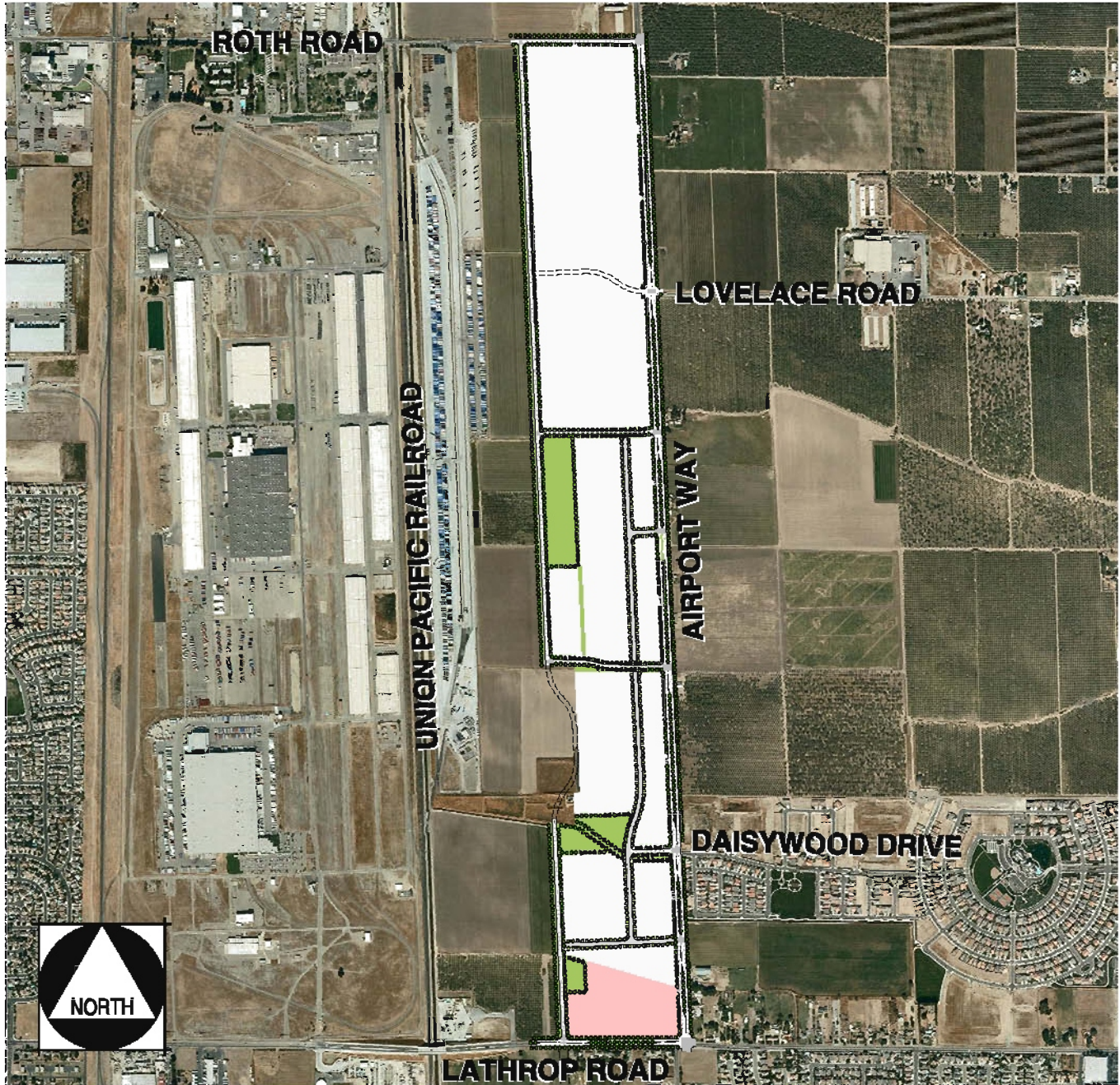


Northwest Airport Way Master Plan



Adopted by City Council Ordinance No. 1484, 11/16/10

CITY OF MANTECA
COMMUNITY DEVELOPMENT DEPARTMENT



Northwest Airport Way Master Plan

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Chapter 1. Introduction

A. Purpose

The Northwest Airport Way Master Plan (the “Master Plan”) area encompasses approximately 300.3 acres of land (see **Exhibit 1, Vicinity Map** and **Exhibit 2, Planning Area**). The area governed by the Master Plan is bounded by Roth Road to the north, Airport Way to the east, Lathrop Road to the south, and the Union Pacific rail line and intermodal facility to the west (the “Plan Area”).

The purpose of the Master Plan is to implement the goals, objectives and policies of the Manteca General Plan as they relate to future development projects in the area, the first of which is expected to be an intermodal facility with warehouse and distribution uses.

The City of Manteca desires to promote compatibility between proposed industrial uses and nearby existing and proposed residential land uses. Accordingly, the Master Plan is being undertaken to ensure that future development of the land, as described, is accomplished in a comprehensive manner consistent with the framework of master planned uses and roads; and that these internal uses relate positively to present and future surrounding development.

The Plan Area is across from and adjacent to existing and planned low density residential uses. Therefore the Master Plan must ensure a proper “fit” between the master planned uses and the larger community.

The Master Plan establishes a framework for the rational development of industrial and non-industrial land uses as well as allowing for future development of other areas in and around these uses by responding to the following goals of the Master Plan:

Goals of the Master Plan

- *Relate all proposed development within the Master Plan to each other and to their surroundings, including Airport Way as well as existing and future residential development to the east of Airport Way.*
- *Develop a circulation system that provides a framework within which future development can take place in a coherent manner.*
- *Encourage development of the area to be environmentally friendly and sustainable.*
- *Set parameters to guide future development and ensure quality development with limited visual impacts.*
- *Establish clear and concise requirements for developers and builders so that review of implementing projects is streamlined and predictable.*

STOCKTON

STATE HIGHWAY 99

FRENCH CAMP RD

**MASTER
PLANNING
AREA**

ROTH RD

AIRPORT WAY

**ANNEXATION AREAS
(NOT PART OF
MASTER PLAN)**

LATHROP RD

INTERSTATE 5

LOUISE AVE

99

MANTECA

MAIN ST

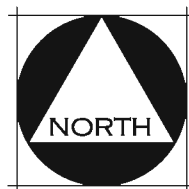
YOSEMITE AVE

LATHROP

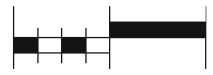
STATE HIGHWAY 120

120

AIRPORT WAY



0 1.0 MI.




NORTHWEST AIRPORT WAY MASTER PLAN

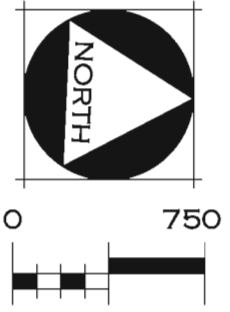
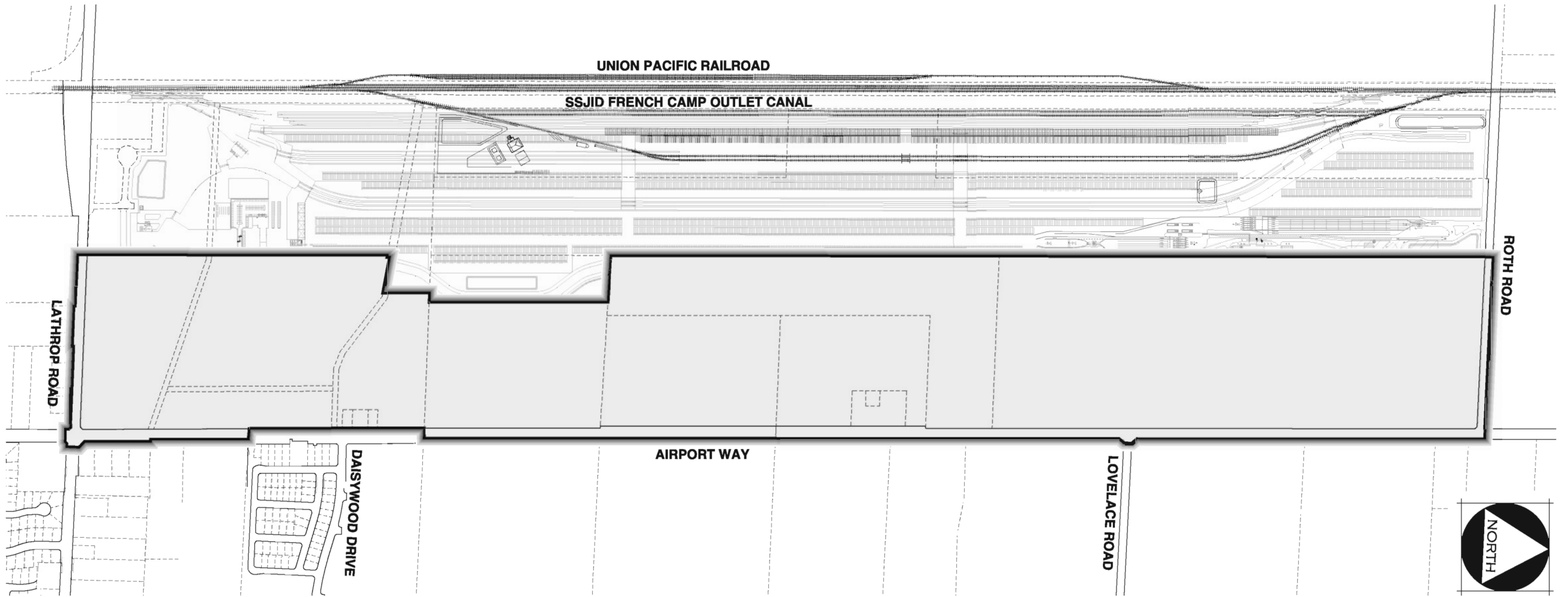
1.0 VICINITY MAP

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LEGEND

SYMBOL	DESCRIPTION
	MASTER PLAN AREA



NORTHWEST AIRPORT WAY MASTER PLAN

2.0 PLANNING AREA

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The Master Plan is not a rigid book of rules nor does it attempt to control every design detail of future development projects. By focusing on land use, infrastructure, design standards and guidelines for private improvements and implementation, it seeks to avoid the mistakes of static, end-state plans which leave little if any room for future flexibility or design creativity. The Master Plan anticipates changing market conditions and acknowledges that developers will play an active role in determining the final design of individual projects that are consistent with the Master Plan goals and requirements.

B. Development Program





Within the Plan Area there is a proposed warehouse/distribution intermodal center of approximately 3,177,521 square feet of building space immediately adjacent and to the east of the Union Pacific facility. It is to be developed on two non-contiguous areas totaling 189.83 acres as shown on **Exhibit 3, Major Land Holdings**). Related to the warehouse/distribution intermodal center are land holdings of other property owners totaling approximately 110.47-acres (see also **Exhibit 3**) that are also the subject of the Master Plan. The entire 300-acre Plan Area is north and west of the Manteca city limits (refer to **Exhibit 1**). Planned uses within the Plan Area consist of light industrial, warehouse, smaller scale light industrial uses and commercial uses. The projected uses will require full site improvements including: roads; parking; drainage systems; utilities; landscaping; and frontage improvements.

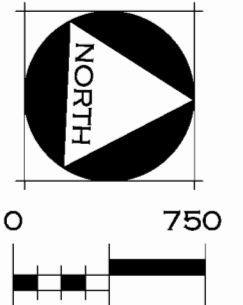
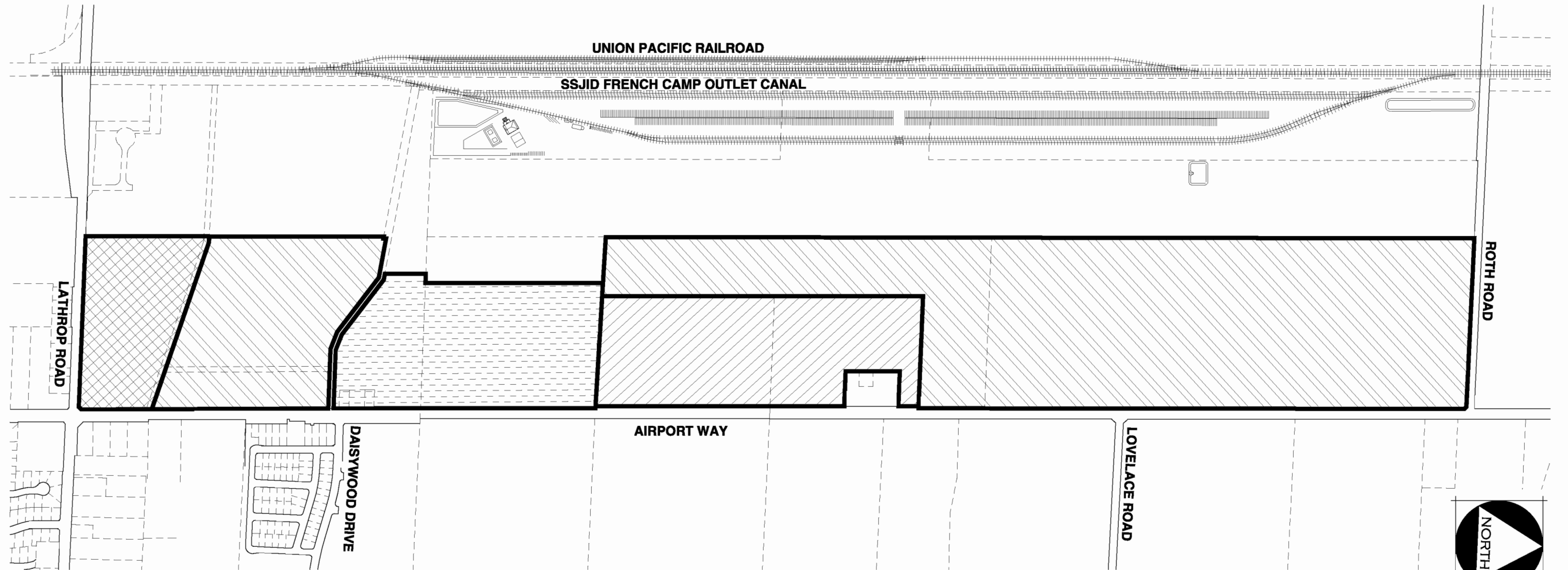
It is the desire of the City of Manteca to annex all of the Plan Area in addition to adjoining areas in accordance with all applicable guidelines as defined by the San Joaquin Local Agency Formation Commission (LAFCO).

C. Existing Conditions in the Project Area

The Plan Area encompasses approximately 300 acres adjacent to and north of the existing corporate limits of the City of Manteca (City) in San Joaquin County, California. The City is situated in the San Joaquin Valley, approximately 60 miles south of Sacramento and 70 miles east of San Francisco. The Plan Area is located 11 miles south of the City of Stockton, 15 miles east of the City of Tracy, and one mile east of City of Lathrop. Regional access to the Plan Area is provided by Interstate 5 (I-5) to the west and State Route 99 (SR 99) to the east. Local access to the Plan Area is provided by Airport Way, Lathrop Road, and Roth Road. The Plan Area is within the 10-year planning horizon of the Manteca Sphere of Influence. Implementation of projects within the Plan Area would require annexation of the Plan Area (see **Exhibit 1**).

LEGEND

OWNER	ACREAGE
 CENTERPOINT PROPERTIES	187.49
 RIELLA TRUST	44.22
 RCCI PTP	42.32
 ED CARDOZA	22.69



NORTHWEST AIRPORT WAY MASTER PLAN

3.0 MAJOR LAND HOLDINGS

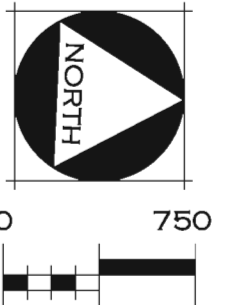
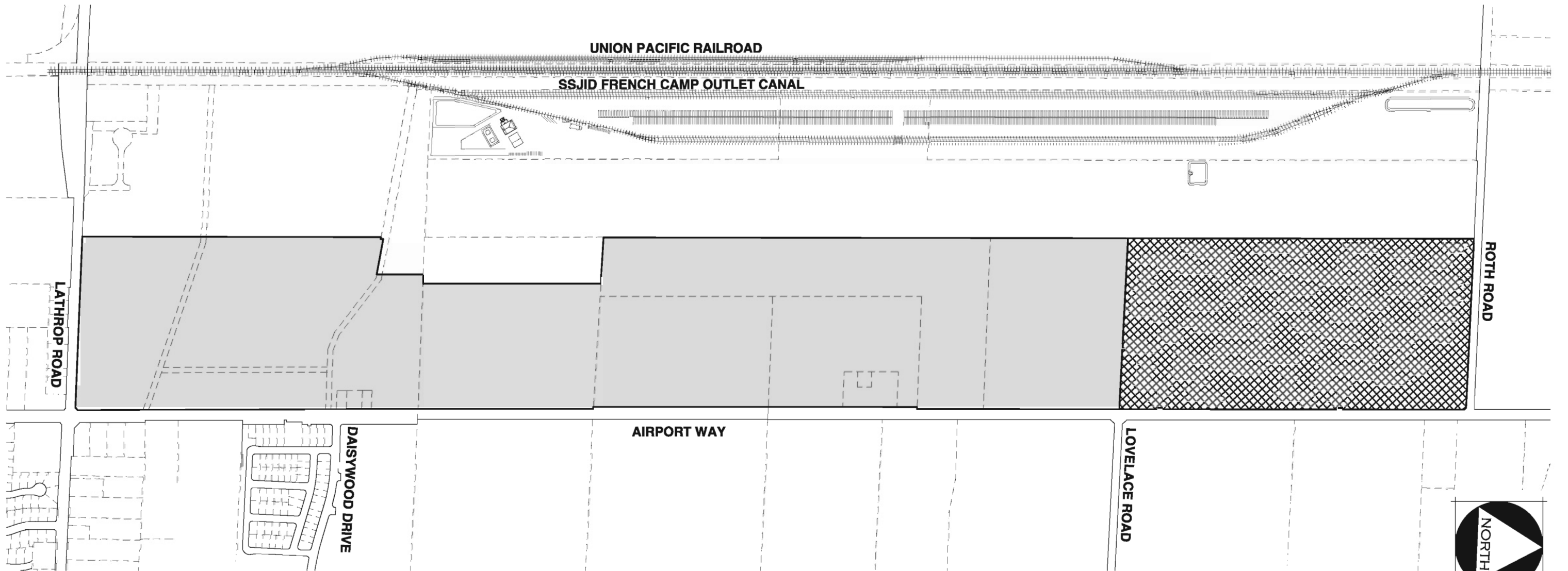
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The Plan Area lands are primarily used for agricultural operations interspersed with farmsteads and associated outbuildings. In addition, an existing cheese-making factory and associated settling ponds are located in the southern portion of the Plan Area. In addition, a small 2.5-acre parcel fronting Airport Way south of the Lovelace Road intersection is used for crop farming. (See **Exhibit 4, Existing Conditions.**)

The Plan Area is surrounded by the following uses: existing single-family residential development between Daisywood Drive and Lathrop Road to the east; land currently in agricultural use planned for commercial and low, medium, and high density residential also to the east; land designated as urban reserve-agriculture to the northeast; Union Pacific Intermodal Center to the immediate west; land planned for light industrial uses now in agricultural use to the south; and land in agricultural use planned for residential uses in the City of Stockton Sphere of Influence to the immediate north of Roth Road (see **Exhibit 5, Existing General Plan Designations**). Although some of the lands within the Plan Area are in agricultural production, none of these lands are under Williamson Act contract.

LEGEND

DESIGNATION	ACREAGE
LI (LIGHT INDUSTRIAL)	222.3 AC.
UR-LI (URBAN RESERVE LIGHT INDUSTRIAL)	77.4 AC.
TOTAL	300.3 AC.



NORTHWEST AIRPORT WAY MASTER PLAN

4.0 EXISTING GENERAL PLAN DESIGNATIONS

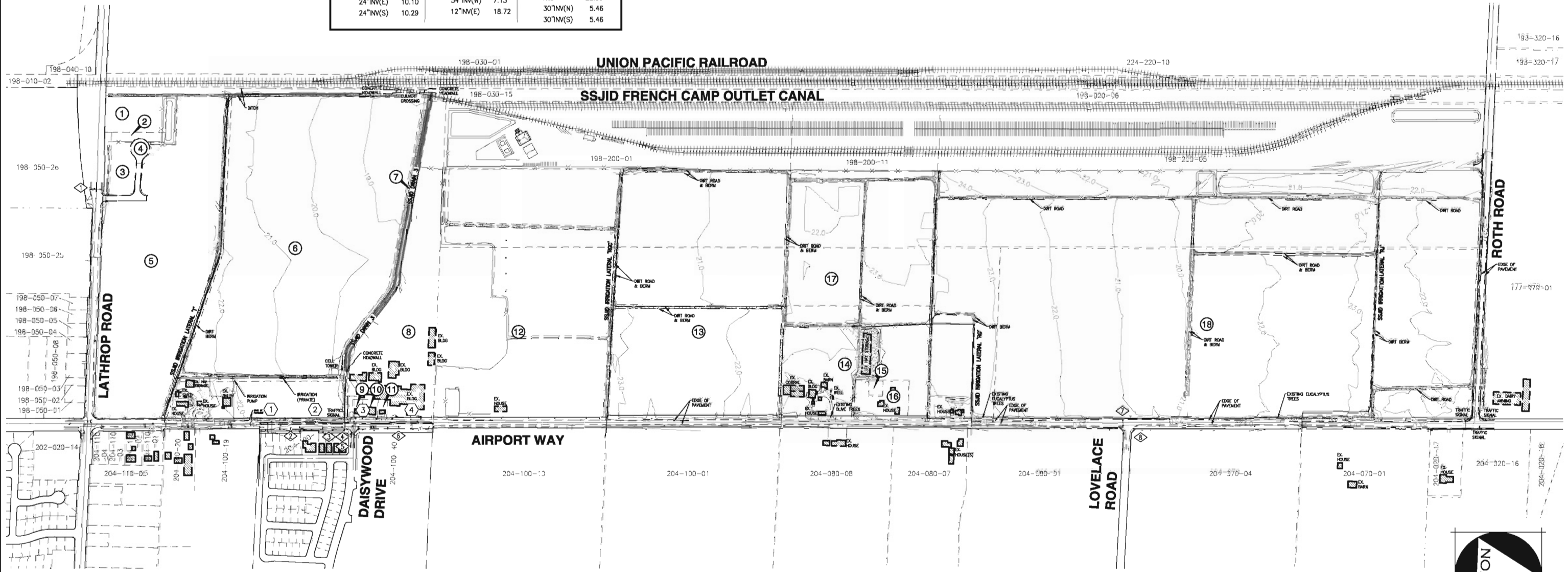
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EX UTILITY INFORMATION

◇ SDMH	29.63	◇ SDMH	22.19	① SSMH	23.72
RIM	19.43	RIM	16.54	RIM	3.47
24"INV(NE)	19.23	12"INV(N)	16.64	48"INV(N)	3.27
24"INV(SE)	19.23	12"INV(S)	8.82	48"INV(S)	3.27
◇ SDMH	22.53	24"INV(E)	8.84	② SSMH	23.15
RIM	15.46	24"INV(W)	8.84	RIM	3.63
15"INV(N)	15.75	◇ SDMH	22.16	48"INV(N)	3.63
15"INV(E)	15.75	RIM	13.23	48"INV(S)	3.63
◇ SDMH	23.88	15"INV(S)	14.86	③ SSMH	23.72
RIM	14.86	12"INV(E)	14.86	RIM	3.89
15"INV(S)	11.38	◇ SDMH	22.10	48"INV(E)	3.97
24"INV(N)	11.38	RIM	14.5	48"INV(S)	3.97
◇ SDMH	23.32	54"INV(E)	14.5	30"INV(N)	5.18
RIM	13.15	◇ SDMH	21.72	④ SSMH	22.89
15"INV(N)	10.10	RIM	7.13	RIM	5.46
24"INV(E)	10.29	54"INV(W)	18.72	30"INV(N)	5.46
24"INV(S)	10.29	12"INV(E)	18.72	30"INV(S)	5.46

EX PARCEL INFORMATION

#	ASSESSOR PARCEL NO.	OWNER NAME	ACREAGE	#	ASSESSOR PARCEL NO.	OWNER NAME	ACREAGE
1	198-030-11	CALAVERAS MATERIAL	2.84	10	198-030-06	RCCI PTP	0.37
2	198-030-21	CALAVERAS MATERIAL	0.64	11	198-030-05	RCCI PTP	0.25
3	198-030-20	CARDOZA	1.82	12	198-030-03	RCCI PTP	39.54
4	198-030-19	CITY OF LATHROP	2.35	13	198-200-14	RIELLA	25.16
5	198-030-17	CARDOZA	39.24	14	198-020-13	RIELLA	18.06
6	198-030-16	CENTERPOINT	77.87	15	198-200-06	TELLES	0.22
7	198-030-08	SSJID	2.34	16	198-200-09	TELLES	2.27
8	198-030-04	RCCI PTP	19.06	17	198-020-12	CENTERPOINT	40.00
9	198-030-07	RCCI PTP	0.24	18	198-020-15	CENTERPOINT	108.72



NORTHWEST AIRPORT WAY MASTER PLAN

5.0 EXISTING CONDITIONS

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D. Planning Considerations

This Master Plan is part of a comprehensive planning process which serves to implement the City of Manteca General Plan. The Master Plan identifies goals, principles, mandatory requirements, and design guidelines. The detailed nature of the Master Plan is intended to simplify the subsequent planning process and to clear the way for more efficient and timely approvals of projects in the Plan Area that are consistent with Master Plan goals, land use designations, and infrastructure improvements. Adoption of the Master Plan by the City establishes and defines the planning criteria that will be used to guide the subsequent phases of development, when initiated by developers.

1. Consistency with General Plan & Zoning

The land uses in the Manteca General Plan are the official land uses for the City. As part of the annexation of the area by the City, the land uses proposed in this Master Plan will constitute the permitted uses for the area. Development within the Plan area will also be required to comply with requirements of the Manteca Municipal Code. Where development standards in this Master Plan differ from development standards of the Manteca Municipal Code, the development standards in this Master Plan shall prevail. This Master Plan document will be adopted as part of the Manteca Municipal Code.

2. CEQA Compliance

All projects within the Plan Area will develop in compliance with the California Environmental Quality Act.

E. Mandatory Requirements and Design Guidelines

The Master Plan specifies two levels of oversight: **Mandatory Requirements** which all developments must satisfy and **Design Standards and Guidelines**. The Mandatory Requirements represent aspects of the Master Plan that preserve the basic integrity of the plan and include the following plan elements as further described in **Chapter 8**:

- Land Uses
- Setbacks
- Roadway Grid (Public/Private)
- Drainage and Open Space
- Site Plan and Design Review

Design Standards and Guidelines consist of performance standards of site planning and architectural design that apply to individual projects constructed within the Plan Area as described in **Chapter 9**. The design standards and guidelines are to be used by applicants and their consultants when proposing

specific developments within the Plan Area. City staff will also use the standards and guidelines when evaluating specific developments as part of the Site Plan Review/Design review process. The guidelines cover the following subjects:

- Site Design
- Building Design
- Circulation, Parking & Loading
- Landscape Design
- Setbacks
- Fences & Walls
- Signs
- Lighting
- Sustainable Design

Chapter 2. Northwest Airport Way Master Plan Components

A. Guiding Principles

The following guiding principles of the Master Plan have been established. They are to be used by developers and their consultants in the design of specific projects as well as by City staff in the review of these projects.

1. Land Use

- Develop light industrial and warehouse uses bordering the Union Pacific Rail facility.
- Develop a retail/commercial facility at the northwest corner of Lathrop Road and Airport Way.
- Encourage small scale light industrial uses along the Airport Way frontage to provide a transition from the large scale industrial uses within the Plan Area to the residential uses existing and planned across Airport Way to the east.




2. Circulation/Access

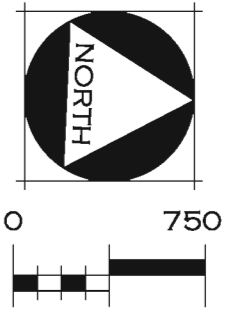
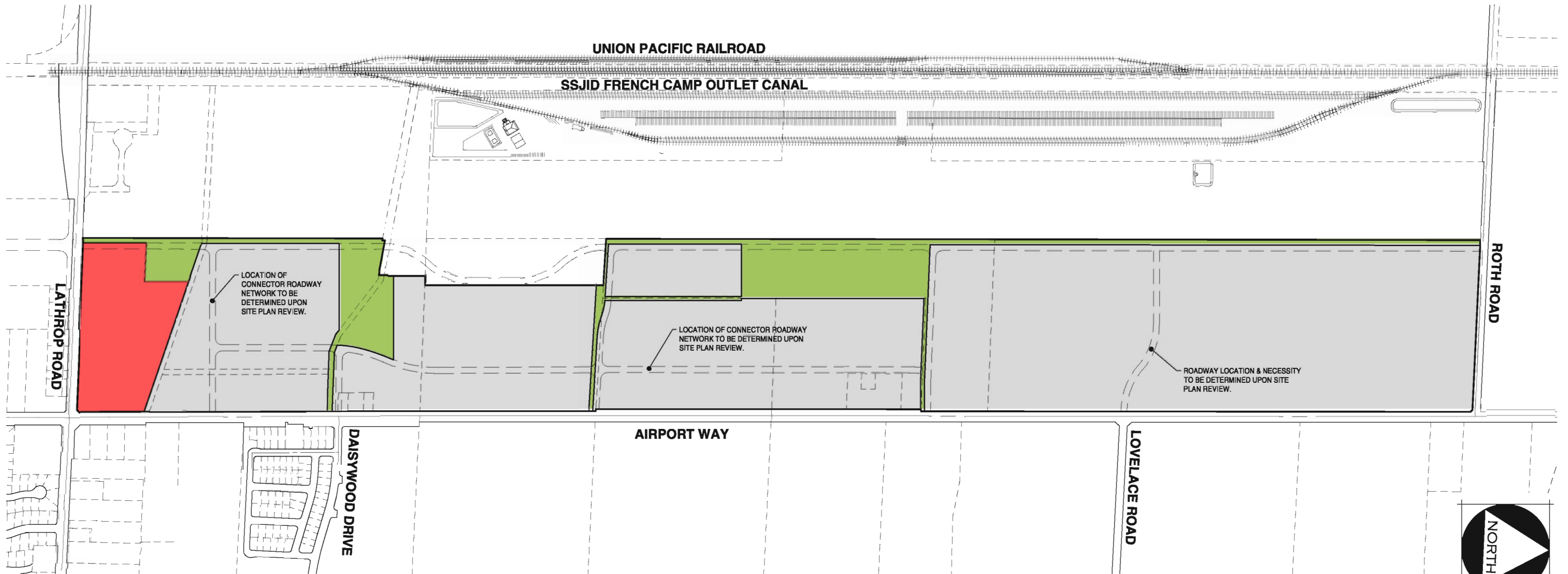
- Consolidate vehicular access points along Airport Way.
- Provide a signalized access point to the Plan Area at Lovelace Road.
- Provide an adequate internal roadway system within the Plan Area for all phases of development.

3. Open Space/Storm Drainage

- Develop a comprehensive open space network that can also act as a network of channels for storm water treatment, conveyance and detention in heavy rains.
- Utilize open surface channels where possible.
- Integrate walking, jogging and bicycle paths into the open space network where appropriate.

LAND USE LEGEND

DESIGNATION	ACREAGE
 CC (COMMUNITY COMMERCIAL)	18.1 AC.
 LI (LIGHT INDUSTRIAL)	248.3 AC.
 OS (OPEN SPACE) DRAINAGE CORRIDORS & BASINS	33.9 AC.
TOTAL	300.3 AC.



NORTHWEST AIRPORT WAY MASTER PLAN

6.0 PROPOSED LAND USE

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- Locate detention basins so they can be convenient to people working within the Plan Area to use as recreation areas.
- Plant drought tolerant trees and plants in open space areas.

4. Visual/Design

- Encourage good design with a central theme that will result in a successful and aesthetically pleasing development.
- Establish proper relationships between buildings and roads, open spaces, car parking, truck loading docks, and trailer parking.

B. Plan Components

1. Master Plan Land Use

The **Master Plan** land uses consist of light industrial and community commercial uses. Smaller scale light industrial uses will be encouraged along Airport way from Private Roadway G south to Private Roadway I to act as a buffer between industrial areas in the plan area and emerging residential uses to the east, across Airport Way. An approximately 18-acre community scale shopping center will be located in the southeast portion of the project and will serve the area.

The following **Table 1** summarizes the Master Plan land uses within the Plan Area.

**Table 1
Master Plan Use Summary**

Existing General Plan Designation	Proposed Master Plan Use	Total Acreage	% of Site
Light Industrial & Urban Reserve Light Industrial	Industrial	248.3	83
Light Industrial	Community Commercial	18.1	6
Light Industrial	Open Space/Drainage	33.9	11
Total		300.3	100

This Master Plan land use section provides a general summary of the land use categories within the Plan Area and the proposed uses and development standards for each land use designation. The Master Plan establishes the following land use categories that are identical to the zoning categories of the Municipal Code and corresponding categories of the Manteca General Plan. The Master Plan applies development standards that are modified, in some

instances, from the Manteca Municipal Code, Title 17, Zoning. Modifications are described for all the proposed uses in **Chapter 9, Design Standards & Guidelines**. Development must comply with all provisions of the Municipal Code unless specifically modified by the Master Plan.

Light Industrial

Light Industrial land use accounts for over 80 percent of the Plan Area. The light industrial zone allows business and professional uses, uses involving heavy trucks, automobile services, mini-storage, various agricultural industries, industrial manufacturing or assembly uses, industrial storage, and truck and motor freight uses. The Manteca Municipal Code indicates the permitted and conditionally permitted uses for Light Industrial.

Within the Plan Area varying land uses are expected. The area from Roth Road on the north to Private Roadway G on the south is expected to develop primarily with warehouse/distribution facilities uses and limited light industrial uses (95% warehouse distribution, 5% light industrial). No commercial uses are expected for this area. The area south of Private Roadway G and north of Private Roadway E is expected to develop with a majority of warehouse/distribution facilities, with some light industrial uses and limited retail development (80% warehouse/distribution, 15% light industrial and 5% commercial).

Community Commercial

Community Commercial land use is an important feature of the Plan Area as it serves as a focal point for residents of the area as well as workers in the industrial areas. An 18.1-acre community scale shopping center is envisioned for this area. The Community Commercial zone allows a wide variety of permitted or conditionally permitted commercial uses, such as commercial office and retail uses. The Manteca Municipal Code indicates the permitted and conditionally permitted uses for Community Commercial.

2. Open Space, Landscaping & Drainage

Open Space is primarily achieved through landscape corridors, low impact drainage landscape corridors and detention basins (see **Exhibit 6, Proposed Land Use, Exhibit 7, Open Space & Drainage System, and Circulation/Access Component** below). Approximately 33.9-acres of open space creates an aesthetic view shed between land uses while enhancing circulation routes and drainage corridors. Park areas in the Master Plan will be developed to include recreational amenities such as benches, picnic areas, shade structures, and landscaping in conformance with City of Manteca standards. The open spaces in the Plan Area will also serve as corridors for on-site storm water treatment and detention facilities that are part of an overall framework of open areas in the Master Plan.

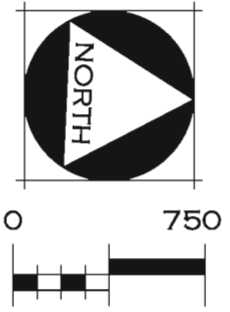
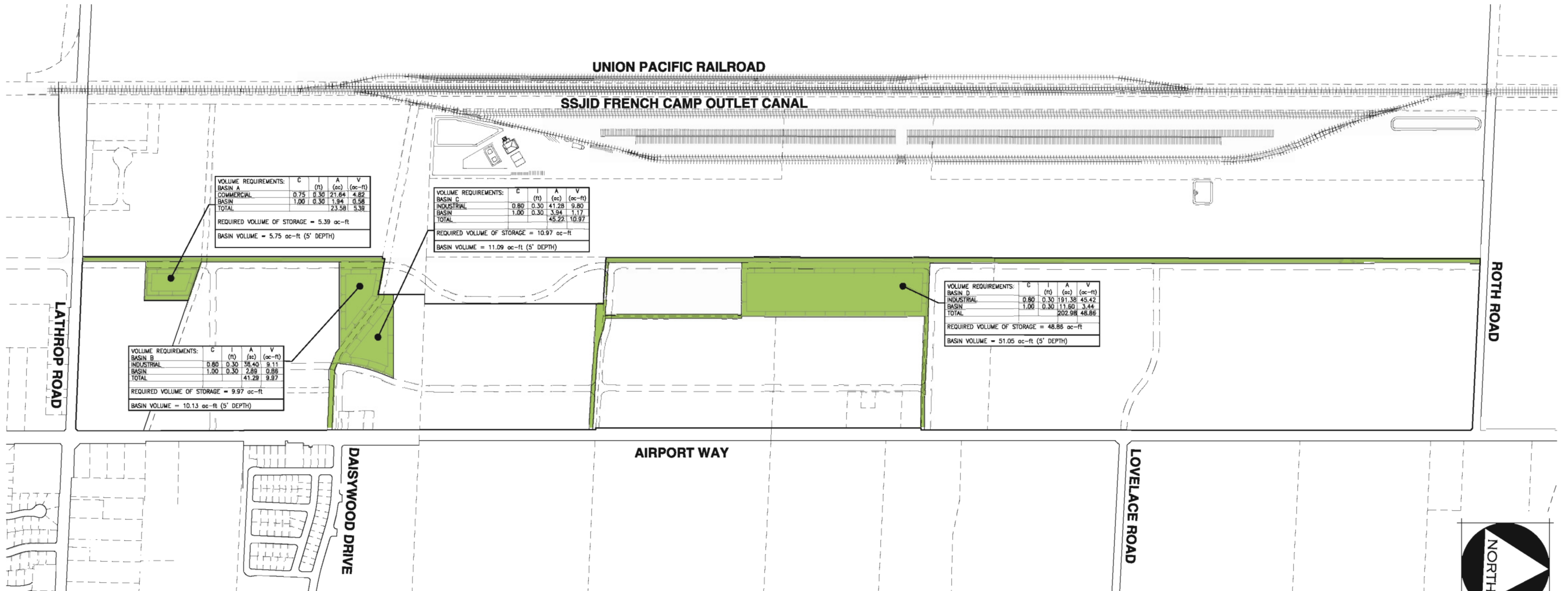
LEGEND

DESIGNATION

ACREAGE

 OS (OPEN SPACE/DRAINAGE CORRIDORS)

33.9 AC.



NORTHWEST AIRPORT WAY MASTER PLAN

7.0 OPEN SPACE & DRAINAGE SYSTEM

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3. Circulation/Access

The circulation system proposed for the Master Plan is composed of the following elements:

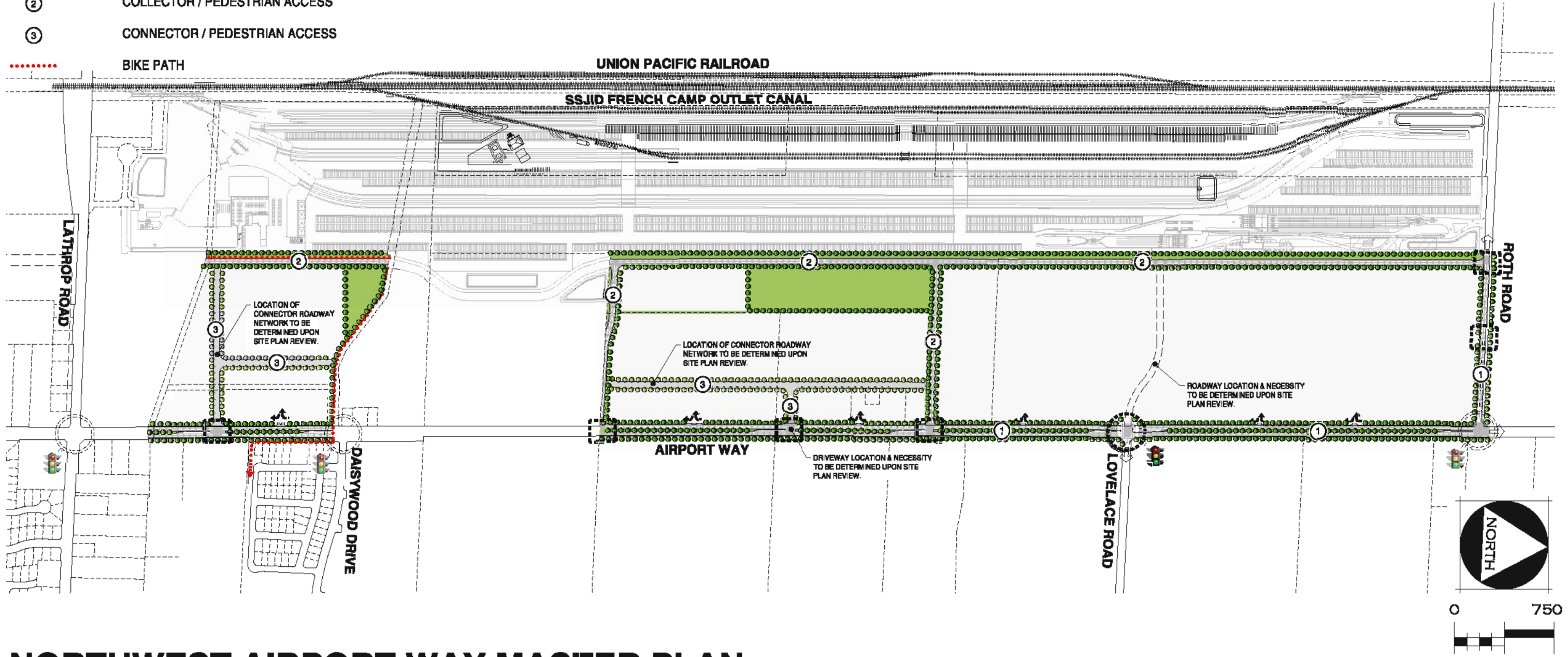
- Improved major arterial roadways (Lathrop Road, Airport Way and Roth Road)
- New on-site truck routes
- New on-site collector roads for trucks and autos
- Bikeways and pedestrian paths

The primary goal of the circulation system is to provide a network of roadways, pedestrian paths and bikeways that allows for the safe and efficient movement of goods, people and services within the Plan Area and to provide proper connections to the existing network of roadways and routes in the City of Manteca. Improvements within the Plan Area include the provision of new rights-of-way and improvements to existing street sections with traffic signals added where necessary. Auto and truck parking and truck loading and unloading areas are also part of the circulation system. The proposed circulation system will provide safe and convenient access to all locations within the Plan Area as illustrated in **Exhibit 8, Interim Circulation System** and **Exhibit 9, Long Range Circulation System**. The interim circulation system provides access to the northern and southern portions of the Plan CIC controlled property. The long range circulation system incorporates an easement from the Union Pacific Railroad to allow access from Private Roadway A to Private Roadway F.

The major entrances to the Plan Area are depicted on **Exhibit 10, Major Entries to the Plan Area**. The entrances are Lovelace Road at Airport Way, private roadway “F” at Roth Road, private roadway “I” at Airport Way, and private roadway “A” at Lathrop Road. The Lovelace entrance will serve as the major auto entry to the Plan Area while roadway “F” and “A” entrances will serve trucks entering and leaving the Plan Area from the north and south. These would all be full access intersections with new traffic signals at the Lovelace/Airport and roadway “A”/Lathrop intersections. Private Roadway “I” will serve commercial auto and industrial truck traffic entering and leaving the southern portion of the Plan Area as indicated in **Exhibit 8, Interim Circulation Plan**. Should the RCCI property redevelop, the existing signalized extension of Daisywood Drive at Airport Way would become the primary entrance to the southern portion, connecting to roadway “F” as indicated in **Exhibit 9, Long Range Circulation System**.

LEGEND

SYMBOL	DESCRIPTION
	PROPOSED SIGNALIZED INTERSECTION
	EXISTING SIGNALIZED INTERSECTION
	FULL ACCESS
	RESTRICTED ACCESS (RIGHT IN - RIGHT OUT)
	MAJOR COLLECTOR / PEDESTRIAN ACCESS
	COLLECTOR / PEDESTRIAN ACCESS
	CONNECTOR / PEDESTRIAN ACCESS
	BIKE PATH



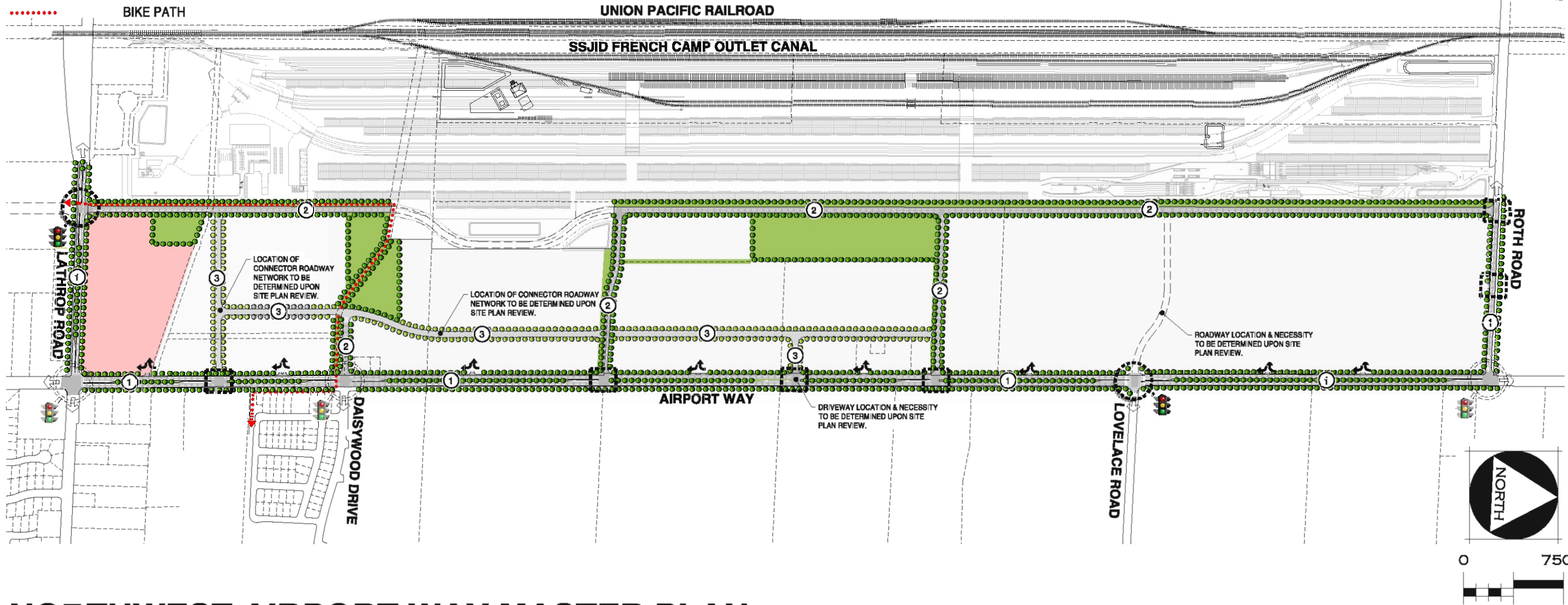
NORTHWEST AIRPORT WAY MASTER PLAN

8.0 INTERIM CIRCULATION SYSTEM

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LEGEND

SYMBOL	DESCRIPTION
	PROPOSED SIGNALIZED INTERSECTION
	EXISTING SIGNALIZED INTERSECTION
	FULL ACCESS
	RESTRICTED ACCESS (RIGHT IN - RIGHT OUT)
	MAJOR COLLECTOR / PEDESTRIAN ACCESS
	COLLECTOR / PEDESTRIAN ACCESS
	CONNECTOR / PEDESTRIAN ACCESS
	BIKE PATH



NORTHWEST AIRPORT WAY MASTER PLAN

9.0 LONG RANGE CIRCULATION SYSTEM

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UNION PACIFIC RAILROAD

ROTH ROAD

F

K

AIRPORT WAY

LOVELACE ROAD

DAISYWOOD DRIVE

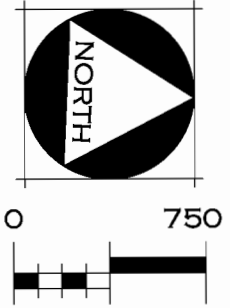
LATHROP ROAD

A

I

MAJOR ENTRY INDEX:

- A - COMMON DRIVE AT LATHROP ROAD (COMMERCIAL & INDUSTRIAL)
- F - COMMON DRIVE AT ROTH ROAD (INDUSTRIAL)
- I - COMMON DRIVE AT AIRPORT WAY (COMMERCIAL & INDUSTRIAL)
- K - COMMON DRIVE AT AIRPORT WAY (LOVELACE ROAD)



NORTHWEST AIRPORT WAY MASTER PLAN

10.0 MAJOR ENTRIES

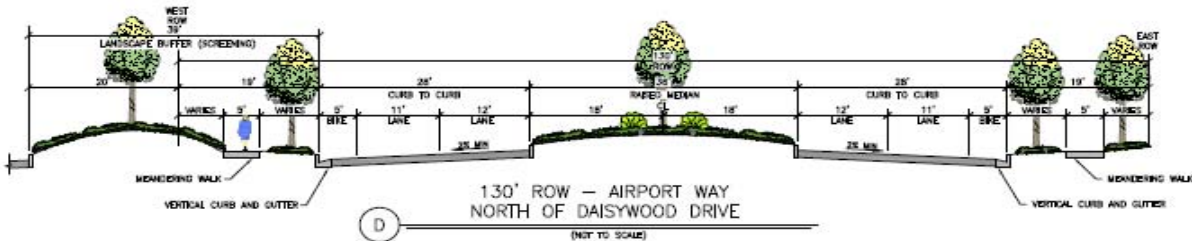
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The street sections (see **Exhibits 8, 9** and the illustrations on the following pages) detail improvements to existing and new roadways in the Plan Area, including Airport Way (2 sections), Roth Road, Lathrop Road, and on-site private roadways.

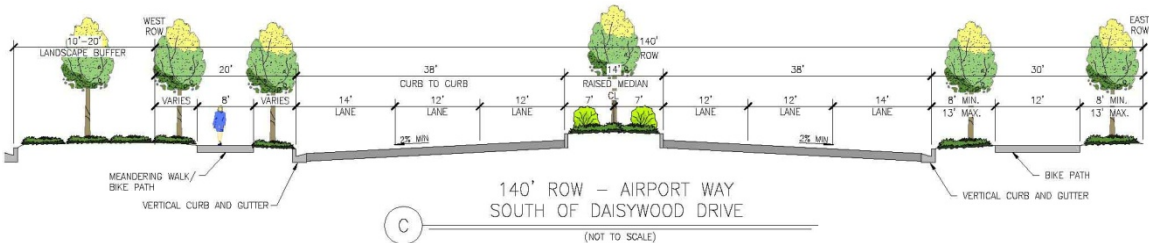
The proposed circulation system will provide convenient and safe access to all locations within and outside the Plan Area as indicated in **Exhibit 8, Interim Circulation System** and **Exhibit 9, Long Range Circulation System**. The proposed circulation system is consistent with the General Plan. **Exhibit 11, Street Sections Key Map** identifies the various street characteristics that follow.

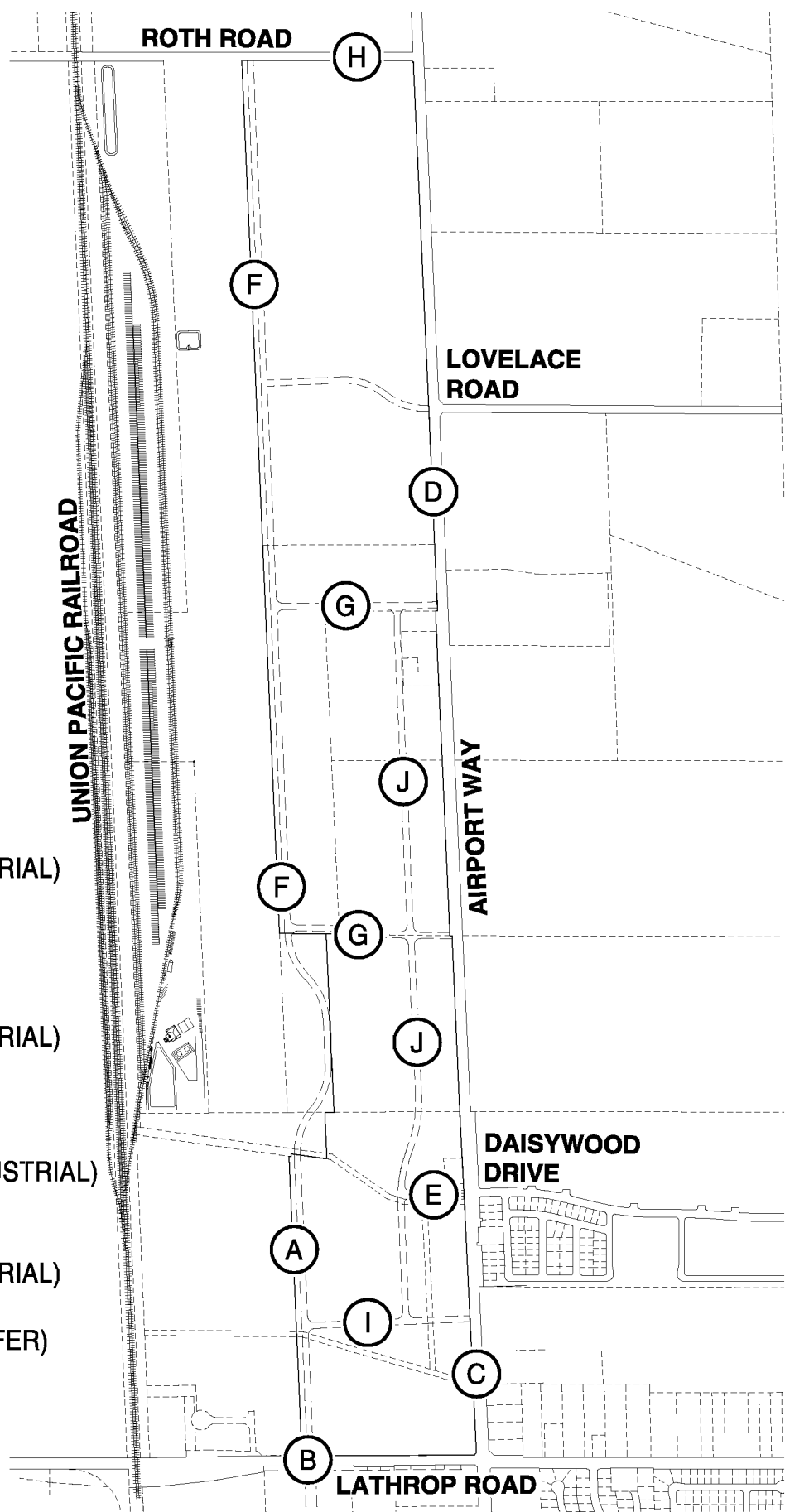
Airport Way (identified as C and D on key map)

Airport Way is the major existing north-south right-of-way that will be widened and improved in the Plan Area (see **Exhibit 8, Interim Circulation System, Exhibit 9, Long Range Circulation System**). As an existing right-of-way, it helps define the periphery of the Plan Area; it also forms the basic north-south traffic corridor. Airport Way will be widened to a 130-foot right-of-way with partial improvements as indicated below. This section of Airport Way applies to the area of Airport Way north of Daisywood Drive as indicated in **Exhibit 11, D, Street Sections**.



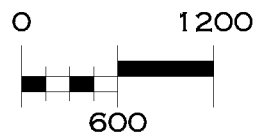
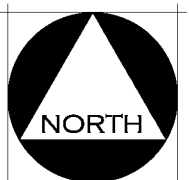
Airport Way will be widened to a 140-foot right-of-way with partial improvements as indicated in **Exhibit 11, C, Street Sections** where it abuts any existing or new residential development. This section of Airport Way applies to the Airport Way frontage south of Daisywood Drive.





KEY MAP INDEX:

- A - COMMON DRIVE
(COMMERCIAL & INDUSTRIAL)
- B - LATHROP ROAD
- C - AIRPORT WAY
- D - AIRPORT WAY
- E - COMMON DRIVE
(COMMERCIAL & INDUSTRIAL)
- F - PRIVATE ROADWAY
(INDUSTRIAL)
- G - COMMON DRIVE
(INDUSTRIAL-LIGHT INDUSTRIAL)
- H - ROTH ROAD
- I - COMMON DRIVE
(COMMERCIAL & INDUSTRIAL)
- J - COMMON DRIVE
(LIGHT INDUSTRIAL BUFFER)



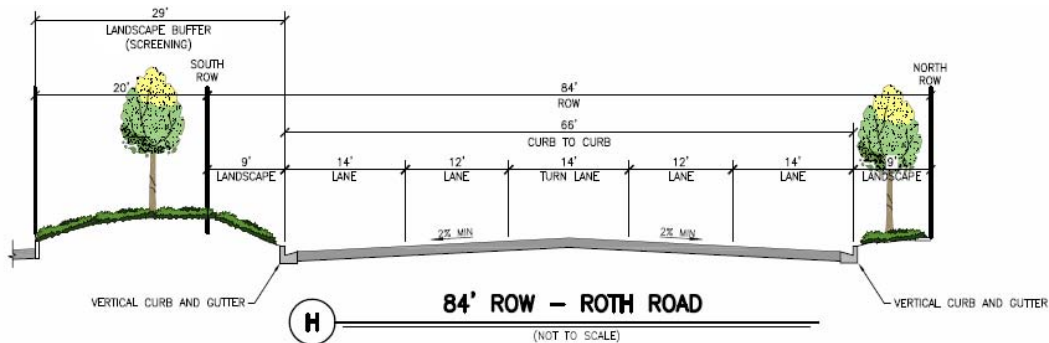
NORTHWEST AIRPORT WAY MASTER PLAN

11.0 STREET SECTIONS KEY MAP

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Roth Road (Identified as H on Key map)

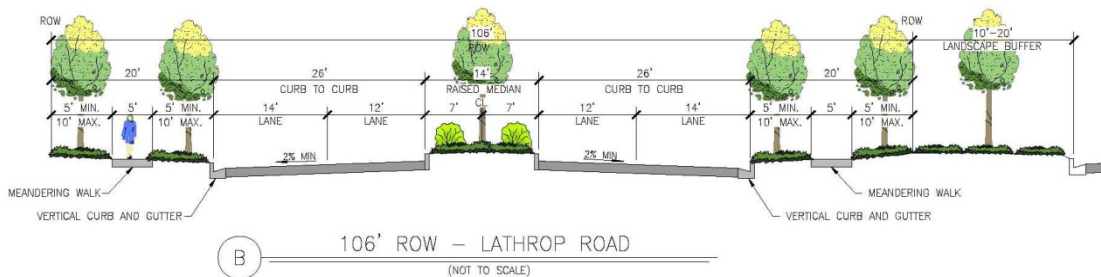
Roth Road is one of the major east-west rights-of-way that will be improved in the expanded Plan Area (see **Exhibit 8, Interim Circulation System & Exhibit 9, Long Range Circulation System**). As an existing right-of-way it helps define the periphery of the Plan Area; it also forms a basic east-west traffic corridor. Roth Road is an existing arterial road. Roth Road will be widened to an 84-foot right-of-way with partial improvements as indicated in **Exhibit 11, H, Street Sections**.



Lathrop Road (identified as B on key map)

Lathrop Road is one of the major existing east-west rights-of-way that will be improved in the expanded Plan Area (see **Exhibit 8, Interim Circulation System & Exhibit 9, Long Range Circulation System**). As an existing right-of-way it helps define the periphery of the Plan Area; it also forms a basic east-west traffic corridor. Lathrop Road is an existing arterial road.

Lathrop Road will be widened to a 106-foot right-of-way with partial improvements as indicated in **Exhibit 11, B, Street Sections**.

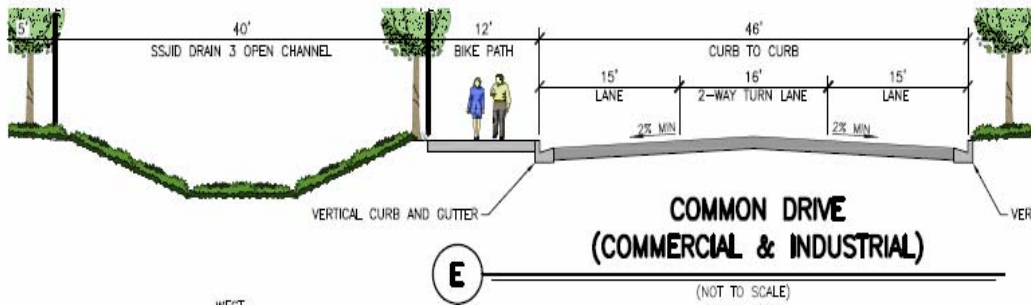


Common Drive (identified as E on key map)

The private internal truck route is designed to provide for the efficient movement of commercial and industrial-oriented trucks within the Plan Area.

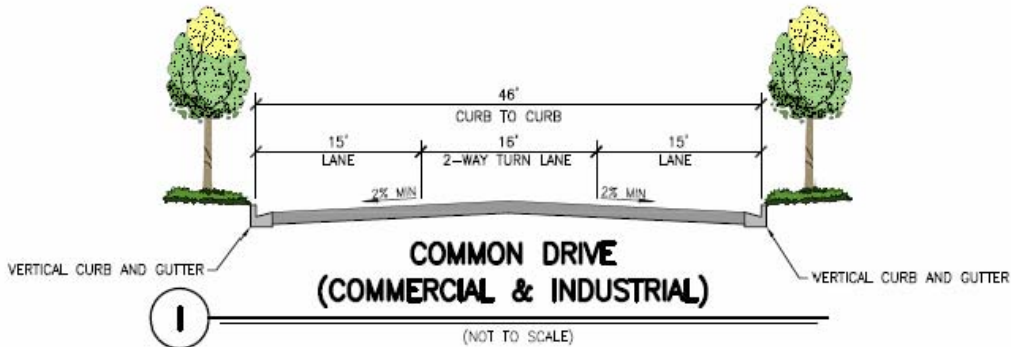
The private internal truck route will be developed to an 86-foot right-of-way with the following improvements as indicated in **Exhibit 11, E, Street Sections**. See also **Exhibit 8, Interim Circulation System** and **Exhibit 9, Long Range**

Circulation System for a description of how the internal truck route would work in near and long term phases of the project.



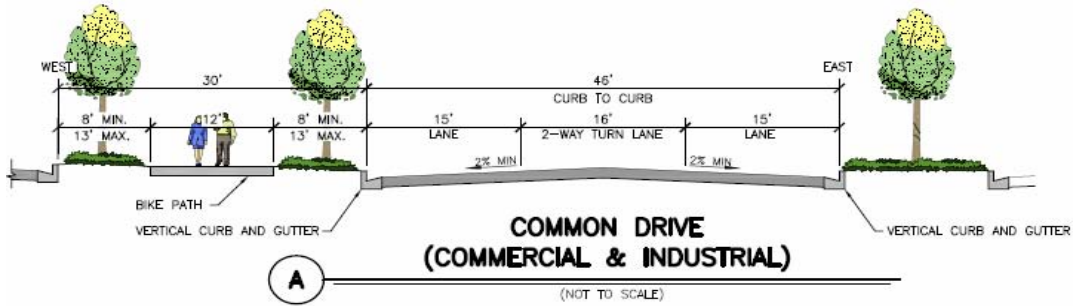
Common Drive (identified as I on key map)

This private internal route will be developed to provide for the efficient movement of commercial and industrial-oriented trucks and private autos within the Plan Area. This private internal route will be developed to 46-foot curb to curb with the following improvements as indicated in **Exhibit 11, I, Street Sections**.



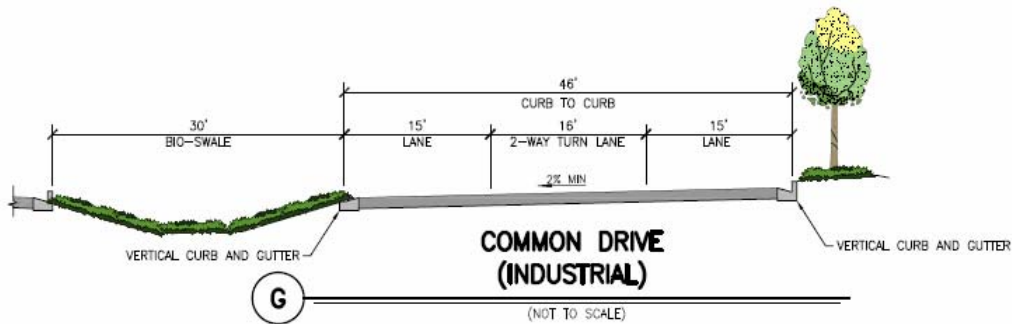
Common Drive (identified as A on key map)

This private internal route will be developed to provide for the efficient movement of commercial and industrial-oriented trucks at the southern end of the Plan Area. The private internal truck route will be developed to a 46-foot curb to curb with the following improvements as indicated in **Exhibit 11, A, Street Sections**.



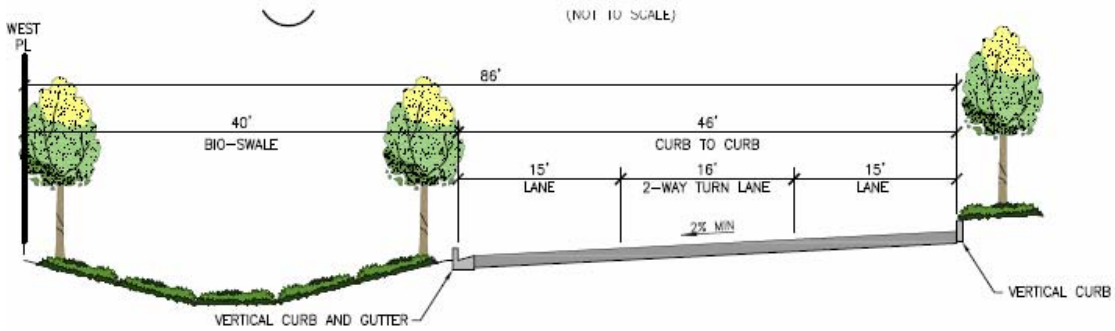
Common Drive (identified as G on key map)

This private internal truck route will be developed to provide for the efficient movement of industrial-oriented trucks within the Plan Area. The private internal truck route will be developed to 46-foot curb to curb with the following improvements as indicated in **Exhibit 11, G, Street Sections**.



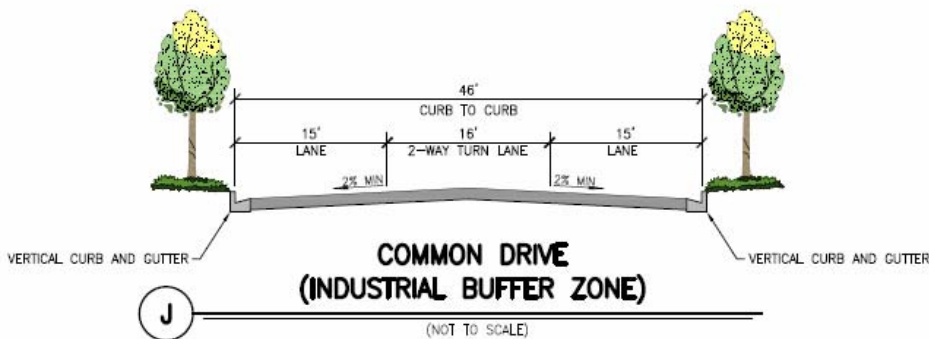
Private Roadway (identified as F on key map)

This private internal truck route will be developed to provide for the efficient movement of industrial-oriented trucks within the Plan Area. The private internal truck route will be developed to 86-foot curb to curb with the following improvements, including a 40-foot bioswale, as indicated in **Exhibit 11, F, Street Sections**. Private Roadway F will ultimately go through to Private Roadway A via an access easement provided by Union Pacific Railroad.



Common Drive (identified as J on key map)

This private internal route will be developed to provide for the efficient movement of autos and trucks within the Light Industrial zone from the northern CenterPoint Properties parcel to the commercial area in the south. The private route will be developed to 46-foot curb to curb with the following improvements as indicated in **Exhibit 11, J, Street Sections**.



Where public improvements are being constructed by the developer, the developer shall pay the applicable PFIP fees in place at the time of construction as provided in the PFIP. Fee credits shall be available as provided in the PFIP.

4. Utilities

The discussion of utilities can be found in **Chapter 3, Infrastructure Needs & Utility Requirements**.

5. Visual Design Requirements

Visual design requirements can be found in **Chapter 9, Design Standards & Guidelines**.

Chapter 3. Infrastructure Needs & Utility Description

This chapter examines existing conditions for water, sewer, and storm drainage facilities for the Master Plan area and describes proposed improvements to these facilities as a result of project developments within the Master Plan area. The relation of the Master Plan area to the South San Joaquin Irrigation District (SSJID) is also described as well as dry utilities that would be extended to the area.

A. Water Plan

Existing Conditions

Water is distributed to the City of Manteca through City maintained piping infrastructure. Water is supplied by the City's Municipal Well System and through an agreement with SSJID to receive treated surface water that is transported through a pipeline system owned by SSJID. The 30-inch SSJID transmission line connects to the City owned system on Lathrop Road approximately ¼ mile east of Airport Way. There is also an SSJID storage tank connected to the 30-inch transmission line. An existing 12-inch City water main is located in Airport Way and extends from Lathrop Road to the northern boundary of the Union Ranch subdivision approximately 600-feet north of Daisywood Drive.

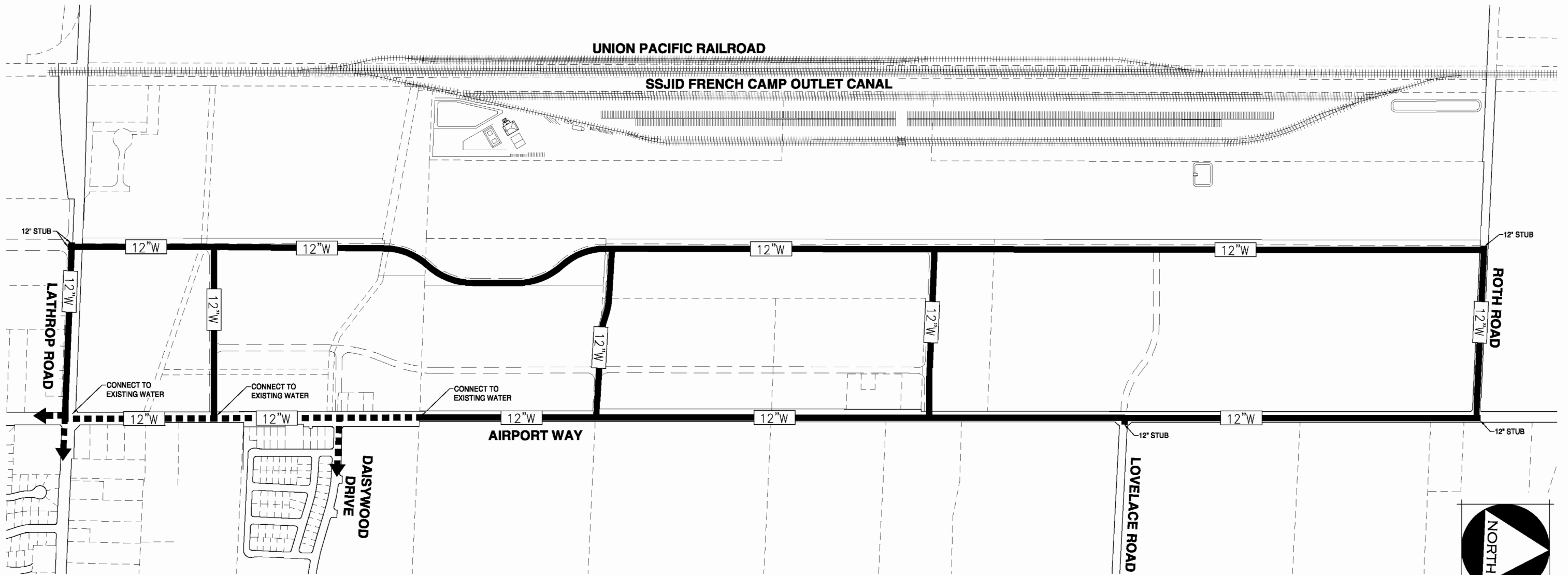
Proposed Improvements

There will be a network of 12-inch water mains which will be placed in a grid throughout the Master Plan area. The existing 12-inch water main in Airport Way will be extended north from its current terminus point 600-feet north of Daisywood Drive to Roth Road. The 12-inch main will continue west on Roth Road to the private road "F" as indicated in **Exhibit 11, Street Sections Key Map**. A 12-inch water main will be located in private road "F" that connects from Roth Road in the north to Lathrop Road on the south. A 12-inch water main will be extended west of Airport Way along Lathrop Road to connect to the 12-inch water main in the private road "F". A minimum of two 12-inch water mains will interconnect the Airport Way water main with private road "F" via proposed water mains in private roads "G" and "I". The water mains are shown on **Exhibit 12.1, Utility Plan Water**.

The water network shall provide adequate water for domestic purposes, irrigation and fire flow. A water supply assessment will be performed by the City of Manteca to determine if upgrades to the City's current water supply will be necessary as a result of Master Plan development. If a new water supply well is needed in the Master Plan area the City will determine the proper location.

WATER LEGEND

- WATER — WATER MAIN & SIZE
- - - WATER - - - EXISTING WATER MAIN & SIZE



NORTHWEST AIRPORT WAY MASTER PLAN

12.1 UTILITY PLAN - WATER

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B. Wastewater Plan

Existing Conditions

Currently the site is not served by the City sewage system. In accordance with the City of Manteca Wastewater Collection System Master Plan, the site lies in the North Manteca Trunk Sewer Shed area. In order to acquire sanitary sewer service sized for future development there will have to be connections made to the existing sewer system in place. On Airport Way there is an existing 48-inch sewer main that terminates close to Daisywood Drive where it is downsized to a 30-inch line terminating approximately 600-feet north of Daisywood Drive. Sewage from this trunk line is collected at the sewer pump station located approximately 600-feet south of Daisywood Drive in the Union Ranch subdivision that fronts Airport Way. It is then pumped through a 24-inch force main in Airport Way that connects with the Center Street sewer approximately two miles south of the project site. The Center Street trunk sewer flows into the Manteca Water Quality Control Facility (WQCF) which is located at Airport Way at West Yosemite Ave.

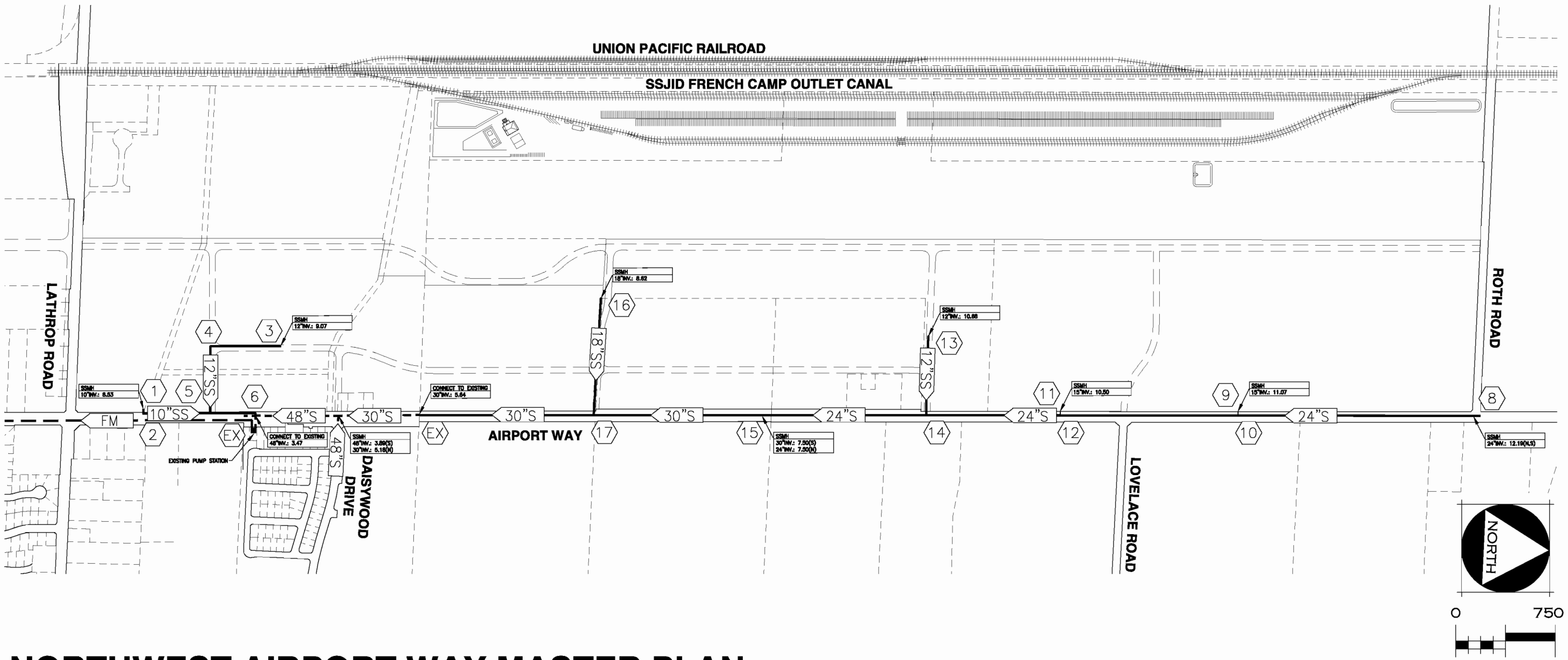
Proposed Improvements

The sanitary sewer piping system in Airport Way shall be extended north along Airport Way (see **Exhibit 12.2, Utility Plan Sewer**) to Roth Road. The existing 30-inch sewer main that terminates approximately 600-feet north of Daisywood Drive will be extended north along Airport Way to Roth Road, stepping down in size from 30-inches at the termination point to 24-inches. The Master Plan area will be served by a series of 12-inch to 15-inch sewer stub-outs to the site at private roadways "G" and "I" to serve individual sites (see **Exhibits 11 and 12.2**).

Developers in the southern portion of the Master Plan area (CenterPoint Properties and Ed Cardoza parcels- see **Exhibit 3, Major Land Holdings**) will need to install a 10 to 18-inch gravity sewer line along private road "I" to serve the southern portion of the plan area (see **Exhibits 11 and 12.2**). This line would connect to the existing pump station and 24-inch force main in Airport Way and ultimately the WQCF. Sanitary sewer system design calculations are described in **Appendix A, Sanitary Sewer System Design Calculations**.

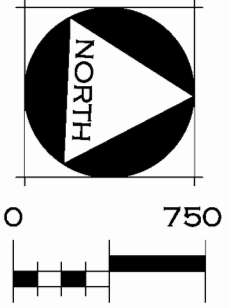
SEWER LEGEND

-



NORTHWEST AIRPORT WAY MASTER PLAN

12.2 UTILITY PLAN - SEWER



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C. Storm Drainage Plan

Existing Conditions

The City utilizes drains and laterals of the South San Joaquin Irrigation District (SSJID) to convey storm water runoff west to the French Camp Outlet Canal (FCOC) where the storm water is conveyed to the San Joaquin River. The City Storm Drain Master Plan encourages the use of regional detention basins within project developments to control a 10-year storm event and meter the peak flow over time into the SSJID system.

Currently the Master Plan Area has several existing SSJID facilities running through the site. These SSJID facilities are the following: Lateral RJ, Lateral RG, Lateral RGC, Drain 3, and Lateral T (see **Exhibit 12.3, Utility Plan SSJID Irrigation**). They run east to west in the Master plan area and terminate at the FCOC. The Master Plan area consists of sandy loam soil and the topography is relatively flat. The majority of the storm water that comes to the site percolates into the ground water. What does not percolate may surface flow into SSJID facilities and discharge into the FCOC.

Proposed Improvements





SSJID Facilities

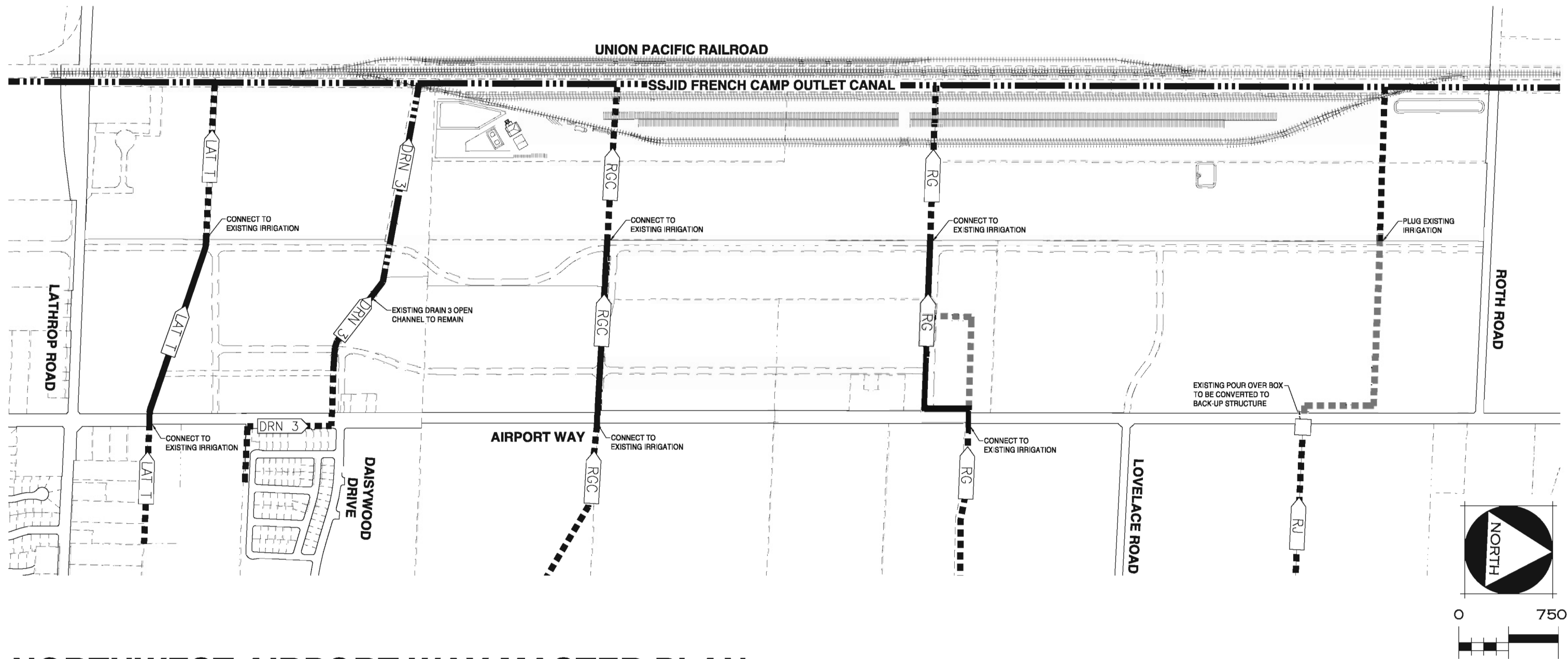
SSJID facilities will be improved as shown on **Exhibit 12.3** and consist of the following: Lateral T will be replaced and rerouted as shown. The existing pipe will be removed and replaced with rubber gasketed reinforced concrete pipe (RGRCP) according to SSJID standard drawings and specifications. A 30-foot wide SSJID easement for access and maintenance will be recorded and centered on the pipe alignment.

Drain 3 will remain in its existing condition, partially piped and the rest an open drain ditch. Where the private roadways cross Drain 3, a box culvert or approved equal construction will be installed to prevent restriction of the flow of drain water to the FCOC. Any public or private utilities that cross the Drain 3 channel must cross with a minimum 2-foot clearance below the bottom of the channel, assuring no flow is restricted in Drain 3. All improvements within the Drain 3 right-of-way must be approved by SSJID.

Lateral RCG will be replaced in place with RGRCP and a new 30-foot easement will be recorded and centered on the new pipe. Lateral RG will be replaced and rerouted. The existing pipe will be removed and replaced with RGRCP according to SSJID standard drawings and specifications. A 30-foot wide SSJID easement for access and maintenance will be recorded and centered on the pipe alignment. Lateral RJ will be plugged on the east side of Airport Way with the existing structure converted into a backup structure. The existing pipe from the backup structure to the western most boundary of the Master Plan area will be removed.

IRRIGATION LEGEND

-  IRRIGATION MAIN
-  EXISTING IRRIGATION MAIN
-  EXISTING IRRIGATION MAIN TO BE REMOVED
-  EXISTING IRRIGATION OPEN CHANNEL



NORTHWEST AIRPORT WAY MASTER PLAN

12.3 UTILITY PLAN - SSJID IRRIGATION

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Master Plan Area Storm Drainage

Low impact design will be encouraged for Master Plan developments. The Master Plan area storm drain conveyance system will consist of both open channels where feasible and an underground pipe network. This network of piping and channels will flow into a series of regional storm drain detention basins (see **Exhibit 7, Open Space & Drainage System** and **Exhibit 12.4, Utility Plan Storm Drainage**) strategically placed to allow development flexibility and to adequately store storm drainage runoff from the Master Plan area. Basins are sized to attenuate a 10-year 48-hour storm event. Each individual site will be required to treat its storm water runoff prior to entering the storm drain conveyance system and regional storm drainage detention basins.

The open channels will be designed to control up to a 10-year peak storm and will also be able to control the 100-year storm without storm water topping the banks of the channels. During a 100-year event the channels will be conveying the 10-year storm runoff to the detention basins and storing the excess between the 10-year and 100-year storms, all consistent with the City's Storm Drain Master Plan.

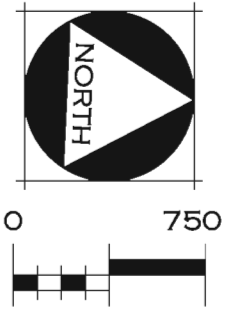
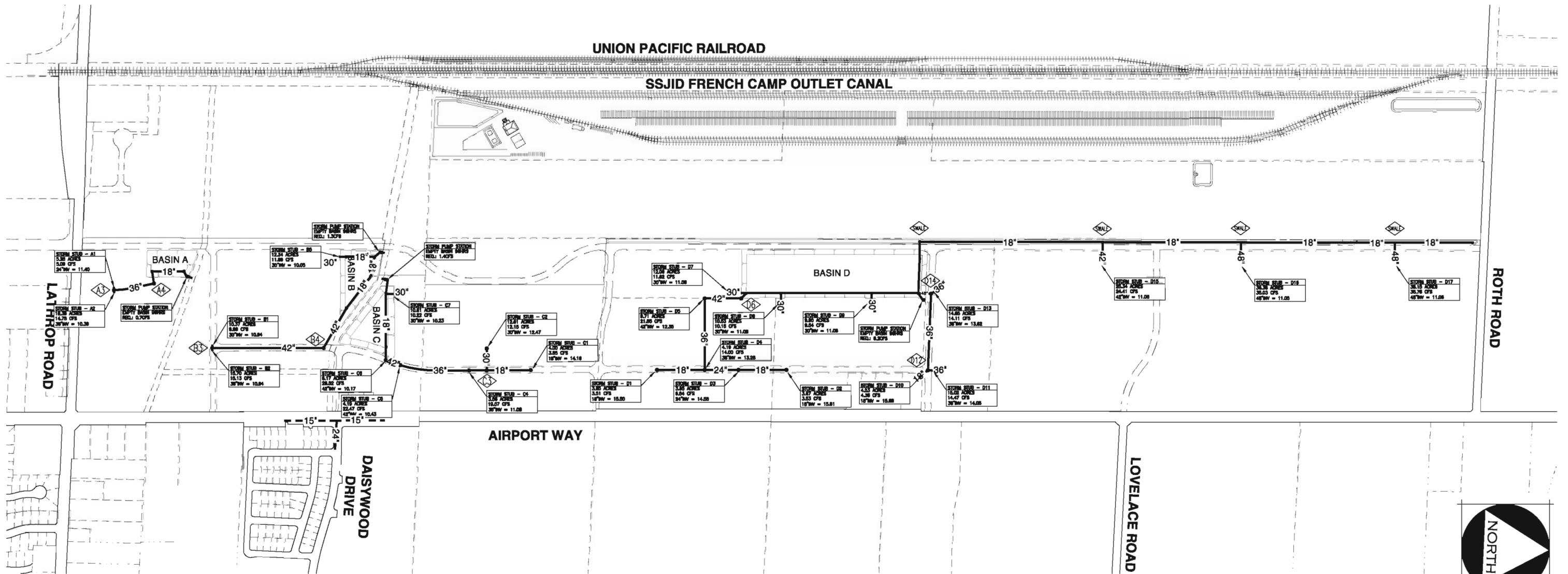
The purpose of the storm drain detention basins is to reduce the peak flows coming from the Master Plan area. The basins hold the peak flows and release them over a 96-hour period thus reducing the peak flow to the French Camp Outlet Canal. The basins will be designed in accordance with City standards, having a 5-foot maximum water depth and 8:1 side slopes. All basins will be landscaped to augment the open space network (see **Exhibit 7, Open Space & Drainage System**). Each basin will have a pump station that is designed to drain the basin within a 96-hour period.

All City storm drain discharge is coordinated with SSJID. The SSJID pipes will become joint use pipes with the City of Manteca. The City and SSJID share in the maintenance costs of these pipes.

The treatment of storm drain runoff on each independent site in the Master Plan area will take care of water quality issues and the detention basins will take care of peak flow discharge issues. The Master Plan area will meet all requirements of the Regional Water Quality Control Board, SSJID, City of Manteca NPDES Permit requirements, and the City of Manteca Storm Drain Master Plan with discharge and water quality treatment addressed in the storm drainage system.

STORM LEGEND

- 15" — STORM DRAIN MAIN & SIZE
- 15" ■ EXISTING IRRIGATION MAIN
- ◊ STORM DRAIN NODE



NORTHWEST AIRPORT WAY MASTER PLAN

12.4 UTILITY PLAN - STORM DRAINAGE

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Individual detention basin storage calculations are included in Appendix B, Storm Drain Design Calculations.

D. Other Utilities

Dry Utilities consist of the following: PG&E Electric, PG&E Natural Gas, Verizon Telephone, and Comcast Cable Television.

Existing Conditions

PG&E Electric

Large 47kv overhead power lines are located on the east side of Airport Way running north-south along the Master Plan area eastern border between the curb and edge of the right-of-way. Also, overhead electrical lines are located along Lathrop Road and Roth Road.

PG&E Natural Gas

A main line high pressure gas transmission line is located in Airport Way running north-south along the eastern boundary on the Master Plan area. Underground distribution lines are present in both Roth Road and Lathrop Road bordering the master plan area.

Verizon Telephone

Telephone is currently provided to the Master Plan area by Verizon via overhead lines located along Airport Way, Lathrop Road and Roth Road.

Comcast Cable Television

Cable television is not currently provided to the Master Plan area.

Proposed Improvements

PG&E Electric

Power will be provided from the 47kv overhead power lines located on the east side of Airport Way. The power will be dropped from the overhead lines and distributed throughout the Master Plan area via underground electrical lines and a series of transformers. All electric lines will be placed in public rights-of-way or public-utility-easements.

PG&E Natural Gas

The existing natural gas distribution lines will be expanded to provide natural gas to the Mater Plan area. These natural gas distribution lines will be located in public rights-of-way or in public utility easements.

Verizon Telephone

The existing overhead telephone lines will be installed underground and placed in the joint trench with PG&E gas and electric utilities along with Comcast cable.

The joint trench will occur throughout the Master Plan area and will be located in the public right-of-way or in public utility easements.

Comcast Cable Television

Cable television services will be provided within the joint trench that includes PG&E gas and electric utilities and Verizon telephone lines. The joint trench will occur throughout the Master Plan area and will be located in the public rights-of-way or public utility easements.

Chapter 4. Phasing Plan

A. Phasing Plan

Due to the large size of the Northwest Airport Way Plan Area, flexibility is required for project phasing. Market forces will determine actual project development of the Master Plan. However, certain realities are evident with regard to project phasing. CenterPoint Properties will likely develop first both in the northern and southern portions of their property (see **Exhibit 3, Major Land Holdings**). Light industrial and commercial development of the Riella and Cardoza properties will likely follow in later phases of the Master Plan, spurred by the CenterPoint light industrial development. Development of the RCCI PTP property is uncertain at this time. Build-out of the Master Plan is expected to take approximately 15 years.

In order to determine what offsite improvements will be needed when a project is proposed, Master Plan phasing is divided into North, Central and South phases (see **Exhibit 13, Phasing Plan**). These three phases are very large and there can be sub-phases within each of the three phases.

North Phase

Development of the North Phase will involve the construction of large-scale light industrial buildings. The North Phase will also establish the north-south connector road (private roadway “F”) as well as major entries to this portion of the Master Plan, including the Airport Way connection to Lovelace Road, a Airport Way connection to private roadway “F” in the middle of the north area (see **Exhibit 6, Proposed Land Use**) if more than one building is constructed, the connection of private roadway “F” to Roth Road (See **Exhibit 9, Long Range Circulation System** and **Exhibit 11, Street Sections Key Map.**) Development in this area will also involve improvements to Airport Way and Roth Road. Light Industrial buildings in this area will observe the 20-foot setbacks from the property line along Airport Way and along Roth Road. Landscaping will be developed in this area which screens the light industrial buildings from public view. All development in this area will be in accordance with design standards and guidelines as described in **Chapter 9, Design Standards & Guidelines**.

Central Phase

Development of the Central Phase will involve the construction of light industrial buildings. The Central Phase will also establish the further extension of private roadway “F”, as well as the development of private roadways “G” and “J”, the internal north-south connector road. Daisywood Drive (private roadway “E”) shall be extended from Airport way to private roadway “F”. Major entries to this portion of the Master Plan include the connections of private roadways “E” and the

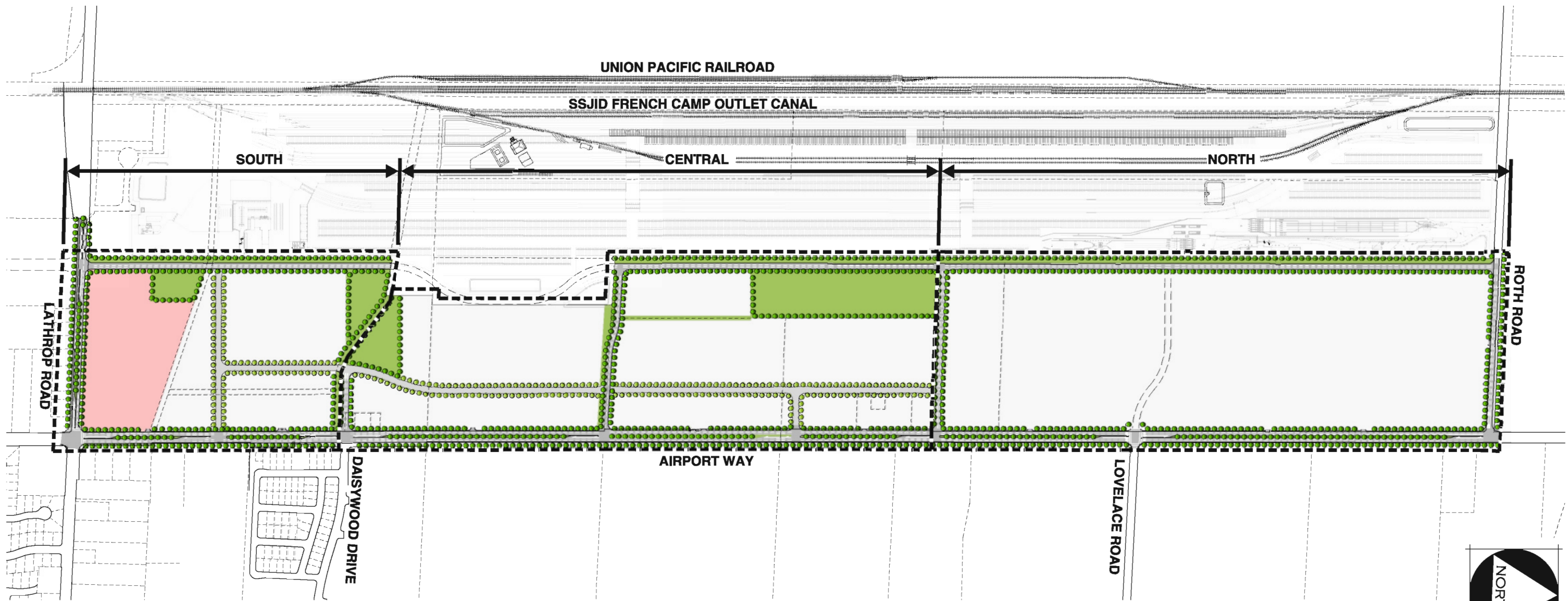
northern segment of “G” to Airport Way. (See **Exhibit 9** and **Exhibit 11**.) Development in this area will also involve improvements to Airport Way.

Landscaping will be developed in this area which screens the light industrial buildings from public view. All development in this area will be in accordance with design standards and guidelines as described in **Chapter 9**.

South Phase

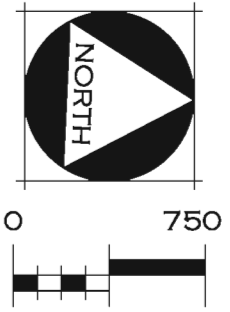
Development of the South Phase will involve the development of light industrial and commercial buildings. The South Phase will also establish the extension of the north-south connector road (private roadway “A”), the extension of the internal north-south private connector roadway “J”, as well as the development of private roadway “I”. Major entries to this portion of the Master Plan include the connections of private roadway “I” to Airport Way and private roadway “A” to Lathrop Road. Private roadway “I” will provide the major entry to the south area, providing access to all the uses in this area. (See **Exhibit 9** and **Exhibit 11**.) Development in this area will also involve improvements to Airport Way and Lathrop Road. The commercial buildings in this area will observe the 10-foot setback and light industrial buildings will observe 20-foot setbacks from the property line along Airport Way. All development in this area will be in accordance with design standards and guidelines as described in **Chapter 9**.

The Phasing Plan, described in detail for each phase in **Appendix C, Phasing Plan & Cost Estimates** outlines utility improvements (water, sewer, storm drainage, SSJID improvements and dry utilities) required for each phase as well as surface roadway improvements, both public and private, that will be required. Also provided in **Appendix C** is an estimate of probable construction costs for utilities and private and public roadways that are associated with the three phases. These costs will be borne by project developers of the Master Plan.



NORTHWEST AIRPORT WAY MASTER PLAN

13.0 PHASING PLAN



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Chapter 5. City Services

A variety of city services will be required to support completed projects in the Plan Area, including fire service, police protection, water, sewer, and storm drainage facilities. Police and fire protection services will be provided to these projects by the City of Manteca. Developers will be responsible for constructing private streets and utilities within the Plan Area as well as their share of improvements to Airport Way, Roth Road, and Lathrop Road and identified utilities with these public roadway rights-of-way. This chapter will address the ability of the City to provide these necessary services and facilities.

A. Fire Service

The Manteca Fire Department (MFD) is responsible for the primary provision of fire service and emergency medical response for the City of Manteca and its residents. The MFD serves approximately 67,750 residents throughout approximately 17.7 square miles within the City limits as well as an additional 9.4 square mile area outside the City limits in Manteca's 10-Year Planning Horizon of the Sphere of Influence (SOI).

The MFD operates out of three (3) facilities that are strategically located in the City of Manteca. The MFD is headquartered in Station 242 located at 1154 S. Union Road. In order to maintain a response time of 5 minutes or less, the Fire Dept. anticipates expanding their services in the northern part of the City in the Del Webb area (Station 244).^{1[1]} Land has been secured for the fire station and architectural drawings are in progress with a design completion date of December 2010. Additional fire stations will be proposed as necessary to address growth in the 10 and 20-year Planning Horizons of the SOI. The City of Manteca funds its Fire Department primarily through the General Fund. The General Fund FY 2009-2010 budget for the Fire Department is \$5,689,790. The City of Manteca adopted a Sales Tax Initiative to fund more police officers and firefighters in 2006. This initiative has already funded 12 firefighters, which was phased over three years. The first 6 were hired in FY 2007-2008, with 3 additional forecast for 2008-2009, and 3 more in 2009-2010. The existing and projected level of fire service is considered adequate by the Fire Department. The ratio of firefighters per 1000 population is .62 and MFD's average emergency response time in 2009 was 4 minutes. Needs for additional firefighters in the future will be addressed by the increased Measure M revenue from increased retail sales as well as additional potential revenue from the General Fund.^{2[2]}

B. Police Protection

Police protection services in the City of Manteca are provided by the Manteca Police Department. The Police Department operates out of its headquarters located at 1001 W. Center Street and is expected to remain at this location for the time being. The MPD has 59 sworn officers budgeted in 2010-2011 including 1 chief, 2 captains, 1 lieutenant, 10 sergeants, and 45 police officers. The 2010 ratio of police per thousand is .87 officers per 1,000 population. The Department also has 26 full time equivalent non-sworn personnel, which includes public safety dispatchers, community services officers, animal services, records clerks, a custody officer, and a records supervisor.

The City of Manteca funds its law enforcement primarily through the General Fund and a half cent sales tax adopted in 2006. The General Fund FY 2010-2011 budget for the Police Department is \$12,663,881.

C. Water, Sewer, and Storm Drainage Services

An evaluation of water, sewer, and storm drainage services can be found in **Chapter 5. Infrastructure Needs & Utility Description**. Capital costs for the installation of water, sewer, and storm drainage systems on-site and identified trunk line systems off-site will be paid for by project developers of the Master Plan. Developers will also be responsible for constructing private streets within the Plan Area as well as fair share improvements to Airport Way, Roth Road, and Lathrop Road. Cost estimates for utility and roadway improvements can be found in **Chapter 6, Phasing Plan** and in **Appendix C, Phasing Plan & Cost Estimates**.

Chapter 6. Economic and Fiscal Impacts

Economic impact analysis estimates the effects of change in the economy from a new project. New investments affect the economy by creating jobs and new business activity as business expenditures and household disposable income flow through the local economy. Thus, economic impact analysis establishes the total number of jobs, income, and business revenue generated by the project.

If we assume the Plan Area is fully built out by the year 2025, the general conclusions that can be reached by this analysis include:

- Total assessed value of development would increase from approximately \$33 million today to \$485 million at buildout.
- At current property tax rates, the increase in local assessed value at buildout would generate approximately \$1 million in new annual property tax revenues for the City of Manteca and \$3.85 million in new annual property taxes for San Joaquin County.
- Significant positive economic impacts are anticipated from the hundreds of construction jobs. In addition, for each construction job an additional 1.12 workers are added to the economy statewide (i.e., additional truckers hauling steel to the job site, additional employees at local restaurants).
- By the time the project is completed, approximately \$231 million in construction materials costs would generate \$21.5 million in sales taxes. Assuming that 20% of construction materials would be purchased in Manteca, the City would accrue 1.5% of the sales taxes or \$64,000.
- The added permanent income of \$69 million in direct payroll to the site's 2000 employees is expected to generate a total direct/indirect regional impact of approximately \$138 million per year. Wages at businesses in the Plan Area support additional jobs and spending in the general economy.
- The direct payroll is expected to support over \$3.85 million in annual state income tax revenues at buildout.

Chapter 7. Consistency with City Plans and Policies

The Northwest Airport Way Master Plan will provide a framework for the development of light industrial and commercial uses and related facilities. The Master Plan must be consistent with City policies in order to ensure an orderly and appropriate pattern of growth in northwest Manteca. The following discussion focuses on consistency of the Master Plan with the Manteca General Plan, the Manteca Municipal Code, and the City's Sphere of Influence.

A. General Plan Consistency

The Master Plan responds affirmatively to policies and implementation programs of the Manteca General Plan 2023. **Table 1** in **Appendix D, Consistency with Manteca Plans & Policies** itemizes the consistency of the Northwest Airport Way Master Plan with all pertinent policies and implementation programs of the General Plan.

B. Consistency with Manteca Municipal Code

The Master Plan itself will be adopted as part of the Manteca Municipal Code for the area of the City included in the Master Plan (see **Exhibit 2, Planning Area**). The Master Plan contains information on mandatory requirements and design guidelines that, in some instances, depart from development requirements in the Manteca Municipal Code. Where differences occur, the Master Plan mandatory requirements and design guidelines shall prevail.

C. Consistency with Manteca Sphere of Influence

The entire Plan Area (see **Exhibit 2**) is within Manteca's 10-year Planning Horizon Sphere of Influence approved by the San Joaquin County Local Agency Commission on August 15, 2008.³

³ Manteca Municipal Services Review, City of Manteca, June 16, 2008.

Chapter 8. Mandatory Requirements & Implementation

A. Mandatory Requirements and Design Guidelines

This Master Plan specifies two levels of oversight. The first level consists of the Mandatory Requirements including; Land Use/Master Plan Zoning, Setbacks, Circulation Layout, Drainage and Open Space Grid, Utilities, and Site Plan and Design Review, including Design Standards. These Mandatory Requirements are intended to preserve the basic integrity of the Master Plan and will ensure a comprehensive development scheme for the area in light of the varied property ownership and phased nature of the Master Plan.

The second level of control is the Design Guidelines, which are more fully described in **Chapter 9, Design Standards & Guidelines**. The Design Guidelines consist of architectural, planning, and site design criteria that apply to individual projects constructed in the Plan Area. Design standards are mandatory while design guidelines are recommended. These standards and guidelines are intended to ensure compatibility of the various individual development projects undertaken to implement the Master Plan, and to establish a design identity that sets the Plan Area apart from other nearby areas.

While the Master Plan envisions a certain amount of flexibility with respect to the design guidelines, the mandatory elements are expected of each implementing project.

B. Mandatory Requirements

In order to achieve orderly development of the Master Plan, and to ensure that when fully developed, the area will have a balance of uses to enhance economic opportunity, each implementing project must adhere to certain elements of the plan. These mandatory requirements are discussed more fully below.

1. Land Use / Master Plan Zoning

Developments within the Master Plan shall consist of land uses that are consistent with those set forth on **Exhibit 6** of the plan, and as discussed more fully in **Chapter 2, B, 1**.

2. Setbacks

Developments within the Master Plan shall provide for the uniform setbacks identified and described below, and as described more fully in **Chapter 2, B, 3**.

Airport Way (Identified as C and D on Exhibit 11)

A twenty (20) foot landscape setback from the property line is required along the western side of Airport Way between Roth Road and the boundary of the commercial property. Along the commercial section the setback shall be ten (10) feet from the property line.

Lathrop Road (B)

A ten (10) foot landscaped setback from the property line is required along the north side of Lathrop Road between the western limit of the Community Commercial area and Airport Way.

Roth Road (H)

A twenty (20) foot landscaped setback from the property line is required along the south side of Roth Road between westerly limit of the Plan Area and Airport Way.

Private Roadway A

A twenty (20) foot landscaped setback from the curb including a twelve (12) foot bicycle path is required along the west side of the roadway.

Private Roadway E

A twenty (20) foot landscaped setback from the curb including a twelve (12) foot bicycle path is required along the north side of the SSJID Channel.

Private Roadway F

A forty (40) foot landscaped bio swale is required along the west side of roadway F from Roth road to Private Roadway I.

3. Circulation

Roadway Grid

Developments within the Master Plan shall be planned and constructed to accommodate, and as appropriate provide, the basic grid roadways as shown in Exhibit 9, Long Range Circulation System. This system of private internal roadways anticipates future truck traffic loads and includes two north-south internal connector roads and east-west connector roads. These roads are generally described in Chapter 2, B, 3 above, where the street cross sections are provided. The roadway improvements will be required with each implementing project unless traffic studies conducted in conjunction with implementing projects suggest improvements are not required at that time, although such implementing projects may be required to fund their fair share of the cost of the improvements to these mandatory access improvements. Further, no implementing projects may be developed in a manner that would preclude the development of the roadway grid, in the general locations shown on exhibit 9.

In recognition of the developed nature of the RCCI site, the extension of Daisywood Drive would only be required if the RCCI site is redeveloped. The internal drive planned for this property will, however, be required if the property owner proposes any expansions or substantial modifications to the property.

Access and Egress

Entrances to the Plan Area must be designed to ensure adverse impacts to or from traffic within and outside of the plan area does not occur. To this end, plan area intersections must meet certain configurations, and certain intersections will require the installation of traffic signals when warranted. **Exhibits 8, Interim Circulation System** and **Exhibit 9** identify the intersections that, when warranted, will require signalization with implementation of the Master Plan. The improvements will be required unless traffic studies conducted in conjunction with implementing projects suggest improvements are not required at that time, although such implementing projects may be required to fund their fair share of the cost of the improvements to these mandatory access improvements.

4. Drainage and Open Space Grid

The Master Plan establishes an open space grid that not only provides open space between developments and recreational opportunities for pedestrians and bicyclists, but also serves as an integral part of the drainage plan for the area. The bicycle access opportunities as generally shown on **Exhibit 9** and the pedestrian and bicycle opportunities as generally shown in the street sections in **Chapter 2, B, 3**. This grid includes the system of drainage swales and detention basins that also serve as active recreational areas, as generally shown on **Exhibit 7, Open Space & Drainage System**.

The 40-foot wide north-south bio-swale bordering the west side of the internal private road "F" (see **Exhibit 11, Street Sections Key Map**) will convey storm drainage to the three large detention basins as generally shown on **Exhibit 7, Open Space & Drainage System**.

5. Utilities

The Master Plan establishes plans for the provision of water and sewer services to the Plan Area, as set forth in **Exhibits 12.1, Utility Plan-Water** and **12.2, Utility Plan-Sewer** respectively. Developers of projects within the Plan Area will be responsible for constructing improvements in the public right-of-way generally as set forth in **Exhibits 12.1** and **12.2**, or for funding improvements that have already been completed or that will be completed in the future, as determined on a project-by-project basis. Improvements will include the development of a grid of water mains in the Plan Area and the connection of the grid to existing and new mains in Airport Way, Roth Road and Lathrop Road. Sewer improvements will include the extension of the sewer line in Airport Way, a new line in Roth

Road, and lines in the private roadways connecting to the main in Airport Way. These latter lines would connect to the existing pump station and the force main in Airport Way and ultimately the WQCF.

The Master Plan also establishes storm water drainage plans to serve the Plan Area, as generally set forth in **Exhibits 12.3** and **12.4**. Developers of projects within the Plan Area will be responsible for constructing the improvements set forth in **Exhibit 12.3, Utility Plan-SSJID Irrigation** and **12.4, Utility Plan-Storm Drainage** or for funding improvements that have already been completed or that will be completed in the future. Improvements include upgrading existing SSJID laterals and mains as well as constructing detention basins in the Plan Area and a network of piping and surface drainage channels that flow into the detention basins as appropriate to meet the requirements of the City's Storm Drain Master Plan.

Details of the utility improvements can be found in **Chapter 5, Infrastructure Needs & Utility Description** and in **Appendices A, B, and C**.

6. Site Plan Review and Design Review

A critical step in ensuring that implementing projects conform to the requirements set forth in the Master Plan, development projects will be subject to the Site Plan Review and Design Review requirements of Manteca Municipal Code Section 17.49.040. While the Master Plan provides a certain amount of flexibility with respect to design elements, the process for review of these elements is a mandatory aspect of this Plan, and all applications shall be consistent with the Master Plan. Further, the City may, in connection with the site plan and design review process, impose reasonable conditions of approval provided that they are consistent with the Master Plan. The design standards and guidelines in Chapter 4 shall be used by the City staff in the review of each project submitted within the Plan Area.

Design Standards are considered mandatory for the purpose of Site Plan and Design Review. These standards must be included in each development proposal. These are different from the Design Guidelines, which are encouraged but not considered mandatory.

C. Implementation Plan

Adoption of the Master Plan establishes a comprehensive set of principles, land uses, infrastructure improvements, and development standards and guidelines for the Plan area, which are intended to establish the criteria against which development proposals in the Plan area will be measured. This section explains the various means by which the City expects implementation of the Master Plan to occur and discusses administrative matters, such as the means by which the Master Plan can be modified or amended.

1. Consistency with the Master Plan Required

The Master Plan shall be implemented in conjunction with the site plan and design review and approval process as set forth in the City's Municipal Code. As part of the site plan and design review and approval process, the Community Development Director must determine whether the proposed site plan is harmonious with surrounding development. In order to make this determination, the Community Development Director shall evaluate the site plan and design review application for consistency with the adopted Master Plan and for compatibility with adjacent projects, with emphasis being given to compatibility with other projects within the Plan Area. As provided by Chapter ___ of the Manteca Municipal Code, all development on property subject to the Master Plan shall be consistent with the Master Plan. An implementing project shall be considered consistent with the Master Plan, if after considering all aspects, the project satisfies the mandatory elements of the Master Plan, furthers the overall goals of the Master Plan as set forth in Chapter 1, and does not obstruct the attainment of the goals.

2. Infrastructure Improvements

Each development project proposed in the Plan Area shall be responsible for certain infrastructure improvements, as set forth throughout the Plan. Any such required improvements shall be built according to the size, capacity, and design set forth in the Master Plan, as well as any other requirements of agencies with jurisdiction over such improvements. The scope of improvements required from each implementing project shall be determined on a project-by-project basis, and may, for certain improvements, require construction that is beyond what is required to serve the individual project, whereas for other improvements, may require payments to reimburse other developers for improvements already constructed that benefit other developers. Improvement requirements shall be consistent with the adopted Public Facilities Implementation Plan. At the discretion of the City, a developer may be permitted to pay its fair share contribution in lieu of constructing an improvement, provided that the improvement will be constructed before the project is implemented or within a reasonable period of time after project implementation.

When and where appropriate, developers or property owners shall be eligible for reimbursement from developers of subsequent projects when the developer or property owner constructed oversized infrastructure or improvements that benefit or would have been required of the subsequent projects. Such reimbursements shall be determined on a project-by-project basis.

3. Compliance with Final EIR Mitigation Measures

The mitigation measures in the Final EIR and Mitigation Monitoring Program for the Master Plan shall be applicable to all implementing projects, unless a

measure is determined by the City, based on the measure's terms, to not apply to one or more specific implementing projects or to be "infeasible" as defined in CEQA Guidelines Section 15364. Unless the standards of CEQA guidelines section 15162 are met, with respect to an implementing project, the implementing project shall not require further environmental review.

4. Standards and Guidelines of the Master Plan

The Zoning Code of the City of Manteca provides that the Plan Area is governed by the standards set forth in the Master Plan. The Master Plan specifies development and design standards for particular land uses, and those development and design standards are mandatory. In the event of an inconsistency between the general Manteca Zoning Code standards and the Master Plan's mandatory requirements, the provisions of the Master Plan shall control.

The Design Guidelines contained in Chapter 9 of the Master Plan provide additional design criteria and serve as a framework to guide the City of Manteca in its review of proposed projects in the Plan Area, but are not mandatory. The Design Guidelines will help ensure a unified development character for the Plan Area while providing flexibility and guidance for individual, market-driven projects.

5. Minor Adjustments

The Community Development Director shall have the authority to approve minor adjustments to the Master Plan, provided that the Director determines that such adjustments are consistent with the purposes and design intent of the Master Plan, will not substantially change the character, or interfere with the harmonious development of, the Plan Area, and are compatible with the Guiding Principles set forth in Chapter 2.A of the Master Plan.

A decision of the Community Development Director regarding minor adjustments shall be final, and shall not be appealable.

If a request for a Minor Adjustment is denied by the Community Development Director, an applicant may propose an Amendment to the Master Plan as set forth in Section 6 below. No amendment to the Master Plan, by itself, shall relieve an applicant of any obligation imposed pursuant to the Site Plan Review process. However, a Site Plan Review approval may be granted contingent on the approval of a minor adjustment or Master Plan amendment.

It is envisioned that most minor adjustments would not trigger the need for further review pursuant to the California Environmental Quality Act (CEQA), but such applications, nonetheless, would be reviewed to determine whether CEQA review beyond that already completed in the certified Final EIR would be necessary.

6. Amendments

All proposed modifications to the Master Plan that are either not proposed as minor adjustments or not approved as minor adjustments may be proposed as an amendment to the Master Plan. Amendments shall require review and approval by the Planning Commission. Amendments to the Master Plan shall follow the following process:

- a. Proposals to amend the Master Plan shall be accompanied by:
 - (1) Payment of any and all application fees for amending the Master Plan in place at the time of application for the proposed amendment.
 - (2) Information documenting the requested changes, including any proposed text, map, and/or diagram changes.
 - (3) Explanation of the basis of the desired amendment, including any documentation as appropriate.
 - (4) Analysis as to how the Master Plan as amended would fulfill the goals and principles of the Master Plan, and conform to or alter the mandatory requirements set forth in **Section B** above, and maintain compatibility with adopted land use designations and infrastructure requirements.
 - (5) Analysis of the level and type of development, if different from or if greater in density or intensity than the Master Plan as analyzed in the Final EIR.
- b. Upon submittal of the complete application seeking amendment to the Master Plan, including the accompanying information, City staff will review the material, and analyze whether further environmental review or study is necessary pursuant to the California Environmental Quality Act (CEQA). If further CEQA review is required, the necessary analysis shall be completed by the City, with all costs reimbursed to the City from the developer or applicant.
- c. Upon submittal of the complete application seeking amendment to the Master Plan, including the accompanying information and any CEQA analysis, City staff will develop a recommendation and provide a staff report to the Planning Commission summarizing its analysis and recommendation. The staff review will be completed within thirty (30) days after the application and CEQA analysis is complete and include an analysis of the proposed Master Plan amendment for consistency with the

City's General Plan. Any amendment applications shall be processed concurrently with other related development applications filed by the applicant, including any appeals.

- d. The Planning Commission shall hold a duly noticed public hearing on the proposed Master Plan amendment, and at the conclusion of the hearing, shall render a decision.

Any interested party, including the applicant and the Director of Community Development, may appeal the decision of the Planning Commission to the City Council. Except as expressly provided in this Master Plan, the appeal procedures shall be as set forth in Manteca Municipal Code Section 17.49.050.

7. Development Agreements

A property owner or other entity with sufficient interest in a property may, but is not required to, propose a development agreement pursuant to the provisions of Government Code Section 65865, *et seq.*, in which case the City will consider the proposed agreement.

8. Financing of Improvements

As noted above, improvements may be required as conditions of approval for certain projects, and developers may be eligible for reimbursement from subsequent developers for improvements that exceed the capacity or need of the earlier development projects. In addition to construction of required infrastructure in conjunction with specific development projects, the City may consider and approve alternative plans or programs to fund the necessary infrastructure improvements. Alternate funding options that might be considered include the creation of one or more community facilities districts.

Chapter 9. Design Standards & Guidelines

A. Design Standards & Guidelines Overview

This chapter has been prepared to specifically identify City design expectations in the context of new industrial and commercial developments in the Plan Area. The text and illustrations contained herein give a clear picture of the design expectations in their actual application. Design standards are required of all developments. Design guidelines are recommended measures that, while not obligatory, are nonetheless endorsed as measures that help ensure quality design. Altogether, the standards and guidelines address the placement and appearance of buildings, circulation, parking and loading, landscape design, fencing and screening, signage, exterior lighting, and sustainable design practices.

The design standards are to be applied to development within the Master Plan in conjunction with the development standards listed in the Manteca Municipal Code and applicable utility master plans. Where differences occur between the design standards of the Master Plan and the Manteca Municipal Code, the design standards of the Master Plan shall prevail.

The design standards and guidelines are to be used by applicants and their consultants in the formulation of specific development proposals. The standards and guidelines will also be used by City of Manteca staff in the review of development proposals.

The general objectives of the Master Plan Design Standards and Guidelines are to:

- Promote a functional and attractive environment
- Ensure a quality development image
- Protect and enhance private property values and investments
- Protect public investments
- Employ sustainable design practices

The design standards and guidelines will enable designers and developers to understand the City's intent with respect to the design of industrial and commercial development. In addition, these standards and guidelines will minimize the time required for City development review by providing the City's requirements to developers and designers early in the design process. The standards and guidelines are intended to encourage sensitive, integrated, innovative and sustainable project designs rather than dictate any particular design theme. The standards and guidelines do not apply to changes in

permitted uses, interior building modifications needed to accommodate permitted uses, and temporary uses and facilities.

B. Light Industrial Design Standards & Guidelines

To assist in the implementation of this section, it has been broken out into two separate sections; Standards and Guidelines. *Design Standards* are requirements on all development. *Design Guidelines* are guiding principals to be applied to all development; however the implementation of each guideline would be worked through each project as part of the site and design review process. It is not anticipated that every guideline will be part of every project; instead the designer and City shall work together to meet the intent of the *Guidelines* as a whole. The Community Development Director shall have ultimate authority on determining what is feasible in relation to the application of the guidelines.

I. Site Design

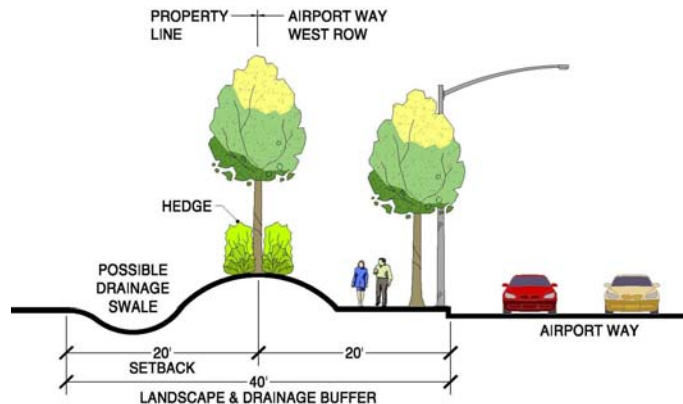
Standard(s)

1. Entry points shall be designed with a unique appearance and landscaped. Entries should be delineated with clear and well-designed monument signs. These entry points should relate to the roads serving developments on the west and east sides of Airport Way.



Guideline(s)

2. Auto parking should be physically separated from loading zones, truck parking and storage yards, where feasible. See also **Circulation** section.



A. Setbacks

Standard(s)

1. Setbacks along Airport Way along the Light Industrial portion of the Plan Area shall be a minimum of 20-feet from the property line.
2. Setbacks shall be 20-feet from the property line on the south side of Roth Road and 20-feet from property line on the north side of Lathrop Road along the Light Industrial portion of the Plan Area.
3. There shall be no buildings, parking lots or loading areas within the required landscape setback area.

Guideline(s)

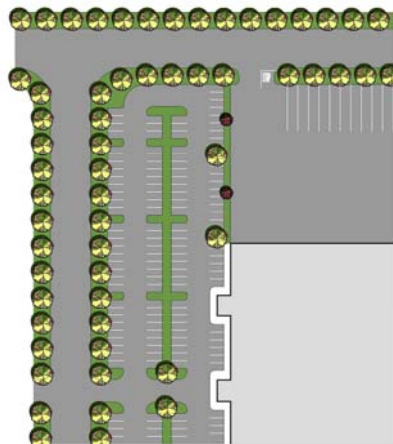
4. A variety of building and parking setbacks shall be provided in order to avoid long monotonous building facades and to create visual diversity.
5. Berms, walls, shrubs, and trees should be used in appropriate combinations within the setback area to buffer sensitive nearby uses.

B. Circulation, Parking and Loading

Standard(s)

1. Public and private streets shall conform to the street sections illustrated in **Exhibit 10, Street Sections Key Map** in this Master Plan.
2. Entrances/exits from the development onto the City's road system shall be located to align with existing and planned street layouts. Refer to **Exhibit 8, Interim Circulation System** and **Exhibit 9, Long Range Circulation System** in this Master Plan.
3. Truck loading and parking shall not be permitted between a building and a public street unless the loading area is screened by berms, fences/walls and landscaping.
4. Storage and overnight parking of refrigeration units shall be located behind buildings fronting public streets.

Guideline(s)

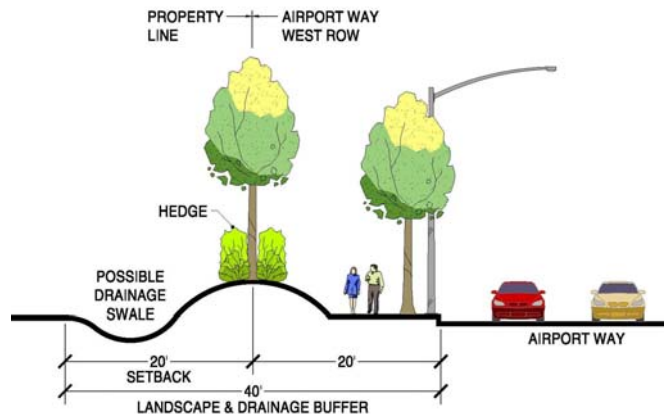


5. Create identifiable entries for trucks, cars and pedestrians, consistent with the circulation plan.
6. Driveways should not be located in close proximity to public street corners or adjacent driveways and in areas with restricted visibility.
7. Onsite circulation of large trucks should be separated from auto circulation and parking as well as pedestrians.
8. Visitor parking should be located near the entrances to buildings and should be physically separated from the loading dock areas and truck parking areas.
9. Provide convenient walkway system, bike storage and preferential carpool parking to encourage alternatives to autos and reduce traffic impacts.

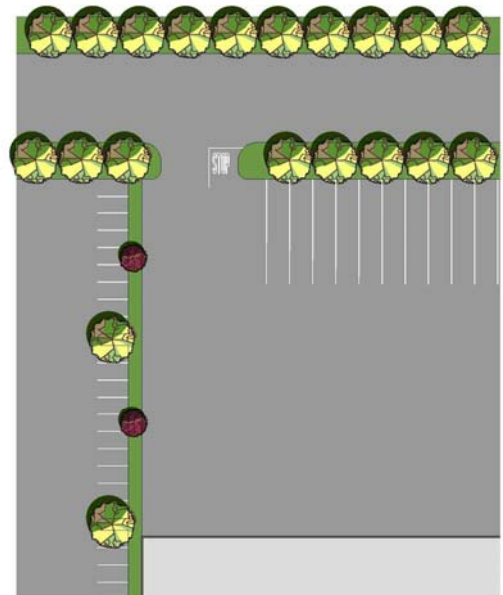
C. Landscape Design

Standard(s)

1. Minimum landscaped open space shall be 10% of the total site area.
2. Landscaping recommendations for developments along Airport Way, Roth Road, and Lathrop Road frontages shall conform to the illustrations in **Exhibit 10** or shall otherwise be approved by the Community Development Director as meeting the objectives of the Master Plan.
3. Street trees shall be provided along all public streets with a minimum of one tree installed for each thirty feet of frontage. One dominant street, one alternate and two accent trees shall also be chosen for each street frontage from the City of Manteca Approved Street Tree list.



4. Landscaping along private streets shall comply with the street sections provided in **Chapter 2, B, 3.**
5. Drainage channels and detention basins shall be designed without fencing and shall be treated as a part of an integrated landscape design. Portions of the large detention basins shall be designed to be used as recreation space in dry periods. Refer to **Exhibit 7, Open Space and Drainage System**, for the locations of detention basins and principal drainage channels.
6. Parking lots shall be shaded per the standards listed in the Manteca Municipal Code. Truck loading docks and parking areas shall be exempted from this requirement.
7. Accessory facilities such as mechanical equipment, trash collection, storage areas, and vehicle service areas shall be located away from portions of the site which are visible from public roadways or private properties with dissimilar improvements. Heavy landscaping and screening may be used in instances where alternative locations are not available.
8. Truck loading docks and truck and trailer parking areas shall be screened from public view.



Guideline(s)

9. Parking lots and loading areas adjacent to and visible from public streets must be adequately screened from view through the use of earth berms, low screen walls, changes in elevation, landscaping or combinations thereof.
10. Fences and walls discussed in section “D” should be used to buffer perimeter areas of the project area, building exterior, and the parking and loading areas.
11. Utilize distinct planting to define site and building entries and walkway routes within parking lots.

12. Plant, shrub and tree species should be appropriate to Manteca's climate and should require minimal water and care. Trees should be uniform in appearance and be wind tolerant. Disturbed ground areas should be hydro-seeded/mulched with a perennial ground cover for erosion control.

13. All landscaping should employ a mix of trees, shrubs, groundcovers and turf where appropriate. The plant palette should be relatively limited and applied in groupings of similar species.

14. Trees should be located throughout the parking lot and not simply at the ends of auto parking aisles. Finger islands should be used to enhance provision of shading along parking aisles in north/south orientations.



15. Setback areas should be landscaped in a similar style, providing visual connections to buildings and adjacent open spaces.

16. Bio-swales are encouraged within landscape areas.

17. Landscaping should be protected from vehicular and pedestrian encroachment.

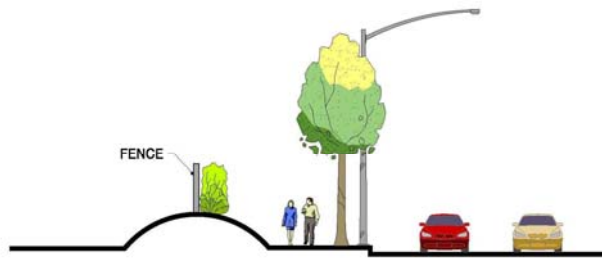
D. Fences and Walls

Standard(s)

1. Fencing shall not impair traffic safety by obscuring views.
2. Chain link and barb-wire fencing shall not be installed along public street frontages.

Guideline(s)

3. Fencing along the public rights-of-way should be offset and architecturally designed to prevent monotony. Walls should be softened with landscaping. Fencing



should be designed for compatibility with nearby building and landscape materials.

4. Walls or dense landscaping should be used to screen automobiles, loading and storage areas, and utility structures from the public right of way. However, if not required for a specific screening or security purpose they should not be utilized. The intent is to keep the walls as low as possible while performing their screening and security functions.



5. Fence and wall design, color and materials should complement landscape and building design.
6. Where walls are used at property frontages, or screen walls are used to conceal storage and equipment areas, they should be designed to blend with the site's architecture. Both sides of all perimeter walls should be architecturally treated. Plant materials, such as climbing vines, should be used in combination with the wall exterior.

II. Building Design

Standard(s)



WEST ELEVATION
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1. Long expanses of loading docks shall be screened from public views by the use of landscaping, walls and earth mounds.

Guideline(s)

2. Large building forms should be designed to break up the apparent mass of the buildings.



This should be accomplished by using various methods to help create interest and reduce scale. Examples include the staggering of vertical walls, recessing openings, providing upper-level roof overhangs, using deep score lines at construction joints, contrasting compatible building materials, and using bands of compatible colors.

3. Buildings should be constructed of high quality, durable, low maintenance materials such as concrete, concrete tilt-up panels, brick or stone.
4. Design and color themes should be used consistently throughout each site and should relate harmoniously to adjacent development.

5. The use of architectural features (parapets, canopies, fascias, and other architectural features) should be used where appropriate to break up large, blank wall surfaces. In the photo to the right a wall has been integrated into the building architecture, as well as the use of canopies to screen and break up the long expanse of loading docks.



6. Primary buildings in close proximity on the same property should have harmonious proportions and similar architectural styles. Nearby accessory buildings should be of compatible design and treatment. Variety in roof shapes and form is encouraged to add diversity, enhance scale, and complement the features of adjacent buildings. Where parapet walls are used, they should be treated as an integral part of the building design.



7. Long exterior walls should incorporate contrasting finishes and colors to provide a sense of scale.



8. Long building walls that do not have loading docks should have trees planted along them to modulate the long expanse of wall. A minimum 8-foot landscape strip should be provided at the base of each building, not including loading docks. See also **Landscape Design** section.
9. Utility doors, fire doors, loading docks and other potentially unsightly service features should be designed to blend with the building's architecture.

III. Airport Frontage Buffer Area

The intent of the buffer area is to shield nearby residences and public views along Airport Way from more intensive industrial uses. As a result, smaller scale light industrial uses are encouraged along the Airport Way frontage. These additional guidelines are intended to promote such development along this frontage area.

Site Design

Guideline(s)

1. Architecture should be designed at a smaller, pedestrian friendly scale.
2. Buildings visible from Airport Way should provide architectural enhancements along the street frontage.



Landscape Design

Guideline(s)

1. Landscaping should screen loading and auto parking areas.
2. Landscaping and masonry walls as appropriate should be used to buffer perimeter areas from neighboring uses.

Building Design

Guideline(s)

1. A variety of building forms and facade treatments are encouraged to avoid the appearance of a single continuous building form.
2. Where large buildings are to be placed adjacent to the Airport Way right of way, the apparent mass of the buildings should be reduced by introducing variations in wall setbacks and heights, additions of projections, porticos, windows and other openings, using different materials or finishes, and similar methods.
3. The mixing of unrelated architectural styles, materials and details should be avoided. Exterior siding materials should be of masonry, plaster, wood, metal, or approved alternative material. Metal clad buildings should have baked-on enamel exterior finishes or equal. Mirrored or highly reflective glass is prohibited.



IV. SIGNS

All signage shall be reviewed and approved during site plan and design review to ensure consistency with sign program.

A. Sign Program

The purpose of the sign program is to promote economic vitality, enhance the community's appearance, and encourage the effective use of signs in the community by maintaining minimum standards that limit the number, size, design and illumination of signs. The sign program is established to protect pedestrian and traffic safety by minimizing confusing and distracting signs and to provide clear identity and direction to industrial locations.

A Sign Program is required for all developments in the Northwest Airport Way Master Plan. The Sign Program for the industrial project area shall accompany

the first development application for each building complex. Applicants shall establish an industrial design theme for signage that subsequent applicants are required to adhere to. A copy of the Master Sign Program shall be provided to all prospective business owner(s) by the property owner and/or property management company; a copy may also be obtained by contacting the Community Development Department.

Standard(s)

1. Establish a theme for signing. Indicate location and form of signs on building plans. Include designs for freestanding signs/monument signs, building-mounted signs, and directory signs.
2. Signs are to be illuminated only by backlighting of raised letters, internally illuminated individual letters, or by low intensity spotlights that are screened from direct view. Internally illuminated box or can signs are discouraged. Signs are to be glare free. Light fixtures must be screened from view.
3. All signs shall have a similar architecture style as buildings in the complex.
4. Freestanding/monument signs:
 - a. Monument signs shall relate to the materials and style of the building.
 - b. One multi-tenant freestanding sign with solid base (monument-type) is permitted on each major entry to the site by the name of the center and/or address. Major tenants may be listed. Size to be consistent with Section 17.17.110 of the Manteca Municipal Code.
5. Wall signs:
 - a. One business identification wall sign or logo may be placed on each building exterior for each tenant. Overly-large wall signs tend to hide the building to which they are attached and compete with signs on adjacent buildings for the viewers' attention.
 - b. Corporate logos may be used in combination with business names but should not occupy more than 25% of the sign area.
 - c. Signs shall not extend above top of wall or parapet. Signage shall appear as an integral part of the building.
 - d. Signs shall be made of individual letters. Letters may be raised, inset, or flush. Signs painted on a board or similar surface and mounted on building shall be prohibited. Maximum letter height is 24 inches.
6. Directory Signs:
 - a. One directory sign is permitted per each multi-tenant building complex, including buildings off of main roads such as at corners.

- b. Directories shall only list tenant names and locations within buildings.
- c. Directories shall be either, wall-mounted glass case or freestanding, solid base, monument-type sign.
- d. Directory signs shall not exceed 20 sq. ft. in area or 5 ft. in height above finish grade.
- e. Directory signs shall not exceed 3 feet 6 inches if placed in the clear vision triangle as defined by the Manteca Public Works Dept.

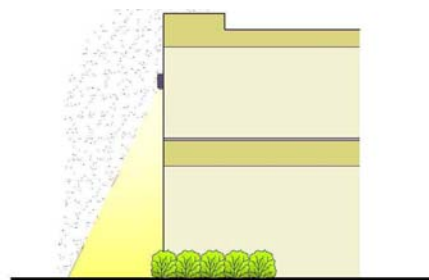
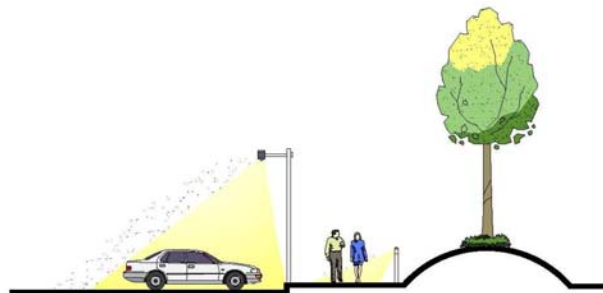
Guideline(s)

- 7. Signs facing secondary streets look best if they are smaller and less dominant than the signs on the primary street.
- 8. Keep signs simple. Too many combinations of colors, typefaces, and symbols can result in visual chaos. Generally, no more than three complementary colors should be used on a single sign. Keep to a maximum of 2 typefaces. Signs are more legible if upper and lower case letters are combined.
- 9. Do not allow signage to affect the skyline or obstruct views.

V. LIGHTING

Standard(s)

- 1. Lighting shall comply with candle foot standards established in the Manteca Municipal Code.
- 2. Night lighting shall be limited to that necessary for operations, security, safety, and identification. Night lighting shall also be screened from adjacent residential areas and not be directed in an upward manner or beyond the boundaries of the parcel on which the buildings are located.
- 3. Lighting shall be used to provide illumination for the security and safety of on-site areas such as parking, loading, shipping, and



receiving, pathways, and working areas.

Guideline(s)

4. Exterior lighting type, brightness, height and fixture design should be appropriate to the building design, its function and location. Light bulbs or tubes shall not be exposed. Light shields should reduce the spillage of light onto adjacent properties.
5. Lighting should be adequate but not overly bright. Lighting fixtures should be properly scaled to the pedestrian in pedestrian areas, to cars in automobile driveways and parking areas, and to trucks in truck loading and parking areas. Security lighting may be indirect or diffused and shall be shielded or directed away from a residential district. Outdoor parking area lighting shall be designed and constructed in a similar manner. All building entrances shall be well lighted.

VI. SUSTAINABLE DESIGN

The use of sustainable design practices is encouraged for new buildings in the Plan Area.

Guideline(s)

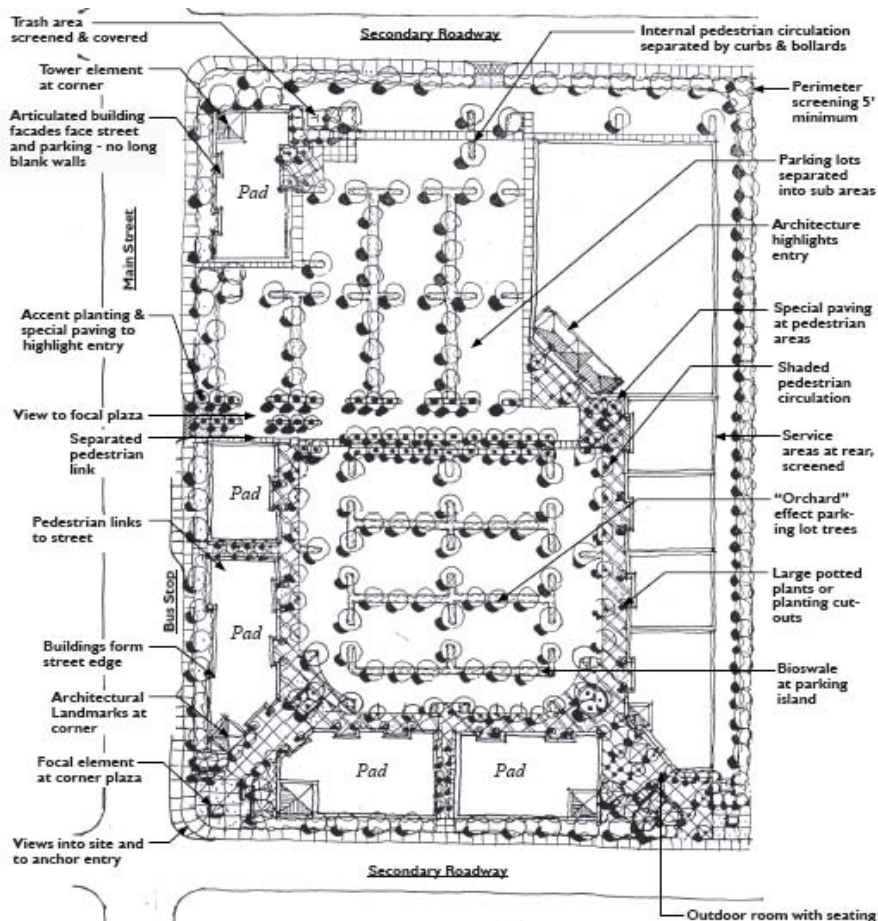
1. Provide high efficiency HVAC systems, when required, with non-HCFC refrigerants
2. Provide motion detectors in accessory function areas
3. Capture and direct storm water to landscape areas prior to release
4. Design buildings which use natural ventilation with the goal of minimizing air-conditioned areas.
5. Design building orientation and shading to minimize solar gain and maximize daylight within the building work areas.
6. Include photo-sensors and localized lighting controls to reduce the amount of artificial light used within indoor spaces.
7. Minimize light trespass and reduce sky glow to increase night sky access.

C. Community Commercial Design Standards & Guidelines

To assist in the implementation of this section, it has been broken out into two separate sections; Standards and Guidelines. *Design Standards* are requirements on all development. *Design Guidelines* are guiding principals to be applied to all development; however the implementation of each guideline would be worked through each project as part of the site and design review process. It is not anticipated that every guideline will be part of every project; instead the designer and City shall work together to meet the intent of the *Guidelines* as a whole. The Community Development Director shall have ultimate authority on determining what is feasible in relation to the application of the guidelines.

I. Site Design

Community scale shopping centers are characterized by unified site design architecture for the building or buildings (which contain separate commercial establishments with at least one major anchor), signage and contiguous, shared parking.



Standard(s)

1. Development shall have one theme carried throughout the entire center.
2. A strong sense of entry and orientation to the storefronts shall be created by providing a central space, such as a plaza or a focal point that shall be used to orient and direct shoppers.

Guideline(s)

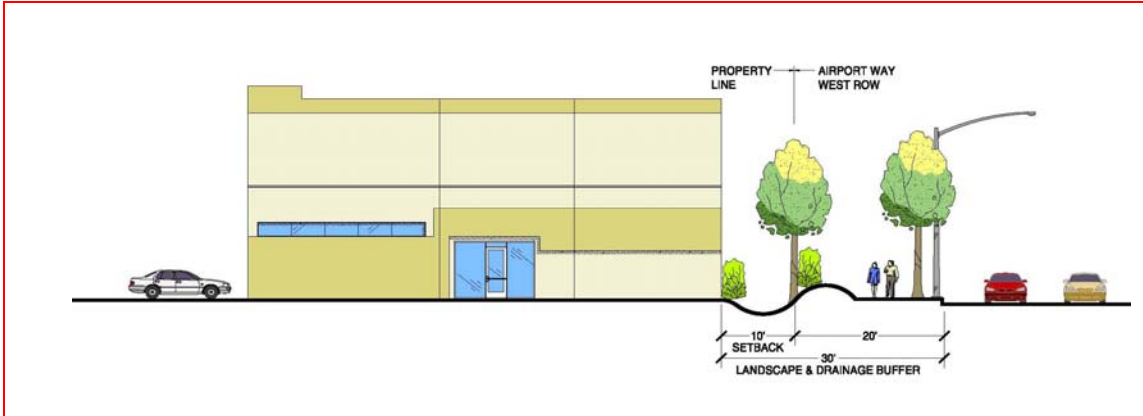
3. Landscaping at major site entries should help define the project and provide a sense of arrival. Use elements such as low ornamental walls, accent planting, fountains, and special paving to help define the entry. Accent trees should be used to distinguish main access drives.
4. Enhanced paving should be used to highlight entries and pedestrian areas.
5. Manteca's hot summer climate makes shading extremely important. Use trees or shaded structures along pedestrian walks, in plazas and at seating areas.



A. Setbacks

Standard(s)

1. Setbacks along Airport Way along the Community Commercial portion of the Plan Area shall be 10-feet from the property line on the west side of Airport Way. Berms, walls, shrubs, and trees shall be used in appropriate combinations within the setback area to buffer sensitive nearby uses.



2. Setbacks along Lathrop Road along the Community Commercial portion of the Plan Area shall be 10-feet from the property line on the north side of Lathrop Road.

B. Circulation, Parking and Loading

Standard(s)

1. Public and private streets shall conform to the street sections illustrated in **Exhibit 10, Street Sections Key Map** in this Master Plan.
2. Entrances/exits from proposed developments onto the City's streets shall be located to align with existing and planned roadways. Refer to **Exhibit 8, Interim Circulation System** and **Exhibit 9, Long Range Circulation System** in this Master Plan.

Guideline(s)

3. Parking that fronts Airport Way or Lathrop Road should be behind a landscape buffer.
4. Driveway access along streets should be kept to the minimum necessary for proper commercial traffic circulation.
5. Parking should be arranged to provide adequate entrances, exits and acceptable walking distances.
6. Parking areas should be designed without dead-end aisles.



7. Public transportation and bicycle access and storage should be accommodated as an integral part of site design.
8. Parking areas should be broken up with planting and/or building masses.
9. Loading and service entrances should not be visible from the public right of way, nor interfere with pedestrian and vehicular flows within the project.

C. Landscape Design

Standard(s)

1. Minimum landscaped open space shall be 10% of the total site area.
2. Landscaping designs for developments along the Airport Way and Lathrop Road frontages shall conform to the illustrations in **Exhibit 10** or shall otherwise be approved by the Community Development Director as meeting the objectives of the Master Plan.
3. Landscaping shall be protected from vehicular and pedestrian encroachment.
4. Service areas shall be screened from public view.
5. Adjoining land uses shall be buffered from light, sound and traffic intrusion. Utilize screen planting as well as masonry walls where truck deliveries would disturb nearby residences.

Guideline(s)

6. The design of the streetscape should integrate plant materials, paths, lighting, street furniture, and signage to produce an attractive overall environment.
7. Trees should be located throughout the parking lot and not simply at the ends of parking aisles.
8. Provide accent planting at site and building entrances.
9. Incorporate amenities such as sculptures, fountains, benches, drinking fountains, kiosks, and seating areas.
10. Setback areas should be landscaped in a similar style, providing visual connections to buildings and adjacent open spaces.

D. Fences and Walls

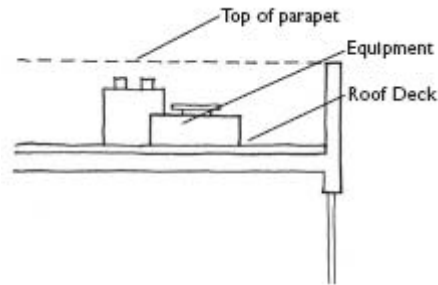
Guidelines

1. Fence and wall design, color and materials should complement landscape and building design.
2. New fencing walls along public rights-of-way should be softened with landscaping.

II. Building Design

Standard(s)

1. Emphasize individual structures, but design buildings on a single site to relate to each other.
2. Large structures shall be visually broken up into smaller components through changes in massing form and texture.
3. Roof mounted mechanical equipment shall be fully screened from the public view.



Guideline(s)

4. Corner buildings should be highlighted with features such as special architecture, towers or other vertical elements and entries facing the intersection.
5. The use of quality materials and design are encouraged.
6. The use of quality accent materials such as stone, brick; wood siding; or tile is encouraged.
7. Rooflines should be varied and designed as an integral part of building mass.



8. Entrances should be identified with roof articulation, such as slanted roofs, canopies or trellis structures.
9. Architectural design of buildings should integrate commercial signage to avoid the appearance of buildings unrelated to the size, shape and appearance of signage.
10. Covered walkways, arcades, canopies, storefronts or awnings or combinations thereof should be designed along the public face of buildings. These forms are to be integrated into the building design to avoid looking like afterthoughts.
11. Courtyards, atriums and outdoor gathering and eating areas should be incorporated into the design of the community commercial center. Site furnishing shall be provided in public areas.

III. Signs

All signage shall be reviewed and approved during site plan and design review to ensure consistency with a sign program.

A. Sign Program

The purpose of the sign program is to promote economic vitality, enhance the community's appearance, and encourage the effective use of signs in the community by maintaining minimum standards that limit the number, size, design and illumination of signs. The sign program is established to protect pedestrian and traffic safety by minimizing confusing and distracting signs and to provide clear identity and direction to community shopping centers.

A Sign Program is required for all applicants for development in the Northwest Airport Way Master Plan. The Sign Program for the commercial project area shall be submitted with the first development application. Applicants shall establish a commercial design theme complementary to the sign program theme for the industrial portion of the Plan Area. Subsequent applicants are required to adhere to the sign program once established. A copy of the Master Sign Program should be provided to all prospective business owner(s) by the property owner and/or property management company; a copy may also be obtained by contacting the Community Development Department.

Standard(s)

1. Signs are to be illuminated only by backlighting of raised letters, internally illuminated individual letters, or by low intensity spotlights that are screened from direct view. Internally illuminated box or can signs are discouraged

unless integrated into the overall architecture of the complex. Signs are to be glare free.

2. Keep projecting signs 8-feet above sidewalks and, if attached to a wall, mounted away from face of building. Such signage is appropriate for pedestrian shopping areas.
3. Freestanding/monument signs:
 - a. Monument signs shall relate to the materials and style of the building.
 - b. One multi-tenant freestanding sign with solid base (monument-type) is permitted on each major entry to the site by the name of the center and/or address. Major tenants may be listed. Size to be consistent with Section 17.17.090 of the Manteca Municipal Code.
4. Wall signs:
 - a. Number:
 1. Major tenants are permitted an unlimited number of wall signs based on the overall square footage allowed per elevation;
 2. Freestanding pad buildings with one tenant are permitted three (3) wall signs, provided each sign is located on a different side of the building and faces a public entrance, a public street or a parking lot;
 3. Uses that are neither major tenants nor freestanding pad buildings are permitted two (2) wall sign; provided each sign is located on a different side of the building and faces a public entrance, a public street, or a parking lot.
 - b. Location and design:
 1. Wall signs may be:
 - Attached flat against or pinned away (peg mounted or similar) from a building wall, but shall not extend or protrude more than one foot from the wall,
 - Attached to the facade of a building, but shall not extend above the
 - upper edge of the facade; and
 - Painted on or attached to a canopy or awning.
 2. Sign casing/housing shall be compatible with the architecture of the building and should not cover or interrupt major architectural features, including such features as doors, windows, tile embellishments and reveal lines. Can signs are discouraged unless integrated into the overall architecture of the complex.
 3. Signs placed between window spandrels, on fasciae, on sloping roofs, or on awnings shall not exceed two thirds (2/3) of the height of the area to which the sign is attached and must be centrally positioned;
 4. Wall signs shall be centered vertically and horizontally within the tenant sign area on the spandrel, fascia, or awning;
 5. The size of the letters and the spacing shall be balanced for the tenants within the complex;

6. Signs throughout the complex shall be consistent in appearance; and
 7. Raceways will be permitted only when the raceway is an integral component of the graphic design of the sign.
- c. Area:
1. Tenants shall be allowed one square foot of sign area for every one lineal foot of tenant space of which the sign is located.
 2. The length of wall signs shall not exceed seventy percent (70%) of the length of the tenant space façade or building facade if a tenant occupies more than one tenant space in a building complex.
5. Directory Signs:
- a. One directory sign is permitted per each multi-tenant building.
 - b. Directories shall only list tenant names and locations within buildings.
 - c. Directories shall be either wall-mounted glass case or freestanding, solid base, monument-type sign.
 - d. Directory signs shall not exceed 20 sq. ft. in area or 5 ft. in height above finish grade.
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7. Signs facing secondary streets look best if they are smaller and less dominant than the signs on the primary street.
8. Keep signs simple. Too many combinations of colors, typefaces, and symbols can result in visual chaos. Generally, no more than three complementary colors shall be used on a single sign. Signs are more legible if upper and lower case letters are combined and the image area does not exceed 40% of the total sign area.
9. Ensure the sign relates to the building in size. Oversized, over-illuminated and flashy signs are unnecessary and cause confusion to the reader.
10. Paint any awning signage on the awning itself. The awning's flap or end panels provide highly visible surfaces.
11. Draw attention to signs with attractive landscaping, eye level placement or placement on prominent building elements. Pole installations are prohibited. Preferred monument signs are low, horizontal signs with incised or raised lettering set off by flowers or lawn.
12. Do not allow signage to affect the skyline or obstruct views.

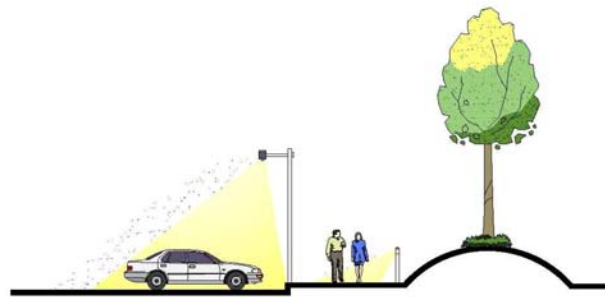
IV. LIGHTING

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10. Report Preparation

City of Manteca

Frederic Clark, Interim Community Development Director

Mark Meissner, Planning Manager

Rochelle Henson, Senior Planner/Project Manager

Lantz Rey, Fire Marshal

Mark McAvoy, Senior Engineer - Transportation

Dave Bricker, Chief of Police

Kirk Waters, Fire Chief

Strategic Planning Collaborative LLC

John Torrey AICP, Project Director

Steve Wanat AICP, Senior Planner/Urban Designer

MCR Engineering, Inc.

Jim Rachels, Project Director

Forrest Killingsworth, PE

Shawn Samaniego, Exhibit Preparation

11. References

- California Board of Equalization.
- CenterPoint Properties Website.
- Economic Research Institute, Redmond, WA.
- General Plan 2023, City of Manteca, December, 2003.
- Manteca Municipal Services Review, City of Manteca, June 16, 2008.
- Municipal Code, City of Manteca.
- Salary.com.
- San Joaquin County Tax Collector.
- San Joaquin County Assessor's Office.
- US Department of Commerce, Bureau of Economic Analysis, July, 2002.