INTERNATIONAL PARK OF COMMERCE - PHASE 2

DRAFT SPECIFIC PLAN

PREPARED FOR:

PROLOGIS

INTERNATIONAL PARK OF COMMERCE SPECIFIC PLAN - PHASE 2

DRAFT

APPLICANT

Prologis
Pier 1, Bay 1
San Francisco, CA 94111
Contact: Ali Harandi
415.733.9525

PROJECT TEAM

Legal
Rutan and Tucker
18575 Jamboree Rd, 9th Floor
Irvine, CA 92612
Contact: John Ramirez
714.662.4610

Engineering
Kier and Wright
2850 Collier Canyon Rd
Livermore, CA 94551
Contact: Michael Bassilios
925.412.4301

Planning
David Babcock & Associates
3581 Mt. Diablo Blvd, Suite 235
Lafayette, CA 94549
Contact: Jeff Berberich
925.283.5070

Landscaping
David Babcock & Associates
3581 Mt. Diablo Blvd, Suite 235
Lafayette, CA 94549
Contact: Jeff Berberich
925.283.5070

Traffic
Fehr and Peers
100 Pringle Ave
Walnut Creek, CA 94596
Contact: Kevin Johnson
925.977.3200

Biological
Moore Biologicals
10330 Twin Cities Rd, Suite 30
Galt, CA 95632
Contact: Diane Moore
209.745.1159

CHAPTER 1: INTRODUCTION

CHAPTER 2: EXISTING CONDITIONS

CHAPTER 3: LAND USE

CHAPTER 4: DESIGN STANDARDS

CHAPTER 5: LANDSCAPE

CHAPTER 6: ROADWAYS AND UTILITIES

CHAPTER 7: SUSTAINABILITY

CHAPTER 8: ADMINISTRATION

CHAPTER 1: INTRODUCTION

CHAPTER 2: EXISTING CONDITIONS

CHAPTER 3: LAND USE

CHAPTER 4: DESIGN STANDARDS

CHAPTER 5: LANDSCAPE

CHAPTER 6: ROADWAYS AND UTILITIES

CHAPTER 8: ADMINISTRATION

CHAPTER 1: INTRODUCTION

CHAPTER 3: LAND USE

This page is intentionally left blank

1 INTRODUCTION

INTERNATIONAL PARK OF COMMERCE SPECIFIC PLAN-PHASE 2

1.1 INTRODUCTION

The International Park of Commerce Phase 2 Specific Plan (IPCSP2) establishes the zoning, land uses, development standards and regulations for an approximately 277.6-acre area of land located in the southwest region of San Joaquin County ("County") and adjacent to the City of limits of Tracy, see Figure 1.1. Throughout this document, the 277.6 acres within the boundaries of the IPCSP2 area may be referred to as the "Specific Plan Area."

The Specific Plan Area is at the crossroads of two major transportation corridors, making it ideal for businesses which require large parcels for use as warehousing, manufacturing, research and development, processing, fabrication, and construction related uses. It is bordered by the extension of Promontory Parkway to the north, Pavilion Parkway to the west, with Schulte Road bisecting the site with development extending south of the road, and vacant property to the east, see Figure 1.2. Development of the project will include interior site circulation, vehicle parking, and truck and trailer parking, and warehouse buildings.

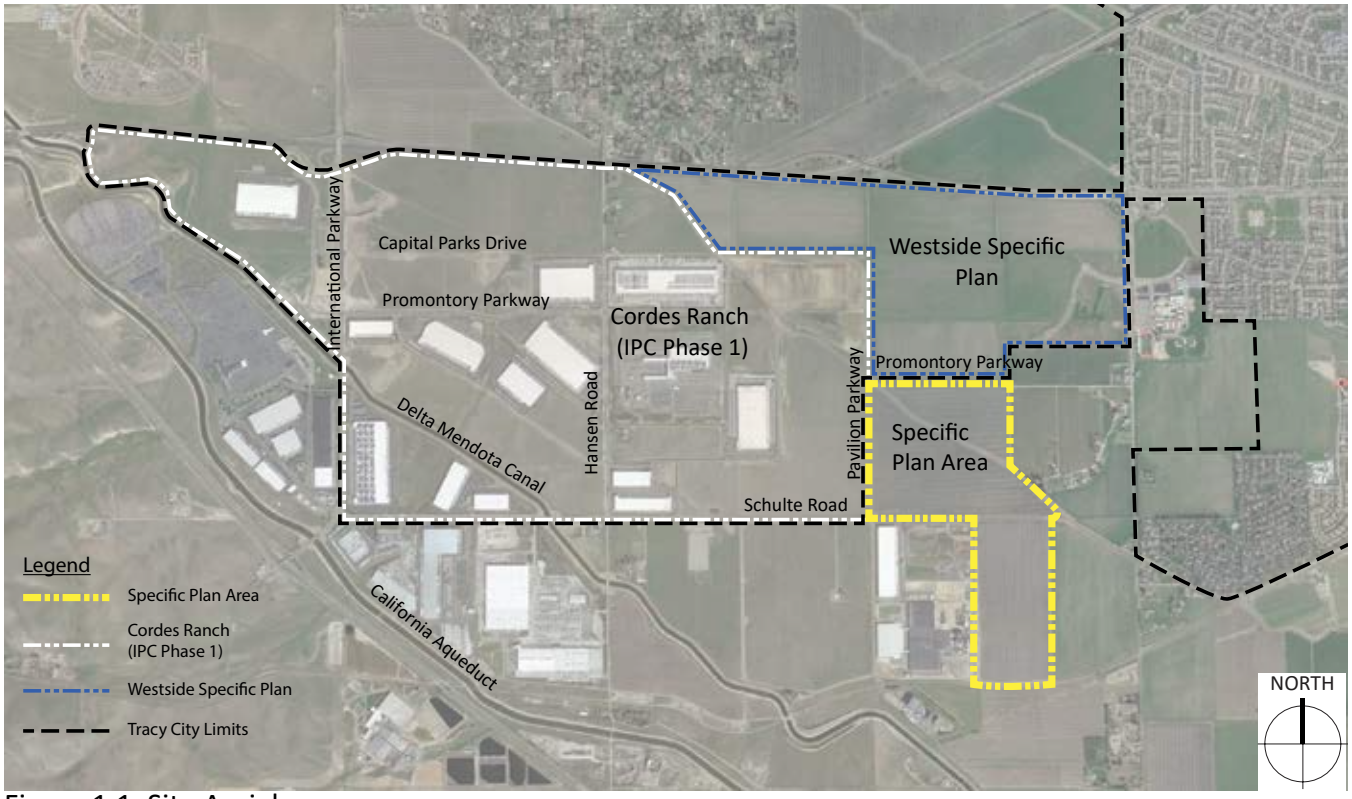

Figure 1.1, Site Aerial

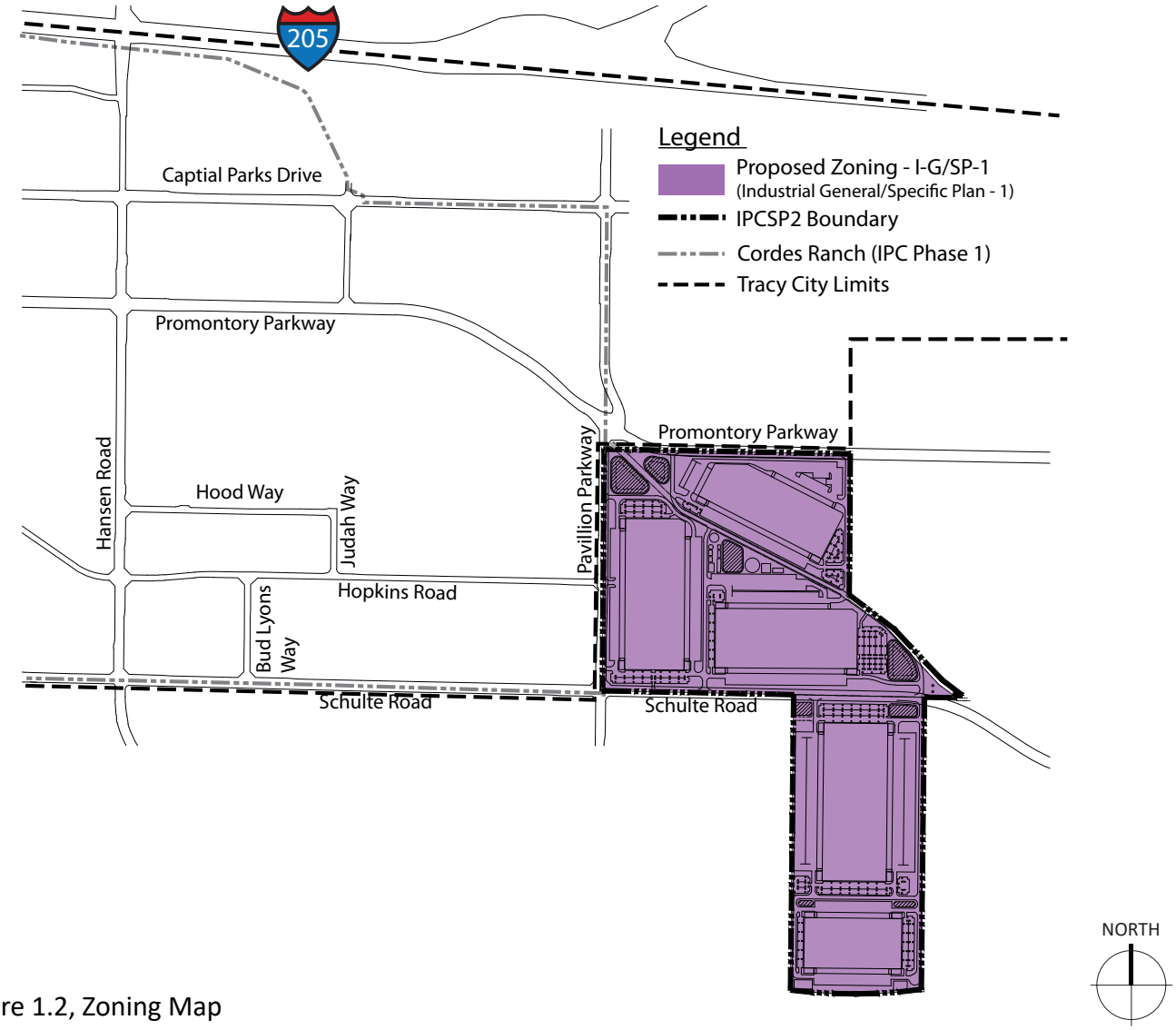

Figure 1.2, Zoning Map

a. Vision

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

b. Buildout Land Use Summary

The IPCSP2 is intended to allow for flexibility in development. Table 1.1 presents the approximate acreage within the proposed zoning district and total building square footage envisioned for buildout. The proposed zoning is General Industrial and Specific Plan-1 (I-G/SP-1). The Project will attract a wide variety of businesses that will generate jobs and tax revenue as well as provide for business development needs within San Joaquin County over the project buildout.

c. General Development Concept

The general development concept envisions but is not limited to just the development of warehouse and distribution buildings. Table 1.1 provides the land use acreages and maximum Floor Area Ratio (FAR) which establishes the maximum building square footage for the entire project. The conceptual site plan depicted in Figure 1.3 is only a vision of what might be developed on the parcels along with the proposed parking and circulation for vehicles and trucks as required for development. Chapter 3 section 3.3, permitted and Conditionally Permitted Uses, lists all the uses that may occur on the site based on market demand and individual tenant development requirements. The Site plan is not intended to be the final design solution for the site, individual Improvement Plan applications with the County will be required with each separate development proposal and will be evaluated using this Specific Plan to ensure compliance with the document and Environmental Impact Report prepared for the project.

Land Use Summary

Gross Acres			
Use	**Gross Acreage**		
General Industrial/Specific Plan 1 (I-G/SP-1)	277.6		
WSID Canal	6.4		
Total Acres	284.0		
Net Acres			
Use	**Gross Acreage**	**Max Far**	**Total Building Square Footage**
General Industrial/Specific Plan 1 (I-G/SP-1)	264.3	60%	5,360,000
Road Dedication	9.6		
Sewer Treatment Parcel	1.8		
Water Treatment Parcel	1.9		
WSID Canal	6.4		
Total Acres	284.0		5,360,000

Table 1.1, Land Use Summary

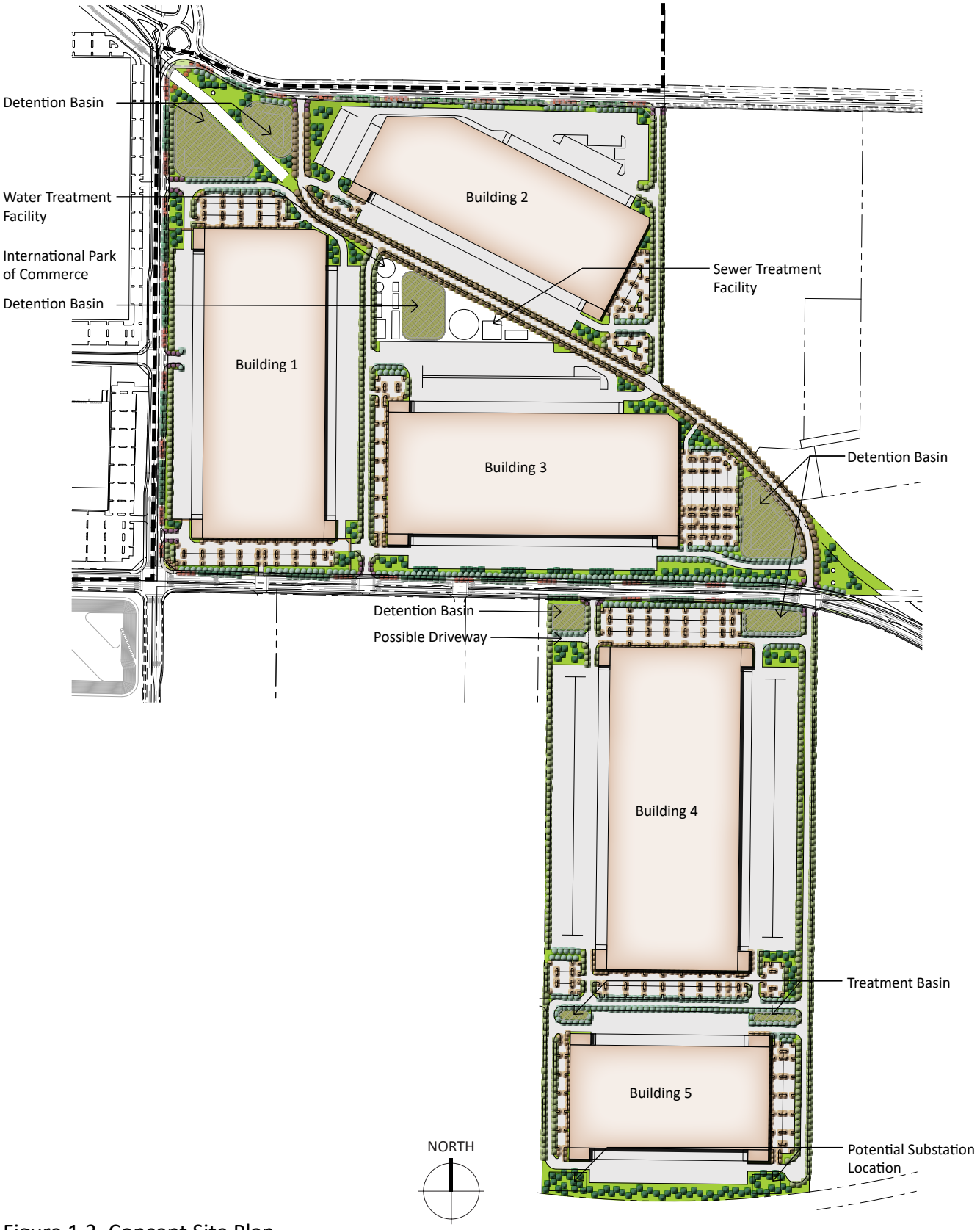

Figure 1.3, Concept Site Plan

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

d. Goals

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

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

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

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

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

- Provide pedestrian and bicycle continuity to the established network crafted in the Cordes Ranch Specific Plan, see figures 1.4 and 1.5.

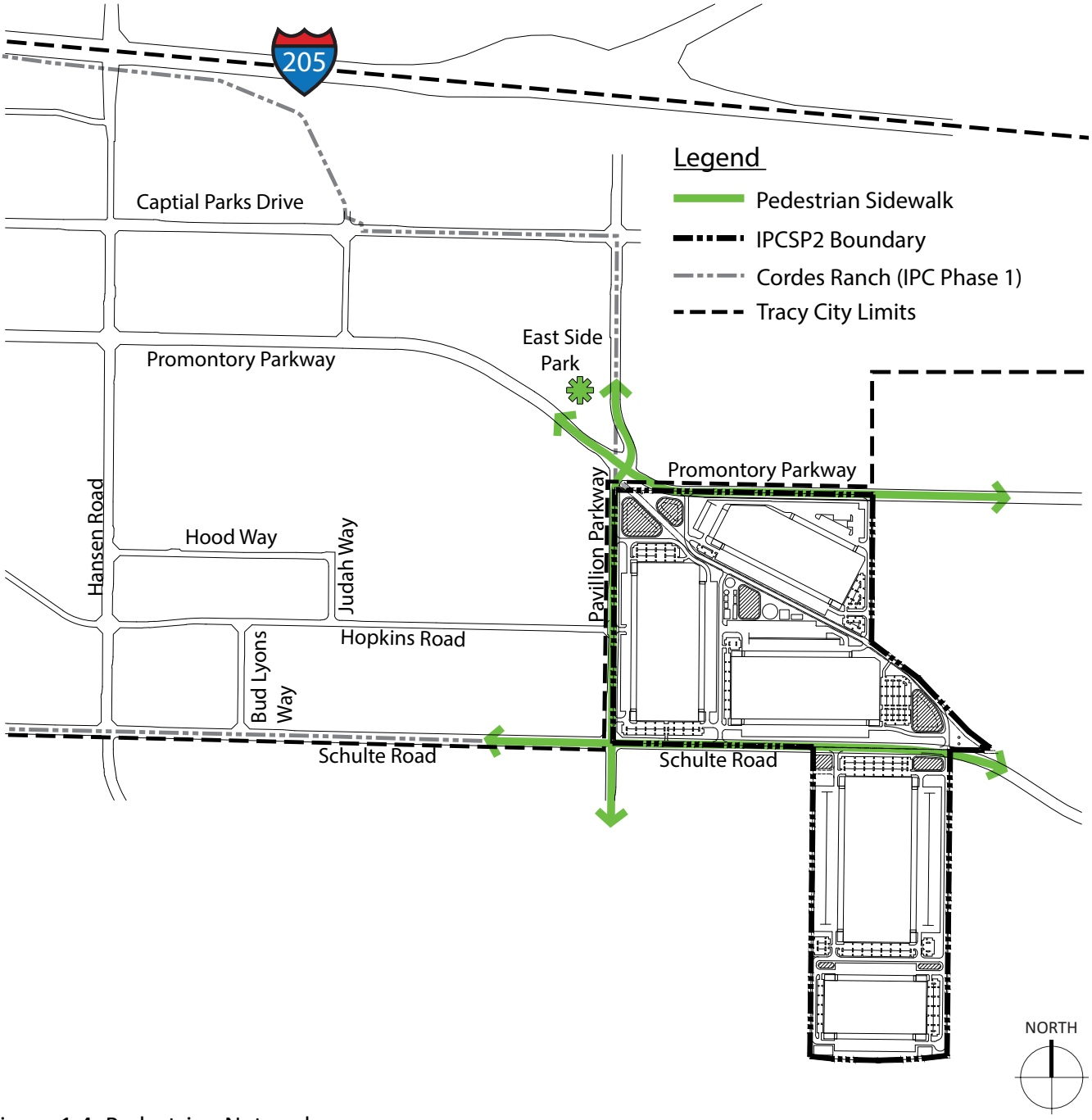

Figure 1.4, Pedestrian Network

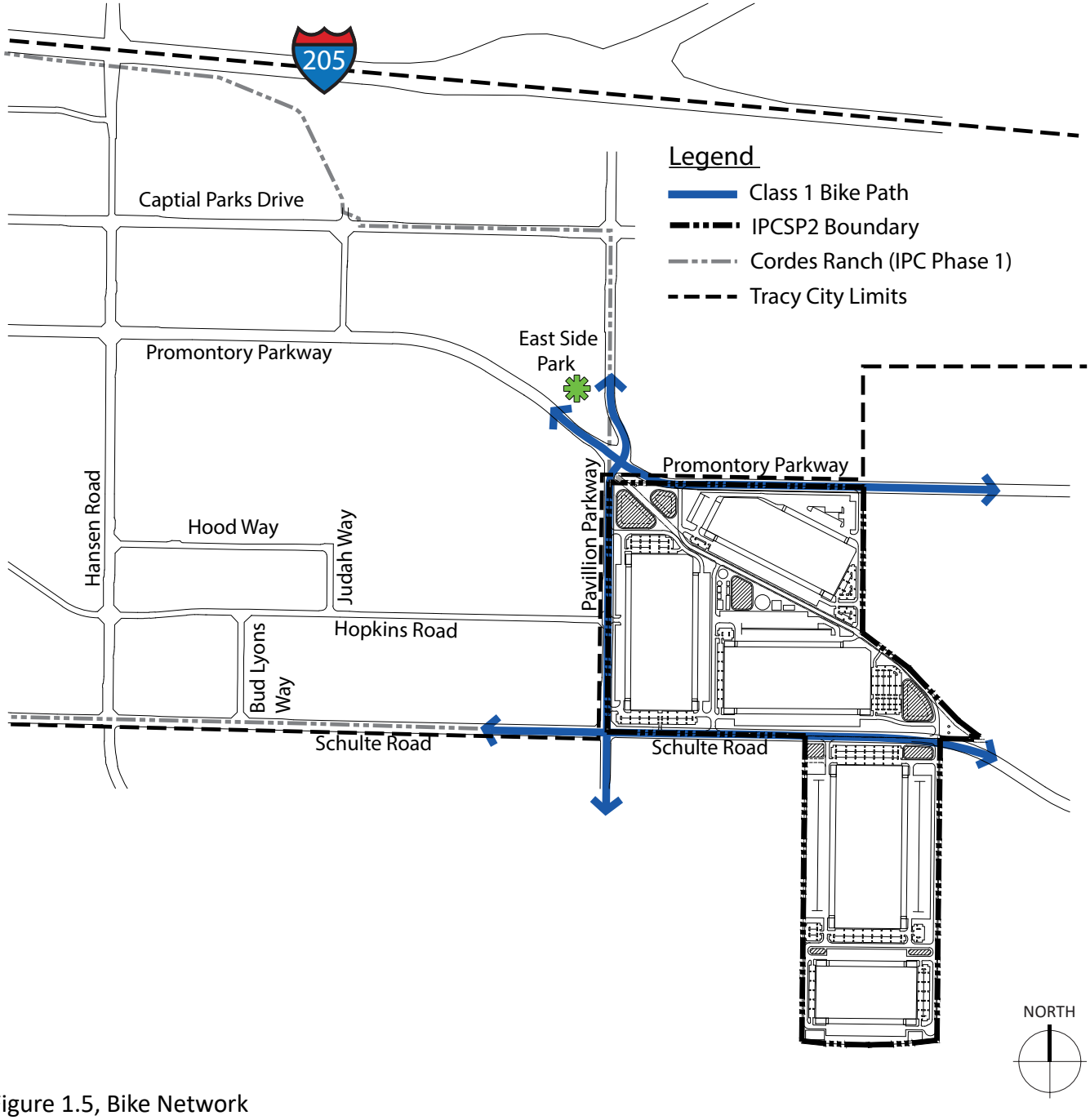

Figure 1.5, Bike Network

1.2 CALIFORNIA GOVERNMENT STATUTORY REQUIREMENTS

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

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

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

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

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

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

1.3 RELATIONSHIP TO OTHER PLANS

Cordes Ranch Specific Plan and EIR

IPCSP2 is located east and adjacent to the 1,780-acre Cordes Ranch Specific Plan (CRSP) which was approved by the City of Tracy in 2013 and amended in 2018. The CRSP established the framework of roads, infrastructure, parks, and pedestrian and bicycle connectivity and land use for the development of approximately 31-million square feet of commercial, office, and business park industrial uses, see Figure 1.6.

Westside Specific Plan and EIR

IPCSP2 is located south and adjacent to the proposed Westside Specific Plan, which is currently under review by the City of Tracy. The Westside Specific Plan has been designed to create the entrance to the City from eastbound 1-205. The 535-acre Westside Specific Plan envisions a broad variety of commercial, institutional, and residential (both age-restricted [seniors] and non-age-restricted) land uses.

Airport Plans

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

1.4 USE OF THE SPECIFIC PLAN

The Specific Plan provides architects, urban planners, landscape architects, and developers with the necessary tools to design attractive, functional and sustainable development that furthers the priorities and interests of San Joaquin County. The County will evaluate development proposals for consistency with the goals, objectives, design and development standards, and guidelines within the IPCSP2 in making the required findings for individual project approval.

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

Chapter 2-Existing Site Conditions

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

Chapter 3-Land Use, Zoning, and Development Standards

Chapter 3 further describes the Project concepts and zoning districts that will be utilized to guide development. Permitted and conditionally permitted land uses are prescribed in this chapter; whereas development standards including but not limited to, setbacks, building heights, floor area ratios, parking requirements, and landscaping standards are indicated to regulate the built environment.

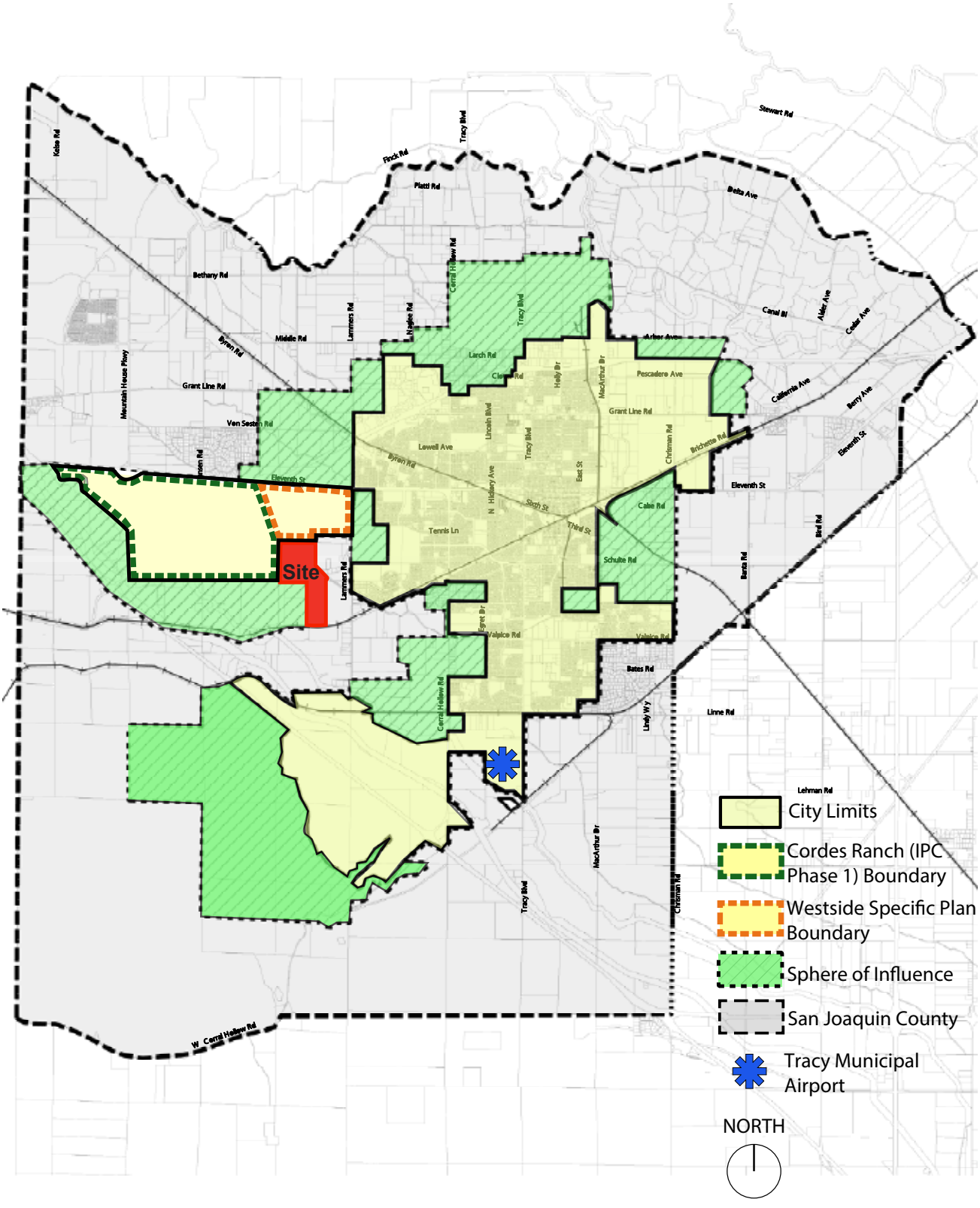

Figure 1.6, Project Vicinity

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

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

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

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

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

1.5 DEVELOPMENT PROCESS

The development process for each parcel will generally consist of three steps, see Figure 1.7.

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

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

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

Step Four: Preparation and applications for building permits, grading, improvement plans, and any other required permitting necessary to construct the project.

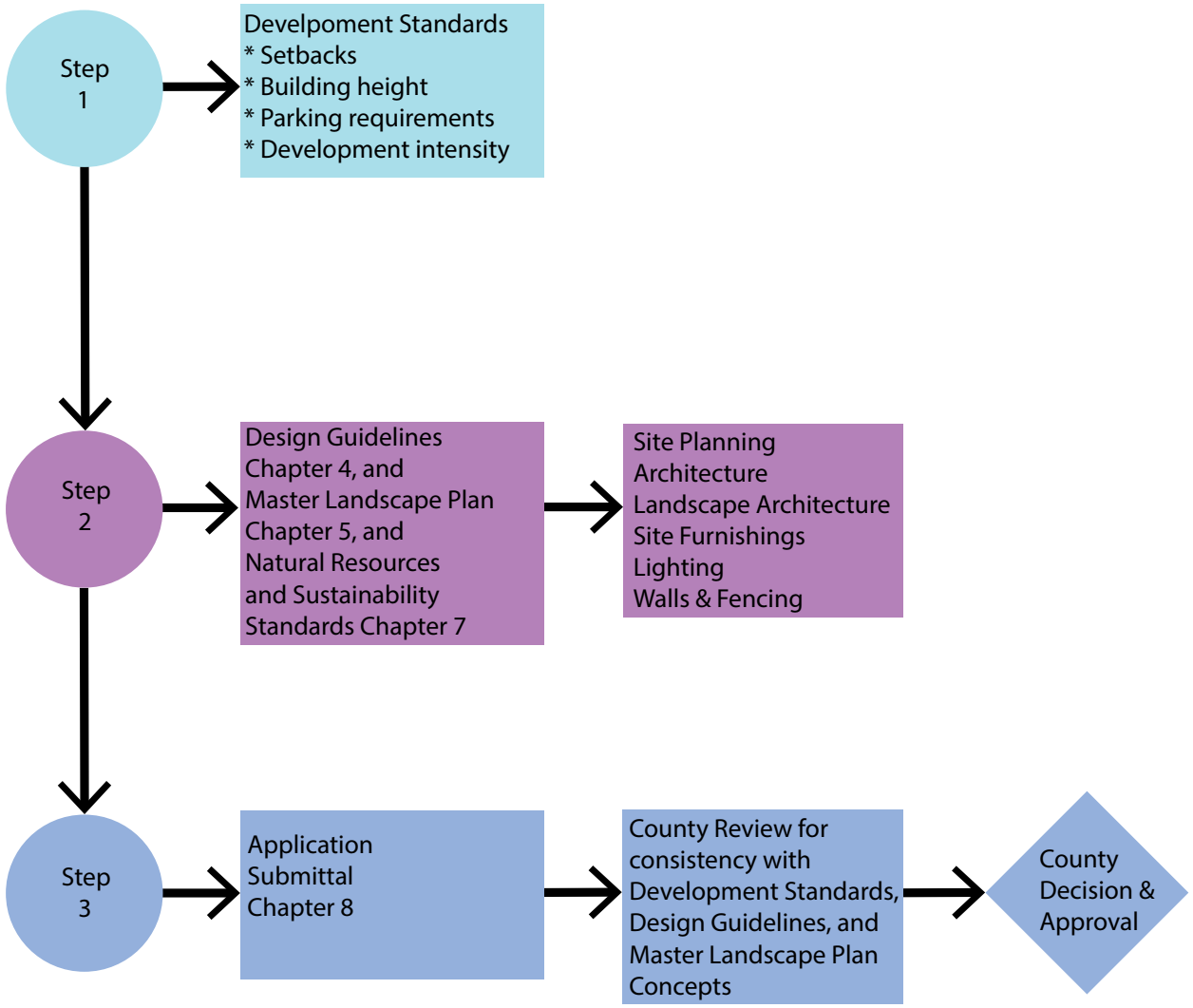

Figure 1.7, Development Process

This page is intentionally left blank

Figure 2.1, Regional Location

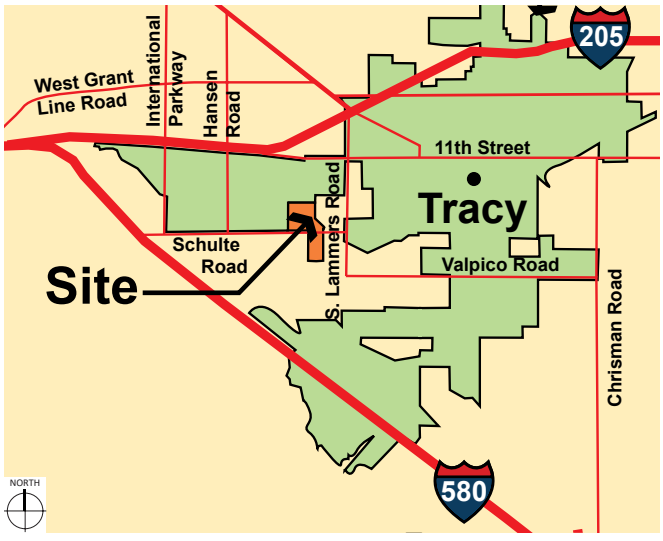

Figure 2.2, Site Location

2.1 REGIONAL LOCATION

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

2.2 EXISTING SETTING

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

The land to the north of the project site is vacant; however, an application for the Westside Specific Plan is currently under review by the City of Tracy. To the east is and south is farmland; to the west is the International Park of Commerce and south of Schulte Road is the Tracy Biomass plant and the proposed LBA III industrial project, see Figure 2.3.

2.3 ON-SITE BIOLOGICAL CONSIDERATIONS

There are no jurisdictional Waters of the United States observed on the project site. The only aquatic habitat in the site is the Byron-Bethany Irrigation District's (BBID) Upper Main Canal.

The Upper Main Canal is mapped as a "Riverine" feature on the National Wetland Inventory (NWI) map (Attachment D) and is depicted as a "blue-line stream" on the USGS topographic map. Due to its created nature and hydrologic regime, the Upper Main Canal does not meet the technical and regulatory criteria of jurisdictional Waters of the U.S. No vernal pools, seasonal wetlands, marshes, creeks, lakes, or any other areas meeting the technical and regulatory criteria of jurisdictional Waters of the U.S. or wetlands were observed on the site.

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

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

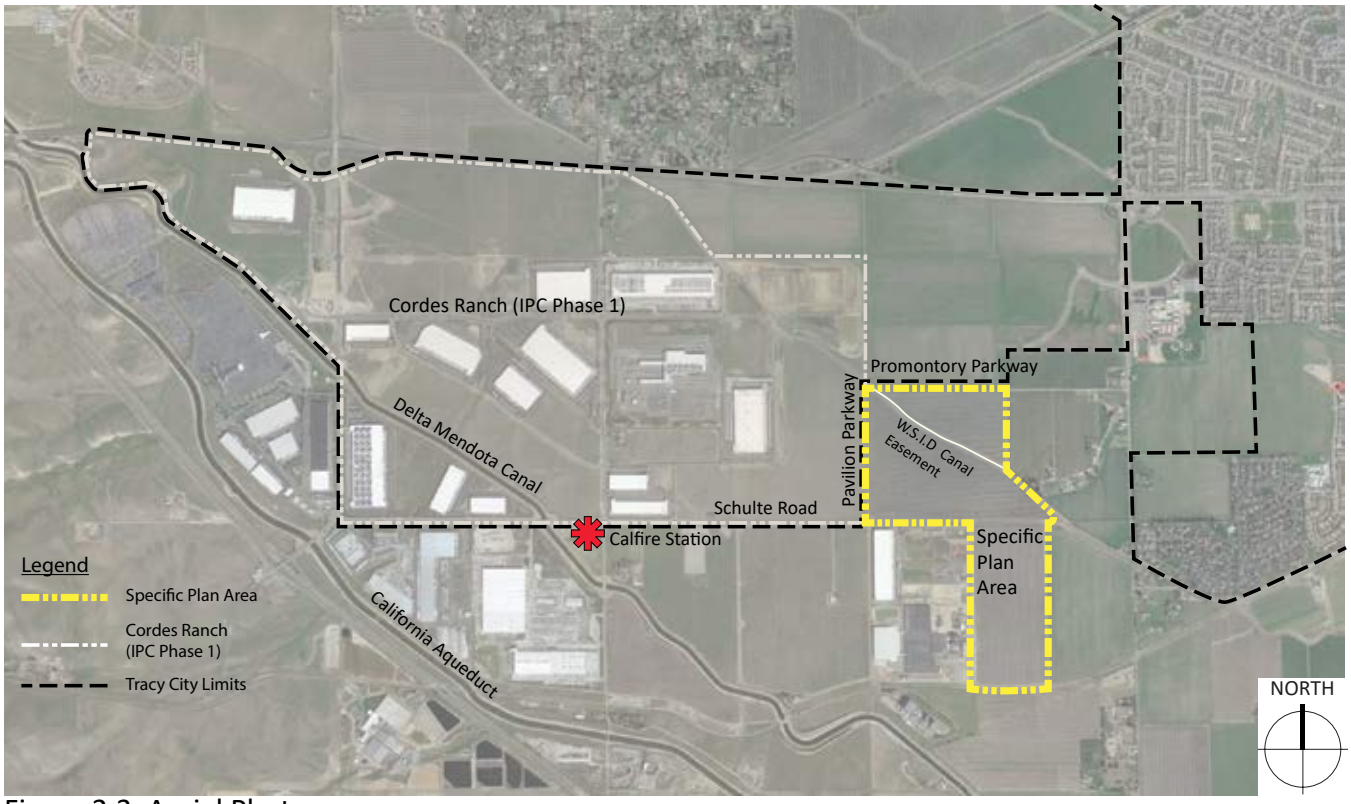

Figure 2.3, Aerial Photo

2.4 EXISTING PUBLIC SERVICES

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

2.5 EXISTING UTILITIES

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

3.1 INTRODUCTION

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

Development flexibility is created through a wide range of permitted and conditionally permitted uses, which anticipate the current and future development market, and development standards which guide the design of buildings to meet the requirements of users with a commitment to sustainability and quality architecture.

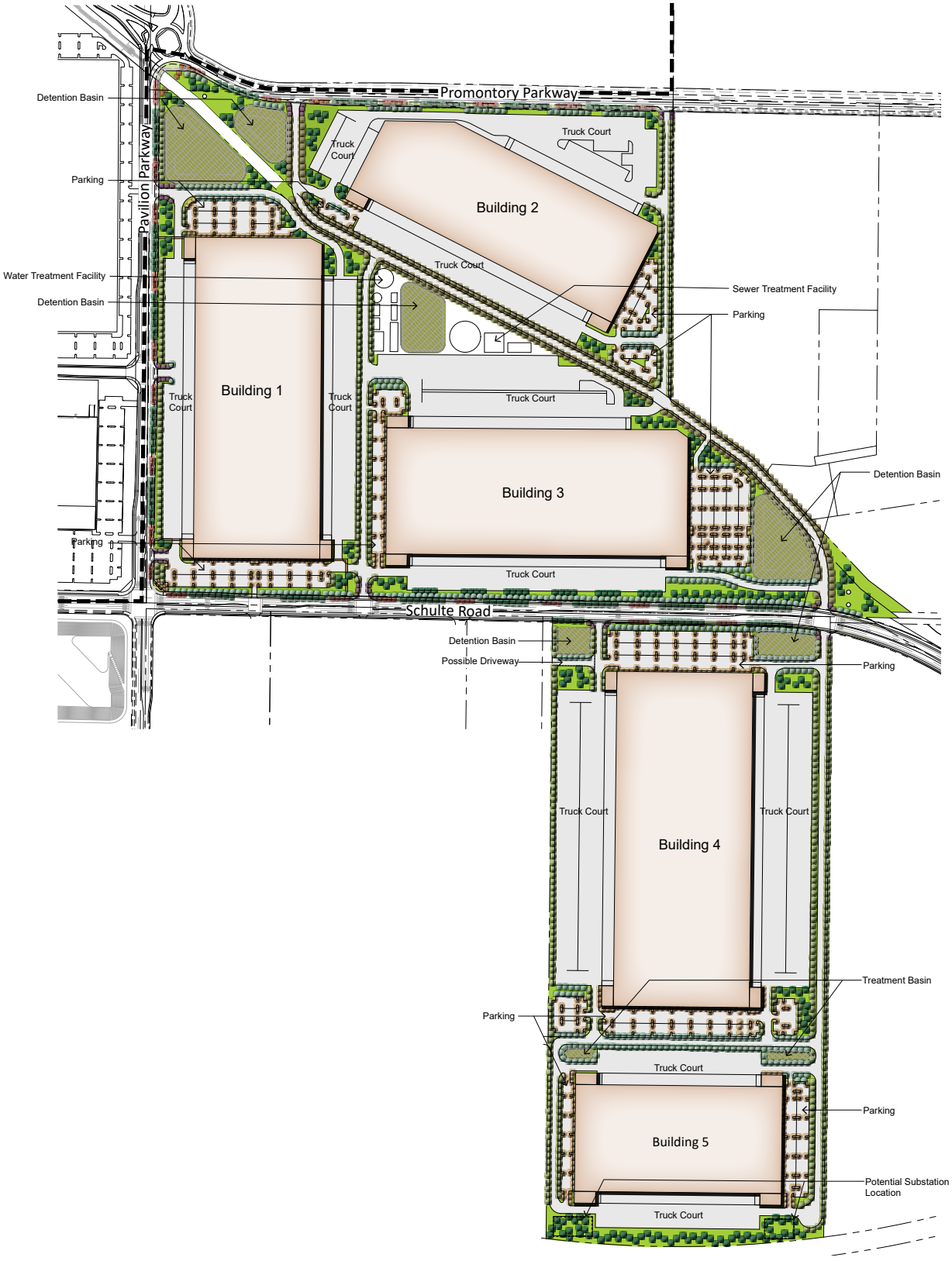

Figure 3.1, Project Concept

3.2 ZONING- INTERNATIONAL PARK OF COMMERCE PHASE 2 (I-G/SP-1)

The I-G/SP-1 District describes the permitted and conditionally permitted uses, and prescribes the required development standards. Chapters 4 and 5, Design Guidelines and Master Landscape Plan, will further guide development within the Project Area and will be used in conjunction with the development standards in this chapter.

The I-G/SP-1 District provides for a wide range of manufacturing, distribution, and storage uses. This classification is intended to implement the General Industrial land use category of the General Plan. Both the north and south parcels within the development area will be zoned General Industrial, see Figure 3.2.

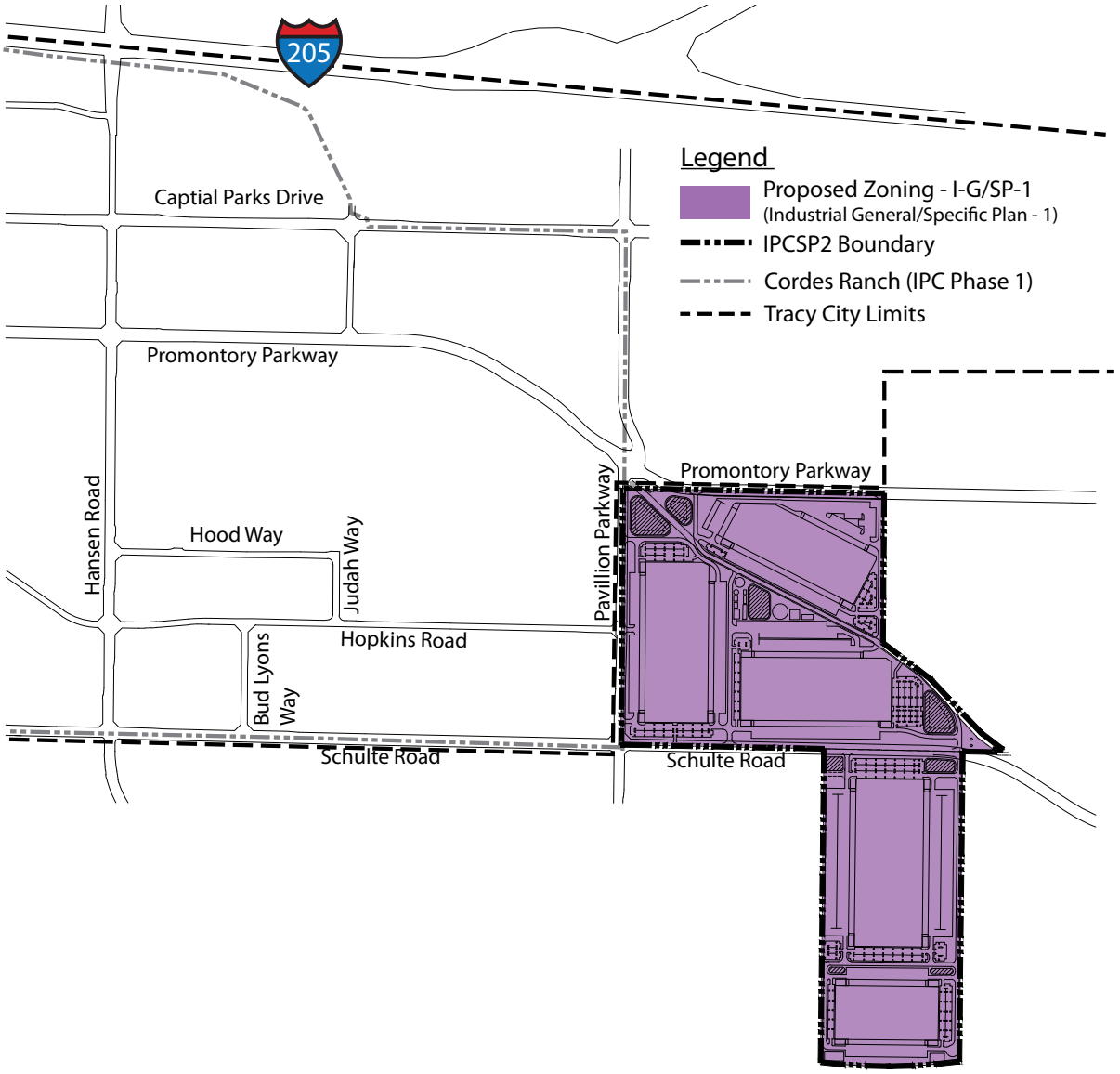

Figure 3.2, Zoning Map

3.3 PERMITTED AND CONDITIONALLY PERMITTED USES

Table 3.1 presents the permitted and conditionally permitted land uses within the Project Area. In addition, accessory uses and temporary uses shall be allowed as provided by County ordinance, including temporary construction activities and on-site construction staging areas with concrete and/or asphalt batch facilities.

Land Use Matrix		
Use Types		**I-G/SP-1 Zone [2]**
Automotive Related Services		
	Automotive Repairs, Light	I [5]
	Parking and Storage	P
	Building Maintenance Services	P [4,5]
	Gas Station	I
Truck Related Services		
	Parking and Storage	P
	Cleaning	P [5]
	Stops	U
	Repairs	I [4, 5]
	Sales	P [4, 5]
	Truck and Trailer Storage Yard	P
Utility Services		
	Minor	P
	Major	I
	Water Storage	P
Industrial, Warehouse & Distribution [1]		
	General Warehousing	P [2,3,6]
	High-Cube Warehouse	P [2, 3, 6]
	Cold Storage Warehouse	P [2,3,6]
	Fullfillment Center	P [2,3,6]
	Parcel Hub	P [2,3,6]
	Automated Sorting Center	P [2,3,6]
	Distribution and Logistics Facility	P [2,3,6]
	Transload Facility	P [2,3,6]
	General Manufacturing	P [2,3,6]
	Office	P [4, 5]

Legend:
P - Permitted Use, Except as Specified by Note
I - Use Permitted Subject to Improvement Plan Approval
U - Permitted Use, Except as Specified by Note
Notes:
(1) See Sections 9-505.5(c), (d); 9-505.6(g); 9-505.9(d); and 905.10 for Special Use Regulations in an Industrial Zone.* See Section 9-505.5(d) for Special Use regulations. See Table 3.2 for definitions of Industrial, warehouse, and distribution uses.
(2) Any change in an existing use to a new use allowed within the respective zoning areas defined in Table 3.1 which requires a Site Approval shall be permitted without the need to process a subsequent Site Approval. A Use Permit will still be required for those uses as defind in the above table unless the subsequent use, as determined by the Review Authority, is consistent with prior use for which the original use permitted was granted.
(3) May include Uses as further defined in Table 3.2
(4) Allowed use only which is incidental and subordinate to the principal use of the lands on which it is located.
(5) Use must be conducted wholly within a building, including storage.
commercial uses which is incidental and subordinate to the principal use of the lands on which it is located.

Table 3.1, Permitted and Conditionally Permitted Uses

Industrial, Warehouse/ Distribution Uses	Definition/Characteristics of Use
General Warehousing	Products stored on-site for more than a month
High Cube Warehouse	A high-cube warehouse (HCW) is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical HCW has a high level of on-site automation and logistics management. The automation and logistics enable highly-efficient processing of goods through the HCW.
Cold Storage Warehouse	Temperature controlled for frozen and perishable products, building construction includes substantial insulation in roof and foundation walls.
Fulfillment Center	Storage and direct distribution of e -commerce product to end users, shipping of smaller packages and quantities, often includes multiple mezzanine levels for product storage and picking.
Parcel Hub	Regional and local freight-forwarder facility, time sensitive shipments using air freight and ground via UPS, FedEx. Site development may include truck maintenance, vehicle wash, and fueling facility.
Automated Sorting Center	Consolidation and distribution of pallet loads (or larger) of manufactures, wholesalers, or retailers. Short storage duration high throughput and merchandise movements is performed in part or in full by machines or robotics.
Distribution and Logistics Facility	Storage facility where small shipments are combined into larger and more economical delivery trucks bound for similar destinations.
Transload Facility	Consolidation and distribution of pallet loads (or larger) of manufactures, wholesalers, or retailers. Short storage duration with high throughput and high efficiency.
General Manufacturing	Uses tend to have moderate to high nuisance characteristics, such as noise, heat, glare, odor, and vibration, requiring segregation from other land uses, and/or may require extensive outside storage areas.

Table 3.2, Warehouse and Distribution Definitions

3.4 DEVELOPMENT STANDARDS

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

Modifications to these development standards will be reviewed by the San Joaquin County Planning Director and a determination will be made as to if the modification is major or minor. Major modifications to these standards will require Planning Commission and Board of Supervisors review through a Specific Plan amendment per the San Joaquin County Code requirements. If a modification is determined to be minor and complies with the intent of the standard, an administrative review and approval will be completed by the Director of Planning. Unless otherwise established herein, all definitions and land use terms shall be as stated in the San Joaquin County Code except as modified herein.

Dimensions, Height, Building Coverage, and Depth:Width	
	I-G
Lot Area (square feet)	10,000
Lot Width (feet)	100
Setbacks (feet)	
Front	30
Street Side	20
Side	None
Rear	None
Height (feet)	
Industrial Buildings	125
Building Coverage (%)	
Maximum Building Coverage	60
Depth:Width Ratio2	3:1
1. See Sections 9-510.2 through 9-510.7 and Section 9-510.9 for exceptions and modifications.	
2. See Section 9-905.9 for exceptions. Setbacks for yards shall be measured from the planned ultimate right-of-way width of the roadway, as shown on the General Plan or applicable Specific Plan or Special Purpose Plan.	

Table 3.3, Development Standards

Landscape Standards for Fencing and Screening Requirements for Parking Areas
The following requirements shall apply to all open, off-street parking areas and off-street loading areas, including non-residential driveways:
(a) Landscaping Requirements for Vehicle Parking Areas
Parking areas with more than 20 stalls shall provide a minimum of 5% of landscaping within the perimeter of the parking area, but does not include the required landscaping along the street frontage.
(b) Tree Planting Requirments for Vehicle Parking Areas
One tree is required for each 5 parking stalls, or portion thereof, and shall be evenly spaced throughout the parking lot.
(c) Landscape Setbacks
A 10' minimum wide landscaped strip shall be installed between parking areas and adjacent public streets.
(d) Planters
Planters which abut parking stalls shall be a minimum of 5' wide. A minimum 18" wide step out including the curb shall be added to the adjacent parking stall to allow access to and from vehicles.
Landscaping , Fencing and Screening Requirements for Industrial Zones.
(a) Landscaping Requirements
All areas not used for building, parking, driveways, walkways, approved outdooor storage areas, or other permanent facilities shall be landscaped.
(b) Fencing of Front Yards
A fence up to 8' in height is permitted in the required front yard, provided such fencing is constructed of wrought iron, or similar transparent material, and does not obstruct vehicular site distances.
(c)Trash Enclosures
Trash bins shall be kept in an enclosure with solid masonry walls or similar screening on 3 sides and gated on the 4th side.

Table 3.4, Landscape Standards

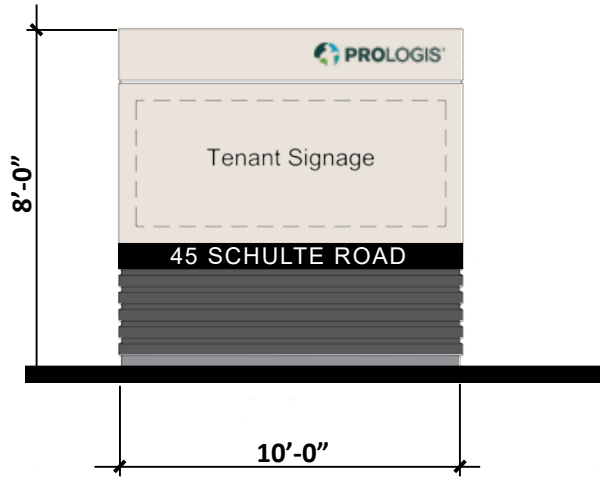

Figure 3.3, Monument Sign - Single Tenant

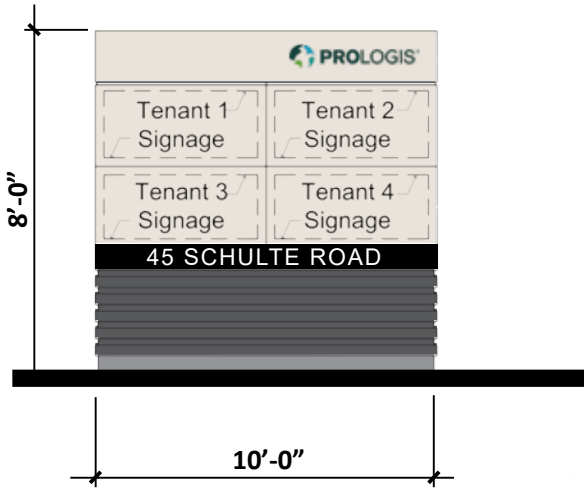

Figure 3.4, Monument Sign - Multi-Tenant

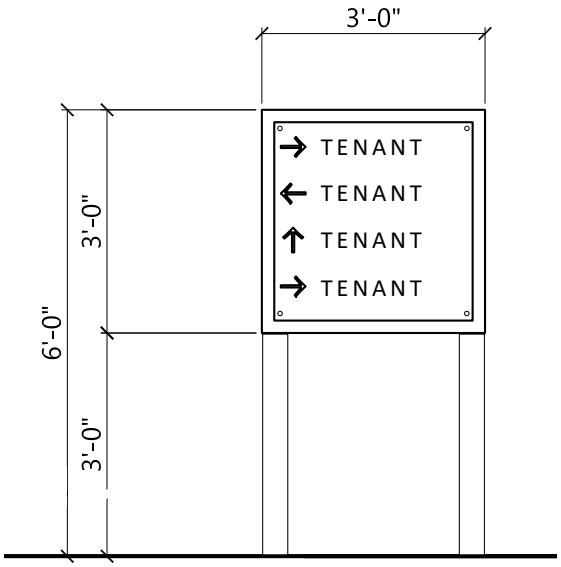

Figure 3.5, Directional Signage Example

3.5 OFF-STREET PARKING

The San Joaquin County off-street parking requirements shall apply to the IPCSP2 except as modified herein.

3.6 LANDSCAPE STANDARDS FOR OFF-STREET PARKING AREAS

Parking area landscaping shall be provided in accordance with the San Joaquin County Code standards unless otherwise provided herein, see Table 3.4.

3.7 SIGN STANDARDS

Wall, monument, directory, and directional signs are the sign types allowed in the I-G/SP-1 District and shall be allowed in accordance with the San Joaquin County Municipal Code, except as modified herein. Total sign area allowed on each parcel shall be calculated as the sum of the sign areas of all types of signs, not to exceed one square foot of sign area for each lineal foot of building frontage of business being advertised.

Monument Signs within the I-G/SP-1 District

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

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

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

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

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

Wall Signs within the I-G/SP-1 District

It is important that wall signs be proportional to the building scale and mass. Due to the size, building mass, and building setbacks from the street frontages, wall signs will be allowed as follows.

Wall Sign A Design Standards within the I-G/SP-1 District

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

1. Wall Sign A shall not exceed 300 square feet per individual sign and the combined total of all Wall Sign A's placed on each building frontage shall not exceed 600 square feet.
2. Wall Sign A shall consist of individually mounted letters and logo elements only.
3. Maximum wall sign width including logo shall be a maximum of 80% of the width of the architectural element that the sign is placed on. See Figure 3.6.
4. See Figures 3.8 and 3.9 for typical building signage locations.

Wall Sign B Design Standards within the I-G/SP-1 District

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

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

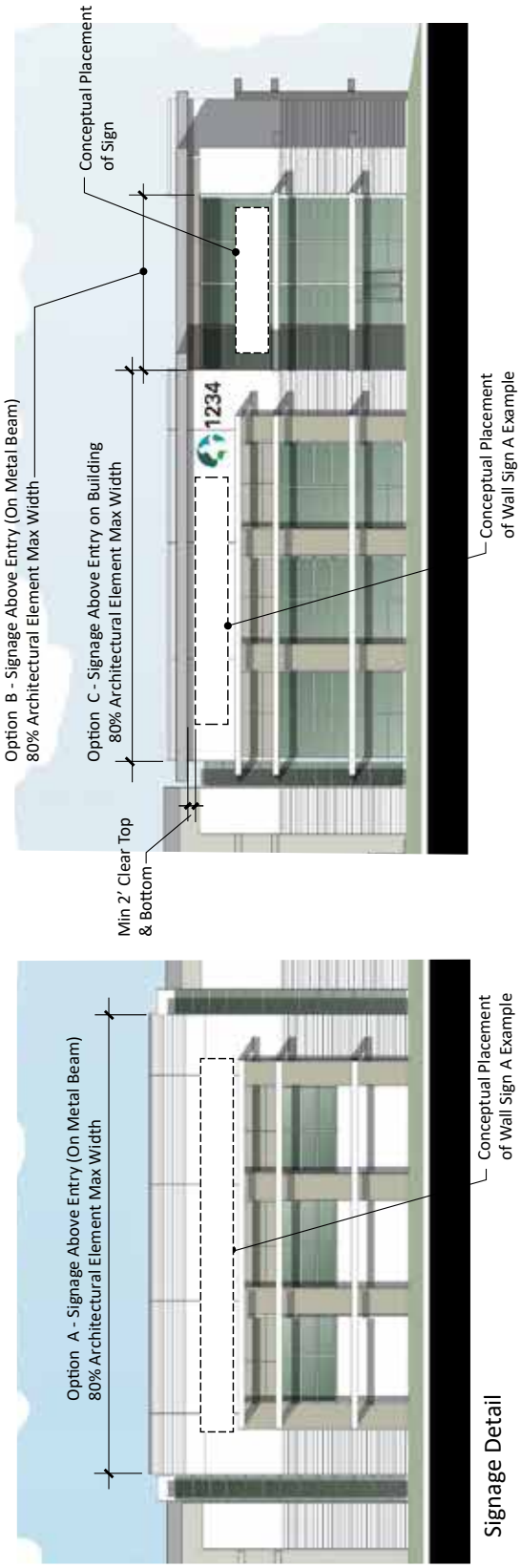

Figure 3.6, Wall Sign A

Figure 3.7, Wall Sign B

Figure 3.8, Typical Wall Sign Locations

Figure 3.9, Typical Wall Sign Locations

4.1 INTRODUCTION

The design guidelines set forth in this chapter are not absolute standards but rather a framework to foster high quality industrial and warehousing development that is aesthetically pleasing, environmentally responsible and enhance economic vitality. The guidelines are to be used in conjunction with the Development Standards in Chapter 3. Chapter 8 outlines the Development Review process that will utilize these guidelines to evaluate development applications in order to make the necessary findings for project approval.

Design Goals

The goal of the design guidelines is to develop facilities that:

1. Continue to create a sense of place that compliments Cordes Ranch (International Park of Commerce) through quality construction and well-designed buildings;

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

3. Maintain a consistent landscape theme with Cordes Ranch (International Park of Commerce) and create a unifying design element between the projects and street corridors;

4. Provide design flexibility to allow for a variety of development options and capture opportunities to generate jobs within San Joaquin County.

4.2 DESIGN ELEMENTS

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

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

a. Building Architecture and Design Detailing

The overall architectural character of International Park of Commerce 2 will express the character of a modern industrial business park in a manner that is both progressive and enduring. Individual creativity, branding and identity is encouraged. Building materials should support the image of clean contemporary design. The primary construction system at IPCSP2 will be concrete tilt-up buildings. Concrete tilt-up panels should rely on simple architectural expressions using reveals and paint finishes creating interest. On long elevations, the use of parapet height variation, paint color, and additional accent materials will be used to balance the scale.

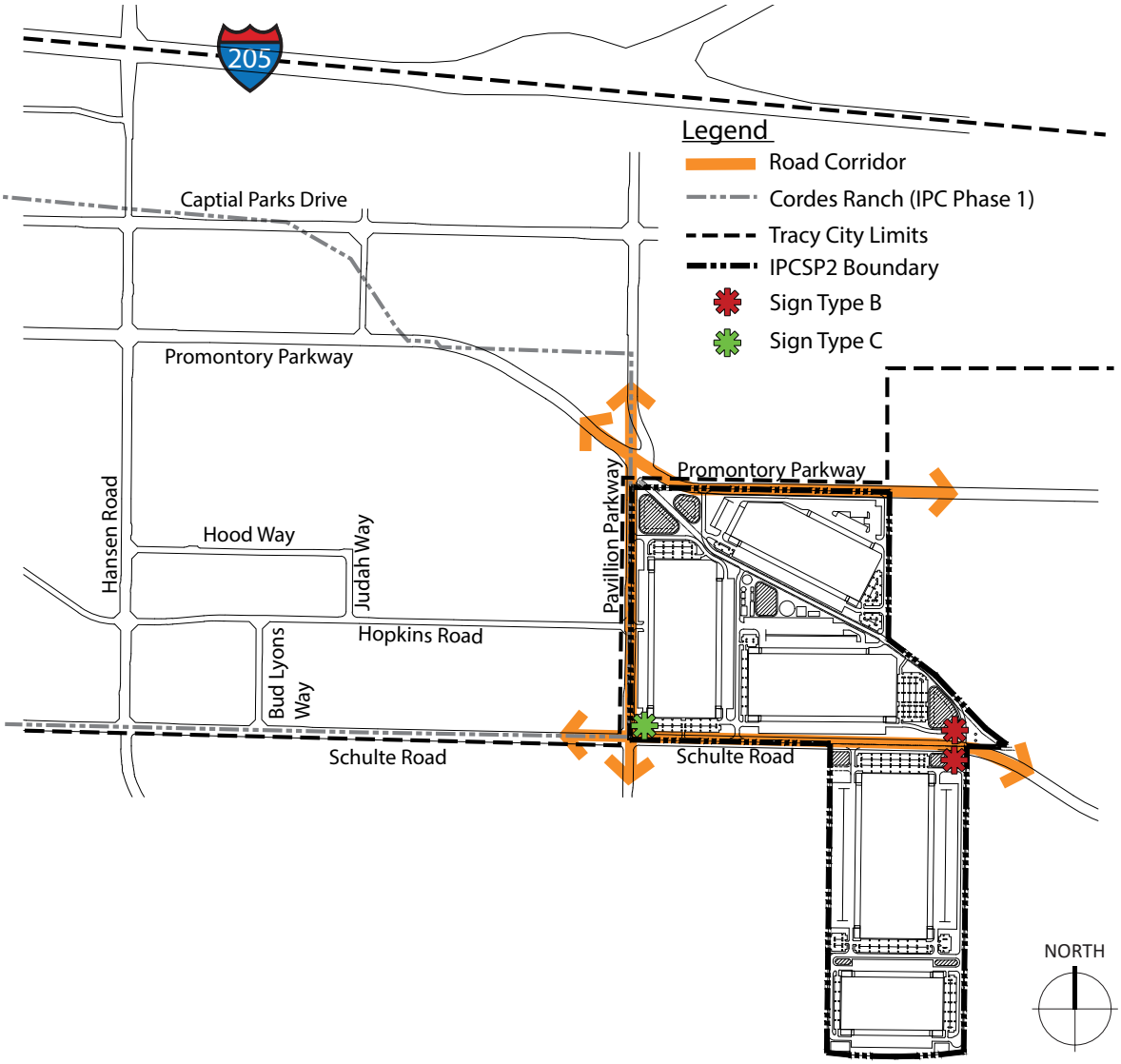

Figure 4.1, Design Elements

Streetscape Example

b. Road Frontage and Landscape Corridors

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

c. Project Entry Features

IPCSP2 signage shall be designed to create a sense of "place". Tenant identity is important, particularly the entry signs along Schulte Road, Pavilion Parkway, and Promontory Parkway. Monument and building signage will have a consistent design theme and thoughtful placement. All signage will use high-quality materials and will complement the overall project design and further support the image of clean contemporary design.

4.3 GENERAL DESIGN GUIDELINES

Development will consist of parcels that can accommodate large building sizes. Accordingly, buildings should be designed to face office functions and building entries toward the street frontages and provide landscape screening of truck and trailer parking, loading docks, and service doors with landscaping and berming. Auto parking should be landscaped with trees to provide shading to reduce heat gain. A typical illustrative concept site plan is presented in Figure 4.2.

Project Entry

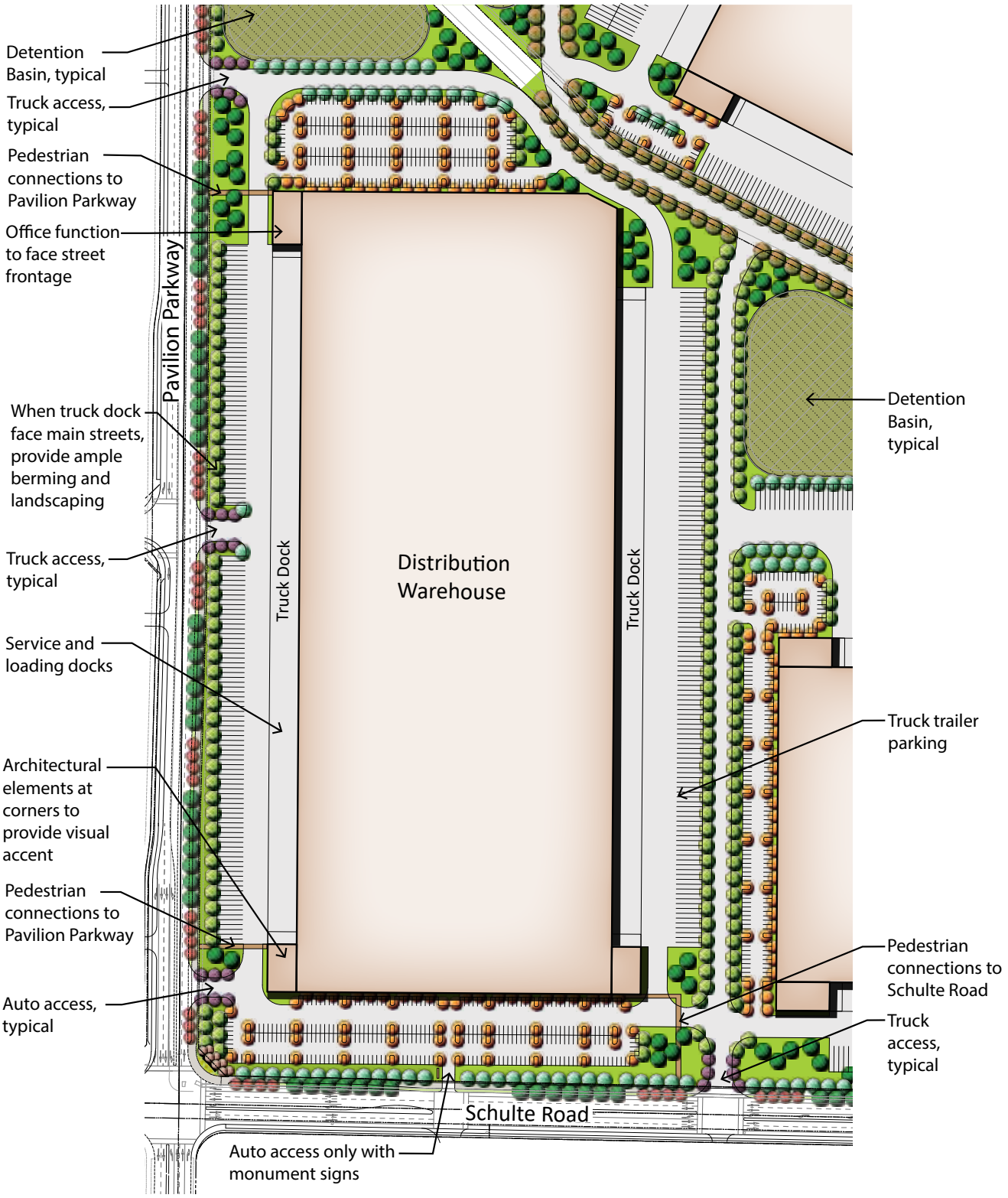

Figure 4.2, Illustrative Concept Site Plan

Frame Street with Buildings and Landscaping

Create Landscaped Drive Aisles to Direct Vehicles and Pedestrians

a. Site Planning and Building Orientation

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

Orient Building Entries Towards Public Streets

Screen Parking Areas from Public View

- Provide for efficient site circulation by creating landscaped drive aisles that divide parking fields and direct vehicles toward parking adjacent to buildings.
- Provide adequate stacking length at main entries and the first drive aisle to limit vehicle ingress and egress conflicts.
- Provide for vehicle circulation and parking in front of buildings that will assist with creating appropriate building massing setback from public streets.
- Parcels with more than one building should cluster buildings so that service doors and loading docks oppose each other if possible.
- Include ample landscaping and berming to reduce views of the loading docks, truck trailer parking, and service doors from public streets.
- Parking, when in front of buildings, shall be softened by use of landscaping or berming from the public view.
- If possible, provide separate entrances for automobiles and trucks that are clearly marked to promote safe site circulation.
- Parking areas for trucks and trailers shall be allowed to face public streets but should, to the extent possible, have berming and landscape to help reduce views from public view.
- Methods to provide screening may include but not be limited to: any combination of fencing, landscaping, and berming.
- Allow for adequate truck stacking length at the security building and the street entry to limit conflicts with site circulation.

Use Paving to Distinguish Pedestrian Pathways

Screen Views of Truck Trailer Parking

b. Pedestrian Circulation

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

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

- Provide adequate lighting for pedestrian safety.

c. Screening and Utilities

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

- Parcels with more than one building should cluster buildings so that service doors and loading docks face each other to minimize views from public streets.

- Incorporate storm water treatment improvements into the overall site design and parking lot layout of each parcel. Storm water control shall be designed in accordance with adopted standards.

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

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

Design Trash Enclosures to be Compatible with Project Architecture

Exterior Utility Equipment Screened with Planting

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

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

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

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

- Trash enclosures shall be screened from view from all public rights-of-way by buildings or landscaping, with openings oriented away from public view, and shall be located in a manner that allows for accessibility by the trash/ recycling vehicles.

Screen Parking Areas from Public View

Provide Adequate Tree Planting for Shading Parking Lots

d. Parking and Circulation

- Create a clear visual entry to the project by use of signage, entry walls, vertical landscape elements, and accent hardscape/paving.

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

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

e. Parking Lots

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

- Where practical, provide separate entrances for automobiles and trucks clearly marked to promote safe site circulation.

f. Fences

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

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

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

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

Typical Tubular Steel Fencing

- Fencing fronting public streets shall be limited to a maximum height of 8'. If security fencing is constructed adjacent to the landscape setback area, it should be constructed of tubular steel or similar material.

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

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

Match Security Gates to Fencing Design

g. Lighting

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

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

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

- Lighting should be architecturally compatible with the building and site design and shall have a 40' maximum height for a freestanding light pole and consistent with IPC Phase 1.

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

Typical Single-Head Parking Lot Lighting

Typical Double-Head Parking Lot Lighting

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

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

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

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

h. Security

- Electronic devices to provide for employee security, limit vandalism, and deter merchandise theft are allowed in parking lots, and mounted to buildings as allowed by the County requirements.

4.4 LANDSCAPE GUIDELINES

Landscape design plays an important role in creating a uniquely attractive, sustainable and health-promoting environment. The design character is contemporary, consisting of native and climate adapted plantings in patterns and hedgerows to create a visually ordered appearance. Natural materials in clean, simple designs create a sophisticated character. The project is visually unified with thematic signage, coordinated furnishings and fixtures, enhanced hardscape and plant palette, which all work together to create a sense of "place".

Landscape Area Between Parking Lot and Street

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

- Fast-growing trees closely spaced in groupings to create visual mass and screening are encouraged.

Berming Between Street and Parking Lot

- Planting areas should be provided between parking and roads to provide visual relief in large expanses of hardscape.
- Screening and sound attenuation along roads should be achieved through siting, berming and landscaping.
- Property owners are responsible for installing and maintaining the landscape setbacks within their properties, in accordance with the County requirements and this Specific Plan.
- Design should be generally consistent with the overall contemporary character of the project.

Climate Adapted Grasses

Provide Landscaping in Open Areas

- There should be a consistent landscape design throughout the development. Unrelated random placement of plant materials shall be avoided.
- All portions of a site not devoted to buildings, structures, parking, outdoor storage or paving should be landscaped, to the extent feasible. Landscapes should be designed to reach a reasonable level of maturity within five years.
- Large scale buildings should be screened by appropriately scaled planting.
- Trees shall be provided at a ratio of an average of at least one tree for every 1,000 square feet of landscape/hardscape area, not including required parking lot trees.
- Trees shall be installed at a minimum size of 24” box .
- Parking lot trees should be provided at a minimum of one tree per 5 spaces. Trees may be clustered to define circulation routes, frame site views, and reinforce freeway edge planting. Large scale, high branching shade trees able to withstand strong winds should be used in all parking areas.
- Vegetated bioswales are encouraged in parking lot planting islands to treat on-site stormwater and provide visual relief within the hardscape.
- No large landscape areas are to be landscaped with solely native grasses.

Native Plant Palette

Bioswale with Native Plants

b. Materials

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

c. Sustainability

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

- Appropriate placement of landscape plant materials should provide summer shade on buildings, parking spaces, drives and paths.

Enhanced Building Entries

- Enhanced building entries and other special landscape features are encouraged and should feature bold foliage accent planting in pots or planters, colored paving, spreading shade trees and seating elements. Accent lighting is also encouraged.

- Large scale trees and shrubs appropriate to the scale of the architecture should be emphasized to minimize visual dominance of large architecture.

d. Site Furnishings

- Site furnishings should be high quality and contemporary in design and compatible with the overall landscape design.

- Site furnishings should be consistent throughout and match IPC Phase 1.

- Site furnishings should be durable and vandal resistant.

Use of Building Accent Materials

4.5 ARCHITECTURAL GUIDELINES

Architectural design guidelines are intended to provide direction for the development of well-designed structures through the use of high-quality materials and attention to detail that will meet or exceed the high standards envisioned through this Specific Plan. These guidelines will assist in ensuring a base level of quality of architecture consistent with the vision and goals of the Specific Plan, rather than relying on standardized market prototypes to drive the design of the various building types.

Articulate Buildings to Add Visual Interest

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

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

- Visual interest on buildings with simple shapes shall be provided through the use of both vertical and horizontal facade breaks that should be visible from street view, including, but not limited to, varying roof heights and pitches, stepped out columns, awnings, windows, recessed entries, score lines, and a mix of colors and materials. Building design considerations should be employed access the entire building.

Create Visual Interest with Simple Shapes

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

- Utilitarian portions of buildings, such as vents, gutters, downspouts, flashing, electrical conduit, and other wall-mounted utilities shall be painted to match the color of the adjacent surface or otherwise designed in harmony with the building exterior.

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

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

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

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

Figure 4.3, Typical General Industrial Architectural Styles

5.1 LANDSCAPE CONCEPT

The landscape design for the project is contemporary and sustainable and consistent with the architectural style and detailing of the buildings. The concept will visually unify the built and landscaped environments through the use of a consistent application of the plant palette, coordinated furnishings and fixtures, to create a strong sense of place.

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

The private landscape elements are generally located outside of the right-of-way and will be privately maintained. The right-of-way extends several feet beyond the back of walk. In these cases, the portion of right-of-way beyond the back of walk may be privately maintained for simplicity and to ensure maintenance consistency. Where certain features extend into the right-of-way, maintenance easements or other arrangements acceptable to the County, will be established to allow for private maintenance.

Landscape approaches depicted within the Master Landscape Plan are intended to be conceptual in nature and are envisioned to provide guidelines for development. Final landscape designs for each of these design elements in both the public right of way and private parcels including but not limited to the design and layout, plant species, plant spacing, and container sizes will be reviewed and approved by the County as part of individual development Site Approval applications for each parcel and/or as part of the public road improvements associated with each phase of development.

5.2 STREETSCAPES

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

Conceptual Streetscape Planting w/ Accent Rock - Pavillion Parkway

All roads will include a landscape strip on each side planted with street trees as described with each specific public street section. Landscape setbacks beyond the right-of-way, will range from 25-30 feet to provide a buffer between the roadway and the parking and/or buildings. Landscape setbacks will generally be planted with a variety of grasses, evergreen shrubs, and double rows of large screen trees. Setbacks may be bermed up to 5’ to minimize the perceived scale of building facades, or slope down away from streets at a maximum 3:1, depending on the grades at a given location and grading condition.

Conceptual Streetscape Planting w/o Accent Rock - Promontory Parkway and Schulte Road

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

Typical 8” to 10” Brown Fractured Angular Rock

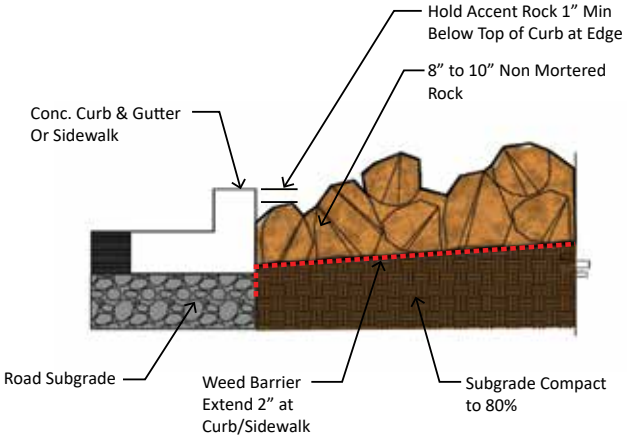

Figure 5.1, Typical Accent Rock Detail

Accent rock surfacing generally described as 8” to 10” brown in color fractured angular rock will be used as a design and visual accent element in both the public right of way as well as private landscaping areas within IPCSP2 boundary. This design element supports the Model Water Efficient Landscape Ordinance (MWELO) to reduce water use for landscape irrigation, simplify maintenance needs, and create a more sustainable landscape. The accent rock will generally consist of up to 250’ lengths of rock in the medians and planting strips broken up with approximately 250’ of landscaping planting in a pattern that will continue the lengths of the north-south streets. A similar pattern of accent rock surfacing in a more curvilinear shape will generally occur within the private landscape setback.

Schulte Road

Four Lane Parkway

Schulte Road is classified as a four-lane parkway. The north side of the roadway includes a 7-foot landscape strip at the street edge planted with grasses and street trees, a 12-foot Class I Bikeway, and a 3’ landscape strip within the right of way. The opposite side has an 8-foot landscape strip, 5-foot sidewalk and 4-foot landscape strip within the right of way. Beyond the right-of-way, an additional 30-foot landscape setback is required on both sides of the right of way to expand the planted area and provide additional screening of parking and large buildings. The road includes a 16-foot median/ turn lane strip. Medians are planted with grasses, evergreen shrubs, and trees. The Class I Bikeway is on the north side of Schulte Road.

Conceptual Schulte Road Tree Palette

1. Right of Way Planters
   - *Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle) @ 20'-0" o.c.*
   - *Ulmus parvifolia 'True Green' (True Green Chinese Evergreen Elm) @ 30'-0" o.c.*
2. Landscape Setback
   - *Quercus wislizenii (Interior Live Oak) @ 30'-0" o.c.*
   - *Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle) @ 20'-0" o.c.*
   - *Ulmus parvifolia 'True Green' (True Green Chinese Evergreen Elm) @ 30'-0" o.c.*
3. Median
   - *Olea europaea 'Swan Hill' (Swan Hill Olive) @ 30'-0" o.c.*
   - *Quercus macrocarpa 'Urban Pinnacle' (Urban Pinnacle Oak) @ 30'-0" o.c.*

Conceptual Schulte Road Understory Palette

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

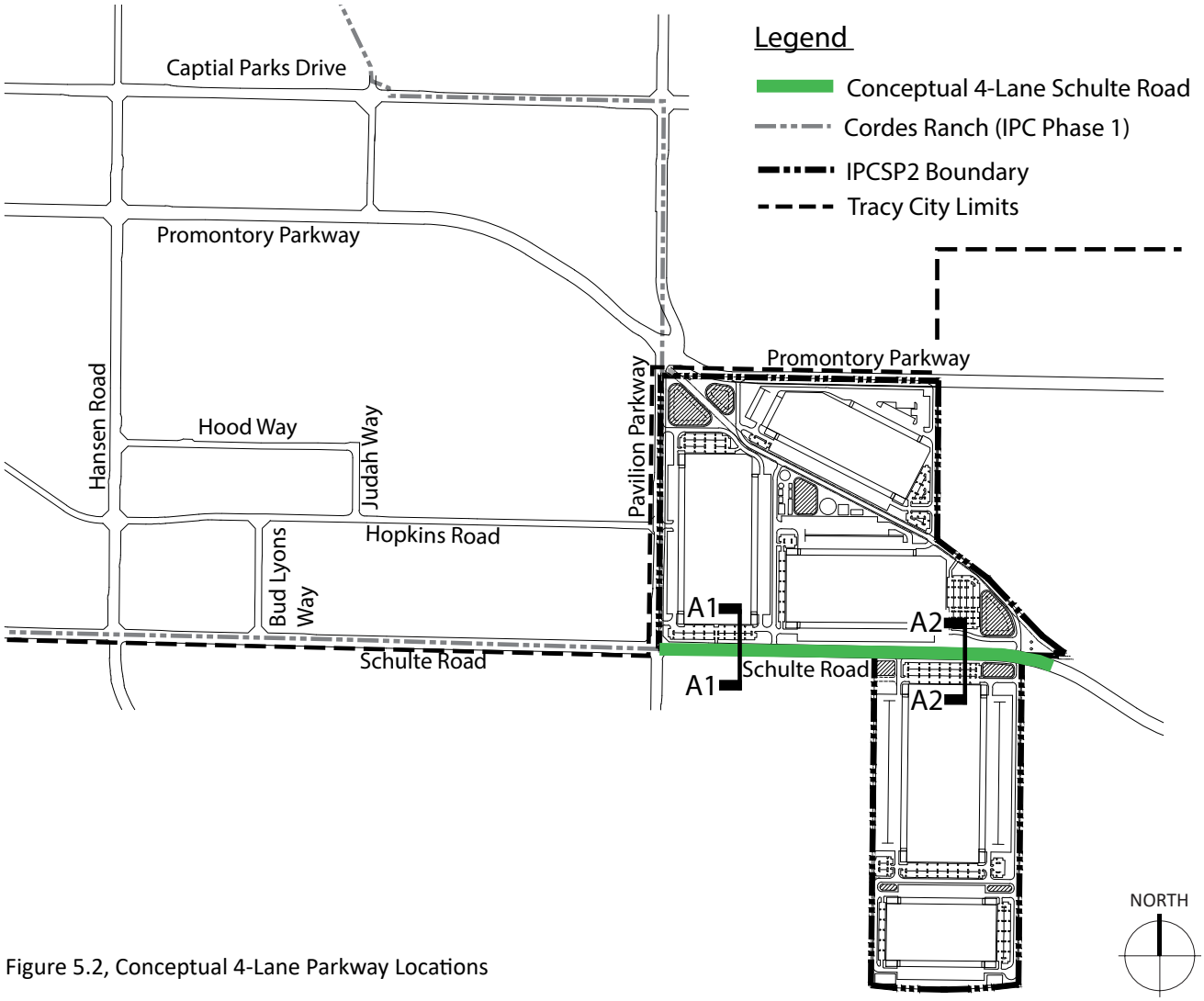

Figure 5.2, Conceptual 4-Lane Parkway Locations

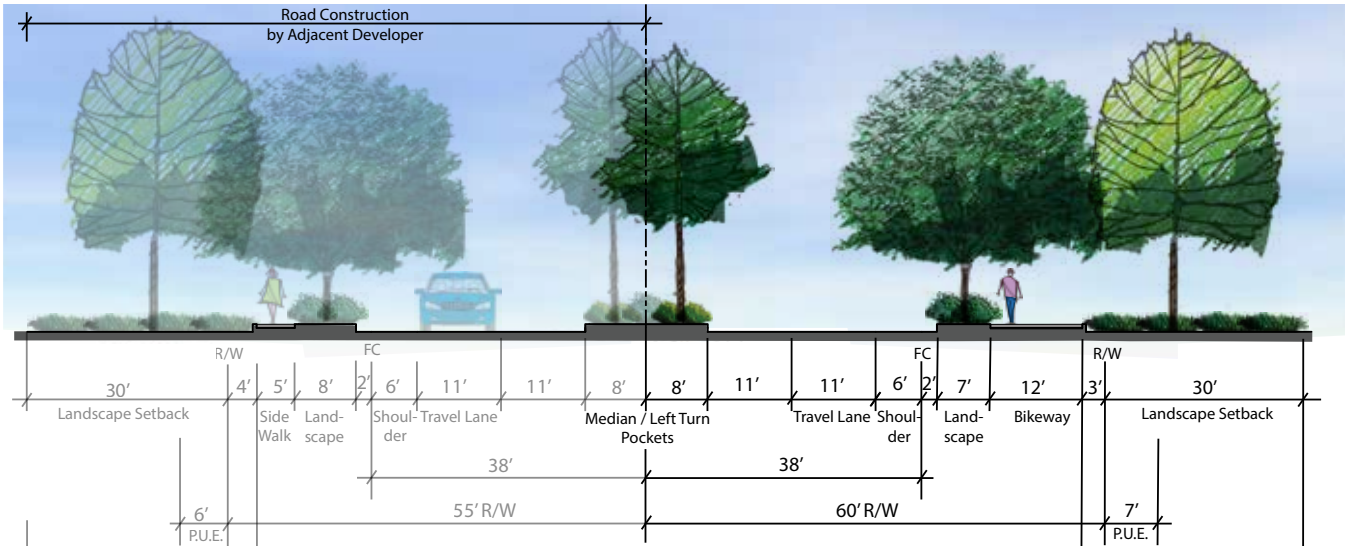

Figure 5.3, Conceptual Design for 4-Lane Parkway, Section A1-A1

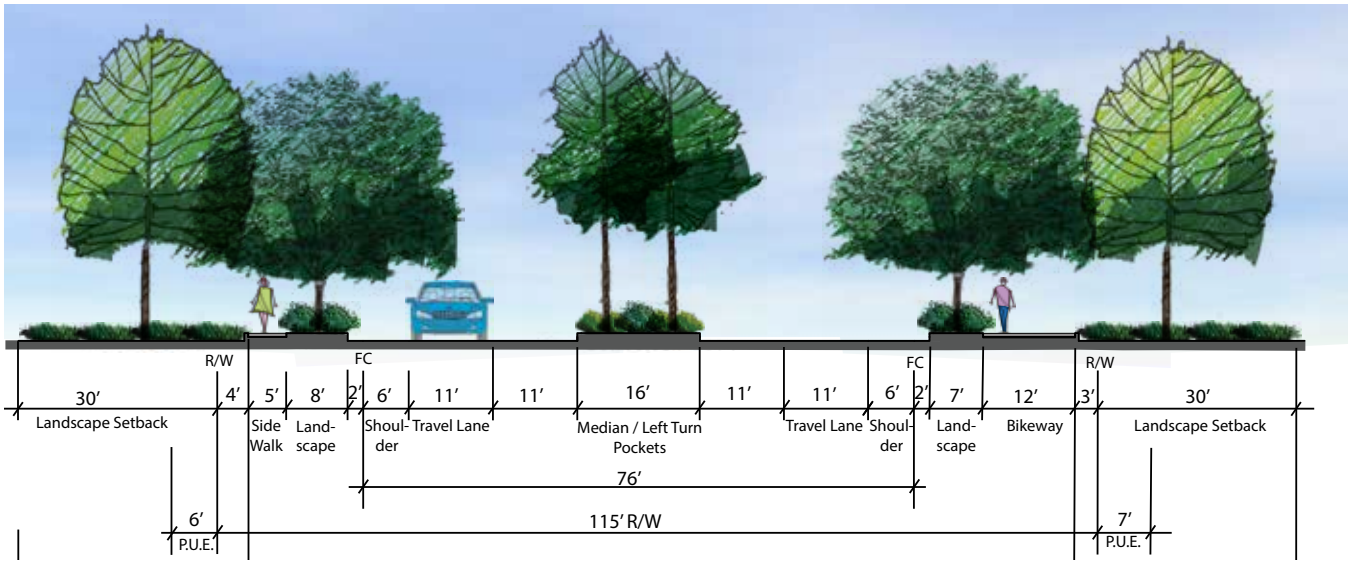

Figure 5.4, Conceptual Design for 4-Lane Parkway, Section A2-A2

Pavilion Parkway - Four Lane Major Arterial

Pavilion Parkway is a four-lane major arterial with medians. On the east sides they have 12-foot Class I Bikeways with 7-foot landscape strips at the street edge and 3' landscape strips at the back of walk within the right of way. On the west side they will have 8-foot landscape strips at the street edge, five 5-foot sidewalk and 4-foot landscape strips within the right-of-way. Additional 25-foot landscape setbacks are provided on both sides. Setbacks are planted with a variety of grasses and screen trees and bermed or sloped where appropriate to minimize the perceived scale of building facades. Sixteen-foot medians are planted with grasses, evergreen shrubs, and flowering trees.

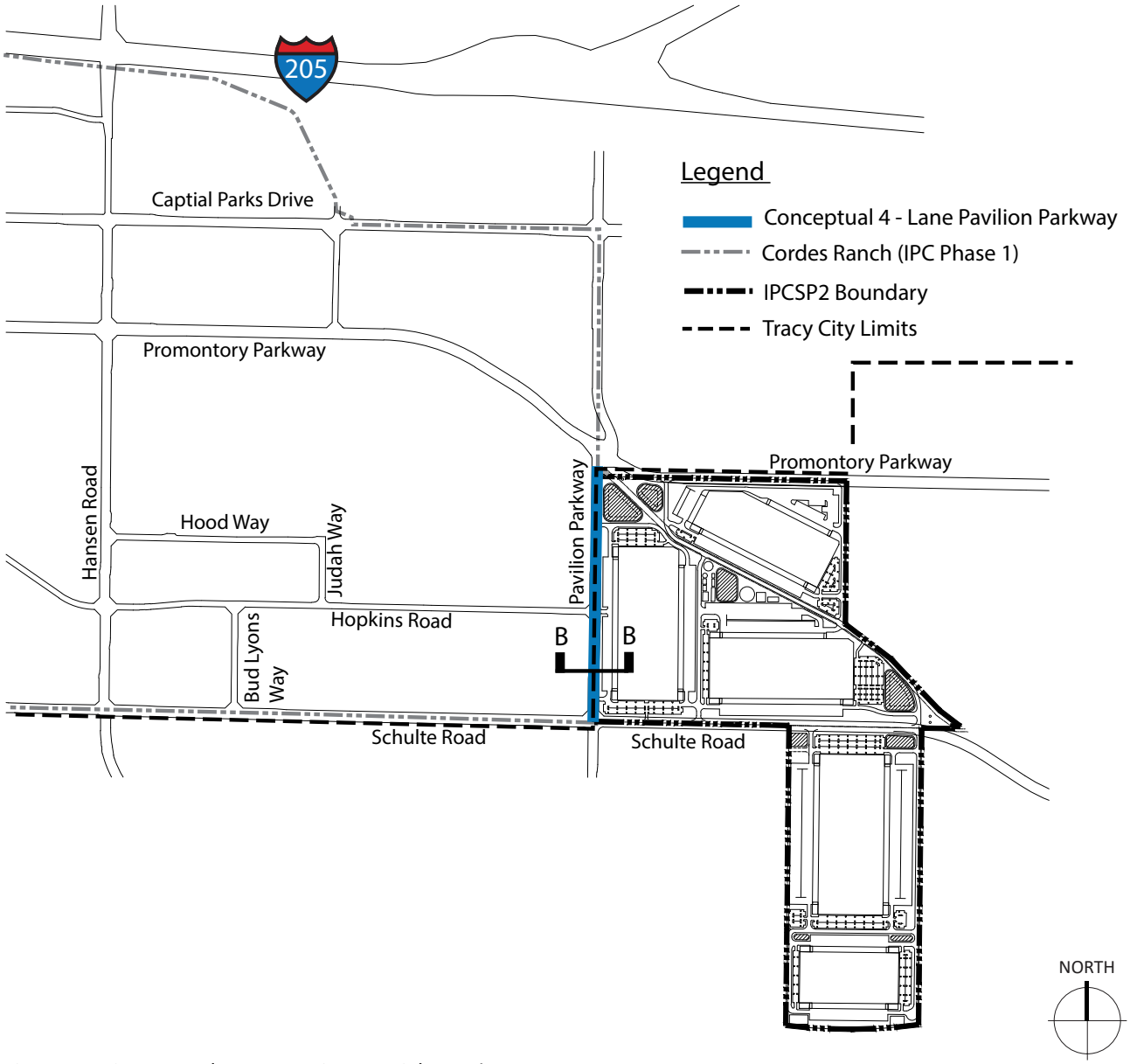

Figure 5.5, Conceptual 4-Lane Major Arterial Locations

Conceptual Pavilion Parkway Tree Palette

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

Conceptual Pavilion Parkway Understory Palette

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

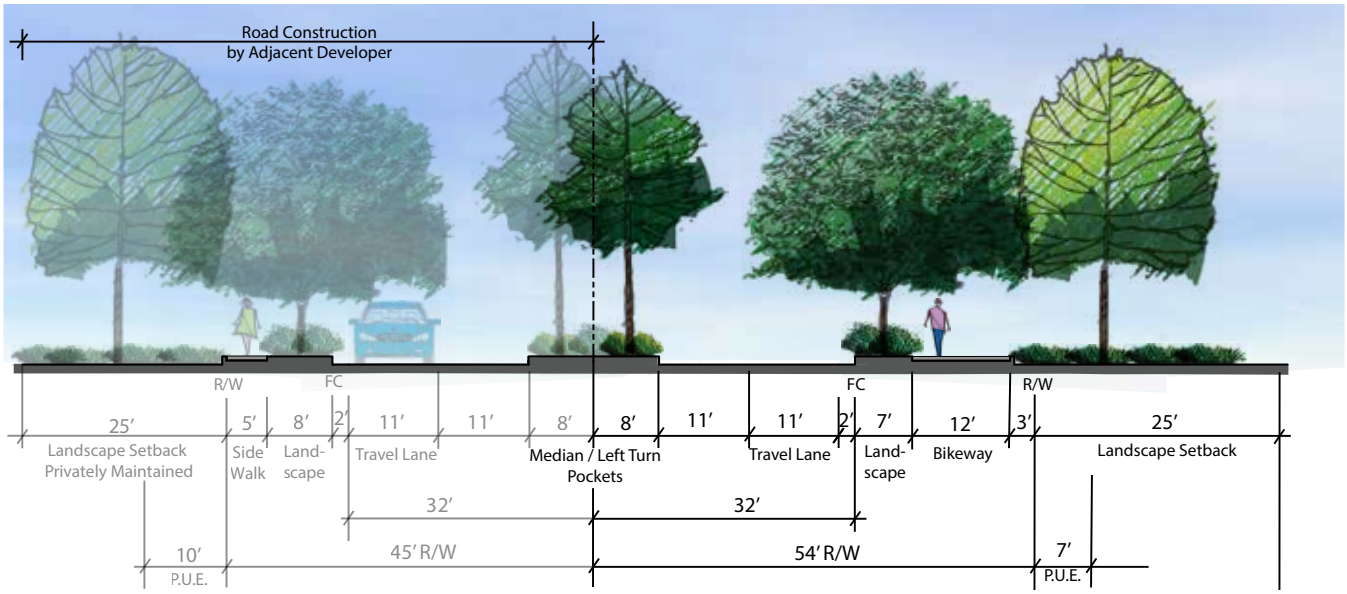

Figure 5.6, Conceptual Design for 4-Lane Major Arterial, Section B-B

Promontory Parkway - Six Lane Arterial

Promontory Parkway is a six-lane arterial with the north side containing a 7-foot landscape strip at the street edge, a 12-foot Class I Bikeway and 3-foot landscape strip, and a 30-foot landscape setback beyond the right of way. The southern side has an 8-foot landscape strip at street edge planted with grasses and street trees, and a five 5-foot sidewalk and 4-foot landscape strips within the right-of-way. An additional 25-foot landscape setback is located outside of the right of way.

Landscape setbacks are planted with grasses and screen trees to soften large architecture and are bermed or sloped, as needed.

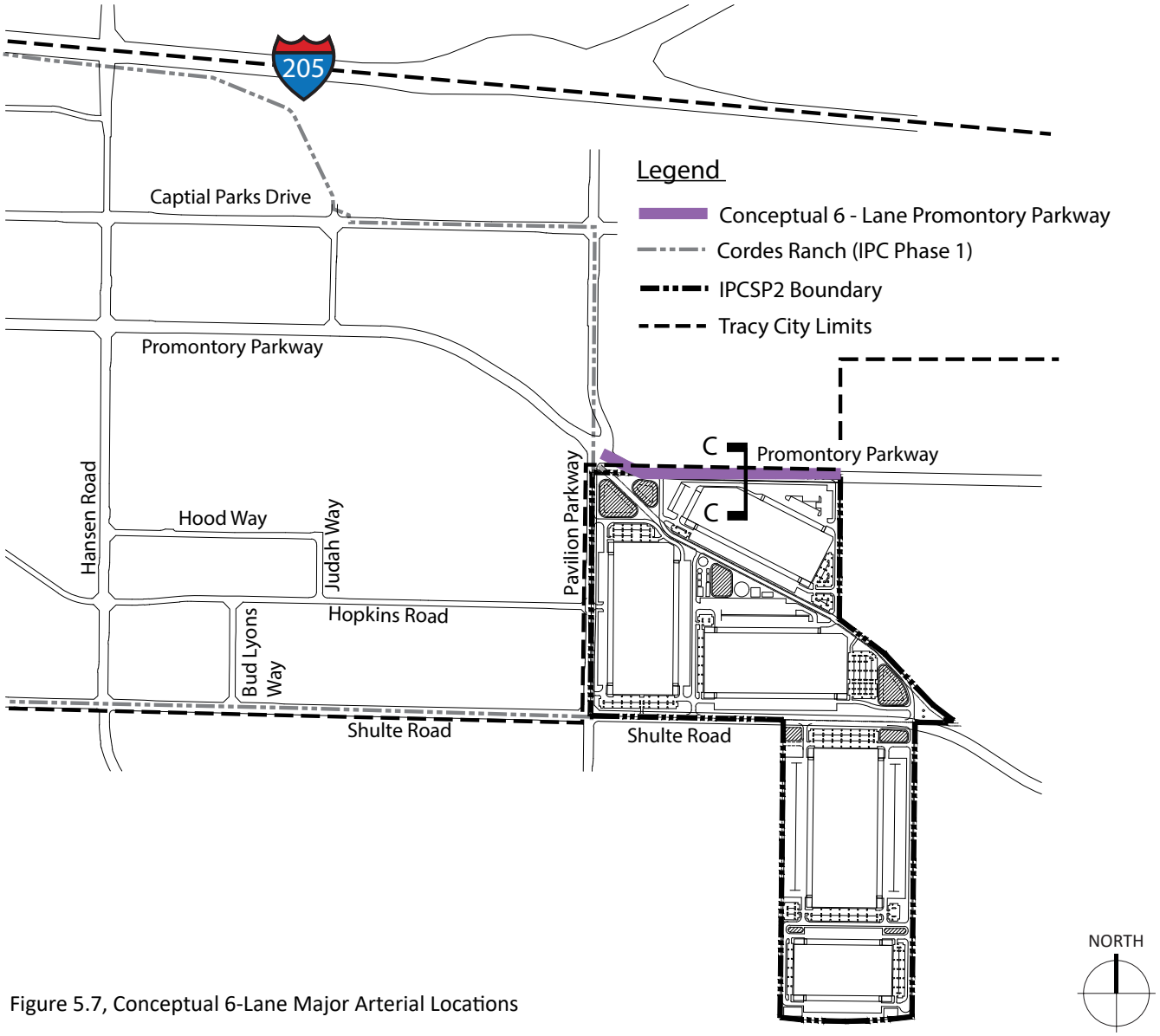

Figure 5.7, Conceptual 6-Lane Major Arterial Locations

Conceptual Promontory Parkway Tree Palette

1. Right of Way Planters
   - *Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle) @ 20'-0" o.c.*
   - *Ulmus parvifolia 'True Green' (True Green Chinese Evergreen Elm) @ 30'-0" o.c.*
2. Landscape Setback
   - *Quercus wislizenii (Interior Live Oak) @ 30'-0" o.c.*
   - *Lagerstroemia hybrid 'Dynamite' (Dynamite Crape Myrtle) @ 20'-0" o.c.*
   - *Ulmus parvifolia 'True Green' (True Green Chinese Evergreen Elm) @ 30'-0" o.c.*
3. Median
   - *Olea europaea 'Swan Hill' (Swan Hill Olive) @ 30'-0" o.c.*
   - *Quercus macrocarpa 'Urban Pinnacle' (Urban Pinnacle Oak) @ 30'-0" o.c.*

Conceptual Promontory Parkway Understory Palette

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

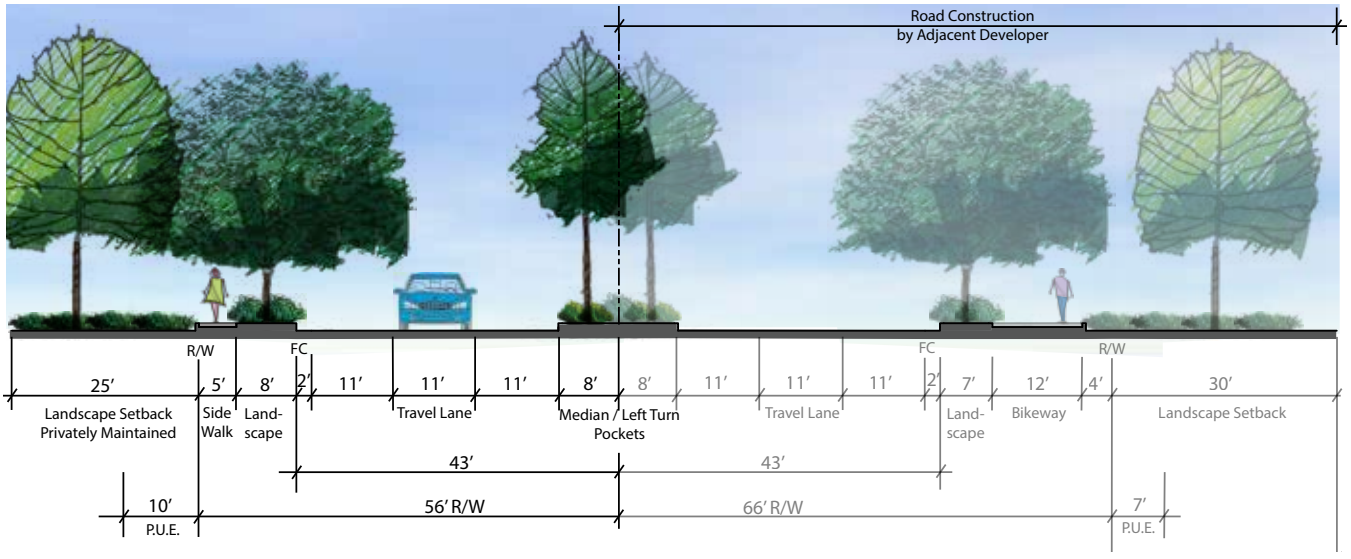

Figure 5.8, Conceptual Design for 6-Lane Major Arterial, Section C-C

Street Tree List

The following Street Tree list provides suggested species suitable for the design aesthetic desired for the project right of way planters, medians, and landscape setback areas. See Chapter 4 Design Guidelines for On-site Tree List.

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

5.3 ENTRY DESIGN/SIGN TYPE B

Two Type B signs will be located on Schulte Road at the eastern property boundary, see Figure 5.10. The entry designs will be similar in design and materials approved with the Cordes Ranch Specific Plan to create a unified aesthetic for both projects.

The streetscape and landscape up to the back of walk will be privately maintained. All landscaping and improvements beyond the back of walk will be privately maintained including, in some cases, up to 4' of right-of-way on one or both sides of the street.

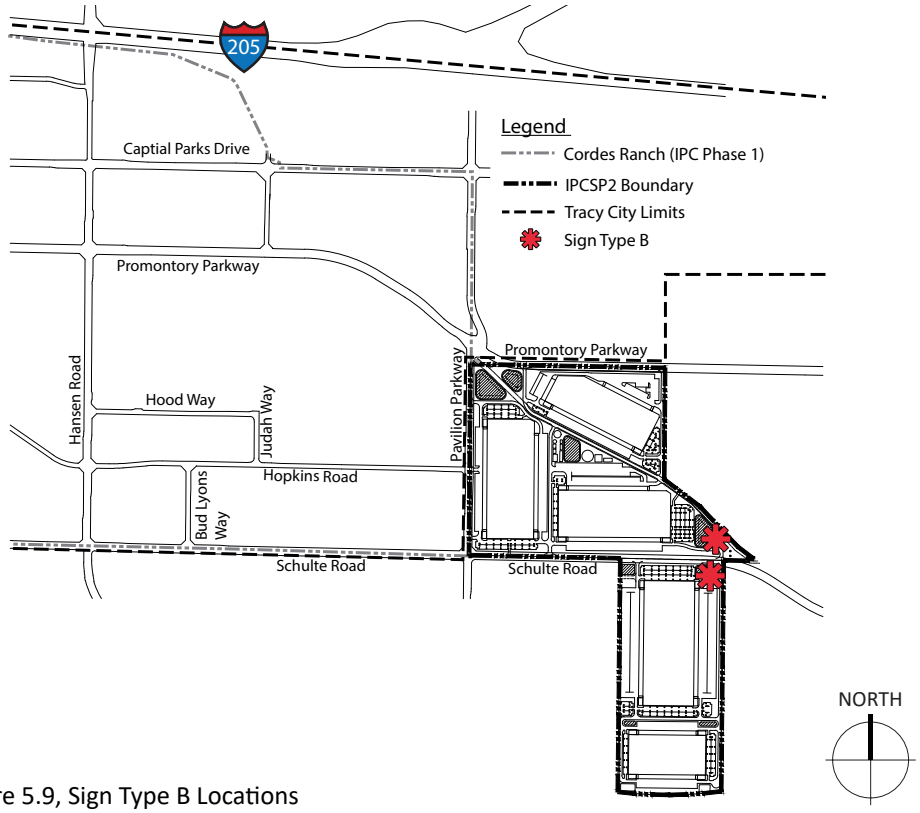

Figure 5.9, Sign Type B Locations

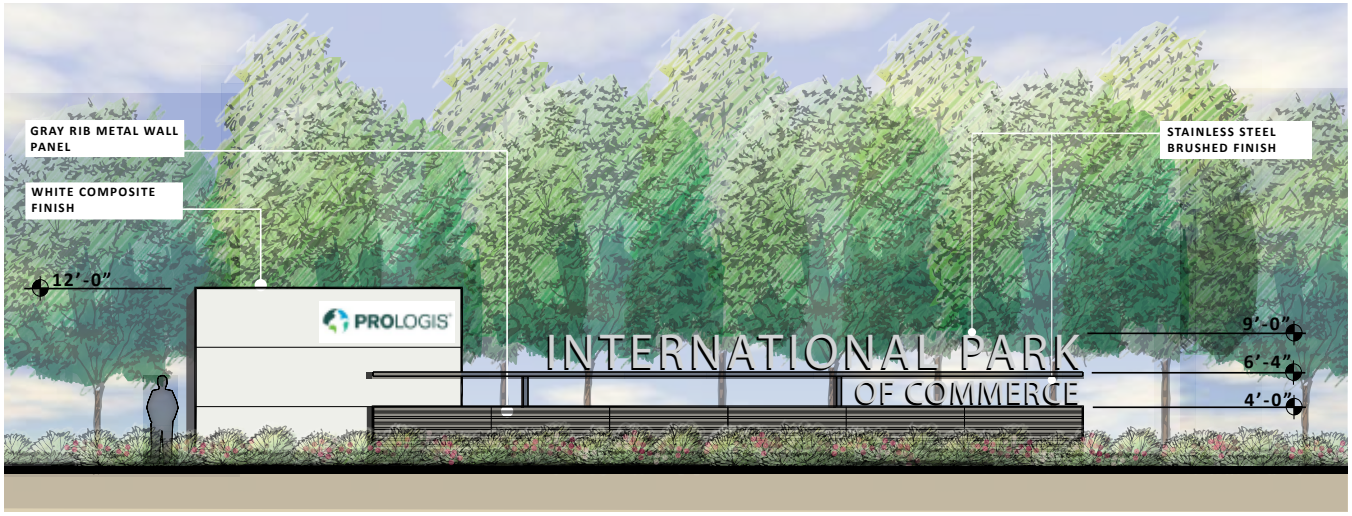

Figure 5.10, Sign Type B Example

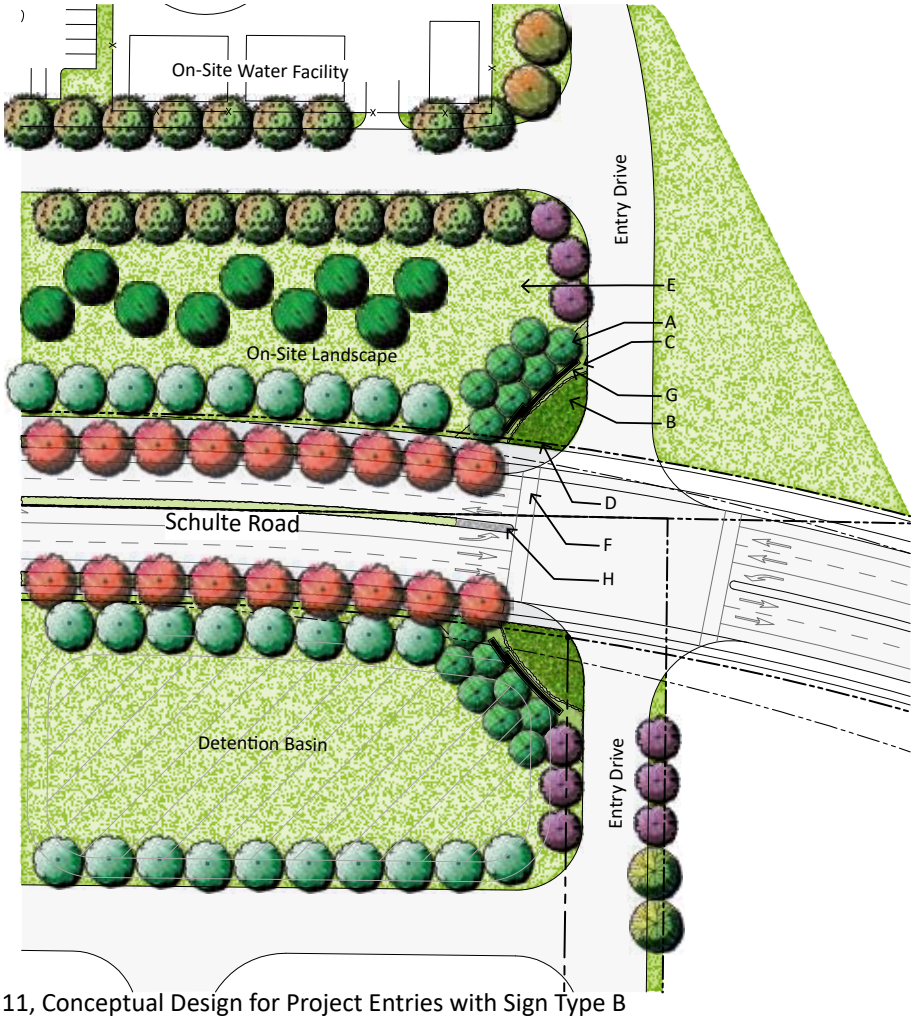

Figure 5.11, Conceptual Design for Project Entries with Sign Type B

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

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

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

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

D. Property Line

E. Private Landscaping

F. Crosswalk, typ.

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

H. Decorative Accent Rock, typ.

5.4 ENTRY DESIGN/SIGN TYPE C

One Type C sign will be located at the corner of Schulte Road and Pavilion Parkway, see Figure 5.12. The location of the sign will mirror the sign approved as part of the Cordes Ranch Specific Plan on the west side of the intersection to create a secondary entry to the projects.

The streetscape and landscape up to the back of walk will be privately maintained. All landscaping and improvements beyond the back of walk will be privately maintained including, in some cases, up to 4' of right-of-way on one or both sides of the street.

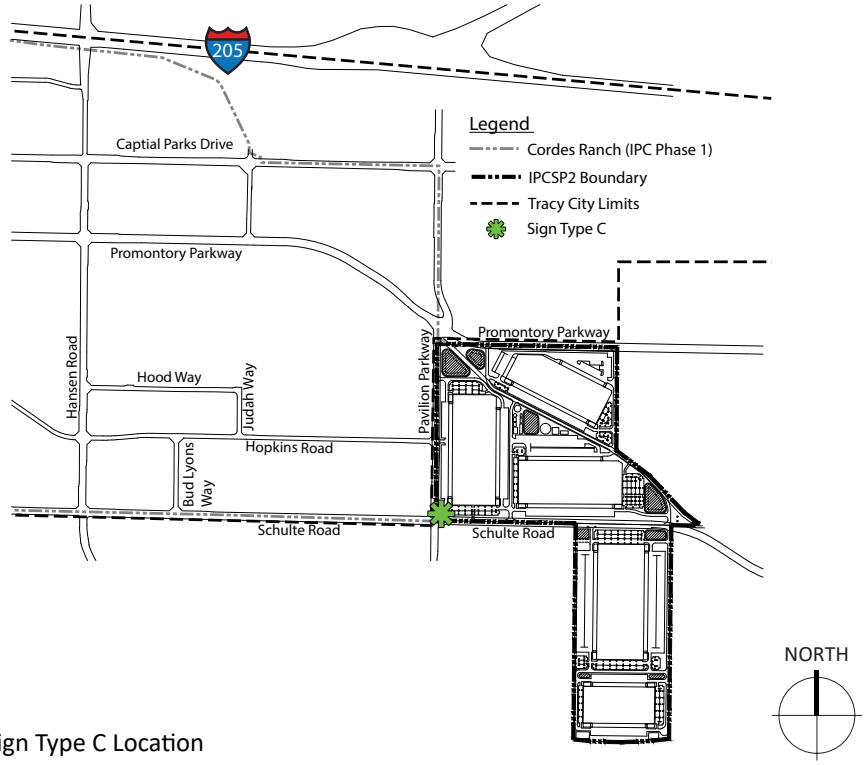

Figure 5.12, Sign Type C Location

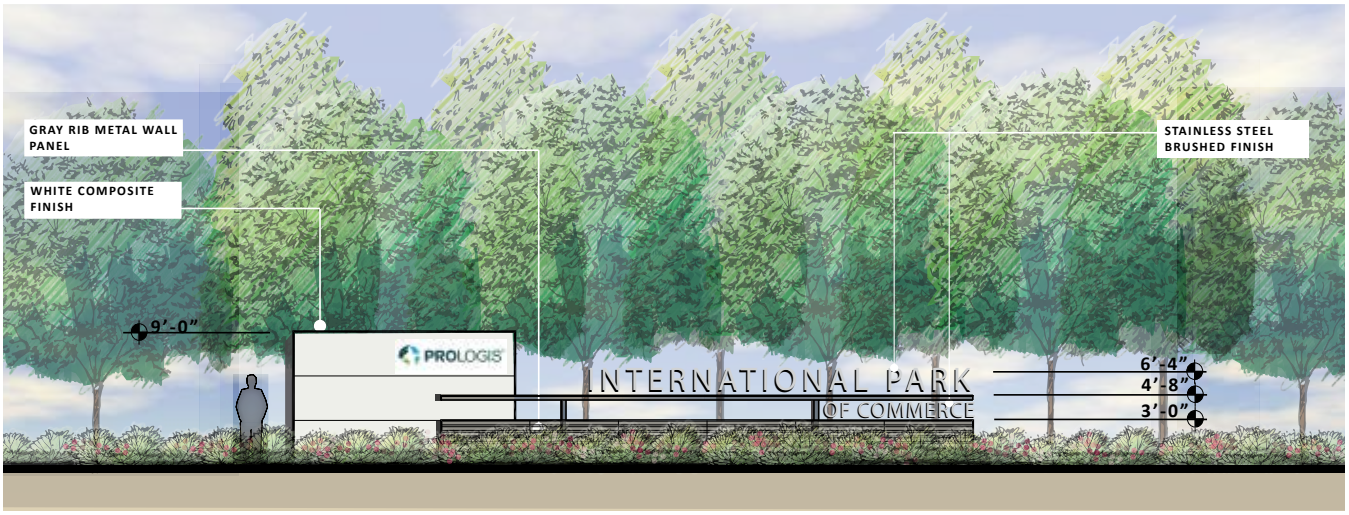

Figure 5.13, Sign Type C Example

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

Conceptual Plant Palette for Sign Type C Landscape

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

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

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

D. Property Line

E. Private Landscaping

F. Crosswalk, typ.

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

H. Decorative Accent Rock, typ.

5.5 ENTRY DESIGN/TYPICAL LANDSCAPE INTERSECTIONS

Reinforcing the intersection hierarchy, landscape intersections will receive a similar landscape treatment to the Type B and C Entry Design intersections without the sign and wall element and at a smaller scale. They are enhanced with accent planting and columnar trees as background. The design concept is illustrated in Figure 5.16 and 5.17.

Figure 5.15, Typical Intersection Locations

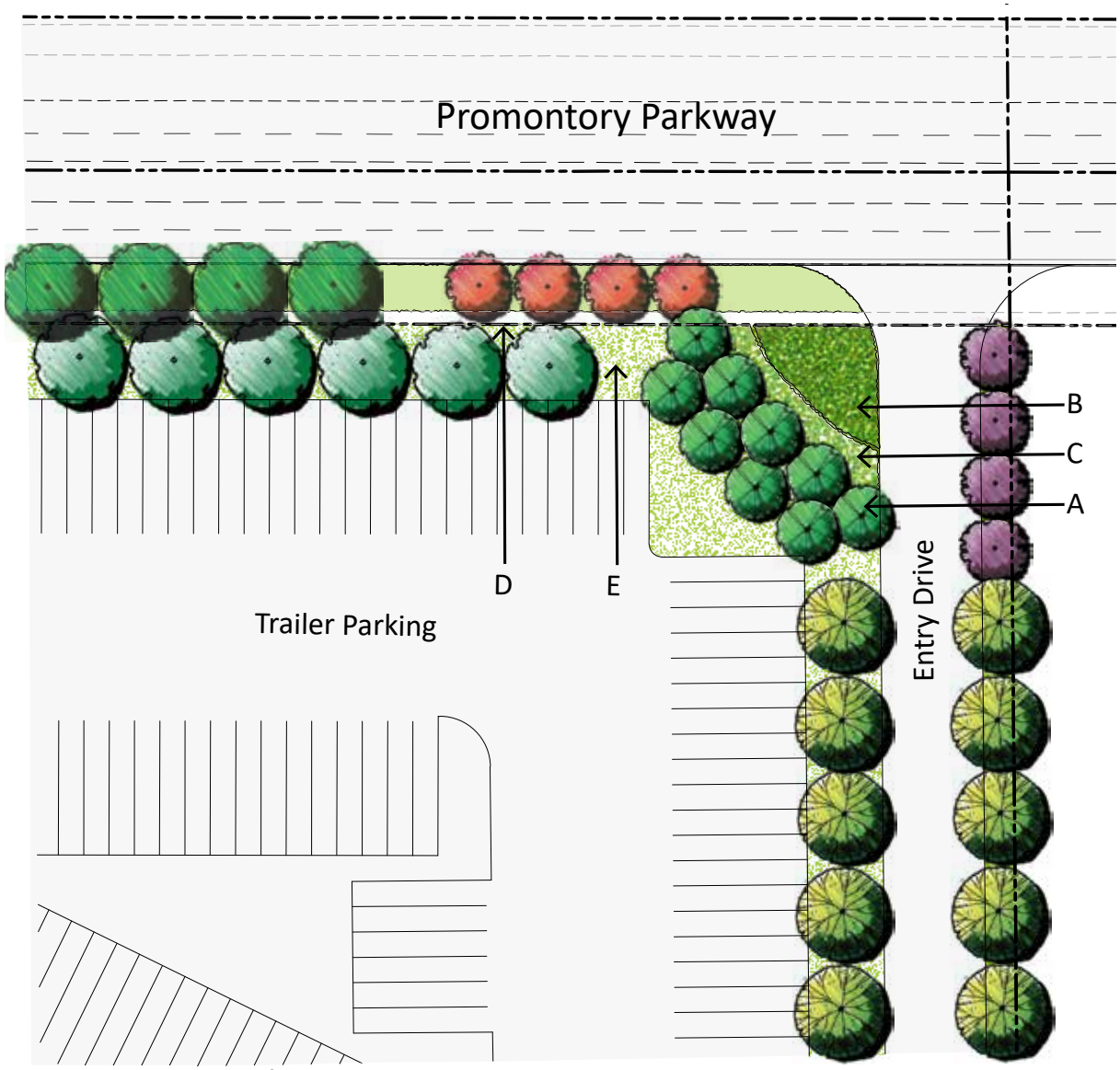

Figure 5.16, Conceptual Design for Typical Intersections

Conceptual Plant Palette for Typical Intersection Landscape

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

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

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

D. Property Line

E. Private Landscaping

Figure 5.17, Conceptual Design for Typical Intersections

Conceptual Plant Palette for Typical Intersection Landscape

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

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

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

D. Property Line

E. Private Landscaping

6.1 INTRODUCTION

Chapter 6 presents the major roadway and utility infrastructure and phasing required to support the development of the Project. It also describes certain "shared" improvements that will benefit the entire Project Area and will be funded and maintained by property owners. It also provides information for construction and financing of major infrastructure improvements. Development of the Project Area will require the construction and installation of new infrastructure and public road improvements with the extension of existing roadways. The Project has been designed to implement and conform and extend the same level of quality development and standards established by the Cordes Ranch Specific Plan within the City of Tracy and adjacent to the project site.

6.2 STREET NETWORK

The main highway access to the Project Area are Interstate 205 to the north and Interstate 580 to the south. The existing street network consists of International Parkway, providing access between the two interstate freeways; Schulte Road at the mid-portion of the Project Area boundary; and Pavilion Parkway at the western boundary of the project, and Promontory Parkway at the northern boundary of the Project.

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

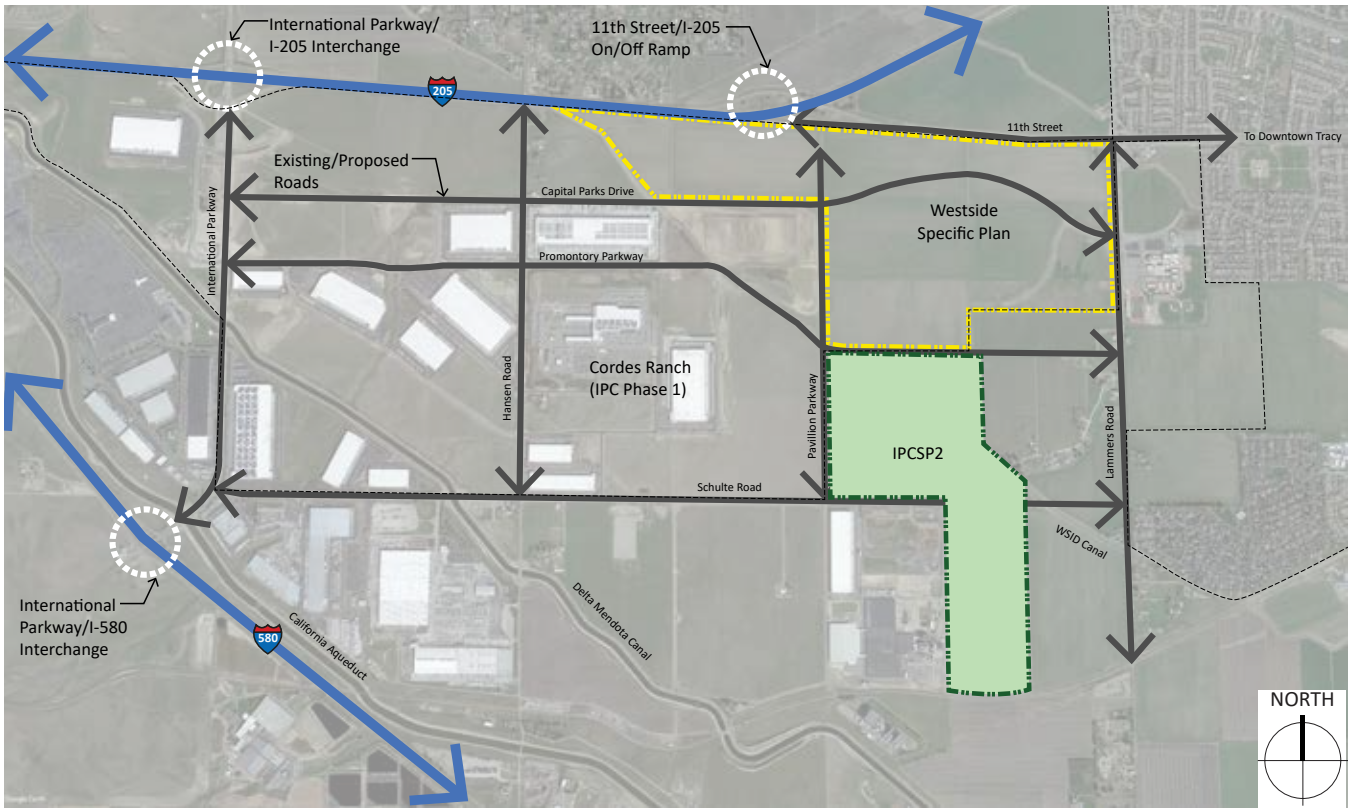

Figure 6.1, Existing Roadways

The Project will also include improvement to Schulte Road east from Pavilion Parkway, the improvement of the half street section of Pavilion Parkway, and the extension and improvement of the half street section of Promontory Parkway along the northern Project boundary.

This system and extension of roadways will provide efficient movement of traffic within the Project Area. The street network is designed and intended to minimize Vehicle Miles Traveled (VMT). The number, type, location, and design of local roadways, including intersection spacing, geometrics and other design elements described in this Specific Plan are conceptual . The County may require additional design improvements and requirements based on the analysis of the traffic study which may include additional right-turn lanes, acceleration, and deceleration lanes, and extended left-turn pockets, among other items.

The network of roads will provide for multiple users including pedestrians, bicycles, vehicles, trucks, and public transportation. Pedestrian improvements include sidewalks on both sides of all streets, and accessible pedestrian crossing at signals. Class 1 bicycle paths have been included on all major circulation streets within the Project Area to encourage and allow for alternatives to motor vehicles and to connect with the Phase 1 of International Park of Commerce existing bicycle path network. The Project Area roadway system will also facilitate use of public transportation facilities by providing bus pull outs and shelters for passengers offering shade and protection during winter weather. Such improvements shall be implemented through the Site Approval process required for each phase.

6.3 PAVILION PARKWAY– 4 LANE MAJOR ARTERIAL

Pavilion Parkway is classified as Major Arterial and will include 4 lanes of which this Project will construct only the half street section from Promontory Parkway to Schulte Road along the western Project boundary, see Figure 6.2. A 5' sidewalk will be included on the east side of the street to provide for pedestrian access to the surrounding development. A 25' landscape setback will be included on both sides of the street to provide for a landscaped corridor to include a double row of trees to assist in enhancing the street experience. See Figure 6.3. The Major Arterial is designed to Surface Transportation Assistance Act (STAA) standards to allow for the safe movement of truck traffic.

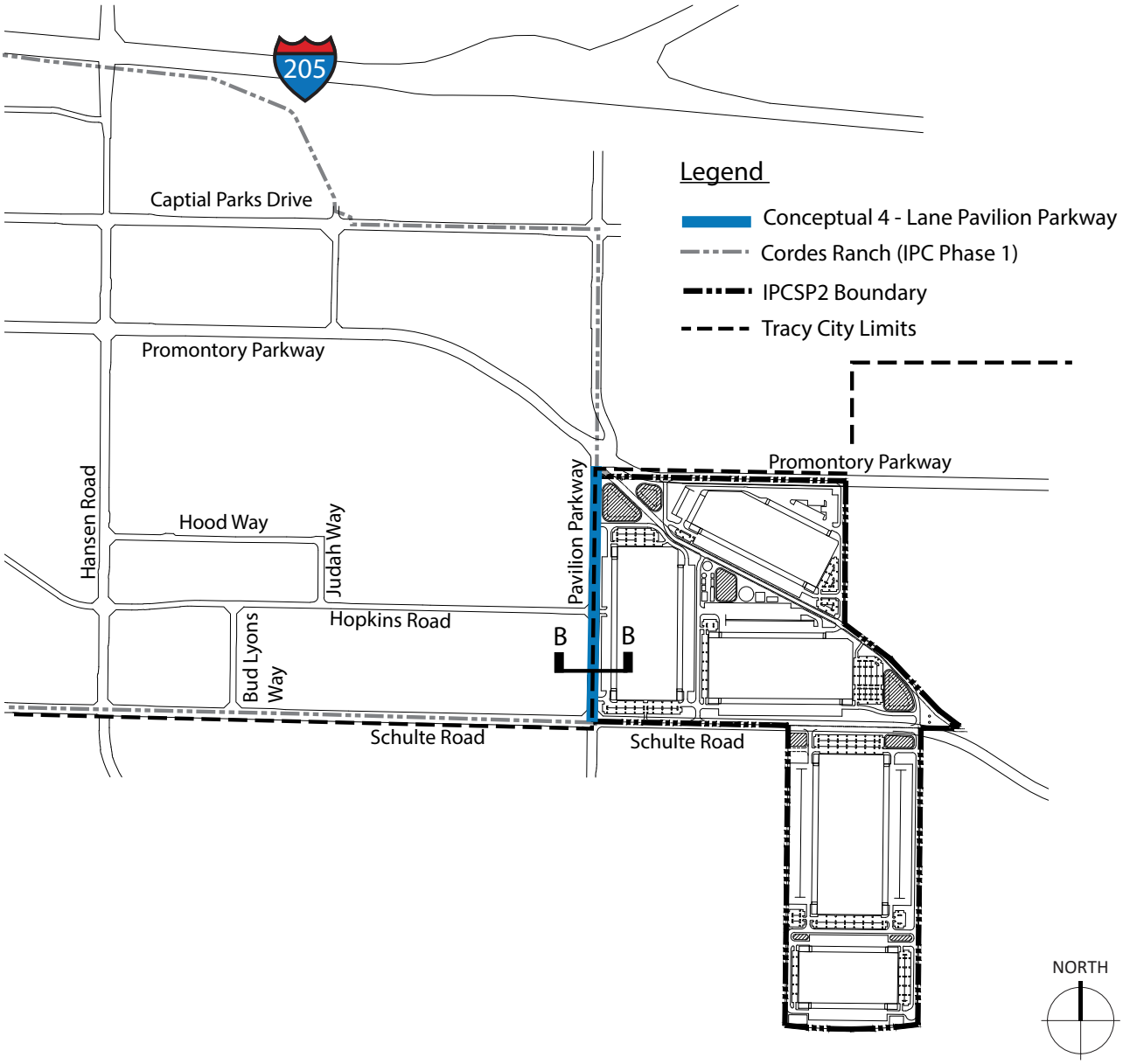

Figure 6.2, Conceptual 4-Lane Parkway Locations

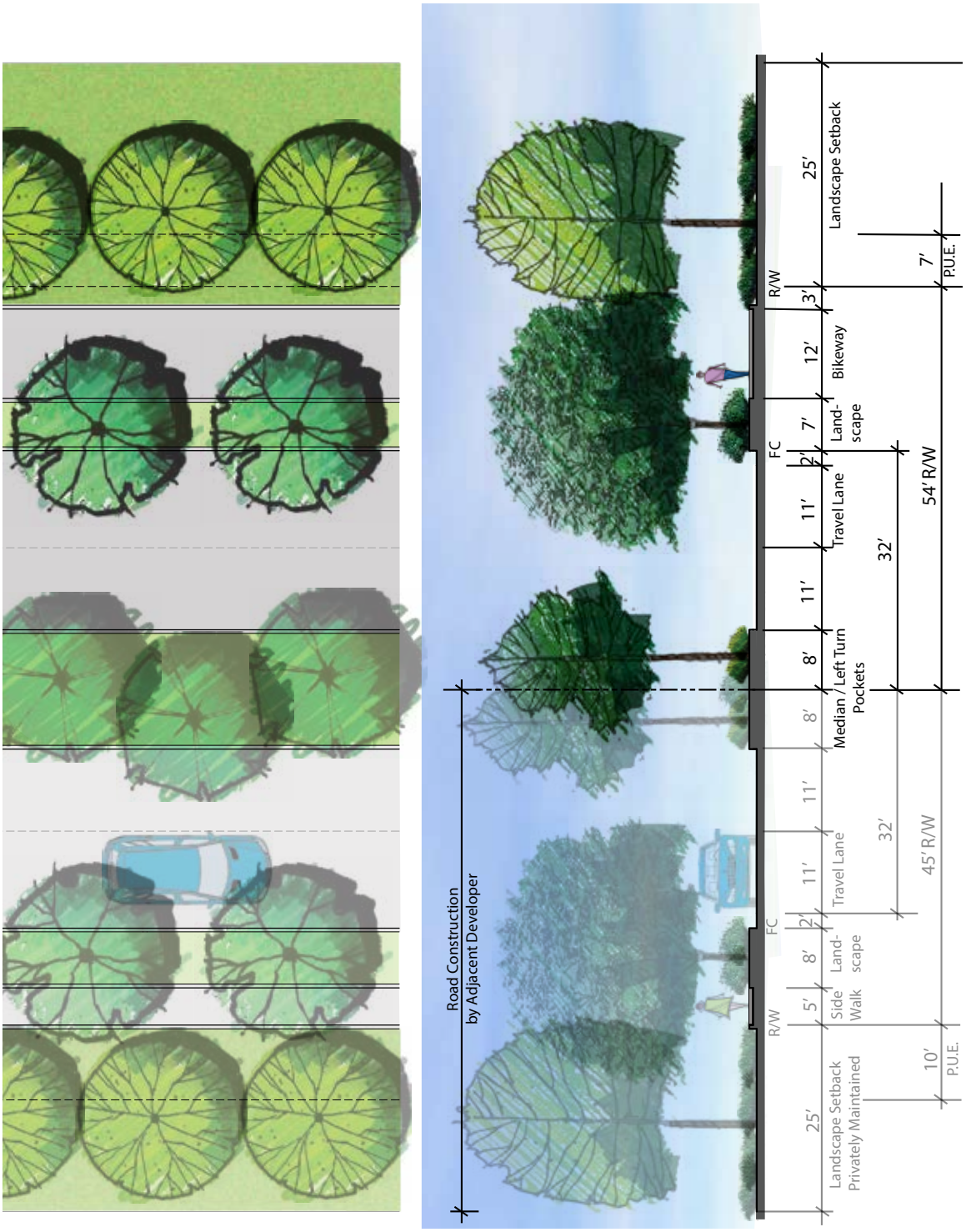

Figure 6.3, Conceptual 4-Lane Parkway, Section B-B

6.4 PROMONTORY PARKWAY– 6 LANE MAJOR ARTERIAL

Promontory Parkway is classified as a Major Arterial with 6 lanes of which this Project will construct only the half street section from Pavilion Parkway along the northern Project boundary, see Figure 6.4. This arterial street provides truck access to the northern portion of the project. A 5' sidewalk will be included on the south side of the street to provide for pedestrian access to the surrounding development. A 25' landscape setback is included on the south side of the street adjacent to the project. These landscaped corridors will include a double row of trees to enhance the street experience. See Figure 6.5. Promontory Parkway will be designed to STAA standards to allow for truck traffic.

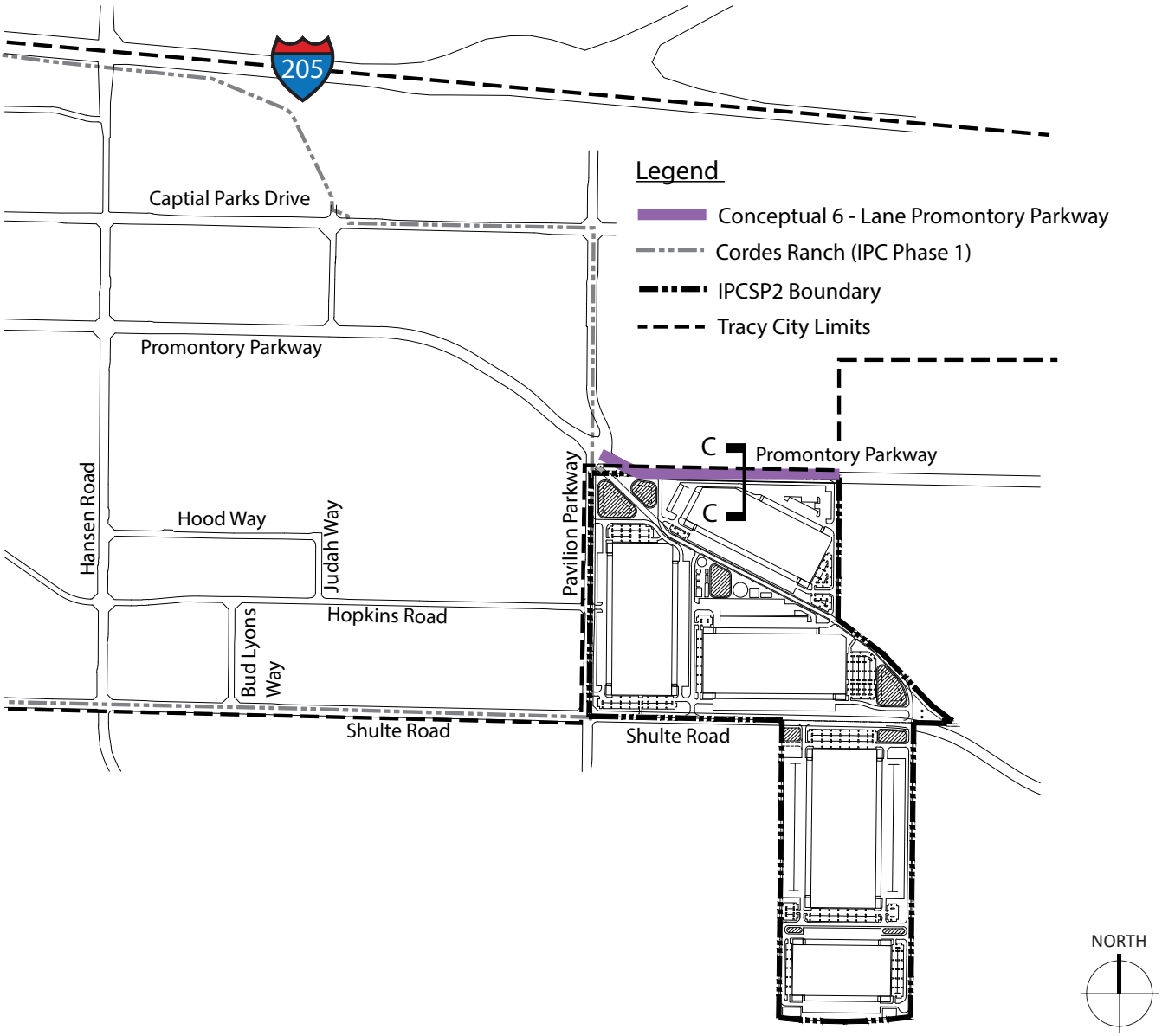

Figure 6.4, Conceptual 6-Lane Parkway Locations

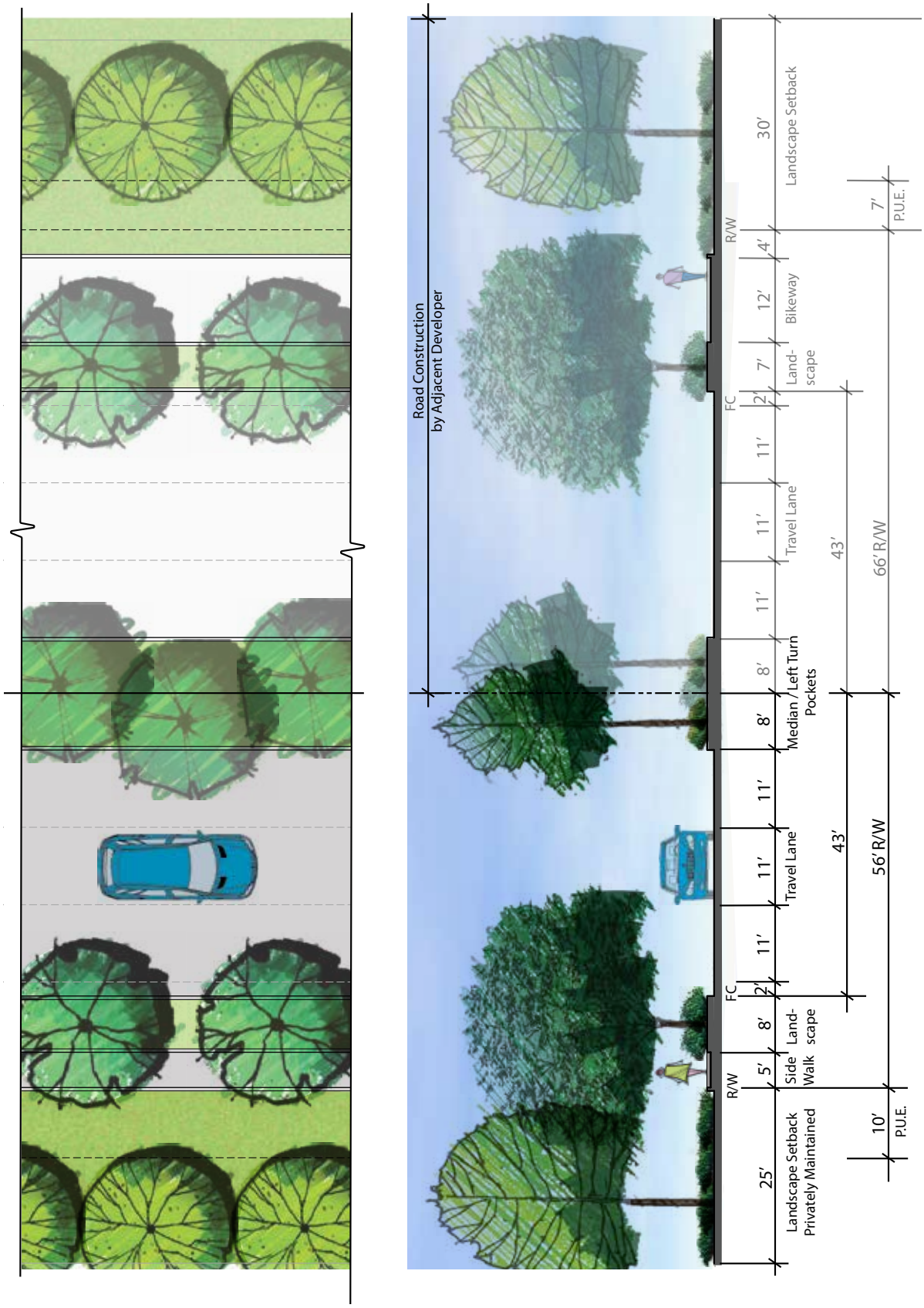

Figure 6.5, Conceptual 6-Lane Parkway, Section C-C

6.5 SCHULTE ROAD– 4 LANE PARKWAY

Schulte Road is classified as a Parkway and will be improved to include 4 lanes with median separation along the Project frontage, see figure 6.6. Schulte will serve as the main truck route for the Project with trucks coming off the interstates to access the Project Site. A 12' Class I bicycle path will be included the north side of Schulte Road. A 30' landscape setback will be included on Schulte Road to provide for an enhanced landscaped street corridor to include a double row of trees to enhance the street experience. See Figures 6.7 and 6.8. Schulte Road will be designed to STAA standards to allow for truck traffic.

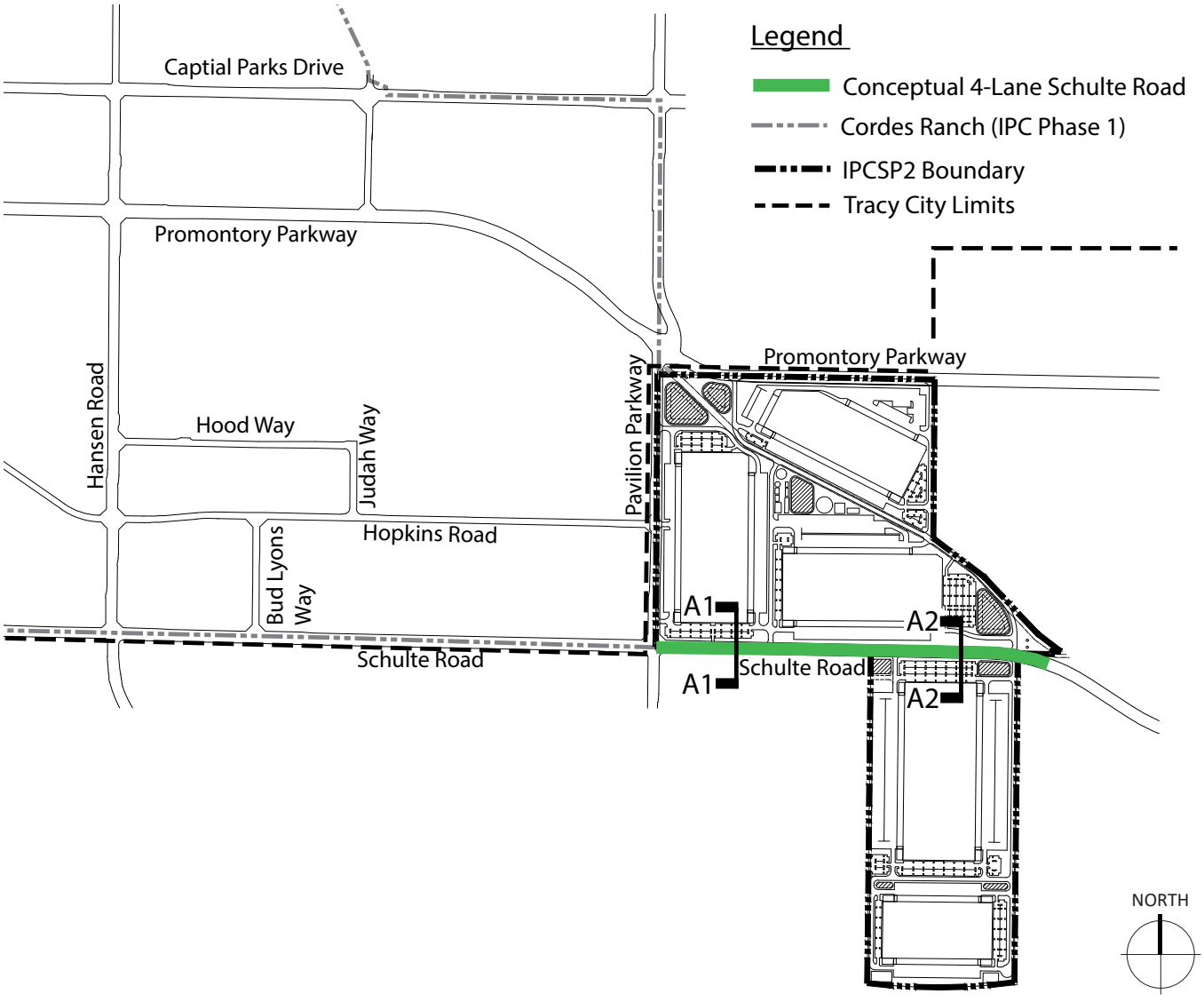

Figure 6.6, Conceptual 4-Lane Parkway Locations

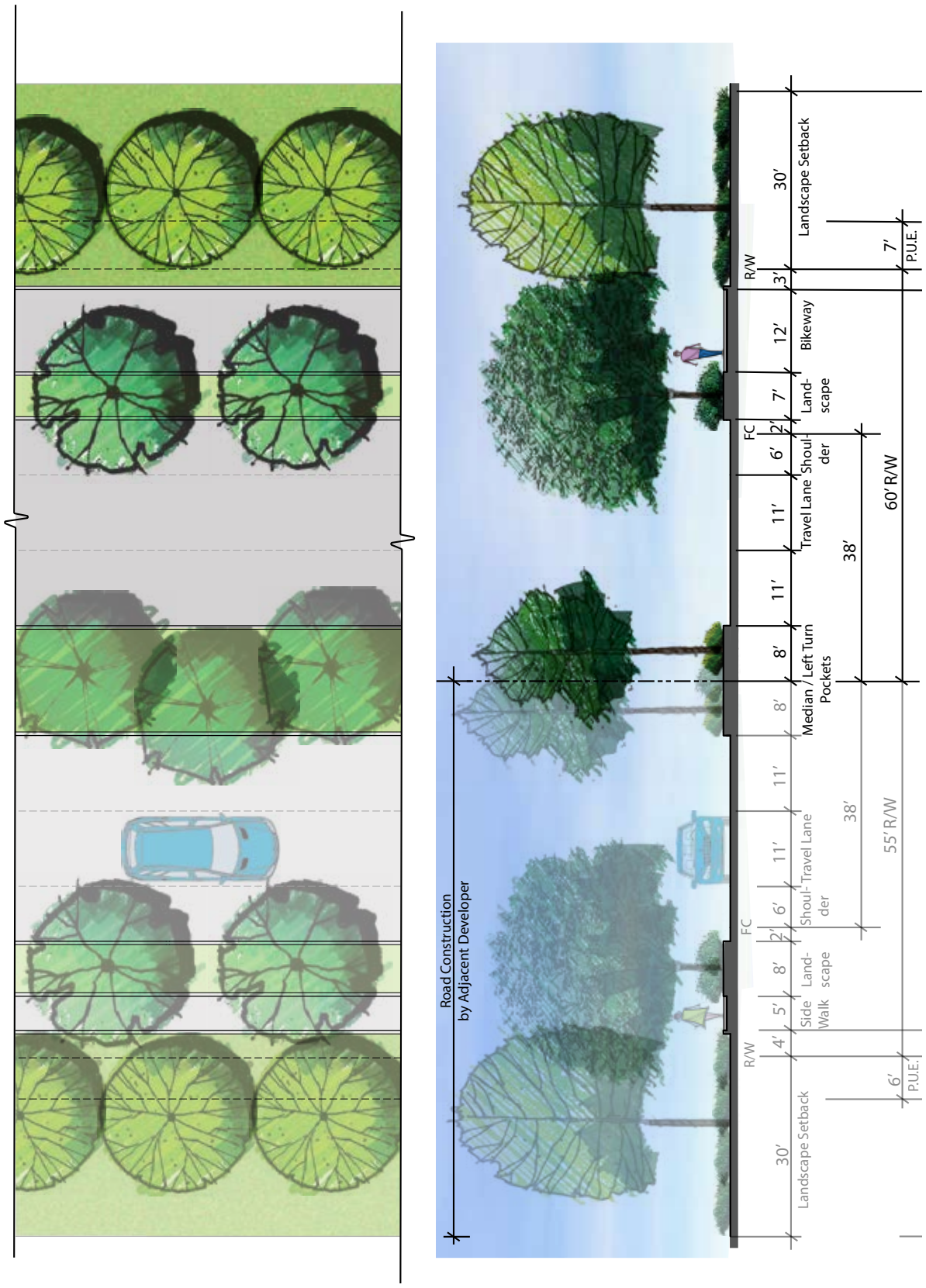

Figure 6.7, Conceptual 4-Lane Parkway, Section A1-A1

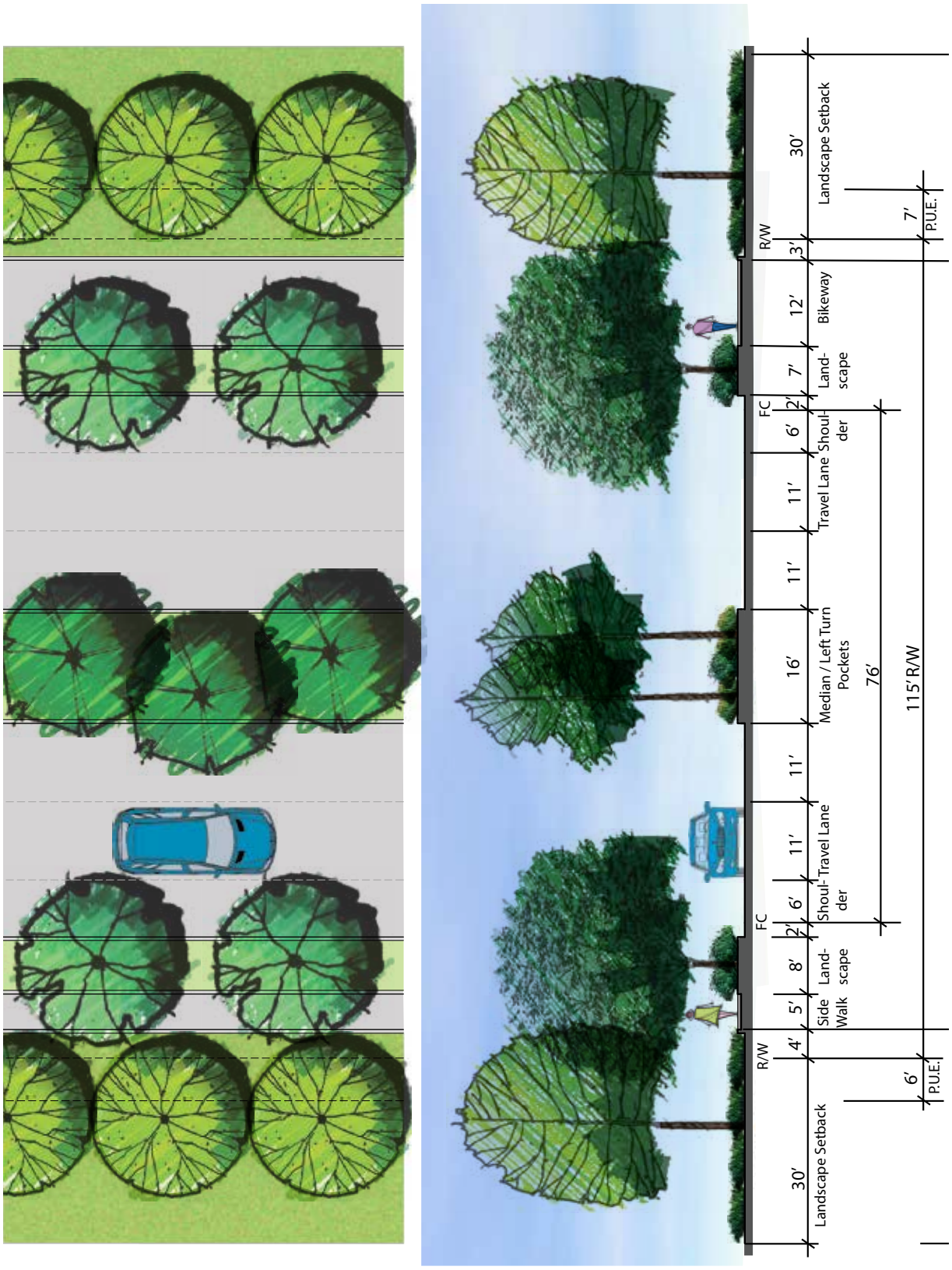

Figure 6.8, Conceptual 4-Lane Parkway, Section A2-A2

6.6 ON-SITE CIRCULATION

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

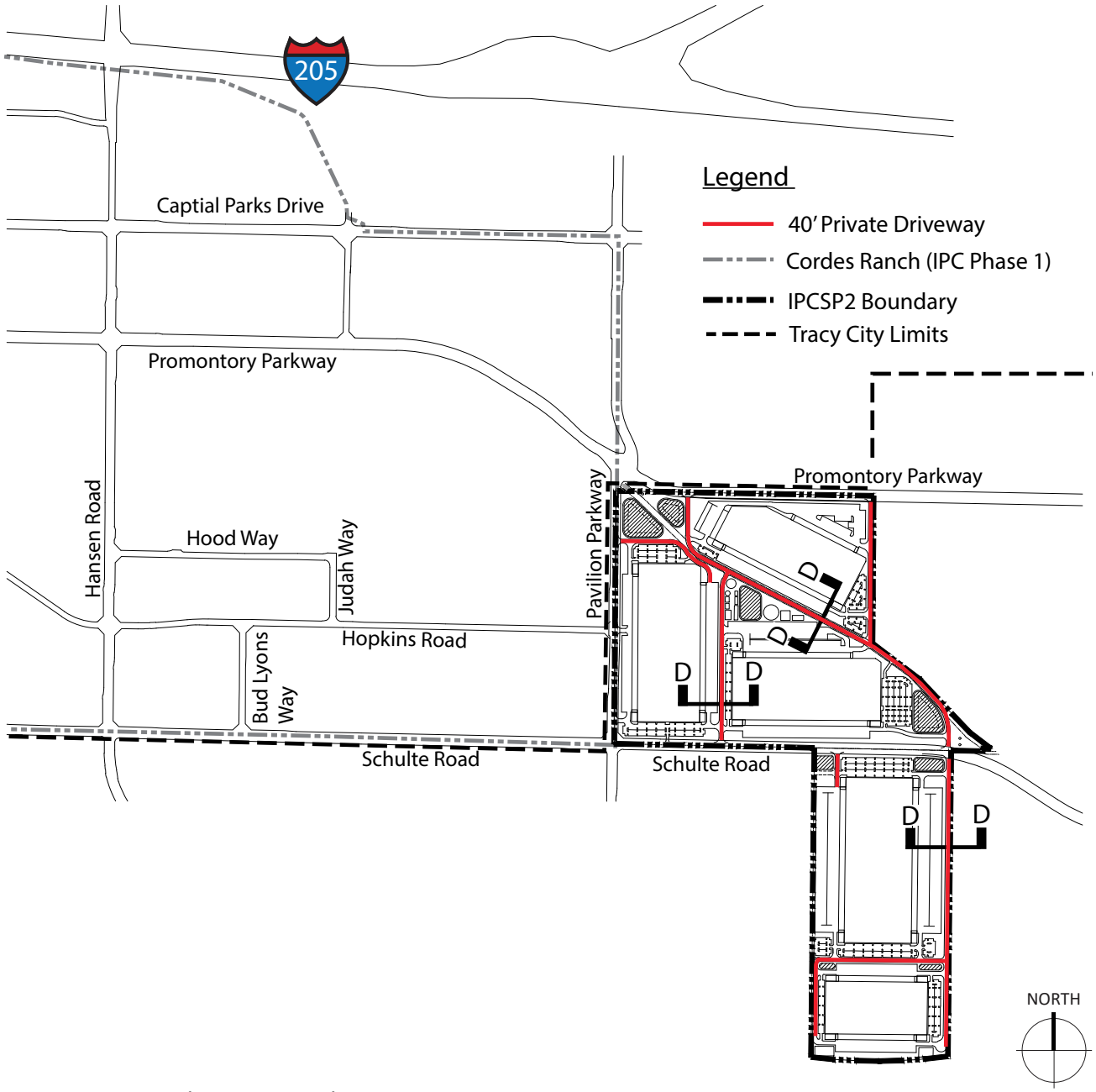

Figure 6.9, Internal Private Road Locations

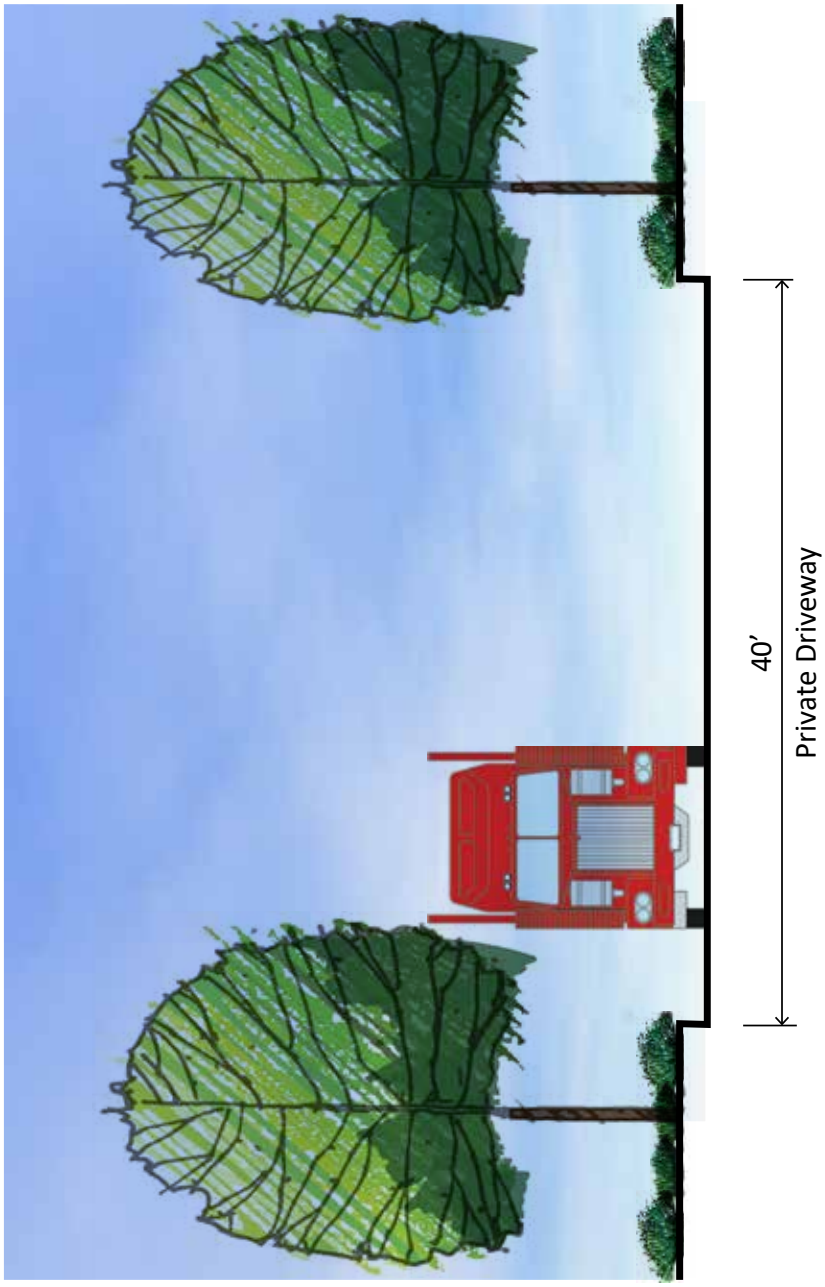

Figure 6.10, Internal Private Road Section

6.7 TRUCK ROUTES

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

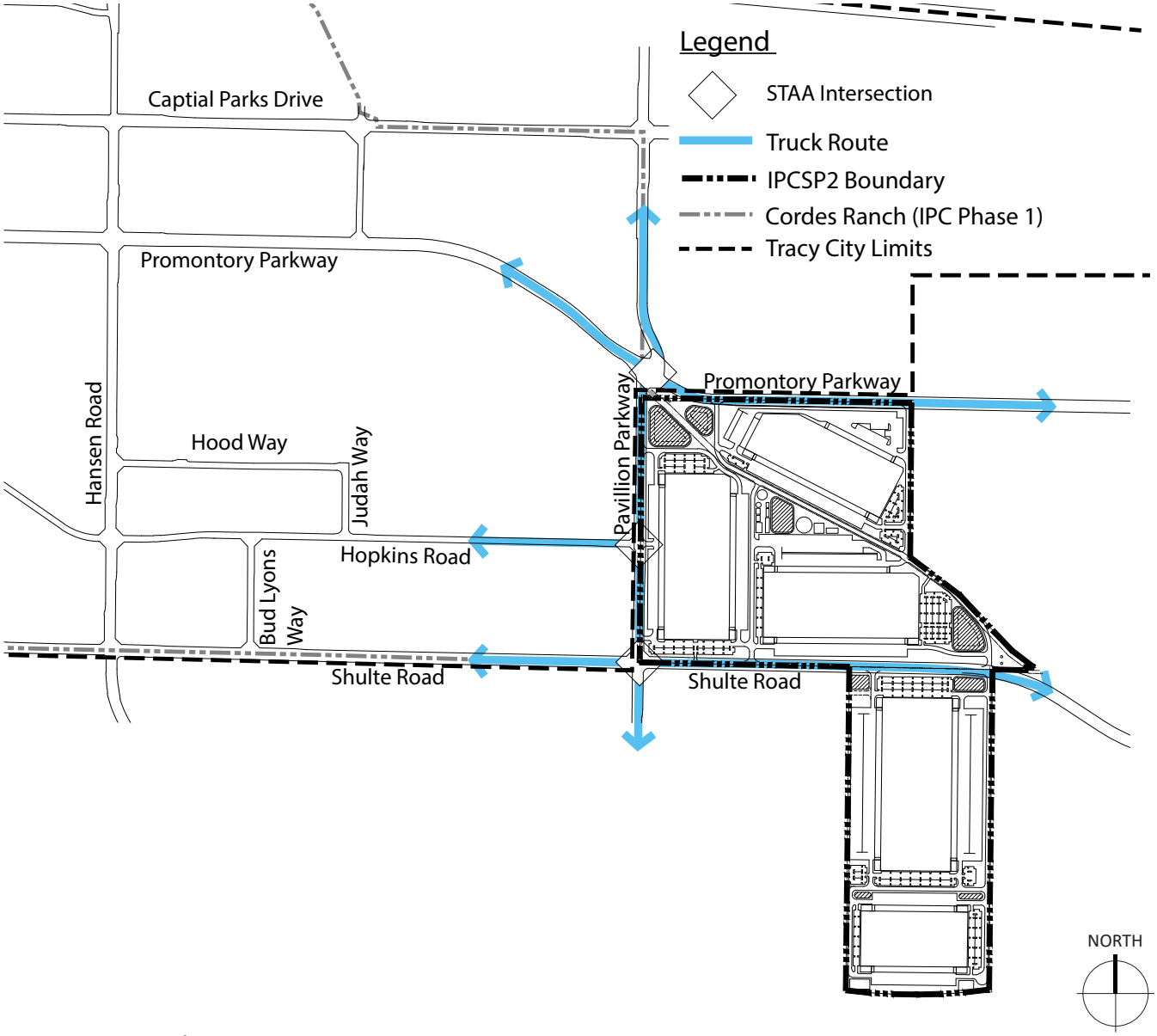

Figure 6.11, Truck Routes

6.8 PEDESTRIAN NETWORK

The Project will extend the public pedestrian network of sidewalks from the International Park of Commerce along the project frontages, see Figure 6.12. In addition, pedestrian connections will be extended from on-site at the office/administrative functions of the buildings to connect to the public pedestrian network. Connections between individual buildings will be evaluated based on tenant requirements and may occur for a single user that occupies multiple buildings. The sidewalks will be shaded by large canopy trees within the streetscape. Pedestrians will also have joint use of the Class I bike paths constructed within the region as a component of the pedestrian network.

Figure 6.12, Pedestrian Network

6.9 BICYCLE NETWORK

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

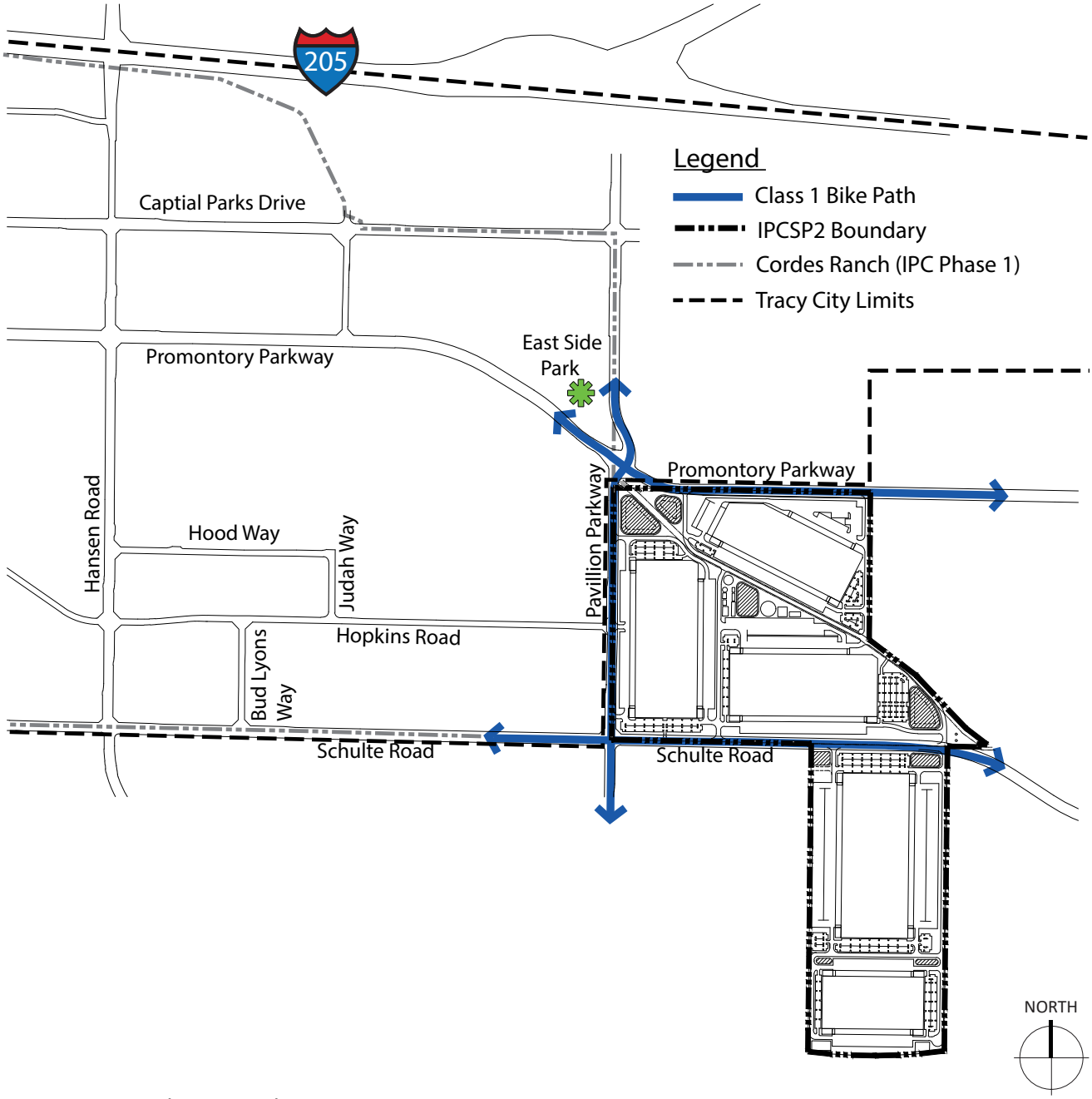

Figure 6.13, Bicycle Network

6.10 EXISTING PUBLIC TRANSPORTATION

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

a. Regional Intercity Fixed-Route Bus Service

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

b. SJRTD Flexible Fixed-Route Service

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

c. SJRTD Commuter Bus Service

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

d. Passenger Rail System

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

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

6.11 GRADING

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

6.12 UTILITIES

The following utility infrastructure requirements are intended to implement the necessary improvements required for the development of the Project. The central location of the public water, sewer, and fire utilities was chosen to provide screening for both the fire and the recycled water tanks. By locating these facilities behind buildings and utilizing generous landscape screening will assist to reduce the visual impacts of these tank and other improvements. Centralizing the water and wastewater facilities also provides for additional security where facilities on the edge of the project make them potentially more exposed to vandalism. The centralized location also provides for multiple pipe corridors to access the water, sewer, and fire services. By having multiple connections to these facilities limits the potential impacts of a pipe break which may potentially affect all buildings rather than a single building.

a. Potable Water

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

Two potable water wells will provide the necessary water required for the project and will pump to the water treatment facility adjacent to Schulte Road at the eastern project boundary, see Figure 6-14. One potable well will be located at the water treatment plant site and the other will be located within the development area. The wells need to be separated as much as possible to insure reliability with the groundwater table. Both wells will pump water to the central location for treatment and then be distributed to the proposed buildings within the project. Similar to the recycled water system the central location of the water treatment system minimizes the pumping requirements and reduces costs for the water facilities due to shorter pipe runs and less head loss. The treatment system may produce a brine that will need to put into an evaporation holding tank.

b. Fire water system

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

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

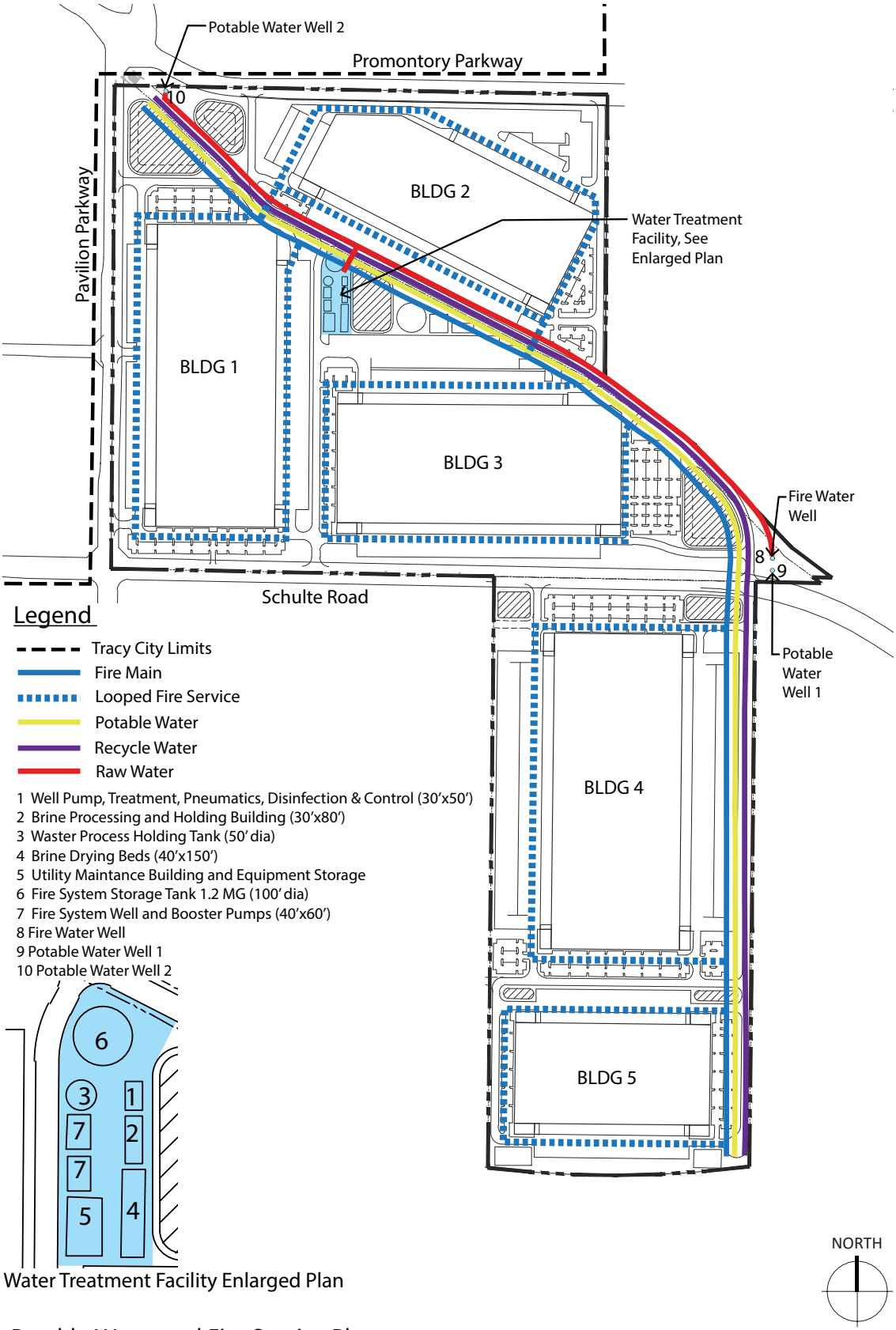

Figure 6.14, Potable Water and Fire Service Plan

c. Wastewater system

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

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

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

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

d. Recycled water

The treated wastewater generated by the Project will be treated to the necessary requirements to be used for the landscape irrigation of the site. The project is preparing an application to the regional water board for the disposal of wastewater generated by the project. Once the permit is approved by the regional board then the project will work with San Joaquin County environmental health department to construct the recycled water distribution system which will be used to irrigate all of the landscaping throughout the project area. The recycled water system will have a storage tank to help equalize the flows between the generation rate of the wastewater treatment system and the irrigation demands. The recycled water system will be fed by the wastewater effluent storage tank. The recycled water distribution system will be expanded as the project's landscaped areas are added.

An on-site "purple pipe" system will be designed and installed to provide the irrigation for the project, see Figure 6.14. The treated wastewater will be stored in an above ground recycled water storage tanks and pumped to irrigate the landscape. The recycled water tank and pump station will be located at the wastewater treatment plant site.

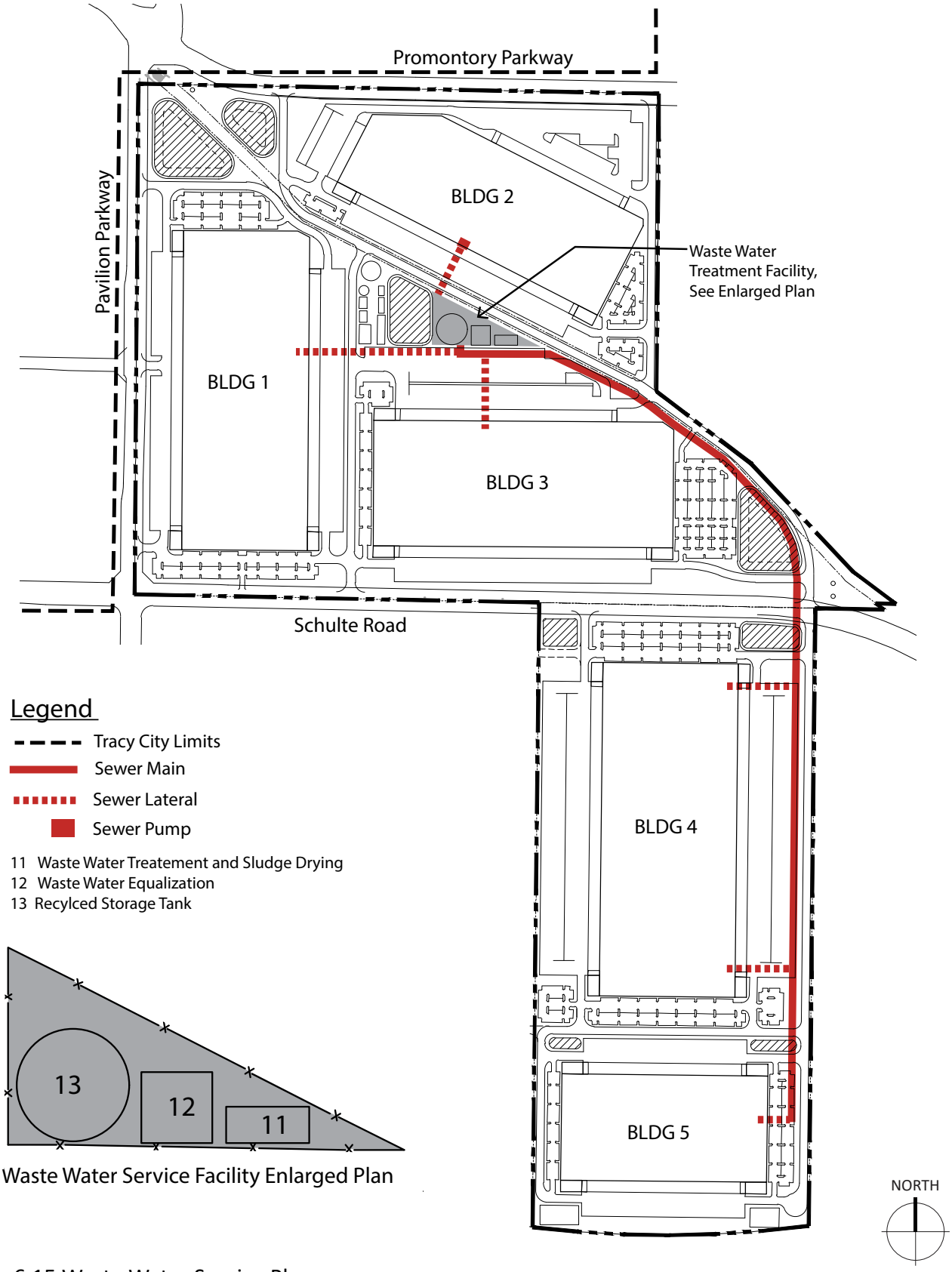

Figure 6.15 Waste Water Service Plan

e. Storm Drainage

Detention basins are proposed to serve new development in this specific plan. Though there are several important goals and benefits associated with the incorporation of detention basins as a storm drainage facility component, the primary driving factors that warrant detention basins are limitations in downstream outfalls and discharge capacities and the need to provide significant storm water quality enhancement. New detention basins will provide a significant amount of storage capacity and will provide significant attenuation of peak flows to meter downstream releases of stormwater to reduced rates that are considered to be reasonable, acceptable, and environmentally sound. All proposed detention basins have been sized to accommodate the 100-year 24-hour storm under build-out conditions, considering outflow discharge rates.

The surface areas of the proposed detention basins, including access roadways and appurtenant features, range from 1 acre to 2.5 acres. Detention basin depths have been typically assumed to be eight feet as a general template for most proposed detention basins, including one foot of freeboard above the 100-year water surface elevation. An additional 20% has been added to the surface area of assumed excavation for the detention basins to account for setbacks and provision for vehicular access around them and to the lower areas to facilitate maintenance. A detention basin typical cross-section is shown below. Sizing will be based on Detention Basin section 3-4.05 of the San Joaquin County Improvement Standards published on November 2014, see Figure 6.16.

Storm drainage for the project will consist of a system of inlets, piping, and bio-treatment and detention ponds that will provide for storm water conveyance and treatment. As discussed above, two bio-treatment basins will be located on the northern portion of the project and will provide the treatment of storm water. A system of inlets and piping will discharge into the basin for treatment. A system of pipes will extend to the north and discharge the treated storm water to the detention basins located on the northwest portion of the project, see Figure 6.17. Due to the soil characteristics and percolations rates, the stormwater discharged to these basins will percolate into the ground. In large storm events, an agreement with BBID will allow for the metered discharge of the storm water from the detention basins to the existing canal bisecting the site.

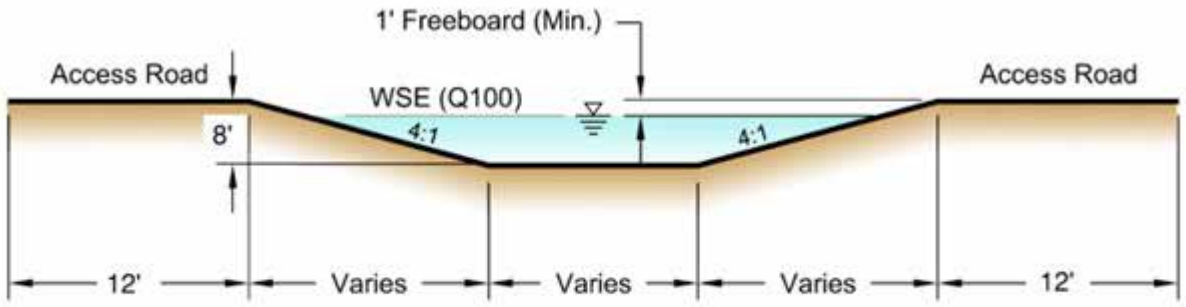

Figure 6.16, Detention Basin Detail

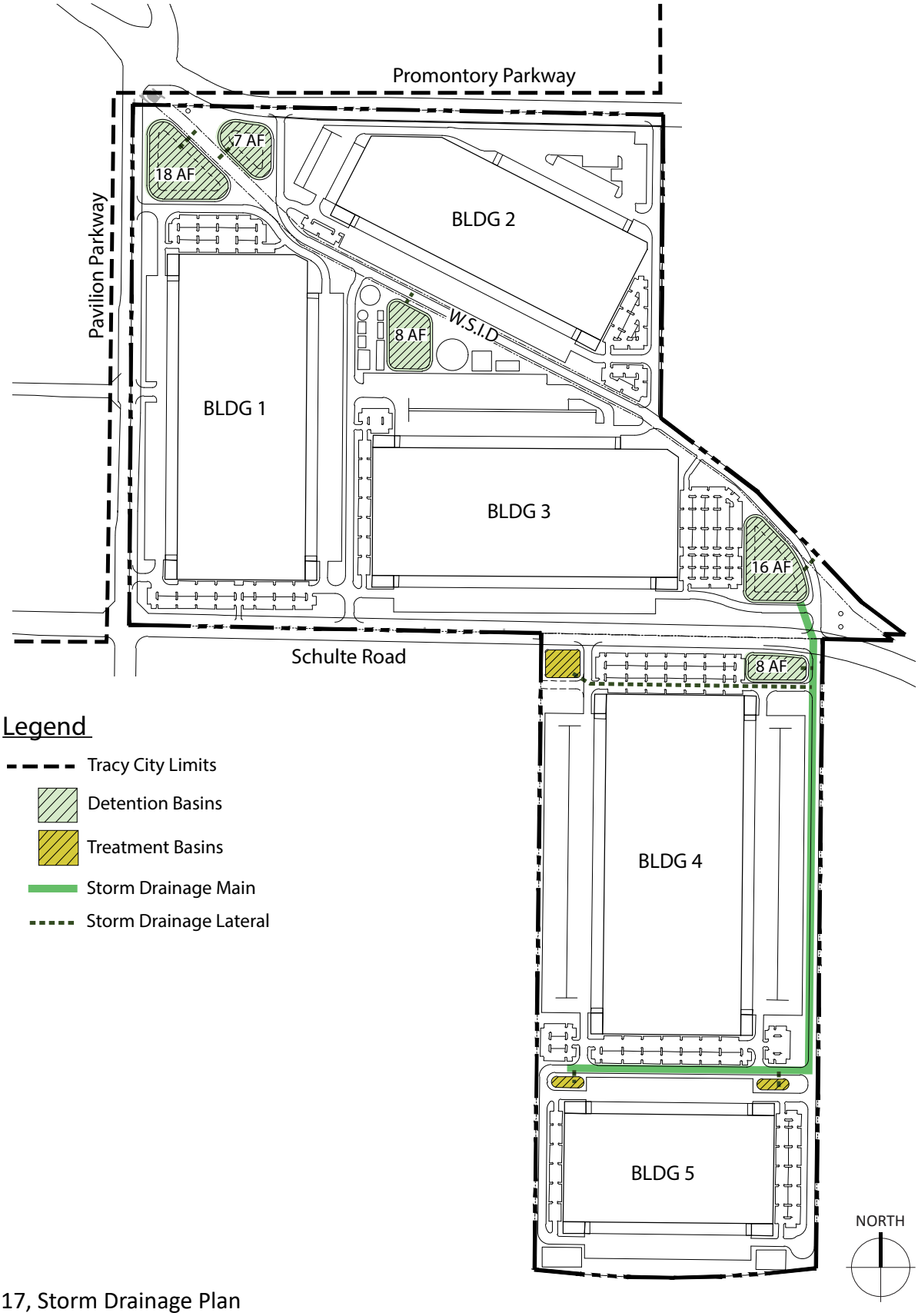

Figure 6.17, Storm Drainage Plan

The storm water system will be designed to meet the following goals.

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

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

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

Best Management Practices (BMPs) in the Storm Water Quality Control (SWQC) Manual will be implemented in the design of the Project, as appropriate, to reduce the directly connected impervious area and to promote a higher level of storm water quality. Below is a list of BMPs that shall be utilized in the Project Area:

Source Control BMPs

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

Detention basins will be planted with hydroseeded grasses, enhanced with drought tolerant shrubs, and trees planted along the perimeter, see Figure 6.18. Typically the detention basins will be located at the perimeter of the project and have the benefit of adding to the landscape setback while functioning as storm water detention and treatment.

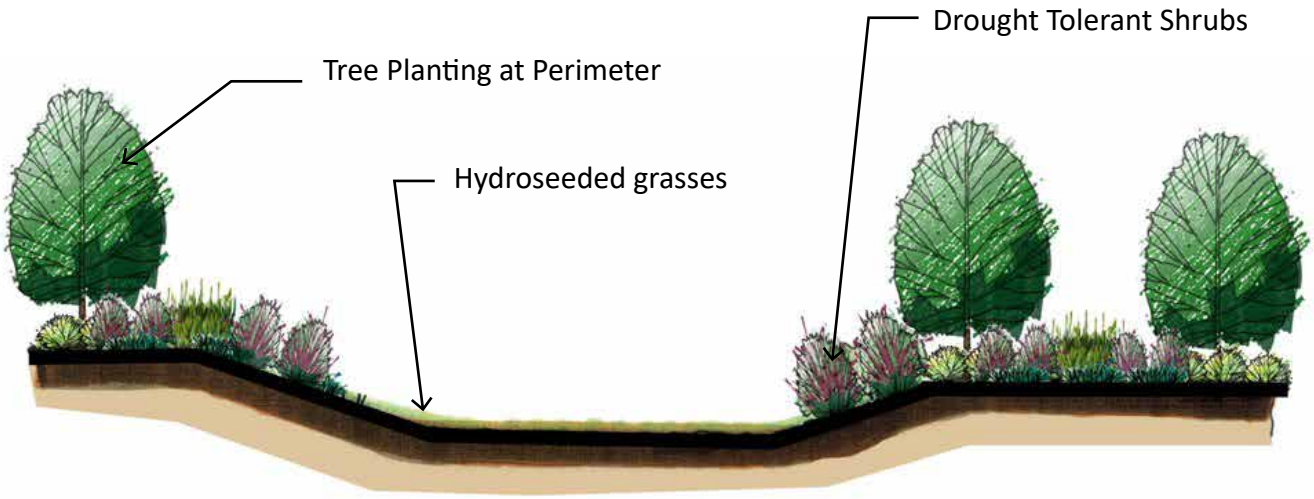

Figure 6.18, Detention Basin Landscape Concept

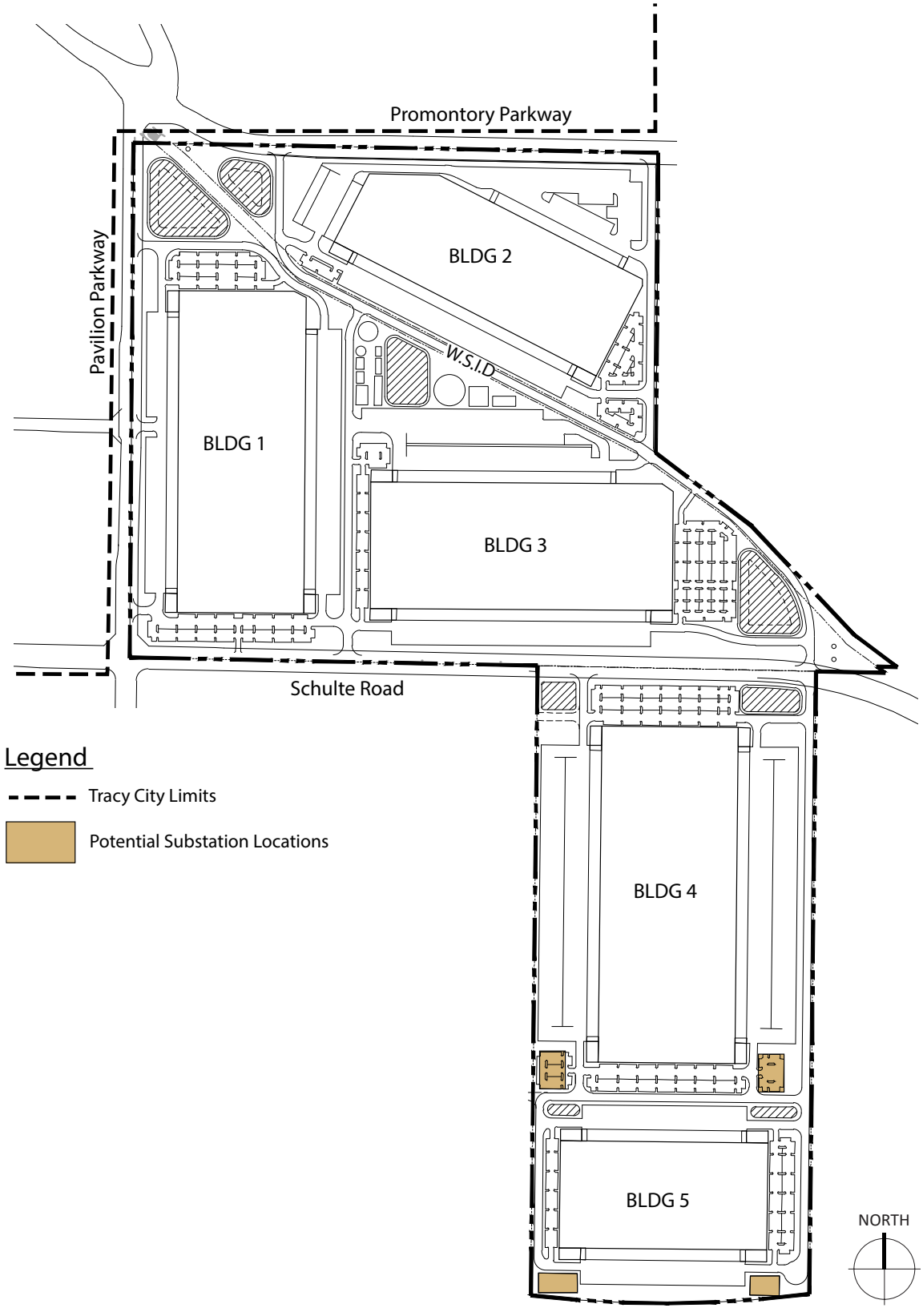

Figure 6.19, PG&E Substation Locations

Dry Utilities

Electrical, gas, telephone, and cable service to the Project Area will be supplied by Pacific Gas and Electric Co. (PG&E). Public electric transmission, gas, and distribution utilities on and in proximity to the Project Area are owned and maintained by PG&E. A potential electrical substation may be necessary to provide electrical services to this project as well as surrounding development. Two locations are shown on the southern portion of this development, see Figure 6.19. The substation would be included as part of the CEQA review and analysis and the entitlement for IPCSP2 and the appropriate approval process would be determined by the County.

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

6.13 SOLID WASTE DISPOSAL

The proposed land uses in the Project Area will generate additional solid waste. Tracy Delta Solid Waste Management Inc currently provides services to the southeastern portion of San Joaquin County for the collection, transportation and disposal of refuse and garbage, including the collection of recyclable material.

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

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

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

6.14 CONSTRUCTION PHASING

Construction within the Project Area is expected to occur in phases. Phase 1 area development is expected to occur within five years, while full build out of the Project Area is expected to be completed within 10 years, depending on market conditions, demand, and other relevant factors. Actual development of the Phase 1 area will be according to approved applications for tentative subdivision maps and individual, site-specific development projects.

To facilitate and implement development of the Project Area consistent with the County's goals and policies, the County will establish as part of the subdivision mapping process, timing requirements for certain components of Specific Plan Improvements. Except as otherwise set forth in this Specific Plan, implementation and timing of infrastructure improvements will be determined through the County's processing and approval of development agreements, tentative parcel, or subdivision map applications, and/or development review permit processes for individual, site-specific development projects.

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

6.15 FUNDING

Improvements for the construction of the infrastructure must be installed to develop the Project Area. The infrastructure includes without limitation, the roadways network (streetlights, traffic signals, medians and joint trench within roads designated as curb to curb only), water system and infrastructure, sewer treatment and infrastructure, and fire protection and infrastructure. All utility Improvements as described above will be constructed and funded or financed by property owners.

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

6.16 MAINTENANCE

The maintenance of the roads, landscaping, and other public utilities, detailed in the Specific Plan will be funded by the special district as required by the county. The special district will hire the required operators necessary for each utility system. The special district will also establish user rates to be collected monthly by each tenant to fund the ongoing maintenance, repair and replacement of the facilities serving the development.

Once the County has accepted public street improvements, the County will maintain all improvements within the street Right of Way. The property owners will be responsible for all landscaping behind back of walk and within proposed landscape setbacks. Utilities will be maintained by the appropriate service providers. Drainage basins, inlets and detention structures will be maintained by the property owners.

6.17 IMPLEMENTATION

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

7.1 INTRODUCTION

This chapter provides a framework that supports sustainable design practices for development within the Project Area. Included are strategies that promote energy conservation, alternative modes of transportation, solid waste reduction through recycling and reuse, water conservation through landscape and irrigation design, open space and resource preservation and increased public health through pedestrian and bicycle connectivity to adjacent parks and outdoor amenities.

7.2 SUSTAINABILITY GUIDELINES

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

a. Energy

- The Master Owners Association will provide education about:
  1. PG&E's energy efficiency programs
  2. San Joaquin Regional Transit District transit service
  3. Recycling

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

Clerestory Windows

Utilize Canopies and Awnings to Minimize Heat Gain

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

Provide Lighting to Meet Minimum Standards for Safety

Provide Bus Stops as Required

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

b. Transportation & Land Use

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

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

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

Provide Bike Racks to Encourage Bicycle Commuting

Reclaimed Water System

shown on striping plans submitted to the County.

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

c. Solid Waste

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

d. Water

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

Native/Climate Adapted Plants in Simple Designs

Bioswale

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

f. Biological Resources

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

g. Public Health

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

7.3 GREEN BUILDING

The purpose of the California Green Building "Code" is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories:

1. Planning and design
2. Energy efficiency
3. Water efficiency and conservation
4. Material conservation and resource efficiency
5. Environmental quality

- The Code establishes minimum green building standards for most projects. The Code is composed of several parts with the requirements of:
- Reducing water consumption by 20 percent.
- Diverting 50 percent of construction waste from landfills.
- Installation of low pollutant-emitting materials.
- Installation of separate water meters for nonresidential buildings' indoor and outdoor water use.
- Moisture-sensing irrigation systems for larger landscape projects.
- Mandatory inspections of energy systems (e.g., heat furnace, air conditioner and mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity and according to their design efficiencies. The project will comply with the applicable requirements in the Green Building Code.

7.4 LEED

Leadership in Energy Efficient Design (LEED) and sustainable development is a standard field of expertise and focus. The United States Green Building Council (USGBC) LEED system of environmental standards is currently the most recognized system of rating projects and construction. The Specific Plan implements energy efficient design and water conservation, and strongly encourages those individual developers consider the merits of LEED certification not only to conserve energy but also to promote stewardship of the environment and green business practices.

8.1 SPECIFIC PLAN ADMINISTRATION

The Specific Plan establishes a set of regulations, development standards, guidelines, and processes for development of the project, and shall constitute the General Plan and Zoning and standards for development for the Project Area. The Specific Plan is incorporated into the County's General Plan and serves as the principal regulations for all properties within the Project Area. In addition to the regulations contained in this Specific Plan, properties within the Project Area are subject to applicable regulations of the County Municipal Code. To the extent any regulation in this Specific Plan conflicts with the County Municipal Code, the regulations set forth herein shall prevail. The review process for each type of development application shall be as specified in the County Municipal Code, except as modified herein.

Interpretations of the Specific Plan may be necessary to provide clarification to a proposed use, a design standard, or design guideline. The Director of Planning shall make the determination of substantial conformance with this Specific Plan plan even when it does not conform precisely, provided the County determines that the project meets the overall Specific Plan vision.

Amendment Procedures

The Specific Plan allows for flexibility to respond to both the current and future real estate market and development standards. During project build out amendments may be necessary to respond to changing circumstances, including building footprint size, revisions to the design guidelines, and revisions to the development standards, or to allow for uses or conditional uses not contemplated at the time of adoption. An amendment to the Specific Plan will be typically at the request of the property owners.

Scope of Amendment

The Director of Planning shall make the determination whether the revision is either a Major Amendment requiring both Planning Commission and Board of Supervisors approval and adoption, or an Administrative Amendment modification subject to the review and approval of the Director of Planning. Applicants may appeal determinations and actions of an administrative modification to the Board of Supervisors.

Administrative Amendment

The purpose of the Administrative Amendment is to facilitate the efficient processing necessary to develop the project that is consistent and meets the intent set forth in this Specific Plan. If the Director of Planning determines that the modifications meet the criteria for an Administrative Amendment, the applicant shall submit application materials which contain the necessary information as determined by the County to assist in making the findings required to support approval of the amendment. An Administrative Amendment may be processed if determined by the Director of Planning to be in substantial conformance with the following:

- The overall intent of the Specific Plan
- The San Joaquin County General Plan
- The Specific Plan Environmental Impact Report (EIR)

Examples of Administrative Amendments include, but are not limited to:

- The addition of new or updated information that does not substantively change the Specific Plan or the finding of the EIR.
- Minor adjustments to land use boundaries and street alignments that maintain the general land use and circulation pattern.

- Variation in permitted use types and development standards if such variations do not substantively change the character of the Specific Plan, does not increase demand for water, sewer or other resources, or increase traffic demand above that evaluated in the Project EIR, or are otherwise consistent with the current applicable County standards.
- Changes to infrastructure and facilities that do not affect the level of service provided or affect to increase the level of development capacity.
- Changes to, phasing boundaries or sequencing that do not affect infrastructure sizing, financing districts or the provision of adequate services to associated development.

Major Amendment

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

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

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

- A Specific Plan Amendment shall be processed and reviewed in the same manner as the initial adoption and will require both Planning Commission and Board of Supervisor approvals.

Processing of Applications

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

8.2 SUBDIVISIONS

The site will be subdivided via Tentative and final maps. These documents will be prepared soon after the rezoning and entitlement of the property to reflect parcelization generally as contemplated in the concept presented in this Specific Plan. Minor Subdivision applications are reviewed using the Staff Review with Notice Procedure (Development Title Chapter 9-215). Major Subdivision applications are reviewed using the Public Hearing Review Procedure (Development Title Chapter 9-220).

Given the fluid and market-based nature of the project, parcels may need to be further perfected from time to time by subsequent actions (replats, lot line adjustments, lot splits or consolidations) to accommodate evolving project or user/tenant requirements. Approval of such maps shall be governed by the Subdivision Map Act, the County's Subdivision Ordinance and Section 8.2 of the IPCSP2. All streets, sidewalks, landscape areas and other public property infrastructure and other improvements shown on the subdivision application shall be in substantial conformance with the regulations, guidelines, and street network of this Specific Plan. No lot shall be created with size or dimensions rendering it incapable of meeting the land use, public utilities, or development standards of this Specific Plan. In connection with a subdivision application, the applicant shall provide to the County all information required under the Subdivision Map Act and the County's Subdivision Ordinance and shall submit the applicable processing fee.

8.3 CONDITIONAL USE PERMIT

If an applicant seeks to develop a conditionally permitted use (as defined in Table 3.1 of this Specific Plan), the applicant shall apply for a Conditional Use Permit (CUP) to the County containing the data and information set forth in the County's application regulations and shall submit the applicable processing fee. Consideration of the CUP application shall be reviewed at an administrative level with approval by the Director of Planning. If the Director of Planning determines that a proposed CUP administrative review is not appropriate, the CUP can be elevated for approval by the Planning Commission. A CUP may be processed concurrently with any other necessary development application(s) for the land that is the subject of the requested CUP.

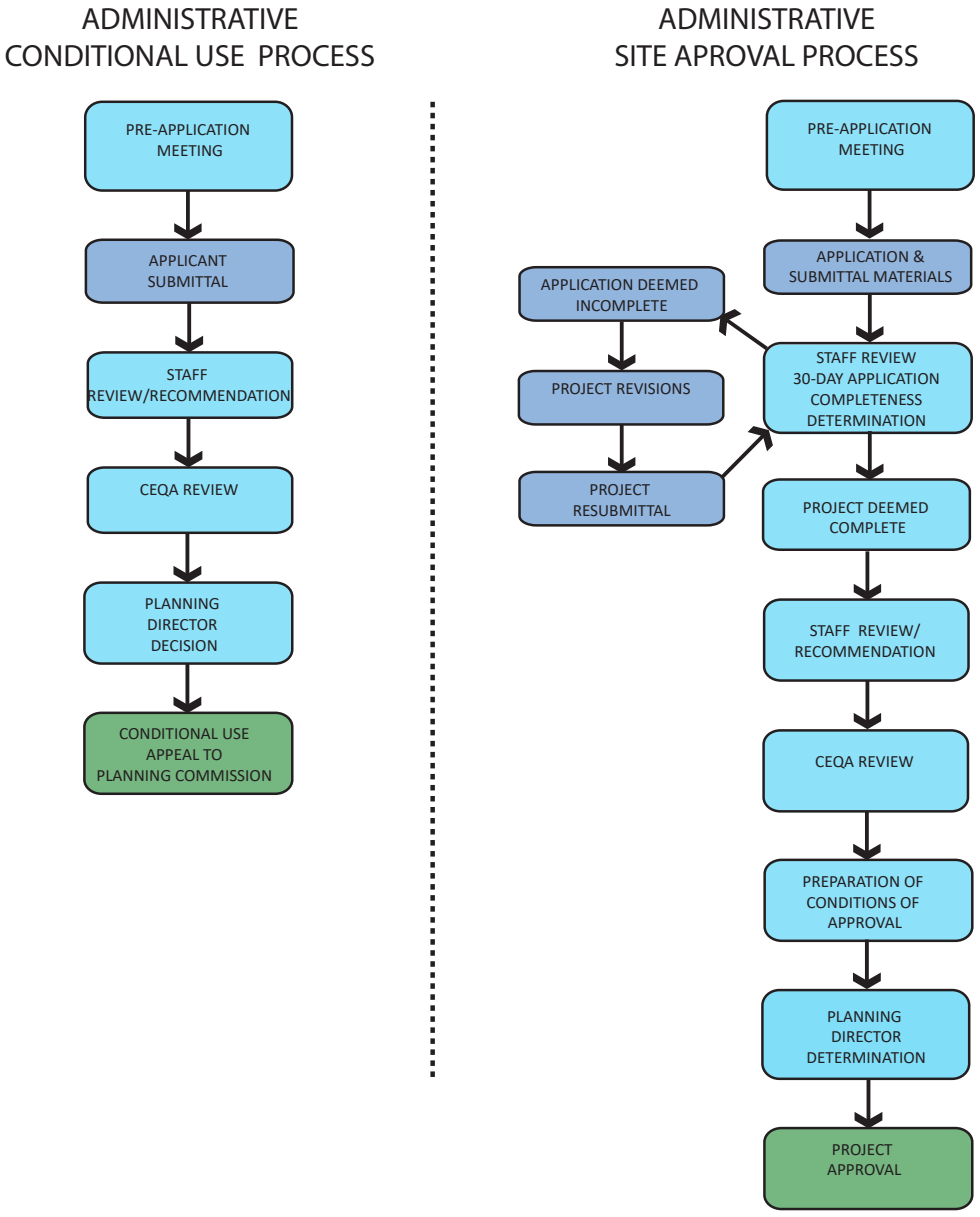

Figure 8.1, Administrative Permit Process

8.4 IMPROVEMENT PLAN REVIEW

The site plan depicted in this Specific Plan is not intended to be the final design solution for the site. It is anticipated that the site plan will change based on market demand and individual tenant requirements. Applicants seeking to develop any portion of the Project Area shall prepare a design submittal package for a County Improvement Plan Review which contains all the information set forth in the County Municipal Code and shall submit the applicable processing fee. Consideration of the Improvement Plan application shall be reviewed utilizing the Specific Plan document to ensure compliance at an administrative level with approval by the Director of Planning Community Development. A Improvement Plan Review application may be processed concurrently with any other necessary development application(s) for the land that is the subject of the requested Site Approval.

8.5 SIGNS

All signs shall be constructed in accordance with the requirements set forth in the County Municipal Code except to the extent that this Specific Plan provides for different or additional requirements, in which case the requirements in the Specific Plan shall govern.

This page is intentionally left blank