projecting bays, and other facade treatments; long uninterrupted walls should be avoided.

6. Windows should be appropriate to the scale and use of the building. 'Nail-on' windows shall not be used.

7. Entries should be pronounced and made special through the use of architectural elements such as columns, projections and overhangs as well as materials, color, lighting and signage.

Standards:

1. All components and details shall be complete and consistent.

2. All exposed mechanical fasteners shall be detailed to express their decorative qualities. Utilitarian type fasteners will not be exposed.

3. Shaped roofs shall be used in combination with flat roofs.

4. "A-Frame structures, prefabricated metal buildings, and "Mansard" roofs shall be prohibited.

5. Building materials shall be in the existing high-tech vernacular.

6. Blank walls shall be prohibited where adjacent to pedestrian ways, and should be avoided elsewhere.

7. Clusters of buildings with similar function and typology shall create a unified image for the multiple buildings through the use of:
    1. Similar color schemes that create a feeling of place, while avoiding monotonous repetition of identical buildings.
    2. Similar architectural features in order to establish a commonality of style beyond use of color.

8. Where pitched roofs are used, standing seam metal roofs are encouraged. Metal roofs shall be painted with a durable finish.

9. Provide windows at the ground floor to encourage pedestrian enlightenment. Windows should be set into the wall to create depth.

10. Clerestory windows at open warehouse, manufacturing and similar areas are encouraged. Ground floor windows shall be provided at walls to office or similar areas.

d. Parking

Goals:

- **Provide pedestrian friendly connections to building entries.**

- **Provide opportunities for shared parking and access drives.**

Guidelines:

1. Parking areas which serve multiple buildings should be designed to included significant landscape so as not to create "seas of asphalt." Refer to Chapter III.4 for parking area planting guidelines.

2. Pedestrian friendly connections to building entries should be made with raised walkways whenever practical, or painted crosswalks.

3. Structured parking should be used if feasible to increase the amount of usable landscaped open space.

Standards:

1. Parking shall conform to County requirements.

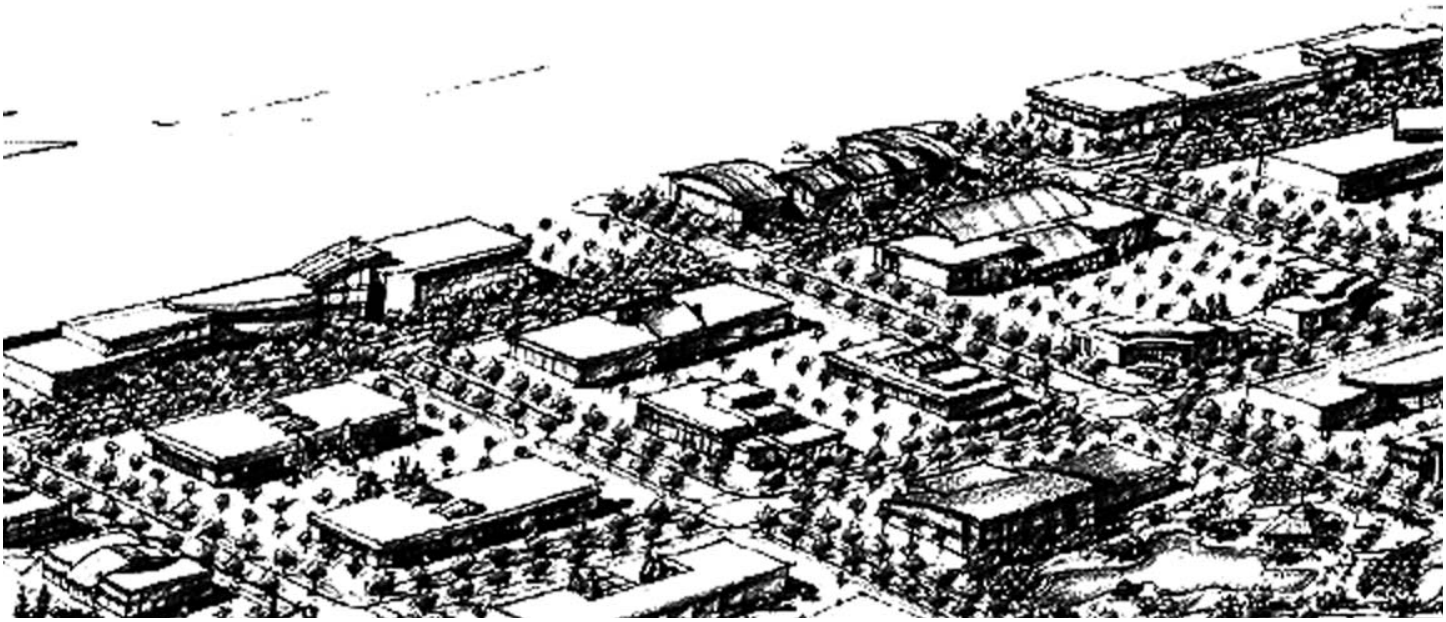
TABLE IV-3:

WORKING CAMPUS SETBACK STANDARDS [1]

STREET SETBACKS ARE MEASURED FROM FACE OF CURB TO BUILD TO LINE; SIDE AND REAR SETBACKS FROM PROPERTY LINE

SETBACK TYPE	
STREET	
Building Setback	27 ft. min.
Landscaped Parking Setback	27 ft. min.
SIDE/REAR	
Building Setback from Property Line	20 ft. min.
Building Setback from Buildings	30 ft. min.
Landscaped Setback from Building to Parking	5 ft. min.

[1] *A comprehensive site plan for the overall working campus shall be submitted and evaluated prior to the consideration of any individual building on the working campus site.*



INDUSTRIAL / DISTRIBUTION & WAREHOUSE

a. Site Planning & Setbacks

Goal:

- **Create industrial sites which reinforce the design objectives by buildings facing the street, maintaining a pedestrian friendly circulation system, and screening unsightly service activities from public view.**

Guidelines:

1. A primary building facade should face the street.

2. All building entries should have a strong visual and pedestrian connection to the street and/or entry drive.

3. Vehicular circulation through the site should provide a main entrance or access driveway for visitor and drop-off traffic, secondary entrances for employee parking and truck and service access. If secondary entrances are off of a main access drive, they should be located so as not to interfere with visitor and drop-off areas.

4. Parking areas should be located to the side or rear of buildings whenever possible.

5. Campus planned developments (more than one building) are highly encouraged. They should be organized to create an arrival court at the primary building. The arrival court should have a strong visual and pedestrian connection to the street by way of an entry drive.

6. Service entries, storage and work yards, truck loading and heavy outdoor use areas should be screened from the street whenever possible.

7. Protected outdoor seating areas for employee should be incorporated into the building design.

b. Building Heights and Massing

Goal:

- **Develop Industrial buildings which have a clear hierarchy and present a visually pleasing and balanced formal composition.**

Guidelines:

1. Building height and massing should be appropriate to use, site and surrounding context. Variations in height, within the limits, are encouraged.

2. Multi-building developments should create complementary variety in massing and composition .

3. Buildings should shape and enclose outdoor seating areas, and protect them from wind.

Standards:

1. The maximum building height for Industrial/Distribution and Warehouse uses is 45 feet.

2. Building heights for flat top roof structures shall be measured to the top of the parapet. Mechanical enclosures are not considered in determining height.

c. Architectural Character

Goal:

- **Develop an industrial architectural vocabulary which supports the overall design goals, is consistent with the economic demands of industrial uses, and promotes simple, high quality buildings.**

Guidelines:

1. Buildings should take their design cues from the high-tech industrial vernacular. Characteristics of this type of architecture include large simple masses with expressive structural detailing and enduring materials.

2. Where sloped roofs are used, metal roofs are encouraged.

3. Building materials and detailing should be in the industrial vernacular. Allowed materials include; tex-coat painted tilt-up concrete, masonry, pre-engineered metal siding, and similar durable industrial materials. Color schemes should be neutral to blend in with the natural surroundings.

4. Building walls should be articulated to avoid long expanses of flat walls.

5. Blank walls shall be prohibited where adjacent to pedestrian ways, and should be avoided elsewhere.

6. Clerestory windows at open warehouse, manufacturing and similar areas should be provided.

7. Clusters of buildings with similar function and typology should create a unified image for the multiple buildings through the use of:

   a. Similar color schemes that create a feeling of place, while avoiding monotonous repetition of identical buildings.
   b. Similar architectural features in order to establish a commonality of style beyond use of color.

Standards:

1. Flat roofs are acceptable, as well as low pitches and barrel vaults. Where pitched roofs are used, the maximum pitch shall be 4 in 12. Parapet screening shall be provided on all sides of flat roof buildings.

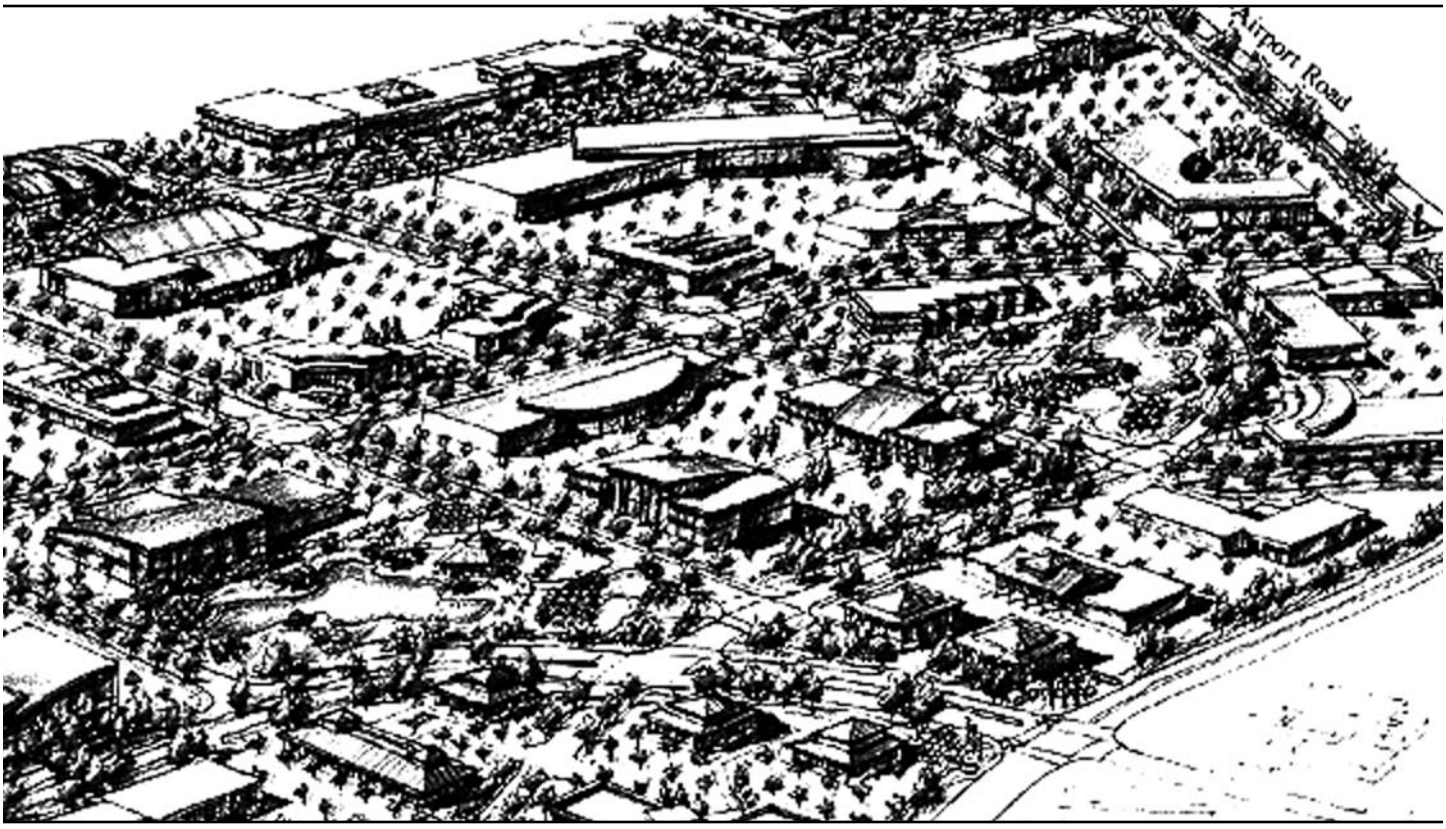
2. Metal roofs shall be painted with a durable finish. Zinc, copper and similar naturally weathering metals are acceptable, but galval ume is prohibited. Built-up roofing is acceptable, however coatings must be non reflec-

tive in complementary colors. Asphalt shingles and wood are prohibited.

3. Ground floor windows at walls to office or similar areas should be provided.

TABLE IV-4:
INDUSTRIAL/DISTRIBUTION & WAREHOUSE SETBACK STANDARDS
STREET SETBACKS ARE MEASURED FROM FACE OF CURB TO BUILD TO LINE; SIDE AND REAR SETBACKS FROM PROPERTY LINE

SETBACK TYPE	
STREET	
Building Setback	27 ft. max.
Landscaped Parking Setback	27 ft. min.
SIDE/REAR	
Building Setback from Property Line	20 ft. min.
Building Setback from Buildings	30 ft. min.
Landscaped Setback from Building to Parking	5 ft. min.



RETAIL / SERVICES

a. Site Planning and Setbacks

Goals:

- **Develop comprehensive site planning standards that conform to project wide design principles, while allowing each building to maximize the potential of the site.**

- **Create setbacks along the walkways and streets that provide zones for planting and pedestrian enjoyment, while engaging offices into the site circulation system of pedestrians, bicycles and cars.**

- **Create a continuous urban fabric in which the retail buildings face the street and building entries stand out to encourage people to walk.**

- **Provide opportunities for a variety of retail and service commercial uses including those that serve drive through services and those that are focused on the business park users.**

Guidelines:

1. All retail building entries should have a strong visual and pedestrian connection to the street or an entry drive.

2. Parking areas and drive through lanes should be separated from pedestrian walkways using landscape areas.

3. Shaded outdoor dining areas should be integrated into eating establishments.

4. Retail building pads should be broken up into a campus like cluster to avoid the "strip mall" look.

Standards:

1. There shall be a 27 foot building setback from face of curb along both sides of

Qantas Road. Storefront entries may be located in the setback area.

2. There shall be a 30 foot minimum setback from building to building.

3. There shall be a 10 foot minimum setback between building storefronts or entries and parking lots. There shall be a 5 foot minimum setback between the remainder of the building and the parking lot.

b. Building Heights and Massing

Goal:

- **Encourage variety in height and massing to create visual axes, and provide identity for retail buildings.**

- **Create a stimulating, high quality collection of retail buildings that reflect the intended character of the Airport East business park.**

Guidelines:

1. Building massing and heights should be appropriate to their use, site, and surrounding context. Variations in height, within limits, are encouraged.

2. Building height and massing should clearly organize spaces within the building to orient workers and visitors.

3. Massing should reinforce the street edge or corner. Entry features which project above the general building mass are encouraged.

4. Long, unarticulated roof lines should be avoided. Roof massing should be modulated to enhance views, increase solar efficiency and correspond to distinct spaces within the building.

5. When outdoor seating areas are used, they should be incorporated into the building design.

Standards:

1. The height limit for hotel uses is 45 feet.

2. Retail/service uses are limited to a single floor, with a maximum building height of 30 feet.

3. Service, storage, refuse, recycling facilities, as well as exterior access restrooms and wash down areas shall be located in areas away from pedestrian activity areas, seating areas, and circulation routes to front doors. They shall be fully screened from the view of these areas.

c. Architectural Character

Goals:

- **Create a cohesive retail/service district which promotes architectural variety.**

- **Continue the high-tech tradition of building.**

- **Use materials and colors that enhance the natural surroundings, compliment existing buildings and draw on the tradition of the site and region.**

- **Promote high quality craftsmanship and the use of appropriate materials.**

Guidelines:

1. Buildings should take their design cues from high-tech themes. However, they should not copy surrounding buildings nor mimic a historical style.

2. Buildings should be in appropriate scale and in proportion to their site, use, and context.

3. Expressive detailing is encouraged over applied ornament.

4. Buildings should incorporate colors which compliment the surroundings natural features and built context, while providing visual

variety. Colors which are bold, unusually bright or used in highly graphic combinations are discouraged.

5. Facade articulation is encouraged through the use of deep set windows, projecting entries, bay windows, and deep roof overhangs; long uninterrupted walls should be avoided.

6. Windows should be appropriate to the scale and use of the building. 'Nail-on' windows should not be used.

7. Entries should be pronounced and made special through the use of architectural elements such as columns, projections and overhangs as well as materials, color, lighting and signage.

Standards:

1. All components and details shall be complete and consistent.

2. All exposed mechanical fasteners shall be detailed to express their decorative qualities. Utilitarian type fasteners will not be exposed.

3. Sloped roof sections are acceptable only if they are used in combination with flat roofs.

4. "A-Frame structures prefabricated metal buildings and "Mansard" roofs shall be prohibited.

5. Building materials shall be in the existing high-tech vernacular.

6. Blank walls shall be prohibited where adjacent to pedestrian ways, and should be avoided elsewhere.

7. Clusters of buildings with similar function and typology shall create a unified image for the multiple buildings through the use of:

    1. Similar color schemes that create a feeling of place, while avoiding monotonous repetition of identical buildings.
    2. Similar architectural features in order to establish a commonality of style beyond use of color.

8. Where sloped roofs are used, metal roofs are encouraged. Metal roofs shall be painted with a durable finish.

9. Provide windows at the ground floor to encourage pedestrian enlightenment. Windows shall be set into the wall to create depth, and shall be of a sash variety with protruding sills and head and jamb trim.

d. Parking

Goals:

- **Provide pedestrian friendly connections to building entries.**

- **Provide opportunities for shared parking and access drives.**

Guidelines:

1. Parking areas which serve multiple buildings should be designed to included significant landscape so as not to create "seas of asphalt." Refer to Chapter III.4 for parking area planting guidelines.

2. Pedestrian friendly connections to building entries should be made with raised walkways and entries whenever practical, or painted crosswalks.

Standards:

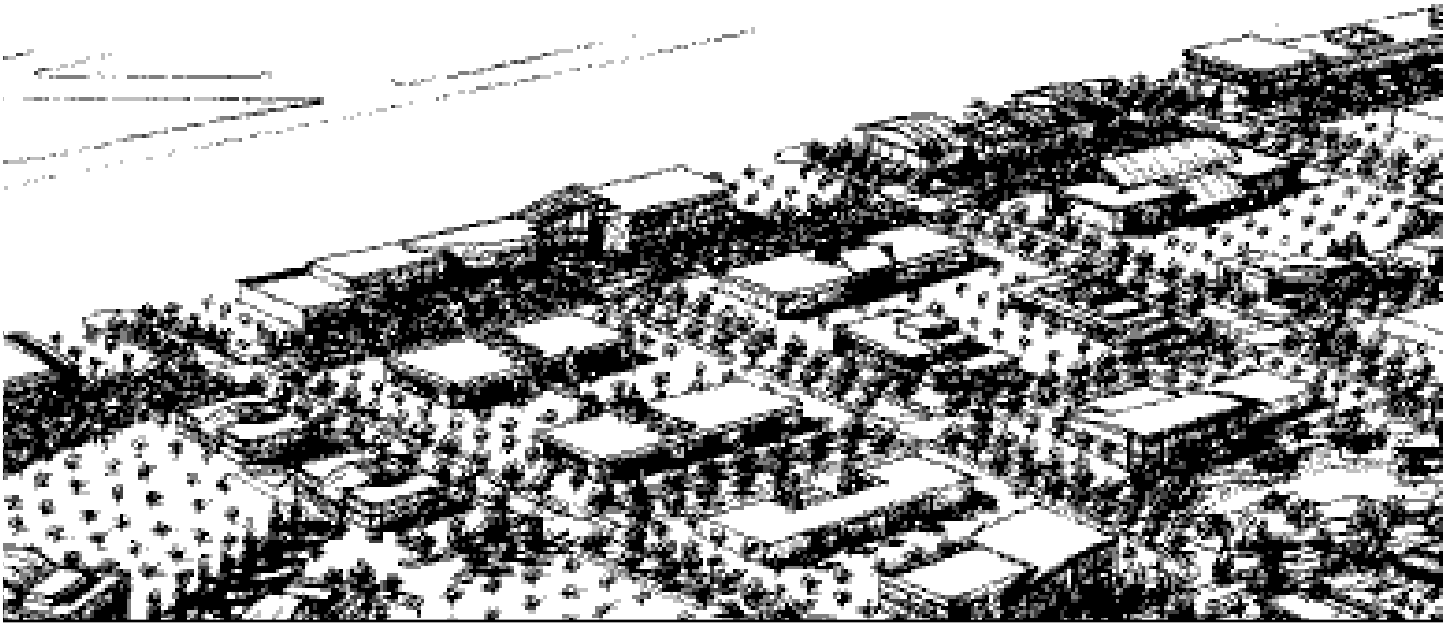
1. Parking shall conform to County requirements.

TABLE IV-5:
RETAIL/SERVICE SETBACK STANDARDS
STREET SETBACKS ARE MEASURED FROM FACE OF CURB TO BUILD TO LINE; SIDE AND REAR SETBACKS FROM PROPERTY LINE

SETBACK TYPE	RETAIL/SERVICE
STREET	
Building Setback	27-92 ft. max.
Landscaped Parking Setback	27 ft. min.
SIDE/REAR	
Building Setback from Property Line	10 ft. min.
Building Setback from Buildings	30 ft. min.
Landscaped Setback from Building to Parking	5 ft. min.

Chapter V

Infrastructure



INFRASTRUCTURE

Introduction

The design and implementation of a comprehensive infrastructure plan is fundamental to the sustainability of a successful development as it evolves over time. Baseline assumptions must provide adequate quantities, sizes and configurations to facilitate full build out, while at the same time provide the flexibility necessary to respond to the changing market.

Initial assumptions for infrastructure development at the Stockton Metropolitan Airport are based on the uses identified in the land use plan. The quantities, sizes and configurations were developed in collaboration with the consulting engineering firms of Sanguinetti & Associates and Rajappan & Meyer, and the County of San Joaquin Department of Public Works.

The infrastructure strategy developed for the Stockton Metropolitan Airport is based on the following important principles:

1. The visible infrastructure improvements including streetscapes, open spaces, landscape perimeters and buffers, storm water detention facilities, identity markers, lighting, and public site furnishings define the character of the development. They must be considered as a cohesive whole and designed to project a public image that is high quality, while remaining functional and durable.

2. Major backbone vehicular circulation routes are intended to disperse traffic to multiple intersections along Arch-Airport Road with future direct connections to State Route 99. The internal secondary circulation grid is intended to be flexible to respond to the incremental development of the site.

3. Major underground systems are intended to be state of the art including capacities for high demand water users and fiber optics.

Domestic Water

Domestic water for the airport terminal area and the Air Metro Industrial Park is supplied by two wells that are tied into the City of Stockton water system. Both the Farmington Fresh air cargo facility and the regional sports complex southeast of the main runway are served by independent wells.

Development east of the main runway will receive water in accordance with the terms and conditions specified in the Southern Water System Operation and Maintenance Agreement between the City of Stockton and San Joaquin County, and any future agreements regarding services provided by the City of Stockton to the Airport property. Under the terms of that agreement, the County will either annex this property to the City of Stockton or form a County Service Area (CSA) for the project site. All new connections within this project site, whether or not County owned and operated, will be required to pay City connection fees and the development shall conform to the City of Stockton General Plan.

The Airport Property is within the City of Stockton water service area in accordance with the adopted 1985 South Stockton Master Water Plan by Leedshill - Herkenhoff. Under this Master Plan domestic water for the Airport East development area will be provided by the City of Stockton. The proposed domestic water master plan for the Airport East area identifies the additional facilities planned to distribute water service to commercial, industrial and open space uses throughout the development area. Water lines would be extended to each parcel through a networked piping system. The source of water for the Airport East development area will come from the proposed 16 inch water main along Arch-Airport Road and a new well. Pipe sizes for the distribution system range from 8 to 16 inches. The alignments of the water distribution lines are generalized and exact locations of the lines will be determined when individual Improvement Plans are submitted.

Domestic water demand for the Airport East development area has been calculated for the uses proposed in the land use plan in Figure I-A. Design criteria used to calculate the demand was taken from the 1985 South Stockton Master Water Plan Table 3-1 and San Joaquin County Standards & Specifications. The ultimate system design should provide for a minimum of 40 psi at any location for the peak hour demand and a minimum of 20 psi at any location during the Maximum Day demand combined with a fire flow of 2500 gpm out of any fire hydrant. The domestic water demand is summarized in Table V-1.

For detailed system calculations please refer to A.R. Sanguinetti & Associates' Domestic Water Master Plan, dated January 2000.

TABLE V-1
DOMESTIC WATER DEMAND

Areas [1]	Acres	GPC/ Ac.	Demand.	Proposed Use
2	14.85	2000	29,700	Flex
3	9.18	1800	16,524	Office/R&D
4,5	13.01	1800	23,418	Office/ R&D
6	11.85	1800	21,330	Office/ R&D
7	5.39	2000	10,780	Retail
8	4.96	450 qpd/du [2]	45,000	Hotel
9,10,11,12	30.40	1800	54,720	Office/ R&D
13	10.00	3000 [3]	30,000	Basin/ Park
14	15.00	2000	30,000	Flex
15	45.83	1600	73,328	Warehouse
16,1	93.03	1600	148,848	Warehouse
17,18,19	27.73	2000	55,460	Flex
20	5.82	1800	10,476	Office/ R&D
21	4.18	3000 [3]	12,540	Park
22,23	17.22	1800	30,996	Office/ R&D
26	7.33	3000 [3]	21,990	Park
30	4.19	2000	8,380	Retail
31	8.21	1800	14,778	Office/ R&D
36,37,38,39	16.7	1800	30,060	Office/ R&D
40,41,42	57.42	2500	143,550	Campus
34,35	14.68	2000	29,360	Flex
28,29	15.49	2000	30,980	Flex
24,25	17.00	2000	34,000	Flex
27	8.14	1800	14,652	Office/ R&D
32,33	11.60	1800	20,880	Office/ R&D
	469.21		941,750	

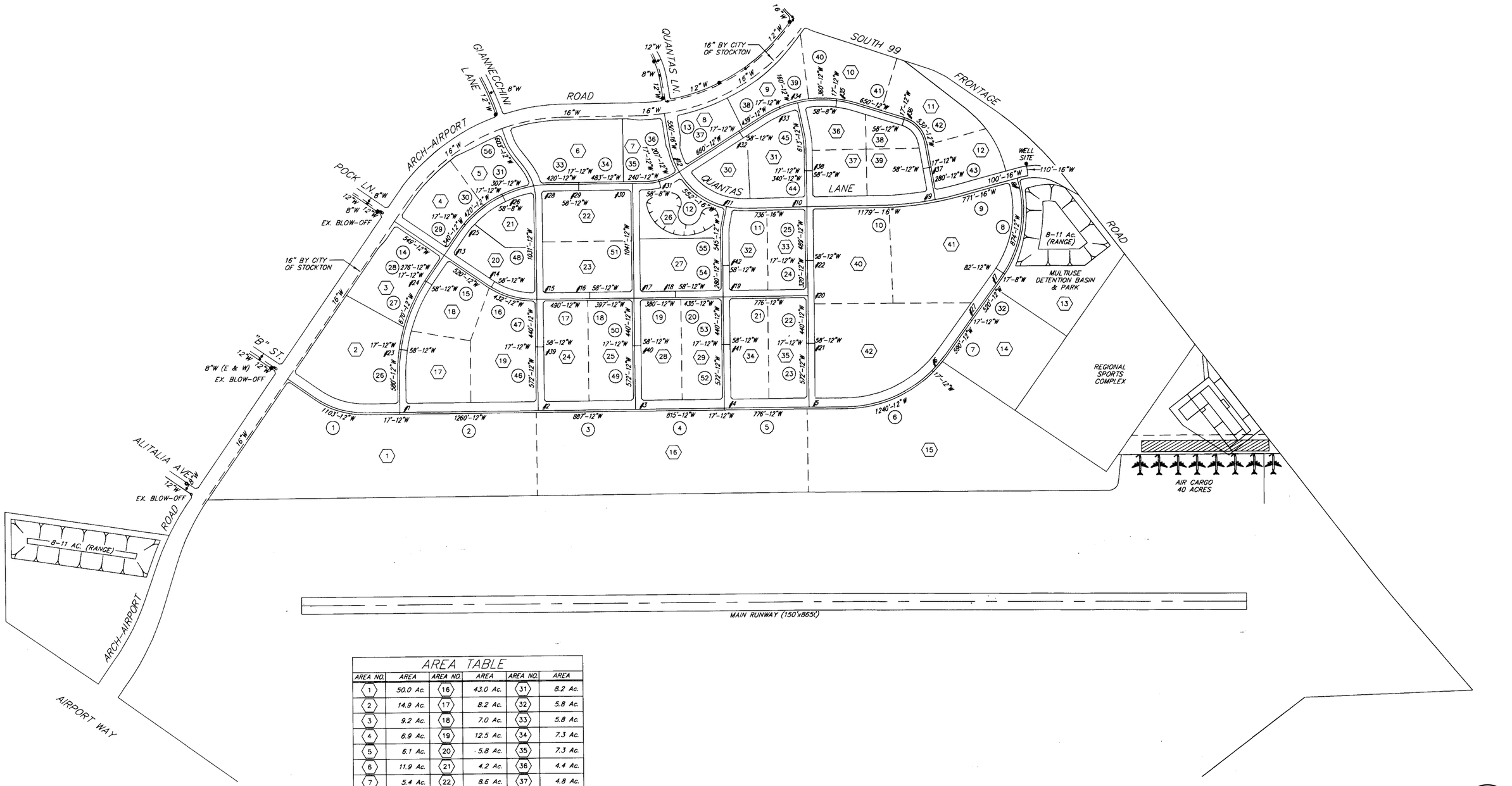
Footnotes:

Total acreage shown for this table represents gross lot areas only and excludes all roadways.

(1) Areas identified are for conceptual purpose only and do not represent actual parcel boundaries, and area numbers refer to the Master Water Plan, Figure V-A.

(2) Assumed a 100 room hotel at 450 gpd/du for residential use as shown in the San Joaquin County Standards & Specifications.

(3) GPD/Ac is derived from City of Stockton - South Stockton Master Water Plan, Table 3-1



AREA TABLE

AREA NO.	AREA	AREA NO.	AREA	AREA NO.	AREA
1	50.0 Ac.	16	43.0 Ac.	31	8.2 Ac.
2	14.9 Ac.	17	8.2 Ac.	32	5.8 Ac.
3	9.2 Ac.	18	7.0 Ac.	33	5.8 Ac.
4	6.9 Ac.	19	12.5 Ac.	34	7.3 Ac.
5	6.1 Ac.	20	5.8 Ac.	35	7.3 Ac.
6	11.9 Ac.	21	4.2 Ac.	36	4.4 Ac.
7	5.4 Ac.	22	8.5 Ac.	37	4.8 Ac.
8	5.0 Ac.	23	8.6 Ac.	38	2.6 Ac.
9	6.5 Ac.	24	8.5 Ac.	39	4.9 Ac.
10	9.9 Ac.	25	8.5 Ac.	40	14.2 Ac.
11	8.0 Ac.	26	7.3 Ac.	41	21.9 Ac.
12	6.0 Ac.	27	8.1 Ac.	42	21.3 Ac.
13	10.0 Ac.	28	7.8 Ac.	TOTAL	469.2 Ac.
14	15.0 Ac.	29	7.8 Ac.		
15	45.8 Ac.	30	4.2 Ac.		

Master Water Plan

Figure V-A

Wastewater Treatment and Disposal

Sewage disposal at the Stockton Metropolitan Airport is conveyed through a system of pipes that is connected to the City of Stockton's Regional Treatment Facility on Navy Drive. In the early 1990's the City of Stockton upgraded the underground pipe capacities, amended the service area boundary to include the entire airport property and formed a Community Facilities District (CFD 90-1) to finance the upgraded system. The existing system includes numerous pipe line facilities west of the main runway and a 20" sewer main east of the main runway serving the California Youth Authority property (CYA), Farmington Fresh and the regional sports complex (Figure V-B).

The development of 544± acres east of the main runway is proposed to be served by the City of Stockton. The City of Stockton and County of San Joaquin have entered into an Airport In-Lieu Fee agreement in which the City can provide service without annexation to CFD 90-1. The design of the sewer system that will serve the Airport East development area will be required to meet the City's contract obligations with the CYA property, in which the system will have to provide approximately 1.2 MGD capacity for CYA property plus the needed capacity for the proposed development. The proposed development will require relocation of the existing 20" (CYA) line and will ultimately be connected to the City's 33" sewer main located in Arch-Airport Road.

The sewage generation rate for the anticipated development of the Stockton Metro Airport East project (544± acres) is based upon the proposed land use plan (Figure I-A).

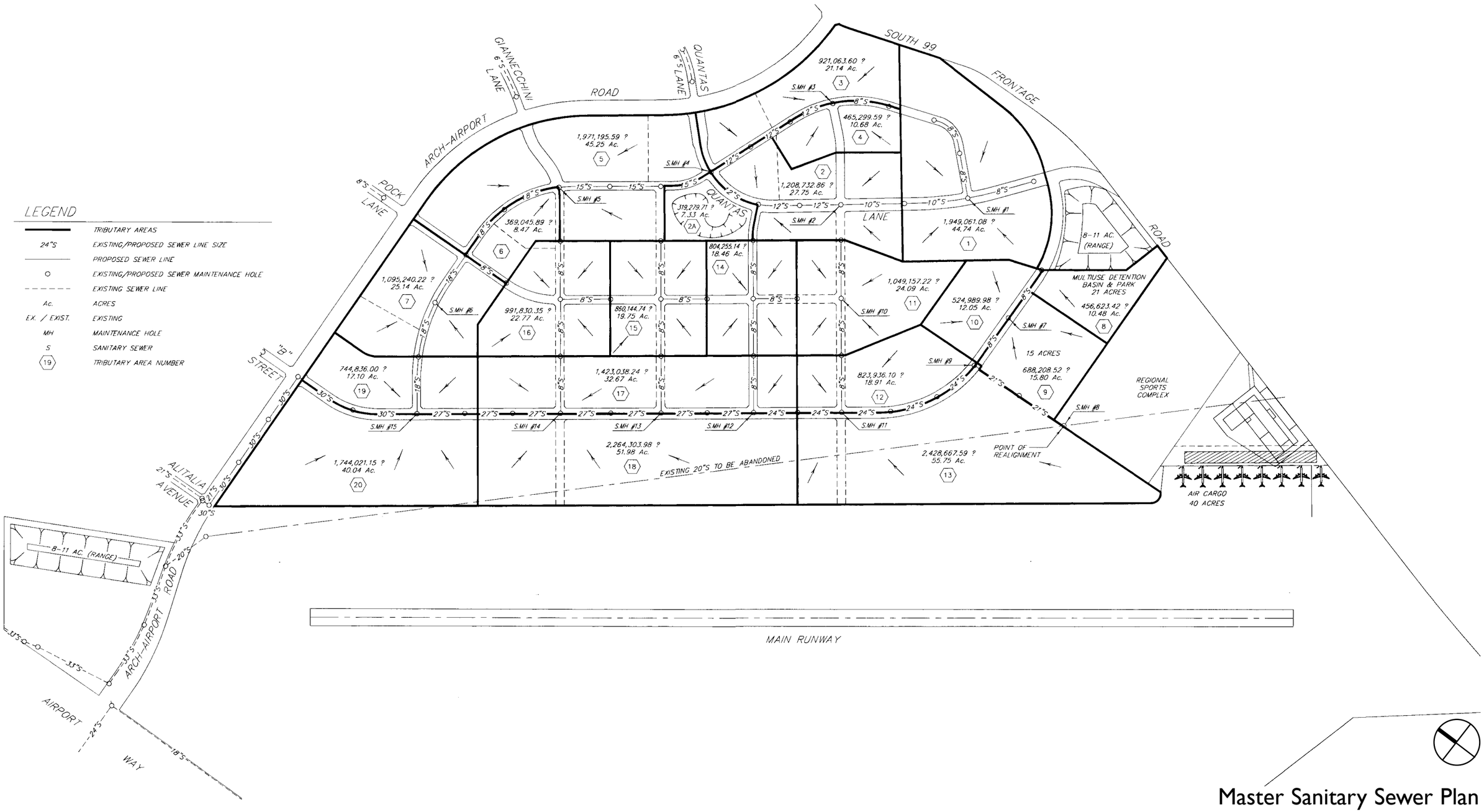
Flow generation factors used to calculate the proposed flows are based upon City of Stockton Standards and are shown in Table V- 2.

Design criteria for the proposed Airport East development area Master Sanitary Sewer Collection System are based upon City of Stockton Standards and the City Council adopted Master Plans for Collection System No. 8. Upon review and consultation with City Municipal Utilities Department staff, the existing 33" sewer line in Arch-Airport Road has a design capacity of approximately 9.95 MGD. Upstream flows from the existing Stockton Airport Business Center, north of Arch-Airport Road yields approximately 3.2 MGD. The proposed peak wet weather flows (PWWF) from the Airport East development at full build-out and the CYA facility will yield approximately 5.8 MGD. Therefore the combined flow will yield approximately 9 MGD and adequate capacity is available. Pipe sizes for the Airport East development area will range from 6 - 30 inches in diameter. Alignment of the pipes will be with in the proposed rights-of-ways as depicted in Figure _. The alignments shown are generalized and exact locations will be determined when individual Improvement Plans are submitted.

Detailed design criteria and system calculations are included in the Waste Water Master Plan, prepared by A.R. Sanguinetti & Associates, dated January 2000.

TABLE V-2
WASTEWATER GENERATION

Area	Acres	GPD/AC	ADWF	Proposed Use
1	44.74	3000	134,220	Office/R&D, Campus
2	27.75	3000	83,250	Retail, Office/R&D
2A	7.33	200	1,466	Basin/Park
3	21.14	6800	143,752	Hotel, Office/R&D
4	10.68	3000	32,040	Office/R&D
5	45.25	3000	135,750	Retail, Office/R&D
6	8.47	200	1,694	Park, Office/R&D
7	25.14	3000	75,420	Flex, Office/R&D
8	10.48	200	2,096	Basin/Park
9	15.80	2000	31,600	Flex
10	12.05	3000	36,150	Campus
11	24.09	3000	72,270	Campus, Flex, Office/R&D
12	18.91	3000	56,730	Campus, Flex
13	55.75	800	44,600	Warehouse
14	18.46	3000	55,380	Flex, Office/R&D
15	19.75	3000	59,250	Flex, Office/R&D
16	22.77	3000	68,310	Flex, Office/R&D
17	32.67	3000	98,010	Flex
18	51.98	800	41,584	Warehouse
19	17.10	3000	51,300	Flex
20	40.04	800	32,032	Warehouse
Total	**530.35**		1,256,904	



Master Sanitary Sewer Plan

Figure V-B

Storm Drainage

Existing storm drainage for the airport property is provided by two separate systems, the Mansville system and the Weber system. The Mansville system drains into the Mansville ditch and serves approximately 922 acres. The Weber system drains into Weber Slough and serves approximately 627 acres. Both the Mansville ditch and Weber Slough ultimately drain into French Camp Slough. ("Stockton Metropolitan Airport Master Plan, Overall Drainage Studies", Richard W. Brandley, December 1997).

The proposed storm drainage plan is generally consistent with the "North Little Johns Creek Drainage Study" (Ensign and Buckley, May 1993) and "Stockton Metropolitan Airport Master Plan, Overall Drainage Studies" (Richard W. Brandley, December 1997). Other details on the plan are contained in the Stockton Airport East Development - Storm Drainage Master Plan, prepared by A.R. Sanguinetti & Associates, dated December 1999.

Under the proposed master storm drainage plan for the Airport East development area, the Weber system (System 1) will serve approximately 302 acres of the proposed project area, and the Mansville system (System 2) will serve approximately 242 acres of the proposed project area. Detention basins will be required for both systems due to the increased runoff associated with converting agricultural land to commercial and industrial land. A storm water collection system consisting of pipes , channels and detention ponds is shown on Figure V-C. System 2 indicates a channel along the southern boundary of the system. Table V-3 identifies the system service areas and storm flow amounts.

Detention basins will be required for both systems, and pump stations will be constructed at each basin. Pump station discharge into the Mansville ditch and Weber Slough will occur only during periods of off-peak flows to ensure no net increase in stream flows. This can be accomplished by using a flow sensor in the channel to control the pump station discharge thereby providing no net increase in the channels.

Based on the proposed land uses and San Joaquin County Standards the Weber Slough system (System 1) will generate approximately 91 acre-feet of storm water runoff for the 100-year, 48-hour storm. Evacuation of the Weber Slough basin will require discharging approximately 46 cfs into Weber Slough during off-peak periods. Weber Slough has a capacity of approximately 100 to 292 cfs and can accommodate the 46 cfs during off-peak periods.

Based on the proposed land uses and San Joaquin County Standards the Mansville system (System 2) will generate approximately 78 acre-feet of storm water runoff for the 100-year, 48-hour storm. Evacuation of the Mansville basin will require discharging approximately 40 cfs into the Mansville ditch during off-peak periods. Based on uniform flow considerations the approximate capacity of the Mansville ditch is 125 cfs and can accommodate the 40 cfs during off-peak periods.

The proposed plan includes an interim drainage facility for the Weber system (Figure V-C). The interim system will provide for the construction of approximately 35 acres of land adjacent to Giannecchini and Arch-Airport. Storm drainage for the interim system will consist of a portion of the ultimate piping system and a temporary storm water retention pond. Based on San Joaquin County Standards the retention pond will be required to hold approximately 14 acre-feet of runoff.

Refer to the A.R. Sanguinetti & Associates Storm Drainage Master Plan, dated January 2000, for detail.

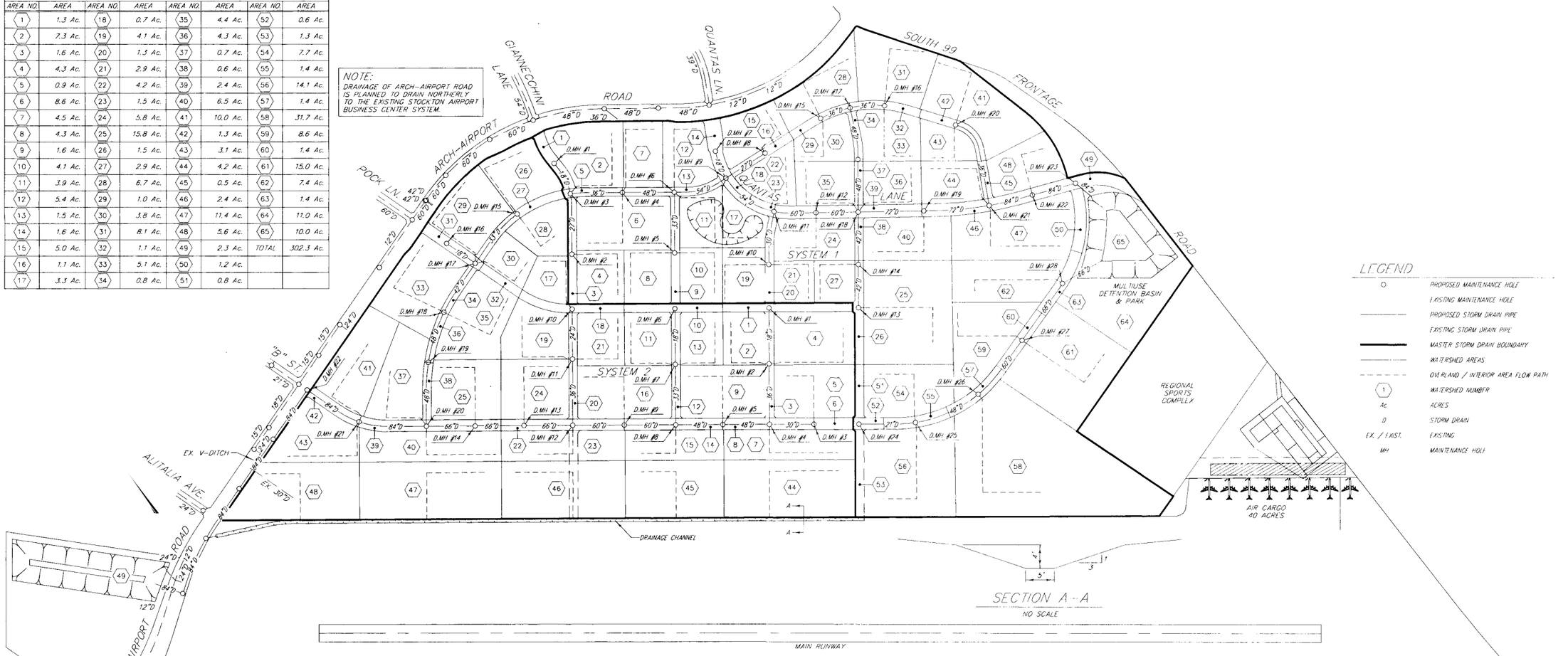
TABLE V-3

System	Service Area (Acre)	Basin Area (Acre)	Volume (10 yrs) (Ac-Ft)	Volume (100 yrs) (Ac-Ft)	Total Flow (CFS)
1	302	10.0	65	91	20,591
2	242	6.0	56	78	17,649

AREA TABLE (SYSTEM 1)

AREA NO.	AREA	AREA NO.	AREA	AREA NO.	AREA	AREA NO.	AREA
1	1.3 Ac.	18	0.7 Ac.	35	4.4 Ac.	52	0.6 Ac.
2	7.3 Ac.	19	4.1 Ac.	36	4.3 Ac.	53	1.3 Ac.
3	1.6 Ac.	20	1.3 Ac.	37	0.7 Ac.	54	7.7 Ac.
4	4.3 Ac.	21	2.9 Ac.	38	0.6 Ac.	55	1.4 Ac.
5	0.9 Ac.	22	4.2 Ac.	39	2.4 Ac.	56	14.1 Ac.
6	8.6 Ac.	23	1.5 Ac.	40	6.5 Ac.	57	1.4 Ac.
7	4.5 Ac.	24	5.8 Ac.	41	10.0 Ac.	58	31.7 Ac.
8	4.3 Ac.	25	15.8 Ac.	42	1.3 Ac.	59	8.6 Ac.
9	1.6 Ac.	26	1.5 Ac.	43	3.1 Ac.	60	1.4 Ac.
10	4.1 Ac.	27	2.9 Ac.	44	4.2 Ac.	61	15.0 Ac.
11	3.9 Ac.	28	6.7 Ac.	45	0.5 Ac.	62	7.4 Ac.
12	5.4 Ac.	29	1.0 Ac.	46	2.4 Ac.	63	1.4 Ac.
13	1.5 Ac.	30	3.8 Ac.	47	11.4 Ac.	64	11.0 Ac.
14	1.6 Ac.	31	8.1 Ac.	48	5.6 Ac.	65	10.0 Ac.
15	5.0 Ac.	32	1.1 Ac.	49	2.3 Ac.	TOTAL	302.3 Ac.
16	1.1 Ac.	33	5.1 Ac.	50	1.2 Ac.		
17	3.3 Ac.	34	0.8 Ac.	51	0.8 Ac.		

NOTE:
DRAINAGE OF ARCH-AIRPORT ROAD IS PLANNED TO DRAIN NORTHERLY TO THE EXISTING STOCKTON AIRPORT BUSINESS CENTER SYSTEM.



LEGEND

○	PROPOSED MAINTENANCE HOLE
	EXISTING MAINTENANCE HOLE
	PROPOSED STORM DRAIN PIPE
	EXISTING STORM DRAIN PIPE
	MASTER STORM DRAIN BOUNDARY
	WATERSHED AREAS
	OVERLAND / INTERIOR AREA FLOW PATH
(1)	WATERSHED NUMBER
Ac.	ACRES
D	STORM DRAIN
EX. / EXIST.	EXISTING
MH	MAINTENANCE HOLE

AREA TABLE (SYSTEM 2)

AREA NO.	AREA	AREA NO.	AREA	AREA NO.	AREA
1	1.4 Ac.	18	1.6 Ac.	35	8.1 Ac.
2	3.9 Ac.	19	5.6 Ac.	36	0.8 Ac.
3	1.6 Ac.	20	1.6 Ac.	37	6.9 Ac.
4	7.4 Ac.	21	4.3 Ac.	38	0.9 Ac.
5	7.4 Ac.	22	2.5 Ac.	39	2.8 Ac.
6	0.8 Ac.	23	6.3 Ac.	40	7.4 Ac.
7	6.8 Ac.	24	6.9 Ac.	41	8.0 Ac.
8	1.9 Ac.	25	7.1 Ac.	42	1.2 Ac.
9	7.8 Ac.	26	6.1 Ac.	43	7.0 Ac.
10	1.5 Ac.	27	1.6 Ac.	44	13.0 Ac.
11	4.3 Ac.	28	4.2 Ac.	45	9.7 Ac.
12	1.6 Ac.	29	6.9 Ac.	46	12.1 Ac.
13	3.9 Ac.	30	2.9 Ac.	47	14.0 Ac.
14	2.0 Ac.	31	1.4 Ac.	48	11.7 Ac.
15	5.1 Ac.	32	0.7 Ac.	49	10.0 Ac.
16	8.6 Ac.	33	9.2 Ac.	TOTAL	252.4 Ac.
17	3.0 Ac.	34	0.9 Ac.		

REGISTERED PROFESSIONAL ENGINEER
ALBERT R. SANGUINETTI
EXPIRES 6-30-01
NO. 15,831
CIVIL
STATE OF CALIFORNIA

Master Storm Drain Plan

Figure V-C

Appendices

HISTORY/HISTORIC USE OF THE AIRPORT

Stockton Metropolitan Airport had its beginnings in 1927 when the City of Stockton (City) converted a small airfield on the site into a landing, which was called Stockton Field, to accommodate increasing air traffic. Initially, no commercial operations existed and the airport was used primarily by the U.S. Army Air Corps and civilian aircraft. Operation and ownership of the airport was solely a municipal function until 1941 when the airport was needed for military purposes. The federal government offered to establish a flight training school at the airport if sufficient land could be acquired. Unable to assume the financial obligation in addition to the needed land, the City of Stockton requested that San Joaquin County share in the undertaking. An agreement was reached whereby one-half interest in 847 acres was sold to the County. The two jurisdictions then jointly purchased about 259 acres for Army Air Corps use.

In 1942, the Army took over the field. All improvements with the exception of an adobe hangar were demolished and replaced with the new airport buildings and facilities. At the end of World War II, the federal government returned ownership of the airport to the City of Stockton and County of San Joaquin. When this occurred in 1946, both jurisdictions agreed to operate the facility jointly and share equally the cost of personnel, maintenance, operation, and construction. In 1956, the County accepted sole ownership of the airport. In 1962, the current passenger terminal building was constructed with the last of the federal funds available for airport terminal construction. Since that time, numerous smaller construction projects have occurred on the site, including runway extensions, a cargo hangar and aircraft maintenance shop construction. In addition, the airport is the home of the Spanos Jet Center and accommodates numerous private and business aircraft enterprises.

There are two runways at the airport, one designated to accommodate general aviation (GA) aircraft and one designated to accommodate larger turbojet aircraft, such as DC-8's, DC-10's, and B-747's. Runway 11R-29L is the GA runway. It is 3050 feet long and 75 feet wide. Runway 11L-29R is the runway for the larger heavy wide body aircraft, and with the aid of federal grants, the airport runway was recently extended to 9650 feet long by 150 feet wide. This expansion was geared towards accommodating heavy wide-body airplanes at the facility, in part to serve the produce export potential that exists in the Central Valley.

Approach aids to the airport include an instrumental landing system (ILS), an NDB (non-directional beacon) and VOR (very high frequency omnidirectional range) approach to Runway 29R. Visual Aids include two PAPI-4 (precision approach path indicators) and MASLR (medium intensity approach lighting system with runway alignment indicator lights) to Runway 11L-29R. Global Positioning System (GPS) approaches to both runways are also available.

The Stockton Metropolitan Airport has not had jet passenger service since May 1995 when United Express Airlines ceased operations. Since federal deregulation of the airline industry, smaller centers throughout the country have had difficulties attracting and retaining air service of any kind, not to mention regular jet service, which once was provided by several major airlines.

Street Tree Matrix

(Stockton Metropolitan Airport-Special Purpose Plan)

Tree Species Zone	Road Name Area	Tree Botanical Name	Tree Common Name	Tree Spacing	Road/Site Location
1	Arch Airport Road	*Prunus blireiana*	Purple-leaf Plum	20' O.C.	Entry Orchard
		Prunus yedoensis	Yoshino Flowering Cherry	20' O.C.	Entry Orchard
		Quercus ilex	Holly Oak	20'-30' O.C.	Informal Cluster
		Quercus suber	Cork Oak	20'-30' O.C.	Informal Cluster
		Liquidambar styraciflua 'Festival'	Sweetgum	25' O.C.	Street Tree (Background)
		Liriodendron tulipifera 'Arnold'	Tulip Tree	25' O.C.	Street Tree (Background)
		Populus nigra 'Italica'	Lombardy Poplar	25' O.C.	Street Tree (Background)
2	Quantas Road	*Cinnamomum camphora*	Camphor Tree	30' O.C.	Median Tree
		Fraxinus uhdei	Shamel Ash	30' O.C.	Median Tree
		Quercus ilex	Holly Oak	30' O.C.	Street Tree
3	'B' Street	*Ceratonia siliqua*	Carob Tree	30' O.C.	Street Tree (Background)
		Cinnamomum camphora	Camphor Tree	30' O.C.	Street Tree (Background)
		Liquidambar styraciflua 'Palo Alto'	Sweetgum	30' O.C.	Street Tree (Foreground)
		Tilia euchlora 'Redmond'	Crimean Linden	30' O.C.	Street Tree (Foreground)
4	Internal Roads	*Fraxinus uhdei*	Shamel Ash	30' O.C.	Street Tree
		Pistacia chinensis	Chinese Pitache	30' O.C.	Street Tree
		Quercus lobata	Valley Oak	30' O.C.	Street Tree
		Quercus wislizensii	Interior Live Oak	30' O.C.	Street Tree