

Union Crossing

Manteca, CA

Development Standards
and Design Directives

Prepared For:
Manteca Development Group

Prepared By:
KLA, Inc.



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Section 1 - INTRODUCTION

1.1 Overview

This Planned Development Standards and Directives document has been provided to establish the development standards and Design Directives for Union Crossing within the framework of City of Manteca standards and requirements and to ensure a high-quality project that meets the development objectives of the City and the developers to create a dynamic and flexible commercial destination and residential community that meets the needs of an ever-changing retail climate and provides for quality housing that fits within the fabric of the existing surrounding land uses and community.

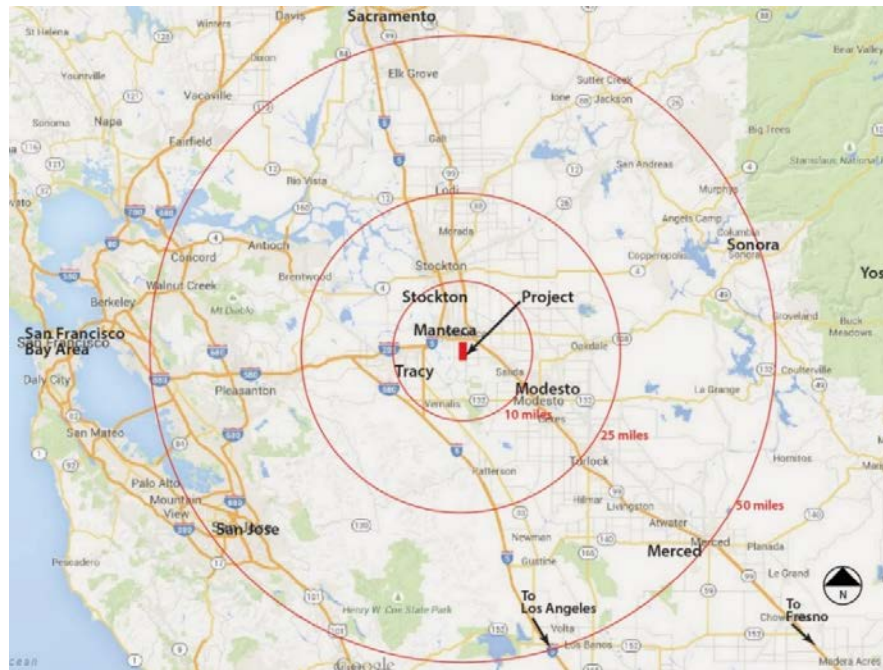
These Directives shall be applied to all development within the project boundary to ensure the project develops as a cohesive commercial center and residential community regardless of phasing and final users. Once these Directives have been approved they shall be implemented and consistent with the City of Manteca Municipal Code and all applicable City standards and specifications.

This document is provided in four sections to provide for guidance in development:

- Section 1** – Introduction – Provides background of the project, adjacency, and goals and vision for the project.
- Section 2** - *The Development Standards provides the requirements of the size, shape, location, and layout of proposed buildings and site facilities to meet the proposed layout and uses of Union Crossing.* The In simple terms, the Development Standards tell how big and where the ‘box’ can go. The various proposed designations are described as well as site organization and circulation. Also provides information about conformance with City zoning, setbacks, and building placement. This section functions to define the specific Development Standards.
- Section 3** - *The Design Directives section provides the requirements as to what all of the building and site elements are to look like – finishes, colors, etc.* The Design Directives tells what the ‘box’ is to look like. This section provides the requirements and recommendations for the design of appearance of the building, site finishes, and accessories, as well as integration within the site.
- Section 4** - Signage, Lighting, and Landscape – Clarification of the allowed signage; Hierarchy and selection of lighting throughout the project; and Hierarchy of trees and overall landscape development of the project

1.2 Location

The proposed Union Crossing is a commercial project that is proposed along the Highway 120 corridor in south central Manteca. The project is centrally located to expand on the destination commercial and entertainment facilities along Highway 120. Union Crossing is south of Highway 120 and will be serviced off of Union Road that has a full intersection with Hwy. 120, and Atherton Drive that is currently under construction. Highway 120 is a heavily used freeway corridor that connects Highway 99 and Interstate 5 and is a primary link between the Central Sierras and the San Francisco Bay Area. Highway 120 is a key regional link. Union Road connects to north Manteca, provides access to downtown Manteca, and accesses the residential communities to the north and south. Atherton Drive is the main collector that runs parallel to and south of Highway 120 and is currently under construction (as of November 2018). This phase of construction will complete Atherton Drive to create a full multi-lane connector south of Hwy. 120 that runs almost the full length of Manteca from Airport Way to Woodward Ave. at Moffat Rd.



Project Location

Google Maps

The proposed Union Crossing is directly across Union Road from The Promenade Shops at Orchard Valley which includes Bass Pro Shops. This is a regional shopping destination. Union Crossing is also 1 to 1.5 miles from Stadium Center which is also a regional shopping destination. Adjacent to Stadium Center is Great Wolf Lodge hotel and water-park that is currently under construction and the existing Big League Dreams baseball facility as well as the Manteca Family Entertainment Zone (FEZ).



Aerial photo of the site with north to the top

Google Maps

Union Crossing will complement the existing and proposed regional retail and entertainment facilities along Highway 120 by providing additional large-scale destination retail. Union Crossing will also provide smaller-scale neighborhood retail that will meet the needs of the single family residential developments south of Highway 120 that will access from Woodward Ave. and Atherton Drive. There is currently significant planned and under-construction residential growth south of Highway 120. Union Crossing will provide retail services to allow residents to remain closer to home and reduce the need or extent of vehicular trips north of Highway 120.

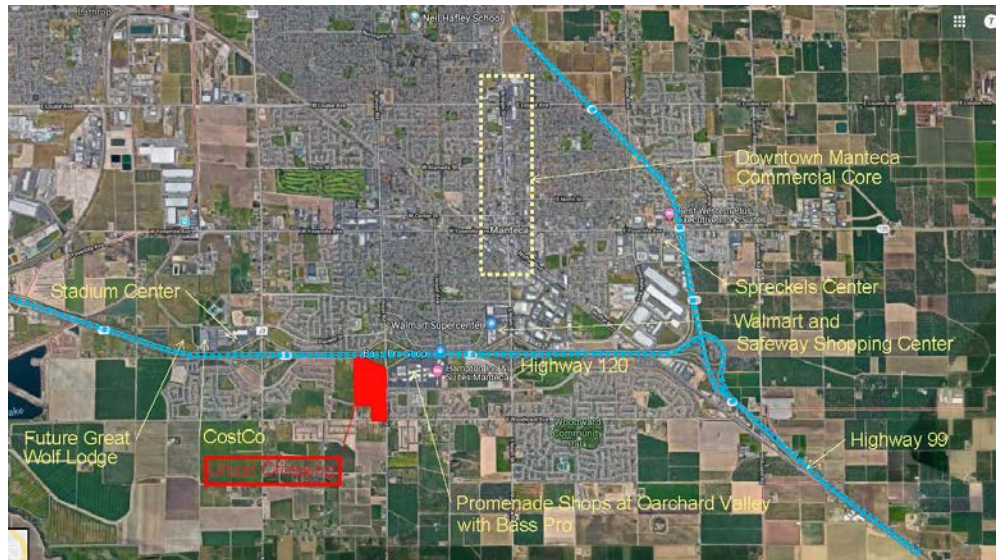
Union Crossing is also directly adjacent to low density residential (single family homes) that is currently being developed to the west and there are existing large lot homes south of Union Crossing that are zoned for low density residential.

Union Crossing will contribute to the City of Manteca tax base, provide employment opportunities for local residents, create a regional shopping draw that will benefit other adjacent commercial properties, and provide neighborhood retail to meet the housing/jobs/shopping balance. It will also provide for housing options to meet the needs of existing and new residents and help the City to achieve the goal of affordability and diversity options.

Union Crossing will also contribute to the City through the fees that will be paid in compliance with the Quimby Act.

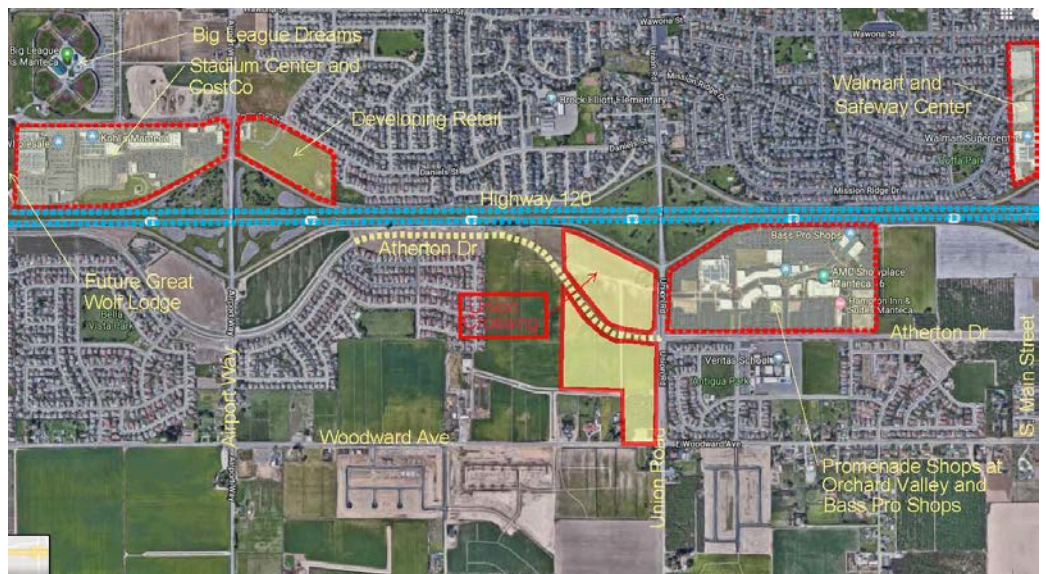
Project Information

Project size:	48.7 ± acres
Existing Zoning designation:	PD (planned development)
Proposed Zoning Designation:	PD (planned development)
Existing Land Use:	Agriculture
Existing General Plan Land Use:	CG (General Commercial)
Proposed General Plan Land Use:	
North of Atherton Dr.	General Commercial (GC)
South of Atherton Dr.	Commercial Mixed Use (CMU)
Assessor's Parcel Numbers	226-160-04, 05, 17



Project Adjacencies – City-wide

Google Maps



Project Adjacencies – 120 Corridor

Google Maps



Location of Union Crossing and direct adjacencies

Google Maps

1.3 Context, Vision, and Goals

Union Crossing as proposed north of Atherton Drive is consistent with the City of Manteca General Plan. Union Crossing provides for the optimal use of land along the Highway 120 corridor and the full interchange at Hwy. 120 and Union Road. The uses are consistent with the existing retail and housing environment and it does not negatively impact existing and proposed residential uses. The completion of Atherton Drive that was recently completed provides the missing link in the arterial that runs parallel to Hwy. 120. It provides ease of access to Union Crossing from the existing and proposed residential communities along Atherton Dr. and Woodward Ave. without having to cross over Hwy. 120 to the north; easing traffic at these limited crossings.

Union Crossing provides for a continuation of Manteca's high quality of life, livable neighborhoods, and furthers its role as a regionally significant community and destination for shopping and entertainment. The goal of Union Crossing is to provide for a regional and neighborhood shopping destination, increase housing options for residents, and to further the goals of the City of Manteca General Plan.

Most of the land use along Woodward Ave. is residential. For the portion of Union Crossing south of Atherton Drove, the proposed inclusion of High Density Residential and Commercial Mixed Use will increase the diversity of housing options along the Woodward / Atherton corridor. The inclusion of housing with retail has long been a goal of the City's General Plan. Union Crossing is providing a mix of retail and housing within the same development to meet this goal. Additionally, the proposed high density residential and commercial mixed use will create a buffer/transition between the commercial to the north and the low density residential zoning to the south and west.

The City of Manteca General Plan 2023 was adopted by City Council in October 2003, and serves as the guiding policy document. The Union Crossing Development Standards have been prepared to guide development within the Plan Area in conformance with goal and policies established in the General Plan.

Section 2 - DEVELOPMENT STANDARDS

2.1 Site Organization

These Development Standards provide direction for the allowed sizes, locations, heights, and development requirements of all projects proposed within Union Crossing. The Design Directives (section 3) provide direction as to what the built elements are to 'look' like. Development Standards provide the structure; Design Directives provide the skin, finishes, etc. This Section is Development Standards.

Union Crossing is a mixed-use commercial/residential development that straddles the north and south sides of Atherton Drive just west of Union Road. The project has been divided into two primary divisions of proposed uses with the **Union Crossing Retail Center** on the north side of Atherton Drive and the **Union Crossing Mixed-Use** commercial and residential on the south side of Atherton Drive.

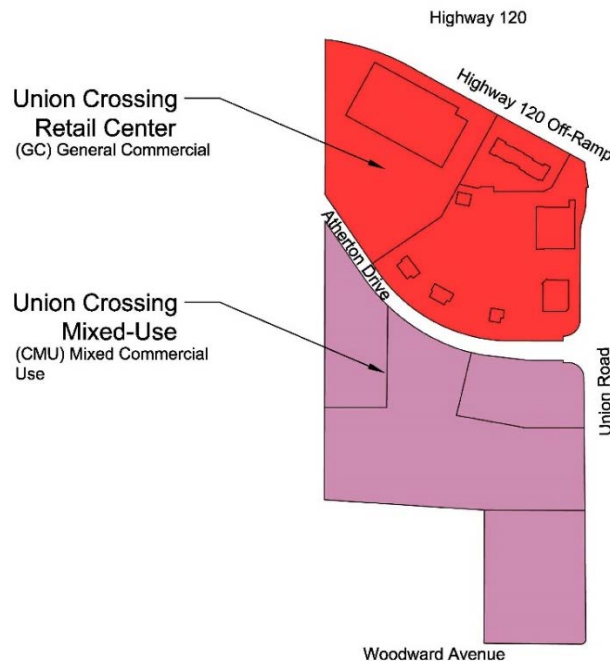


Figure 2.1.1 – Retail Center and Mixed-Use Locations

Union Crossing Retail Center

Union Crossing Retail Center provides a variety of proposed commercial uses. The location directly adjacent to Highway 120 and Union Road allows for a wide variety of commercial uses and as such, offers the greatest flexibility. General Plan land use designation of General Commercial (GC) will remain as GC.

Union Crossing Mixed-Use

Union Crossing Mixed-Use is located south of Atherton Drive and provides for commercial as well as residential designations. The commercial designation is at the corner of Atherton and Union to balance and support the commercial areas associated with Union Crossing Retail Center to the north. This area also includes high-density residential and mixed-use commercial designations to provide a buffer and transition to the residential zones to the south and west.

The layout of the site as shown on the following site exhibit is a representation of how the project could be laid out. It is not intended to be a static (actual) representation of specific or final layout, but rather to show the general location of the different proposed designations and their relationship to the surrounding streets and to each other. It is to be understood that market forces, the needs of potential users, and the general nature of commercial and residential real estate demands that there be flexibility in the site plan and the overall orientation of the site design and building placement. The specifics of the 'Development Standards' (Section 2) and the 'Design Directives' (Section 3) are to be met, but the design of the site is dynamic and may be adjusted based on the needs of specific development and site design applications.

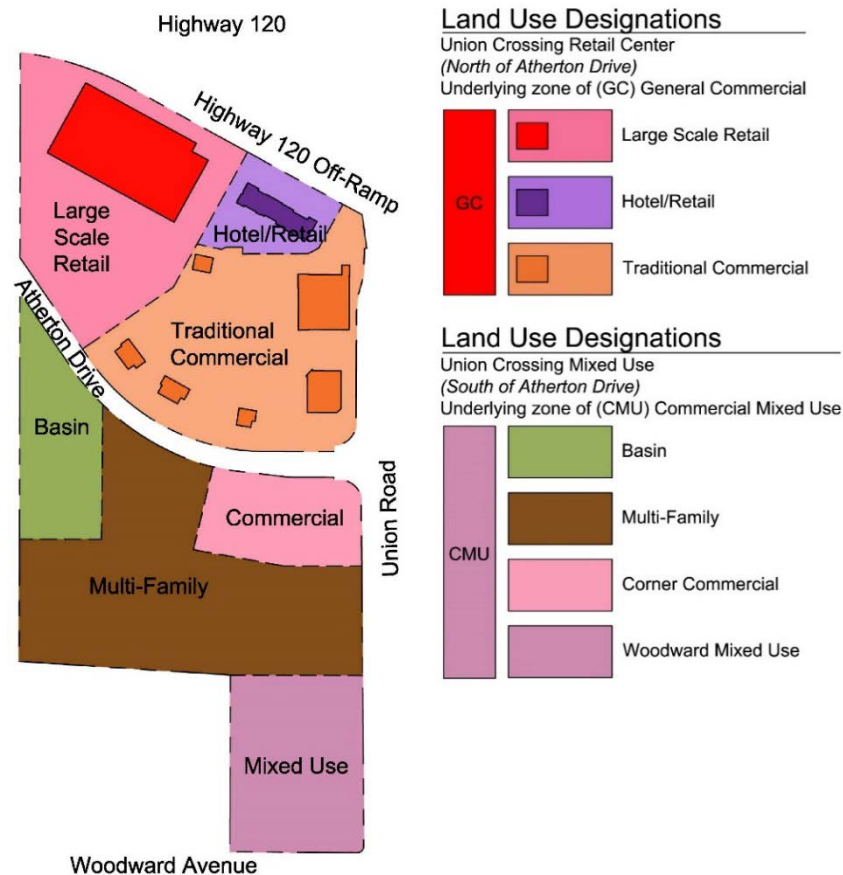
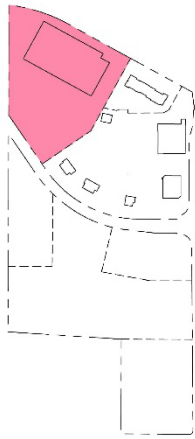


Figure 2.1.2 – Proposed Designations

2.2 Proposed Commercial Development Designations

Union Crossing has been divided into multiple development designations. The location and layout of these designations are not required to follow the exact layout that is shown on the schematic site plan, however the concepts of the layout and the overall intent should be followed. This section provides the requirements for development and overall intent of proposed site plan applications. Best design practices, good creative architectural design solutions, and user-friendly and efficient site design are to be implemented. Quality and creative design is more important than strict adherence to the schematic layout as provided in this section. For Union Crossing Retail Center (north of Atherton Dr.), the hotel designation may be implemented, or the entirety of Union Crossing Retail Center can be retail (utilizing the guidance of the three other commercial development designations).

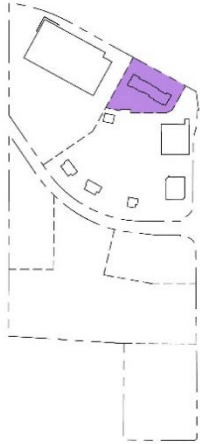


- **Large-Scale Retail** - The Highway 120 frontage and proximity to the full 120/Union Rd. interchange is ideal for a large regional retail user to take advantage of the visibility and access to create a prime destination for the center. The adjacency to the Promenade Shops at Orchard Valley and Bass Pro Shops across Union Rd. adds to the regional importance and value of this location. The west portion of Union Crossing provides for ample space for a large building(s) and parking while maximizing the street frontage along Union Road.

The large-Scale Retail is assumed to be a 50,000 sf building or larger (50,000 sf – 120,000 sf) (or multiple large-use buildings) and is intended to be an anchor to the center. As an anchor the Large-Scale Retail will have the responsibility to set the overall tone and character of the center as a whole. The color, forms, materials, etc. are further described in Section 3 - 'Design Directives'.



Example photo of large-scale retail – Does not represent specific project



- **Hotel / Retail** – This designation has the option of being a select service hotel or may also be Traditional Retail. The inclusion of a hotel is allowed, but not required, and shall follow the requirements of the hotel designation. The hotel designation may also be retail and if used as retail shall meet the requirements of the applicable sections for Traditional Retail.

The freeway adjacency provides for a prime location for a select-service hotel. As the entertainment and destination facilities continue to expand in Manteca, the value of providing lodging to serve travelers will continue to grow and this location provides for a high visibility and easy-access location.

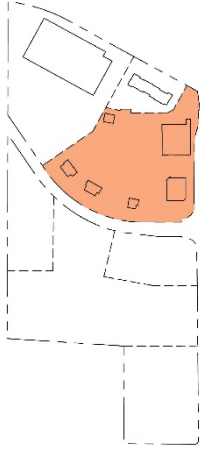
The hotel fits well within the General Commercial zoning and functions with the commercial/retail designations of Union Crossing. Select-service hotels that would be applicable to this land-use designation and appropriate for this site are typically three-to-four stories tall and 50,000 sf – 110,000 sf. The function and the development requirements of a hotel are different than the rest of the commercial uses. There are *exceptions* in the following Development Standards that are specific to the hotel designation (Section 2.3).



Example photo of hotel– Does not represent specific project



Example photo of hotel– Does not represent specific project



- **Traditional Retail** - Union Rd. and Atherton Drive also function as primary arterials that serve the expanding residential communities south of Highway 120 and have direct access to Highway 120. Their frontages provide prime locations for local businesses such as pharmacy and grocery that serve the needs of the local residents as well as those traveling on Hwy. 120. Businesses such as restaurants, gas station, and neighborhood services are also appropriate with the ease of accessibility and proximity to residential neighborhoods.

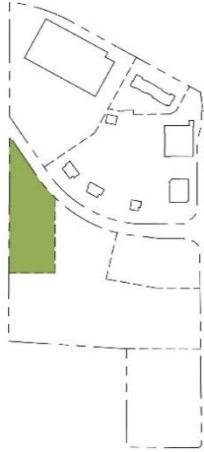
The buildings in the Traditional Retail designation have a wide range in size (2,000 sf – 45,000 sf) and may be stand-alone businesses or a single building with multiple businesses (tenants). The total of all buildings within the Traditional Retail designation shall not exceed 90,000 sf. (Note – If the option of the ‘Hotel’ designation is not used and the ‘Hotel’ area is used for retail, the combined square footage of retail that covers the Traditional Retail area and the Hotel area shall not exceed 120,000 sf of retail use, (and no hotel use)). Ease of access from the adjacent streets, close proximity parking, and drive-thrus are important for the site design. Corporate identity through architecture and signage are often important design factors.



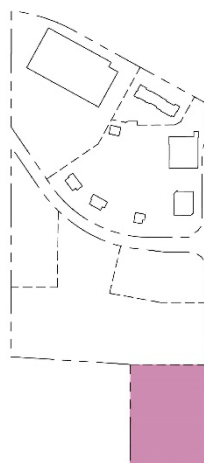
Example photo of Traditional retail – Does not represent specific project



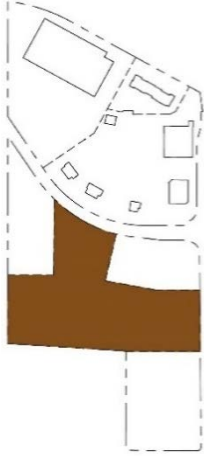
Example photo of Traditional Retail – Does not represent specific project



- Storm Water Basin** – The use of this ±3.65 acre area as a storm water basin and the specific location has been pre-determined by previous site plan applications and engineering studies. The basin will be a dual use storm water treatment and neighborhood park facility. The location has already been excavated and the portion of the basin that is associated with Union Crossing is part of a larger basin that also serves the park and storm water treatment needs of the residential community to the west. The basin land is part of a neighborhood park and is open to the public as a City park and therefore subject to the requirements of the City of Manteca Parks and Recreation Dept. Park Standards and Specifications.



- Woodward Mixed-Use** – This designation is proposed for the parcel at the corner of Woodward Ave. and Union Road. Woodward Ave. is currently almost exclusively residential with the majority of commercial and non-residential uses along the Atherton Drive and Highway 120 corridor. As such, the Mixed-Use designation provides more flexibility for potential uses that would be appropriate for this transitional parcel. Neighborhood servicing offices, multi-family, and small commercial are appropriate and allowed within the Woodward Mixed-Use designation. Any development within this designation shall follow the City of Manteca Development Standards for Commercial Mixed-Use (CMU) zoning. The Woodward Mixed-Use area is approximately 5.72 acres and is planned for an FAR not to exceed 35%. It is anticipated that this designation could be developed with multiple office buildings that combined would not exceed 46,200 sf. Parking and open space to be provided in accordance with MMC and to provide buffering to the adjacent residential zone.



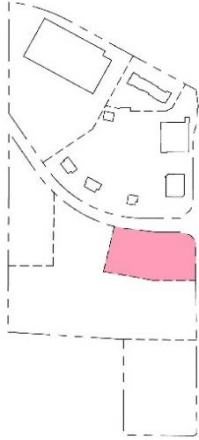
- **Multi-Family** – The Multi-family designation is intended for an apartment or condominium-style community with resident amenities, common area parking lots, concentrated driveway entries, and open space. The location has been selected to create a buffer and transition between the high-intensity commercial designation to the north and the less intense (quieter) single family residential zoning to the south and west. The multi-family designation creates a logical transition from commercial to residential. The multi-family designation is approximately 12.6 acres with a density allowance of 24 units per acre for a maximum of 302 residential units.



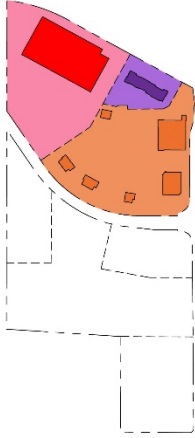
Example photo of High Density Residential – Does not represent specific project



Example photo of High Density Residential – Does not represent specific project



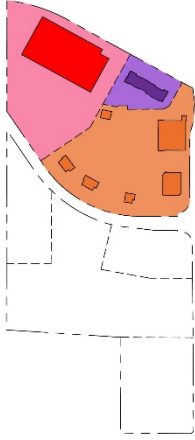
- **Corner Commercial** – The Corner Commercial designation is approximately 3 acres and is located along the south side of Atherton Drive and Union Road. It will balance the corner of Atherton and Union with the Union Crossing Retail Center designation to the north. These parcels are to provide convenience / service commercial uses and shall follow the City of Manteca Development Standards for Commercial Mixed Use (CMU) zoning. Allowable building sizes, parking, open space, etc. will be subject to the requirements of the MMC for the proposed development. Total sf of this designation shall not exceed 10,700 sf.



2.3 Development Standards for Union Crossing Retail Center (North of Atherton Drive)

Union Crossing Retail Center (north of Atherton Drive) is intended to substantially follow the requirements of the Manteca Municipal Code (MMC), City standards and requirements, and the individual project submittal requirements of the Community Development Department (CDD). The development standards as listed below shall be applicable to all use designations within Union Crossing Retail Center (north of Atherton Drive). If there are discrepancies between these development standards and the MMC, these development standards shall take precedence. If this document is silent on certain items that are provided for in the MMC, then the MMC shall take precedence. See the preceding pages 12-14 for the total square footage of development that is allowed within each designation.

- A. Permitted and Conditionally Permitted Uses – To be in compliance with MMC Chapter 17.22 for the General Commercial Zoning District (GC). The intent is for all use designations within Union Crossing Retail Center to be General Commercial (GC).
1. While Union Crossing has been divided into three different commercial use designations and there are descriptions of the type of use intended, this does not preclude other uses that are not specifically listed for each designation or non-traditional retail uses that are allowed per the zoning designation for permitted and conditionally permitted uses.
 2. Temporary uses shall require a Temporary Use Permit per the Manteca Zoning Ordinance. Temporary uses may consist of special events that happen for a limited time and are otherwise legally allowed by law and code such as fairs, special outdoor sales events, and other un-defined activities.
 3. Outdoor Storage – Any outdoor storage element that has been reviewed and approved by CDD as part of the Site Plan Review (Entitlement) that is integral to the operation of the permitted use shall be screened from view from public streets and shall be located in areas that are in low visibility and low prominence areas. Refer to MMC Chapter 17.80.
- B. Lot Area and Size – This are no minimum lot area requirements.
- C. Building Height – The height of buildings shall be in compliance with MMC Chapter 17.26.020. Overall building height shall be no greater than 35' as measured from the average level of the pedestrian paving around the building (or at the front door). Architectural projections above the 35' height that are integral to the design of the structure and the overall character of the architecture may be approved provided



they meet Fire Dept. requirements. Subject to the review and approval by the Community Development Director.

1. **Exception** – The building height for the Large-Retail designation is allowed to have building projections that are in excess of the building height restrictions as described above.
 - a. Per the Design Directives (Section 3.2.2, B. 1) the Large Scale retail is allowed to include an architectural enhancement. This enhancement element is allowed to be taller than the rest of the mass of the building.
 - b. The entry shall be taller than the rest of the mass of the building by up to $\frac{1}{4}$ the overall height of the building, but no less than 4'. In the example as shown below the main building mass has a height of 35'. The project is allowed to extend $\frac{1}{4}$ taller than the height of the building – $\frac{1}{4}$ of 35' is 8'-9". Therefore the architectural enhancement can be up to 8'-9" taller than the 35' building for a maximum height of the architectural enhancement of 43'-9".

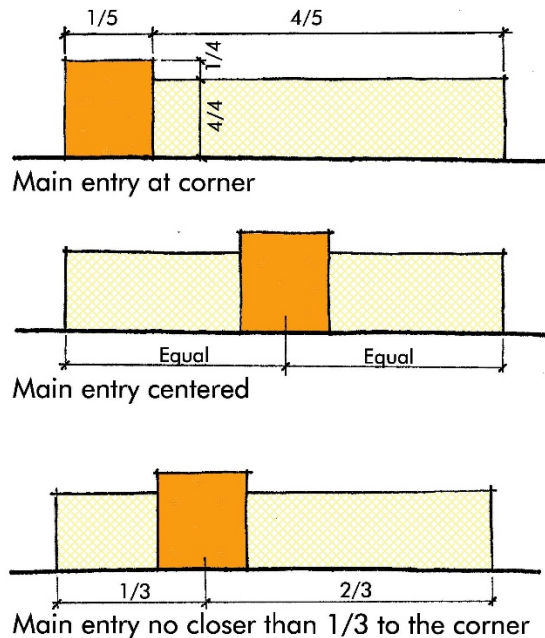
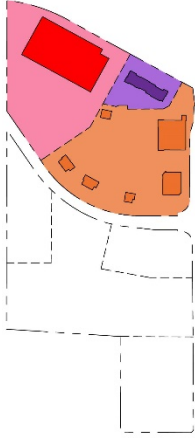


Figure 3.2.1 – Building Massing

2. **Exception** – The building height for the Hotel designation shall not exceed 45' for the overall building height with projections for tower elements, elevator shaft, etc. not exceeding 55'. Subject to review and approval by the Union Crossing design review committee and the City of Manteca Community Development Director.



D. Building Coverage – The site and the proposed building(s) shall be designed to provide for the minimum code requirements for parking, circulation, landscape, and setbacks. The Floor Area Ratio will be set by the amount of parking that is required based on the square footage of the building and applicable site uses. Floor Area Ratio (FAR) shall comply with MMC Chapter 17.26.020. The FAR for all projects within Union Crossing Retail Center shall not exceed 50% coverage. The exception is the hotel use. The hotel site shall not exceed 100% FAR.

1. Parking structures are not anticipated for this project, but if included shall not count against the FAR requirements.
2. Outdoor display, storage, and activity spaces shall not count against the FAR requirements.
3. FAR definition is per the MMC and is inclusive of all floor area including floors above the first floor.

Commercial Use Designations

<u>Development Standards</u>	Large Retail	Hotel	Traditional Commercial
Min. Lot Size	No min.	No min.	No min.
FAR	50%	100%	50%
Bldg. Height	35' *	45' **	35'
Min. Street setback	10'	10'	10'
Interior / Side yard setback	No min.	No min.	No min.
Rear yard setback	No min. ***	No min. ***	No min.
Dist. Between bldgs.	Per CBC	Per CBC	Per CBC

Table 2.3 – Development Standards for Union Crossing Retail Center

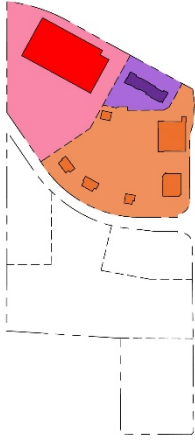
* Exceptions to height provided in item C, 1 above

** Exceeds MMC – Also, further exceptions to height provided in item C. 2 above

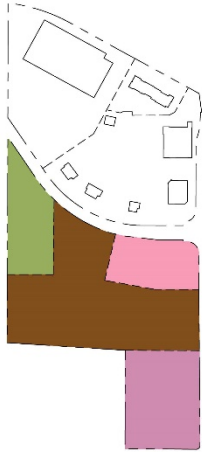
*** Provide min. 10' setback along Highway 120 frontage

E. Site Setbacks – Building and site setbacks to comply with MMC Chapter 17.26.020.

1. The building shall also meet setback requirements of the adjacent State Highway which shall not be less than 10'.
2. Setbacks associated with Union Crossing Retail Center:
 - a. Street setback – Any building or structure shall have a minimum street setback of 10'.
 - b. Interior / Side yard setback – There shall be no setbacks for the interior and side yard locations.



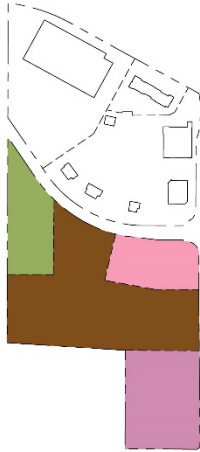
- c. Rear yard setback – There shall be no rear yard setback requirements with the exception of the State Highway – Building shall be set back a minimum of 10’ from the State Highway Right-of-Way.
 - d. Distance between buildings (for multiple buildings on the same parcel) – Shall comply with the current building code requirements at the time of application (CBC and MMC).
- F. Parking and Vehicular Circulation – Minimum number of off-street parking stalls shall be provided in compliance with the proposed use per the MMC. Size and layout of parking shall be in conformance with the current City parking standards at the time of application.
- G. Ancillary Structures – All required ancillary structures such as trash enclosures, bike parking and lockers, and any other proposed out-buildings or attachments to buildings such as utility enclosures, etc. shall be designed to complement the site and architectural Design Directives (Section 3) and shall conform to current City requirements at the time of application.



2.4 Development Standards for Union Crossing Mixed-Use (South of Atherton Drive)

Union Crossing Mixed-Use (south of Atherton Drive) is intended to substantially follow the requirements of the Manteca Municipal Code (MMC), City standards and requirements, and the individual project submittal requirements of the Community Development Department (CDD). The development standards as listed below shall be applicable to all designations within Union Crossing Mixed-Use. If there are discrepancies between these development standards and the MMC, these development standards shall take precedence. If this document is silent on certain items that are provided for in the MMC, then the MMC shall take precedence. See the preceding pages 15-17 for the total square footage of development that is allowed within each designation.

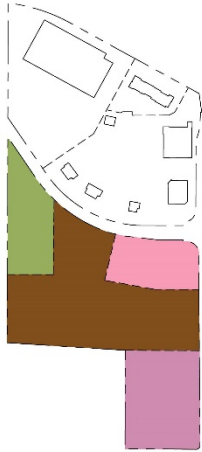
- A. Storm Water Basin – The storm water basin is subject to the requirements and shall be installed per the requirements of the City of Manteca Parks and Recreation Dept. and the Public Works Dept.
- B. Corner Commercial – Any development within the Corner Commercial designation shall follow the process and codes for Commercial Mixed use (CMU) in the Manteca Municipal Code (MMC) – Title 17 – Zoning. The Corner Commercial designation may consist of a single unified development with coordinated and combined driveway access or multiple stand-alone developments (up to three) that each have their own driveway access and potential shared driveway connections between them. Total building for this designation not to exceed 10,700 total sf.
- C. Woodward Mixed-Use - Any development within the Woodward Mixed-Use designation shall follow the process and codes for Commercial Mixed-Use (CMU) in the Manteca Municipal Code (MMC) – Title 17 – Zoning. The Woodward Mixed-Use designation shall be provided as a single planned development project with coordinated driveway locations as determined through the Site Plan Application process. Total building for this designation not to exceed 46,200 total sf.
- D. Multi-Family – The multi-family designation shall follow the zoning requirements of Commercial Mixed-Use (CMU) and the following Development Standards. 302 residential units plus ancillary structures/uses such as clubhouse, fitness center, storage, etc. See also the Design Directives in Section 3.3.4 for form, color, materials.
 1. Permitted and Conditionally Permitted Use - To be in compliance with MMC Chapter 17.22 for the Multi-Family Dwelling Zoning District (R-3).
 - a. Uses associated with common area facilities such as a clubhouse or community building and associated exterior



recreation and amenity spaces that support the function and lifestyle of the multi-family community shall be permitted. Such uses shall include but not be limited to:

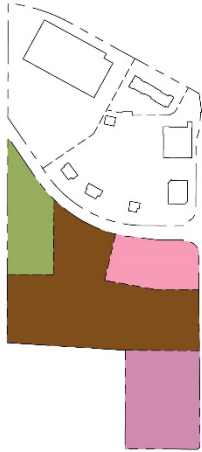
- Office and administration
- Fitness room, facility, including classes
- Community-use kitchen
- Light retail and food service
- Counseling offices
- Recreation rooms
- Pool and spa
- Outdoor gathering spaces and food preparation
- Sport courts and fields
- Dog parks
- Car wash station
- Bicycle repair

- b. Outdoor Storage – Any outdoor storage elements that have been reviewed and approved by CDD as part of the Site Plan Review (Entitlement) that is integral to the operation of the permitted use shall be screened from view from public streets and shall be located in areas that are in low visibility and low prominence areas. Refer to MMC Chapter 17.80.
 - c. Temporary uses shall require a Temporary Use Permit per the Manteca Zoning Ordinance. Temporary uses may consist of special events that happen for a limited time and are otherwise legally allowed by law and code such as concert, special outdoor sales events, and other un-defined activities.
2. Lot Area and Size - This are no minimum lot area requirements. The number of dwelling units per acre shall comply with the maximum density provided for R-3 in MMC 17.26.020.
 3. Building Coverage - The site and the proposed building(s) and facilities shall be designed to provide for the minimum code requirements for parking, circulation, landscape, and setbacks per MMC 17.26.020.
 4. Building Height – The multi-family land-use is intended to include multi-story structures of up to four stories. The clubhouse or community building shall be allowed a stand-alone building separate from the multi-family buildings or incorporated into a multi-family building.
 - a. The maximum building height shall be 60’ as measured from the average grade (ground-level) to the peak (ridgeline) of the roof. The MMC provides for a maximum height of 45’ for multi-family land-uses. Union Crossing Mixed-Use allows for



that building height to be exceeded, but not more than 60' height with the following conditions.

- i. The 60' height can be used for proposed buildings that are 4 stories tall, have elevators for resident use, and interior or otherwise conditioned corridor access to all residential units with that building.
 - ii. Buildings that exceed 45' in height are subject to greater setback distances from the adjacent property lines. Buildings 45' tall and under are subject to the standard MMC setback requirements. Buildings between 45' and 60' shall be set back one-half the height of the building from the adjacent property lines. For instance, a 60' tall building would be required to be set back 30'. The setback area shall be reserved for open space, pedestrian and recreation uses, and fire access – It may not contain parking and drive aisles (except for fire access). The landscape setback adjacent to the buildings above 45' height shall be landscaped with greater density of screen trees. Trees to be placed at an average spacing of 20' on center for the frontage of the building adjacent to the property line and 40' further beyond the face of the building in each direction.
 - iii. If the project proposes to use any buildings taller than 45' the minimum open space for the multi-family designation will increase from the 30% that is required by the MMC to 35%. The additional requirement for open space is to offset the bonus provided for the height of the building and the understanding that buildings taller than 45' will be 4-story buildings as opposed to traditional 3-story buildings (greater density per lot coverage).
- b. Appurtenances such as AC units, solar panels, etc. shall be screened and shall not exceed the maximum building height.
 - c. Clubhouse / Community Building shall be scaled appropriately (height to width and depth) and shall not exceed 45' as measured from the average grade (ground-level) to the peak (ridgeline) of the roof.
5. Site Setbacks – Buffer and setbacks shall comply with R-3 in MMC 17.26.020.
- a. Providing landscape planting to provide a buffer that will create a continuous min. 30' tall screen when plants are mature between building (and window, patio) locations in relation to adjacent single family residences (existing and zoned).



as open space), and recreation spaces (courts, pool area, dog park, etc.) count towards meeting the open space requirement.

- b. Private open space shall be provided for each dwelling unit per the following:
 - i. A minimum of 40 sf of private open space shall be provided for each dwelling unit that has a floor area greater than 650 sf. Private open space shall be a patio, balcony, or other exterior space that is directly connected to the unit and is reserved for the private use of the residents of that unit only.
 - ii. If studio units of 650 sf or less are not provided with the same open space as described in 8.b.i. above, they shall have a minimum of a 16 sf by 8' tall storage room that is dedicated to the unit in or directly adjacent to the unit or in an assigned garage or in a common area that is acceptable to the Community Development Director.

2.5 Vehicular Access and Parking

Union Crossing is to be designed to provide for ease of safe and convenient vehicular circulation onto and through the site. There shall be a hierarchy of circulation that takes pedestrians into account to reduce the crossings of vehicular spaces that pedestrians need to make. The following layout is a schematic to indicate a potential site design. Circulation to follow the intent of the Concept Map below, not the specifics.

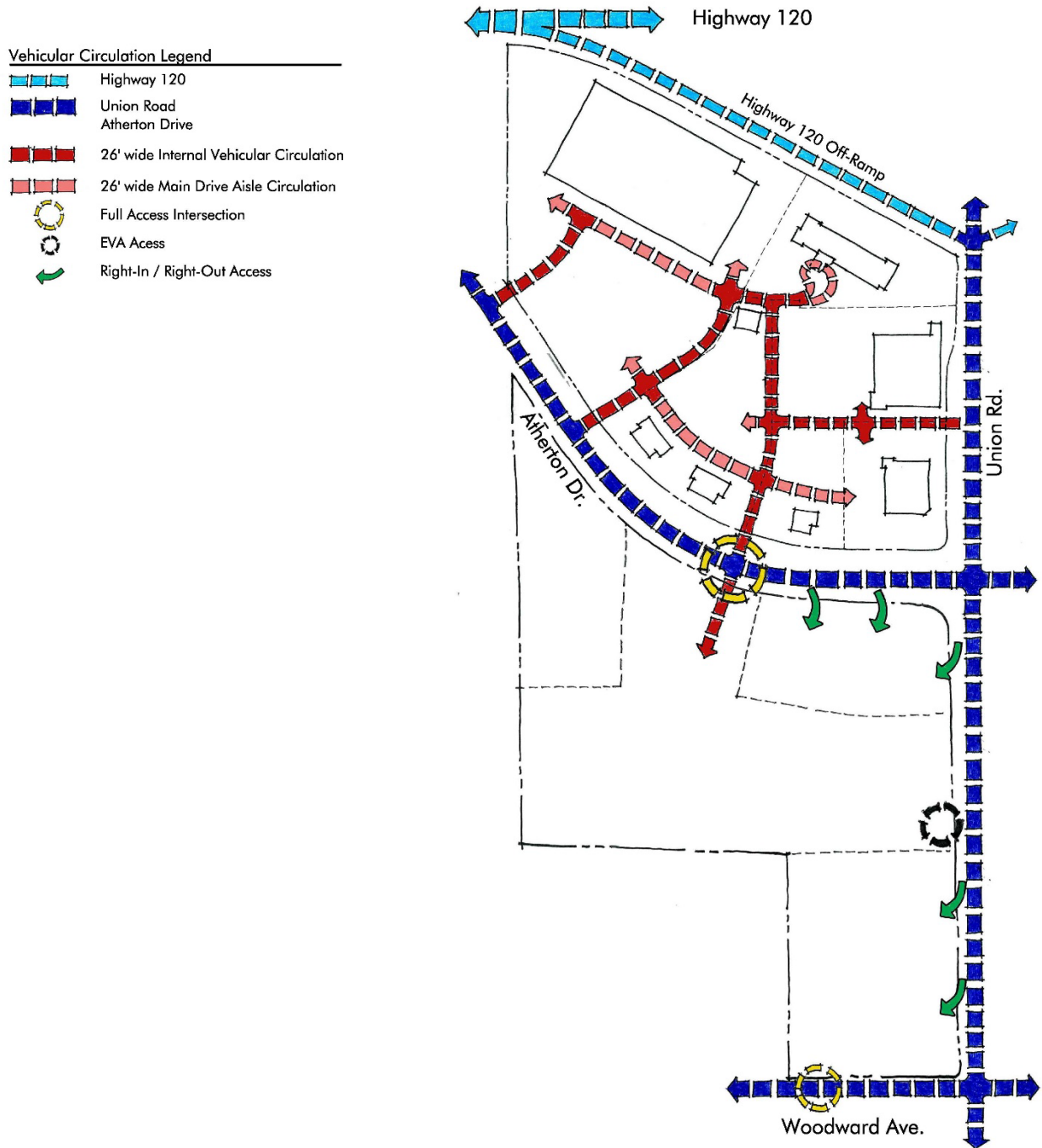


Figure 2.5 – Vehicular Circulation Concept Map

2.5.1 – Highway 120 Frontage

Union Crossing to meet the requirements of CalTrans for development adjacent to Highway 120. There are no additional Development Standards.

2.5.2 – Union Road, Atherton Drive, and Driveway Entries

Union Road is existing and has been substantially built to the full width. Atherton Drive is currently under construction and will be installed to the full width with a median. There are existing signalized intersections at Union and Atherton and the south on-ramp and off-ramp to Highway 120 at Union Rd.

Atherton Dr. will have a multi-use Class I bike path on the north side (south frontage of Union Crossing) to match the rest of Atherton Drive to the east.

Union Crossing shall meet the requirements of the City of Manteca for the improvements to Union Road and Atherton Drive including but not limited to street widening and curbs, driveway approaches, bicycle path and bicycle lanes, sidewalks, landscape with street trees, and medians (where applicable). For additional information about the treatment of the landscape along Union Road and Atherton Drive see Section 4.

The location of the driveway entries are to be as allowed by the City of Manteca and to provide for safe access and agree to and from Union Crossing. Driveway locations to provide for clear view triangles to allow for safe vehicular movements and pedestrian and bicycle crossings. Driveways to be placed to service Union Crossing as a whole and not for individual businesses only.

There shall be a full intersection that services Union Crossing Retail Center of the north and the multi-family development to the south. The north and south drive aisle entries shall align. Signalization, turn lanes, etc. shall be determined as part of the Site Plan Application process by the first project that will initiate this full-access intersection.

Access to the Corner Commercial and Woodward Mixed-Use designations are stand-alone projects that will have their own driveway access to Atherton Drive, Union Road, and/or Woodward Ave. and are subject to standard driveway location and configuration requirements of the MMC through the Site Plan Application process that all projects are subject to adhere to. See Figure 2.5 for locations.

2.5.3 – Internal Circulation

Internal development vehicular circulation (drive aisles and internal project roadways) within Union Crossing shall provide for safe and efficient access to and through the site with minimal conflicts between vehicles and pedestrians. The primary role of the interior vehicular circulation is to get vehicles from Union Rd. and Atherton Dr. to the parking lots and back out. The internal drive aisles shall provide for the following:

Requirements -

- There shall be a minimum 100' length of drive aisle off of Union and Atherton before cross drive aisles or parking are allowed in intersect.
- Each building within Union Crossing shall have at least one main drive aisle that is 26' that connects from the City street to the building at a min. of 26' wide for the full length. See Figure 2.5 for the Internal Roadways and Main Drive Aisles that are specified to be a min. of 26' wide.
- Internal circulation within the parking lots shall be a minimum of 24' wide with two-way traffic and shall be constructed of all-weather material such as concrete or asphalt.
- See Figure 2.5 for full driveway intersection to service Union Crossing Retail Center and multi-family.
- The intersections with Union Rd. and Atherton Dr. may require additional width and lanes for turn lanes as directed by the City of Manteca and/or a traffic/parking study.
- Pedestrian crossings shall be in safe locations with clear visibility and shall at a minimum provide code-compliant painted striping for safety.
- The driveway access points off of Union Rd. and Atherton Dr. and primary intersections within the projects (Union Crossing Retail Center and multi-family designation) shall include enhanced paving materials such as pavers, colored and stamped concrete or stamped and colored asphalt. All drive aisle entries off of Union Rd. and Atherton Dr. to match. The enhanced paving is not needed for the EVA access in the multi-family designation.
- Vehicle circulation shall allow for the various required uses associated with the buildings and the site. This is inclusive if, but not limited to fire department access and maneuverability through the site; delivery trucks to all locations that may need access; and garbage trucks

2.5.4 – Drive Aisles and Parking Lots

Drive aisles and parking lots shall be designed to meet City of Manteca standards and requirements and shall be of sufficient size to provide the minimum parking needs for the uses for which they are provided for the proposed development per the MMC and per the parking requirements for the multi-family development use designation as described in Section 2.4.

Requirements -

- Parking stalls and associated drive aisles shall be designed to meet or exceed the minimum size, slope, striping, and surfacing requirements of the City of Manteca.
- Accessible, electric vehicle, van/carpool, etc. spaces shall be provided in accordance with ADA, CBC, and MMC requirements.
- The quantity of compact stalls allowed within the parking lots shall be per the City standards.
- Circulation within parking lots shall follow best practices design to allow safe ease of access and egress to/from the parking stalls.
- Parking and vehicular circulation shall be designed to provide for safe and convenient pedestrian access from the parking lot(s) to the buildings and to other surrounding uses.
- Landscape and shade trees shall be provided within the parking lots to meet the requirements of the MMC at the time of application. Shade trees to be provided to meet parking lot shade coverage requirements. Planting shall be predominately low (36" and lower) to allow for clear views for vehicles and pedestrians.
- Storm water treatment shall be allowed to be incorporated into parking lots per the requirements of the City of Manteca Public Works Dept.
- Diamond tree wells (minimum size shall be 6' x 6' face-of-curb to face-of-curb) and light pole bases that are centered between four parking stalls shall be allowed to encroach into the parking stall and shall not otherwise decrease or eliminate the parking stall as counted toward meeting parking requirements.
- Cart corrals (for commercial development use designations) may be placed within the parking lot, but are to be designed into the parking lots and placed near tree planters or other landmarks. The design of the cart corral shall be in compliment to the architecture. Cart corals shall be placed in addition to the minimum require parking count and may not be placed on a required parking stall.

2.6 Non-Vehicular Circulation

This section is inclusive of pedestrians and allowed non-vehicular transportation such as bicycles. This portion is for the Union Crossing Retail Center associated with Union Road and Atherton Drive.

Union Crossing is a commercial development that is proposed to meet the needs of the region as well as the local neighboring residences. As such it is to be designed to provide for ease of safe and convenient non-vehicular access to the site from the adjacent streets, from parking lots to the buildings, and between buildings on site. The site design shall provide facilities to encourage walking or bicycling to the site to reduce car trips. It shall also be designed to allow for ease of moving around the site once a car has been parked to reduce the need to move a car from one parking stall to another within Union Crossing. This will lead to less car trips, encourage healthier lifestyles, and provide additional aesthetic value to Union Crossing and the community as a whole.

To the greatest extent possible pedestrian circulation should be separate from vehicular. While it is not possible or practical to completely separate pedestrians and vehicles it should be a key element of the site design. Safe walkways with landscape protection shall be provided between buildings on site with minimal crossing of drive aisles. The pedestrian circulation should be direct and clear and should allow for ample visibility.

Non-Vehicular Circulation Legend

-  Class I Multi-Use Path
-  Class II Bicycle Path
-  Pedestrian Path - Entry
-  Internal Pedestrian Path
-  Pedestrian Sidewalk

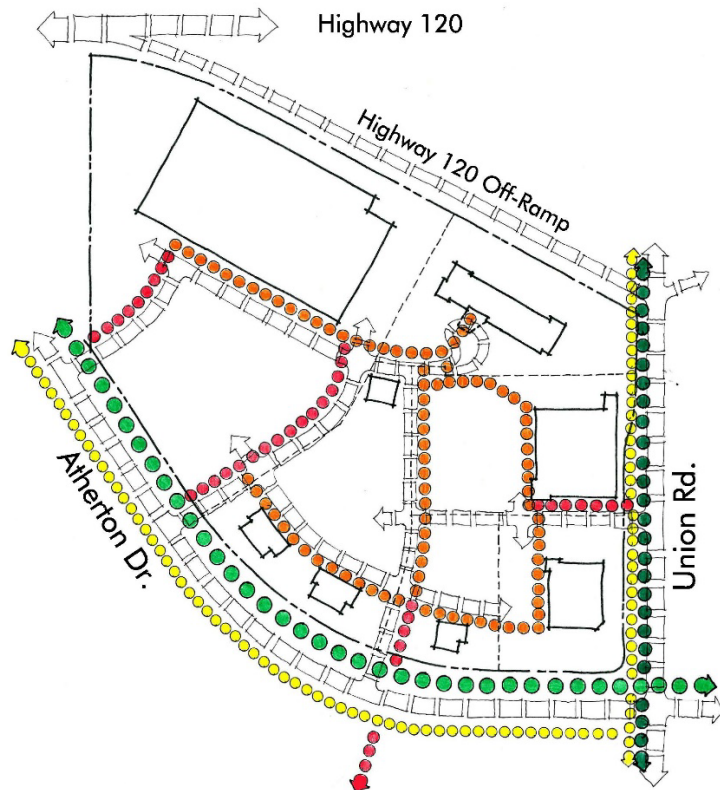


Figure 2.6 – Non-Vehicular Circulation Concept Map

Requirements –

- Pedestrian sidewalks to be installed on all City streets that front Union Crossing per City of Manteca requirements. A pedestrian sidewalk is not needed where the Class I multi-use path meets the needs of the pedestrian (north side of Atherton Dr.)
- Multi-Use Class I bicycle/pedestrian path to be installed on the north side of Atherton Drive (see also Section 2.4.2). The multi-use path along Atherton Dr. will meet the combined needs of pedestrian and other non-vehicular uses. An additional pedestrian sidewalk is not needed.
- Bicycle lanes to be installed on Union Road per the City requirements.
- Once inside the project, bicycles and other non-motorized vehicles are to use the same internal roadways and drive aisles as vehicles.
- Provide temporary bicycle parking in key areas near the entries to buildings to be in compliance (in terms of space allowance and quantity) with the CalGreen code and MMC.
- Long term bicycle lockers to be provide in secure locations, but away from highly visible locations in the minimum quantities as required by the CalGreen code.
- Pedestrian walkways from the street to the site and between all buildings shall be provided min. 48" wide and shall be completely compliant with the accessibility requirements of ADA and CBC.
- Pedestrian walkways crossing internal roadways and drive aisles are to be marked with striping at a minimum.
- Plantings adjacent to pedestrian walkways are to be maintained low (36") with trees pruned up (foliage no lower than 8' from the roadway) to allow for clear visibility. (See also Section 6)

2.7 Utilities

Utilities are an integral aspect of every project and without them a project cannot exist. This section does not include any information or specifics about utility services, routing, connections, etc. This section is only providing direction with regard to the aesthetic treatment of visible utilities.

Requirements –

- Above ground utility boxes such as transformers, backflow preventers, etc. are to be located outside of clear vision triangles at driveways and away from pedestrian and drive aisle intersections so as not to create visibility obstructions.
- Above ground utilities are to be screened with landscape or other architectural element (such as a low wall) that reflects the architectural character of the adjacent building and the site.
- Above ground utilities along the street frontages are to be located in the least visible locations; away from signs, driveways, and sidewalks into the site.
- Fire risers on the face of buildings to be placed as needed/required by the fire dept., but incorporated into the architecture such as shielding with wing walls, material changes, or painted (if possible) to complement the colors of the building.
- Parking lot and street lights shall be designed in accordance with the tree planting to avoid conflicts and allow trees to be placed in planters and not lights.

Section 3 - DESIGN DIRECTIVES

3.1 Overview

The following are the Design Directives and architectural design direction with regard to building form, massing, and materials. The *Development Standards* in Section 2 provide direction for the allowed sizes, locations, heights, and development requirements of all projects proposed within Union Crossing. The *Design Directives* in this section provide direction as to what the built elements are to 'look' like. *Development Standards* provide the structure; *Design Directives* provide the skin, finishes, etc. All projects are subject to the Site Plan Application process through the City of Manteca.

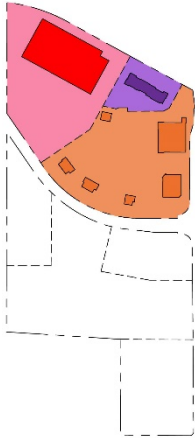
The Design Directives are divided into two primary categories (just like the Development Standards in Section 2) – The first is for Union Crossing Retail Center (north of Atherton Drive) in Section 3.2 and the second is for the multi-family designation (south of Atherton Drive) in Section 3.3.

The Corner Commercial and Woodward Mixed-Use have no specific Design Directives. These development designations shall be subject to the zoning requirements and City standards and requirements. There is nothing special provided in this document for those designations.

The photos provided are examples of similar projects that provide reference to the intended design direction. They are not intended to be specific examples of the final product for Union Crossing but rather design inspiration for designers to use their resources to create unique design solutions that are appropriate for the site and the individual function of the specific buildings and uses.

The following Directives are divided into the four designations that have been described previously. However, there is a common theme of form, material, and design that is to run through all buildings to create a cohesive development that meets the intent and direction of these Design Directives. This document is intended to provide flexibility in terms of placement, form, color, and architectural treatment; but the overall concepts of a concise and integrated site design and architectural character shall be carried throughout Union Crossing.

Site Design – The buildings shall be set within the individual parcels of Union Crossing to allow for all of the facilities that are required per the Development Standards (building, parking, circulation, landscape, setbacks, etc.). For the Union Crossing Retail Center (north of Atherton Dr.) the Large-Scale Retail designation has a special responsibility within the project development as it is the anchor from which several of the other uses will follow. The large retail designation will set the framework for vehicular and pedestrian circulation within the site. It will also set the tone and style for the architectural treatment such as colors, accent materials, and overall form.



3.2 Design Directives for Union Crossing Retail Center

(North of Atherton Drive)

Underlying zone of General Commercial (GC)

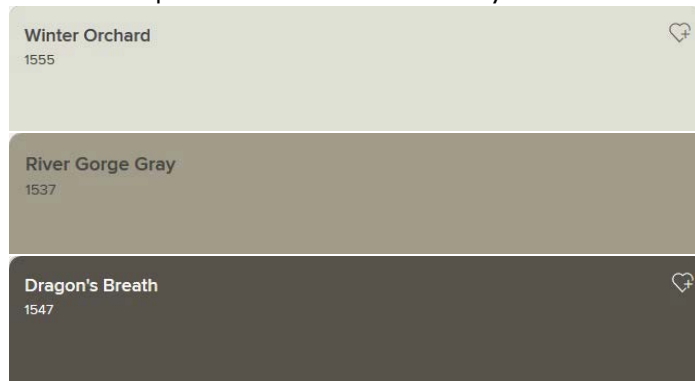
3.2.1 Materials and Colors

The following directives (requirements) for building materials, colors, accents, windows and doors, and canopies are applicable to all use designations within Union Crossing Retail Center (north of Atherton Dr.). The themes, materials, and overall design is to be scaled and appropriate for the size, orientation and scale of the different sized buildings. Best design practices and creative architectural design solutions are to be implemented. Quality and creative design is more important than strict adherence to the Design Directives as provided in this section.

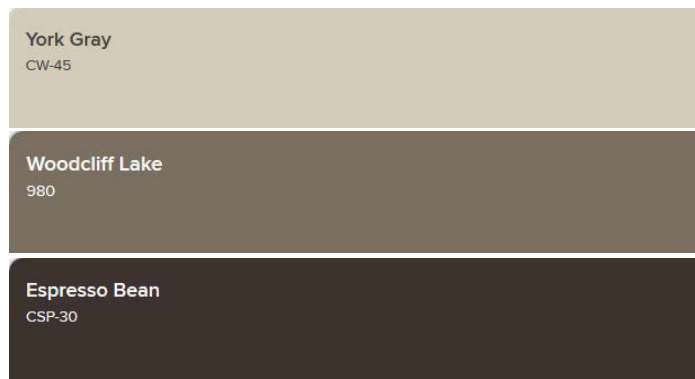
- A. Materials – The building materials and overall design shall be clean and simple using contemporary materials that is to be replicated throughout Union Crossing.

Requirements:

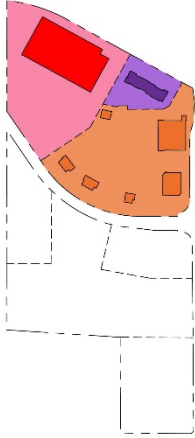
1. Primary building material to be stucco with a relatively smooth finish. Color to be in the light oyster to mocha range as shown below. Use of stucco control joints as needed for code purposes and to compliment the architectural style.



Color group #1



Color group #2



Rodeo
1534

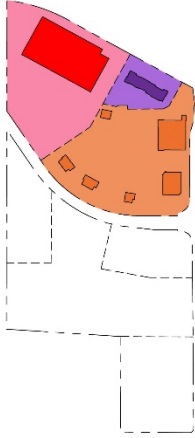
River Gorge Gray
1537

Silhouette
AF-655

Color group #3

The above colors are from Benjamin Moore and are offered as an example of the palette – Not specific colors.

2. No more than three paint colors shall be used on a single building.
3. The first building within the development will set the tone for the color palette. All subsequent buildings shall follow the theme with matching and/or complimentary colors.
4. **At least one alternate enhanced material is to be used with each building.** No more than three enhanced materials shall be used on a single building unless there is a strong architectural reason and is approved by the Union Crossing design review committee and the City Community Development Director as part of the Site Plan Application process with a specific request for exemption and a written justification for the deviation. Once enhanced materials have been selected for the first building, they shall be incorporated throughout the rest of the buildings using the same or complimentary aesthetic materials.



5. Enhanced materials include but are not limited to:
- a. Horizontal wood siding – natural wood or aluminum panels such and Longboard (www.longboardfacades.com) or similar.

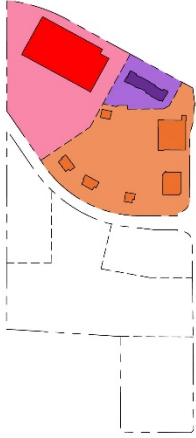


Longboard – Italian Rosewood - Woodgrain



Longboard – Graphite – Solid colors

The above are shown for reference – Other materials are acceptable provided they follow the design theme



- b. Stone (natural or manufactured) – Such as Ridgetop, Vantage30, Vintage Ranch, and Longitude24 available from El Dorado Stone (www.eldoradostone.com) or similar.



Vantage30 – Color White Elm



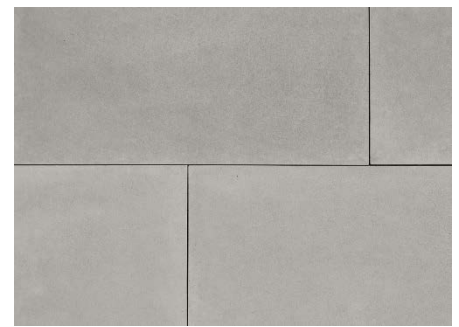
Vantage30 – Color Southern Peak



Vintage Ranch – Color Parchwood

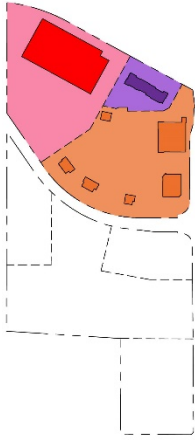


Ridgetop – Color Graphite Spire

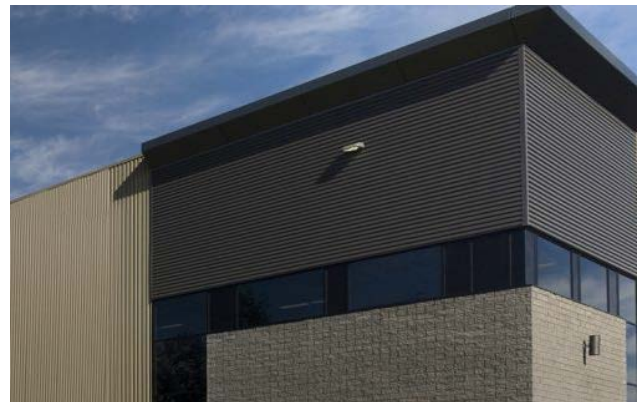
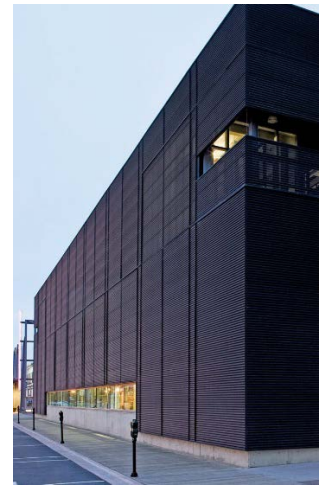


Longitude24 – Color Silent Grey

The above are shown for reference – Other materials are acceptable provided they follow the design theme

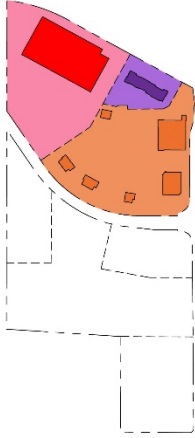


- c. Metal siding – such as corrugated or standing seam.



The above are shown for reference as an example Designer to use creativity to achieve the theme

- d. Other materials may be approved through the Union Crossing design review committee and the City Community Development Director.
- 6. Roof – clean simple lines with flat roofs. No large sloped roofs unless integral to the design of the architecture and fits within the overall character.
- 7. Roof-mounted equipment shall be screened from view.



Recommendations:

8. To complement the primary building materials and color, corporate colors may be used as an integral part of the design and may be used as part of the palette especially in conjunction with the signage and the enhanced entry treatments.

B. Windows and Doors (*Requirements*)

1. Window Color – Clear or lightly tinted glass – All glass throughout Union Crossing shall be similar. No reflectorized glass.
2. Placement – As needed to provide function to the building uses. Allowed the use of spandrel glass in long wall expanses to break up the length with a functional appearing element.
3. Framing – Pre-finished aluminum glass and storefront assemblies in colors that complement the architecture and accent materials. Doors and glass storefront to utilize similar framing in the same color range.

C. Canopies / Awnings / Roof Elements

Requirements:

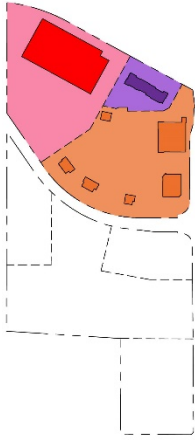
1. Roof – Primarily flat roofs with parapets – If sloped roofs are included, they are to be located at accent locations and shall utilize standing seam metal roofs in colors that complement the architecture.

Recommendations:

2. Canopies as entries – May be with posts or cantilevered (or hung) from the face of the building. Use of steel in similar color and form as the storefront assemblies. Solid or transparent copies allowed – transparent colors encouraged, but in colors to complement the accent colors.
3. Other canopies – Canopies may be used elsewhere to provide architectural accents, but should be in matching form and color and should provide functional cover of pedestrian spaces.
4. Awnings – Canvas type awnings to be limited and only if needed for specific function.



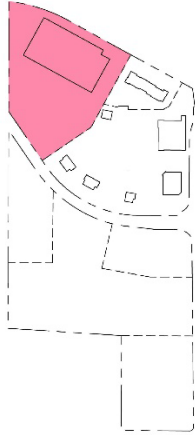
The above are shown for reference as an example Designer to use creativity to achieve the theme



D. Site Design Features - Recommendations

The following recommendations of the Design Directives are encouraged to provide for efficient and high quality site design that benefits the overall Union Crossing development.

1. It is encouraged to use the curb as the tire stop to the greatest extent possible and allow the cars to overhang the landscape or sidewalk by up to 24". Setbacks and required landscape requirements must still be met outside of the parking stall (and 24" overhang).
2. The use of pervious pavers for parking stalls and/or drive aisles is allowed, but is not a requirement. Pervious pavers may be advantageous to meet LID storm water storage/filtration requirements per MMC. Pervious concrete or pervious asphalt are not encouraged and must be approved by the Union Crossing design review committee prior to inclusion as part of the Site Plan Application.
3. Pedestrian walkways that cross internal roadways should be at intersections to avoid mid-block crossings.
4. It is encouraged to provide enhanced paving such as pavers, colored and stamped concrete, or stamped and colored asphalt for pedestrian crossings of roadways and drive aisles. Slight changes in grade such as speed tables are also encouraged.
5. It is assumed that this project will not include multi-level parking structures. However they may be proposed provided they meet the design standards of this document and otherwise conform to the requirements of the MMC and is subject to review and approval by the Community Development Director.
6. Solar panels may be utilized as part of the parking lot shading requirements and qualify as providing shade in the same manner that carports qualify. Carport plus shade trees shall be used in conjunction to meet the MMC shade coverage requirements.
7. Transformers should be placed in low visibility locations to the greatest extent possible with access doors oriented away from main drive aisles and other high visibility locations.
8. Above ground utilities, fire hydrants, light poles, etc. should be located away from the building entries to avoid conflict with enhanced architectural elements.



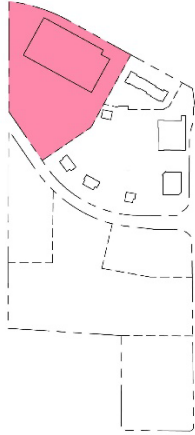
3.2.2 Large-Scale Retail

The following Design Directives are for the 'Large-Scale Retail' development designation within the project area of Union Crossing. The concept is for colors, styles, materials, and overall character to be consistent throughout Union Crossing, but the large retail will set the tone for the project as a whole.

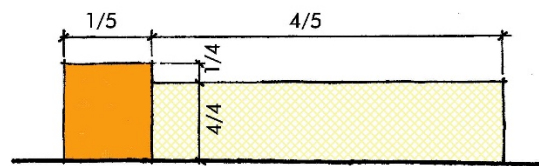
- A. Building Placement – The building(s) shall be placed to allow for maximum visibility from Highway 120 as well as from surrounding streets (Union Road and Atherton Drive). The placement shall allow for safe and efficient vehicular and pedestrian circulation through the site and to the building and shall provide for a direct destination from the adjacent street to the front door of the building.
- B. Massing and overall form – The large-scale retail designation is intended to allow for a large building (or grouping of large buildings). As such these buildings by nature are large and have long walls and take a dominant position within the project area. The following are directives for the design of the large-scale retail building(s).
 - 1. Architectural Design – Simple forms, unifying materials, and providing focus to key architectural treatments are important for the architecture to have the correct proportions and proper placement within the site.
 - a. Destination – Provide a large scale architectural destination at the front door/main entry. The signage shall be integral with the design of the front entry. This area is to create the focus of the architecture and is to include the enhanced materials that are described later in this document.



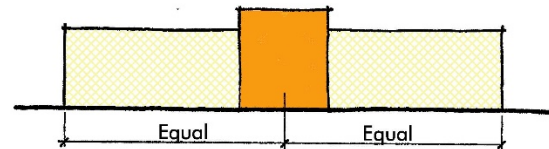
Photos are examples – Does not represent specific project



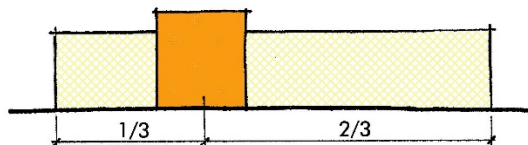
- i. The destination entry shall be located in a primary location with relation to the site circulation and visibility from the street.
- ii. For the purposes of this document the entry is to be considered the overall upgraded architectural treatment that covers the full height of the building(s). It is inclusive of architectural treatment, veneer, windows, and enhanced landscape that creates a defined architectural statement that is different from the rest of the building.
- iii. The entry can be located on a corner of the building, at the center, or at a 1/3 placement from the corner.
- iv. The entry shall be taller than the rest of the mass of the building by up to 1/4 the overall height of the building, but no less than 4'.



Main entry at corner



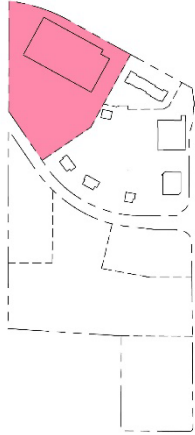
Main entry centered



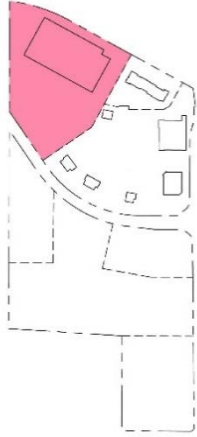
Main entry no closer than 1/3 to the corner

Figure 3.2.1 – Building Massing

- v. The entry shall pop-out (extend beyond the face of the main building wall) by at a minimum 1/7 the height of the overall building mass. For instance; a 35' tall overall building height (not the taller height of the entry treatment) shall have the entry feature pop-out 5' from the face of the main building wall.
- vi. The width of the entry shall be in proportion to the overall length of the face of the building wall for which it is placed. The entry treatment width shall cover at a minimum 1/5 the face of the wall. For a corner entry treatment this will require 1/5 coverage of both applicable walls.



- vii. The entry shall provide for a dynamic design that incorporates color, upgraded materials, awnings/eyebrows/roof treatment, lighting, signage, upgraded entry paving, and landscape that provides for a distinct destination to the facility.
 - viii. Additional items should be incorporated into the front entry such as potted plants, bike racks, trash receptacles, and upgraded landscape treatment that reinforces the architectural character.
- b. Secondary Architectural Enhancement – Up to two additional architectural treatments may be included with the design of the overall building. These additional treatments may be associated with signage on the Highway 120 side of the building (this is not an entry, but classified as an architectural enhancement), a secondary entry or other architectural treatment that enhances the overall building treatment.
 - i. At least one secondary architectural treatment is required, there may be up to two used;
 - ii. They shall use the same type of materials as the front entry, but shall be of a smaller scale or less intensive so as to not create visual confusion;
 - iii. Shall not be located on the same wall as the front entry, unless they are a corner or repeat architectural element that provides a dynamic design and is part of a cohesive building concept;
 - iv. Any additional architectural treatments shall be cohesive with the scale and style of the building and is subject to review and approval by the Union Crossing design review and the Community Development Director through the Site Plan Application process.
 - c. Building Walls (not the front entry) – It is understood that there will be long walls associated with large buildings. These large walls should not be over-articulated, but rather maintained as relatively simple forms, uniform colors, and large scale use of landscape to provide a back-drop or frame to the front entry and secondary architectural enhancements.
 - i. It is assumed that the walls discussed in this portion are the face of the wall on each side of the front entry and the two to three other walls around the building.
 - ii. Maintain clean simple parapet height without a lot of ups and downs in height. There may be two heights with a minimum 3' to maximum 5' height difference. No more than 1/3 of the wall shall have a taller height and the portion of the wall that is taller shall be no less than 1/6 the length of the building wall. The taller portion of the



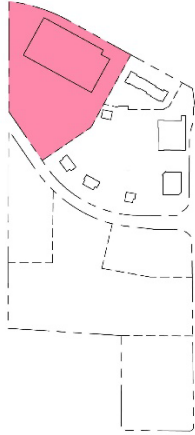
parapet should be a different color or material to provide relevance to the taller portion.

- iii. Linear (horizontal) forms and colors that enhance the long nature of the walls are encouraged over multiple vertical forms that run counter to the lineality of the form. This is not to encourage a horizontal striping in the building, but to allow for forms and colors that exemplify the horizontal nature in a create way. Linear forms should not run the entire length of a wall.

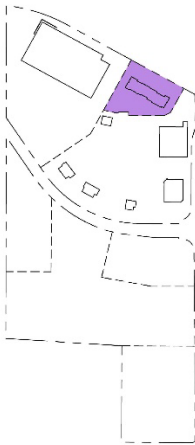


Photos are examples – Does not represent specific project or correct colors

- iv. Colors and materials shall be complementary to the front entry. No more than three different colors or materials shall be used on the walls.
- v. Architectural treatments such as eyebrows, colonnades, trellises, and landscape should be used to enhance the character of the building, break up the long bare walls, and provide interest. These items are to reinforce the architectural character, use similar or complementary materials and colors, and are to follow the same horizontal forms as descried above.



- d. Landscape – Due to the size of the building(s) landscape around the buildings is a critical component of the design and sufficient space shall be provided to allow for trees, shrubs, and vine covered trellises. Landscape shall be provided on the architectural elevations to show the true story of how the buildings will look.

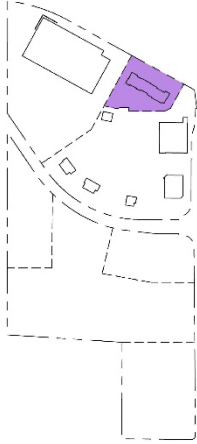


3.2.3 Hotel / Retail

The following Design Directives are for the 'Hotel' designation within the project area of Union Crossing Retail Center. The concept is for colors, styles, materials, and overall character to be consistent throughout Union Crossing. While it is understood that the hotel developer and/or brand will want to incorporate the brand standards for form and overall design, the corporate standards of the hotel are to be modified to use materials and colors consistent with Union Crossing Retail Center.



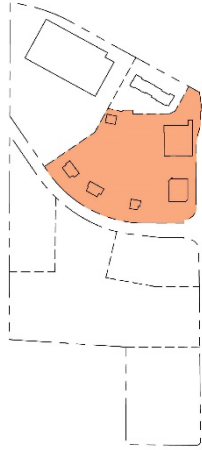
Example photos of hotels – Does not represent specific project or preferred colors, but does show desired contemporary forms and design.



The inclusion of a hotel as part of Union Crossing Retail Center is not a requirement, but is an option. If a hotel is proposed it shall follow the Development Standards as described in Section 2 and the following Design Directives. If a Hotel is not proposed, this designation may follow the Development Standards and Design Directives of the Traditional Commercial designations.

Hotel Development Designation

- A. **Building Placement** – The building shall be placed to allow for maximum visibility from Highway 120 as well as from surrounding streets (Union Road and Atherton Drive). The placement shall allow for safe and efficient vehicular and pedestrian circulation through the site and to the building and shall provide for a direct destination from the adjacent street to the front door of the hotel. Signage from Highway 120 through Union Road and through the site will be important and is to be integrated into the overall signage design.
- B. **Materials** – The materials used for the hotel shall incorporate as much of the materials that were described in section 3.2.1 as practical and as needed to keep the exterior materials of the hotel in cohesion with the rest of Union Crossing. There are no specific materials provided in this section other than those provided in Section 3.2.1.
- C. **Porte Cochere** – The hotel may have a porte cochere (not required) over the entry for guest arrivals. The porte cochere, if included, is to be designed to be an integral part of the architecture using the same forms and materials as the rest of the hotel architecture. Additionally, the porte cochere is to be oriented on the building in an obvious location with the front door to make the entry a clear destination for guests.
- D. **Guest Facilities** – Guest facilities such as a pool and spa area, outdoor meeting patios, guest BBQ and patios shall be placed adjacent to the building if they are provided with the design of the hotel. These facilities shall provide screening/ buffering using fences, walls, and/or plantings to provide acoustic buffers to keep noise within allowable tolerances per the MMC. Walls, fences, shade structures, etc. are to use matching materials as the hotel architecture to create a cohesive project. The fences, walls, and shade structures will be reviewed by the Union Crossing design review and the City of Manteca Planning Dept. specific to the hotel site plan application to ensure that they comply with and contribute to the overall Union Crossing design theme.

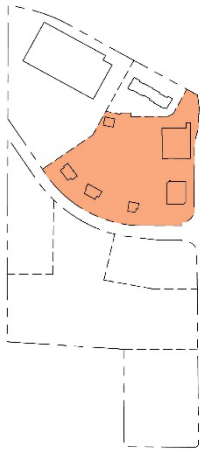


3.2.4 Traditional Commercial

The following Design Directives are for the Traditional Commercial designation within Union Crossing Retail Center. The buildings will be comprised of commercial businesses with single tenant or multi-tenant buildings. The buildings prefer parking in close proximity, are likely to have a drive-thru, and express a corporate identity through the use of architectural design, signage, and colors. The concept is for colors, styles, materials, and overall character to be consistent throughout Union Crossing Retail Center. While it is understood that the business that is eventually proposed in this designation will most likely want to incorporate specific brand standards for form and overall design, the corporate standards of the business will need to be modified to use materials and colors consistent with the rest of Union Crossing Retail Center.

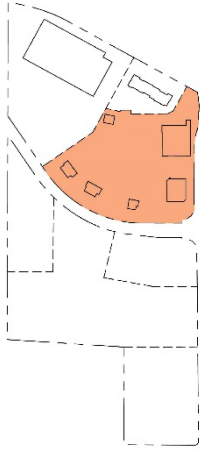


Example photos of Traditional Commercial – Does not represent specific project

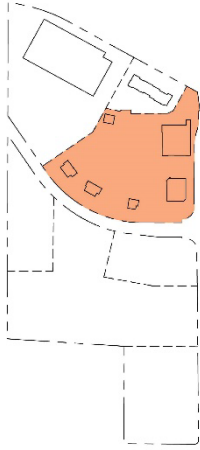


Example photos of Traditional Commercial – Does not represent specific project

- A. Building Placement – The buildings shall be placed to allow for maximum visibility from Union Road and are to front Union Road (no parking between the buildings and Union Road). The buildings in this designation are in highly visible locations with views from almost all directions. Elevations are to be upgraded on all sides and the service areas are to be screened from view. Following are requirements for the Traditional Commercial building design:



1. All sides of the buildings that front parking, City streets, and the driveway entry are to include windows and/or treatment that makes the building appear to not be 'backing up' to any of these frontages. Spandrel glass is acceptable. 4-sided enhanced architectural treatments.
2. Enhanced treatment of the architecture at the front door (in compliance with as described in Section 3.2.1) shall be provided on the parking lot side of the building where customers will enter. An enhanced architectural treatment that includes projections off the face of the building and a higher parapet using enhanced architectural elements shall also be provided on the Union Road side of the building. The preferable location is on the corner of the building closest to the entry drive or the corner of the building closest to Union and Atherton.
3. Service areas such as delivery doors and loading docks are to be located in the least visible side of the building as possible and to be screened with walls and/or landscape. If walls are used, they are to be masonry and use the same architectural finishes as the building. If solely landscape is used it shall be installed of sufficient size and placement to provide the screening prior to occupancy.
 - a. Screening shall be of sufficient height to screen the full delivery area including doors, stored materials, trash compactors, cardboard bailers, and delivery trucks that may be parked longer than 8-hours from City streets.
 - b. Vine covered fences may be allowed to achieve the screening. If an upgraded wire mesh fence is used (chain link is not allowed) the vines must be able to cover at least 40% of the fence within the first year of growth.
 - c. Wood fences will only be allowed if they match and are cohesive with accent materials on the building.
4. These buildings may also be proposed with a drive thru. If a drive thru is provided it is to be screened from City streets using a wall, fence, or landscape to a height of 36". If solely landscape is used it shall be installed of sufficient size and placement to provide the screening with the first year of growth.
5. The shade canopy at the drive thru, if included, is to be designed to be an integral part of the architecture using the same forms and materials as the rest of the architecture.
6. If cart storage is provided adjacent to or attached to the building it shall incorporate the same materials as the building architecture to create a cohesive project.
7. Outdoor display areas, if provided, are to be an integral part of the architectural and site design and are to be designed in such a way as to not look like large empty areas when not being used.

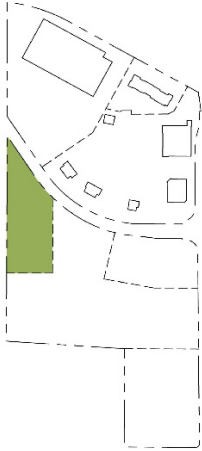


8. Signage panels on the buildings that may be anticipated separate from the business signs such as a location for season advertising, sales, etc. shall be designed into the architectural treatment and shall be noted as such with the site plan application.
- B. Massing and overall form – The form of the building will follow the function of the business and is to generally follow the design and standards of the business that is proposed. See requirements as listed in item A. of this section above.
 - C. Materials – The materials used for the corner / medium-size retail shall incorporate as much of the materials that were described in section 3.2.1 as practical and as needed to keep the exterior materials of these buildings in cohesion with the rest of Union Crossing. There are no specific materials provided in this section other than those provided in Section 3.2.1.
 - D. Gas Station – If a gas station is proposed, the building, canopy, and accessories that are unique to a gas station shall be designed to use materials consistent with Union Crossing (as described in Section 3.2.1), with the understanding the corporate colors and logos are an integral part of the architectural design.

3.2 Design Guidelines for Union Crossing Mixed-Use
(South of Atherton Drive)
Underlying Zone of Commercial Mixed Use (CMU)

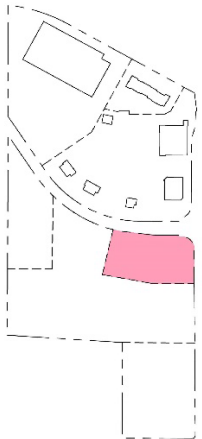
3.2.1 Basin – Open Space

City Park Space



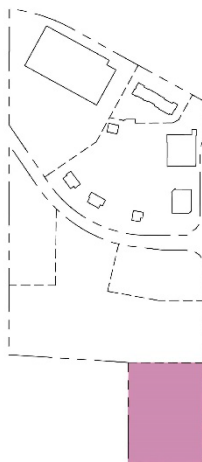
3.2.2 Corner Commercial

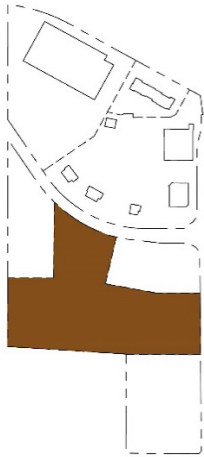
The Corner Commercial development use designation has no specific Design Directives. This designation shall follow the City of Manteca Site Plan Application process and shall be subject to the zoning requirements and City standards. There is nothing special provided in this document for this designations. Underlying zone of Commercial Mixed Use (CMU).



3.2.3 Woodward Mixed-Use

The Woodward Mixed-Use development use designation is located generally at the northwest corner of Union Road and Woodward Ave. and has no specific Design Directives. This designation shall follow the City of Manteca Site Plan Application process and shall be subject to the zoning requirements and City standards. There is nothing special provided in this document for those land-use designations. Underlying zone of Commercial Mixed Use (CMU).





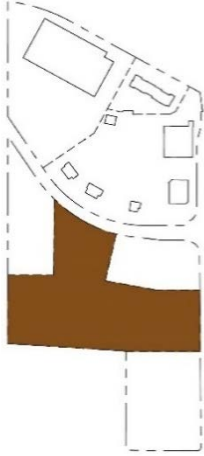
3.2.4 Multi-Family

The following standards (requirements) for building materials, colors, accents, windows and doors, and canopies are applicable to all structures and facilities within multi-family designation for Union Crossing Mixed-Use (south of Atherton Dr.). The themes, materials, and overall design is to be scaled and appropriate for the size, orientation and scale of the different sized buildings.

- A. Pedestrian and Vehicular Circulation and Parking – There shall be a single main entry drive off of Atherton Drive at the full access intersection (see Figure 2.5). Provide landscape and signage on each side of the entry drive to create an attractive entry to the project and enhanced street frontage. Interior project drive aisles and parking shall be provided as described in the Development Standards for Union Crossing Mixed-Use (Section 2.4). The interior project drive aisles shall provide clear and direct connection to the parking areas. Pedestrian circulation shall be integrated into the site design and shall provide clearly defined and dedicated circulation to connect all multi-family buildings with clubhouse and other site amenities. Pedestrian circulation shall provide defined and safe crossings of drive aisles and through parking lots. Enhanced paving materials and raised crossing tables are encouraged at all main pedestrian crossings.

Requirements:

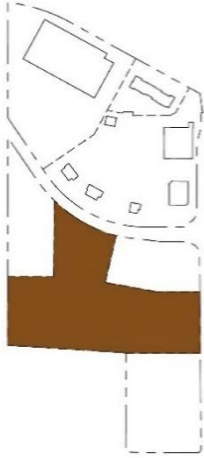
- Enhanced project vehicular entry off of Atherton Drive at full access intersection per Figure 2.5. This may consist of stamped and colored concrete or asphalt or pavers.
- Pedestrian circulation shall be integrally designed as part of the site and vehicular circulation to provide safe, clear, and direct pedestrian connections throughout the site.
- Parking areas dispersed throughout the site with adequate parking provided directly adjacent to each multi-family building.
- Parking for guest and employee use provided directly adjacent to clubhouse.
- Parking lot shading shall meet City of Manteca standards. Trees and carports may be used to achieve the required shade coverage percentage.
- Car ports (when used) shall be designed to complement the architecture
- Garages may be used to meet some or all of the parking requirements. Garages may be integral with the multi-family buildings (such as tuck-under or first level garages) or may be separate buildings. If separate buildings garages shall be designed using the same materials and overall aesthetic of the multi-family buildings.



- Tandem parking may be utilized when associated with garages and is allowed to be counted as meeting the total parking requirements. For parking counts the tandem parking in front of garages may only count toward parking requirements if both parking spaces (garage and associated tandem) are for the same unit.
- A multi-level parking structure may be provided (not required), but if it is provided it shall be screened from view by buildings or landscape and shall be integral to the site design and shall not be taller than 15'.
- Gated vehicular entry is allowed, but not required. If proposed it shall meet City requirements for staking, escape, etc. If gated provide provisions for school bus pick-up on adjacent City streets.
- A minimum of two of the following recommendations shall be achieved with regard to circulation and parking.

Recommendations

- It is encouraged to use the curb as the tire stop to the greatest extent possible and allow the cars to overhang the landscape or sidewalk by up to 24". Setbacks and required landscape requirements must still be met outside of the parking stall (and 24" overhang).
- The use of pervious pavers for parking stalls and/or drive aisles is allowed, but is not a requirement. Pervious pavers may be advantageous to meet LID storm water storage/filtration requirements per MMC. Pervious concrete or pervious asphalt are not encouraged and must be approved by the Union Crossing design review committee prior to inclusion as part of the Site Plan Application.
- Pedestrian walkways that cross internal roadways should be at intersections to avoid mid-block crossings.
- Enhanced treatment of pedestrian crosswalks with use of pedestrian paving so the sidewalk paving material is used to cross the drive aisle. Crossings may also be different enhanced material (such as pavers, colored and stamped concrete, stamped asphalt) and may be a raised speed table. Slight changes in grade such as speed tables are also encouraged.
- It is assumed that this project will not include multi-level parking structures. However they may be proposed provided they meet the design standards of this document and otherwise conform to the requirements of the MMC and is subject to review and approval by the Community Development Director.
- Solar panels may be utilized as part of the parking lot shading requirements and qualify as providing shade in the same manner that carports qualify. Carport plus shade trees shall be used in conjunction to meet the MMC shade coverage requirements.



- Transformers should be placed in low visibility locations to the greatest extent possible with access doors oriented away from main drive aisles and other high visibility locations.
- Above ground utilities, fire hydrants, light poles, etc. should be located away from the building entries to avoid conflict with enhanced architectural elements.
- Providing additional ride-share, green vehicle, and/or electric vehicle charging stations that exceed the CalGreen minimums may be incorporated.

B. Building Placement and Site Amenities – Buildings shall be placed throughout the site to allow for adequate parking and open space to be directly adjacent to each apartment building. Clubhouse and site amenities to be placed to maximize resident usage and create aesthetic and community-oriented environment.

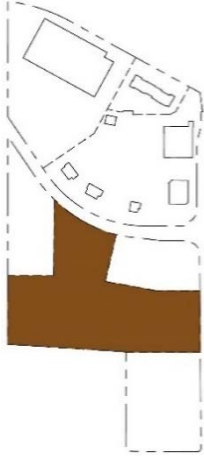
Requirements:

- The clubhouse shall be centrally located in the middle of the site (in-line with the main entry drive) with direct access from all surrounding multi-family buildings; or shall be located directly adjacent to the basin (and next to the full access entry drive off of Atherton Drive).
- Multi-family buildings shall be equally spaced around the site with parking directly adjacent to the buildings (meaning that parking shall also be dispersed through the site and not placed in just one large parking lot).
- A minimum of two of the following recommendations shall be achieved with regard to Building Placement and Site Amenities.

Recommendations

- Clubhouse and some of the site amenities to be placed directly adjacent to the basin to benefit from the open space provided by the basin.
- A circuit path should be provided around the perimeter of the site that includes recreation amenities such as exercise equipment, benches, mile-markers, and/or pet waste stations. There should be multiple access points to ease of each building to gain access.
- Buildings should be placed and oriented to allow for courtyards or other open space that includes resident amenities that is away from parking (or screened from parking) and provides ease of access from buildings.

C. Building Massing and Materials – The buildings shall be scaled appropriately and shall use materials that create an aesthetically pleasing project that fits within the overall design character of Union Crossing. The multi-family and clubhouse buildings shall be sized, oriented, and in a form (mass) that meets the function of the multi-



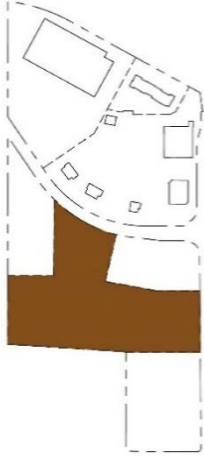
family and clubhouse use. Multi-family buildings include units that are the same size that are stacked vertically and repeat horizontally. The design of the buildings shall be done in such a way as to disguise the repetition in a creative and dynamic manner. Additionally, Multi-family projects typically include multiple versions of the same building form. Use of a common thread of color or enhanced materials shall be used throughout, but there shall also be differences in color and/or enhanced materials to provide differences between buildings.

Use materials that are similar to those described in the Design Directives for Union Crossing Retail Center (Section 3.2), but they shall be used in a creative manner that is appropriate for the more 'comfortable' and intimate scale and appearance of a residential building.



Requirements:

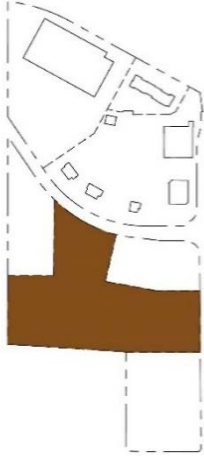
- All buildings shall have a common theme of colors and materials that ties the project as a whole together. Additionally, the multi-family portion of Union Crossing shall use colors and materials that are harmonious with the Union Crossing Retail Center (Section 3.2).
- Architectural enhancements shall be provided at the ends or center of the building mass to provide a visual indication of building entries and to provide visual interest to the overall structure.
- Buildings shall include change in plane with pop-outs and recesses min. 24" that correspond to the interior uses (balconies, bedrooms, etc.). There shall be no long runs of single exterior plane.



- There shall be no bare walls without articulation or enhancement. For instance in an interior stair tower included, there shall be windows to articulate the exterior wall.
- The first level of the buildings shall create an architectural base that uses different colors or materials to create stable ground-level base.
- If there are garages or tuck under parking, the top of the first level shall include a band or 'eyebrow' extension to create a base plinth aesthetic for which the residential portion of the building sets upon.



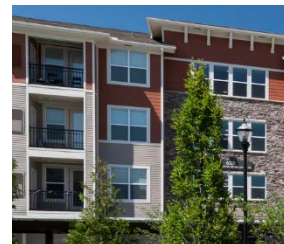
- The primary building exterior material shall be stucco – smooth finish.
- Enhanced exterior finishes such as stone (natural or manufactured), architectural panel systems (such as veneer aluminum products), 'wood' siding, etc. shall be included as part of the overall building design. A minimum of one enhanced finish and a maximum of two shall be used. Whatever enhanced materials are used shall be consistent in all buildings, but the colors from building to building may change.



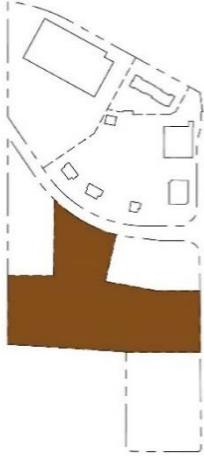
- o Multiple stucco colors shall be provided and shall correspond to the pop-outs and recesses of the building. No less than two colors shall be used and no more than four (in addition to the enhanced exterior finishes). The primary color shall be the same from building to building, but the secondary color(s) can change between buildings.



- o Balcony and patio railings to match the overall architectural design and to use materials that complement the window casings or enhanced material selection.



- o Roof may be flat or sloped roof (6:12 max. slope). Roof material to complement the architectural style.



Recommendations

- Should provide canopy, eyebrow, or eave at main building entry (entries).
- If garages or tuck-under parking is provided there should be vine and trellis to articulate the base of the building between garage doors.
- If garages are provided doors should be panelized that complement the exterior finishes.
- Buildings should have differences in colors between them to differentiate one building from another. However, the color theme should be harmonious and the primary building color should be consistent in all buildings. It is the secondary colors and enhanced materials that may be different colors between buildings.
- Appurtenances such as AC units, dryer vents, etc. should be integral to the exterior finishes or painted to match the exterior finish for which they are placed.
- Ground-mounted utilities such as AC units should be screened with a wall or fence that matches the architectural finishes.
- Above the first floor horizontal base plinth, as described above in the Requirements, there may be vertical trim lines to create the architectural articulation.

Section 4 - SIGNAGE, LIGHTING, and LANDSCAPE

4.1 Signage Overview

There shall be a hierarchy of signage for the overall project (Union Crossing Retail Center) and the individual businesses within Union Crossing. This section is divided into two categories – Union Crossing signage and signage for individual businesses. Generally the signage shall follow the requirements of the Manteca Municipal Code (MMC).

4.2 Union Crossing Retail Center Signage

(North of Atherton Drive)

4.2.1 Tower Sign

Union Crossing shall be allowed to have one tower (or pylon) sign that incorporates the same colors and architectural materials as described in Section 3.2.1. The tower sign is allowed to be a double-faced multi-tenant freeway oriented sign that includes the Union Crossing name and logo. The tower sign shall be fixed text for up to 7 tenants. The overall height shall be a maximum of 75' with a maximum sign area of 500 square feet per side. Tower sign height may be increased to 85' with a specific study reviewing topography, freeway height, base and top of proposed sign height, sight-line studies, and written report providing clearly defined justification for increased height. Study to be included as part of site plan application and/or sign permit application.








The photo shows the intent of signage placement and acceptable height-to-width ratio, not a representation of color, materials, and architectural character

4.2.2 Monument Entry Signs

There shall be up to six (6) monument and project identification signs. These signs may be located on each side of the Union Crossing entry drives off of Union Road and Atherton Drive and one at the corner of Union and Atherton.

- The monument signs may be internally illuminated or indirectly lit.

Signage Legend

-  Tower Sign
-  Corner Monument Sign
-  Driveway Entry Retail Monument Signs
-  Driveway Entry Multi-Family Monument Signs
-  Driveway Entry Mixed Use Monument Signs

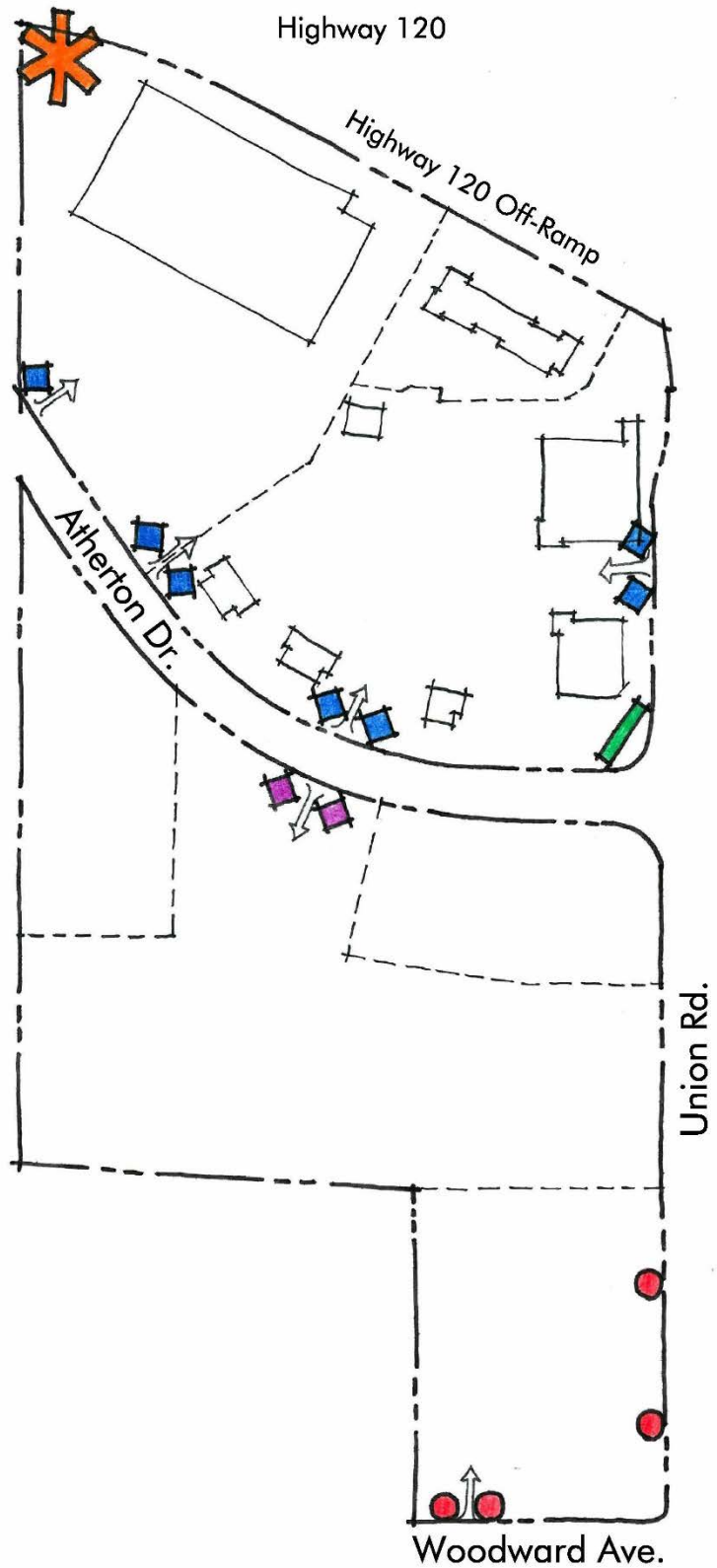


Figure 4.2 – Signage Locations

- The maximum height shall be 6'-0" and shall be placed outside of the clear vision safety triangle on each side of the driveway entries.
- The signs may be single sided on each side of the driveway entry or they may be double sided. If double-sided signage is preferred, there may be only one sign at each driveway entry.
 - Single sided signs may have one sign on each side of driveway entry for a total of six (6) signs and one sign at the corner of Union and Atherton.
 - Double-sided may have only one sign at each driveway entry (either side) and one sign at the corner of Union and Atherton for a total of four (4) signs.
- Overall signage within the monument sign shall not exceed 48 square feet per side.
- The dominate signage within these entry signs is to be the Union Crossing signage and logo. There may be up to two tenant signs on each monument sign, but the tenant signage shall account for no more than 35% of the total allowed signage area.

Exception – The Large-Scale Retail use designation may have its own entry monument sign at its dedicated driveway entry in lieu of the Union Crossing entry monument signs. One monument on one side of the driveway. Otherwise the same requirements apply.
- Signage should be coordinated with the landscape design to create a cohesive site frontage design.

Exception: There is an exception if a gas station is proposed. A gas station may have one two-sided monument sign in addition to the Union Crossing signs provided in Section 4.2.2. The gas station sign shall provide for the name of the gas station and the gas prices per State requirements. The materials, colors, and overall design of the gas station sign shall be consistent with the rest of the monument signs and the total signage shall not exceed 48 square feet per side.

4.3 Individual Building Signage

Other than the business signage that is allowed on the tower sign and the entry monuments, all other business signage shall be placed on the building with no additional monument signs on Union Road or Atherton Drive allowed. For this document, the term 'signage' refers to the letters and graphics that used in combination create the identity of the business. To determine the square footage of a particular sign it is to be measured around the letters and combined logo and does not necessarily include the enhanced architectural materials that the signage may be placed.

The section is divided into two classifications of signage. The first section is traditional business signs that provide the name of the business and may incorporate logo, color, or other corporate elements along with the text of

the business. And the second are the accessory signs such as directional and safety signs.

4.3.1 Building Signs

Building signs shall be allowed on all building elevations per the requirements of the MMC and per further allowances as provided in this document. Signage shall be an integral part of the building design and should incorporate materials consistent with Section 3.2.1, while allowing for the unique colors, logos, and style of the business.

- The allowable building-attached signs shall be 2.5 square feet of sign area per linear foot of public right-of-way building frontage (this is inclusive of City streets as well as the State Highway off-ramp).
- For all but the Large-Scale Retail designation, the total maximum allowable size any single sign for a single tenant that can be viewed from any public right-of-way shall not exceed 200 square feet.
- **Exception** – The 200 sf maximum single sign size requirement does not apply to the Large-Scale Retail designation. As a large building, the size of the signage is expected to be scaled with the size of the building. The exception may be granted at the discretion of the Community Development Director provided the signage is integral to the architecture and creates an overall aesthetic that combines signage and architectural elements and provides proper aesthetic scale with the size of the building and wall (space) on which it is placed. For the Large-Scale Retail designation the size of any single sign shall not exceed 1000 sf. The combined signage on any single side of the Large-Scale Retail (such as business name, logos, and other supplemental designations with the building) shall not exceed 2.8 square feet per each linear foot of the exterior building wall. Total combined signage for all sides of the building shall not exceed 1.5 square feet of signage for each linear foot of combined exterior building walls (building perimeter).
- **Exception** – Traditional Commercial buildings that are over 40,000 sf may exceed the 200 sf single sign size limitation with approval of the Union Crossing design review committee and the City Community Development Director provided the signage is integral to the architecture and creates an overall aesthetic that combines signage and architectural elements and provides aesthetic scale with the size of the building and wall on which it is placed. In this instance the total size of a single sign shall not be allowed to exceed 400 sf with a combined total of all signage on all sides of the building shall not exceed 400 square feet.

- Building signs shall not exceed 80% of the public right-of-way building frontage.
- Corporate identity shall be allowed to be maintained within the signage.

4.3.2 Directional and Accessory Signage

Miscellaneous signage on site/buildings shall be allowed when intended solely for the convenience of the guests/customers and not the general public (i.e. way-finding signs, building entry signs, etc.). Additional signage such as low direction signs (drive-thru, etc.) is allowed and shall follow the overall character of Union Crossing and the corporate identity of the business:

- They shall be low (48" max. height);
- Shall not interfere with pedestrian or vehicular circulation;
- Shall be allowed to be internally illuminated, but provide no glare or be overly bright competing with the rest of the Union Crossing lighting and architectural character.
- **Exception** – The maximum height of the direction and accessory signage may be approved by the Union Crossing design review committee and the City Community Development Director. If proposed signage is taller than 48" it is to be clear of high profile visual corridors such as entry drives and main drive aisles. It is assumed that taller signs may be proposed/appropriate for directing customers around the sides of the building and otherwise clear of the main public access areas.

4.4 Street Lighting

Lighting shall be provided as required per the City of Manteca requirements for safe, secure, and well lit streets and pedestrian paths. Poles, arms, and bulb head shall match the existing fixtures along Union Road and Atherton Drive to the east, but luminaires shall be LED as detailed in City Standard ST-27. Street light spacing shall be coordinated with the street tree spacing with lights equally spaced between trees so as not to interrupt the street tree spacing.



4.5 On-Site Lighting

4.5.1 Parking Lot and Drive Aisle Lighting

On-site parking and drive aisle circulation lighting shall be placed in compliance with code requirements and shall be coordinated with parking lot and internal street tree layout. Lights shall be placed in accordance with drive aisle tree spacing so as not to interrupt the spacing of the trees (to be located between tree spacing). The following is an example of an allowable fixture that meets City and Title 24 energy consumption requirements and is aesthetically appropriate for Union Crossing.

Lithonia Lighting – D-Series Area Size 0



4.5.2 Pedestrian Scale Lighting

In addition to the parking lot and Drive Aisle Lighting as described in Section 4.5.1 for the Large-Scale Retail and Medium-Size Retail use designations as well as the Hotel use designation, there shall be a pedestrian scale light used along the fronts of the buildings to create a transition from the parking lot lights to the architecture of the businesses for pedestrians. These fixtures are to be shorter (12' – 15' pole height with the fixture on top) and more ornamental in nature.



Pedestrian-scale lights to be Beacon Products Slide Luminaire or GE Evolve Gen2 two-post LED post-top fixture or approved similar product. The first project will make the light fixture and post selection and all other developments to follow suit using the same fixture and post as the first project. Light fixtures to provide shields as needed to eliminate light spill onto adjacent parcels per code. Light pole and fixture to be factory applied Bronze.

4.5.3 Building Lighting

Buildings shall be lit to accentuate the architectural elements and provide destination to the main entry. Building lighting can use a combination of wall-mounted light fixtures such as scones and down-lights, as well as ground-mounted up-lights. Additional fixtures associated with signage and linear lighting that coordinates with the architectural forms is encouraged. This document does not provide specifics of light fixtures as it is incumbent on the architect to provide light fixtures that are complimentary to the architecture to create a cohesive and dynamic lighting design.

Building-mounted light fixtures to be integral with the architecture and convey the same theme as the rest of the architecture. Lighting shall be predominately indirect without the lamp itself not being seen (hot-spot) to the greatest extent possible.

4.6 Landscape Standards and Guidelines

Planting shall meet the City of Manteca MMC requirements and shall be in compliance with the Water Efficient Landscape Ordinance (WELO).

Planting shall provide a combination of shrubs, groundcover, ornamental grasses, and accent plants to create a cohesive and quality landscape design that fits the architectural theme. The first development will set the theme of plant species that shall be incorporated into all subsequent phases and site plan applications. The landscape plans shall be reviewed and approved by the Union Crossing design review committee prior to being submitted to the City with the Site Plan Application process.

4.6.1 Street Trees

Atherton Drive Primary street trees on the north side to be set at 40' on center approximately 5'-6' behind the curb (in the parkway strip) and to be:

Acer rubrum 'October Glory'

Secondary row of trees between the sidewalk to be parallel to the alignment of the primary street trees but on the project side of the street sidewalk to be:

Carpinus betulus 'Fastigiata'

Ginkgo biloba 'Princeton Sentry'

Accent trees around driveway entries and signage to be:

Lagerstroemia indica 'Tuscarora'

Union Road Same as Atherton Drive above.

4.6.2 Parking Lot and Interior Roadway Trees

The landscape architect shall provide a hierarchy of trees along the interior roadways that correspond to the vehicular hierarchy as provided in Section 2.4.3. Multiple species to be used to correspond to the different levels of interior roadways (Figure 2.4.3). Parking lot shade trees shall be provided to meet the shade coverage requirements of the City of Manteca (50% shading of parking stalls and associated drive aisles) and coordinated with parking lot light locations.

Street Trees for Interior Roadways – Similar to street trees, the interior roadways shall have single species trees at a regular spacing between 25' – 30' on center using narrow upright species. Once the first project makes the species selections, the following phases shall incorporate the same species as approved in the initial project.

Parking Lot Trees – Trees for the parking lot shall be provided in a general orchard grid format using deciduous species that is predominately one or

two different species of spreading shade trees. Trees should be relatively clean trees that do not produce fleshy fruit, harbor insects, or produce other items that are incompatible with cars parked underneath.

Accent Trees – There are spaces provided around the parking and interior roadways that will benefit from a large scale focal point or accent tree. These are to be primarily large evergreen trees and may incorporate accent lighting (up-lighting or lights in the trees) and may also provide seating around the base.

4.6.3 Screen Trees

These trees are to be used to buffer unwanted views and or to create a defined edge to the project (such as the west property line). These are to be predominately evergreen trees that are relatively clean (not a lot of leaf drop) and low water use and ease of maintenance.

4.6.4 Building Accent Trees

Narrow upright evergreen and deciduous trees that are spaced to correspond to the architectural features. These trees are to be used to screen unwanted views, to frame entries, provide shade for pedestrians, and to add to the overall aesthetic of the architecture. They are also to be used to provide scale to the larger buildings and accentuate the architectural forms.