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EXHIBIT 9

MDP1-00

A. G. SPANOS BUSINESS PARK

Master Development Plan

Prepared for the City of Stockton

By

The A. G. SPANOS Companies

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Ag. 8.2

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CHAPTER 1
INTRODUCTION

1.1 Intent and Purpose of the Master Development Plan

The intent and purpose of A. G Spanos Business Park Master Development Plan are to provide a comprehensive description of all land uses proposed for the Business Park, while maintaining the greatest amount of flexibility possible in the planning review process. The Master Development Plan provides for a range of land uses for each parcel within The Business Park, each of which is internally compatible while being consistent with the objectives, policies, general land uses, and programs of the City's General Plan.

The A. G. Spanos Business Park is a 200± acre mixed use project proposed for development in the northwest corner of the City of Stockton. The A. G. Spanos Business Park Master Development Plan is the primary land use and regulatory document that establishes the standards and strategies used to guide the course of development for a flexible plan mixed use project. The Master Development Plan is intended to simplify the project planning and review process by providing the City's decision makers with sufficient information to guide and manage the development of A. G. Spanos Business Park. This Master Development Plan includes the goals and objectives of A. G. Spanos Business Park that augment those of the City's General Plan, summarizes the inherent issues and development opportunities, and establishes the policies and standards that both control and provide flexibility for the build out of the project area. The Master Development Plan includes creative and imaginative planning while maintaining flexibility within the framework of a comprehensive regulatory plan.

The Master Development Plan also includes an implementation program that describes regulatory mechanisms and amendment procedures. Strategies for financing and phasing of public facilities and services required by the Master Development Plan are also identified.

Changes in the market demand, and a desire to create the world headquarters for the A. G. Spanos Companies, resulted in a request by the A. G. Spanos Companies to replace the commercial and office development as proposed and approved in 1989 with the electorate's and City of Stockton's approval of A. G. Spanos Park. At the direction of the City, the A. G. Spanos Companies have prepared this Master Development Plan.

1.2 Elements of the Master Development Plan

The City of Stockton Planning and Zoning Code, at Section 16-203, Master Development Plans-Preparation and Content, mandates that a Master Development Plan include, at a minimum:

- The distribution, location, and extent (e.g., density, intensity, etc.) of land uses proposed within the area covered by the Master Development Plan, including open spaces areas (Proposed land uses);

- A description of the major components of public and private facilities, including circulation/transportation, energy, sanitary sewage, solid waste disposal, water, storm water drainage, and other essential facilities to be located within the Master Development Plan area and needed to support the proposed land uses (Infrastructure);

- Criteria, guidelines, and standards by which development would proceed, and standards for the conservation, development, and utilization of natural resources, where applicable (Land use and development standards);

- A program of implementation measures and environmental mitigation measures, including regulations, programs, public works projects, and financing measures necessary to carry out the proposed land uses, infrastructure, development and conservation standards and criteria (Implementation measures).

In addition, the Master Development Plan must describe the relationship to the policies, general land uses, and programs of the City's General Plan. Section 1.2.1 describes the relationship of the Master Development Plan to the City's General Plan.

The Master Development Plan shall also include such additional information, based on the characteristics of the area to be covered by the Plan, applicable policies of the General Plan, or any other issue(s) that are determined by the Community Development Director to be significant. A Development Agreement to implement the Master Development Plan shall be processed concurrently.

1.3 How to use the Master Development Plan

This Master Development Plan, and the companion Environmental Impact Report, establish the criteria for, consideration of, and action upon, all future specific proposals for development of the lands lying within A. G. Spanos Business Park. The primary intent and purpose of this Master Development Plan are to create the framework of maximum flexibility for the development of the Business Park while remaining consistent with the policies, general land uses and programs of the City's General Plan. Any future application for development in any portion of A. G. Spanos Business Park must demonstrate that the proposed development is consistent with the goals, objectives and policies of the Master Development Plan and the City's General Plan. The Master development Plan, and companion EIR, provide all the information that is required to establish the suitability of A. G. Spanos Business Park for its intended uses, for the density and intensity of those uses, for its consistency with the environment, and for the compatibility of those uses with public health, welfare and safety. The City's General Plan, Zoning Ordinance, this Master Development Plan and the companion EIR provide the criteria and process for considering and implementing development proposals taking into account the specific facts and conditions as disclosed by the project application.

Applicants for approval of a development project will be required to submit plans and technical studies, such as site plans, soil reports and building elevations, to demonstrate consistency with the Master Development Plan. Special studies may be required by the Community Development Director. All plans and studies will be submitted to A. G. Spanos Business Park Design Review Board for architectural review and approval, and, if approved by the Design Review Board, to the City of Stockton for review and approval, and for building permits.

Several findings are required before the Planning Commission and City Council may approve the Master Development Plan for the A. G. Spanos Business Park.

- First, that the Master Development Plan is consistent with the policies, general land uses, and programs of the City's General Plan (Section 1.4);

- Second, that the Master Development Plan adequately addresses the physical development characteristics of A. G. Spanos Business Park Plan Area (Section 2.2);

- Third, that the development standards identified in the Master Development Plan would serve to protect the public convenience, health, safety, and general welfare (Section 6.7)

- Fourth, that development of A. G. Spanos Business Park would ensure a compatible land use relationship with the surrounding neighborhood (Section 2.3);

- Fifth, that the Master Development Plan is in compliance with all applicable requirements of the City's Planning and Zoning Code, other local ordinances, and State and Federal Law (Sections 1.4 and 1.5);

- Sixth, that the Master Development Plan is in compliance with the provisions of the California Environmental Quality Act (CEQA) and the City's environmental guidelines (Section 1.6).

If a request is made for a project or use that is not consistent with and does not share the same or similar characteristics of an allowed use identified within the Master Development Plan, such project or use may be approved, provided: (1) the Design Review Board for A. G. Spanos Business Park recommends to the City of Stockton that the City issue a Conditional Use Permit for the proposed project or use; and (2) that the City of Stockton Planning Commission approves and issues a Conditional Use Permit for the proposed project or use, provided the following finding, based upon substantial evidence presented at a public hearing, can and is made by the Commission, or by the City Council if the decision of the Commission is appealed to the City Council:

- That the proposed project or use would not create internal inconsistencies within the Master Development Plan and is consistent with the goals and objectives of the A. G. Spanos Business Park.

Once adopted by the City, the Master Development Plan would be subject to a review by the Community Development Director every five years to ensure that the applicant, or any successor-in-interest, is in compliance with the intent and purpose of the Plan.

1.4 General Plan Consistency

A. G. Spanos Business Park (the "Plan Area") is within the City of Stockton and is subject to the policies, general land uses and programs of the City of Stockton General Plan.

The City of Stockton General Plan was adopted January 22, 1990. Figure 1-1, Existing General Plan Designations, is an excerpt of the Stockton General Plan Land Use Map that includes the land use designations for the Plan Area. On December 7, 1989, the A. G. Spanos Companies received the approval of the City of Stockton for commercial, office and residential development of 600± acres (TM 54-89 and TM 56-89) of property lying west of Interstate 5 and south of Eight Mile Road, which property is included the Plan Area.

The Land Use Element of the General Plan will, concurrently with the review and approval of the Master Development Plan, be amended to reflect a land use designation for the Plan Area of M-X (Mixed Use) that allows a broad mix of land uses. This Master Development Plan specifies a range of land uses, development intensities and densities that will be implemented within the Plan Area. Figure 1-2, Proposed General Plan Designations, illustrates the amendment to the City of Stockton General Plan Land Use Map to M-X.

The Master Development Plan is an implementation of the M-X land use designation of the General Plan and is predicated upon the assumption that it is consistent with the policies, general land uses and programs of the General Plan.

The Master Development Plan complies with the following General Objectives, Goals and Policies of the General Plan:

General Objectives: Stockton's General Plan is a document designed to achieve the following general objectives:

Objective 1: Develop a balanced and complete community in terms of land use distribution and densities, housing types, and economic development opportunities.

Objective 3: Increase the number and diversity of jobs that are available to currently unemployed residents, with major emphasis on the creation of jobs that offer full-time year-round employment at wages above the poverty level.

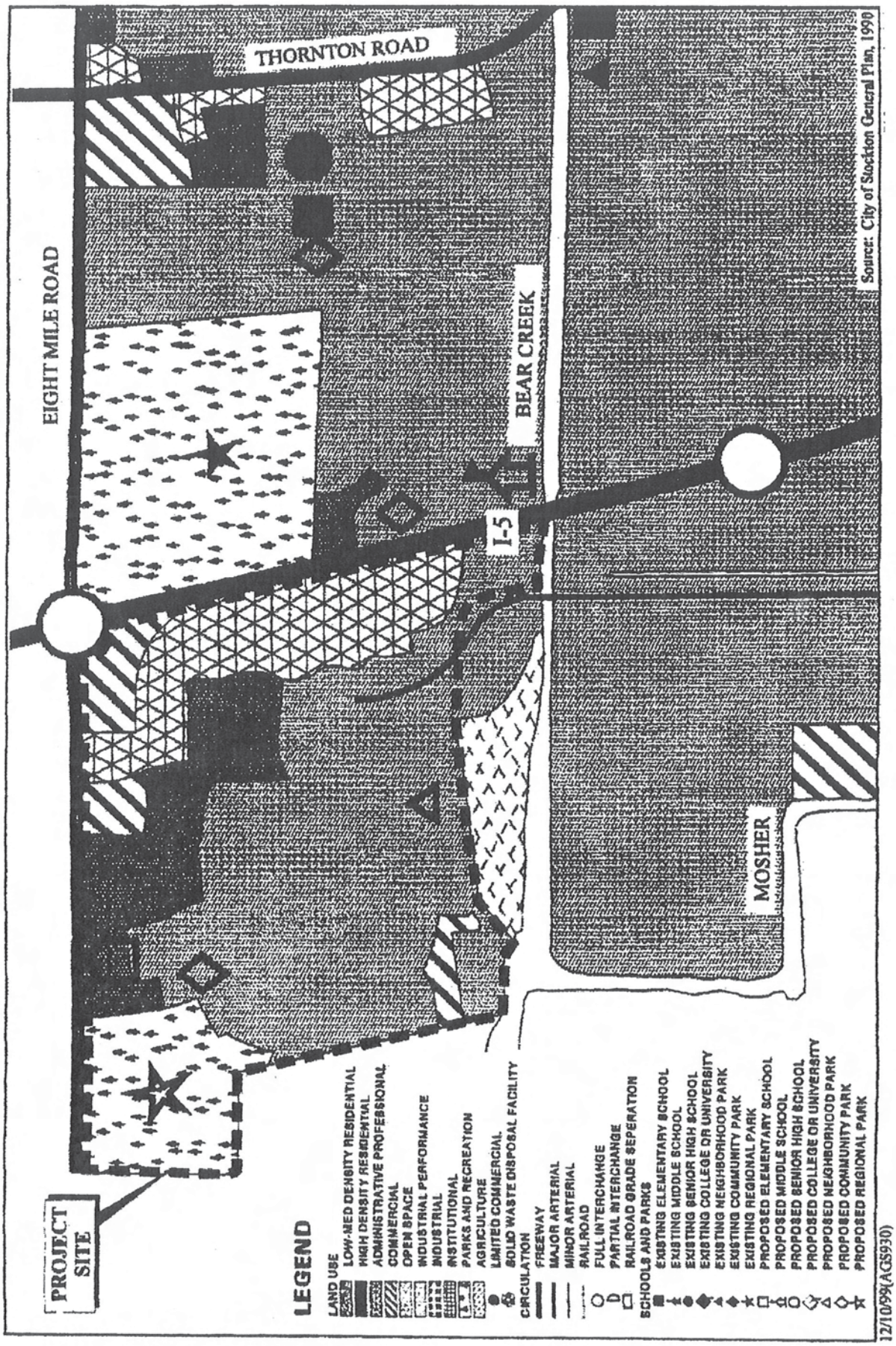


FIG. 1-1 STOCKTON GENERAL PLAN 1-5

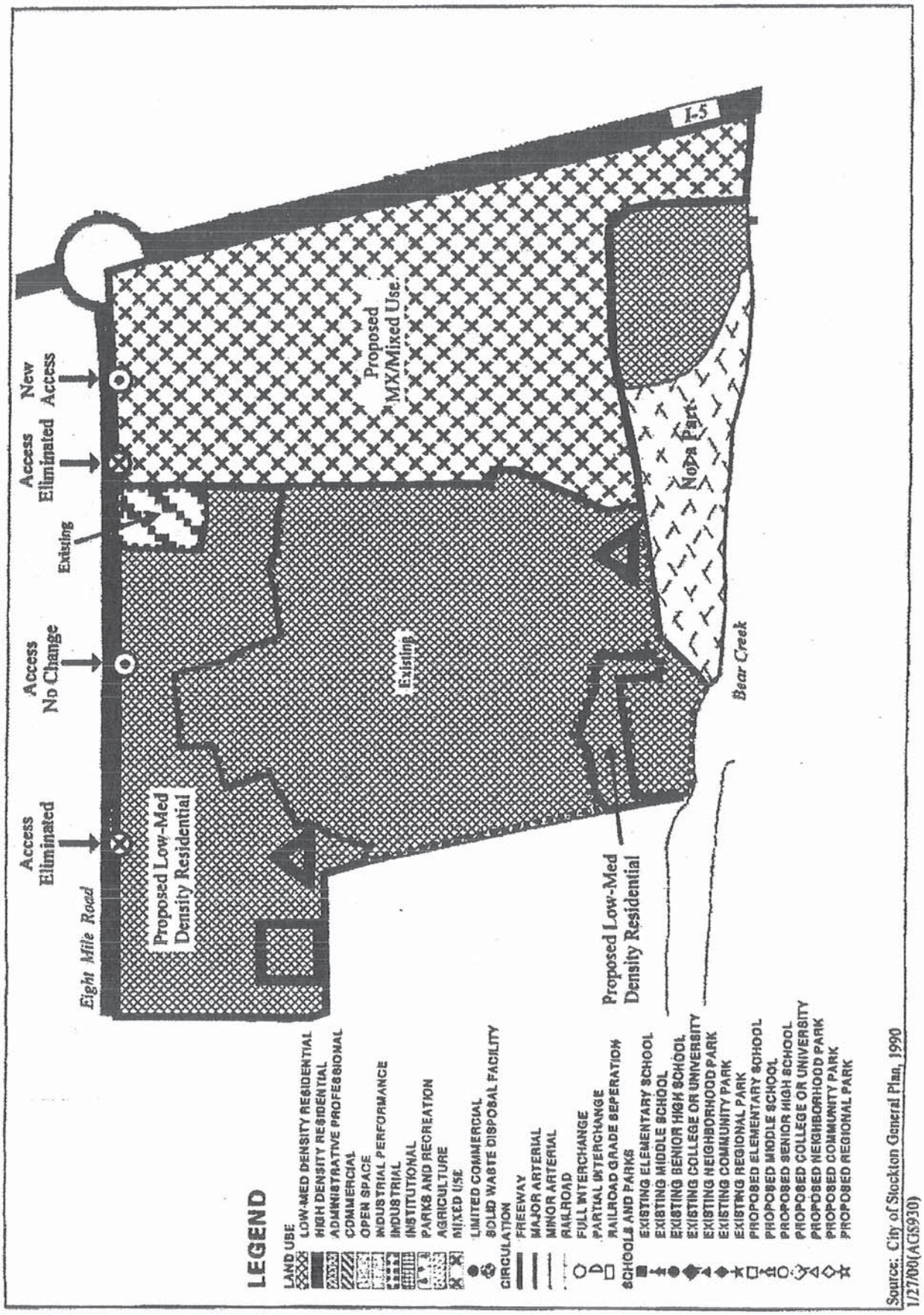


FIG. 1-2 GENERAL PLAN AMENDMENT 1-6

Objective 4: Promote the development of a sufficient quantity and variety of decent, safe and sanitary housing units to meet the needs of all residents.

Objective 5: Establish a balanced transportation and circulation system that provide for the efficient movement of people and goods while minimizing the impacts on adjacent land uses.

Objective 11: Promote development that, by its location and design, reduces the need for nonrenewable energy resources and the associated release of air pollutants.

Goals and Policies: Stockton's General Plan is a document designed to achieve the following goals and objectives:

SECTION 1, LAND USE

Urban Growth and Overall Development

Goal 1: Insure that Stockton's future growth will proceed in an orderly planned manner, thereby preventing urban sprawl and the wasteful use of land and promoting the efficient and equitable provision of public services.

Policy 1. The General Plan shall designate an Urban Service Area at or beyond the existing City limits where City services and facilities will be available for extension upon annexation and where future urban development shall be in conformance with City Council adopted master utility and circulation plans.

Policy 2. The Urban Service Area shall be expanded only when applicable General Plan policies can be met and appropriate services and efficient infrastructure can be provided.

Policy 3. Future urban development adjacent to the City should occur within the City. This requires that vacant unincorporated properties shall be annexed to the City prior to the provision of any City services.

Goal 4: Encourage the development of integrated, mixed use projects on large parcels that can accommodate a variety of compatible land uses.

Policy 1: The wasteful and inefficient sprawl of urban uses into agricultural lands surrounding the urban area should be avoided by regulating the location of urban uses through the Urban Growth and Overall Development policies to minimize the consumption of agricultural land and other open areas containing valuable natural resources or scenic beauty.

Policy 2: Urban growth shall be geographically limited by such environmental hazards as flood vulnerability and unstable soil characteristics.

Policy 3: Urban growth, particularly sensitive developments, should avoid locating in areas that are subject to adverse environmental or noise impacts.

Policy 4: Environmentally sensitive areas, such as the Delta, oak groves and areas of archaeological/historic value, should be preserved for the benefit of present and future generations.

Policy 5: Storm water quality measures shall be undertaken to enhance to the maximum extent practicable the quality of the water in the sloughs, creeks and rivers in this area.

Policy 6: Encourage the use of energy efficient transportation systems and building designs along with other measures to reduce air pollution and to conserve energy resources in the process of urban development.

City Concept and Design

Goal 1: Enhance the sense of community in Stockton.

Policy 1: Encourage the development of identifiable boundaries for the City to maintain a sense of community identity. The City should also consider the development of some type of "gateway" treatment at major entrances into the City.

Policy 3: Residential subdivisions shall be designed to provide for internal circulation within neighborhoods and to prevent through traffic from traversing the neighborhoods.

Policy 4: Promote aesthetically pleasing and environmentally sound urban development by providing for design flexibility through the use of development controls such as planned unit developments.

Goal 2: Develop a balanced and complete community in terms of land use distribution and densities, housing types and styles, job opportunities and opportunities for social and cultural expression.

Policy 1: Varied residential densities, housing types and styles should be equitably and appropriately distributed throughout the community and integrated with public facilities and commercial services.

Policy 2: Business and industry should be encouraged to provide job opportunities for members of Stockton's work force.

Residential Land Use

Goal 1: Promote a variety of housing types and densities throughout the City to satisfy the housing needs of various age and socioeconomic groups.

Policy 1: Higher residential densities should be encouraged at appropriate infill locations through the design flexibility made possible by planned unit residential developments.

Policy 2: Higher residential densities are preferred at locations near commercial and office uses and along arterial and collector streets and bus routes.

Policy 3: Nonresidential uses (i.e., churches, schools, parks) shall be discouraged in areas designated for high-density residential uses since such locations are limited.

Goal 2: Promote and maintain a safe, healthful and aesthetically pleasing environment for residential development and conserve and enhance distinctive neighborhood identities.

Policy 1: The neighborhood shall be utilized as the basic planning unit for maintaining and preserving existing residential areas in the planning of new ones. Key features of the neighborhood unit include a centrally located meeting place (i.e., school, park), access to arterial streets only through collector streets with an internally directed local roadway system, and services located at the periphery of the neighborhood (i.e., commercial, offices, institutional).

Policy 3: Residential development shall provide open space in either private yards or common areas to partially meet the residents' recreational needs.

Policy 4: Planned unit developments shall be encouraged in residential developments to provide flexibility, to meet various socioeconomic needs, and to address environmental and site design constraints.

Policy 5: Any change proposed in density for existing residential areas shall consider such factors as: neighborhood character and identity; compatibility of land use; impact on services and facilities (including schools); and impact on streets and highways.

Policy 6: Residential neighborhoods shall be protected from the excessive encroachment of incompatible activities and land uses (i.e., traffic, noise) and environmental hazards (i.e., flood, soil instability) that may have negative impacts on the living environment.

Commercial Land Use

Goal 1: Direct commercial development to areas where it is complimentary to and compatible with surrounding land uses and will visually enhance the environment.

Policy 1: Support the City's growth in business and financial services while reasserting Stockton's historic role as a major retail center (this will help increase the proportion of local income invested and spent locally).

Policy 3: The compatible integration of commercial and new residential uses shall be encouraged. Existing residential areas shall be buffered from new commercial uses through the provisions of the zoning code.

Policy 4: Commercial areas shall be provided with frontage roads and/or access controls to reduce traffic congestion. Landscaping and design controls should be utilized to create an aesthetically pleasing environment.

Policy 5: The creation of new strip commercial areas along arterial streets shall be discouraged to reduce traffic congestion and to enhance the visual appearance of the City.

Policy 6: Proposals to convert residential properties along major streets to office or commercial use shall be considered only when there is a substantial nonresidential character to the area, the proposal is compatible with the surrounding land use, and adequate off-street parking can be provided.

Goal 3: Reinforce the downtown area as a center for office employment, finance, government, tourism, and the focal point of transit systems.

Policy 2: High-density residential uses primarily serving those families and individuals without dependent children shall be encouraged to locate in the downtown area and near other large commercial centers where there exists the necessary public facilities to support such densities and where the residents can, in turn, support the area's commercial activities.

Mixed Use Land Uses

Goal 1: Encourage the development of integrated, mixed use projects on large parcels that can accommodate a variety of compatible land uses.

Policy 1: Project developments proposed in the Mixed Use designation shall be implemented by developing and processing a Master Development Plan for the project area, and rezoning the area to a MX zoning district.

Policy 2: Land uses proposed for a mixed use development in the Mixed Use designation shall support each other by providing an integrated Master Development Plan that may include one or more industries, services, offices, retail uses, and residential opportunities for the common needs of the occupants and users of the mixed use development.

SECTION 2, HOUSING

Adequate Sites

Goal 1: Assure the adequate provision of sites for housing of all types.

Policy 1: The General Plan shall designate sufficient vacant land for residential purposes to accommodate anticipated population growth.

Policy 2: New residential uses shall be located close to main transportation routes to ensure convenient access to employment centers, schools, shopping and recreational facilities.

Policy 3: Sites designated for new residential development on the General Plan shall be adequately served by public utilities, minimally impacted by noise and blighting conditions, and be compatible with surrounding land uses.

Policy 5: Encourage the construction of new homes on vacant lots in the existing developed areas of the City where most public improvements have already been installed.

Affordability

Policy 1: Designate adequate high-density areas on the General Plan to provide for the development of apartments, planned unit residential developments and other forms of high-density housing.

Governmental Constraints

Goal 1: Address and, where appropriate and possible, remove governmental constraints to the development, improvement and maintenance of the housing stock.

Policy 2: Continue to plan for the timely and adequate expansion and/or improvement of public facilities and infrastructure to coincide with housing developments and improvements.

Housing Accessibility

Goal 1: Promote housing opportunities for all residents and support the elimination of discrimination in housing based on race, religion, sex, age, marital status, ancestry, national origin, color or other arbitrary factors.

Energy Conservation

Goal 1: Promote the conservation of energy in Stockton's housing developments:

SECTION 3,
TRANSPORTATION

Streets and Highways

Goal 1: Develop a street and highway system which promotes the safe efficient and reliable movement of people and goods.

Policy 3: Significant trip generating land uses should be served by roadways adequate to provide vehicular access with a minimum of delay.

Policy 8: Seek to improve freeway interchanges along both Route 99 and Interstate 5 to current design standards as required by the traffic demands of new development.

Policy 9: For traffic operating conditions, use "Level of Service" (LOS) of "D", or better, on a p.m. peak hour basis as the planning objective for the evaluation of new development, mitigation measures, impact fees and public works capital improvement programs.

Goal 2: Promote the development of a street and highway system that minimizes adverse impacts on the environment and surrounding land uses.

Policy 1: Inter-neighborhood traffic movement should occur on arterial and collector streets and is discouraged on neighborhood streets.

Policy 3: Off-street parking shall be required for all land uses in order to reduce congestion, improve overall operation and land use compatibility.

Non-Motorized Transportation

Goal 1: Provide adequate pedestrian and bikeway facilities for present and future transportation needs.

Policy 1: Pedestrian travel shall be encouraged as a viable mode of movement throughout the City by providing safe and convenient pedestrian facilities, particularly in commercial areas and residential neighborhoods.

Policy 2: Within large retail and office centers, provisions shall be made for convenient and safe pedestrian movement through the large parking areas which surround these commercial centers.

Policy 3: Recreational bikeways shall be developed and maintained on separate rights-of-way..

Policy 4: Right-of-way requirements for bike usage shall be considered in the planning of new arterial and collector streets and in street improvement projects.

Policy 5: Safe and secure bicycle parking facilities should be provided at major activity centers such as public facilities, employment sites and shopping and office centers.

SECTION 4, PUBLIC FACILITIES AND SERVICES

Public Facilities

Goal 1: Provide public facilities and City services throughout the urbanized area.

Policy 2: Capital improvements and facility needs generated by new development shall be financed by new development. The existing community should not be burdened by increased taxes and fees nor by lowered service levels to accommodate the needs created by new development. Exceptions to this policy may be considered in an effort to encourage affordable housing.

Policy 5: Development proposals shall be reviewed for their impacts on various infrastructure components (i.e., sewer, water, fire stations, libraries, streets) and should be required to provide appropriate mitigation measures if development reduces services levels.

Policy 9: Continue to utilize developer fees and the City's public facilities fees to finance public facilities (e.g. sewer, water, parks and recreation, police and fire, general government).

Goal 2: Provide a full range of public facilities and City services where they are accessible to the public and are compatible with the area in which they are located.

Policy 1: Elementary schools should be located within residential neighborhoods with an ideal service radius of approximately ½ mile. Elementary schools should be located where students need not cross major arterial or collector streets.

Policy 2: Middle and high schools should be located at the periphery of residential neighborhoods with access to arterial or collector streets and with access to public transportation.

Policy 3: City parks shall be developed in conjunction with elementary schools, whenever practical.

Policy 7: Residential developers should coordinate with the school district to insure the adequate provision of schools.

Water Facilities

Goal 1: Conserve groundwater and surface water resources in order to ensure sufficient supplies of good quality water.

Policy 3: All urban development shall be served by a sanitary sewage system to avoid possible contamination of groundwater from septic systems.

Policy 4: The use of Best Management Practices for the reduction of pollutant in urban runoff shall be encouraged within the storm drainage system in order to reduce the amount of pollutants entering the surface waters.

Policy 10: The City shall require preparation of detailed watershed drainage plans for those areas identified in the City of Stockton Drainage Infrastructure Plan. These plans should be completed before development occurs in the areas and shall identify required drainage improvements and costs. The watershed drainage plans shall include Best Management Practices which will reduce pollutants in urban runoff to the maximum extent practicable.

Parks and Recreation

Goal 1: To provide a variety of recreational facilities and services to meet the diverse needs of Stockton's residents, workers and visitors.

Policy 2: Parks shall be located and designed in such a way as to facilitate their security and policing. Private property located immediately adjacent to a park site shall be discouraged.

Policy 3: Private open-space and recreational facilities shall be encouraged in larger residential developments in order to meet a portion of the open space and recreation needs generated by that development.

Policy 4: Neighborhood parks shall, whenever possible, be developed in conjunction with elementary schools centrally located within the neighborhood where park patrons need not cross major arterial or collector streets.

Policy 6: Continue to provide for the development of linear parkways and recreational bike-ways where the opportunity exists.

Policy 7: Continue to cooperate with the County and the various school districts to provide a wide variety of recreational opportunities for Stockton residents and visitors.

Fire Safety

Goal 1: Incorporate fire safety precautions in existing urbanized areas and in planning for new development.

Policy 4: New development shall provide adequate access for emergency vehicles, particularly firefighting equipment, as well as provide evacuation routes.

Police Protection

Goal 1: Provide protection to the public through effective law enforcement and the incorporation of crime prevention features into new development.

Policy 1: Seek to promote the inclusion of security features in all structures.

Policy 2: Defensible space design techniques shall be considered in the review of new development in order to enhance crime prevention.

Policy 4: Residential areas should be encouraged to participate in neighborhood watch programs.

Conservation

Goal 1: Guide urban development toward vacant or under-used lands within the urbanized area and direct new growth toward contiguous lands to protect agricultural lands and other open spaces used for the managed production of resources from premature urban development.

Policy 1: Existing agricultural soils capable of producing a wide variety of valuable crops shall be retained in agricultural use until the time that such soils are needed for logical urban expansion.

Goal 3: Achieve and maintain levels of air quality that comply with state and federal standards.

Policy 1: Consider the cumulative air quality impacts from development and use land use regulations to reduce air pollution.

Goal 4: Conserve energy resources by encouraging energy efficient building designs and transportation systems.

Policy 2: Land use decisions shall consider the proximity of industrial and commercial uses to major residential areas in order to reduce commuting.

Goal 5: Actively contribute to the solution of local and regional air quality problems.

Policy 2: Review proposed development for both local and regional air quality impacts.

Open Space

Goal 1: Preserve and enhance open space areas for the preservation of natural resources including plant life, habitat for fish and wildlife species, ecologically sensitive areas, and historic and cultural resources.

Policy 2: Urban development adjacent to the Delta and related waterways should give special consideration to the natural hazards in this area (i.e. flooding, soil subsidence, peat fires) and shall be required to provide access to and along this resource consistent with public safety and the preservation of sensitive biological areas.

Policy 6: Continue to recognize and preserve Stockton's historical and cultural resources.

Goal 2: Provide and maintain open space resources for outdoor recreation within the urban fabric of Stockton.

Policy 1: Utilize open space areas to provide community and neighborhood identity and to insulate conflicting land uses and noise generators.

Policy 2: Residential developments shall be encouraged to provide private open space areas.

Policy 3: Major arterials shall be provided with landscaped median strips in order to enhance these street systems as aesthetic open space corridors.

SECTION 6, SAFETY

General Safety Issues

Goal 1: Protect the community from injury and damage resulting from natural catastrophes and hazardous conditions.

Policy 1: Development shall only be permitted in those areas where the potential danger to the health and safety of people can be mitigated to an acceptable level.

Goal 1: Protect the community from the hazards of expansive soils, seismic dangers and other geologic activity.

Policy 4: Recognize the limitations of expansive and peat soils in designating areas for urban growth and development.

Flood Hazards

Goal 1: Protect the community from the risk of flood damage.

Policy 1: New urban development shall be approved only when the developer shows it to be protected from "100-year" floods.

Policy 5: Encourage appropriate reclamation districts to institute a levee maintenance program to reduce levee failures.

SECTION 7, NOISE

Goal 1: Protect the citizens of the Stockton Planning Area from the harmful and annoying effects of exposure to excessive noise.

Goal 2: Protect the economic base of the Stockton Planning Area by preventing incompatible land uses from encroaching upon areas with existing noise-producing uses.

Policy 1: New residential development shall not be allowed where the ambient noise level due to locally regulated noise sources (i.e., all noise sources other than roadway, railroad and aircraft noise) will exceed the noise level standards.

Policy 2: The compatibility of proposed projects with existing and future noise levels due to traffic on public roadways, railroad line operations and aircraft in flight shall be evaluated by comparison to Table 1 "Exterior Noise Level Standards for Locally-Regulated Noise Sources."

Policy 4: Before approving proposed development of new residential land uses in areas exposed to existing or projected exterior noise levels exceeding 60 dB Ldn/CNEL, an acoustical analysis shall be required. The acoustical analysis shall be required in the environmental review processed so that noise mitigation may be included in the project design.

Policy 5: Develop and employ procedures to ensure that requirements imposed pursuant to the findings of an acoustical analysis are implemented as part of the project review and building permit processes.

1.5 Zoning Ordinance Consistency

The zoning designation for the Plan Area will, concurrently with the review and approval of the Master Development Plan, and the amendment to the Land Use Element of the General Plan to M-X, be amended to M-X (Mixed Use). Figure 1-3: Existing Zoning Designations, indicates the current, pre-M-X zoning designation. The proposed M-X designation is intended to, and does, provide a broad mix of

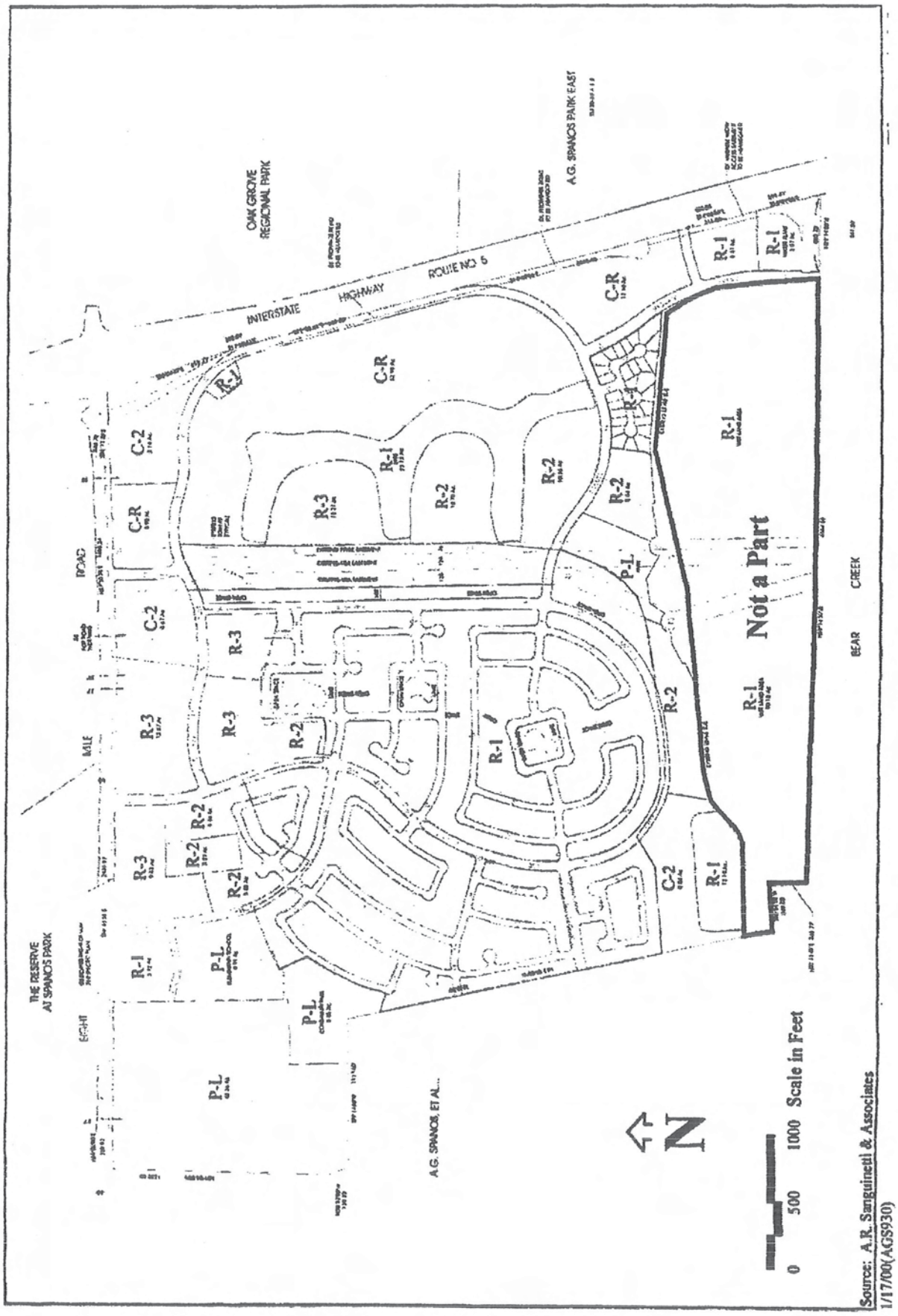


FIGURE 1-3: STOCKTON ZONING MAP 1-18

land uses. This Master Development Plan specifies a range of land uses, development intensities and densities that will be implemented within the Plan Area. The M-X zoning designation requires the preparation of a Master Development Plan. This Master Development Plan is in compliance with the requirements of the M-X Zone. Figure 1-4, Proposed Zoning Designations, illustrates the amendment to the City of Stockton Zoning Maps to rezone the Plan Area to M-X.

1.6 Compliance with CEQA

The Spanos Park West Supplemental Environmental Impact Report is the Project EIR (EIR) for the Plan Area and is intended to apply to a series of actions. As the EIR is a companion document to the Master Development Plan for a mixed use project with a comprehensive range of uses allocated for all portions of the Plan Area, any future development or use within the Plan Area is exempted from further environmental review provided the proposed development or use is consistent with the Master Development Plan.

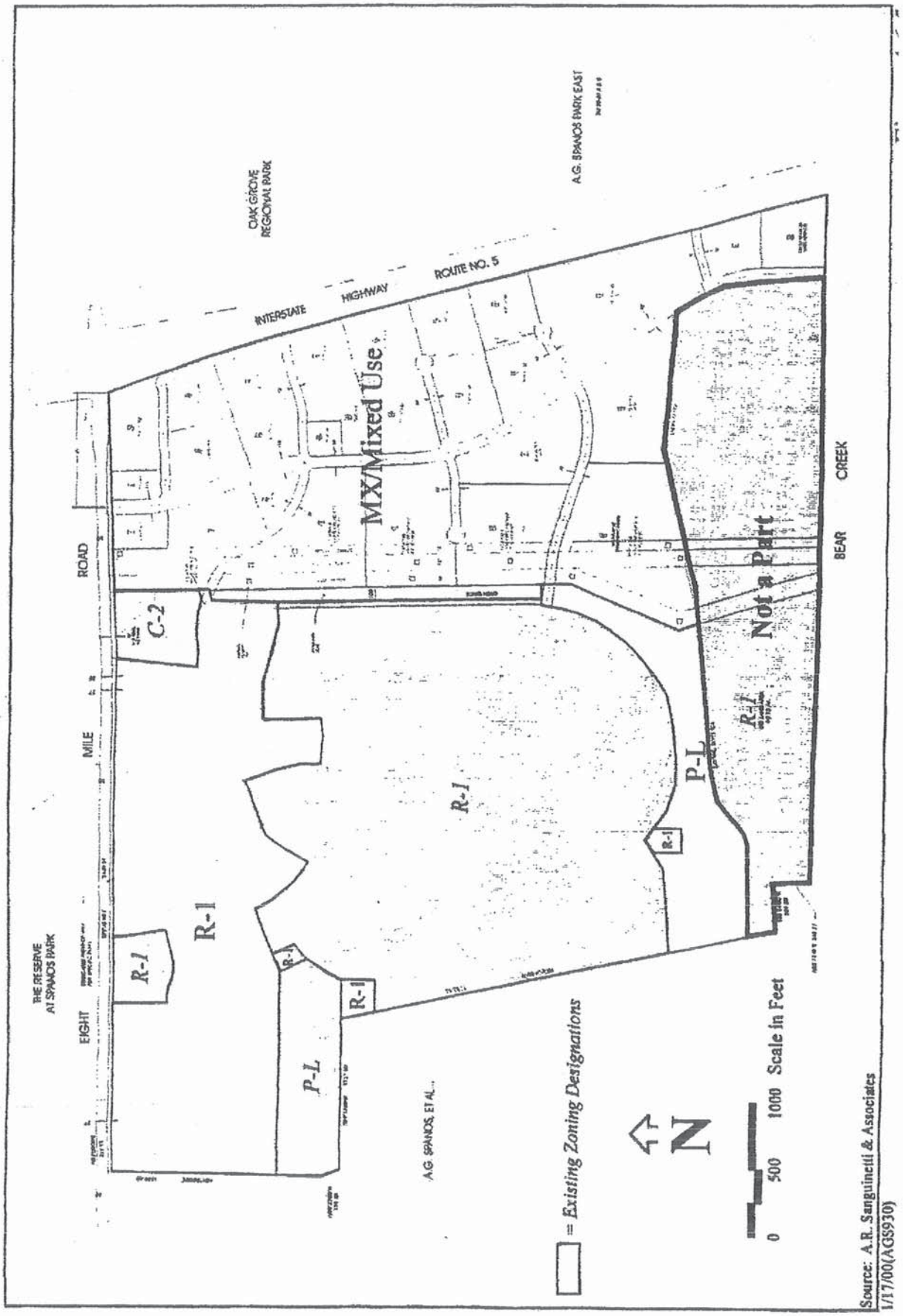


FIGURE 1-4: ZONING MAP AMENDMENT1-20

CHAPTER TWO
Existing Conditions

2.1 Introduction

This chapter includes the existing environmental setting for A. G. Spanos Business Park Master Development Plan Area. The regional and local relationships are discussed in the first part of the chapter, with the major environmental characteristics described in the second part. The primary purpose of this chapter is to provide the City's decision makers with an analysis of the opportunities and constraints inherent in the Plan Area. The companion Spanos Park West Supplemental EIR provides an assessment of the existing conditions in greater detail

2.2 Master Development Plan Area

2.2.1 Regional Location and Context

A. G. Spanos Business Park would be located in the extreme northwest corner of the City of Stockton. The Plan Area is directly adjacent to Interstate 5, which connects the City of Stockton with the City of Sacramento to the north and the City of Modesto to the south. Eight Mile Road, which connects Interstate 5 and State Routes 99 and 88, is adjacent to the northern boundary of the Plan Area.

Major employment centers are located in the Stockton and Sacramento areas. Other employment centers, including Tracy and the San Francisco Bay Area, are within commute distances. Figure 2-1, Regional Location, illustrates the relationship of the Plan Area to the surrounding region.

2.2.2 Project Location and Setting

The Plan Area contains 200± acres of the 600 acres previously approved for urban development December 7, 1989, by the City of Stockton. The Plan Area extends from Pixley Slough/Bear Creek on the south to Eight Mile Road on the north. The western border of the Plan Area is formed by a proposed single family residential subdivision also included as a component of the A. G. Spanos Park Project west of Interstate 5.

The eastern edge of the Plan Area is bordered by Interstate 5. Immediately opposite the Plan Area, on the eastern side of Interstate 5, is the Spanos Park East Project, a residential development that includes the Oak Grove Regional Park and four schools, including one High School, one Middle School and two Elementary schools. Spanos Park West, including the Plan Area, is connected to Spanos Park East by way of Eight Mile Road and a below grade crossing under Interstate 5. Figure 2-2, Project Location, indicates the location of the Plan Area with the surrounding northern portion of Stockton and the unincorporated areas of San Joaquin County to the north and west.

FIGURE 2-1: REGIONAL LOCATION MAP 2-2

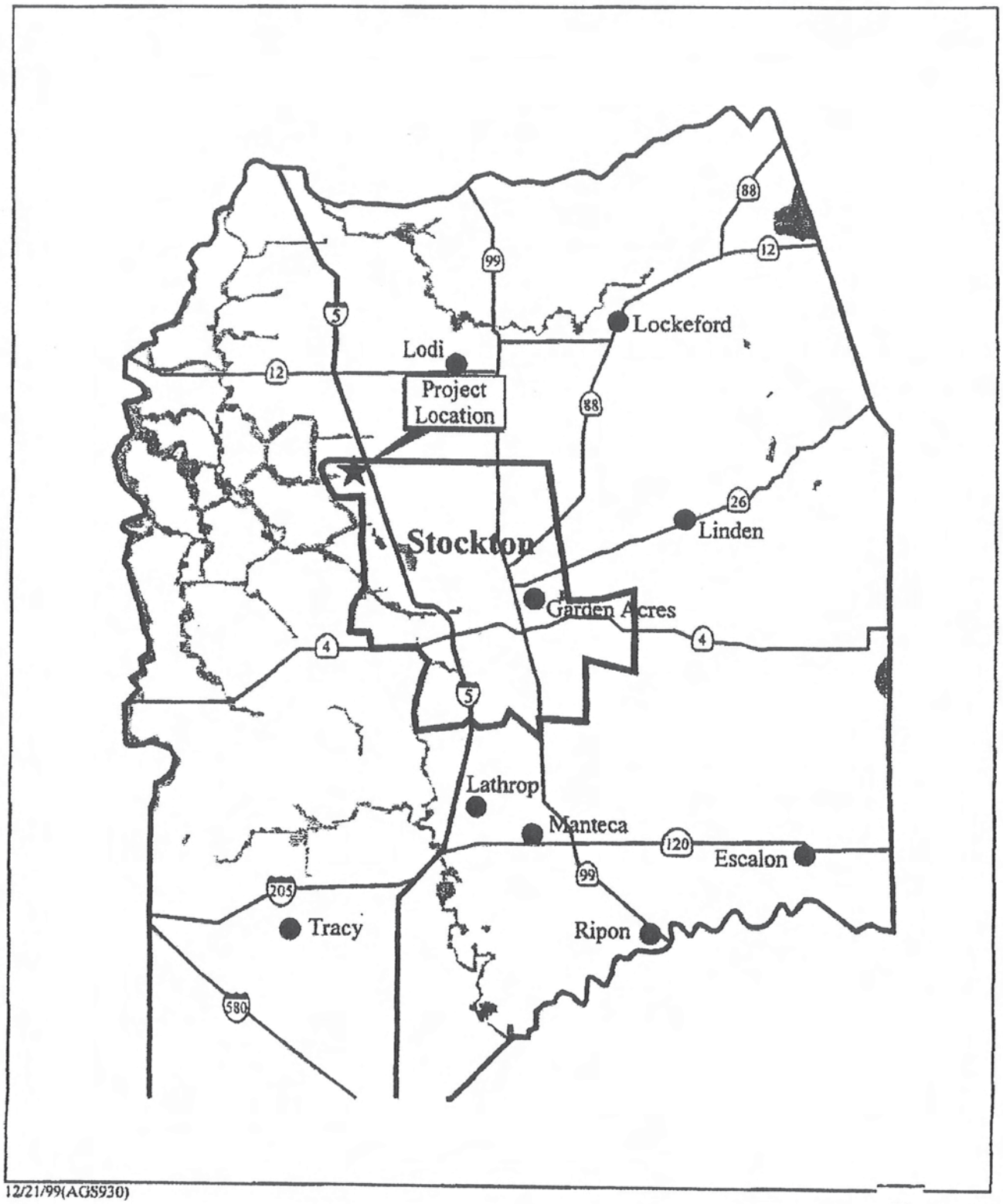


Figure 2-2

FIGURE 2-2: PROJECT LOCATION MAP 2-3

The Plan Area consists of relatively flat land, typical of the flat central San Joaquin Valley floor. The elevation of the Plan Area ranges from -3 feet below sea level in the southwest corner to +5 feet in the northwest corner.

2.3 Existing Land Use and Infrastructure

2.3.1 Existing Ownership

The Spanos Park West Project site, which includes A. G. Spanos Business Park Plan Area, is owned entirely by the A. G. Spanos Construction, Inc. (the "Master Developer"). The Assessor's Parcel Numbers for the Plan Area are APN 071-16-17; 19; 20; 21; 22; 23; 24; 25; 26; 27; 28; 29; 30; 31; 32; 33; 34; 35; 36; 37; 38; 39; 40; 43; 44; 48; 49; 50; 52; 53; 54; 55; 56; 57; 58; 59; 60; 61; 62; 63; 64; 65; and 071-16-66.

2.3.2 Existing Land Use

The land has historically been used extensively for growing agricultural crops, including corn, tomatoes and other row crops since it was reclaimed from the Sacramento/San Joaquin Delta in 1919. The entire Spanos Park West project has been graded for urban development consistent with previously approved Tentative Subdivision Maps for Spanos Park Unit 9 (TM 54-89 and TM 56-89). An earthen levee separates the southern portion of the Plan Area proposed for development from existing wetlands lying adjacent to Bear Creek/Pixley Slough.

2.3.3 Existing Circulation

Access to the site is by Interstate 5 and Eight Mile Road. A paved frontage road parallels Interstate 5, terminating near the southeast corner of the Plan Area. Unpaved agricultural tracks connect the paved frontage road with the interior of the Plan Area. Three utility maintenance easements traverse the Plan Area under the existing high voltage power lines.

2.3.4 Existing Utilities and Public Services

Potable water for the Plan Area would be provided by the City of Stockton's Municipal Utilities Department.

Wastewater treatment would also be provided by the City of Stockton's Municipal Utilities Department.

Fire protection to the Plan Area would be provided by the City of Stockton Fire Department. In addition, the Fire Department is responsible for water rescues, technical rescues, and response to hazardous material spills in the Plan Area.

Police protection would be provided to the Plan Area by the City of Stockton Police Department.

Three sets of high voltage power lines, approximately 325 feet wide, traverse the western edge of the Plan Area in a north/south alignment.

2.4 Environmental Characteristics

2.4.1 Land Form/Topography

The land form and topography of the Plan Area is typical of the relatively flat central San Joaquin Valley. The Plan Area is lacking in significant topographic features.

2.4.2 Soils and Geology

The geology of the Plan Area is composed primarily of delta fluvial and alluvial fan deposits. The majority of the native sediments include continental rocks and deposits of a heterogenous mix of poorly sorted clay, silt, sand, and gravel. Some beds of claystone, siltstone, sandstone, and conglomerate can be present.

The Plan Area is underlain by partly consolidated, locally cemented silt and sandstone sediment of the Modesto formation, derived primarily from glacial outwash. Organic soil deposits (peat), less than five feet thick, and deposits of loose-soft mineral soils are also found on the project site. Surficial organic matter has been substantially oxidized by cultivation.

There are no active faults in the Plan Area, nor are there any in the near vicinity. Earthquake events on several active faults, ranging from 24 to 64 miles away from the Plan Area may subject the Plan Area to significant ground shaking.

The underlying soils consist of compact to dense clayey and silty sand, sandy silt and sand and stiff-very stiff sandy clay, at depths typically encountered at one to three feet.

2.4.3 Vegetation and Wildlife

The Plan Area has been used to grow food crops, primarily corn and tomatoes. However, due to the grading of the entire site for urban development, only limited wildlife is found on the site.

2.4.4 Visual Character

The site characteristics described in this chapter, including the relatively level topography, the former agricultural use and the proximity to Interstate 5, establish the visual character of the Plan Area. As disturbed land, the existing setting of the site provides limited scenic value.

CHAPTER THREE
Master Development Plan

3.1 Introduction

This chapter describes the overall concept for land use of the Master Development Plan, i.e. a primary mixed use development program for the Plan Area including multifamily residential, commercial/office, retail uses, and open space. This chapter also provides the planning framework that will establish the development character for A. G. Spanos Business Park. In the Section 3.3.4, Urban Design/Landscape Plan, the site planning and landscape architecture are addressed in sufficient detail to provide guidance for eventual implementation of the Plan.

3.2 Goals and Objectives of the Master Development Plan

A.G. Spanos Business Park would be a mixed use development that includes corporate headquarters, office space, village and campus office uses, a quality hotel, retail commercial, multifamily residential, and open space areas designed to meet the needs of future Stockton residents for housing, employment opportunities, services and areas for pursuit of leisure time activities. As a master planned development, A. G. Spanos Business Park would create a sense of place and quality of life for future residents and visitors, through innovative site planning and development standards.

This section sets forth the planning goals, objectives and policies for A. G. Spanos Business Park Plan Area. A. G. Spanos Business Park Master Development Plan is intended to be a refinement of the policies, general land uses and programs of the Stockton General Plan. Accordingly, the Master Development Plan incorporates the policies, general land uses and programs of the Stockton General Plan by reference.

Following are the goals and objectives of A. G. Spanos Business Park Master Development Plan:

Primary Goal: The primary goal for A. G. Spanos Business Park is to create a business park/office center of the highest quality, characterized by a multi-story office complex which, when completed, will be the premier business park in the Stockton area.

Commercial and Office Use Goals: The A. G. Spanos Business Park would provide a mix of compatible commercial businesses and office space that would be of the highest quality of design and construction.

Residential Goals: The goal for the residential component of the A. G. Spanos Business Park is to provide high quality housing opportunities in close proximity to centers of employment.

Open Space Goals: The A. G. Spanos Business Park would include an open space element that would be accessible to the public while providing a visual and physical framework for the entire development.

3.3 Land Use Plan

3.3.1 General Description (Planning Concepts)

The guiding concept for A. G. Spanos Business Park Master Development Plan is the creation of a high quality mixed use development consisting of a variety of compatible uses, including residential and employment opportunities, while maintaining maximum land use flexibility and market sensitivity. The A. G. Spanos Business Park Project would provide housing choice opportunities, with a range of affordability, as well as a wide spectrum of employment opportunities with open space amenities, and an efficient circulation system in an attractive landscaped setting.

The A. G. Spanos Business Park Project is visualized as becoming a vital and vibrant component of the northern Stockton community while creating a visually dramatic northern gateway to the City. The roadway network, and the pedestrian and bicycle trail system would link Spanos Park West with Spanos Park East, and the other neighborhoods in the northern part of the City.
Maintaining maximum flexibility while considering the widest range of development options for all portions of the Plan Area is the fundamental basis for the Master Development Plan. The Conceptual Site Plan, Figure 3-1, represents a possible pattern of uses that respond to market conditions and the developer's expectations at a specific point in time. Because of the inherent flexibility of the M-X zoning designation, the Conceptual Plan also represents a range of land use options that comply with the criteria established by the M-X Zone.

Table 3-1, Land Use Summary, indicates the recommended primary land use and the range of land uses considered for each conceptual parcel in the Plan Area

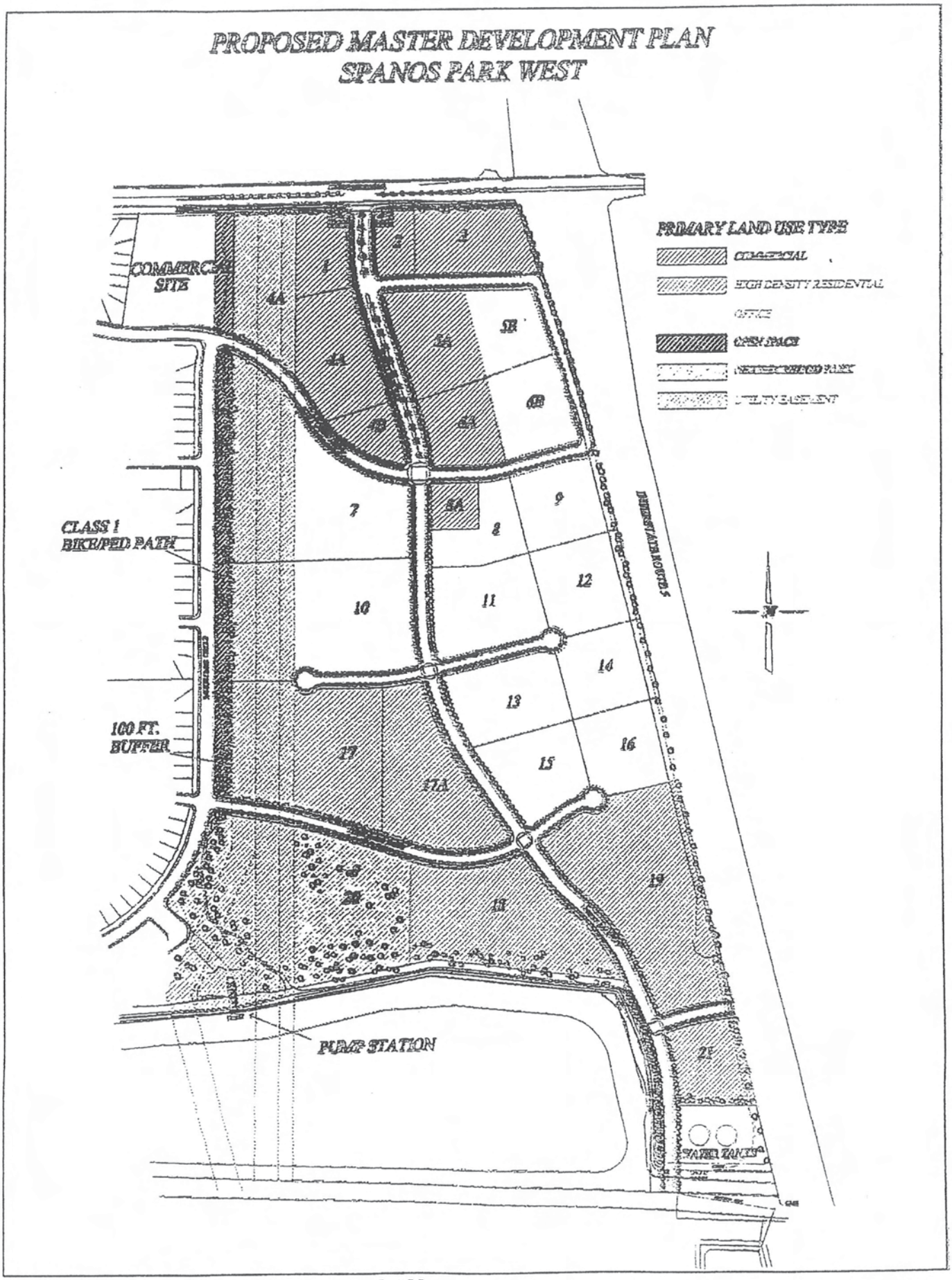


FIGURE 3.1 CONCEPTUAL SITE PLAN

TABLE 3-1

Land Use Summary

Parcel	Area	Primary Land Use	Optional Land Uses	Intensity	Maximum Intensity
1	2.49 acres	Restaurant	------	10,000	20,000
			Bank	20,000	sq. ft.
			Office	20,000	
2	1.76 acres	Restaurant	------	10,000	15,000
			Retail	15,000	sq. ft.
			Auto Dealership	10,000	
3	5.30 acres	Auto Dealership	-----	30,000	30,000
			Hotel/Motel	200 Rms	sq. ft.
			Gas Station	8 Pumps	
			Restaurant	20,000	
			Retail	30,000	
			Office	8,000	
4a	11.31 acres	Office/Retail Mix	-------	180,000	185,000
			-------	5,000	sq. ft.
			Research & Develop/		
			Park Mix	210,000	
			Warehouse	245,000	
4b	2.00 acres	Restaurant	-------	8,000	35,000
			Office	35,000	sq. ft.
			Retail	10,000	
			Day Care	20,000	
5a	5.28 acres	Hotel	--------	400 Rms	85,000
			Office	85,000	sq. ft.
			Research & Develop	100,000	
			Retail	30,000	
			Warehouse	115,000	

Parcel	Area	Primary Land Use	Optional Land Use	Intensity	Max Intensity
5b	3.72 acres	Office	--------	60,000	60,000
			Research & Develop	70,000	sq. ft.
			Retail	20,000	
			Warehouse	85,000	
6a	3.92 acres	Office Tower	--------	135,000	158,000
		Retail	--------	15,000	sq. ft.
		Restaurant	--------	8,000	
			Office	65,000	
			Research & Develop	75,000	
			Retail	20,000	
			Warehouse	85,000	
6b	4.51 acres	Office	--------	70,000	70,000
			Research & Develop	85,000	sq. ft.
			Retail	25,000	
			Warehouse	100,000	
7	14.72 acres	Office/Retail Mix	-------	405,000	405,000
		Utility Easement	-------	NA	sq. ft.
			Office	235,000	
			Retail	83,000	
			Research & Develop	275,000	
			Warehouse	320,000	
8	3.62 acres	Office	-------	60,000	60,000
			Retail	20,000	sq. ft.
			Research & Develop	70,000	
			Warehouse	80,000	
8a	1.50 acres	Restaurant	--------	10,000	10,000
			Office	15,000	sq. ft.
			Retail	10,000	
			Research & Develop	30,000	
9	4.81 acres	Office	--------	75,000	75,000
			Research & Develop	90,000	sq. ft.
			Retail	25,000	
			Warehouse	105,000	

Parcel	Area	Primary Land Use	Optional Land Use	Intensity	Max Intensity
10	13.25 acres	Office	--------	210,000	210,000
			Warehouse	290,000	sq. ft.
			Research & Develop	250,000	
			Retail	75,000	
11	6.54 acres	Office	--------	105,000	105,000
			Research & Develop	120,000	sq. ft.
			Warehouse	140,000	
			Retail	35,000	
12	5.44 acres	Office	--------	85,000	85,000
			Research & Develop	100,000	sq. ft.
			Warehouse	120,000	
			Retail	30,000	
13	5.80 acres	Office	--------	90,000	90,000
			Research & Develop	110,000	sq. ft.
			Warehouse	125,000	
			Retail	30,000	
14	4.71 acres	Office	--------	75,000	75,000
			Research & Develop	90,000	sq. ft.
			Warehouse	105,000	
			Retail	25,000	
15	5.15 acres	Office	--------	80,000	80,000
			Retail	30,000	sq. ft.
16	4.62 acres	Office	--------	75,000	75,000
			Research & Develop	85,000	sq. ft.
			Retail	25,000	
17	12.08 acres	Multifamily	----------	350 Units	350 Units
		Utility Easement	----------	N/A	
			Office	90,000	

17a	8.71 acres	Multifamily	---------	250 Units	250 Units
			Office	135,000	
			Research & Develop	165,000	
			Retail	50,000	
			Warehouse	190,000	
18	11.32 acres	Multifamily	---------	325 Units	325 Units
			Office	135,000	
			Research & Develop	200,000	
			Retail	75,000	
			Warehouse	225,000	
19	16.35 acres	Multifamily	--------	475 Units	475 Units
			Office	250,000	sq. ft.
			Research & Develop	275,000	
			Retail	100,000	
			Warehouse	300,000	
20	20.33 acres	Park/Utility Easement	----------	N/A	N/A
			Open Space	N/A	
21	4.10 acres	Mini-storage	----------	4,100	65,000
			Multifamily	120 Units	sq. ft.
			Office	65,000	
			Research & Develop	95,000	
			Retail	25,000	
			Warehouse	110,000	

3.3.2 Residential Land Use

The residential development program for A. G. Spanos Business Park consists of multifamily units. Four parcels (43.56 gross acres) within the Plan Area are proposed for multifamily residential development. The residential density would be 20+ units per gross acre. The four parcels would represent individual neighborhoods, with a variety of architectural character depending on their location and relationship to other uses.

3.3.3 Commercial / Office Land Use

The development program for the Commercial and Office elements of the Business Park includes offices, retail, hotel and restaurant uses in the initial phase. Twenty-one parcels, consisting of 114.55 acres, could be developed for a variety of uses, as defined in Chapter Six. After the development of Phase One, all subsequent phases would be subject to the prevailing market characteristics at the time.

3.3.4 Urban Design / Landscape Plan

The guiding concept for A. G. Spanos Business Park is the creation of a high quality mixed use development made up of a variety of uses that are complimentary to each other while exemplifying superior design.

A. G. Spanos Business Park is intended to become a vital part of the City of Stockton while defining the northwestern edge of the urban area. A. G. Spanos Business Park would be predominately commercial in nature, with high density residential uses integrated into the overall pattern of the development. The development program reflects land uses that are responsive to the demands of the known market while complying with the policies, general land uses and programs of the General Plan of the City.

The City's General Plan provides the primary guidance for the Master Development Plan. The policies, general land uses and programs included in the General Plan establish the parameters for commercial use intensity and residential density to be included in the various phases of the project.

The Landscape Plan, Section 7.3, creates the structure for the Plan Area by establishing a hierarchy of use areas defined by specific design elements. The Landscape Plan, which supports the components of the Circulation Plan, serves to unite all the parcels and land uses to illustrate a conceptual design theme that establishes A. G. Spanos Business Park as a mixed use development of the highest quality.

The Landscape Concept for A. G. Spanos Business Park is a combination of design quality, materials, and consistency that unifies the overall development with the roots of the Stockton community and the rich heritage of the Delta.

Consistent and common design elements should be used throughout the Plan Area. These elements of the overall Business Park should be features that stem from the historic farmland roots of the Delta region. The landscape elements have been carefully selected to provide a unified design fabric for A. G. Spanos Business Park. Figure 3-2, Overall Landscape Concept Plan, illustrates the overall landscape framework that will unite all the parcels and eventual land uses envisioned for the project.

Figure 3-2: Overall Landscape Concept Plan

CHAPTER FOUR
Infrastructure Plan

4.1 Introduction

This chapter of the Master Development Plan for A. G. Spanos Business Park describes the elements of the physical infrastructure required to serve and support the phased and full development of the Plan Area based on the land use program identified in Chapter Three above. The physical infrastructure discussed here includes: circulation and transportation; utilities (water, sewer, drainage); solid waste collection and disposal; and energy and communication services and facilities.

4.2 Circulation and Transportation

The development of the A. G. Spanos Business Park would require both new and upgraded roadways to meet the needs of vehicular, bicycle, and pedestrian traffic to, from, and through the Plan Area. When considered along with other projects in the general vicinity of the proposed project, the A. G. Spanos Business Park development would contribute to the cumulative regional traffic impacts. These impacts and the proposed mitigation measure for the intersection of Thornton Road and Hammer Lane have been identified in the EIR for the Spanos Park West project and are not discussed here. Fair share impact fees would be assigned to A. G. Spanos Business Park development to implement the required improvements.

The key elements of the circulation and transportation system for vehicles, bicycles, and pedestrians are described below and are illustrated by Figure 4-1: Circulation Plan.

4.2.1 Regional Circulation

Regional access to A. G. Spanos Business Park would be by way of Interstate Highway 5, Eight Mile Road and several arterial streets. Eight Mile Road intersects with Interstate 5 directly adjacent to the site at the northeast corner. The Eight Mile Road Specific Plan includes access points that would service the proposed project. Major signalized intersections in the vicinity of the site include Thornton Road, Hammer Lane, Lower Sacramento Road, and West Lane intersections with Eight Mile Road. Thornton Road/Wagner Heights is also a signalized intersection.

4.2.2 Project Access

The implementation of the Eight Mile Road Specific Plan will create Eight Mile Road as the major east-west arterial providing direct access to A. G. Spanos Business Park. Thornton Road, Davis Road and Lower Sacramento Road are the primary north-south arterials that would provide access to the project site.

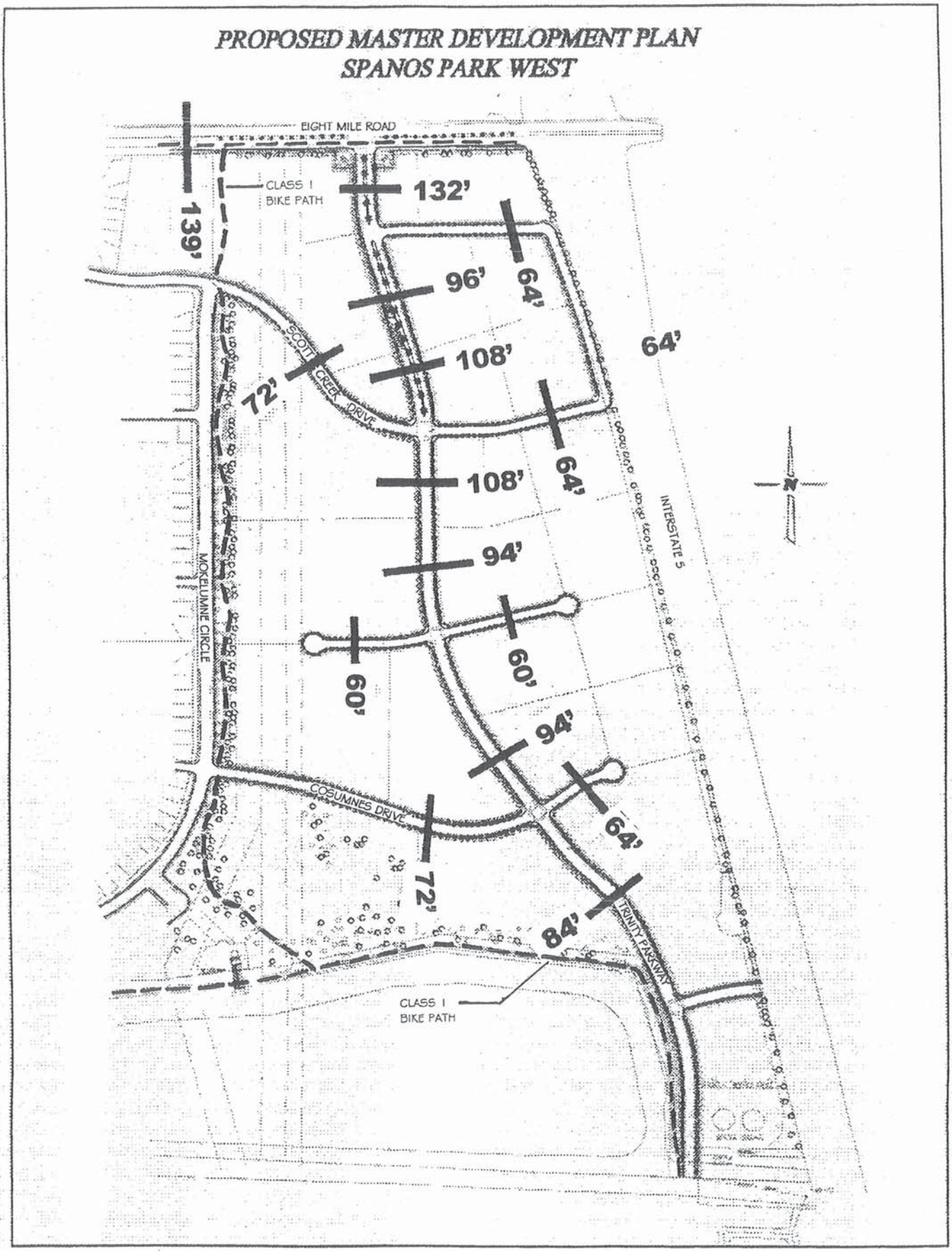


Figure 4-1: Circulation Plan

4.2.3 Trinity Parkway

Trinity Parkway would be the primary spine road running north-south through the project site, connecting Eight Mile Road with the Pixley Slough/Bear Creek area. Trinity Parkway would have three (3) primary right of way widths of 132', 94', and 84' with varying lane configurations to accommodate traffic circulation. See Figure 4.1 for locations and width. The northern segment, between Eight Mile Road and the first intersection with a collector street, would have a 132' right of way, with a 102-feet wide section, including a 8' landscaped median. The primary 132' right-of-way narrows to 108' at the intersection of Trinity and Scott Creek. The 108' right-of-way continues through this intersection and then narrows to 94' right-of-way south of the intersection. The section of Trinity Parkway, from Scott Creek Dr. intersection to Cosumnes Dr. would have a primary 94' right-of-way, with a 64' wide paved section with no planted median. The section of Trinity Parkway, from Cosumnes Drive to the Bear Creek connection would have a 84' right of way, with a 64' wide paved section with no planted median. All the development parcels would have access from Trinity Parkway, by way of collector streets and driveways. See Figure 4.2: Typical Cross Section/Trinity Parkway, 132' Right of Way, and Figure 4.3: Typical Cross Section/Trinity Parkway, 94' Right of Way, and Figure 4.3A Typical Cross Section/Trinity Parkway, 84' Right of Way.

4.2.4 Internal Streets

Internal streets within the Business Park would connect the individual project sites to Trinity Parkway. Cosumnes Drive and Scott Creek Drive would also serve the residential neighborhoods to the east.

4.2.5 Pedestrian and Bicycle Circulation System

Pedestrian paths and a bikeway system would provide access to and between important destinations within the Plan Area, such as the residential neighborhoods and the commercial and office use areas. The pedestrian and bicycle circulation system would also provide links to areas outside the Business Park, including Spanos Park East, the residential development to the west of the Plan Area, and the Bear Creek area to the south. The basic components of the proposed circulation system include a path, five-feet (5') wide located within landscaped corridors adjacent to Trinity Parkway and the major streets, and bicycle lanes, five-feet (5') wide located within the street sections. In addition, sidewalks, typically five-feet (5') wide would be located adjacent to the elements of the roadway system. A 12' Class 1 bike path, located within the 100' buffer easement, will connect a Class 1 bike path on the south side of Eight Mile Road to a Class 1 bike path running east and west along the top of the Bear Creek / Pixley Slough levee and ultimately to Bishop levee along Bishop Cut.

The pedestrian and bicycle circulation system would be consistent with the overall City of Stockton Bikeways Facilities Master Plan.

4.2.6 Public Transit

The San Joaquin Regional Transit District (SJRTD), also called the Stockton Metropolitan Transit

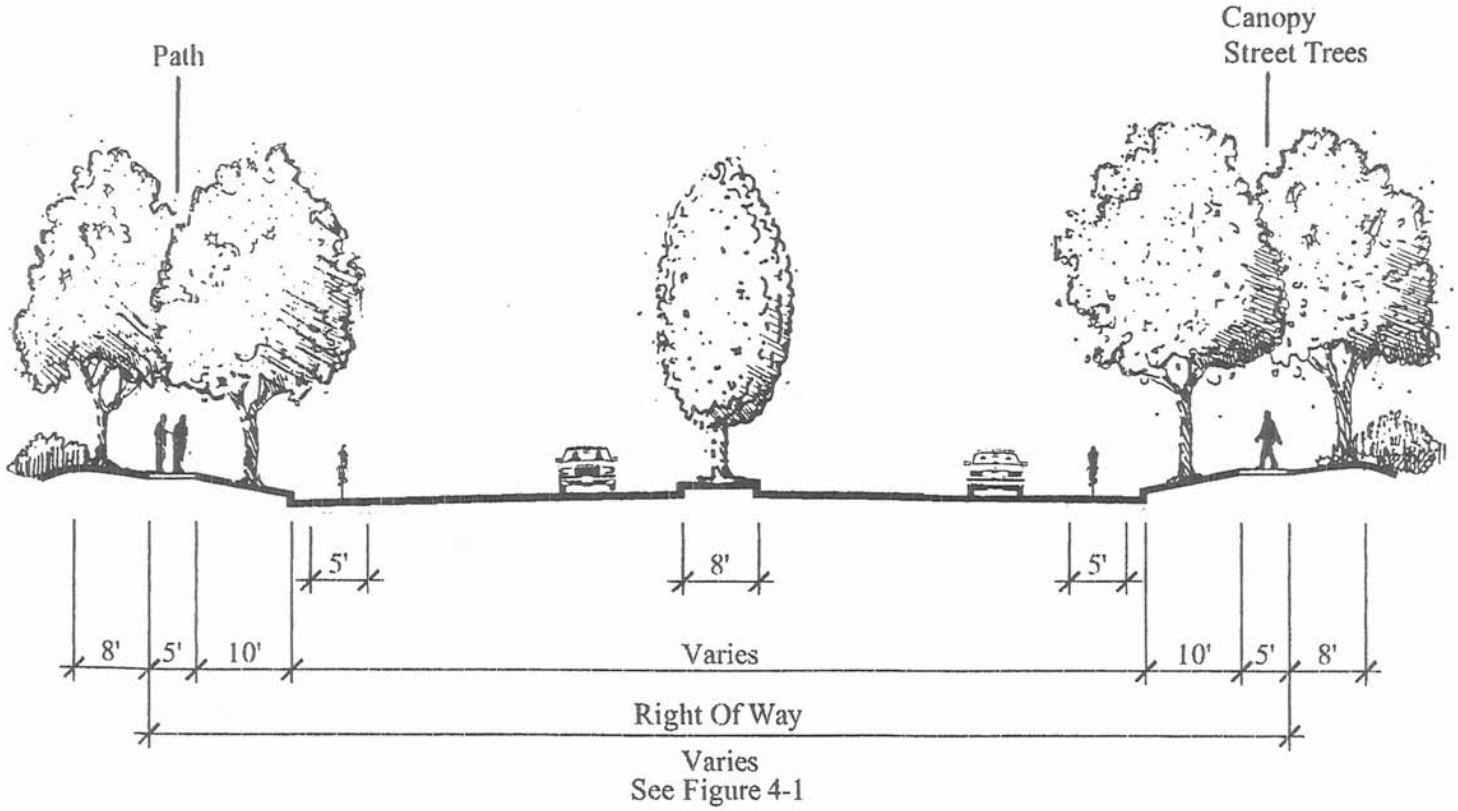


Figure 4-2 Typical Cross Section/ Trinity Parkway, 132' Right of Way

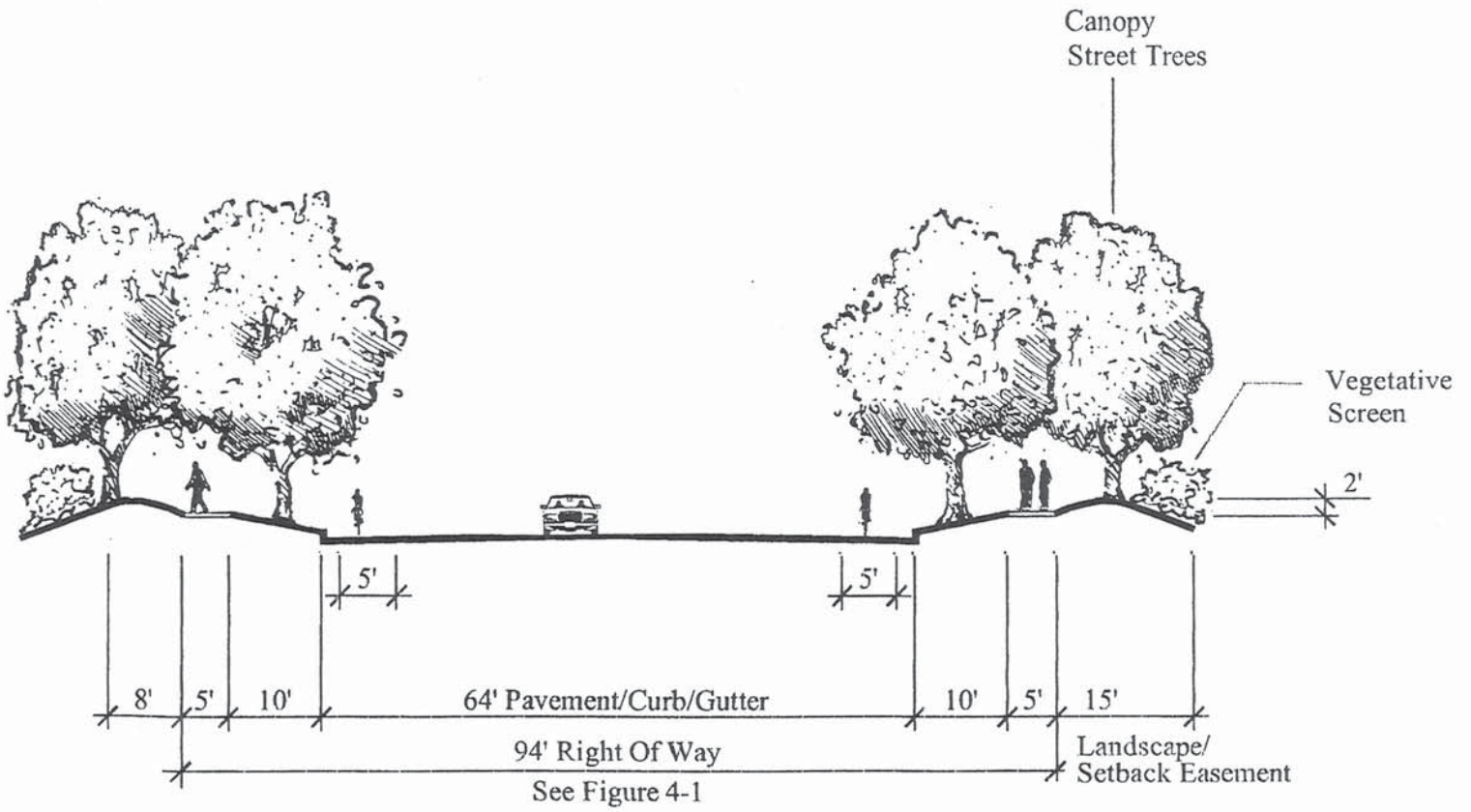


Figure 4-3: Typical Cross Section/ Trinity Parkway, 94' Right Of Way

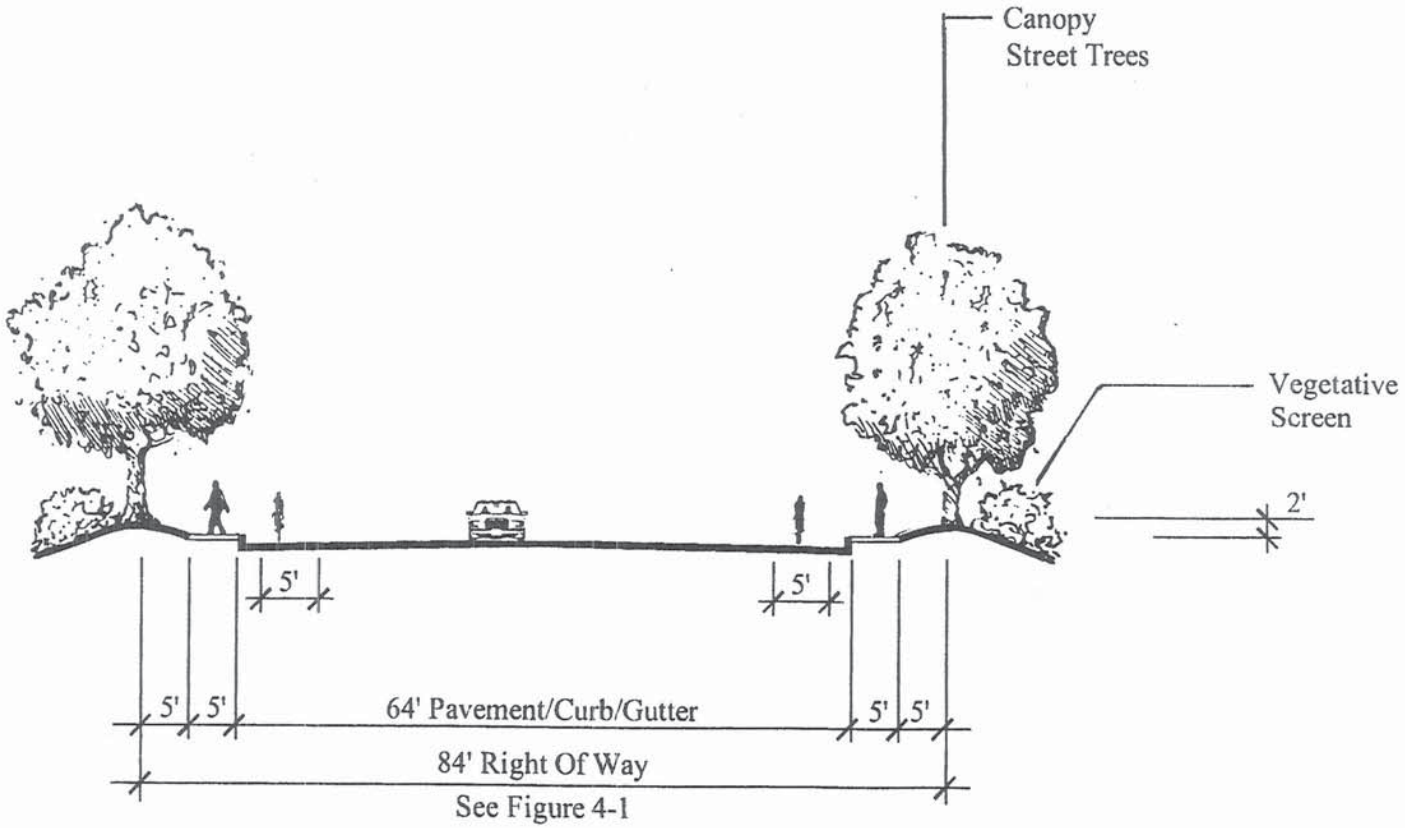


Figure 4-3 A: Typical Cross Section/ Trinity Parkway, 84' Right Of Way

(SMART), is the principal public transportation service serving the Plan Area. SJRTD currently provides a fixed-route bus service and a dial-a-ride response function for elderly or handicapped persons that can not use the regularly scheduled vehicles.

Public transportation would be encouraged within the Business Park by incorporating bus turnouts and shelters along Trinity Parkway. These bus stops could be used for fixed route public bus service connecting other parts of the City of Stockton to the Plan Area, private commuter bus services, or a shuttle system.

4.3 Utilities

4.3.1 Water Supply and Distribution System

Domestic water would be provided to the Plan Area by the City of Stockton's Water Utility. Both groundwater and surface water sources are available to the City to serve the Business Park. Most of the distribution system needed to serve the Plan Area have been constructed since 1988. The existing system includes the Northwest Reservoir, which includes two 3.4 million gallon storage tanks and associated transmission facilities that are located adjacent to the Plan Area. In addition, a 30-inch transmission main located within the Plan Area, will, when extended east and connected to the City's tank farm's 30-inch transmission main, connect the Plan Area to the Stockton East Water District's treatment plant. A 24-inch line has been extended from the City's tank farm 30-inch transmission main, north on Trinity Parkway to Cosumnes Drive, west on Cosumnes Drive to Mokelumne Boulevard and around Mokelumne Boulevard to Cosumnes Drive west. A 12-inch line located within the right-of-way of Eight Mile Road, adjacent to Spanos Park East, will be extended to the westerly boundary of Spanos Park West and southerly on Mokelumne Boulevard where it will be connected to the 24-inch transmission main. The system has been designed to and will provide the residential portion of Spanos Park West and Plan Area with a "loop" water system.

The Master Development Plan includes a secondary distribution system of smaller diameter water lines that would serve all of the individual project sites within the overall Plan Area. The system would be installed and expanded as the various phases of the overall project are implemented.

4.3.2 Sanitary Sewer

A. G. Spanos Business Park would be served by the Stockton sewerage system. A 42-inch gravity flow sewer and manhole located at the south/east corner of the Plan Area has been extended north on Trinity Parkway to Cosumnes Drive. A 30-inch gravity flow sewer has been extended along Cosumnes Drive to the westerly property line of Spanos Park West. A 36-inch gravity flow sewer line has been extended north on Trinity Parkway to Scott Creek Drive, west on Scott Creek Drive to Mokelumne Boulevard west, north on Mokelumne Boulevard west to Eight Mile Road. Wastewater would be conveyed to the City's Regional Wastewater Control Facility (RWCF), located on Navy Drive in southwest Stockton via the Westside Interceptor Pipeline.

4.3.3 Storm Drainage

A drainage ditch and pump operated by Delta Farms Reclamation District No. 2042 presently provide drainage of the Plan Area. Development of the A. G. Spanos Business Park would include the construction and dedication to the City of a municipal storm drainage system.

The proposed storm drainage system would consist of a gravity network of pipelines ranging in size from 12" to 72" in diameter, which in general would slope from north to south, and a pump station in the southwest portion of the Plan Area. From the pump station, storm water would be discharged directly into Bear Creek/Pixley Slough.

4.4 Solid Waste

Solid waste from the residential portion of the Plan Area would be collected by the City's franchisee and transported to the City's two main landfills, which would be owned and operated as a single complex by the same entity, Allied Waste North America. The complex has ample capacity for residential waste to the year 2007. Commercial solid waste would be collected, transported and disposed of by commercial waste haulers through private contracts.

Development within the Plan Area would be required to comply with all City and State mandated programs for the reduction of solid waste.

4.5 Energy

4.5.1 Electricity

The Plan Area is within a Pacific Gas & Electric Company service area. PG&E currently serves the existing agricultural operations on the project site, the Spanos East Project, and the existing residential development south of the Plan Area.

Two substations currently provide electrical power to the area around the proposed Plan Area, including the Stagg Substation at Feather River Drive and March Lane, and the Eight Mile Substation located west of Interstate 5 and south of Eight Mile Road. The Stagg Substation has the capacity to serve more than 20,000 additional customers.

4.5.2 Natural Gas

The Plan Area is not currently served by PG&E. PG&E's natural gas district regulator station that supplies the Plan Area has the capacity to serve 4,000 additional customers. Development of the Reserve would require expansion of the distribution lines at Eight Mile Road and Christa McAuliffe Drive.

4.6 Communication

4.6.1 Telephone Service/Fiber Optics

Telephone service to the Plan Area would be provided by Pacific Bell (Pac Bell) to all new developments within the Plan Area. The communications facilities that would be located in the streets, would include a mix of fiber optics and copper cable and their supporting facilities. The specific arrangements would vary to match the potential uses in the M-X area. Although the trench layout has not been specified, it generally consists of multi-duct facilities within the backbone areas, and duct plus direct buried facilities within the collector and service streets.

4.6.2 Cable Television

Cable television services to Stockton are provided by AT & T Broadband. Cable services are subject to Part IV of the Stockton Municipal Code entitled "Cable Television Franchises Procedures, Specifications and Terms."

4.7 Infrastructure Maintenance

Maintenance responsibility and all infrastructure shall be as established in the Stockton Municipal Code, City Standards, Specifications and Plans and operating franchises on non-owned utilities.

4.8 Public Services

4.8.1 Fire Protection

The City of Stockton Fire Department would be responsible for providing fire protection services to the Plan Area. The Fire Department also provides emergency medical and technical rescue services, and response to hazardous materials spills. The American Medical Response, a private company, would provide emergency transport services.

The A. G. Spanos Business Park would be served by a fire station located east of Interstate 5 at the intersection of McNab and Thornton Roads, approximately three minutes travel from the proposed project area. This station house was located to serve new development planned for the northern portion of the City and has adequate facilities to service the Spanos West Project including The Business Park component.

4.8.2 Police Protection

The City of Stockton Police Department would provide protection to the Plan Area.

CHAPTER FIVE
Implementation and Phasing

5.1 Introduction

This chapter explains the programs, strategies, and actions that would be required to implement the land use plans and development standards included in this Master Development Plan. The sections included in this chapter describe financing opportunities, phasing, maintenance of improvements.

5.2 Development Phasing

Development of A. G. Spanos Business Park would necessarily occur in phases to respond to market demand and to assure that the infrastructure would be sufficient to support the individual projects as there are added to the Business Park. The phasing schedule described below suggests the proposed timing for the construction of the required infrastructure. The phasing schedule is to be used as a guideline rather than a binding commitment because phasing must be flexible to respond to market absorption and other relevant conditions. The phasing plan allows the Master Developer, and subsequent project developers, to implement construction projects over time.

In accordance with the purpose of MX zoning as stated in Code Section 16-075, the specific land uses ans specific development standards for the Business Park have been determined on a site-by-site basis by the Master Development Plan. Owner intends to develop a minimum of forty percent (40%) of the Business Park based on acreage available for development within Ten (10) years after the Effective Date; and a minimum of sixty percent (60%) of the Business Park based on net acreage available for development within Fifteen (15) years of the Effective Date.

Applications for individual projects may require lot line adjustments, or planning and permitting actions, defining the proposed development for individual parcels within the Plan Area, or lots within each parcel. The Master Developer, or subsequent developers, may file applications for lot line adjustments for the parcels identified by the Master Development Plan, as allowed by the Subdivision Map Act and the City's Planning and Zoning Code. Any proposed lot line adjustment would be subject to the approval of the City Engineer of the City of Stockton.

This Master Development Plan also permits phasing between and among the portions of the Plan Area. If the infrastructure necessary to serve a particular area within the Plan Area has been completed, the Master Developer, or subsequent project developers, may construct all, or a portion, of an approved project before any other project developer has commenced construction. The Master Developer, or a subsequent project developer, may initiate construction on any given parcel prior to the build-out of another parcel, provided that the infrastructure necessary to serve such parcel would be completed prior to occupancy. The phasing schedule for the proposed development is meant to be a general guide for project sequencing and is not a fixed requirement for the project. Development phasing is expected to be a flexible and dynamic process that allows adjustments for fluctuations in market demand and changing economic conditions.

Absolute compliance with the phasing schedule would not be a condition of approval, or grounds for disapproval, of any tentative parcel map, tentative subdivision map, vesting tentative parcel map, vesting tentative subdivision map, design review approval, conditional use permit, lot line adjustment, lot split, or any other entitlement or approval granted for any of the lands subject to this Master Development Plan, so long as the infrastructure and public facilities needed to support the development contemplated by such action or approval will be completed prior to occupancy.

Major/Backbone infrastructure: The first phase of the infrastructure consists of grading and installation of Trinity Parkway, Christa McAuliffe, the road connecting the Spanos Park East Project with the A. G. Spanos Business Park, and all the backbone systems and facilities, including the storm drainage, water, sewer, gas, electricity, cable, telephone, and fiber optics, or any other utility, to be installed along the initial phase network.

Access streets, collector streets and service roads that may be required to serve a special project or parcel within the Plan Area may also be constructed in the initial phase of development.

Construction of the commercial, office and multifamily residential projects in all phases of build-out of the Master Development Plan shall be conditioned upon road improvements, wastewater collection, water supply, storm drainage, and other infrastructure improvements necessary to adequately serve the users of the improvements, including the occupants of the multifamily residential units.

No construction of improvements shall be commenced nor shall any development be allowed that is dependent upon construction of public improvements unless and until the Master Developer, or subsequent developers, has provided assurance that the public improvements to be constructed and/or required in connection with the proposed development would be constructed and completed in accordance with the standards, including but not limited to the City's Standard Specifications and Plans, adopted by the City of Stockton. Such assurance of construction and completion may take the form of bonds or deposits (such as those required under the Subdivision Map Act) or the proceeds of assessment or other bonded indebtedness.

Subsequent development phases: The second, and subsequent phases of development, are dependent on the completion of, at least half, the first phase of development. The subsequent phases of development may also include the construction of additional access streets, collector streets or service roads to specific projects or parcels.

5.3 Circulation Phasing

The initial phase of road and street construction within the Plan Area would include Trinity Parkway and Christa McAuliffe Drive connecting Eight Mile Road through the project area to Spanos Park East. In addition, Cosumnes Drive and Scott Creek Drive, the road segments connecting Trinity Parkway with the residential portion of A. G. Spanos Park West, would be constructed. Subsequent phases of development will determine the need to expand the circulation infrastructure. As the Plan Area is built out, additional access streets, collector streets and service roads would be constructed to serve individual parcels or specific development projects.

5.4 Maintenance Responsibilities

All private landscaped areas, private view corridor areas, private parks and private open space areas within the Plan Area shall be maintained in perpetuity by the Master Developer or by a mandatory Commercial Tenant Owner's Association. All landscaped medians and other encroachments within the public streets shall be maintained in perpetuity by the Master Developer or by a mandatory Commercial Tenant Owner's Association.

5.5 Applications for Approval of a Development Project

All applications for development approval for projects in the Plan Area shall be in the form established by the Community Development Director at the time of application for the plan or permit, and shall include such plans, studies and information as may be required to demonstrate consistency with the terms of the Master Development Plan, the Development Agreement, and all applicable policies and regulations.

An application for a specific development project shall be initially submitted to and approved by the Design Review Board as required by Section 8.1, infra, prior to being submitted to the Community Development Department for any required site plan review and approval and/or for issuance of building permits.

A written finding of consistency and compatibility with the terms of the Master Development Plan, the Development Agreement, and all applicable policies and regulations, of the Master Development, shall be provided to the Community Development Director by the Design Review Board prior to the review and approval of any building permit for a specific development project.

When compliance with site development regulations for a particular land use designation creates practical difficulties or unnecessary physical hardships, a waiver of up to twenty percent (20%) deviation from an existing Master Development Plan site development regulation may, based on the affirmative recommendation of the Design Review Board, be approved by the Community Development Director. A deviation of more than twenty percent 20% of an existing Master Development Plan site development regulation is subject to a Planning Commission approved Use Permit.

Practical difficulties or physical hardships may result from, but are not limited to:

a. the size, shape, or dimensions of a parcel within the Plan Area, or the location of existing structures thereon;

b. the size, shape, dimension, or other physical condition of any adjacent or nearby parcel or facility.

For example (but not by way of limitation), development regulations with respect to fences, walls, landscaping requirements, screening, site area, site dimensions, site coverage, yards, maximum height of structures, distances between structures, open space, lighting, signs, off-street parking,

off-street loading, frontage, and similar performance standards may be so modified. The site development regulation would not be changed by the decision of the Community Development Director; rather, the developer would be allowed to use its property in a manner basically consistent with the regulations but with a variation that is not substantial in light of the policies and regulations of this Master Development Plan as reviewed and approved by the Design Review Board. (See Section 8.3 infra.)

5.6 Funding of Public Facilities/Improvements

The development, and eventual build-out of A. G. Spanos Business Park would require extensive capital improvements including the construction of roadways, sewers, water distribution systems, a storm drainage system, and other infrastructure.

When the specific improvements are required by the City of Stockton and the public service providers that may be involved, appropriate funding mechanisms would be crafted for the individual improvements.

The process by which financing mechanisms would be created for the individual improvements would involve first agreeing upon an overall list of improvements to be undertaken, and then assigning the responsibilities for financing each of the improvements. Next, the financing options that are most viable for each individual project would be selected by the developer and the City. Once the most appropriate financing mechanisms are determined, the preferred programs would be incorporated into one or more subdivision agreements. Bonds, or other forms of security, would be required to guarantee the completion of the necessary improvements.

It is anticipated that the construction and installation of public improvements would be primarily financed utilizing one or more public financing procedures, for example, The Mello-Roos Community Facilities Act of 1982, California Government Code section 53311 et seq.; the Municipal Improvement Act of 1913, California Streets & Highways Code section 10000 et seq.; and/or the Improvement Bond Act of 1915, California Streets & Highways Code section 8500 et seq.

CHAPTER SIX
Development Standards

6.1 Introduction

The purpose of these Development Standards is to ensure that all development within the A. G. Spanos Business Park produces a stable and desirable environment that is harmonious with existing and future development, protects the use and enjoyment of neighboring properties, and is consistent with the Master Development Plan.

The City of Stockton Standard Specifications, as promulgated by the City's Department of Public Works, and adopted by the City Council, shall apply to A. G. Spanos Business Park. In addition, Chapters 13 and Chapter 14, Uniform Administrative Provisions for Construction Codes, are also applicable.

This Master Development Plan implements the intent and purpose of the City's M-X General Land Use Designation and Zoning District. All development within the Plan Area shall conform to the regulatory provisions of this Master Development Plan. When adopted by resolution pursuant to Section 16-204 F of the Stockton Planning and Zoning Code, this Master Development Plan will supersede any provision in the City's Planning and Zoning Code that is in conflict with this Master Development Plan as determined by the Community Development Director.

A permanent Design Review Board will be created by the Master Developer for A. G. Spanos Business Park. The Design Review Board will consist of three (3) members, the Master Developer, or his successor in interest, the Project Landscape Architect and the Project Site Planner or Urban Designer. The Design review Board would review all proposed development projects for consistency with the intent and purpose of the Master Development Plan, and for design quality. Project plans must be reviewed and approved by the Design Review Board before being submitted to the Community Development Director for the Director's review and finding that the project is consistent with the Land Uses and Development Standards of this Master Development Plan and/or for issuance of building permits.

The regulations included in this chapter prescribe the permitted land uses and development standards under A. G. Spanos Business Park Master Development Plan. Flexible procedural mechanisms are included in these regulations to assure consistency with the goals and policies of the Master Development Plan and the policies, general land uses, and programs of the City's General Plan, and to provide compatibility between the permitted uses. The regulations included in Section 6.3 should be used to implement the policies stated in Section 6.2 below.

The regulations provide for land use designations as follows:

- Commercial
- High Density Residential

- Office
- Open Space
- Neighborhood Park
- Utility Easement

All regulations prescribed by this Master Development Plan are applicable to the Plan Area and shall be subject to modifications through the procedures stated in this Plan. Only the M-X zoning designation applies to the Plan Area.

6.2 Land Use Policies

General Policies: The following general policies are to be used to achieve the goals stated in Section 3.2:

a. The City shall require that all proposals for development within A. G. Spanos Business Park be consistent with the intent and purpose of the Master Development Plan.

b. The City shall require that the backbone infrastructure plan for A. G. Spanos Business Park include implementation programs for the roads and streets, water service, sewerage, and storm drainage that connects the Plan Area with other parts of the City of Stockton.

The Plan Area Land Use Plan and Infrastructure Plan incorporate the general policies listed above, which would be implemented according to the approval processes described in Chapter Five.

Circulation and Transportation Policies: The following circulation and transportation policies are to be used to implement the Master Development Plan:

a. All public improvements shall meet or exceed the requirements established by the City's Department of Public Works Standard Specifications & Plans.

b. Residential developments shall be planned to allow safe and convenient pedestrian access to parks, schools, and open space.

c. All roads and streets in the Plan Area shall be landscaped in accordance with the Development Standards and Design Guidelines included in this Master Development Plan.

d. Pedestrian paths shall be separated from the roads and streets to the maximum extent possible, with the exception of street intersections. Figure 6-1: Typical Right of Way Screening indicates the concept for screening the parking and setback areas adjacent to Interstate Highway 5, by using earth berms and landscape materials. Figure 6-2: Internal Intersection Enhancements, illustrates a conceptual scheme for the landscaping of major intersections within The Business Park.

e. The primary access to all development parcels should be by way of Trinity Parkway.

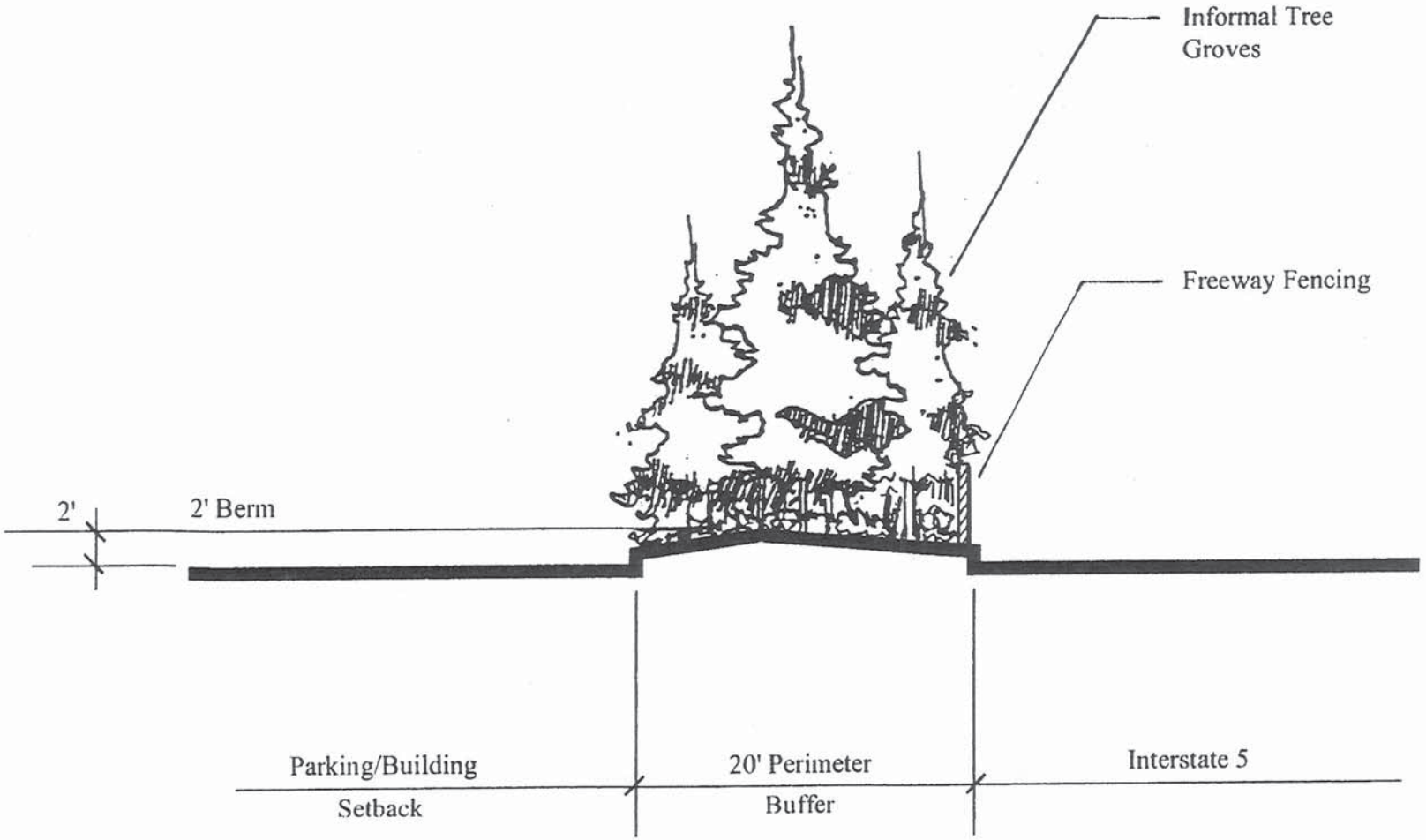


Figure 6-1: Typical Right of Way Screening

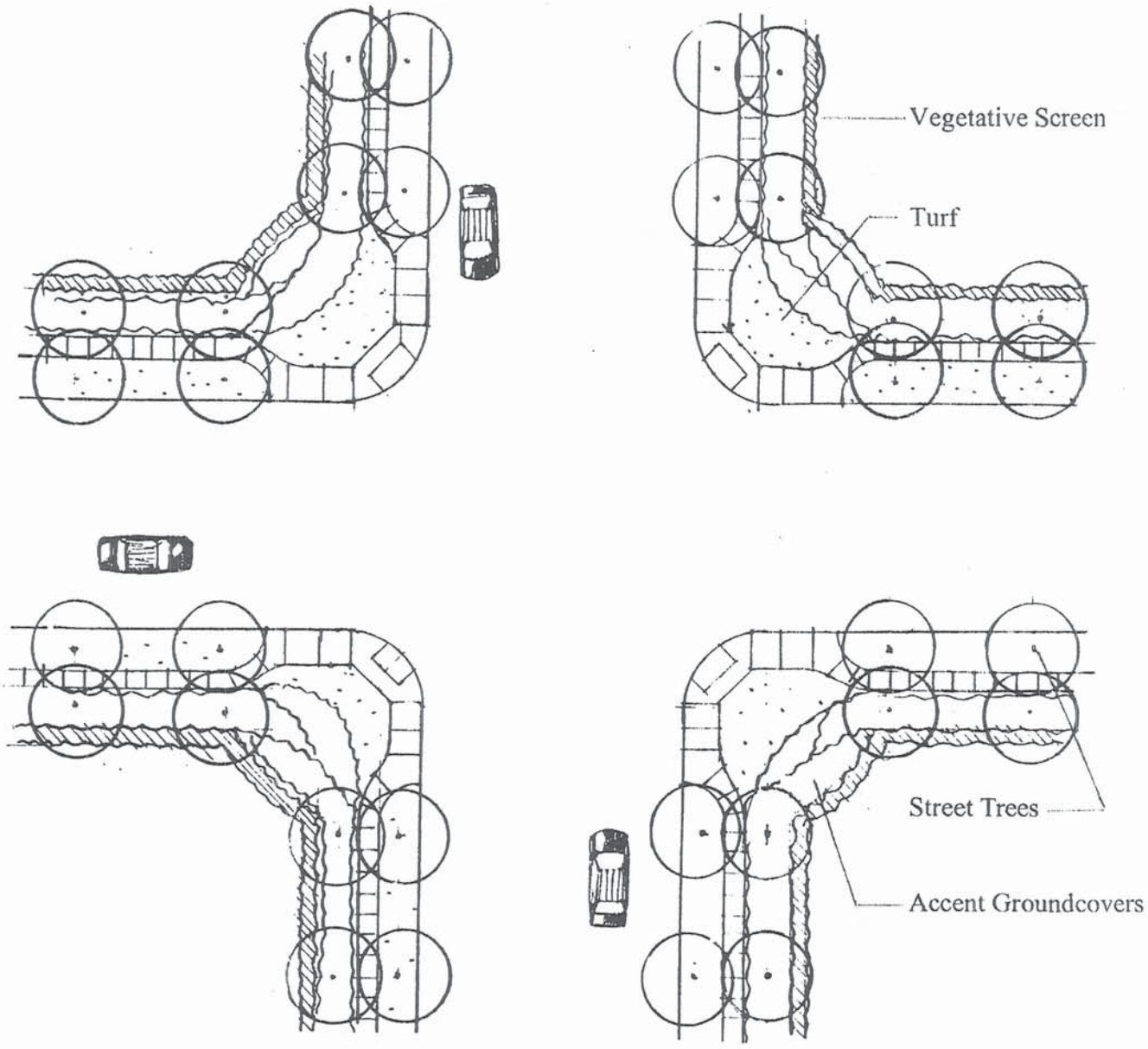


Figure 6-2: Internal Intersection Enhancements

DIMENSIONS AND LOCATION
TRAFFIC SIGHT AREAS SHALL BE PROVIDED IN THE FOLLOWING LOCATIONS WITH THE MINIMUM DIMENSIONS SPECIFIED.

LOCATION	MINIMUM DIMENSION
STREET INTERSECTION WITHOUT STOP SIGN OR TRAFFIC SIGNAL	30 FT.
STREET INTERSECTION WITH STOP SIGN OR TRAFFIC SIGNAL	20 FT.
COMMERCIAL DRIVEWAY OR ALLEY	15 FT.
RESIDENTIAL DRIVEWAY	10 FT.

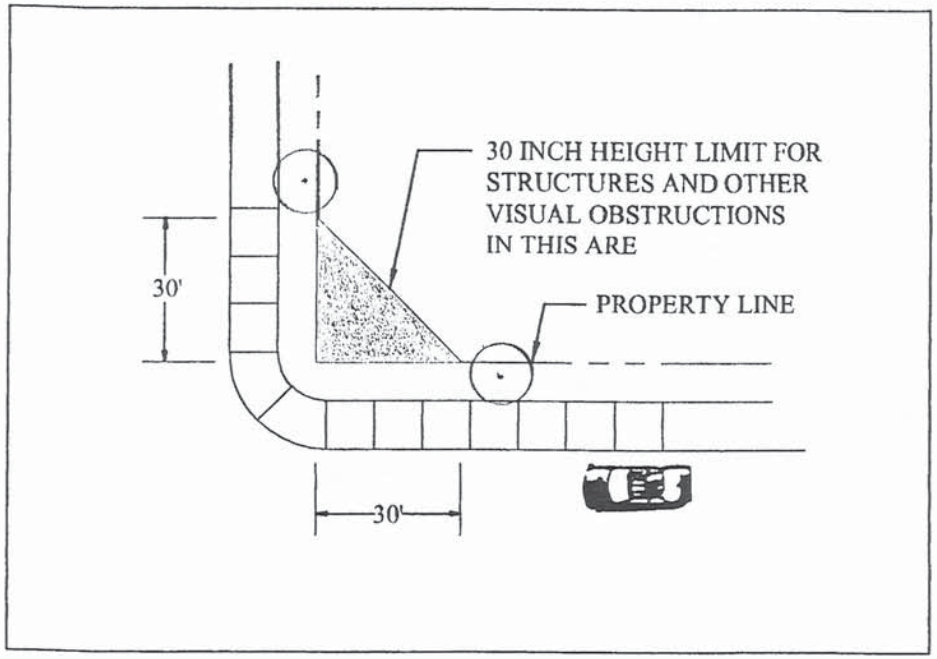


Figure 6-2 A: Traffic Sight Area Detail

Commercial and Office Use Policies:

a. Commercial and Office Use developments should be designed to be compatible with adjacent uses to minimize traffic, noise, and glare impacts.

High Density Residential Development Policies: The following policies are to be used to implement those areas of the Master Development Plan designated High Density Residential:

a. High density residential developments shall be in compliance with the Housing Element of the City's general Plan and should meet the affordable housing requirements.

b. High density residential developments should include architectural elements with a variety of exterior design character.

c. Building facades should be varied to emphasize individual units within the overall building.

d. High density residential developments shall include a landscape plan for all public or common areas that specify water conserving and low fuel volume plant materials.

e. Residential neighborhood security should be promoted by the use of architectural and urban design elements that create defensible space.

f. High density residential developments should be planned to provide adequate emergency access for vehicles and personnel as determined by the service providers and approved by the Community Development Director.

Noise Policies: The following noise policies are to be used to implement the Master Development Plan:

a. All residential development should be sufficiently located away from, or screened from noise generators.

b. Sound attenuation walls, fences and screens shall be designed to comply with the Design Guidelines included in Chapter Seven of this Master Development Plan.

The Noise Element of the City's General Plan includes policies and standards applicable to the proposed project. The Noise Element was prepared according to the mandate of Section 65302 (f) of the Government Code, as well as the guidelines established by the Department of Health Services (D.H.S.). The primary emphasis of the Noise Element is to ensure that all sections of the City are free from excessive noise, while establishing maximum sound levels for residential, commercial and industrial areas. In addition, the Noise Element includes standards intended to reduce new noise sources, to reduce the impact of noise in the City, and ensure that land uses are compatible with the relevant noise characteristics of those uses.

6.3 Land Use Regulations

The land use regulations contained in this section have been established to provide criteria for the development of the parcels established by the Conceptual M-X Zone Site Plan, Figure 3-1. As this Master Development Plan is a flexible plan, the parcels, as proposed, may be adjusted to meet changing market conditions.

These regulations provide for arrangement, development, and use of multifamily residential, commercial/offices and retail uses, while ensuring substantial compliance with the City's Planning and Zoning Code. Application of these regulations is intended to encourage the most appropriate use of the Plan Area, create a harmonious relationship among land uses, and protect the health, safety, and general welfare of the community.

Whenever this Plan refers to the Planning and Zoning Code, that reference shall be to Chapter 16 of the Stockton Municipal Code as such Code may apply to the A. G. Spanos Business Park pursuant to any development agreement between the City and the project sponsor. This Master Development Plan, by virtue of the General Plan Amendment approved at the same time, is consistent with the City's General Plan.

Whenever the Development Regulations contained herein conflict with those contained in the Planning and Zoning Code, the Development Regulations contained within A. G. Spanos Park Master Development Plan shall take precedence.

When any issue, condition or situation arises or occurs that is not specifically covered or provided for by these Development Standards, those provisions in the Planning and Zoning Code that are the most similar to the issue, condition, or situation, as determined by the Community Development Director, or designee, shall apply.

Development within any portion of the Plan Area may not occur until the Design Review Board has (1) determined that the proposed development is consistent with the intent and purpose of the A. G. Spanos Park Master Development Plan; (2) determined that the proposed development is compatible with adjacent land uses; and (3) provided the Community Development Director with a copy of its written findings and approval.

All construction shall comply with all provisions of the Stockton Municipal Code, the Uniform Building Code and the various related mechanical, electrical, plumbing, and fire codes, as the same may be applicable at the time of application for the relevant entitlements.

General Regulations: The following general regulations are intended to achieve the goals and objectives of the Master Development Plan as stated in Section 3.2:

a. The permitted uses within the Commercial land use designation in the Plan Area are set forth in Section 6.4, infra. Commercial uses developed in these areas include office, hotels, automobile dealerships and retail stores.

b. The permitted uses within the High Density Residential land use designation in the Plan Area are set forth in Section 6.5, infra. Residential units developed in this area include multiple or group dwellings, townhouses and row houses.

c. The permitted uses within the Office land use designation in the Plan Area are set forth in Section 6.6, infra. Office uses developed in this area include business or professional office, research and development and retail.

d. The permitted uses within the Open Space land use designation are set forth in Section 6.7, infra. Open space uses developed in these areas include recreation, biking and hiking trails and natural resource areas.

e. The permitted uses within the Neighborhood Park land use designation are set forth in Section 6.8, infra. Neighborhood Park uses developed in these areas include picnic facilities, playing fields and playground apparatus.

f. The permitted uses within the Utility Easement land use designation are set forth in Section 6.9, infra. Utility Easement uses developed in these areas include public/private utility facilities, recreation facilities and surface parking.

6.4 Commercial

Permitted Uses

- Amusement and recreation
- Auto wash
- Business services
- Communication, electric, gas services
- Eating places (Fast Food)
- Gasoline service stations
- Grocery stores, meat and seafood stores, fruit and vegetable stores, bakery goods (retail)
- Hotels and motels
- Light manufacturing
- New automobile dealerships
- Nursery, plants
- Public storage, self storage
- Public utility and public service facility
- Repair Services
- Residence of a caretaker, proprietor, or owner of a permitted use
- Restaurants
- Retail stores
- Services
- Warehousing
- Wholesale trade

- Any use involving the on-sale or off-sale of alcoholic beverages shall require a Planning Commission approved Use Permit.
- Other uses similar in nature if recommended by the Design Review Board and approved by the Community Development Director.

6.5 High Density Residential

Permitted Uses

- Accessory uses and structures customarily incidental to a permitted use
- Exercise trails
- Multiple or Group Dwellings
- Planned Unit Residential Developments (PURDS)
- Public storage, self storage
- Recreation centers, pools, picnic areas
- Temporary uses (model homes, temporary real estate offices, temporary construction offices and facilities
- Tot Lots
- Walking/bike paths
- Any use involving the sale of on-sale of off-sale of alcoholic beverages shall require a Planning Commission approved Use Permit.
- Other uses similar in nature if recommended by the Design Review Board and approved by the Community Development Director

6.6 Office

Permitted Uses

- Amusement and recreation
- Business services
- Communication, electric, gas services
- Correspondence schools and vocational schools
- Educational services
- Finance, insurance and real estate
- Legal services
- Medical services
- Office, business or professional
- Public storage, self storage
- Public utility and public service facility
- Public administrative services
- Research and development
- Retail stores
- Services
- Social services

- Warehousing
- Wholesale trade
- Any use involving the on-sale or off-sale of alcoholic beverages shall require a Planning Commission approved Use Permit.

- Other uses similar in nature if recommended by the Design Review Board and approved by the Community Development Director.

6.7 Open Space

Permitted Uses

- Biking and hiking trails
- Incidental parking
- Natural resource areas, preserves and protective buffer areas
- Public/private utility buildings, structures and facilities (as needed for infrastructure services)
- Recreational facilities, including parks, recreation areas and buildings for recreational use.
- Other uses similar in nature if recommended by the Design Review Board and approved by the Community Development Director.
- Any use involving on-sale or off-sale of alcoholic beverages shall require a Planning Commission approved Use Permit.

6.8 Neighborhood Park

Permitted Uses

- Picnic facilities
- Playground apparatus
- Playing fields and courts
- Any use involving the on-sale or off-sale of alcoholic beverages shall require a Planning Commission approved Use Permit.
- Other uses similar in nature if recommended by the Design Review Board and approved by the Community Development Director.

6.9 Utility Easement

a. Permitted Uses

- Natural resource areas, preserves and protective buffer areas
- Public/private utility facilities (as needed for infrastructure services)
- Recreational facilities, including parks, recreation areas, biking and hiking trails
- Surface parking

- Other uses similar in nature if recommended by the Design Review Board and approved by the Community Development Director.

b. Prohibited Uses

- Any use not permitted by the Western Area Power Administration (WAPA)

6.10 Development Standards

6.10.1 General Description

This section establishes the regulations for site development, building standards, landscaping, and circulation within the A.G. Spanos Business Park. These standards apply to all projects developed within the Plan Area.

All development within the Plan Area, including the existing City parcel, is meant to be developed according to the primary use identified by A. G. Spanos Business Park Conceptual Site Plan, Figure 3-1, and Table 3-1, Land Use Summary. Based on the flexibility established by the M-X Zone and allowed by the Master Development Plan, all tentative subdivision map lot lines are subject to refinement in accordance with the procedures and regulations included in Chapters Five and Eight of the Master Development Plan. Any lot line adjustments shall be subject to the approval of the City Engineer.

6.10.2 M-X Zone Landscape Buffers

The entire Plan Area shall be provided with a minimum twenty-foot (20') wide landscaped perimeter setback, unless it is determined by the Community Development Director that all, or any portion, of such perimeter setback would be incompatible with the surrounding neighborhood or adjacent properties. Figure 6-3: 20' Landscape Perimeter Buffer, and Figure 6-4: 20' Landscape Buffer with Masonry Wall at HDR Zoning, indicate the concept for the buffer area at the perimeter of the Business Park.

Landscape guidelines for this setback area are contained in Chapter Seven of the Master Development Plan.

Landscape buffers are required along Trinity Parkway and the collector streets in the Plan Area. No buildings or parking areas are allowed within these buffer areas. Monument signs, entry treatments, pathways, lighting, and street furniture are allowed in the buffer area. These buffers are measured from the edge of the street right-of-way to the project boundary line for the commercial and office use areas, and from the right-of-way to the parcel boundary for the multifamily residential use areas.
Figure 6-5: 100' M-X Landscape Buffer Zone, Plan and Figure 6-6: 100' M-X Landscape Buffer Zone, Section, illustrate the buffer concept for the area between the residential streets and the M-X Zone.

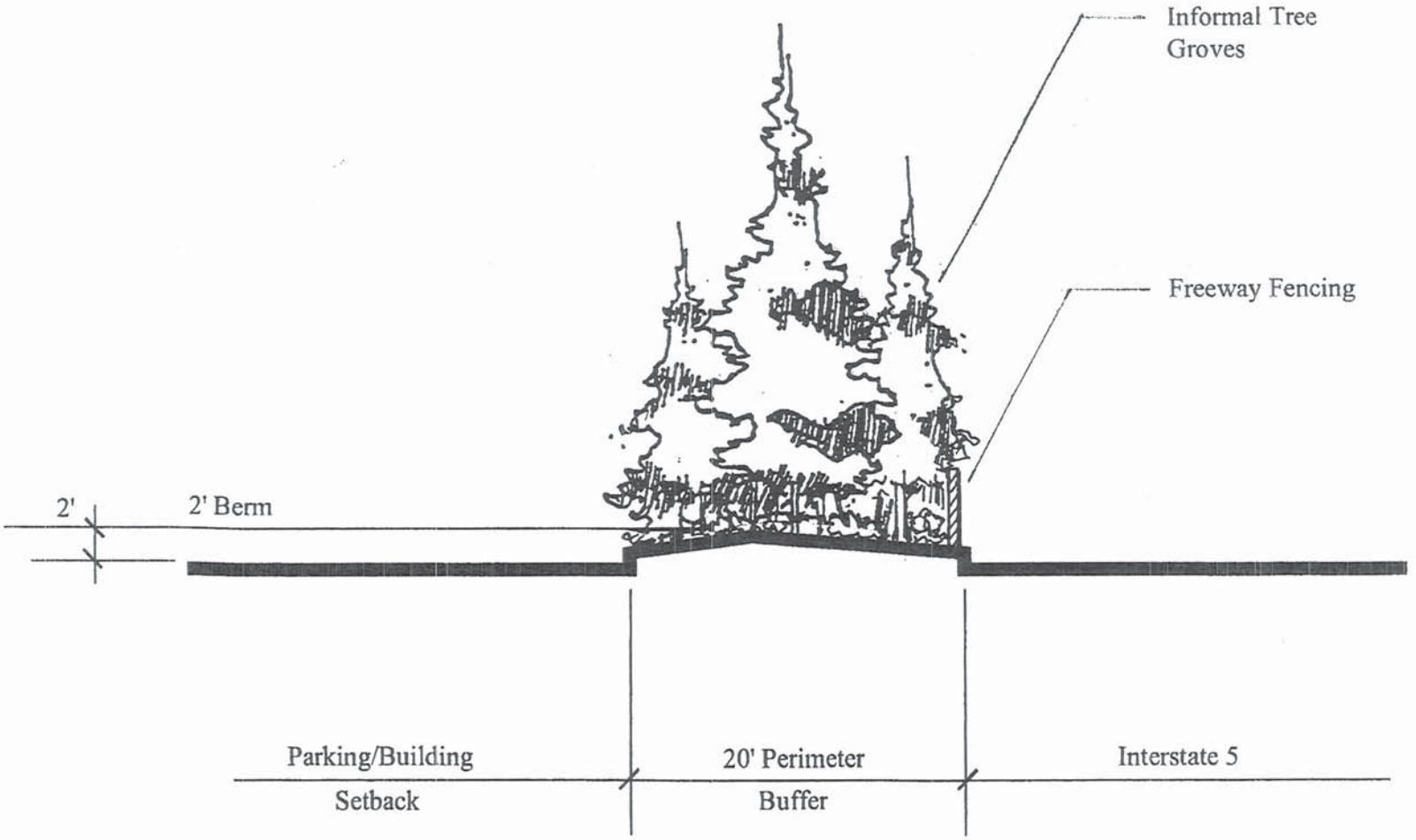


Figure 6-3: 20' Landscape Perimeter Buffer

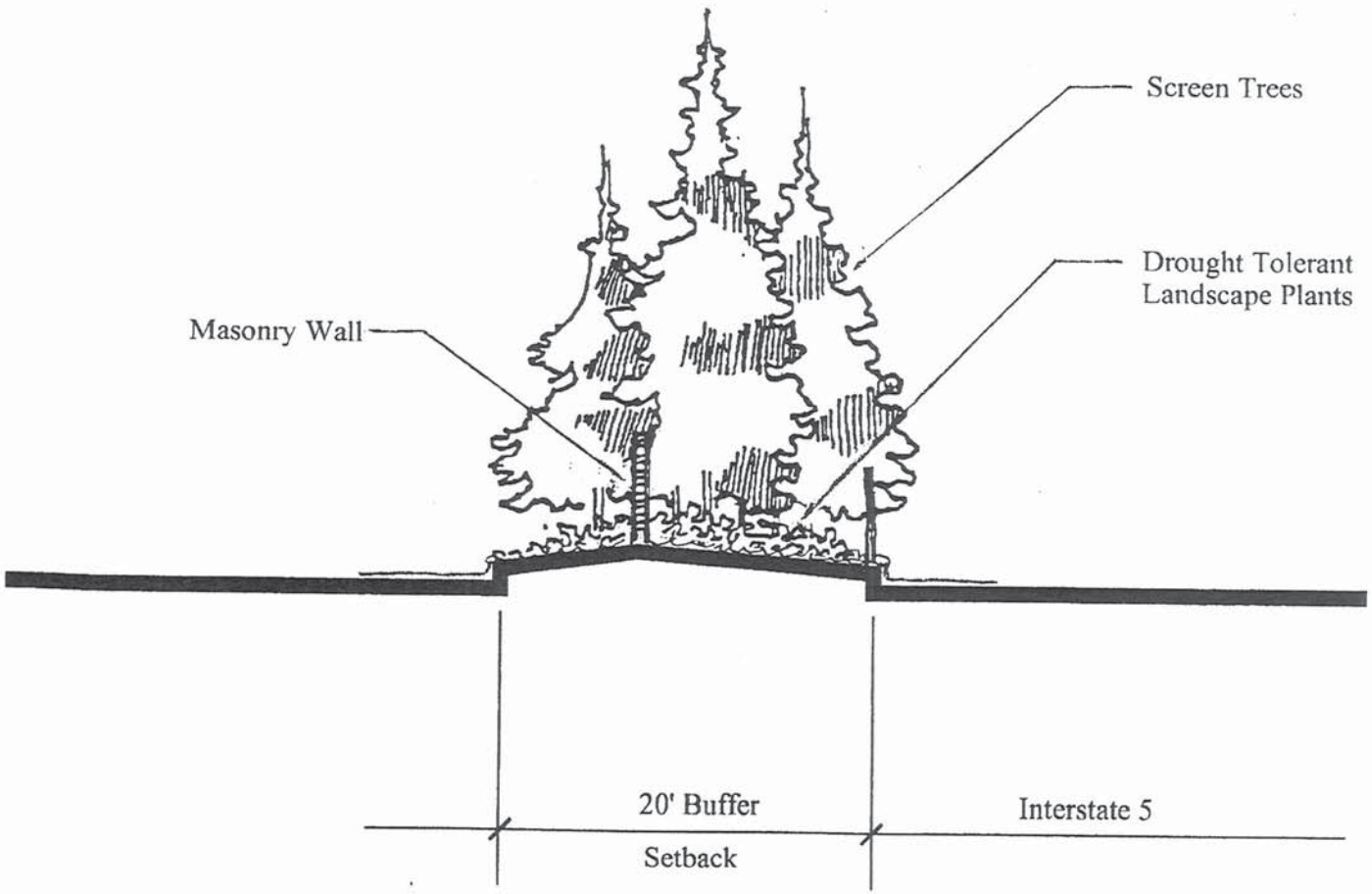


Figure 6-4: 20' Landscape Buffer with Masonry Wall

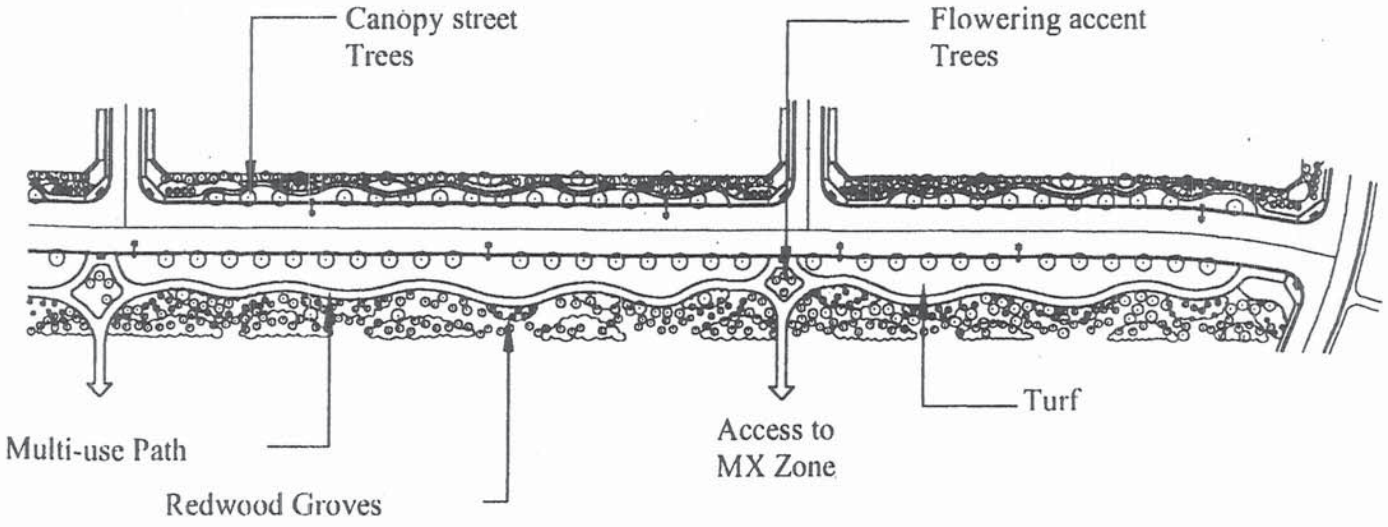


Figure 6-5: 100' M-X Landscape Buffer Zone, Plan

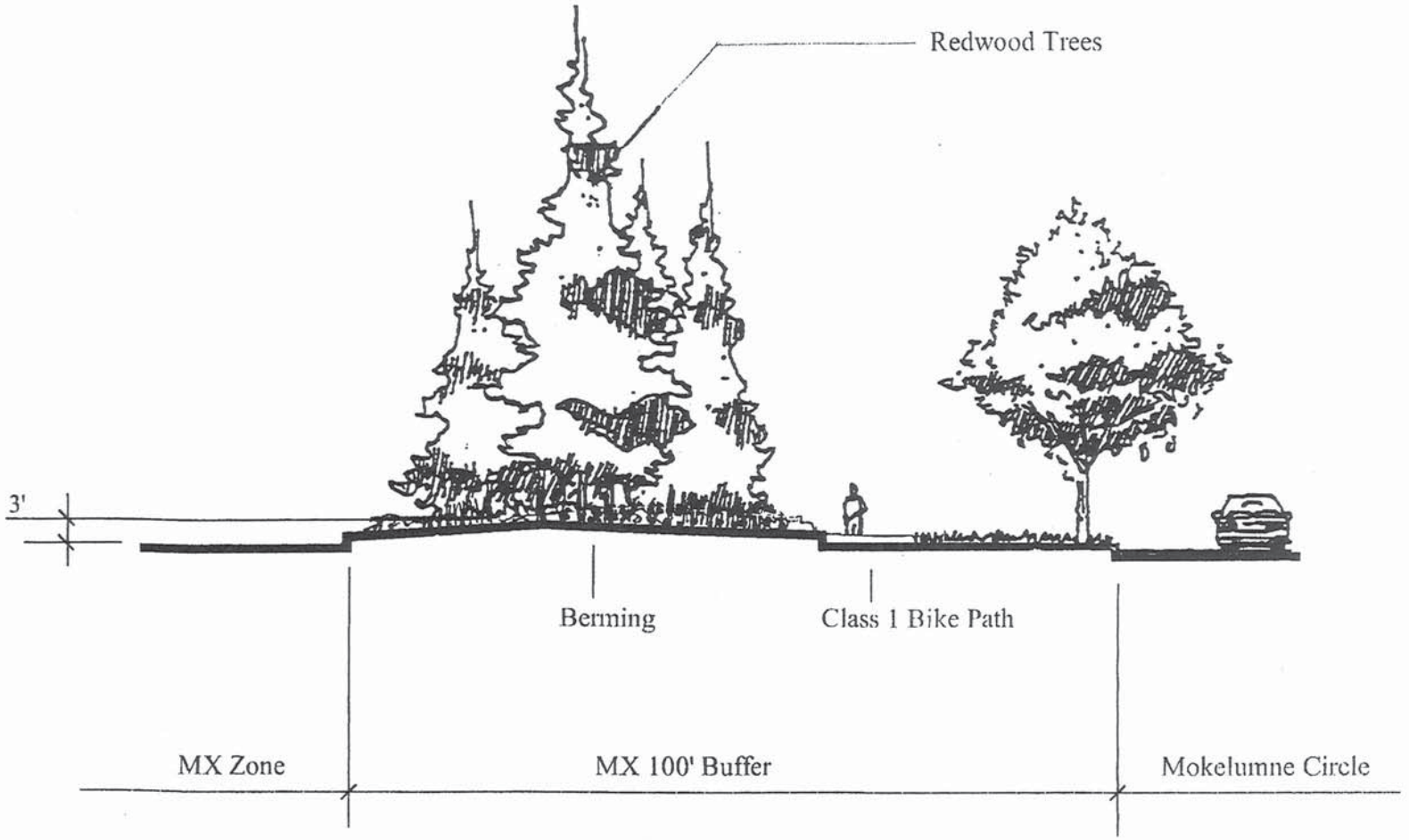


Figure 6-6: 100' MX Landscape Buffer Zone, Section

6.10.3 Setbacks

All building or structure setbacks are measured horizontally from the property line, curb line or the landscape buffer line whichever is greater.

All areas shall comply with the Sight Area Setbacks as shown on Figure 6.2A.

Commercial and Office Use: Commercial and Office Use projects that are separated from adjacent residential projects by a parking lot and landscape areas of a minimum of forty-feet (40') in width shall not require any setback from the parking lot. All such site plan separations shall be subject to the review and approval of the Design Review Board and the Community Development Director.

No front yard setback is required except when the commercial and office use share the street frontage with residential uses. In that case, the front yard setback shall be equal to the adjacent residential front yard setback.

No side yards are required except when abutting a residential use, in which case, the side yard requirement is ten-feet (10').

Rear yards shall be required as follows:

a. When a commercial/office mixed use project abuts a residential use area, the rear yard setback shall be equal to one half (½) of the height of the maximum vertical projection of the commercial/office structure, but not less than twenty feet (20').

b. A minimum of ten feet (10') on all other areas.

Minimum separation between buildings shall be twenty feet (20').

High Density Residential: High Density Residential shall have a front yard setback of twenty-feet (20').

Side yard setbacks shall be five-feet (5') for interior and ten feet (10') for corner lots. Reverse corner lots shall have a side yard on the street side equal to one-half (½) of the required front yard of the lots abutting the rear of the reversed corner lot or a minimum of ten feet (10').

Minimum separation between buildings shall be twenty feet (20').

Rear yards shall be a minimum of ten feet (10').

6.10.4 Building Requirements

Commercial and Office Use: Building heights, lot coverage and use intensities for Commercial and Office Use projects depend upon the project or use proposed for a specific parcel. However, such use intensities cannot exceed the specific parcel use intensities specified in Table 3.1 without the approval of the Community Development Director based on the approval and recommendation of the Design

Review Board, and, in no event, can the total use intensities for all parcels exceed the total use intensities for the Plan area. Architectural guidelines are specified in Chapter Seven, Design Guidelines.

High Density Residential: Lot area per dwelling unit shall be not less that one thousand five hundred (1,500) square feet per family unit.

Lot coverage shall be a maximum of fifty percent (50%) for all buildings, accessory buildings, structures and covered patios.

Building heights shall not exceed forty five feet (45') or three stories in height, whichever is greater.

6.10.5 Landscape Requirements

The landscape requirements included in this section are meant to be regulatory. The flexible landscape design guidelines are found in Chapter Seven below. All landscape improvement plans shall be subject to review and approval of Design Review Board and the Community Development Director. Landscape improvement plans that include areas within the Public right-of-way shall also be reviewed and approved by City's Landscape Architect and the City Engineer.

a. Landscape plans for all areas intended to be landscaped within a proposed development project shall be prepared by a Landscape Architect licensed by the State of California.

b. The Landscape Plans shall utilize water conserving and drought tolerant plant materials and incorporate Best Management Practices for maintenance and irrigation.

c. Fully-dimensioned Landscape Plans shall be prepared for all proposed development projects as specified by Chapter Seven of the Master Development Plan.

d. Landscaped buffers and solid barriers shall be used to separate the areas proposed for commercial and office use development from adjacent multifamily residential areas.

e. The Landscape Plans for all development projects proposed for A. G. Spanos Park Project shall conform to the design guidelines contained in Chapter Seven of this Master Development Plan.

f. Street Tree Landscape Plans shall reflect the tiered hierarchy of the roads and streets in A. G. Spanos Business Park and shall reinforce the identity and character of the roadway network as defined by this Master Development Plan. The street tree planting scheme shall conform to the plant materials list include in Chapter Seven.

g. All parking areas having five (5) or more spaces shall be screened and include a landscape area of five feet (5") or more along the road or street side property lines not occupied by driveways. Parking area landscape screens shall be a minimum of thirty-six inches (36") in height and a maximum of sixty inches (60") at maturity, constructed of suitable materials as approved by the Design Review Board.

h. All parking areas, except those within areas subject to the jurisdiction of WAPA having eight (8) or more spaces shall provide one (1) tree for every eight (8) spaces. Trees installed in such parking areas shall be a minimum of 15-gallon can in size at the time of planting, and shall be placed in tree wells suitable for the species of trees to be installed. All trees planted in Plan Area parking areas shall conform to the Plant Palette included in Chapter Seven of this Master Development Plan. All trees planted in parking areas shall be provided with a means for irrigation and maintenance as described in this Master Development Plan.

i. The street tree landscape plan shall identify the species and location of all trees to be planted during the installation of the backbone infrastructure for A. G. Spanos Business Park. Subsequent development proposals within the Plan Area shall also be required to include a Street Tree Landscape

Plan. These plans shall be subject to the review and approval of the Design Review Board and Community Development Director.

j. Landscape Plans for any development in A. G. Spanos Business Park shall consider service lines, traffic safety sight line requirements, as shown in Figure 6.2.A, and structures on adjacent properties to avoid conflicts as the landscape elements mature. Street trees and trees planted in landscaped areas near public walkways or street curbs shall be selected and installed to prevent damage to sidewalks, curbs, gutters, and other public improvements. Tree species with invasive root systems shall not be allowed near water lines or sewer lines. All landscape plans shall be subject to the review and approval of the Design Review Board and the Community Development Director.

k. Automatic irrigation systems shall be installed in all public areas, rights of way, commercial and office use areas and multifamily residential areas. Irrigation Plans shall include low volume spray heads and drip emitters when practical. Irrigation Plans shall be compatible with reclaimed water systems or other water conservation techniques as appropriate.

l. The Plant Palette included in Chapter Seven of this Master Development Plan shall be used to prepare the Landscape Plans for all areas of development within the Plan Area. Plant materials not included on the palette included in Chapter Seven shall be subject to the review and approval of the Design Review Board and City's Landscape Architect.

m. Landscape maintenance practices shall include irrigation at regular intervals necessary to promote plant health, pruning, clearing of debris and weeds, removal and replacement of dead or dying plant materials, and repair and replacement of non-functioning or damaged irrigation equipment. Areas of lawn or ground cover shall be trimmed or mowed on a regular schedule. Fertilization, cultivation and pruning of trees shall be part of the regular maintenance program. Stakes, guy wires, and tree ties shall be checked regularly for proper function and removed once the plant material is established according to the intent of the Landscape Plans. Ties are to be positioned correctly as necessary to avoid damage to tree trunks or branches.

n. Development projects within A. G. Spanos Business Park shall include design characteristics of

the project that incorporate the concept of "defensible space", such as increased lighting, low-level landscaping to reduce cover for intruders, entrances and windows facing on main access ways, and communal entrances for multifamily residential areas.

o. All development plans for projects proposed within the Plan Area shall be reviewed and approved by the Design Review Board and the Community Development Director. The Master Developer, or his successors in interest, shall implement all crime deterrence measures as required by the City. Compliance with these requirements shall be noted on project building and landscape plans and shall be monitored through site inspection by City staff prior to the issuance of certificates of occupancy.

6.10.6 Parking, Access, and Loading Requirements

The regulatory standards applicable to parking, access (including access to public pathways), and loading are described below. Consistent with the Federal Clean Water Act, and the City of Stockton's Storm Water Management Plan, a Storm Water Control Criteria Plan shall be prepared, according to Section 7-859.1, of the Health and Safety Code.

Flexible design guidelines for parking, access, and loading areas are included in Chapter Seven of this Master Development Plan.

a. The off-street parking requirements of the Stockton Municipal Code shall establish the parking regulations for A. G. Spanos Business Park.

b. Bus parking areas, turnouts and shelters shall be provided within the Plan Area. The design and location of such facilities shall be approved by the Design Review Board, the Community Development Director, the City Engineer and the Transit District.

c. Driveway access to the commercial and office use areas shall be designed to avoid conflict with adjacent streets and intersections.

d. All driveway access locations and design shall be approved by the City Engineer.

e. Common access driveways or shared driveways shall be utilized where practical to avoid curb cuts and reduce the occurrence of conflict.

f. Pedestrian access to the commercial and office use areas shall be facilitated by the establishment of sidewalks, pedestrian/bicycle paths and bicycle parking or storage facilities.

g. The paved sidewalk and pedestrian path guidelines included in Chapter Seven of this Master Development Plan establish the design standards for the A. G. Spanos Business Park Project.

6.10.7 Fences, Walls, and Hedges

The provisions included in this section shall not apply to a fence or wall required by a law or regulation

of the City of Stockton, the State of California, or any agency thereof.

a. Fences, walls, hedges, signs, artwork, or any other structure or landscape materials located at the road, street corner or driveway of any parcel shall not be sized or located in such a way as to obstruct the sight distance along adjoining streets or driveways.

b. The use of barbed wire, razor wire or razor tape as a part of a fence, wall or barrier shall be prohibited.

6.10.8 Site Furnishings

All signage and outdoor lighting for the illumination of landscaped areas, buildings, parking areas and pathways, which are not inconsistent or in conflict with this Master Development Plan, shall comply with the standards of the City of Stockton and the design guidelines included in Chapter Seven of this Master Development Plan. All such signage and lighting shall be subject to review and approval of the Design Review Board and the Community Development Director.

a. Exterior lighting shall be shielded or recessed to minimize direct glare or reflections. Lighting that represents movement, flashes, blinks, or is unusually high in intensity or brightness shall be prohibited. Temporary holiday lighting is excluded from this regulation.

b. All lighting fixtures shall be appropriate scale and intensity for the use intended as determined and approved by the Design Review Board.

c. All street lighting shall conform to the standards and design criteria established by the City. However, all street lighting systems, layout, fixtures, and lighting patterns shall be subject to the review and approval of the Design Review Board and the Director of Public Works.

d. Trash storage areas serving the commercial and office use, public, and multifamily residential areas shall be screened from public view by enclosed structures. All such trash receptacles and enclosures shall be located away from public rights-of-way. The design of trash enclosures shall be consistent with and be similar to the architectural character of the buildings served. Every commercial or public use building or structure shall have at least one trash receptacle sized to receive the general trash generated by the use contained therein.

e. Recycling facilities shall be incorporated into the plans for each development proposed in the commercial/office mixed use and multifamily project areas, as required by The California Solid Waste Reuse and Recycling Access Act.

f. Nighttime light sources shall be shaded by landscape materials to reduce long-range visibility.

6.10.9 Equipment and Utilities

All utilities that provide service to the Plan Area shall be placed underground.

a. Equipment and mechanical devices shall not be located in any required setback area or side yard except for electrical, telephone or fiberoptic lines installed by the service provider.

b. Where necessary, equipment areas shall be screened by structures or landscape materials that are compatible with the architectural character of the building or structure as determined and approved by the Design Review Board. Figure 6-7, Typical Utility Screening, indicates a type of screening techniques that would meet this standard.

c. Service areas proposed in A. G. Spanos Business Park shall be screened from public view.

d. Storage of recreational vehicles, trailers, boats, or their component parts, loose rubbish, garbage, garbage receptacles, tents, or building materials shall not be allowed if publicly visible. Sport Utility Vehicles are exempted. Motor vehicles, trailers and boats may be stored in locations that are screened from public view by fences, walls or other devices.

e. Building materials for use on the same premises may be stored on a lot or parcel during the time that a valid permit is in effect for construction on that site.

6.10.10 Fire Protection

All plans for future development in the Plan Area shall be reviewed by the City of Stockton Fire Department as part of the City's standard review process. The City shall require implementation of all fire protection measures, including interior sprinkling and exterior flame resistant materials, as may be required pursuant to City Standards or developed during future fire prevention program planning.

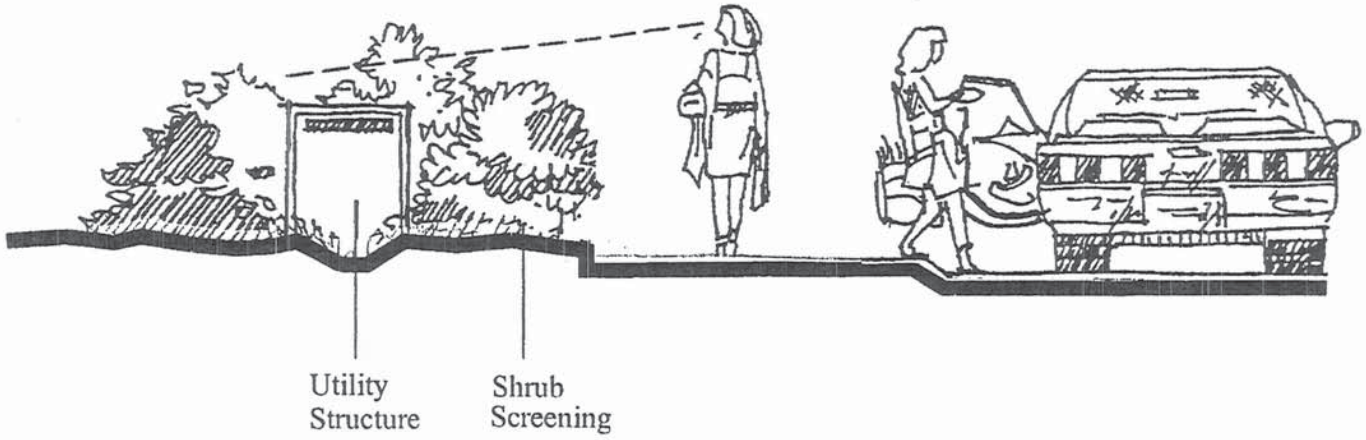


Figure 6-7: Typical Utility Screening

CHAPTER SEVEN
Design Guidelines

7.1 Introduction

The Master Development Plan for A G. Spanos Business Park, and these Design Guidelines, have been carefully crafted to provide a diversity of high density residential, commercial and office use design opportunities within a spatial framework formed by an efficient circulation network. The character and quality of life exemplified by the multifamily residential and commercial / office mixed use projects would be determined by the relationship of the land uses, the configuration of the parcels within the Plan Area, and the layout of the streets and pedestrian walkways. The architecture of the residential and commercial buildings, and the elements of the landscape, including plant materials, signage, site furnishings and special features, establish the overall character of A. G. Spanos Business Park. The quality of the Plan Area landscape would also establish the character of the Plan Area. It is critical to the overall quality of the Plan Area that the intent and purpose of this Master Development Plan are realized through the implementation of the design guides included in this Chapter.

It is also the intent of these guidelines to establish a framework for a distinctive and diverse development character for A. G. Spanos Business Park that integrates the architecture of each building and structure with the landscape elements. The purpose of these guidelines is to provide the maximum amount of flexibility for each project within the overall Plan Area while maintaining a high level of design excellence.

7.2 Site Planning Guidelines

7.2.1 Plan Area Concepts

The primary design concept for the overall Plan Area is to create a high quality mixed use community, including a corporate headquarters, that is compatible with the surrounding development while creating the northern gateway to the City of Stockton. The detailed development plans that follow this Master Development Plan should respect the functional relationships between the use proposed for the Plan Area parcels in order to establish a high quality living and working environment. The following guidelines apply to A. G. Spanos Business Park Project:

a. All buildings, structures and site improvements should be carefully integrated with the landscape.

b. Development plans that are intended to implement this Master Development Plan shall

treat common features throughout the overall Plan Area, such as the road and street landscaping or signage programs, in a manner consistent with the development standards and design guidelines included in this Master Development Plan.

c. Project specific plans for development within any portion of the Plan Area should emphasize pedestrian connections throughout the entire project area.

d. Project specific development plans within any portion of the Plan Area should emphasize the treatment of the roads and streets, particularly the spine road and the entry gateways, as important public use areas.

7.2.2 Circulation

The circulation network, both vehicular and pedestrian, establishes the skeletal framework for the Plan Area. All of the land uses would be interrelated by the circulation network that would also determine the form of the individual parcels. The following general guidelines are intended to establish the character of the circulation network:

a. Project specific development projects within the Plan Area shall identify a clear hierarchy of roads and streets based on the projected volume of traffic and the functional relationship of the proposed land uses.

b. Roads and streets shall be designed to City standards. Roads and street widths, curves and pavement sections may exceed the City standards in order to improve the overall design quality and compatibility of the development with the surrounding area. Any deviations from City standards are subject to the approval of the Design Review Board and the Director of Public Works.

c. Trinity Parkway, any other major road and project entries, should be divided by a landscaped median strip providing two sets of separated travel lanes.

d. Multifamily residential units should have shared access to reduce curb cuts and the potential conflicts along streets.

e. Public open space and park areas should front onto public streets and roads.

f. Where cul-de-sacs streets exceed 600 feet in length, an emergency vehicle access (EVA) shall be provided to the satisfaction of the City Fire Department.

g. Streets should be aligned to discourage high speeds during travel in residential neighborhoods.

h. The primary intersections, and neighborhood entries, should incorporate decorative paving materials, monument signs, or other design patterns, to indicate the intersection and pedestrian crossing areas.

i. Pedestrian circulation should be incorporated into all residential and, commercial and office mixed use development plans for A. G. Spanos Business Park. The Multifamily residential projects should be linked to the commercial and office mixed use area, as well as the Spanos Park East Project, east of Interstate 5 and the Village Community component of Spanos Park West.

j. The pedestrian circulation system should link the residential neighborhoods and the commercial and office developments with the public transportation facilities.

k. Sidewalks should be separated from streets by a parkway strip planted with regularly spaced street trees. The width of the parkway strip shall be a minimum of five feet (5').

7.2.3 Residential Uses

Multi Family Residential Development represents approximately 25 percent of the proposed land use in the Plan Area, with four separate parcels indicated for potential development. The architectural character of each residential neighborhood would effect the overall quality of the entire Plan Area. Each neighborhood should have a distinct character and central focal point while contributing to the general character of the A. G. Spanos Business Park Project. The Conceptual Site Plan indicates that four areas are proposed for multifamily residential development. The general guidelines for multifamily residential developments are as follows:

a. Neighborhood development plans should maximize access from the residential units to the neighborhood and the wetlands, parks, schools, commercial facilities, and trail system in the Plan Area.

b. All residential parcels should be landscaped in all areas visible from any public area within one hundred and twenty (120) days of occupancy.

c. All residential developments should have a clear sense of entry, edges, and a central focus. Entries should include a landscaped median. Figure 7-1: Typical Residential Village Entry, indicates the streetscape concept suggested for gated entries within the residential neighborhoods in the M-X area. All entry areas, gated or otherwise, shall utilize a similar landscape treatment.

d. Parking areas should be provided in small lots adjacent to the dwelling units rather than in large aggregated parking areas.

7.2.4 Commercial and Office Uses

Approximately three-quarters of the Plan Area, excluding the wetlands area, is designated for retail, commercial and office uses. The quality of the development of these parcels would establish the aesthetic quality of A. G. Spanos Business Park. The urban design components of the proposed project, which consist of the architecture, landscape architecture, site planning and engineering aspects of A. G. Spanos Business Park, not only establish the level of design excellence for the proposed project, but also must be compatible with the proposed high density residential developments. The general guidelines for commercial and office use developments are as follows:

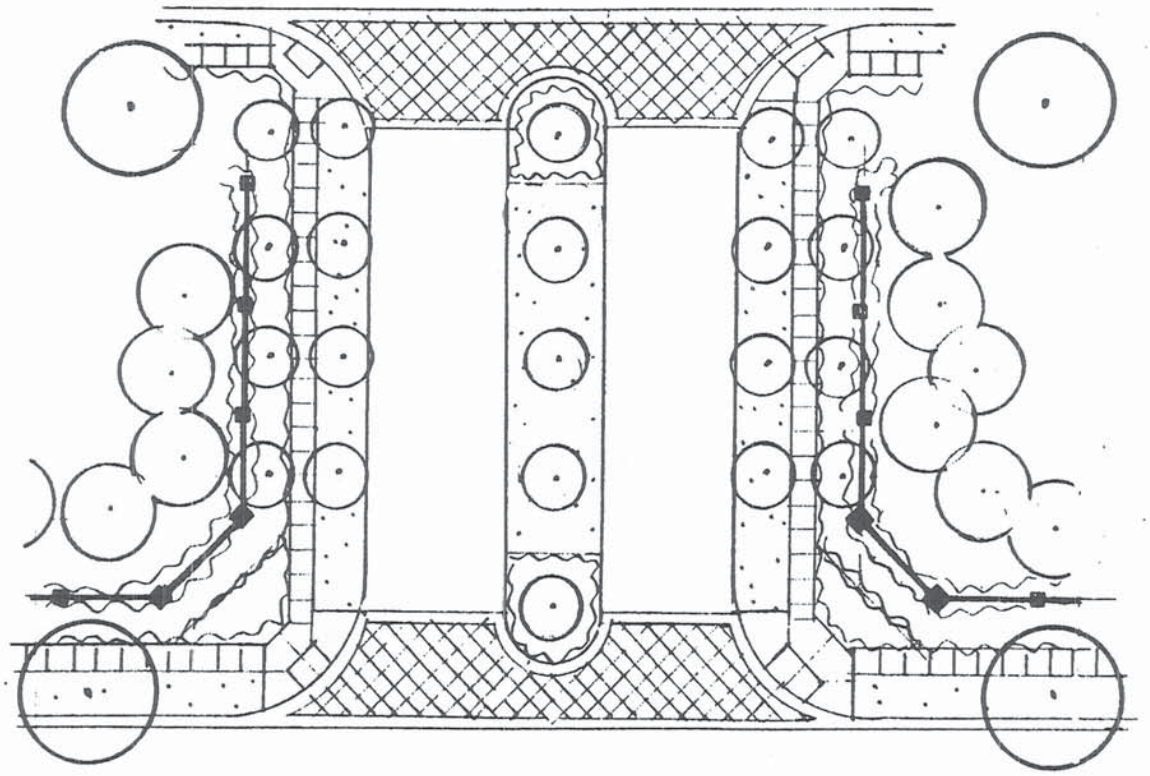


Figure 7-1: Typical Residential Village Entry Drive

a. Commercial and Office Uses should be integrated into the overall project development as much as possible in terms of scale of buildings, landscape treatment, and vehicular and pedestrian access. Figure 7-2: Typical Commercial Entry Drive, illustrates suggested landscape concept for the entry areas in a commercial area of the Business Park. All entry access locations shall receive landscape treatments similar to those suggested.

b. Commercial and Office Uses should be oriented toward roads and streets, public spaces, and parking areas. Public areas, such as parks or open space, that are adjacent to commercial areas should be directly accessible. Commercial and Office Uses that have more than one public facade should be designed to avoid blank frontages or service areas in public view.

c. Large, unbroken expanses of parking should be avoided.

d. All vehicle parking in the Commercial and Office Use developments shall be accommodated on-site. No on-street parking shall be allowed and no parking shall encroach on the landscape setbacks. Parking areas should be readily visible, safely designed, and easy to traverse. All aspects of Title 24 regarding public access must be incorporated into the design of the Commercial and Office Use parking areas.

e. Parking spaces within the Commercial and Office Use areas should be a minimum of nine-feet (9') wide by nineteen-feet (19') in length for full-size stalls, and seven feet six inches (7'-6") by fifteen feet (15') for compact stalls. A maximum of \twenty five percent (25%) compact stalls may be used in an single development. All aisle widths shall be a minimum of twenty-five feet (25').

7.3 Landscape Guidelines

The primary purpose of these landscape guidelines is to reinforce the framework of the land use plan and to create a continuity of character that contributes to the overall design quality for A. G. Spanos Business Park. Once established, the landscaped elements of the land use plan would serve to unify the individual projects within the Plan Area. Each specific project proposed for development in the Plan Area shall adhere to the landscape guidelines in order to achieve the overall goals for A. G. Spanos Business Park. Each project should utilize the plant materials included in the plant palette provided in this chapter for all public areas, such as the street rights-of-way, the primary and secondary

intersections, landscape corridors and parkways, and the commercial and office use areas, particularly the parking areas. The plant materials listed in this section have been purposefully selected to create the visual character envisioned for the Plan Area, particularly with regards to corporate headquarters project area.

In general, the landscape plans for each specific development project proposed for A. G. Spanos Business Park should:

Table 7-1

Spanos Park West MX Zone Plant Palette

Plan Area Location	Botanical Name	Common Name
Trinity Parkway	*Platanus acerifolia 'Bloodgood'* *Pyrus calleryana 'Chanticleer'*	Bloodgood Plane Tree Ornamental Pear
20' Buffer	*Sequoia sempervirens 'Aptos Blue'* *Liquidambar styraciflua 'Rotundiloba'*	Aptos Blue Redwood American Sweetgum
84' Right of Way	*Zelkova serrata*	Zelkova
84' Right of Way	*Cinnamomum camphora*	Camphor Tree
Eight Mile Road	*Cinnamomum camphora*	Camphor Tree
100' Buffer	*Sequoia sempervirens 'Aptos Blue'* *Platanus acerifolia 'Bloodgood'*	Aptos Blue Redwood

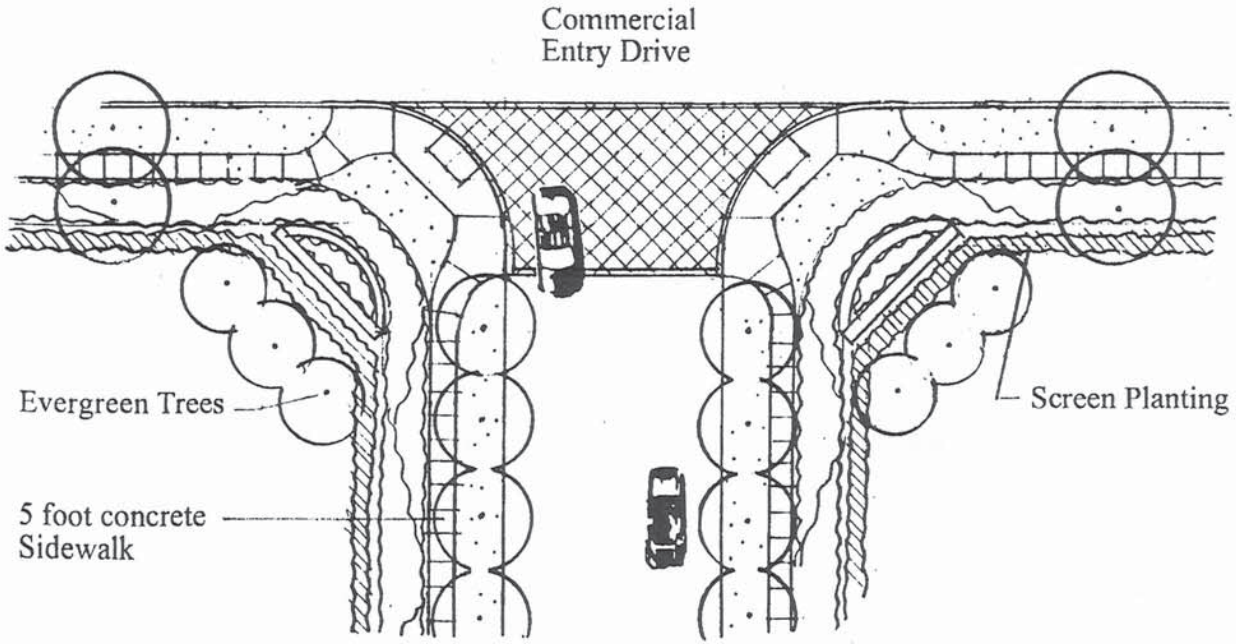


Figure 7-2: Typical Commercial Village Entry Drive

a. Consider the unique features of each site, including the size of the parcel, its relationship to adjoining parcels and the roads and streets, its solar orientation and the buildings and paved areas to be constructed thereon.

b. Consider the visibility, or sight distance, requirements for vehicle operators, as well as pedestrians.

c. Emphasize installing long-lived plant materials that are tolerant to the environmental conditions in the Stockton area.

d. Exclude tree species with invasive root systems from areas adjacent to underground utility lines or paved areas.

e. Emphasize tree planting as the primary element of the framework landscape plans.

f. Establish the special character of each area of A. G. Spanos Business Park by the deliberate use of a limited number of plant species. Each identifiable portion of the Plan Area, and every project related focal point should have a distinct landscape image that distinguishes it from other areas of the A. G. Spanos Business Park.

g. Conform to the traffic sight area as required by Figure 6.2.A.

7.3.2 Streets

The landscaped areas that define the roads and streets in A. G. Spanos Business Park create a hierarchy for the circulation patterns for both vehicle operators and pedestrians.

The designs for all landscaped corridors should be consistent with this Master Development Plan with regard to plant materials, hard surfaces, lighting, and other furnishings. Three types of roads and streets are included on this Master Development Plan. Trinity Parkway, which extends the length of the Plan Area, connects Eight Mile Road to Pixley Slough/Bear Creek. Collector streets either rim or split the development parcels. Project access lanes, in the form of cul-de-sacs, provide access to multiple parcels. The design guidelines in this Chapter and the infrastructure standards set forth in Chapter Four establish the character of the circulation network.

Figure 7-3: Street Tree Plan, indicates the conceptual structural elements of the landscape plan that

forms the framework for the Business Park.. Implementation of the street tree plan shall be reviewed and approved by the Design Review Board, the City's Landscape Architect and the Public Works Director.

Special landscape designs and planting programs should be used at the intersections of Trinity Parkway with the collector streets and at the entry gateways to create identity.

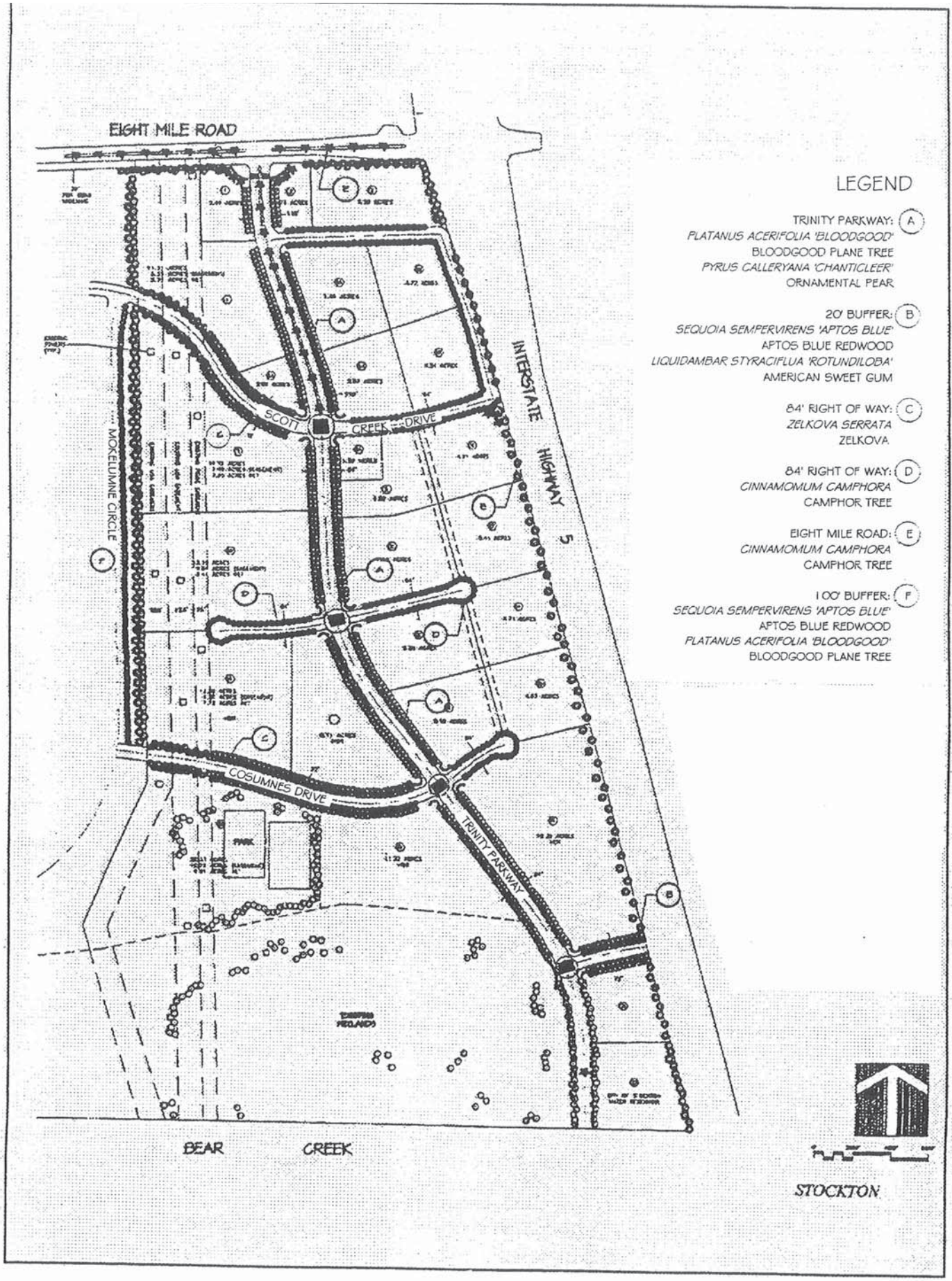


Figure 7-3: Street Tree Plan

Trinity Parkway

a. The Trinity Parkway paved section is 102' feet wide, 78' feet wide and 64' feet wide, including a 8' foot wide landscaped median. In addition to the road section, a 15 foot wide landscape area with a five-foot (5') wide multi-use pathway, should be developed on either side of the roadway. Five-feet (5') wide bicycle lanes may be provided on each side of the roadway, outside of the curb and gutter. On-street parking shall not be allowed along Trinity Parkway. Left and right-hand turn pockets should be installed along Trinity Parkway where intersections are needed to connect with collector streets or access streets for individual parcels. See Chapter Four, Figures 4-2 and 4-3.

b. Residential developments should be oriented away from Trinity Parkway. There should not be any residential driveway access from Trinity Parkway.

c. Commercial and Office Use areas should be served from streets connecting with Trinity Parkway, and not from the Parkway itself. Driveways may be provided to serve specific developments subject to the review and approval of the Design Review Board, the Community Development Director and the Public Works Director.

d. There should be a five-foot (5') wide pathway within the landscaped corridors. The path should be located a minimum of ten-feet (10') from the curb edge of Trinity Parkway. Ground covers, such as grass, should be planted between the back of curb and the edge of the sidewalk, with a single row of trees. Figures 7-4 and 7-5 illustrate the concepts for the typical street cross sections for Trinity Parkway.

e. The remainder of the landscaped corridor should be planted with another row of street trees, with clusters of accent trees located at intervals along the roadway. The under story and ground plane should be planted with water conserving drought tolerant shrubs and ground covers.

f. The tree rows should be offset.

g. Root deflectors should be installed in situations where the trunks of trees will be within five-feet (5') of any curb, walk or wall.

h. Where required, sound walls, of at least six-feet (6') in height, should be constructed between the landscaped corridor and the residential developments.

i. Landscape materials should be planted at the base of all walls and fences located along Trinity Parkway.

j. Where access streets for the residential developments intersect with Trinity Parkway, monument signage should be located to create and enhance the image of the multifamily neighborhood. Materials used for monuments should be compatible and consistent with the sound walls in the area.

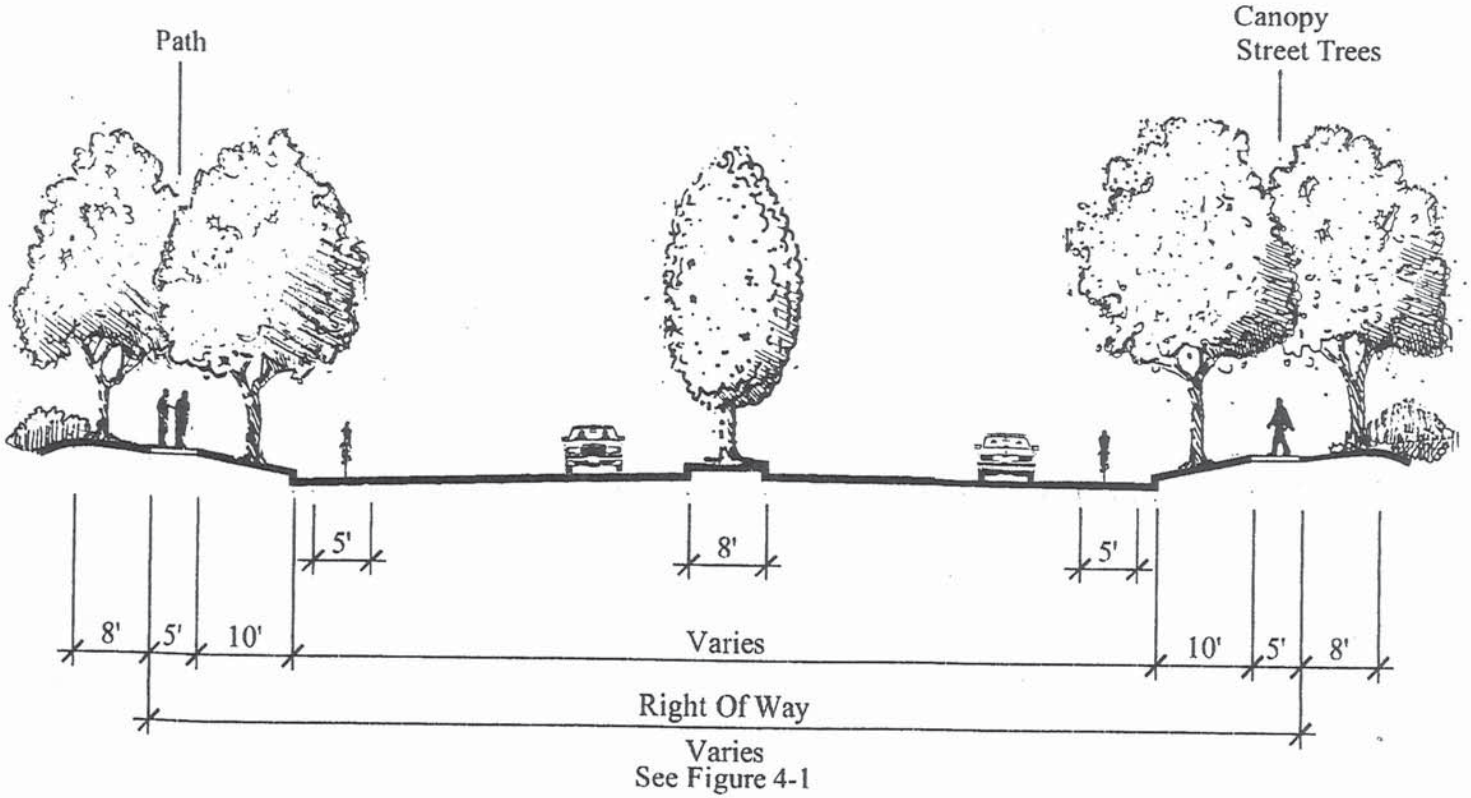


Figure 7-4 Typical Landscape Cross Section/ Trinity Parkway, 132' Right of Way

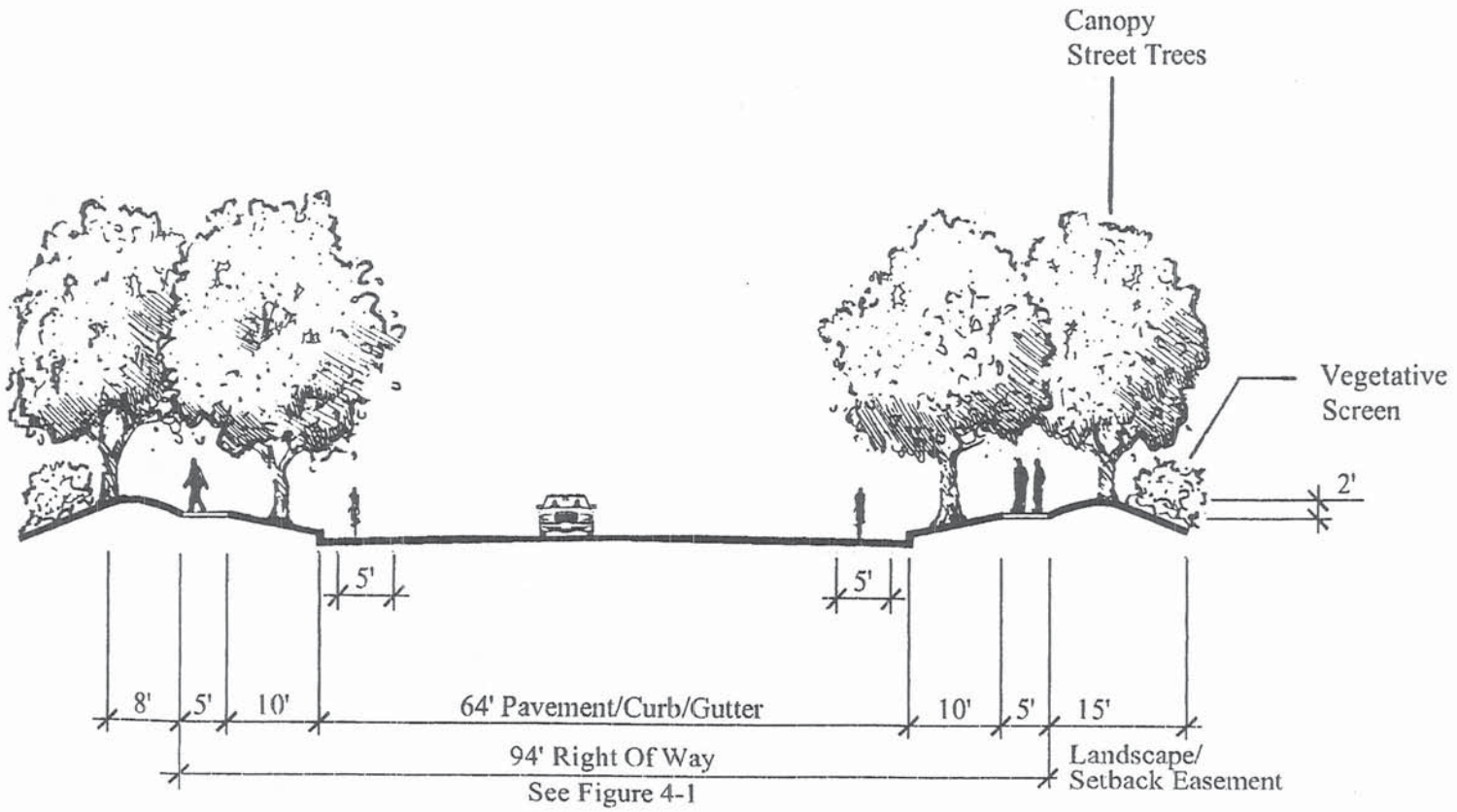


Figure 7-5: Typical Landscape Cross Section/ Trinity Parkway, 94' Right Of Way

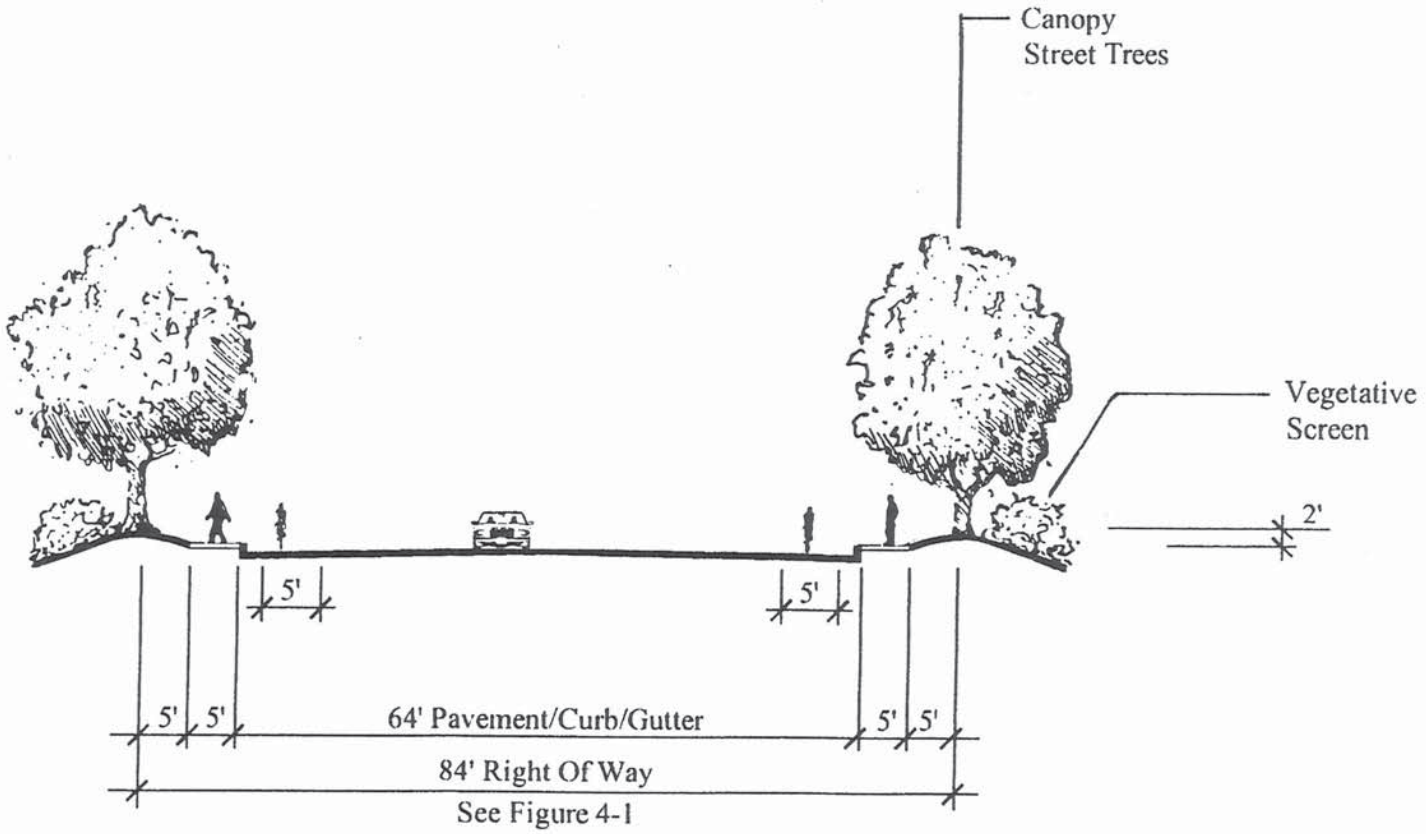


Figure 7-5 A: Typical Landscape Cross Section/ Trinity Parkway, 84' Right Of Way

k. Monument signage or features may incorporate special visual elements, such as water features, signage of exceptionally high quality and refined materials.

l. Median strip trees should be placed twenty-five-feet (25') on center, with a single row of flowering accent trees at the end of the medians. Where medians are not long enough to accommodate both median strip trees and accent trees, the primary median trees shall be installed while reducing the amount of flowering accent trees. The median strip landscaping would be maintained by a mandatory Commercial Tenant Owner's Association in perpetuity.

m. Shrubs installed within the median strip should consist of no more than two species in any one area, and installed in mass plantings with a minimum of 20 shrubs in each group. Where the median landscape area narrows, shrub plantings should be installed to the narrowest point feasible for visual quality and maintenance. Ground cover should comprise the narrow remainder of the median landscape area.

n. Ground covers planted in the median strip should have a single species.

o. Accent trees should be installed at the entries to the multifamily residential projects and the commercial and office use project areas.

Collector Streets

a. The landscaped corridor, including the sidewalk, on the collector streets should be twenty-feet (20') wide, measured from back of curb. A strip of ground cover, such as grass, should be installed between the back of curb and the five-foot (5') paved pathway.

b. Any proposed Five-foot (5') wide bicycle lanes should be provided in the collector street section. Figure 7-6: Typical Landscape Cross Section/Collector Right of Ways, 84', illustrates the conceptual relationship of the street section elements.

c. Where sound walls are required for the multifamily residential projects, the landscaped areas shall be planted with water conserving shrubs, ground covers and regularly spaced trees.

d. Monument features and signage throughout the Plan Area shall be reviewed and approved by the Design Review Board, the Community Development Director and the Public Works Director. Only high quality materials representative of the project's location and importance shall be incorporated into monuments and sound walls.

e. Root deflectors should be installed in situations where the trunks of trees will be within five-feet (5') of any curb, walk or wall.

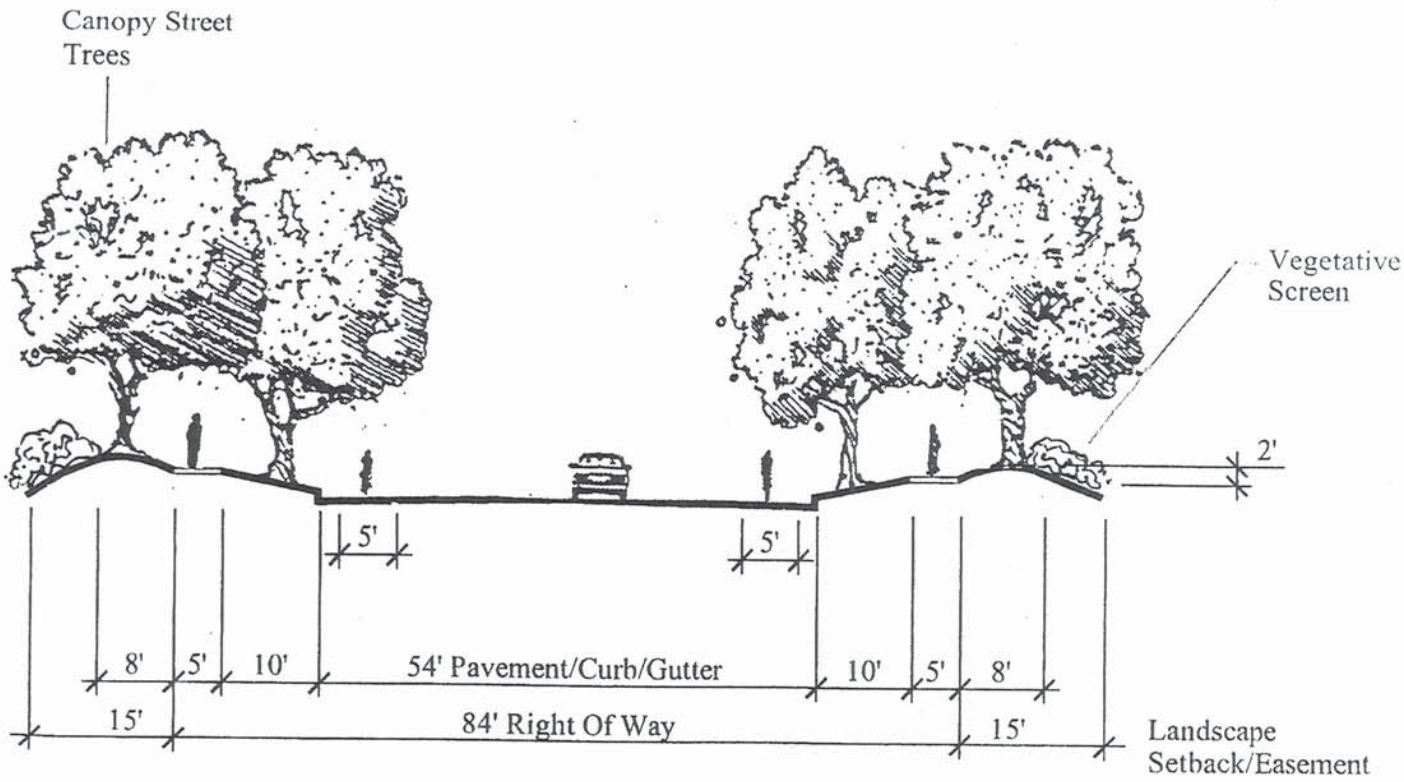


Figure 7-6: Typical Landscape Cross Section/ Collector Right Of Way, 84'

f. Landscaped corridors should be planted with street trees and groupings of accent trees with an under story of drought tolerant shrubs and ground cover. Tree rows should be offset. Figure 7-7: Typical Landscape Cross Section/Collector Right of Ways, 72', is another illustration of the conceptual relationship of the landscape elements to the sidewalks and roadways.

h. Street trees should be grouped in formal groves, two (2) abreast and eight (8) to a row, interrupted by offset rows of flowering accent trees, in two rows of six each.

i. Where landscaped corridors are located adjacent to the multifamily residential areas, a wall, with a minimum height of six-feet (6') should be installed. Foundation plantings should be used at the base of the wall and should be planted in a regular pattern.

7.3.3 Gateways

The gateways and access points into the Plan Area should be characterized by high quality design that will create the overall image of the entire project area. Figures 7-9 through 7-13 illustrate the conceptual gateway treatments for A. G. Spanos Business Park.

a. The materials used at the primary entry points to the Plan Area shall be of exceptionally high quality and should be coordinated with the other streetscape elements in terms of color, texture and

appropriateness, creating strong entry statements for the Plan Area.

b. Any walls and raised planters should be consistent with the character of sound walls that occur throughout the Plan Area.

c. Any entry area elements that create a skyline profile, or have a sculptural character should be installed on opposite corners of entry intersections, facing pedestrians and motorists as they enter the Plan Area.

d. At corners of intersections that face pedestrians and motorists leaving the Plan Area, a series of walls with enhanced paving and plantings should be installed. These elements should occur on both sides of the intersection and be constructed of materials consistent with those elsewhere at the intersection.

e. Primary intersections shall be maintained by a mandatory Owners Association in perpetuity.

7.3.4 Parking Areas

The landscape character of the street corridors should be incorporated with the design of the Plan Area parking areas to visually integrate the public areas with the private areas and enhance the visual quality of the circulation network.

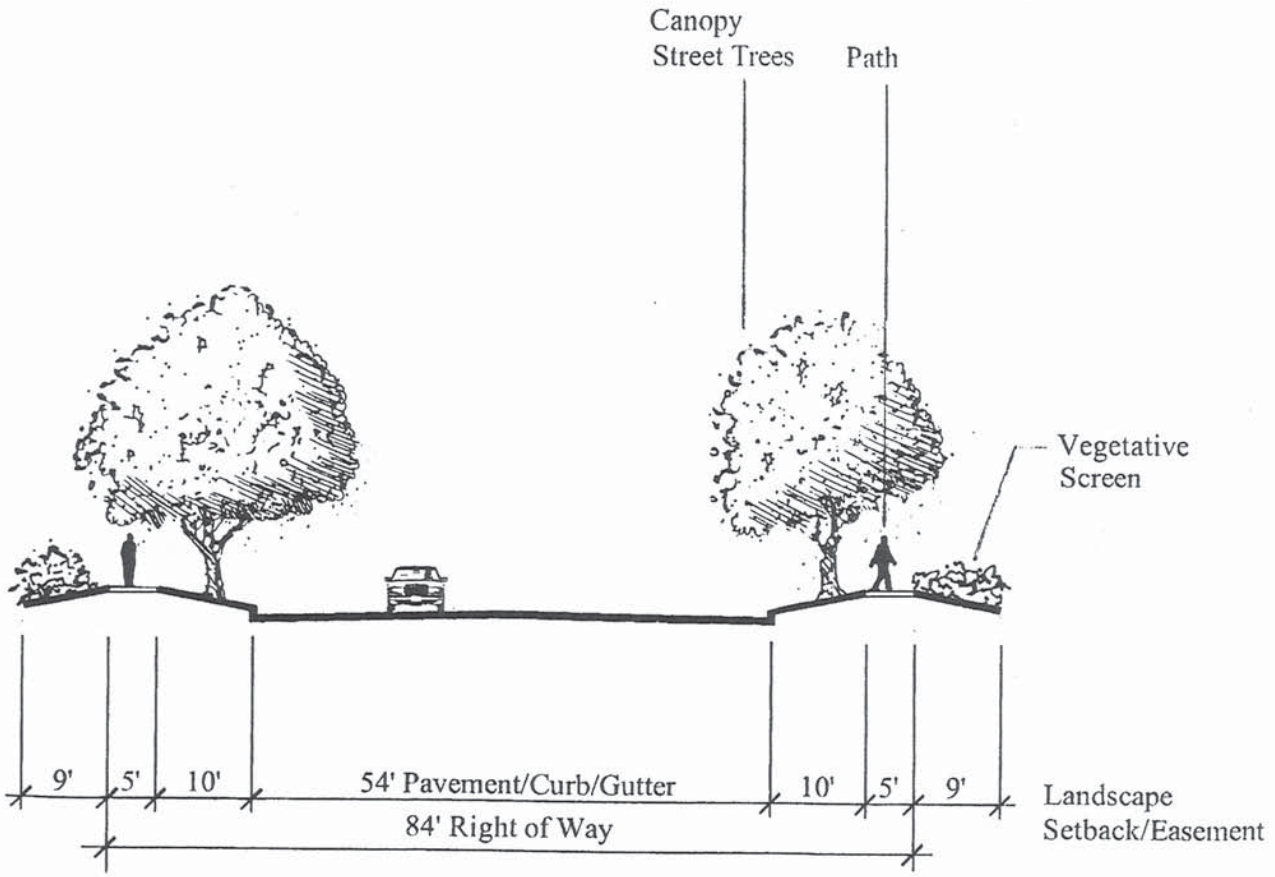


Figure 7-7: Typical Landscape Cross Section/ Collector Right Of Way, 84'

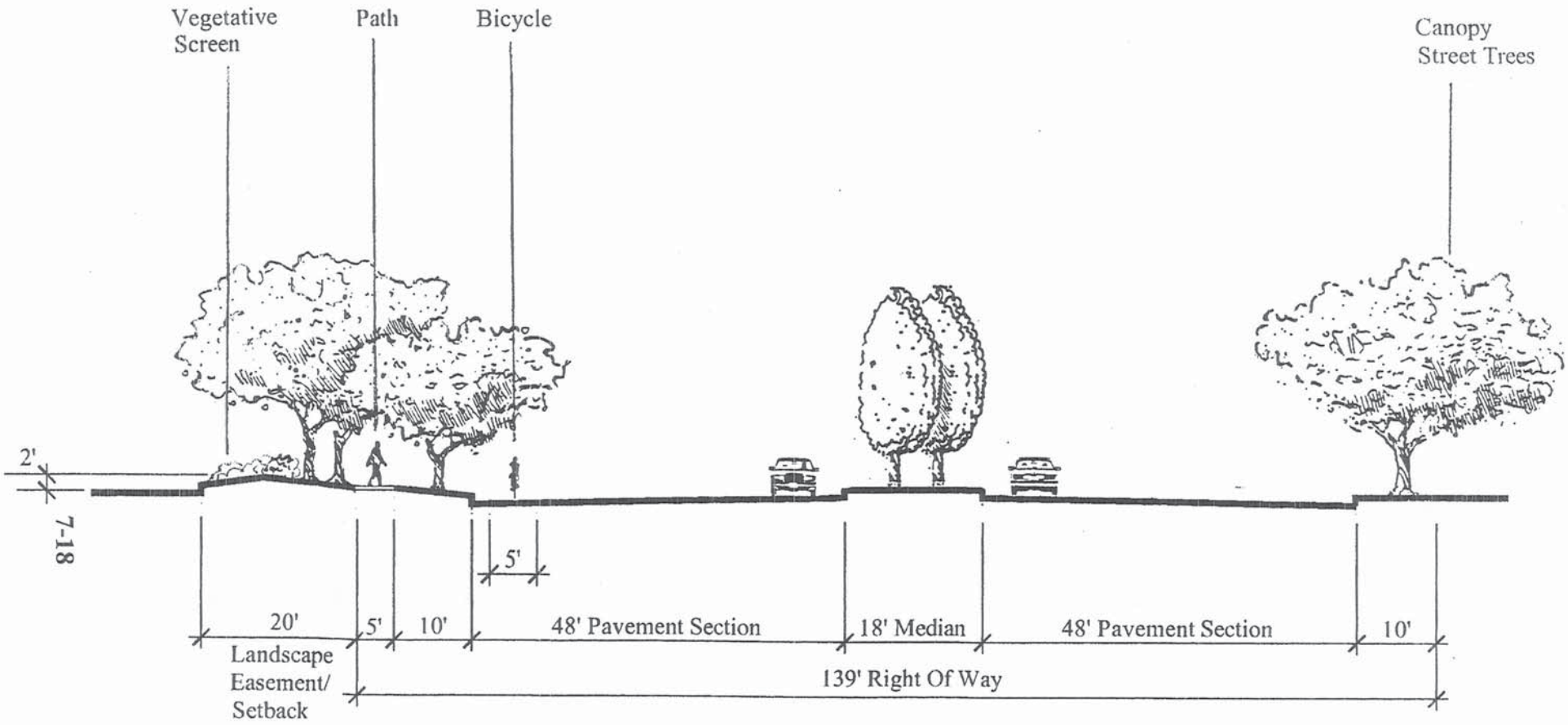


Figure 7-8: Typical Landscape Cross Section/Eight Mile Road

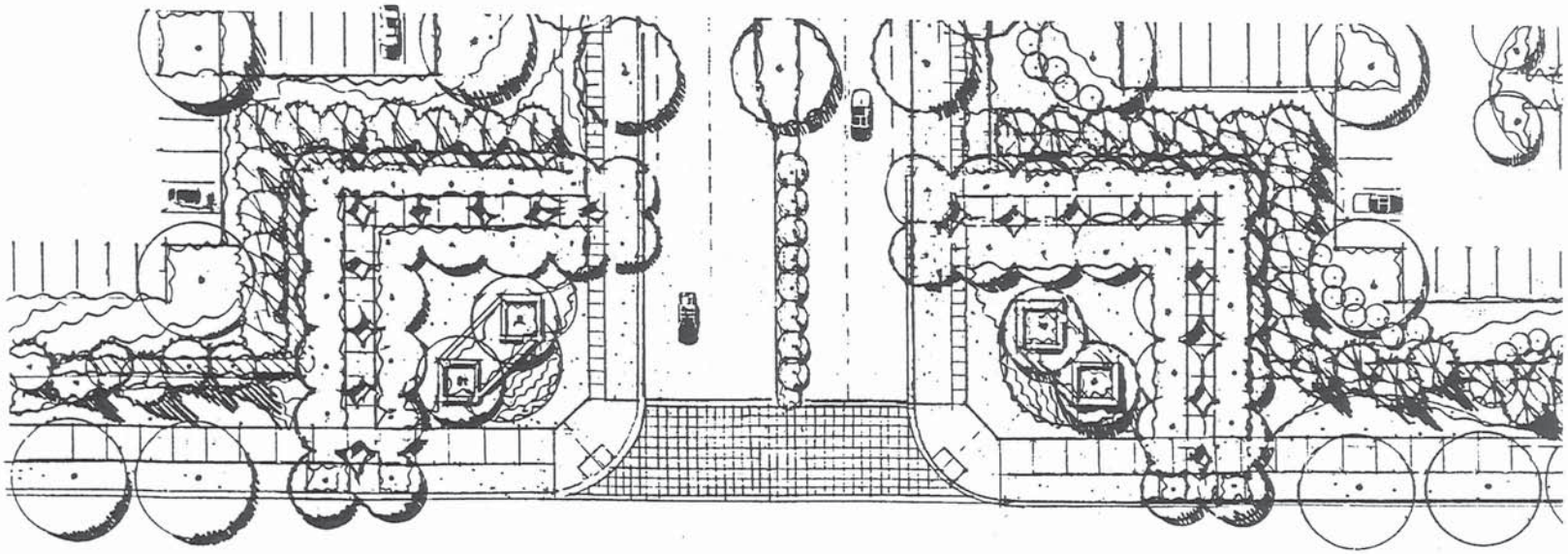


Figure 7-9: Gateway/Eight Mile Road and Trinity Parkway Concept Plan

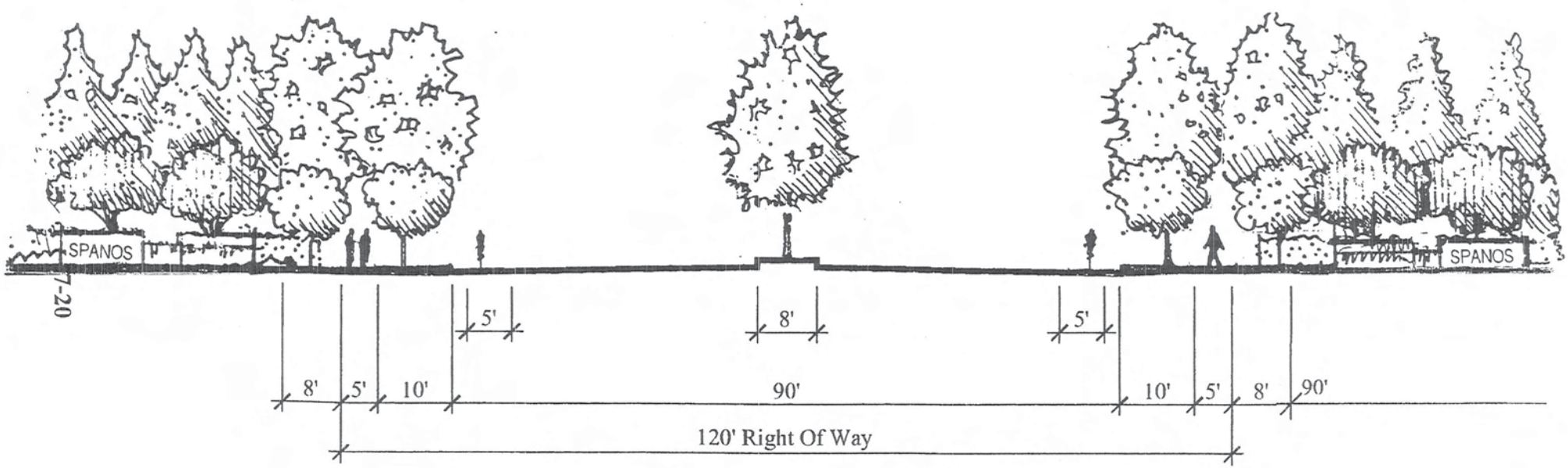


Figure 7-10 Gateway/Eight Mile Road and Trinity Parkway Concept Elevation

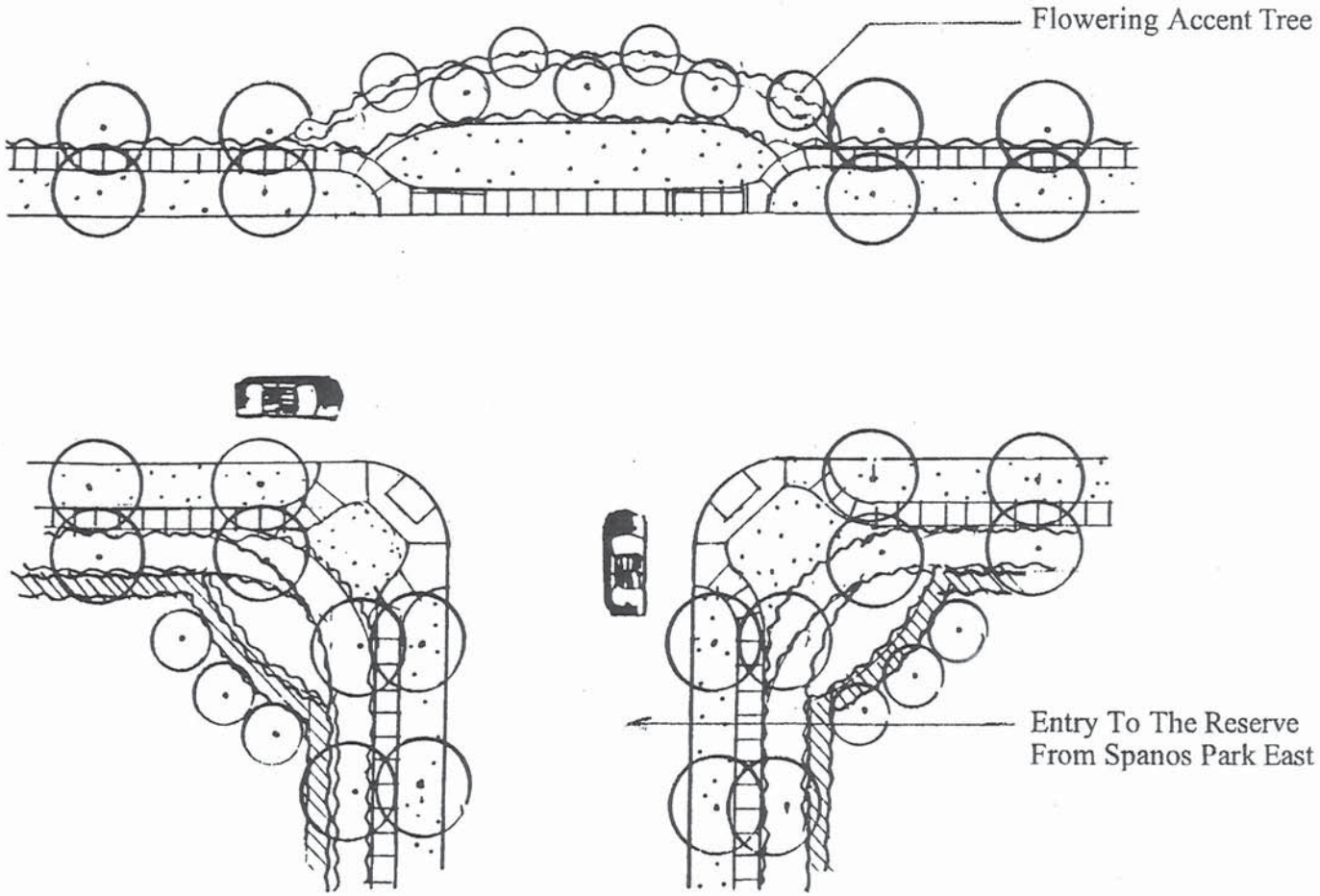


Figure 7-11: Gateway/Entry From Spanos Park East

NOTE:
Refer to City of Stockton Standards Drawing #17

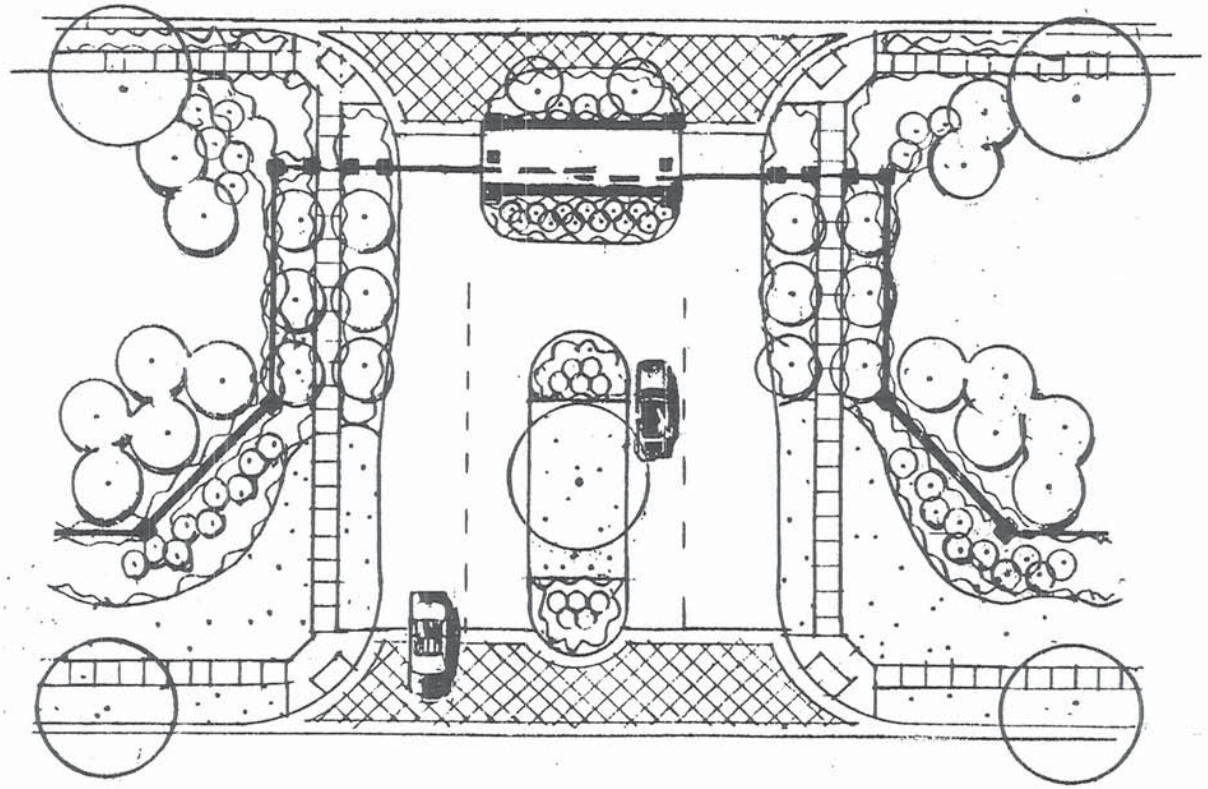


Figure 7-13: Typical Residential Village Gated Entry Drive

a. Landscaped areas, including the parking areas, in the commercial and office use projects should be designed to create a visual statement utilizing both hard and soft features, such as unique plant materials, plant arrangements, earth forms and paving.

b. Plant materials used in parking area design should be limited to the species listed in the Plant Palette in this Chapter.

c. Shrubs and trees with large canopies should, consistent with the Master Development Plan, be planted around all surface parking areas greater than 10,000 square feet in size.

d. Trees should be used as the primary elements within parking areas and should provide the following functions: as delineators of various spaces within the parking areas; as screens between various uses; and most importantly, as shade providers during the summer months in Stockton. Trees should be installed in a manner that would ensure safe sight lines for both pedestrians and motorists.

e. Shade trees should comprise the majority of all trees planted within the parking areas in the Plan Area. Trees should provide a 50 percent shade canopy within fifteen (15) years of installation.

f. A landscaped area, five-feet (5') wide, should be placed at the end of the parking bays, extending to the end of the parking spaces. Figure 7-15 illustrates the landscape concepts for the parking areas within the development. A maximum of ten (10) stalls between tree well shall be provided at all single row parking. A maximum of five (5) stalls between tree wells at double row parking areas.

g. Four and one-half inch (4 ½ ") concrete curbing should be constructed around all parking area landscaped areas.

h. All parking lot landscaping should be planted with live vegetation that will ultimately cover 100 percent of the base area.

i. Parking lot shade trees should be spaced to conform to this Master Development Plan.

j. No parking facility, building, or other structure shall be allowed in the landscape corridors unless specified as such in these design guidelines.

k. Accent trees should be used to delineate parking aisles and serve to guide traffic and frame the entrance to parking areas, as well as create interest for the spaces created for pedestrians. These trees should be distinct in form and flower and should contrast with some extent with the species selected to provide shade in the same parking area.

l. The landscape understory is of equal importance to the tree canopy in the commercial and office use areas, and should be used to emphasize the architectural design and details of the buildings and structures as well as to lend interest to the pedestrian and driving experience.

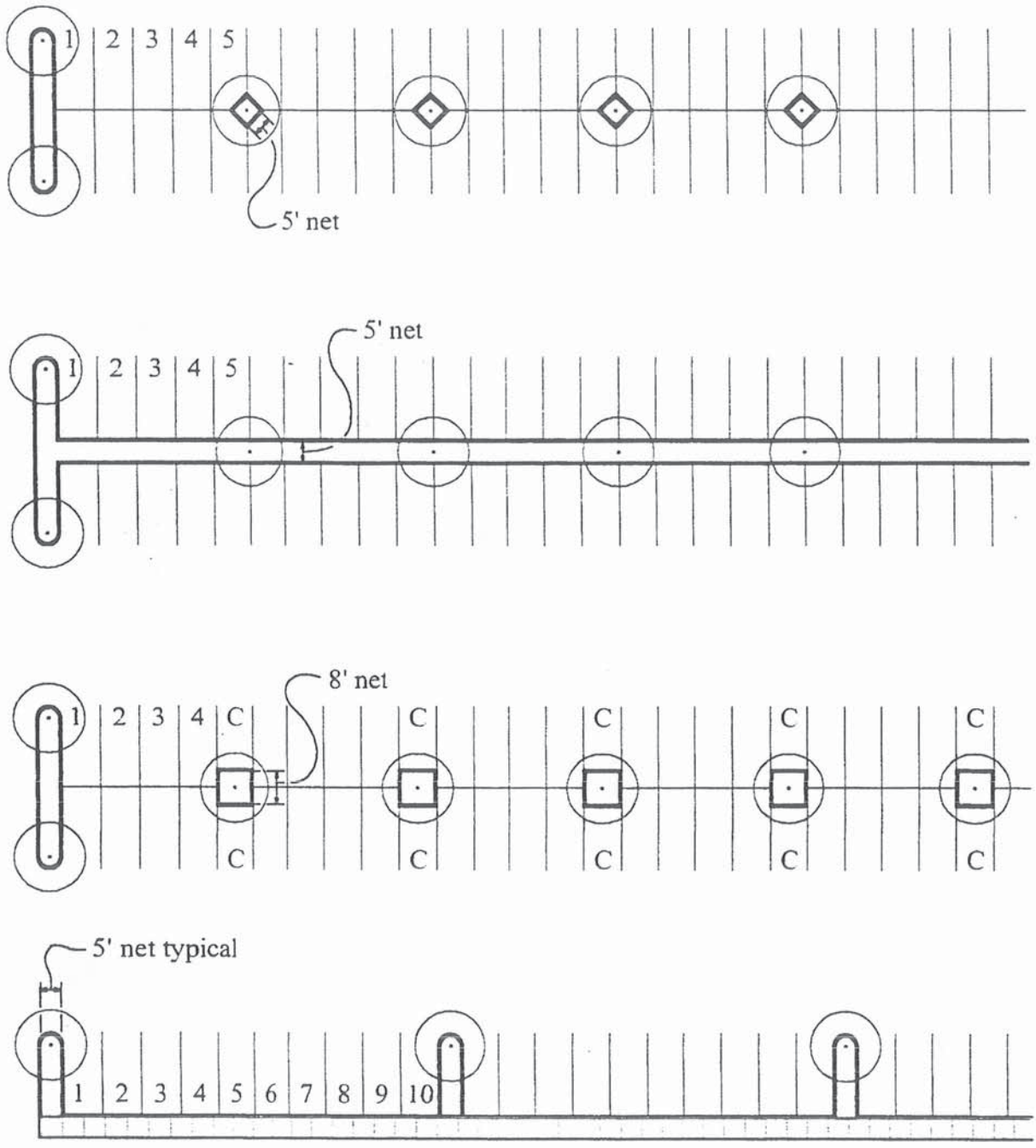


Figure 7-15: Typical Parking Lot Standards, Plan

m. Shrub landscape elements should serve several functions within the commercial and office use areas, including placing emphasis on circulation routes, screening parking areas and above ground utilities, and creating accent on both the ground plane and in containers.

n. Shrubs selected for planting areas adjacent to roads, streets, and parking areas should be resistant to exhaust, radiator fluids, and reflected heat from hardscape surfaces. In parking areas, shrubs should be massed in groups, be water conserving, and require low maintenance.

o. All trees with trunks that would be located within five-feet (5') of any wall, walkway, or curb should be installed with root deflectors.

p. Shrub plantings should consist of a minimum of seventy-five percent (75%) five (5) gallon can in size.

q. Where broad groups of species are listed on the Plant Palette, only plants within the noted genus that are compatible with, and thrive in, the Stockton area should be used.

r. Ground covers should be chosen for hardiness, the ability to withstand foot traffic, and low maintenance factors.

s. Lawn may be used as a ground cover for a maximum of fifty percent (50%) of the total landscaped area for any commercial/office mixed use project. Lawns should be of a turf-type tall fescue blend.

t. Ground cover plant materials that provide annual color should be used at the entryways to the Plan Area and major project access points, as well as near pedestrian pathways. Such ground covers should not exceed five percent (5%) of the total area to be landscaped.

u. Mulch should be used in landscape areas that are not planted as lawn. Acceptable mulch includes redwood, pine or fir bark, not shredded, and not exceeding 3/4" - 1-1/4" in any dimension.

v. Berms constructed of soil suitable for planting should be located adjacent to roads, streets and parking areas.

w. Bermed slopes should not exceed 3:1, and should not exceed thirty-six inches (36") in height.

7.3.5 Irrigation

The irrigation systems installed for all projects within the Plan Area shall use spray, bubbler, and drip techniques and programs designed in accordance with the most current water conservation policies and available equipment, and meet the water requirements of the landscape materials proposed for installation.

a. All landscape irrigation systems should be designed by a California Registered Landscape Architect or a Licensed Civil Engineer. Figures 7-16 and 7-17: Irrigation and Planting Details, indicate the type of irrigation techniques and facilities that could be installed in the landscaped areas of the Business Park.

b. All landscape areas shall be irrigated with an automatically controlled system installed underground.

c. Irrigation systems should be valved separately depending on plant communities, orientation, and exposure of plant materials. Soil conditions, as well as water requirements of selected plant species, should also be considered when valving irrigation systems.

d. Backflow prevention devices shall also be installed in conformance with all Chapter 16 of the Planning and Zoning Code and ordinances, and shall be located to avoid any danger to public safety. Backflow prevention devices should be shielded by means of plant materials, berms or low screen structures. Plant materials and screens should not block views for pedestrians or motorists.

e. All turf spray irrigation systems shall employ head to head coverage.

f. When spray irrigation systems are installed, low gallonage/low precipitation heads should be used.

g. Combination systems, utilizing drip irrigation equipment, low gallonage spray heads and rotors, may be used as applicable.

h. All irrigation systems shall be designed to avoid over spray onto walks, walls, parking lots, streets and other areas without landscaping.

i. Irrigation heads installed in high use pedestrian or vehicular traffic areas shall be "pop-up" models only, rather than installed on fixed risers.

7.4 Architectural Guidelines

7.4.1 High Density Residential Architecture

Elements common to the overall development, such as the streetscape designs, would provide the framework that reinforces the quality of the multifamily residential community image. The general residential design guidelines are as follows:

a. The design of the high density residential developments should create interesting street environments that are visually compatible with the adjacent commercial and/or office use project areas.

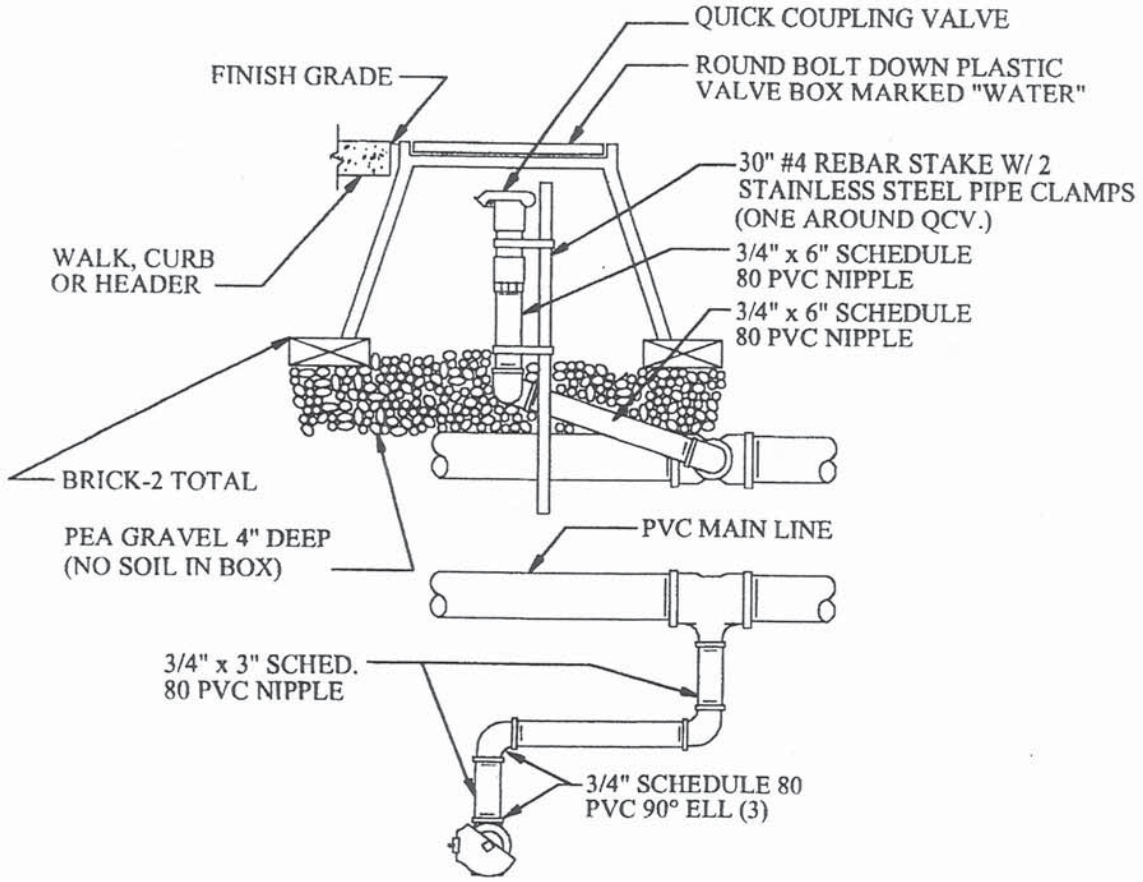


Figure 7-16 A: Quick Coupler in Box Detail

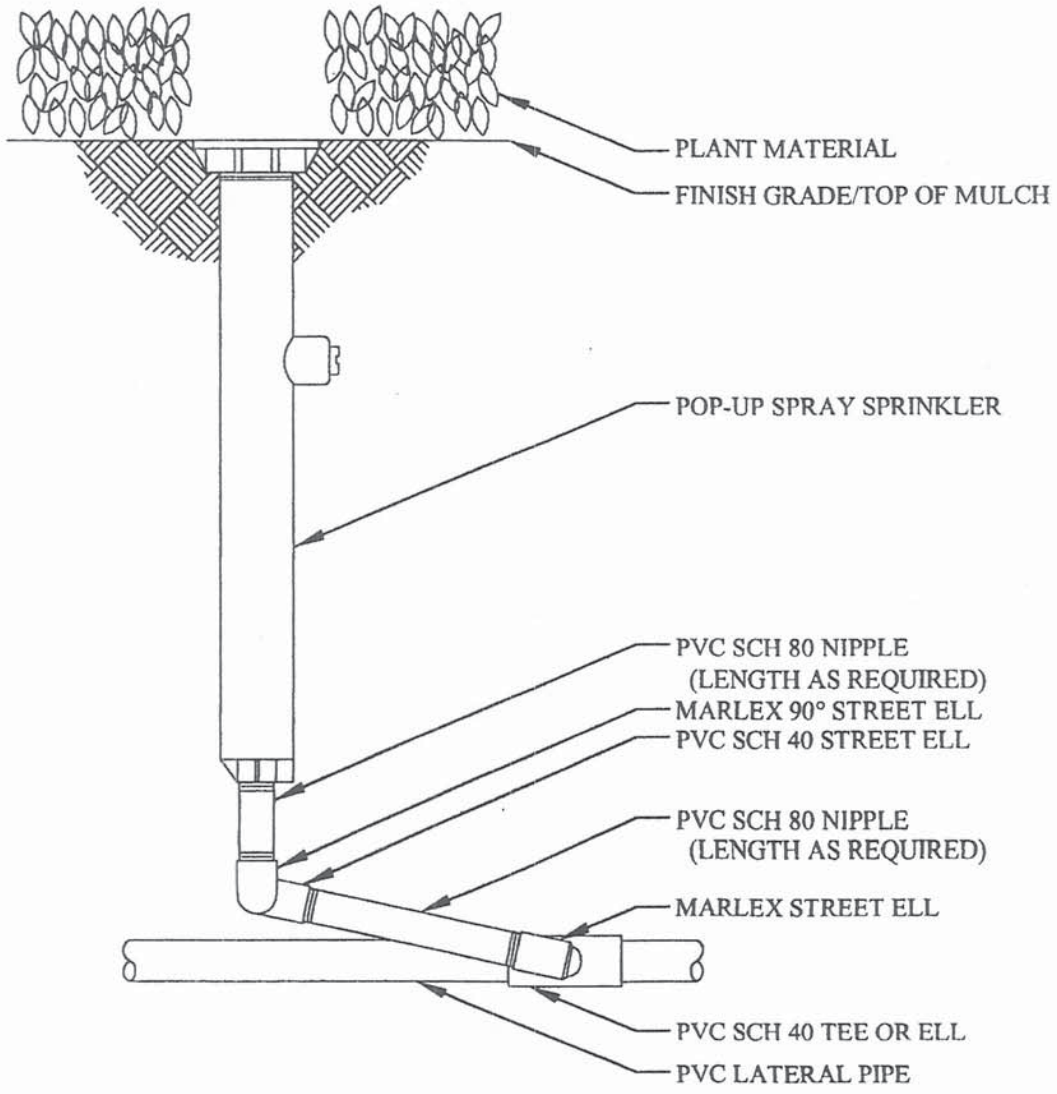


Figure 7-16 B: Pop-Up Spray Detail

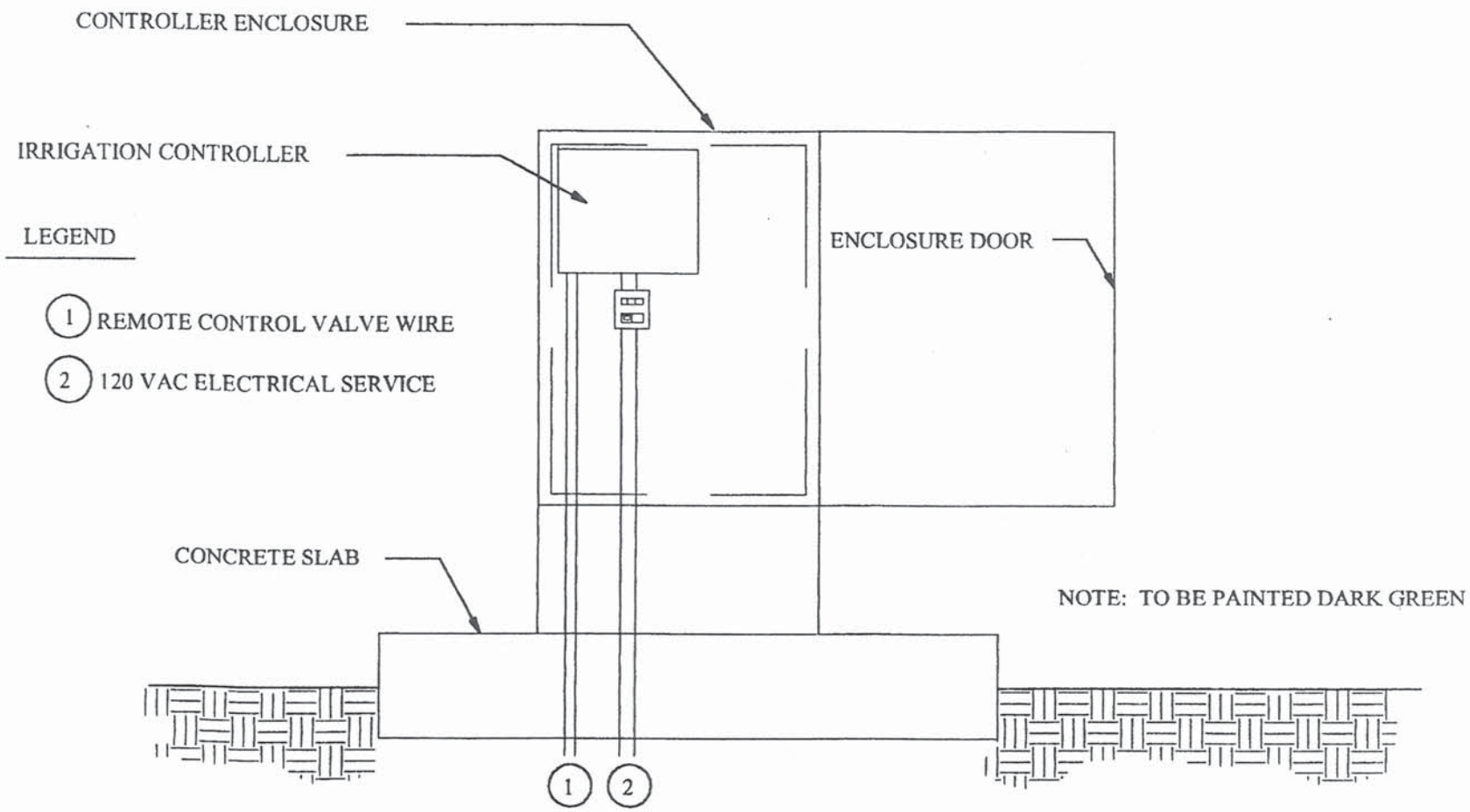


Figure 7-16 C: Automatic Controller- Mounted in Vandal Resistant Enclosure Detail

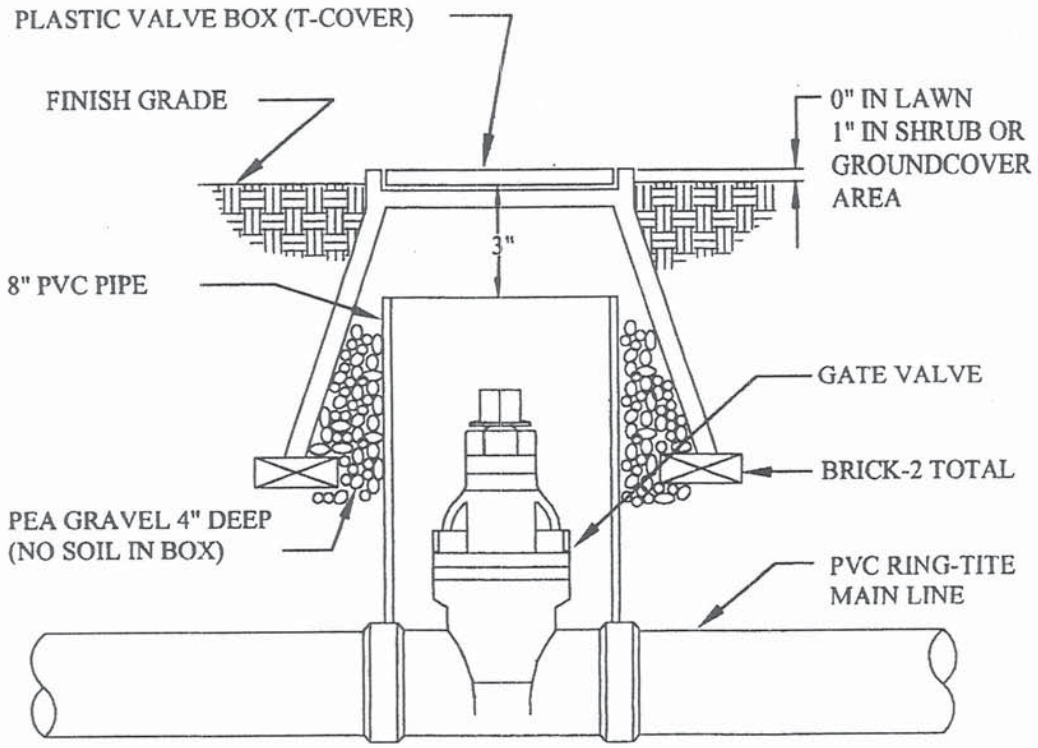
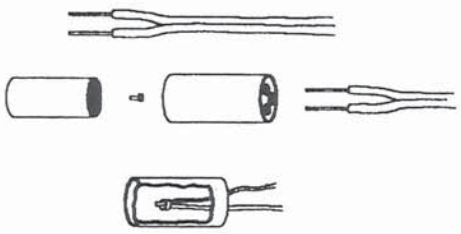


Figure 7-16 D: Gate Valve Detail



STRIP WIRES APPROXIMATELY 5/8" FROM END

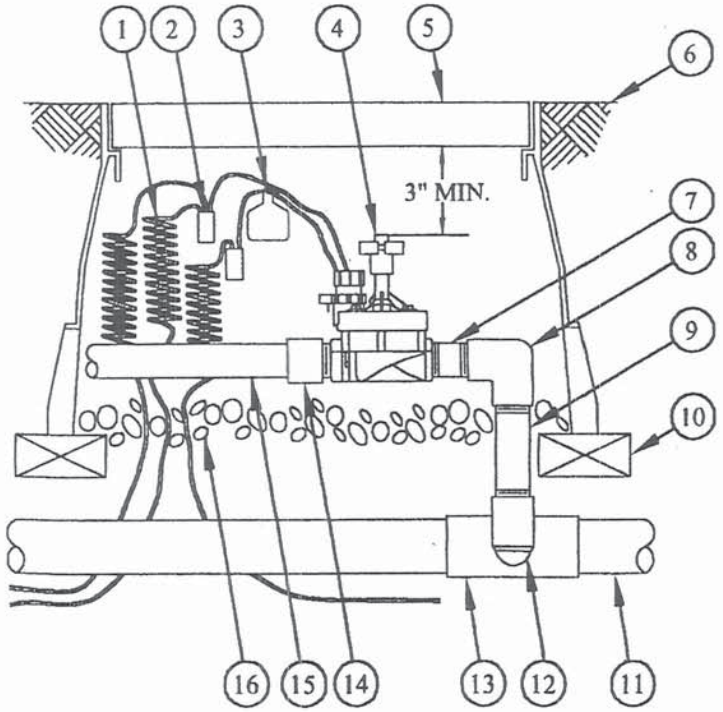
INSERT WIRES THROUGH HOLES IN BASE OF BODY

TWIST STRIPPED WIRES TOGETHER AND APPLY CRIMP SLEEVE WITH AN INDENT TYPE CRIMPING TOOL. PUSH WIRES BACK INTO BODY. INVERT BODY AND INSERT PLUG INTO BODY UNTIL IN SNAPS TIGHT.

NOTES:

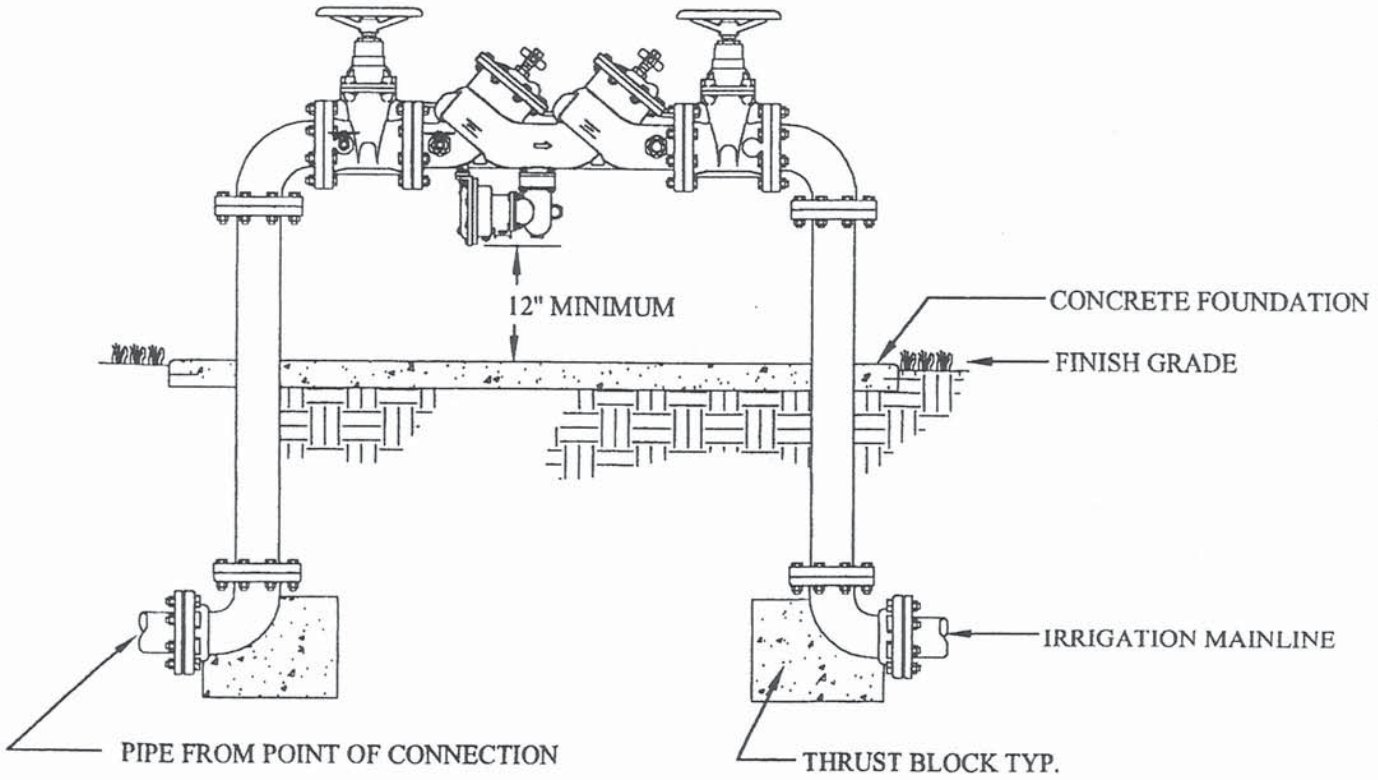
1. ONE CONNECTOR HANDLES #10 AWG, #12 AWG AND #14 AWG WIRES.
2. WIRE CONNECTORS WILL ACCEPT THREE WIRE OR TWO WIRE CONNECTIONS.
3. MANUFACTURED BY SPEARS, MODEL DS-400.

Figure 7-16 E: Wire Connections Detail



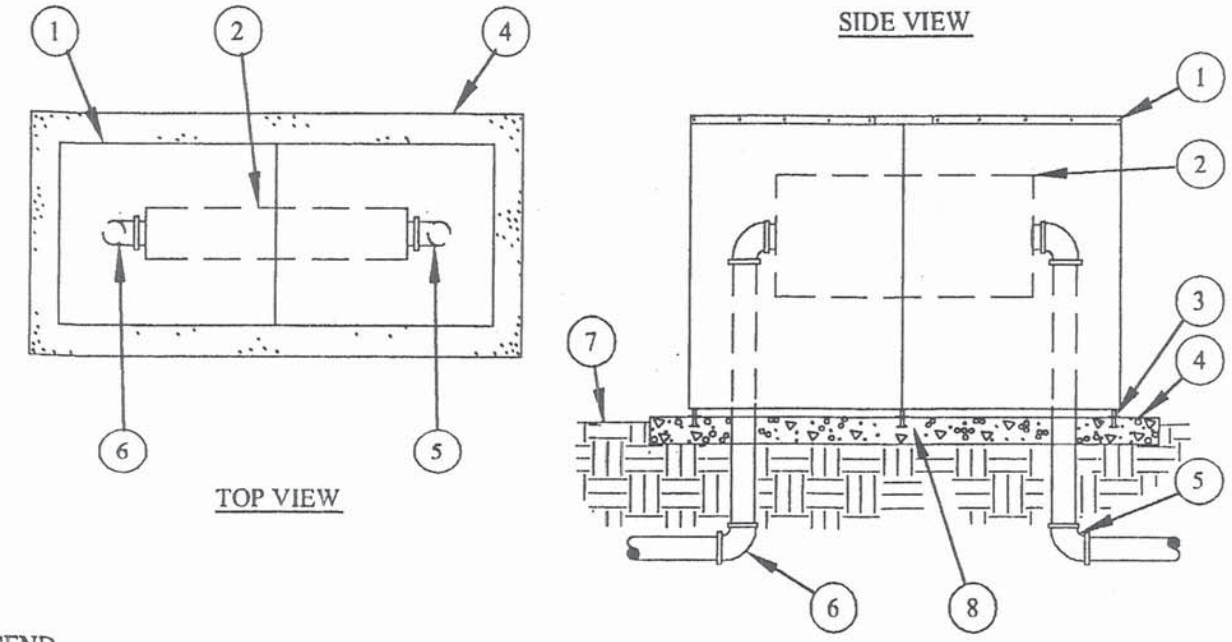
1. 30-INCH LINEAR LENGTH OF WIRE, COILED
2. WATER PROOF CONNECTION (1 OF 2)
3. ID TAG
4. REMOTE CONTROL VALVE
5. VALVE BOX WITH COVER: 12-INCH SIZE
6. FINISH GRADE/TOP OF MULCH
7. PVC SCH 80 NIPPLE (CLOSE)
8. PVC SCH 40 ELL
9. PVC SCH 80 NIPPLE (LENGTH AS REQUIRED)
10. BRICK (1 OF 4)
11. PVC MAINLINE PIPE
12. SCH 80 NIPPLE (2-INCH LENGTH, HIDDEN) AND SCH 40 ELL
13. PVC SCH 40 TEE OR ELL
14. PVC SCH 40 MALE ADAPTER
15. PVC LATERAL PIPE
16. 3.0-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL

Figure 7-16 F: Electric Remote Control Valve Detail



NOTE:
1. INSTALL BACKFLOW PREVENTER AS REQUIRED BY LOCAL CODES AND HEALTH DEPARTMENT. VERIFY LOCAL REQUIREMENTS PRIOR TO INSTALLATION.
2. PROVIDE REINFORCED CONCRETE SLAB AND THRUST BLOCKS AT BASE AND AS NECESSARY TO STABILIZE LEGS OF R.P. DEVICE.
3. PAINT ABOVE GROUND GALVANIZED PIPE DARK GREEN.

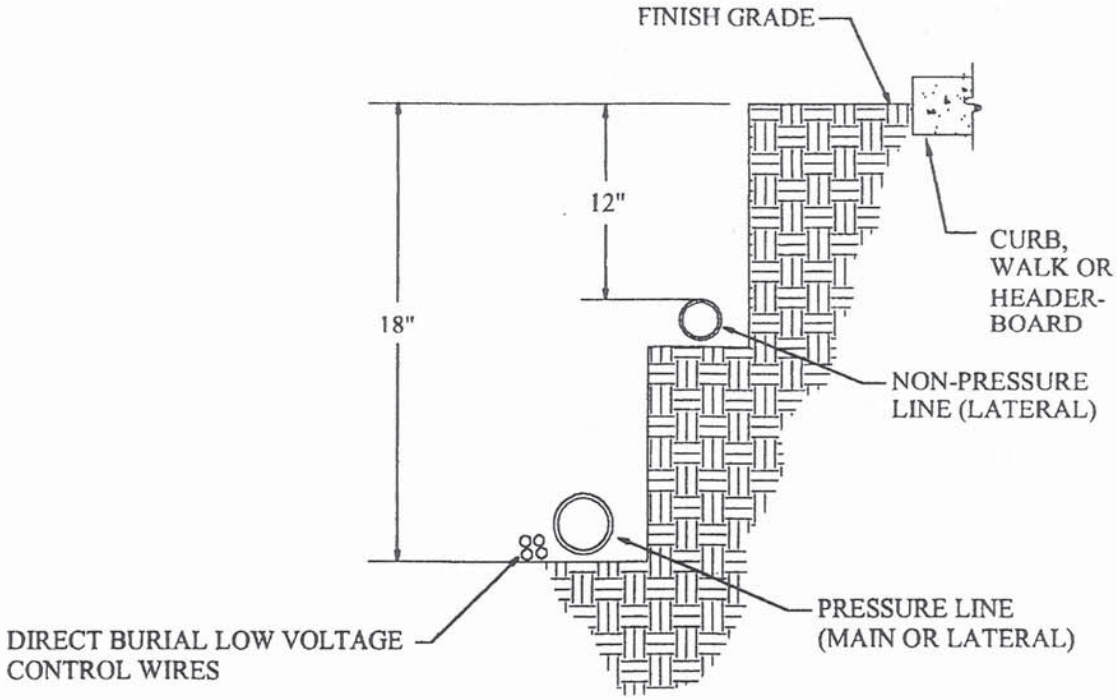
Figure 7-16 G: Reduced Pressure Backflow Prevention Detail



LEGEND

1. EXPANDED METAL BACKFLOW ENCLOSURE
2. INSULATED BLANKET AT RPVB
3. ANCHOR ROD (TYPICAL).
4. POURED CONCRETE BASE. - 6" MINIMUM THICKNESS - EXTEND 4" BEYOND OUTSIDE DIMENSIONS OF ENCLOSURE.
5. WATER SERVICE INLET PIPING.
6. WATER SERVICE OUTLET PIPING.
7. FINISH GRADE.
8. SUPPORT ROD (TYPICAL).

Figure 7-16 H: Reduced Pressure Backflow Prevention Enclosure Detail



NOTES:

1. TRENCHING AND BACKFILLING SHALL BE PER STANDARD SPECIFICATIONS.
2. MINIMUM BACKFILL RELATIVE COMPACTION SHALL BE 90%.
3. BUNDLE CONTROL WIRES TOGETHER AND TAPE TO PIPE AT 10' INTERVALS.

Figure 7-16 I: Pipe Installation Detail

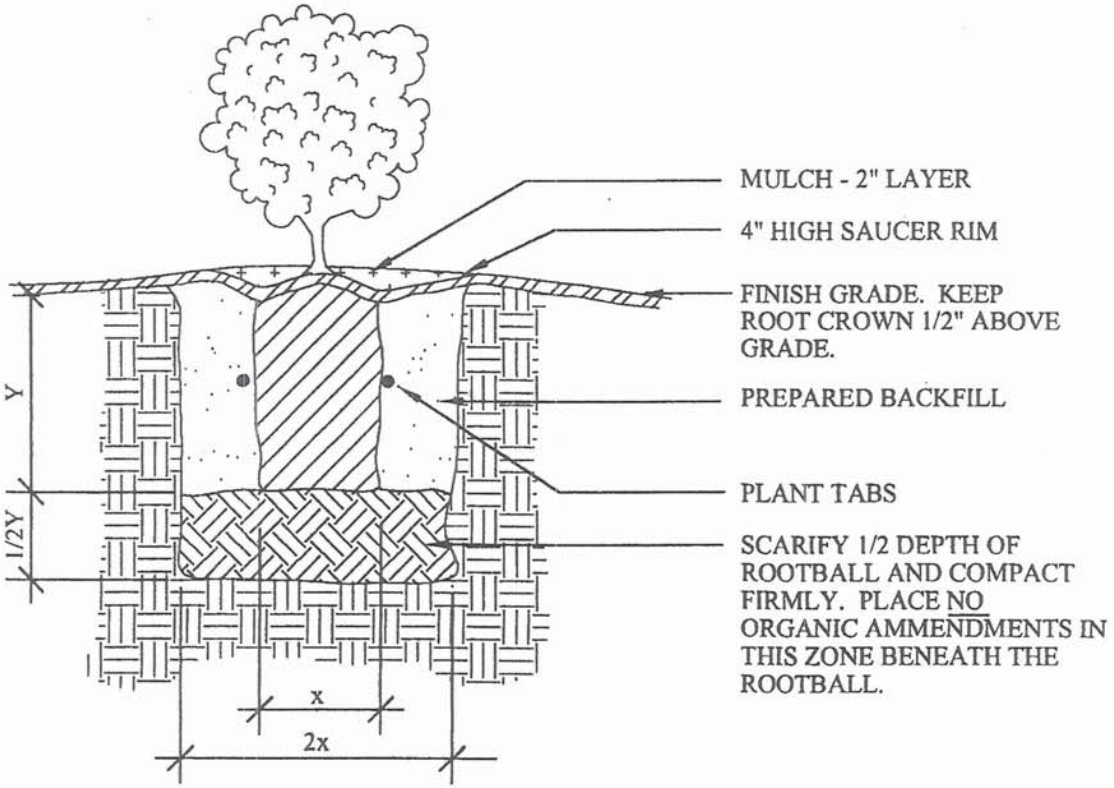


Figure 7-17 A: Shrub Planting Detail

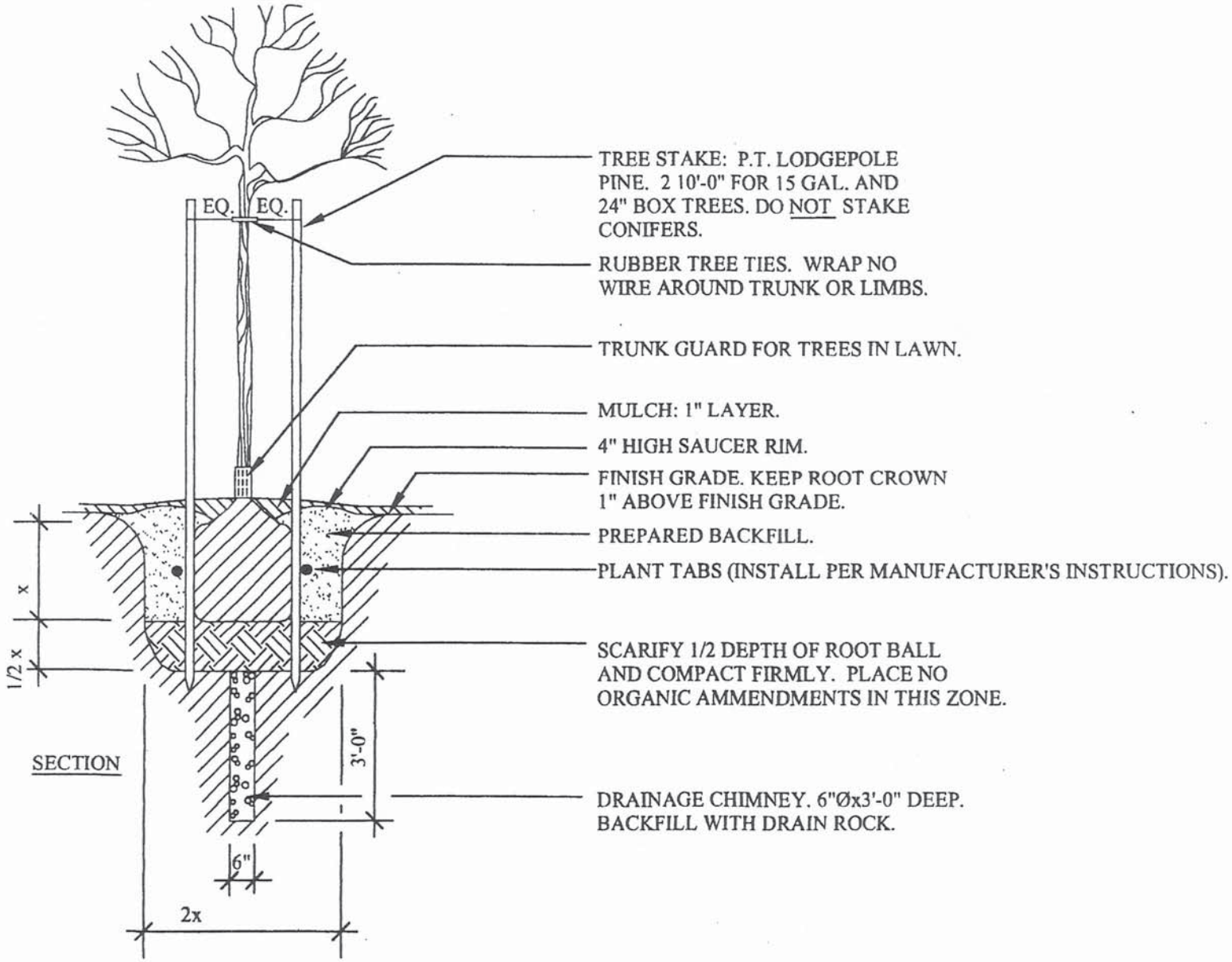


Figure 7-17 B: Tree Planting Detail

b. All building elevations should include variations in plane and detail to create variety.

c. Large areas of wall surfaces should be varied by using building offsets, overhangs, recesses, and other architectural elements to provide visual relief.

7.4.2 Commercial and Office Use Architecture.

The architectural character of the buildings and structures developed in the commercial and office use areas should present an array of images that does not establish a competition between adjacent buildings. The corporate headquarters facility should be the primary showplace building in the entire Plan Area. The architecture should be of the highest quality, with special emphasis placed reducing the visual impact of buildings while providing tasteful, imaginative design for individual buildings that reflect an overall feeling of propriety. All projects developed in the Plan Area should be compatible with the adjacent streetscape and landscape corridors. All development projects should be required to consider creative building programs and designs that can achieve a consistency of architectural excellence throughout the Plan Area.

a. Individual project entryways should be readily observable and accessible to the first time visitor.

b. Individual projects should be designed to avoid conflicts between service vehicles, private automobiles, and pedestrians moving to and through the Plan Area.

c. Commercial and Office Use buildings should have entries that include special design features, such as plazas, porte-cocheres, architectural walls, dramatic landscaping or art and sculptural elements.

d. All buildings in the commercial and office use areas should have a horizontal appearance, with the exception of the corporate headquarters.

e. The exterior wall surfaces should exhibit one dominant material, selected and expressed with its own natural integrity. Exterior wall materials should convey permanence, substance, timelessness and excellence of design.

f. All roof-mounted mechanical equipment shall be shielded from view by parapet walls or screens. Screen structures shall be attractive in appearance and reflect and compliment the architecture of the building to which they belong. All screening should be the height of the mechanical equipment.

g. Simple and uniform texture patterns that allow creative shadow patterns should be used to reduce the high visibility of buildings.

h. Colors should be subdued in tone.

j. Accent colors may be used to express corporate identity.

7.5 Site Furnishings

Public area site furnishings contribute to the overall design quality of the Plan Area by providing an additional common theme. Site furnishings serve two major purposes by providing a public use while contributing to the overall identity of the Plan Area. Because of their climate exposure and use, site furnishings should be constructed of durable, high quality, long lasting materials that can easily be cleaned, repaired, or replaced.

a. Bus stops should include a permanent, covered structure that provides all weather protection, and should be designed as an element that is repetitive throughout the Plan Area.

b. Benches should be of a single style throughout the entire Plan Area. Permanently mounted in high use areas, such as along parkway paths, benches should be located to maximize public comfort. Site furnishings may vary in precise style between developments and projects within the Plan Area. Such site furnishings shall be consistent with the architectural style of the individual development and compatible with the theme of the Master Development Plan.

c. Newspaper vending machines should be limited in number and consolidated and, where possible, incorporated into adjacent buildings or structures.

d. Mailboxes should be clustered in protective enclosures in the multifamily residential areas, as specified by the U. S. Postal Service.

e. Water features should be designed as purely aesthetic elements and should not function as habitats for wildlife.

7.6 Walls and Fences

Walls constructed in the Plan Area should be used to enhance the individual project areas and reinforce the road and street system.

a. The placement, height, color, and construction of walls in the Plan Area should be consistent in design throughout A. G. Spanos Business Park.

b. Walls should be constructed of durable, long-lasting materials that require less maintenance.

7.7 Sign Guidelines

This section of the Design Guidelines represents a selection of signage types that should be considered as part of the overall design theme for A. G. Spanos Business Park. These guidelines are intended to be equitable for application throughout the project area, while enhancing and protecting the value of each land use within the Business Park and to contribute to the overall visual quality of Spanos West.

7.7.1 General Sign Guidelines

a. All signs placed in the Plan Area shall conform to an overall signage program for the project, and contribute to the intent and purpose of the design objectives of A. G. Spanos Business Park.

b. All signs located within the Business Park shall be maintained in good condition, always clean and free from graffiti or other disfigurations. The adjacent ground plane should be maintained so as to allow for visibility and to enhance the sign area and the adjacent development or structure.

c. All signage shall be reviewed and approved by the Design Review Board and the Community Development Director for consistency with this Master Development Plan.

d. No signage shall occur within the City's Rights of Way.

e. All signage shall conform to the Traffic Sight Area required by Figure 6.2A.

7.7.2 Permanent Signs

The primary purpose of the permanent sign program for A. G. Spanos Business Park is to enhance to the overall design excellence and character of the development, while providing location or directional information. The permanent sign program elements should be an integral element of the aesthetic character of the overall project and should appear to be compatible with the site design for individual parcels, as well as contributing to the visual quality of the entire Park. The advertising function of permanent signs should be minimized.

Permanent signs should be constructed of durable, long-lasting materials of high quality, such as stone, metal or masonry. Accent materials, or materials used to provide illumination may vary, but shall be compatible with the overall design concept for the Business Park.

7.7.3 Monument Signs

Monument signs generally will be placed at the main entrances to the A. G. Spanos Business Park, and at significant development sites within the project area. Where appropriate, such signs should be incorporated into other monumentation that is used to signify major internal intersections or driveways.

a. Materials used for monumentation signs should complement those used in building facades, walls, or other streetscape elements, and be of high quality and durability.

b. Monumentation signs should consist of architectural elements enhanced by landscaping.

c. Lighting for all sign faces should be concealed at the bases of all monumentation.

d. Monument signage shall be limited to forty-two inches (42") in height and a total signage area of twenty-four (24) square feet.

7.7.4 Commercial Tenant Identification Signs

a. Freestanding commercial tenant identification signs should be used to identify single occupants located within specific commercial/office mixed use area.

b. Building mounted commercial tenant identification signs should be used to direct on-site traffic to the business location, and should be clearly legible from the pedestrian and parking areas.

c. Freestanding signs should be ground-mounted and constructed of materials compatible with the other architectural elements of the development, and be designed to be consistent with the overall signage program.

d. Freestanding signs shall be limited to one sign per street frontage of each parcel and six-feet (6') in height.

e. Freestanding signs may be illuminated by ground mounted, indirect, or internal light fixtures. Dark or opaque backgrounds and light colored letters should be used when signs are to be internally lighted.

f. Freestanding signs should be integrated with the landscaping of the street setbacks.

g. Building mounted signs should be located on the fascia above or near the tenants' entrance. Roof mounted signs shall not be allowed. The architecture of the building facades should be considered in sign placement.

h. Building mounted signs for multi-tenant developments shall conform to an overall sign program as part of the proposed project development plans. Tenant identification signs shall be consistent in terms of scale, placement, typeface, color, mounting techniques, and illumination source.

i. One building sign should be allowed for each business establishment. The number of signs may be increased only for occupants of more than ten thousand (10,000) square feet subject to the review and approval by the Design Review Board and the Community Development Director.

j. The use of colored plastic panel signs should not be permitted.

k. Flashing signs shall not be permitted in the windows of any occupants of commercial buildings.

l. Any proposed use of neon signage shall be reviewed by the Design Review Board and the Community Development Director, and, if found appropriate, may be approved.

7.7.5 Temporary Signs

Temporary signs for marketing, leasing, and project identity should be permitted as they create the first impression for A. G. Spanos Business Park. The following requirements should be met:

a. One (1) sign should be allowed per project parcel and placed not closer than every three hundred and fifty-feet (350').

b. Signs should be no taller than eight-feet (8') in height and not exceed forty-eight square feet (48 sq. ft.)in area.

c. All signs should display the A. G. Spanos Business Park logo and should be derived from a created master stencil. The A. G. Spanos Business Park name and logo should not occupy more than twenty percent (20%) of the sign area. All colors and signage design shall be subject to review and approval by the Design Review Board and the Community Development Director.

d. All lettering, logos, or additional materials, should be subject to the review and approval of the Design Review Board.

e. All temporary signs should reflect a relative degree of permanency. No signs should be allowed to be simply mounted on posts or poles.

f. Residential sales signs should meet the color and graphic criteria stated above, but may be mounted in a metal frame. The A. G. Spanos Business Park name and logo should be included in these types of signs along with individual agent information.

7.7.6 Signs Not Permitted

Signs that shall not be permitted include, but are not necessarily limited to, the following:

a. Billboards, or any signs that would change on a regular basis, with the exception of City-owned signs.

b. Signs that promote any other project or site other than Spanos Park.

c. Animated or moving signs.

d. Signs with exposed fluorescent lighting.

e. Signs closer than twenty-feet (20') to any public right-of-way or scenic corridor.

f. Colored plastic signs.

7.8 Lighting Guidelines

The lighting concept for A. G. Spanos Business Park should be designed with careful consideration and sensitivity to the overall project concept. Public safety and welfare are most important. The lighting concept should focus on the overall cohesiveness of the Business Park.

The lighting plans should consider the importance of scale, both human and for fabricated objects, in the streetscape design, including the pedestrian and bicycle corridors, and the parking areas. In addition, efforts to promote energy conservation should be made for all development projects of A. G. Spanos Business Park.

7.8.1 General Lighting Guidelines

a. All lighting fixtures located within A. G. Spanos Business Park shall conform to Pacific Gas & Electric Company and City of Stockton standards.

b. Photocell monitoring equipment should be installed with all lighting equipment, where feasible, to ensure efficient use of energy and minimize unnecessary "on-time."

c. Site and street lighting should be designed and installed to minimize glare on adjacent properties, buildings and rights-of-way. Additionally, lighting should be installed in such a manner to reduce the effect of ambient lighting and "light pollution."

d. Within the residential areas of A. G. Spanos Business Park, lighting should be located at intersections and along streets for safety and security. Street lighting shall conform to the standards established by the City of Stockton.

e. Light standards' bases should be above grade and all electric service should be located below grade.

f. Lights should blend with the architecture of the buildings and structures, and be complimentary to the streetscape design.

7.8.2 Streetscape Lighting Guidelines

a. Streetlights and traffic signals, as well as other lights in public spaces, should be of simple design.

b. Street lighting throughout A. G. Spanos Business Park should be consistent on similar streets.

7.8.3 Site development Lighting

a. Parking lot lighting, pedestrian lighting, and other lighting, such as bollards, up lighting, and architectural accent lighting, should be in character with the overall development.

b. Landscape accent lighting should be designed and installed to highlight prominent design features, special landscaped areas and pathways. Light sources should be concealed so as not to distract from the actual object that is being illuminated.

c. Flashing lights should be limited to holiday displays only, and removed immediately after the special event is over.

d. In areas where parking lots occur adjacently to the landscaped buffers, parking lot light fixtures should not be placed near the buffer area lighting.

e. Architectural accent illumination, from indirect or hidden sources, may be used for wall washing, overhead down lighting, and interior lighting that spills out into outdoor spaces.

f. Pathway lighting should be used in a manner consistent with the overall development concept. Lights should be human in scale and constructed of materials that are consistent with the architecture and theme of the particular development project. Lighting levels should be sufficient to provide safety for pedestrians and cyclists.

7.9 Utilities

Some public utility easements traverse A. G. Spanos Business Park site and should be dealt within a manner consistent with all requirements enforced by the appropriate agencies.

All plans for improvement within the transmission line easements shall conform to the requirements of the Western Area Power Administration (WAPA) and shall be submitted to WAPA for WAPA's review and approval prior to construction of any improvements or the installation of any landscaping. The following information has been excerpted from WAPA's "General Guidelines Concerning the Use of Electric Transmission Line Rights-of-Way." and is part of these design guidelines:

a. Lighting structures and landscaping shall not exceed fifteen- feet (15') above the ground elevation and should not be within twenty-five feet (25') of the nearest high voltage conductor.

b. Berms shall not be placed next to the base of any transmission line tower.

c. Landscape design features, including lighting and fencing, shall, in addition to the Design Review Board, be subject to review by WAPA to ensure that access to and along the transmission line right-of-way will not be obstructed.

d. Guard rails shall be installed to protect the transmission line structures.

e. Thirty feet (30') of unobstructed area shall be maintained around the transmission line structures.

Figure 7-23, Typical Utility Screening, Setbacks, illustrate conceptual screening techniques for utility facilities for the Business Park.

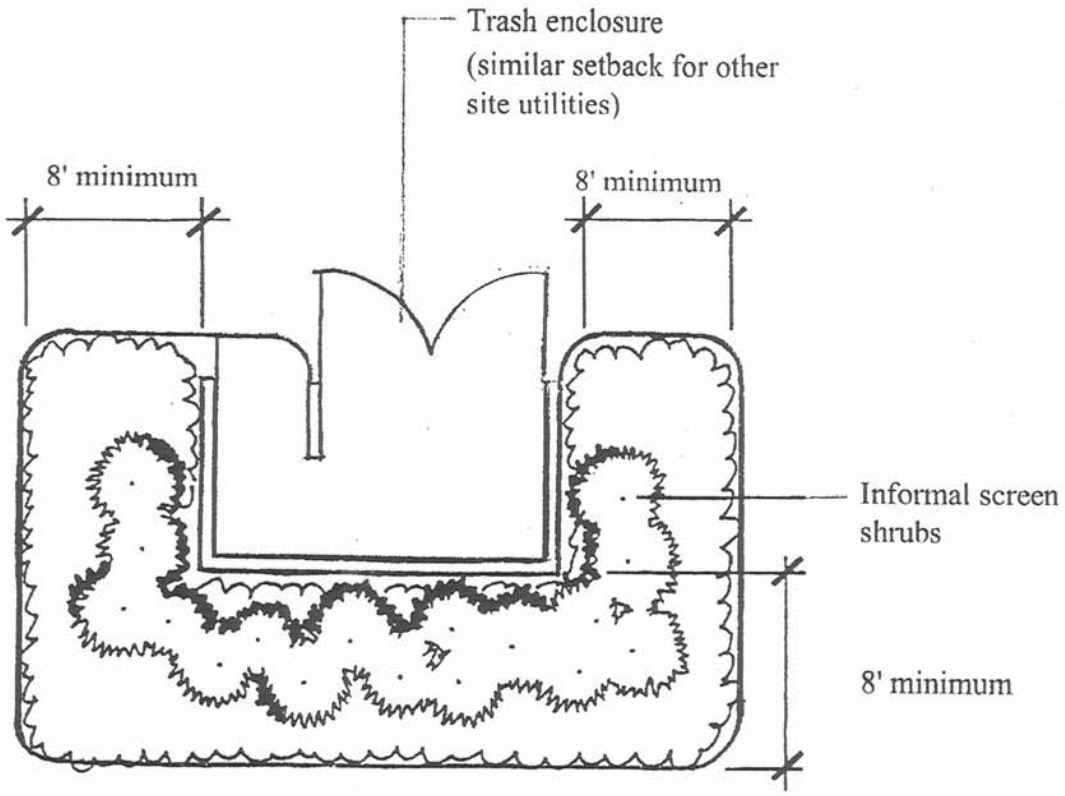


Figure 7-23: Typical Utility Screening Setbacks

CHAPTER EIGHT
Administration

8.1 Introduction

All development within A. G. Spanos Business Park shall be consistent with the goals and policies of the Master Development Plan and the policies, general land uses and programs of the City of Stockton General Plan. This chapter describes the development review and amendment process of the land uses and site specific development standards of the Master Development Plan.

8.2 Development Review Process

Once the EIR is certified, the General Plan amended, the property re-zoned consistent with the General Plan as amended, the tentative subdivision map approved, the Master Development Plan adopted by City Council resolution and the corresponding Development Agreement adopted by City Council Ordinance, future development in the Plan Area shall be subject to review and approval (1) the Design Review Board, and (2) the Community Development Director for consistency with the Land Uses and Development Standards of this Master Development Plan.

The policies, regulations, development standards contained in Chapter Six of this Master Development Plan shall provide the basis for considering all future development plans, tentative parcel maps, vesting tentative parcel maps, vesting tentative subdivision maps, parcel map waivers, lot division applications, subdivision agreements, and any other discretionary permits. All applications that comply with the policies, regulations and development standards contained in the Master Development Plan and the City of Stockton Department of Public Works Standard Specifications and Plans shall be reviewed and approved by the City.

All applications for project approval shall include such construction plans, site plans, soil reports, building elevations and technical studies as may, in the opinion of the Design Review Board and/or the Community Development Director, be required for the applicant to demonstrate consistency of the proposed project with the Master Development Plan. In addition, such applications must either (i) demonstrate the existence of the off-site infrastructure necessary to accommodate the proposed development within the terms of this Master development Plan, or (ii) provide for construction of such infrastructure and other elements affecting large portions of the Plan Area to be developed in accordance with the terms of this Master Development Plan. Such infrastructure facility plans and other detailed plans shall meet the City's established standards and shall be reviewed and approved by the Public Works Director.

The adopted Master Development Plan shall be reviewed by the Community Development Director every five (5) years to ensure compliance by the developer and/or the developer's successor in interest.

8.3 Amendments to the Land Uses and Development Standards

The Master Development Plan must be market sensitive and the implementation strategies that are an integral part of the Plan must be flexible and responsive to changing conditions.

Amendments to the Land Uses and Development Standards contained within the Master Development Plan can be separated into two classes. (1) Minor Amendments, i.e. amendments that the Community Development Director finds are consistent with the intent and purpose of A. G. Spanos Business Park Master Development Plan; and (2) Major Amendments, i.e. a request for an alternative project or use that the Community Development Director finds is not presently included as an alternative project or use within the Master Development Plan and is a project or use which is inconsistent with and does not share the same or similar characteristics of an allowed use identified within the Master Development Plan.

Minor amendments shall not be subject to public hearings. Changes in development intensity or residential density that do not exceed the intensity or density established by the Master Development Plan and considered by the Master Development Plan EIR, such as lot line adjustments, a compatible land use change as provided in Section Three or adjustments to the local street system, are examples of minor adjustments that shall not require an extensive amendment process and shall be subject to the approval of the Community Development Director based on an approval recommendation of the Design Review Board.

Major site specific changes, such as a request for a project or use which is not consistent with and does not share the same or similar characteristics of an allowed use identified within the Master Development Plan, may be approved, provided: (1) the Design Review Board for A. G. Spanos Business Park recommends to the City of Stockton that the City issue a Conditional Use Permit for the proposed project or use; and (2) that the City of Stockton Planning Commission approves the proposed project or use and issue a Conditional Use Permit. Issuance of a Conditional Use Permit by the Planning Commission, or by the City Council if the decision of the Planning Commission is appealed to the City Council, shall be subject to the following findings based upon substantial evidence presented at the public hearing:

- That the proposed project is in conformance with the City's General Plan;
- That the proposed project or use would not create internal inconsistencies within the Master Development Plan Area;
- That the proposed project of use would not adversely impact the environment, or in the alternative, all significant adverse impacts of the proposed project or use can and will be mitigated to less than significant;
- That such proposed project or use is compatible with adjacent land uses.

8.4 Appeal

Any interested person dissatisfied with any decision of the Community Development Director and/or the Public Works Director required by the Master Development Plan, may, within ten (10) days of such decision(s), appeal such decision(s) to the Planning Commission by the filing, with the Community Development Director, of a written notice of appeal. Such notice of appeal shall (1) specify the decision(s) of the Community Development Director and/or Public Works Director being appealed; (2) the reasons for such appeal; (3) and shall be accompanied by the fees(s) established by Resolution of the City Council.