

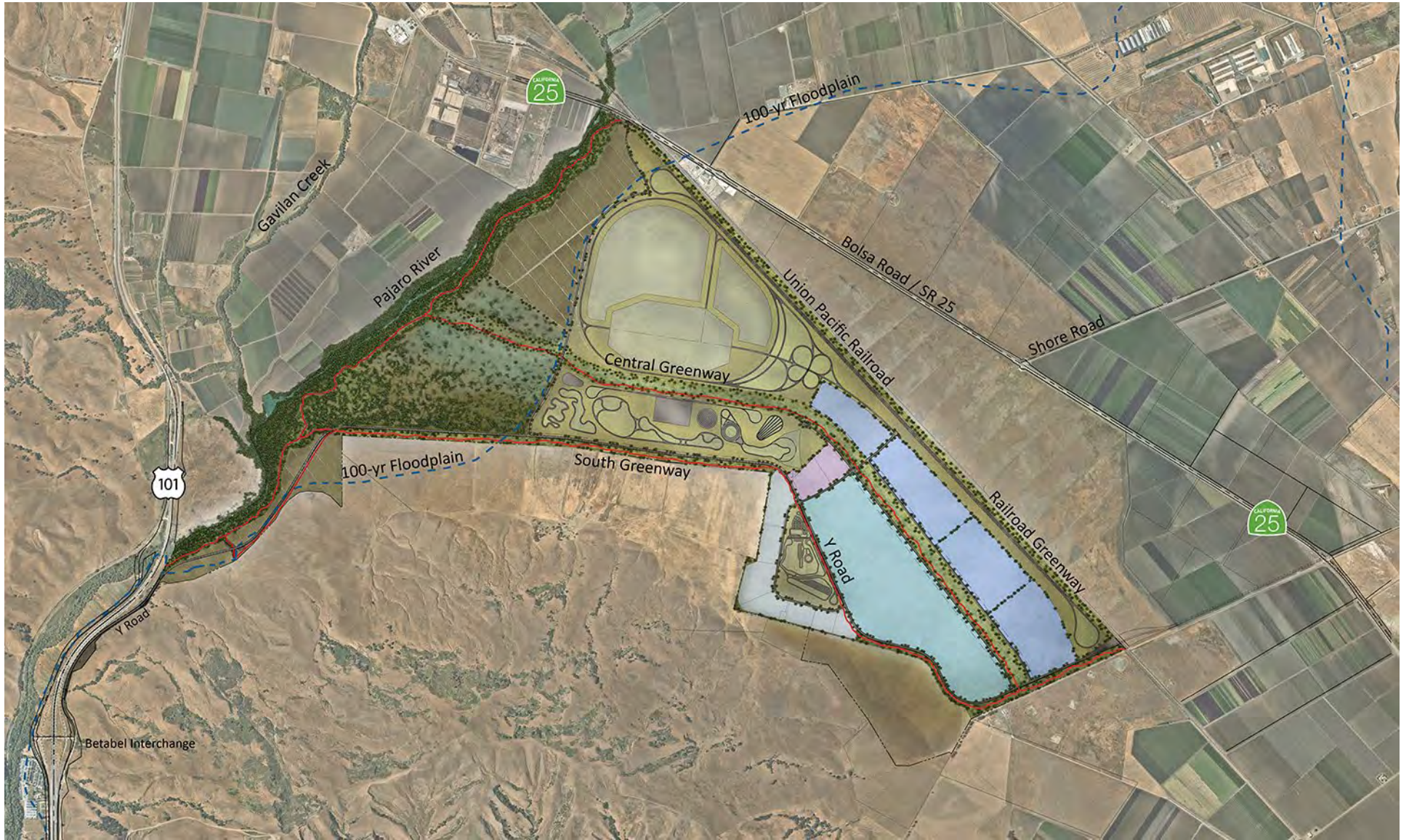


STRADA VERDE

INNOVATION PARK

Specific Plan
February 2022

Illustrative Site Plan for Strada Verde Innovation Park



Executive Summary

The Strada Verde Innovation Park (Strada Verde, the “project”), which consists of approximately 2,767 acres adjacent to the Pajaro River within unincorporated San Benito County, will serve as an innovative and self-sustaining new technology-based employment center, with a focus on automotive research and development.

Strada Verde is envisioned to include the following key elements and benefits to the County and its residents:

- Expansion and diversification of the regional economy by providing a home for a new technology-based employment center.
 - Dedicated research and development areas, including advanced automotive testing uses, offices and light industrial buildings.
 - An e-commerce center for distribution and logistics businesses.
 - Public and/or private advanced automotive testing facilities featuring a variety of tracks, including a three-mile straightway, high speed tracks, and shared handling courses, which are in high demand by automakers and emerging technology companies, particularly in the areas of automation and efficiency, including the rapidly growing electric vehicle market.
 - A centrally located business center consisting of public, hospitality, retail, and institutional uses; providing additional opportunities for
 - new County tax revenue (e.g. transient occupancy tax, retail sales tax, etc.).
- As a technology-based research and development business center, the Strada Verde does not propose any residential housing development, neither single-family nor multi-family development, within the Specific Plan Area.
- The one-time economic impact from the construction of Strada Verde will be \$2.42 billion, creating more than 15,000 construction jobs with an average income of \$72,000 per job over its buildout, many of which will be sourced from businesses based in San Benito County.
- At its buildout, Strada Verde will also increase the overall annual economic output of the County by \$2.48 billion, creating 11,000 new permanent jobs and \$660 million in annual payrolls with an average income of nearly \$56,000 per job.
- Strada Verde will create significant recurring fiscal benefit for San Benito County. This includes annual contributions of nearly \$4 million in surplus to the County’s General Fund, \$8 million in property taxes earmarked for educational purposes, and \$2 million for local transportation improvements from Measure G sales tax.
- Entry to the Strada Verde will connect directly from US 101 from the Betabel interchange, and the Strada Verde Mobility Plan, which mandates the delivery of certain, specific traffic improvements and fees from future development, will balance the needs of

pedestrians, motorists, and transit users to minimize traffic to and within the Strada Verde Specific Plan Area.

- A new publicly accessible 2.4 mile multi-use trail will extend along the western boundary of the Strada Verde Specific Plan Area that will include benches, wildlife viewing areas, and interpretive signage.
- The establishment of two biological preserves will protect sensitive plant and animal species and habitat areas through a permanent conservation easement.
- Honoring San Benito County's farming heritage, approximately 227 acres of land will be permanently set aside exclusively for agriculture uses pursuant to the San Benito County Code of Ordinances.



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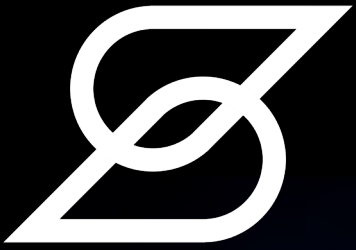
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1 Introduction

1.1. Purpose of the Specific Plan

The Strada Verde Innovation Park (“Strada Verde”) Specific Plan (the Specific Plan) describes a comprehensive overview of the long-term development of approximately 2,767 acres within an unincorporated area of San Benito County, California (referred to as “Specific Plan Area” within this document). Strada Verde (the “project”) is envisioned to be a world-class research and development center that will establish a regional economic growth center within San Benito County. By providing both regulations and guidance through detailed text and exhibits, this document acts as a framework for the process that will shape Strada Verde, ensuring that a unified vision is implemented and aligned with San Benito County’s long-term goals, including job creation, economic sustainability and protection of natural resources.

1.2. Interpretation

The terms “shall,” “should,” “may,” and “could” are used within the Specific Plan. The term “shall” is used to denote a standard where compliance is required. The term “should” is used to denote a guideline that is recommended, but not required in all circumstances. The terms “may” and “could” are used to denote something that is allowed or optional, but not required.

The development examples included in this Specific Plan, including figures, illustrations, renderings, and photos, are illustrative only, including with respect to the number of buildings, building location and orientation, alignment and design of streets, and configuration of public facilities. Unless otherwise specified, all development graphic illustrations and photos will be interpreted as conceptual, as one possible design, and will not be considered definitive.

1.3. Relationship to Other Plans

1.3.1. San Benito County General Plan

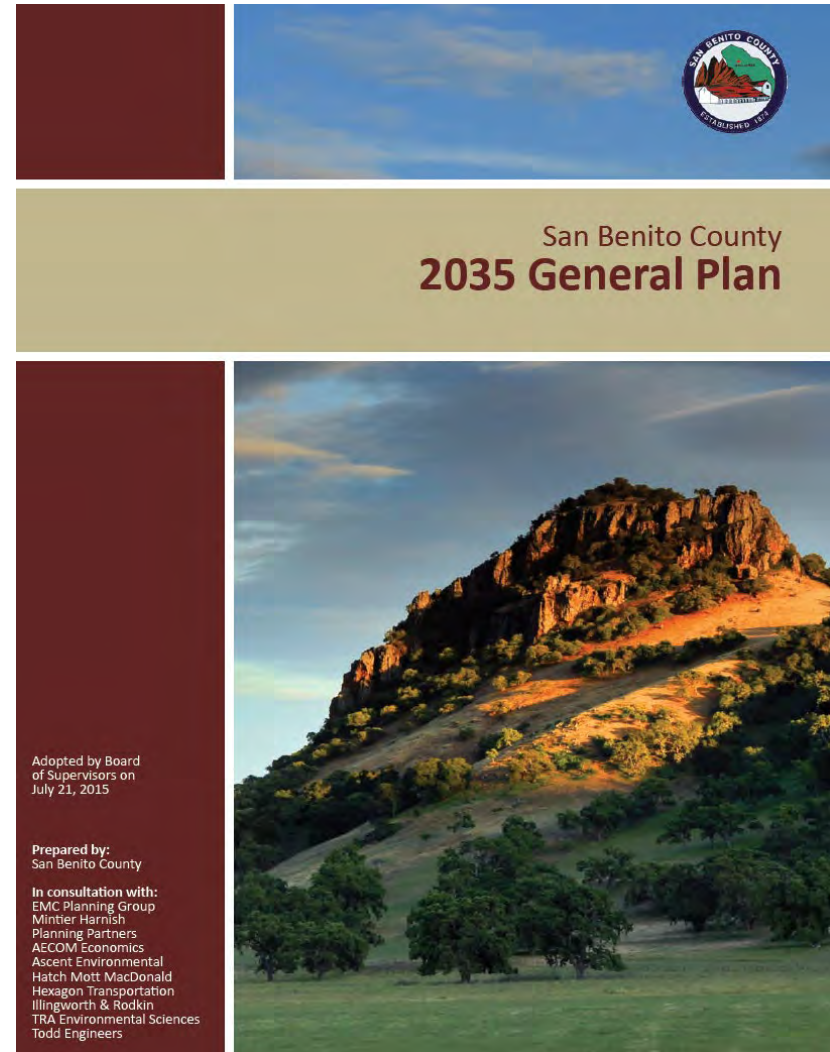
The San Benito County 2035 General Plan (“SBCGP”) is a comprehensive, long-range, and internally consistent document which encapsulates the vision for development of San Benito County. It contains goals, policies, and objectives that are designed to preserve the integral characteristics of the County, while building a future that enhances the quality of life for all residents. The California Government Code provides that a specific plan may not be adopted or amended unless consistent with the General Plan.

The Specific Plan contemplates that immediately prior to or concurrently with its adoption, the SBCGP will be amended to redesignate the Specific Plan Area as Strada Verde Innovation Park Specific Plan (SVIP-SP) and make other related conforming amendments. No other changes to the General Plan are required.

1.4. California Environmental Quality Act (CEQA)

Consistent with State law, all future discretionary actions required for development within the Specific Plan Area are subject to environmental review in accordance with the California Environmental Quality Act (“CEQA”). Such CEQA compliance would include identification of any required mitigation measures. Nothing herein will prevent the implementation of any such measures as a condition of development within the Specific Plan Area. In addition, this Specific Plan anticipates that resource agency permits required for Specific Plan development will include measures

for the avoidance, minimization, and mitigation of impacts on certain natural resources.



1.5. Guiding Vision

At completion, Strada Verde will represent a state of the art technological center, while also preserving San Benito County's farming heritage and natural beauty. Four interconnected core values shape the vision of Strada Verde: 1) Technology, 2) Economic Growth, 3) Resource Management, and 4) Education and Training, as described below:

1.5.1. Technology

Located less than an hour's drive from Silicon Valley, Strada Verde will offer an opportunity for technological innovation. Employees will enjoy a healthy, campus environment where they can bicycle or walk during breaks. Strada Verde will attract a variety of technological enterprises from product research, development, and testing to light manufacturing and distribution. Strada Verde will provide a regional technological hub supporting groundbreaking automotive innovation.

1.5.2. Economic Growth

Strada Verde is positioned to make San Benito County a center for technology enterprises, fueling job growth in the emerging e-commerce industry, as well as the research and development of zero emission vehicles, and other advanced automotive systems. The creation of an estimated 11,000 new permanent jobs in the County, as well as an estimated 15,000+ construction jobs over several years, and the generation of additional recurring \$10+ million in property tax revenue, will substantially improve the economic vitality of the County.

The construction of all infrastructure and public services will be financed using a variety of financing mechanisms, as detailed in [Chapter 5: Implementation](#), designed to protect San Benito County taxpayers.



1.5.3. Agriculture and Resource Management

Agriculture is an integral component of Strada Verde, and organic farming will remain an important function in the Specific Plan Area. The establishment of areas identified exclusively for agriculture uses will ensure that farming remains a part of the legacy of San Benito County.

Given the Specific Plan Area is located adjacent to the Pajaro River and the Lomerias Muertas hills, this Specific Plan also establishes two biological preserves that will provide permanent resource protection for important biological resources.



1.5.4. Education and Training

A safe and successful transition to the broad-scale sale and use of electric and automated vehicles requires a workforce that has been trained in their operation, service, maintenance, and repair.

To support this transition to clean transportation, Strada Verde will establish a partnership program with Gavilan College, local schools, industry, and trades to create a premier **Mobility Career Pathway Program** that will prepare local students and workers for new, higher-wage employment opportunities in San Benito County.

This effort will include faculty recruitment, curriculum development, the establishment of various degree and certificate programs, and the establishment of on-site educational facilities.



Desert Colleges ATL Automotive Technology Poster
<https://desertcolleges.org/dsn/advanced-transport.php>

1.6. Community Benefits

As the Strada Verde Specific Plan is implemented, San Benito County will be positioned as a center for new and emerging technology enterprises, bringing substantial benefits to local residents. The following outline highlights some of these benefits:

1.6.1. Construction Benefits

- Estimated one-time direct and indirect monetary construction investment of \$2.42 billion.
- 15,000+ new construction jobs.
- \$1.1 billion in annual payrolls with an average income of \$72K per job.

1.6.2. Recurring Economic Benefits

- \$2.48 billion from on-going business operations.
- 11,000+ new permanent jobs.
- \$659 million in annual payrolls with an average income of \$56 K per job.
- Annual property tax revenue would exceed \$10 million, of which \$8.4 million would be earmarked for the Aromas/San Juan Unified School District, Gavilan Joint Community College District, the San Benito County Office of Education, and the Education Revenue Augmentation Fund.
- Annual recurring sales tax of \$6.3 million.
- Annual recurring net fiscal surplus of \$3.7 million to the County's General Fund.



1.6.3. Transportation Benefits

- Future development in the Specific Plan Area shall be required to pay all applicable fees in the San Benito County Traffic Impact Mitigation Fee (TIMF) Program pursuant to County requirements, which are estimated to be approximately \$19 million under the current fee requirements.
- Annual recurring payments of \$2 million for transportation improvements from Measure G sales tax.
- Primary entry to the Specific Plan Area will connect directly to US 101 at the Betabel interchange, minimizing additional traffic impact to SR 25.
- Improvement of the jobs-housing balance will reduce vehicle trips and time wasted commuting to jobs outside the County.
- Future development will be required to make other traffic improvements as defined in this Specific Plan.

1.6.4. Environmental Benefits

- Riparian habitat along the Pajaro River will be expanded, enhanced and preserved to protect local plant and animal life.
- Habitat for California tiger salamander will be expanded and permanently preserved.
- Alkali wetlands in the Pajaro River Floodplain will be restored and preserved, including habitat for special

status plant species.

1.6.5. Recreational Benefits

- New public access will be created in areas adjacent to the Pajaro River where previously none existed.
- A newly created publicly accessible 2.4-mile multi-use trail and wildlife observation areas, encouraging healthy outdoor activities.



This illustration is conceptual only and subject to further design and refinement.

1.7. Sustainability Overview

Strada Verde Innovation Park presents an opportunity to implement a long-term vision for a sustainable and economically successful employment center. By definition, sustainability is a matter of meeting vital human needs of the present without compromising our ability to meet future needs. In order to work effectively, this principle must permeate every facet of design. The following measures provide a framework for achieving this goal:

Alternative Transportation Options

Modern technologies are to be incorporated to minimize vehicle trips within and out of the Specific Plan Area, encouraging reduction of fossil fuel consumption. This network shall encourage walking, bicycling, and mass transportation. Convenient charging stations will provide energy for electric vehicles. Job creation in the Specific Plan Area will reduce the need for County residents to commute to outlying areas.

Water Conservation

Strada Verde will be a model for water conservation and reuse. An innovative system for water delivery, storage, and treatment shall be a major component of the plan, and is anticipated to reduce the overall water demand as compared to average existing agriculture water use and thereby benefit the aquifer and groundwater supplies in the basin.

Economic Sustainability

As a major center for technological innovation, Strada Verde brings a unique opportunity for job creation to San Benito

County. Furthermore, development and operation of Strada Verde will provide substantial and on-going sales and property tax to San Benito County.

Waste Reduction and Recycling

Reduction of waste generation is an important method of natural resource conservation, and all businesses within Strada Verde shall incorporate recycling collection areas.

Renewable Energy for Self-Sufficiency

Strada Verde is planned to be powered by solar energy. In addition to rooftop photovoltaic power integrated into most structures, on-site large-scale solar generating and battery storage stations are planned.

Ecological Restoration

Existing ecological values present on the site shall be expanded, enhanced and preserved via establishment of biological preserves.

1.8. Structure of the Specific Plan

The Specific Plan is organized into the following chapters:

Chapter 1: Introduction

Describes the authority and requirements of the Specific Plan, as well as its purpose and vision.

Chapter 2: Context & Conditions

Provides background information including a description of location and the context of the Specific Plan Area.

Chapter 3: Land Use & Infrastructure

Establishes the components of the Specific Plan Area through land use, mobility, grading, and infrastructure plans.

Chapter 4: Development Standards

Sets standards for development in each land use area and ensures that quality development occurs in suitable locations.

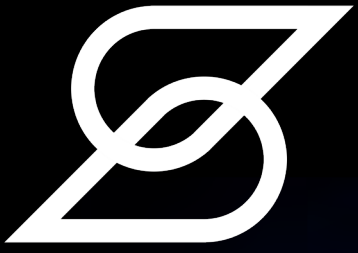
Chapter 5: Implementation & Financing

Establishes procedures to implement the Specific Plan, phasing, and financing mechanisms.

Appendix A: Design Guidelines

Provides general design guidance, including architecture, landscape, and signage.





2 Context & Conditions

2.1. Introduction

Located within a wide inland valley, Strada Verde includes approximately 2,767 acres within an unincorporated area of northwest San Benito County (referred to as "Specific Plan Area").

U.S. Highway 101 (US 101) to the west and California State Route 25 (SR 25) to the north provide direct access to the Specific Plan Area. Surrounded by natural scenic beauty and expansive mountain views, the Specific Plan Area is bordered by the Gabilan Mountains to the West and South, the Diablo Mountains and Panoche Valley to the East, and the Pajaro River to the North. Neighboring cities include Hollister to the southeast, San Juan Bautista to the southwest, and Gilroy to the north (refer to [Figure 2.1 Local Vicinity Map](#)).

On-site and surrounding current land uses primarily consist of agricultural land and rangeland. The area to the south between the Pajaro and San Benito Rivers was historically known as Rancho Lomerias Muertas, one of the original Spanish land grants meaning "Barren Hills." Active agricultural fields and open space make up the balance of neighboring properties to the South and East.

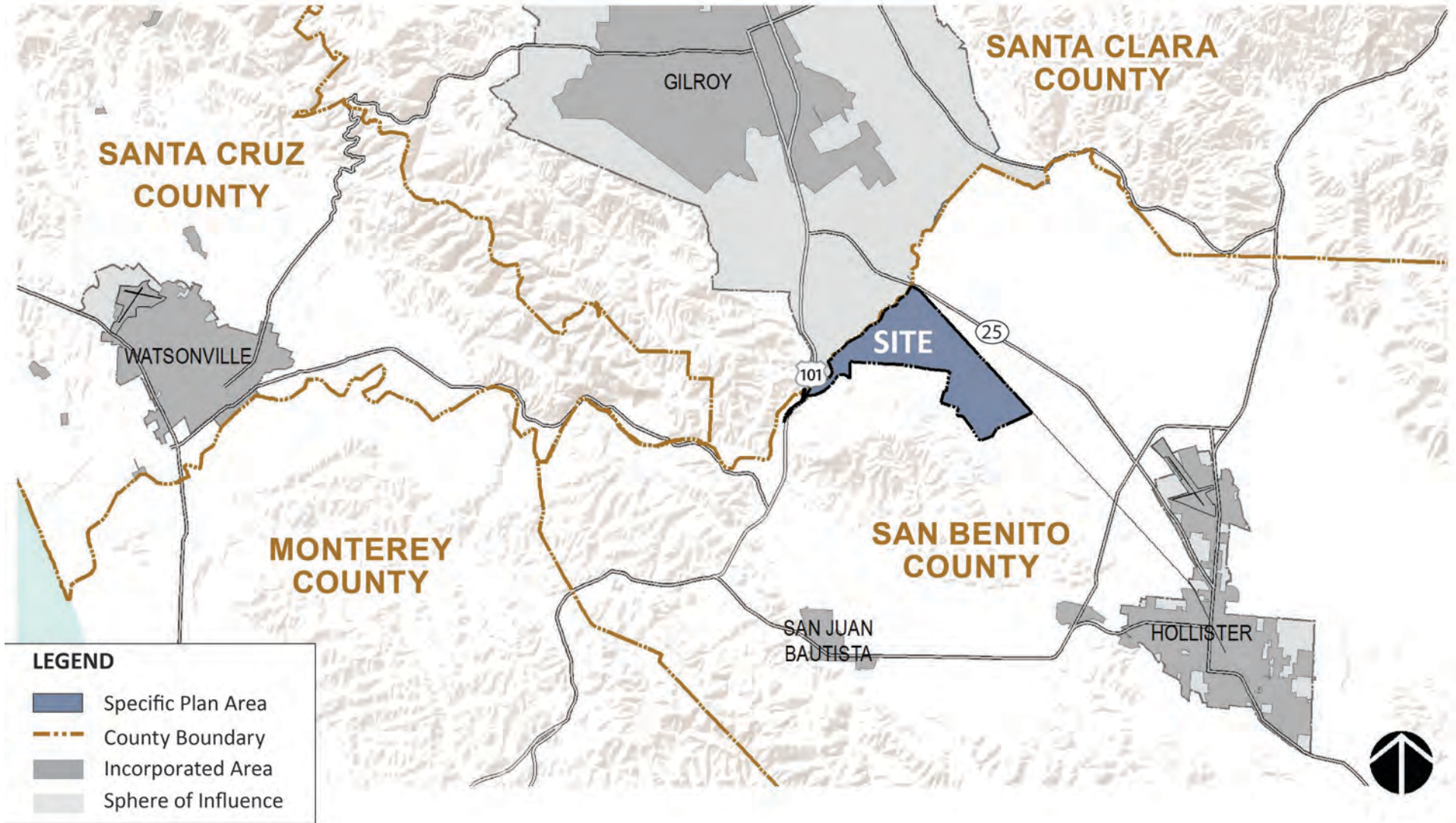
2.2. Regional Overview

Strada Verde is located approximately eighty-five miles south of San Francisco, forty miles south of San Jose, seven miles south of the City of Gilroy, and nine miles north of the City of Hollister. The Pajaro River forms the southern boundary of Santa Clara County. The Specific Plan Area is also in close

proximity to Santa Cruz County to the northwest, Monterey County to the west, and Merced County to the east. (Refer to [Figure 2.1 Local Vicinity Map](#)).



Figure 2.1 Local Vicinity Map



2.3. Existing Conditions

2.3.1. Existing and Surrounding Land Uses

The majority of the Specific Plan Area consists of agricultural land, with active organic farming on 600 - 800 acres near the Pajaro River. However, agriculture in a majority of the Specific Plan Area is not productive enough to meet the needs of the modern agricultural community. Existing structures are limited to small, agricultural support buildings, and no permanent residences are located within the Specific Plan Area.

Agricultural and grazing areas comprise most of the land within the vicinity of the site. This includes an area near the northwestern boundary that abuts Santa Clara County and the Sphere of Influence of the City of Gilroy. Notable exceptions include the Union Pacific Railroad (“UPRR”) Hollister Branch, which is aligned along the northeastern boundary of the Specific Plan Area.

2.3.2. San Benito County Land Use Designations

The existing San Benito County General Plan (“SBCGP”) designates the Specific Plan Area Agriculture (A) and Rangeland (RG) (see [Figure 2.2 Existing San Benito County General Plan Land Use Designations](#)).

Adoption of the Specific Plan by San Benito County will change the General Plan land use designation in the Specific Plan Area to a new Strada Verde Innovation Park Specific Plan (SVIP-SP) designation. Upon adoption of the SVIP-SP, the SVIP-SP will govern future development within the

Specific Plan Area (California Government Code sections 65455, 66473.5, 65860, and 65401).

2.3.3. San Benito County Code of Ordinances

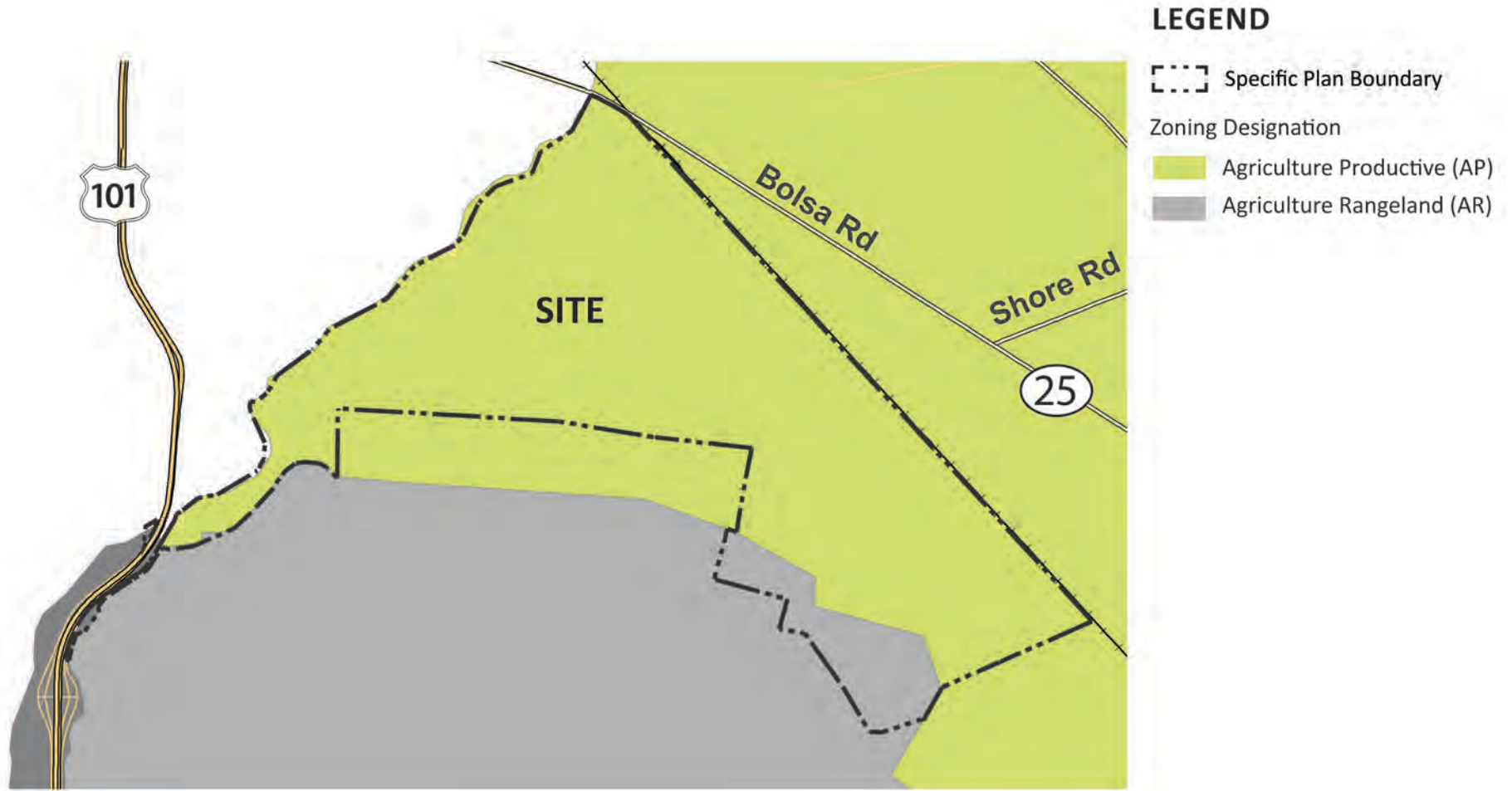
Title 25 of the San Benito County Code of Ordinances (hereafter referred to as the “SBCCO” or the “San Benito County Code”) defines the zoning regulations for the County. The existing SBCCO designation for most of the Specific Plan Area is Agricultural Productive (AP), and the balance of land as Agricultural Rangeland (AR) (see [Figure 2.3 Existing San Benito County Zoning Designations](#)).

Adoption of the Specific Plan by San Benito County will also amend the SBCCO zoning to designate the Specific Plan Area as Strada Verde Innovation Park Specific Plan (SVIP-SP) zoning district, and amend Title 25 of the SBCCO to reflect this new zoning district.

Figure 2.2 Existing San Benito County General Plan Land Use Designations



Figure 2.3 Existing San Benito County Zoning Designations



2.3.4. Existing Vehicular Transportation

The Specific Plan Area lies directly southwest of SR 25 (Bolsa Road), a two lane highway that carries traffic north/south between Hollister and US 101, a major means of movement of goods between Los Angeles and the San Francisco Bay Area. Currently, a significant number of San Benito County residents commute to other counties for work.

2.3.5. Existing and Future Transit Systems

Although there is currently no direct commuter rail service from San Benito County to Santa Clara County, the San Benito County Express provides shuttle service for County residents to the Caltrain station in Gilroy. This is the southern-most Caltrain station and provides train service to San Jose, Peninsula cities, and the San Jose and Millbrae BART stations. In addition to the County Express service, other methods of connecting Strada Verde to the Gilroy Station may be implemented, including partnerships with ridesharing companies.

2.3.6. Future Bikeways

Non-motorized transportation and bikeways are an important tenet of the plan for the future of San Benito County. An interconnected bike path has been delineated in the 2009 San Benito County Bikeway and Pedestrian Master Plan. The planned bikeway closest to the Specific Plan Area is for a Class I multi-use trail along SR 25. Another planned bike route adjacent to the Specific Plan Area is the de Anza trail corridor which runs north/south along US 101 bisecting the western portion of the site north of the Betabel interchange.

The historic de Anza trail corridor is located near the western portion of the Specific Plan Area, parallel to US 101. It is intended to commemorate the route traveled by Juan Bautista de Anza during the years 1774 - 1776. This trail, if/when improved, would invite travelers to experience the three elements of the Spanish plan for the northern frontier: presidios (military forts), missions (religious centers), and pueblos (civilian towns). The National Park Service promotes the preservation of access to areas related to the Anza expedition so that they can be enjoyed and appreciated by the public.



2.3.7. Existing Environmental Conditions

Topography

The Specific Plan Area features a variety of notable elements including grasslands, agricultural fields, and the floodplain of the Pajaro River. The majority of on-site topography is relatively flat, with elevations ranging from 140 feet above mean sea level to 250 feet above sea level (refer to [Figure 2.4 Existing Topography](#)). The area having the least amount of slope lies within the FEMA 100-year floodplain adjacent to the Pajaro River. The topography begins sloping upwards towards the southern boundary adjacent to the Lomerias Muertas. The steepest area is at the south east where the existing grade increases to a slope of about five percent.

Hydrology

The Specific Plan Area is located within the Pajaro River watershed, which drains approximately 1,300 square miles (832,000 acres) of land across portions of San Benito, Santa Clara, Santa Cruz, Monterey, and Fresno counties. The watershed is almost ninety miles in length and varies from seven to twenty miles in width. Tributaries originate throughout the watershed, including the San Benito River, which confluences with the Pajaro River approximately two miles upstream of Chittenden, CA (the location of the USGS stream gauge station).

The Pajaro River is the primary tributary in the watershed, running along the northwestern Specific Plan Area boundary, which is downstream of the Pajaro River's confluence with Llamas Creek and upstream of its confluence with Carnadero Creek.



Geology

Located within the Coast Range geomorphic province, the Specific Plan Area is situated at the junction of the Santa Cruz Mountains and the Gabilan Range. A broad alluvial plain forms the valley floor and abuts the foothills of the Lomerias Muertas to the South. The Santa Cruz Mountains and the Gabilan Range are formed by a series of rugged, linear ridges and valleys following the pronounced northwest and southeast structural grain of central California geology.

Groundwater

The Specific Plan Area overlies the Bolsa sub-basin of the Gilroy-Hollister Groundwater Basin. The Basin lies under the broad valley that extends across the northern part of San Benito County, between the Sargent and Calaveras earthquake fault lines, which divide the Bolsa sub-basin from other sub-basins, and form partial barriers to groundwater flow. Groundwater beneath the Specific Plan Area is found in two (2) distinct aquifers: a deep regional area, and a more localized shallow perched zone. In general, the flow of groundwater in the deep aquifer is toward the groundwater depression located near the western portion of the Bolsa sub-basin. The flow of groundwater in the shallow aquifer is toward the northwest in the direction of the Pajaro River.

Floodplain

Approximately 800 acres within the Specific Plan Area is located between the 100-year floodplain line and the Pajaro River (refer to [Figure 2.5 Floodplain Map](#)). The floodplain gradually fans out from the banks of the Pajaro and extends toward US 101 at a gradient between 0.2 and 0.5 percent. The floodplain was historically a seasonal wet meadow

supporting a wider wooded riparian corridor than exists today. These conditions will be restored in balance with sustainable agriculture.



Farmland

Agricultural production is San Benito County's largest industry, with a gross estimated value greater than \$396 million in 2019. The County is one of California's leading producers of vegetable and row crops, seed crops, fruits, and nuts. The Specific Plan Area, however, contributed little to these numbers despite its SBCGP designation in large part as agricultural land, as agriculture in the Specific Plan Area is largely not productive enough to meet the needs of the modern agricultural community.

While some portions of the Specific Plan Area have been designated as Prime Farmland (suitable for irrigated farming practices such as row crops) by the California Department of Natural Resources, farming over the past forty years has been progressively less productive, particularly in the central and western portions of the Specific Plan Area. No land within the Specific Plan Area is currently within a Williamson Act Contract designated area.



Figure 2.4 Existing Topography

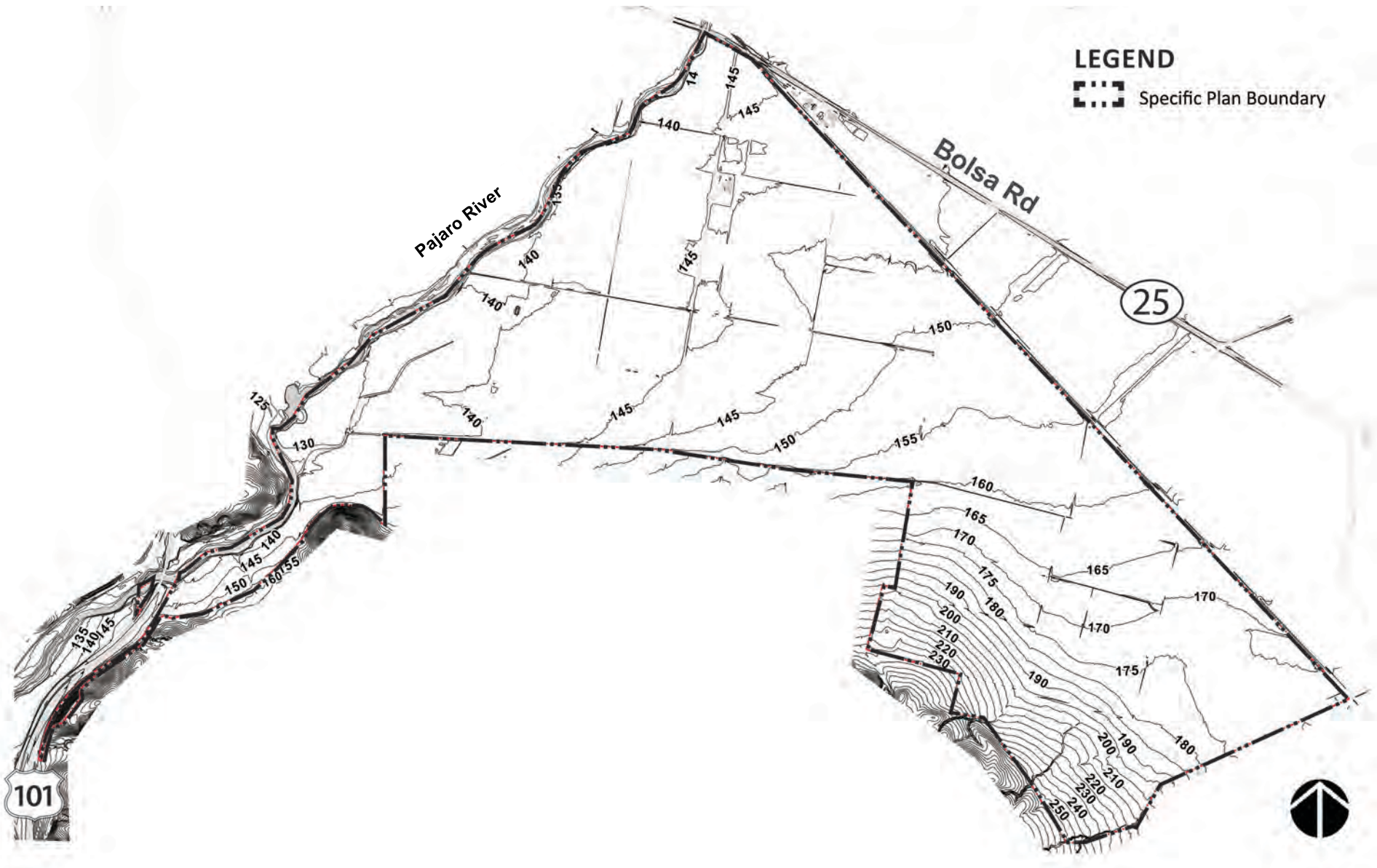
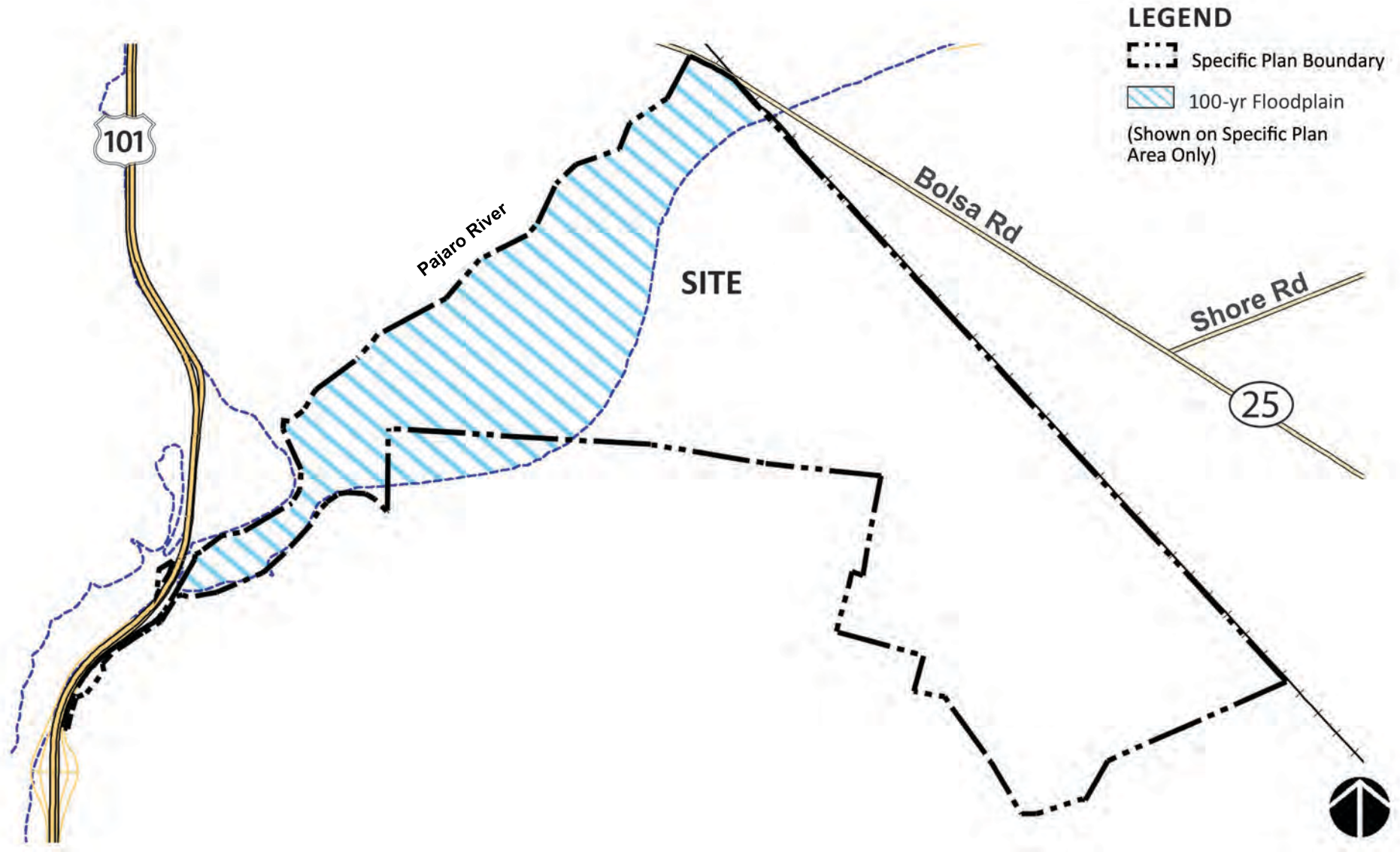
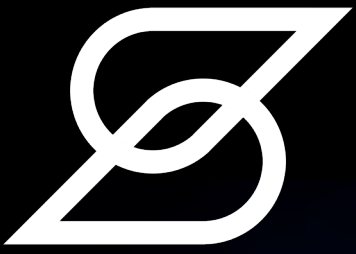


Figure 2.5 Floodplain Map





3 Land Use & Infrastructure

3.1. Purpose and Scope

The purpose of this Specific Plan is to set forth the land use and infrastructure needs of the Specific Plan Area, the development standards for future development, and project implementation over time.

The major building blocks include: structure and organization of land uses along with plans for roads, trails, grading, water, sewer, stormwater, gas, electric, and telecommunications. Some material in this chapter is intended to be mandatory and shall be implemented according to the language contained herein. Other material is conceptual and is intended to guide and not restrict creative solutions as described in [Section 1.2 Interpretation](#).

3.2. Land Use Plan

A balance of natural resource and employment-related districts are featured within the Specific Plan Area, as depicted in [Figure 3.1 Land Use Plan](#) and [Table 3.1 Land Use Summary](#). Key elements of the plan include preservation and enhancement of the Pajaro River, protection of productive farmland, and provision for roadway, bicycle, and pedestrian connections between existing regional networks. Four employment-based districts are identified, offering the potential to substantially strengthen the economic base of San Benito County. At build-out, the Specific Plan Area will be a vibrant regional employment asset.

As a technology-based automated vehicle and research and development business center, the Strada Verde does not

propose any residential housing development, neither single-family nor multi-family development, within the Specific Plan Area.

An [Illustrative Site Plan](#) at the beginning of this Specific Plan illustrates a conceptual site plan that is envisioned for the Specific Plan Area.

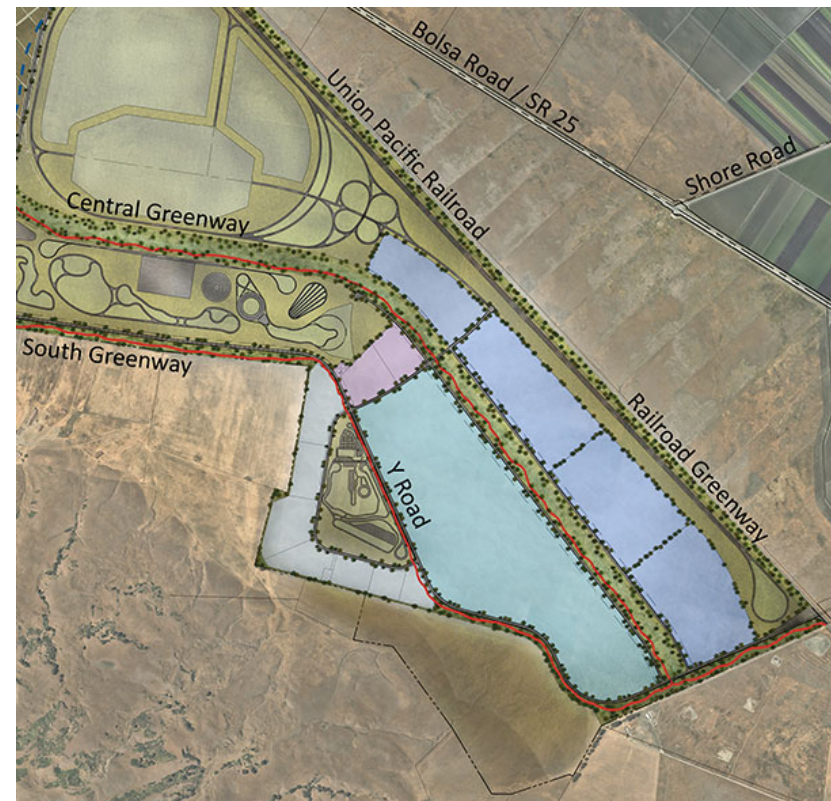


Figure 3.1 Land Use Plan

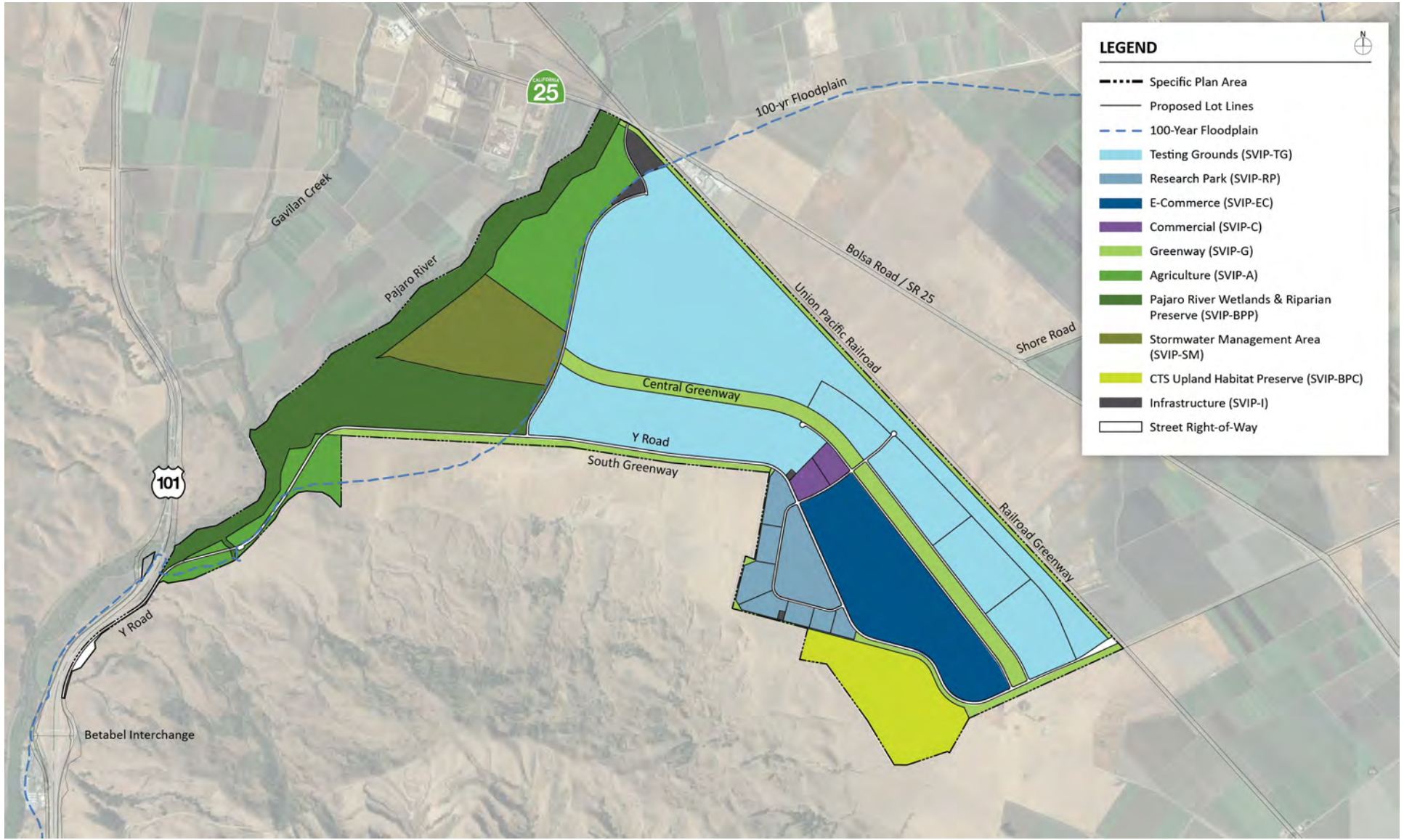


Table 3.1 Land Use Summary

Designation	Land Use District	Gross Acres ¹	Net Acres ²	Max Floor Area Ratio (FAR)	Building Area (square feet) ³
SVIP – TG	Testing Grounds	1,077	915	0.025	996,435
SVIP – RP	Research Park	127	108	0.3	1,411,344
SVIP – EC	E-Commerce	253	215	0.5	4,682,700
SVIP – C	Commercial	24	20	0.150	130,680
SVIP – A	Agriculture	227			
SVIP – CG	Greenway	252			
	Biological Preserves				
SVIP – BPP	Pajaro River Wetlands & Riparian Preserve	394			
SVIP – BPC	CTS Upland Habitat Preserve	153			
	Infrastructure				
SVIP – SM	Stormwater Management	157			
SVIP – I	Potable Water Storage	2			
SVIP – I	Water and Wastewater Treatment & Storage	16			
SVIP – I	Street Right-of-way	85			
	TOTAL	2,767			7,221,159 ⁴
	Built Area as a % of Specific Plan Area				< 6%

Notes:

1. All acreages are rounded to the nearest whole number.
2. Net buildable acres is 85% of gross due to loss for internal streets, parking, utilities, & landscaping.
3. Building square footage is rounded to the nearest tenth.
4. Up to 10% of building area in each district may be transferred to other buildable districts so long as the total building area in the Specific Plan area is not exceeded.

3.2.1. Land Use Plan Organization

The Specific Plan Land Use Plan fulfills two major goals identified in Chapter One: preservation of important natural resources and dedication of space for much-needed job creation areas. The Specific Plan Land Use Plan creates distinct land use areas within the Specific Plan Area.

The protection and preservation of areas near the Pajaro River is also a central tenet of the plan. Two major organizing features of the Land Use Plan are the Pajaro River Wetlands & Riparian Preserve, and the Central Greenway, together creating a green spine that will span most of the length of the Specific Plan Area and the western perimeter.

The highest development intensity uses are located directly adjacent to business traffic. Lower intensity uses shall be located near the perimeter, acting as a buffer near existing agricultural areas. A description of each district, which is identified by their respective zoning designation and zoning abbreviation in parenthesis, follows:

Testing Grounds (SVIP-TG)

The Testing Grounds district will serve as an area for testing new technology in the mobility sector, including electrified and automated vehicles. It will consist primarily of open area, roads, tracks, and other features designed for the testing and engineering of vehicles and their components. Intended land uses include a three-mile straight track adjacent to the Union Pacific railway. Supporting ancillary office, research and development, labs, storage, maintenance, and fueling facilities are also envisioned.



Research Park (SVIP-RP)

The Research Park district will be situated in the southwestern portion of the Specific Plan Area. It will provide space for research, office, and light manufacturing uses. Premium research and development facilities will be encouraged. The SVIP-RP district may also include education facilities and a driver experience center with associated tracks, retail, and hospitality.



E-commerce (SVIP-EC)

The E-commerce district includes a range of commercial and light industrial facilities, including distribution and logistics, data centers, research and development, and large footprint laboratories.



Commercial (SVIP-C)

The Commercial district will consist of ancillary commercial land uses including hospitality and retail establishments, as well as public service facilities such as fire and police stations. It is adjacent to the Central Greenway which, with its on-site pathways/trail, will provide direct access to walking and biking.

Agriculture (SVIP-A)

The Agricultural district, located within the FEMA 100-year floodplain, will be limited to agriculture uses. This includes row crop production and the use of new agricultural technologies and practices that increase farming efficiency, thereby maintaining the agricultural heritage and regional identity that is so predominant in San Benito County.

Although a portion of the currently productive agriculture area will be preserved, future development in the Specific Plan Area will result in the conversion of land that has been previously designated “Prime Farmland.” In this event, the project applicant shall comply with the requirements of the San Benito County General Plan and the SBCCO with respect to “Prime Farmland,” as may be amended from time to time.

In particular, General Plan Policy LU-3.10: Agricultural Land Mitigation, provides that, if new development converts Prime Farmland that is Class 1 soil to non-agricultural uses, the County shall encourage the project applicant to preserve up to an equal number of Prime Farmland acres, up to a 1:1 ratio, either on- or offsite; or the applicant may pay an in lieu mitigation fee for all or some of the converted Prime Farmland as agreed to in a development agreement.



Greenway (SVIP-G)

Located in the center of the Specific Plan Area and along the north and south perimeter, the Greenway areas serve several functions including the provision of open space, buffer zones, and stormwater management.

The Central Greenway is a linear storm drainage greenway that extends longitudinally across the Specific Plan Area from east to west, serving as a water resource management system. Stormwater from adjacent areas shall be treated before discharging into the central drainage swale where runoff will slowly make its way to the Pajaro River. Some retention will be provided at the downstream end of the Central Greenway to satisfy the 95th percentile retention requirement as defined by the Regional Water Quality Control Board.

Additionally, two smaller greenway areas provide a buffer along the Union Pacific Railway line to the north (the Railroad Greenway), and along the eastern and southern boundaries (the South Greenway). These areas will capture drainage and connect the space between the developed area and the site boundary and provide a buffer along the eastern, northern, and southern Specific Plan Area boundaries.

Stormwater Management in the Greenways

Stormwater management in compliance with applicable local and State regulatory requirements is an important component of this Specific Plan. All three greenways provide stormwater management and will interface with the Pajaro River Wetlands & Riparian Preserve (SVIP-BPP, described below) as they flow to the Pajaro River. Stormwater

management has been designed such that it will not substantially interfere with, but rather will contribute to, the ecological value of the Pajaro River Wetlands & Riparian Preserve (the Pajaro Preserve, described below). All site stormwater will be fully treated to applicable water quality standards prior to entering the channel greenways, with further flow management occurring within the greenways before discharging to the Pajaro Preserve.

The Railroad Greenway will enter the Pajaro River at the northern extent of the Pajaro Preserve, flowing into the Pajaro River in much the same way as existing conditions.

The Central Greenway, which will carry a majority of runoff generated from the Specific Plan Area, will widen and open up into the Stormwater Management Area (SVIP-SM). The Stormwater Management Area will attenuate flows and deliver runoff to the rest of the Pajaro Preserve in a manner that replicates natural runoff patterns. The Stormwater Management Area will provide some retention of accumulated runoff, which will slowly infiltrate into the ground. It will also function as a recharge area helping to offset groundwater withdrawn for potable use in the Specific Plan Area, with the goal of achieving a net zero water balance. The Stormwater Management Area will add up to 2,000 acre-feet of stormwater storage volume to the FEMA 100-year floodplain.

Surface water flows from the Pajaro Preserve will gently flow south toward the SVIP-SM area, which will be a wide open space area that will slowly drain water from development areas to the east and release the water to the Pajaro Preserve and eventually the Pajaro River. This approach

avoids the ecological challenges of creating ponded depressions to retain water in close proximity with sensitive ecological habitats in the Pajaro Preserve, while also providing a slow discharge of stormwater to the river that mimics natural hydrologic processes.

The South Greenway will discharge through existing drainage channels into the Pajaro Preserve. Stormwater will flow through existing and expanded restored forested wetland habitats before entering the Pajaro River.

In the long term, the greenways and the SVIP-SM area will be vegetated and managed consistent with the management of the Pajaro Preserve, providing dual benefits of flood management and ecological habitat. Stormwater greenways will be designed to require minimal maintenance in order to provide their intended design function while minimizing ecological disturbance associated with flood.

While the Pajaro Preserve areas will be designed for different ecological communities, over the long term, the stormwater greenways and Pajaro Preserve will provide similar functions and values within a mosaic floodplain, wetland and upland habitat types that will substantially enhance the ecological values of the Pajaro River corridor.



Biological Preserves

Two areas in the Specific Plan Area are designated as biological preserves to protect and enhance natural resources in the Specific Plan Area. By means of conservation easements, both preserves shall be managed and maintained by a qualified public and/or non-profit agency, as approved by San Benito County and responsible state and federal regulatory agencies. The Preserves will also provide areas to create mitigation areas for wetlands disturbed in the developed Specific Plan Area.

Pajaro River Wetlands and Riparian Preserve (SVIP-BPP)

Healthy wetland and riparian areas are critical to healthy watersheds. Wetlands support vegetation adapted to soils saturated by surface or ground water, and provide critical water quality filtration, flood management, and habitat functions within a watershed. Riparian areas maintain water temperatures, serve as filtration zones for the creeks and rivers they surround and serve as habitats and travel corridors for wildlife species, maintaining habitat and genetic connectivity across the landscape.

As shown in [Figure 3.1 Land Use Plan](#), the Pajaro River Wetlands and Riparian Preserve (the Pajaro Preserve) will be created on the northwest portion of the Specific Plan Area, adjacent to the Pajaro River. This preserve will restore existing wetlands and create new wetlands, and significantly expand the width of the existing riparian floodplain along the Pajaro River. It will also protect and provide habitat for special status species, including steelhead, California red-legged frog, Burrowing owl, and San Joaquin spearscale.

The Pajaro Preserve will consist of two unique biological natural communities, wetlands and riparian habitat, each of which are described below and conceptually illustrated in [Figure 3.2 Conceptual Pajaro River Wetlands & Riparian Preserve Site Plan](#) and [Figure 3.3 Conceptual Pajaro River Wetlands & Riparian Preserve Cross-section](#).



Wetlands

In the southeastern portion of the Pajaro Preserve, farthest from the Pajaro River, existing seasonal wetlands will be enhanced through ecological management and permanently protected. This portion of the Pajaro Preserve will also provide mitigation area for wetlands that will be disturbed in developed areas. Mitigation wetlands will target restoration of historic alkali meadow and seasonal wetland habitats that are thought to have existed in this area prior to human settlement. The largest existing contiguous wetland on the site, which will be permanently protected, is one example of these historic alkali habitats. Mitigation in this area will expand the footprint of these alkali aquatic habitats and enhance existing farmed alkali wetlands. These resources will be preserved and managed by grazing to improve the quantity and quality of wetland resources at the margins of the Pajaro River riparian corridor.



Riparian

The Pajaro Preserve will also expand, protect and enhance existing Red willow and Coast live oak riparian forest along the Pajaro River, which supports a robust riparian floodplain, including some of the best examples of forested wetland habitat in the region. The easterly banks of the Pajaro River will be expanded, where they are currently constricted by agricultural fields, to create low flow and high flow floodplains, transitioning into oak woodland and oak savannah habitats at higher elevations. An existing creek, that is now an agricultural drainage ditch, will be restored with naturalized floodplain banks and return of natural meanders, forming a boundary between the wetlands and riparian areas.



Where this historic creek flows into the Pajaro River, existing forested wetland habitat will be expanded, creating more of this valuable and regionally scarce wetland habitat type. Native riparian species will be planted within the expanded riparian floodplain and forested wetland areas. This combination of preservation, floodplain expansion and forested wetland habitat restoration will improve habitat for steelhead and expand a major migratory corridor for a wide range of wildlife species.

At the margins of the Pajaro Preserve, space will be allotted for an approximately 2.4-mile multi-use trail, which could be connected to the planned off-site Juan Bautista de Anza National Historic Trail. This trail will be located at the margins of the expanded riparian area to minimize the effects of human presence on wildlife species and habitat function.

Appropriate ancillary facilities, such as bathrooms and trash receptacles will be sited in appropriate locations to further minimize the effects of human use of the area adjacent to the Pajaro River. Other public facilities located along the public trail may include restrooms, staging areas, and park-user parking; as well as ancillary facilities such as park maintenance sheds and water supply pumps. No infrastructure shall be permitted within the Pajaro Preserve outside of the public trail corridor.

The public trail will be aligned to avoid and minimize impacts to preserved and restored wetlands, as well as to enable grazing for habitat management in grassland and wet meadow portions of the Pajaro Preserve. Public access is not envisioned within areas managed by grazing.



Figure 3.2 Conceptual Pajaro River Wetlands & Riparian Preserve Site Plan

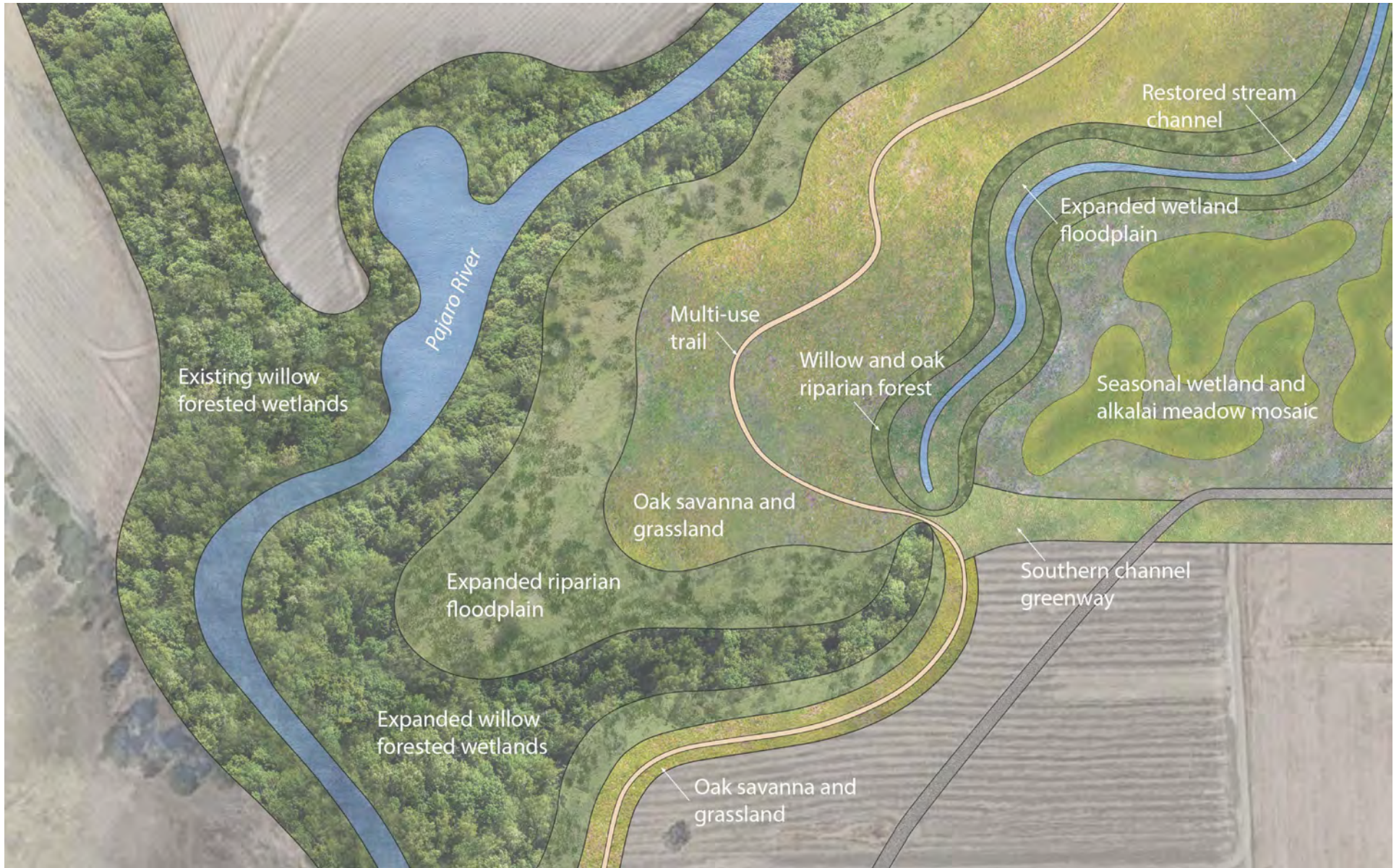
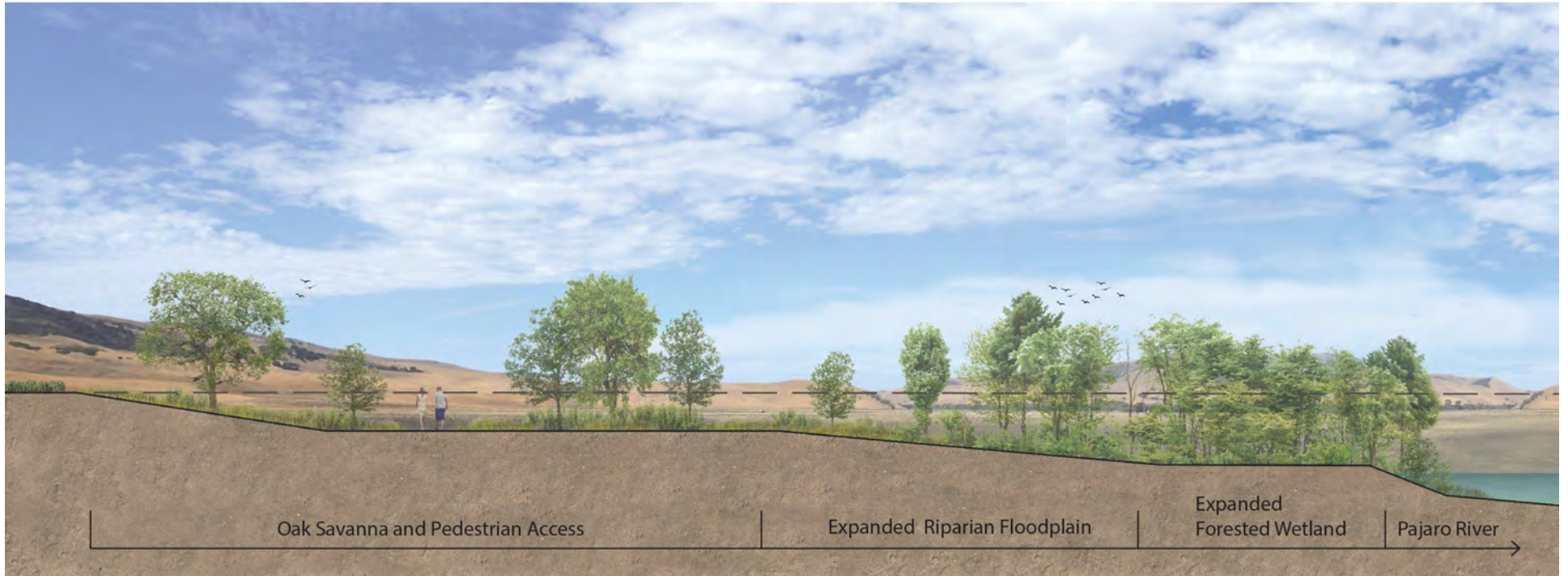


Figure 3.3 Conceptual Pajaro River Wetlands & Riparian Preserve Cross-section



California Tiger Salamander Upland Habitat Preserve (SVIP-BPC)

The California tiger salamander (CTS) in San Benito County is listed as a Threatened Species by the CA Department of Fish & Wildlife (CDFW) and U.S. Fish and Wildlife Services (USFWS). CTS has been documented in the Lomerias Muertas hills, immediately south of the Specific Plan Area, and the annual grassland upland habitat in the southeastern portion of the Specific Plan Area provides important upland refugia habitat for this species during the hot and dry summer months.

To protect CTS and preserve the integrity of the CTS population in the Lomerias Muertas hills, an approximately 153- acre California Tiger Salamander Upland Habitat Preserve will be created on the southeast portion of the Specific Plan Area, as shown in [Figure 3.1 Land Use Plan](#).

The CTS Upland Preserve will provide permanent protection for CTS habitat, as well as the burrowing owl, which is a CDFW Species of Special Concern and has been identified in upland areas with low or no vegetative cover, particularly along berms or in non-native annual grassland. The CTS Upland Preserve (and the greenway areas) will be managed by grazing, consistent with best practices for maintaining vegetation at heights and density that are appropriate for both California tiger salamander and burrowing owl. Public access is not envisioned within the CTS Upland Preserve.



Infrastructure (SVIP-I)

In addition to the stormwater management in the Greenway areas described above, there will be three other infrastructure-related land uses, as described below.

Potable Water Storage

Preliminary locations for water storage have been identified, as shown in [Figure 3.1 Land Use Plan](#). These facilities will provide potable water in the Specific Plan Area. The final location of these facilities may change depending on final site design.

Water and Wastewater Treatment & Storage

Provisionally, approximately 16 acres of land have been designated in the northern corner of the Specific Plan Area for water reclamation facility and related storage basin. Potable water treatment and storage along with recycled water storage (if applicable) is located along the southwest edge of the Specific Plan Area. Further information is described in [Section 3.5 Integrated Water Management System](#), below.

Street Right-of-Way

A network of roadways, which also function as part of the stormwater management infrastructure serving the Specific Plan Area, are shown in [Figure 3.1 Land Use Plan](#). More information about these roadways are described in [Section 3.3.3 Multi-Modal Circulation](#), below.



3.3. Mobility

An effective circulation system promotes a range of transportation choices that recognize the diverse needs of users, as is envisioned within this Specific Plan. A multi-faceted mobility plan is intended to serve the following functions:

- Provide efficient connections to the regional transportation system.
- Efficiently service the proposed land uses, providing adequate connections within all portions of the Specific Plan Area.
- Enhance the pedestrian experience, emphasizing walkable streets and other forms of non-motorized transportation including safe bicycle paths and lanes.
- Provide connections to the regional mass transit system, with potential linkage to future BART expansion areas and the Gilroy Transit Center.
- Coordinate a Transportation Demand Management (“TDM”) program, which facilitates non-motorized transportation and allows for a reduction in parking.
- Partner with transportation companies to provide options for travel to the Gilroy Transit Center, site of a potential future high speed rail stop and the last destination of the existing Caltrain Transit Service.

The following Mobility Plan addresses aspects of the design realm within the public right-of-way, including paths and travel lanes. This section has been organized into four parts:

- 1) Regional Access, 2) Specific Plan Area Vehicular Circulation, 3) Multi-Modal Circulation, and 4) Transit Plan.



3.3.1. Regional Access

Access via Betabel Interchange

To minimize traffic on SR 25, public access to the Specific Plan Area will be from Highway 101 via the existing Betabel interchange. As shown in [Figure 3.4 Regional Access](#), vehicles travelling to/from Hollister and locations east will travel west on Highway 156 and north on Highway 101 to the Betabel interchange. Vehicles travelling to/from Monterey County will travel north on Highway 101 to the Betabel interchange. Vehicles traveling to/from Santa Clara County and the greater Silicon Valley will travel south on Highway 101 to the Betabel interchange.

To accommodate additional trips to the Specific Plan Area, the east side of the Betabel Interchange will be improved. As illustratively shown in [Figure 3.5 Betabel Interchange Conceptual Improvement Plan](#), the existing intersection will be re-constructed to provide more efficient access between Highway 101 to Y Road. This improvement is triggered subsequent to the initial project phase and prior to project buildout.

Additionally, as shown in [Figure 3.6 Y Road Conceptual Improvement Plan](#), Y Road will be reconstructed with two travel lanes, landscaping on both sides. To facilitate wildlife movement, culverts and bridge crossings will be constructed along this roadway.

With the exception of the Betabel Interchange, these improvements will be fully funded and constructed by the project applicant as part of the initial phase, as described in [Section 5.4 Conceptual Phasing Plan](#).

Subsequent to completion of the initial phase and prior to full project buildout, improvements to the Betabel interchange will be funded and constructed by the project applicant in coordination with Caltrans and other applicable regional transportation agencies as required to ensure adequate circulation.



Figure 3.4 Regional Access

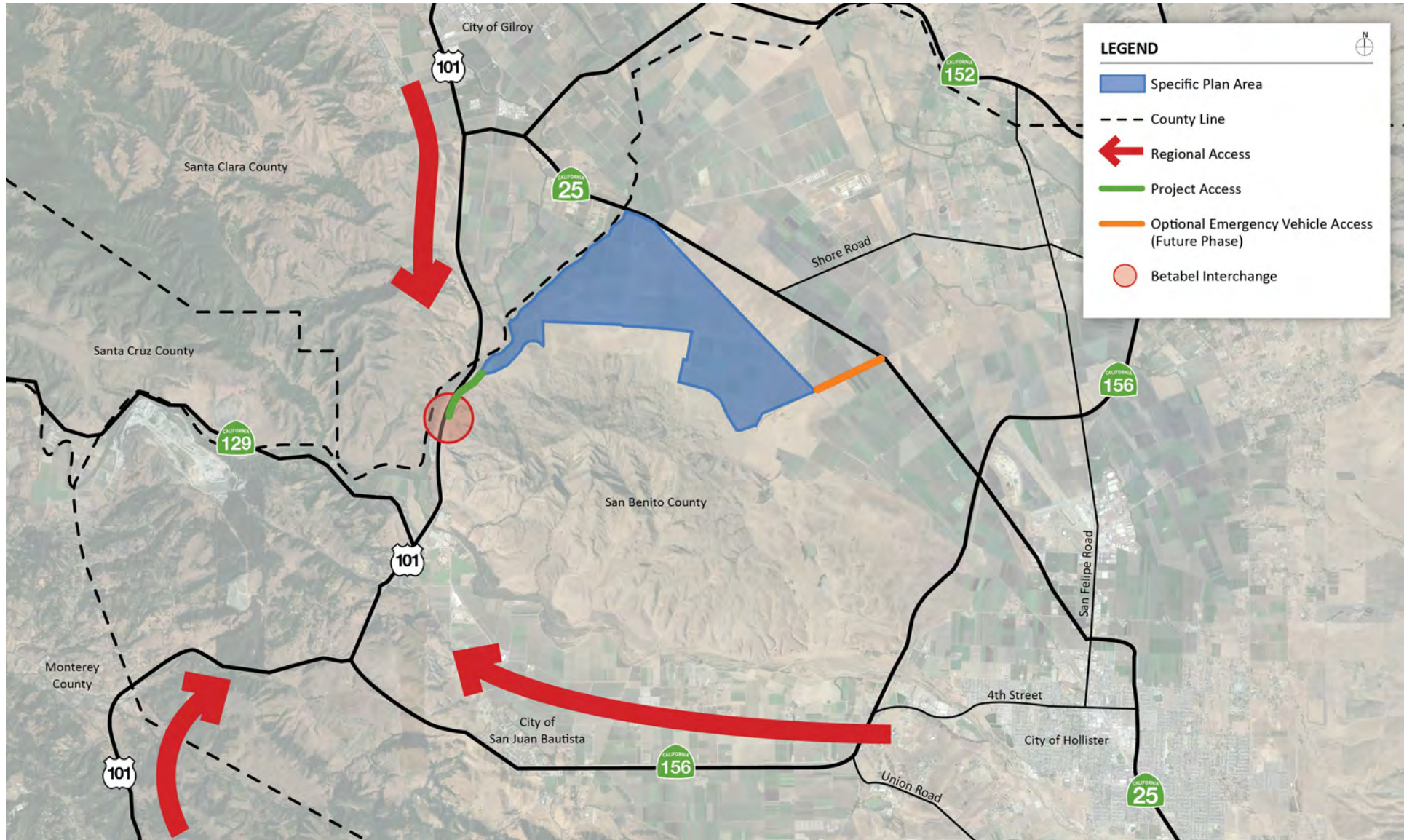


Figure 3.5 Betabel Interchange Conceptual Improvement Plan



This illustration is conceptual only and subject to further design and refinement.

Figure 3.6 Y Road Conceptual Improvement Plan



This illustration is conceptual only and subject to further design and refinement.

Optional Secondary Emergency Vehicle Access via SR 25

As part of a future phase (as described in [Section 5.4 Conceptual Phasing Plan](#)), and in addition to the emergency vehicle access to SR 25 to the north, an optional second emergency vehicle access road connecting the Specific Plan Area to SR 25 at Grant Line Road may be constructed, if warranted by the County and Caltrans.

As shown in [Figure 3.7 Optional Secondary Emergency Vehicle Access Roadway to SR 25 Conceptual Improvement Plan](#), the existing dirt farm road extending west from SR 25 would be reconstructed as a two-lane roadway and connect with the southeasterly extension of Y Road within the Specific Plan Area. This geometric configuration is consistent with Caltrans' planned SR 25 Expressway Conversion Project (described below).

This improvement (if warranted) would be completed after improvements to the Grant Line / SR 25 intersection have been constructed, and designed in coordination with Caltrans, San Benito County (consistent with the County's General Plan), the San Benito Council of Governments, and other relevant agencies.

Figure 3.7 Optional Secondary Emergency Vehicle Access Roadway to SR 25 Conceptual Improvement Plan



Coordination with Other Regional Roadway Improvements

A number of regional roadway improvements are being contemplated by other agencies including San Benito County, Council of San Benito County Council of Governments (SBCOG), Caltrans, and the Santa Clara Valley Transportation Authority (VTA).

As shown in [Figure 3.8 Planned Regional Roadway Improvements By Others](#), a number of regional roadway improvements in San Benito and Santa Clara counties are planned, which are planned and designed to improve regional traffic circulation, particularly during peak conditions. The roadway improvements with regional significance to the Specific Plan Area and their estimated timelines for completion are briefly described below.

San Benito SR 156 Project

The San Benito Route 156 Improvement Project will construct approximately five new miles of four-lane at-grade expressway from The Alameda in San Juan Bautista to Business Route 156 near Hollister. San Benito Route 156 provides a key east-west link between the cities of Hollister and San Juan Bautista as well as the Central Coast and the Central Valley. The project is estimated to cost \$105.9 million and construction is scheduled to start in September 2021.

Project design is complete, as is environmental review and permitting. The project is fully funded through construction with local traffic impacts fees and State funding from the Interregional Improvement Program.



SR 25 Expressway Conversion Project

As shown in [Figure 3.8 Planned Regional Roadway Improvements By Others](#), Caltrans, in cooperation with the Council of San Benito County Governments (SBCOG) and the Santa Clara Valley Transportation Authority (VTA), is proposing the eventual replacement of 11.2 miles of the existing State Route 25 two-lane highway with a four-lane expressway in San Benito and Santa Clara counties.

The project is proposed to be constructed in two segments – north (Santa Clara County line to Hudner Lane) and south (Hudner Lane to San Felipe). The south segment, which also includes a SR25/156 interchange, is estimated to cost \$146 million. The entire project is estimated to cost \$241 million.

In context to the Specific Plan Area, a frontage road west of SR-25 would connect traffic from Hudner Lane to Grant Line Road. Just north of the Grant Line / SR 25 intersection, SR-25 would cross the existing SR 25 alignment and remain east of the existing highway until it connects to US 101. The existing driveways and local streets connecting to the existing SR-25 on the west side would remain unchanged and vehicles would continue to use the existing SR-25 as a frontage road to connect to SR-25 through the Grant Line Road intersection. Shore Road would connect to SR-25 from the east as an intersection. SR-25 would span over the Pajaro River, Union Pacific Railroad (Hollister Line), Carnadero Creek, and the Union Pacific Railroad (Mainline).

A Final Value Analysis Study Report was completed in July 2020. Future environmental review, design, and construction is pending further funding.

U.S. 101 Improvement Project (Monterey Road to State Route 129).

This project will widen/upgrade US 101 to a six-lane freeway between Monterey Street in Gilroy and SR 129 in San Benito County. It will also connect Santa Teresa Boulevard to SR 25, elevate SR 25 over the Union Pacific Railroad tracks, and construct flood bridges, and create bike and pedestrian connections.

Phase 1 of the project will construct a new interchange at US 101 and SR 25, significantly reducing ramp backups onto southbound US 101 and providing improved access for safer merges. Project construction is scheduled to start in Summer 2023.

SR 152 Trade Corridor Project

This project includes the realignment of SR 152 between U.S. 101 and SR 156, and the east bound truck climbing lanes over Pacheco Pass. VTA received \$5 million of State funding from the Interregional Improvement Program. This funding will be matched with \$5 million of VTA's highway funds, though VTA is still seeking additional funding from the State. A Project Study Report was completed in 2015. Environmental documentation and design and construction are pending per securing further funding.

Figure 3.8 Planned Regional Roadway Improvements By Others

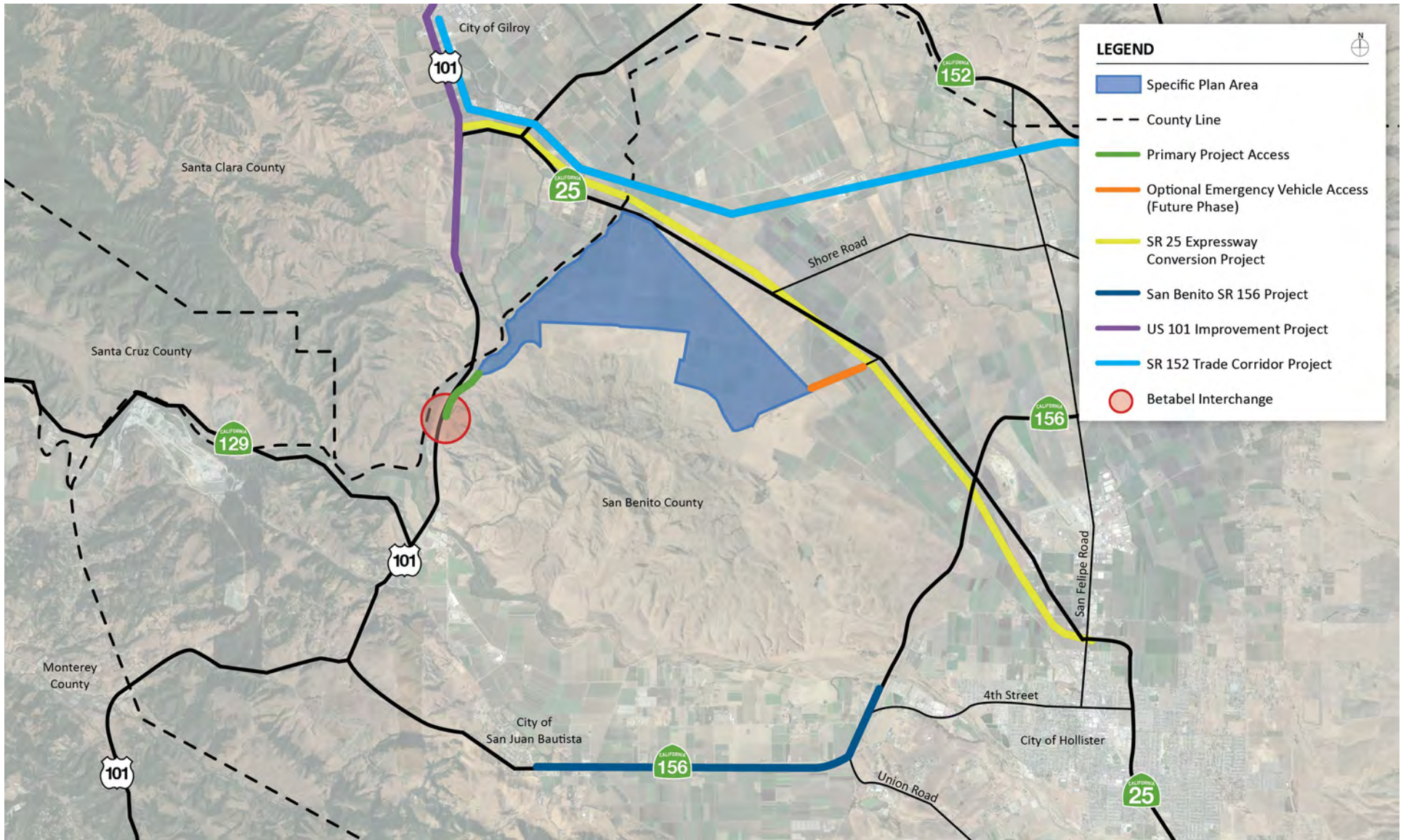


Table 3-2 Roadway Improvements Anticipated to be Funded by Project Applicant(s)' Fair Share Payments identifies those roadway improvements that are anticipated to be funded in part by the project applicants' fair share payments to San Benito County. The payments to fund these improvements are estimated to be approximately \$19 million under the current fee requirement. Fees are periodically adjusted for inflation by San Benito County and Council of San Benito County Governments.

The fair share payment shall be determined at the time of building permit application and made in accord with then applicable County requirements and then applicable San Benito County Regional Transportation Impact Mitigation Fee ("TIMF") program requirements.

To the extent that providing access or constructing these improvements necessitates securing any interests in off-site property not owned by the project applicant, such interests shall be secured by way of agreement with the owner(s) of such property or by way of any alternative means authorized by applicable law. It is the project applicants' responsibility to secure such agreement or any alternative thereto.



Table 3-2 Roadway Improvements Anticipated to be Funded by Project Applicant(s)' Fair Share Payments

Roadway Segment	Improvements
SR 25 between San Felipe Road and the San Benito County limit line	Widening of the roadway between the San Benito County limit line and San Felipe Road.
SR 156/Union Road	Caltrans is planning geometric and signal improvements at the intersection as part of the San Benito SR 156 Project. These improvements will be installed by Caltrans and the San Benito County Regional Transportation Impact Mitigation Fee (“TIMF”) Program will fund a portion of this fully funded improvement.
SR 25 & Shore Road	This intersection improvement is included in the SR 25 Expressway Conversion Project.
SR 25 & Grant Line	This intersection improvement is included in the SR 25 Expressway Conversion Project.
SR 25/SR 156	Caltrans is planning a near-term safety improvement with the installation of a dual lane roundabout. An interchange would be installed at the intersection as part of the SR 25 Expressway Conversion Project.
SR 25/Bolsa Road & San Felipe Road	This intersection improvement is included in the SR 25 Expressway Conversion Project.
Shore Road & San Felipe Road	Installation of a signal at this intersection when warranted as determined by the RMA Director.

3.3.2. Specific Plan Area Vehicular Circulation

Figure 3.9 Conceptual Street Network illustrates the circulation network within the Specific Plan Area, as well as a future off-site connector to SR 25/Bolsa Road (discussed above). Five types of roadways are envisioned; three types of Collector Roads (A, B, and C), a Local Street, and an emergency vehicle access roadway. Conceptual cross sections for these roadways are shown in **Figures 3.10 through 3.16**.

Collector Road A links the Specific Plan Area with the Betabel interchange at US 101. It includes two travel lanes and a Class II bike lane on both sides. The roadway edges will include informal low-maintenance landscaping /stormwater treatment on both sides, and a sidewalk on one side.

Collector Roads B and C serve as the extension of Y Road along the southern boundary of the Specific Plan Area. They consist of two travel lanes with shoulders and landscaping / stormwater treatment on both sides. Collector Road B also includes a separated Class I multi-use path.

Collector Road D serves the E-commerce (SVIP-EC) and Research Park (SVIP-RP) districts. This configuration is similar to Collector Road C with the addition of a center turn lane to facilitate traffic flow and accommodate the turning radius needs of large trucks.

A majority of the roadway network within the Specific Plan Area consists of Local Streets. This roadway type will include two travel lanes and a Class II bike lane on both sides, a

sidewalk on one side, and informal low-maintenance landscaping on the other side.

An emergency vehicle access (EVA) road will provide access for emergency vehicles only from SR 25. This roadway type will include two travel lanes with shoulders and stormwater treatment on both sides.

Roadway widening may be required at some driveways to accommodate truck turning movements.

Figure 3.9 Conceptual Street Network

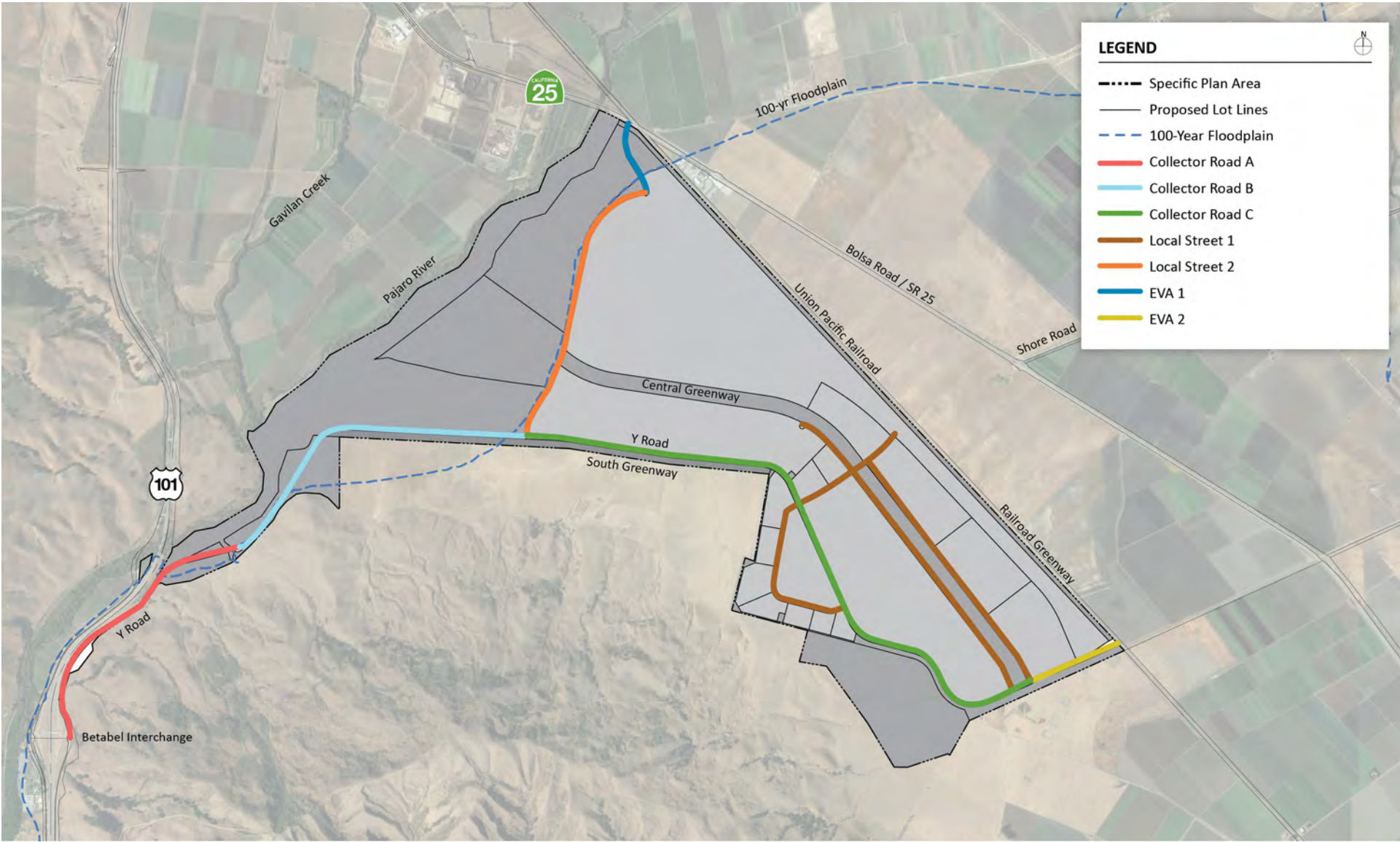
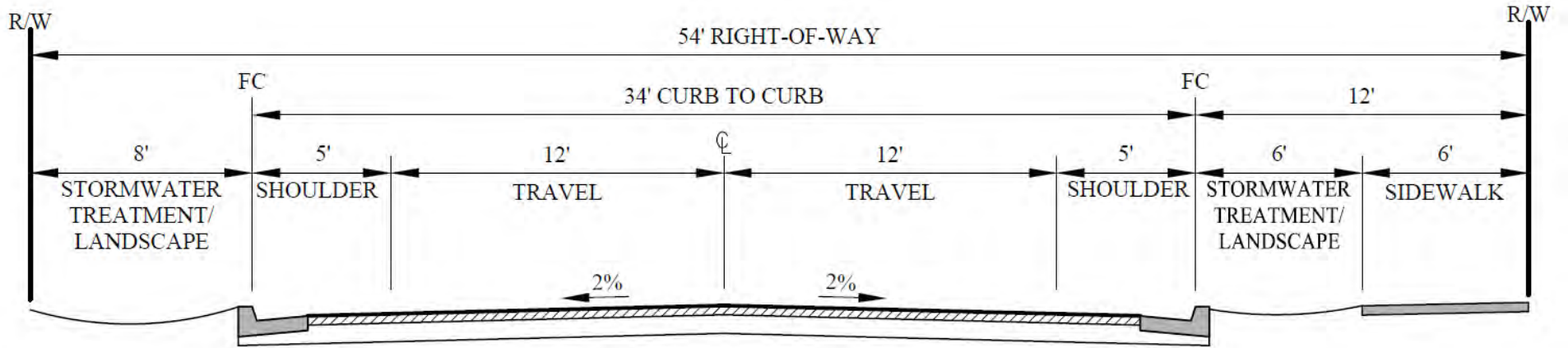
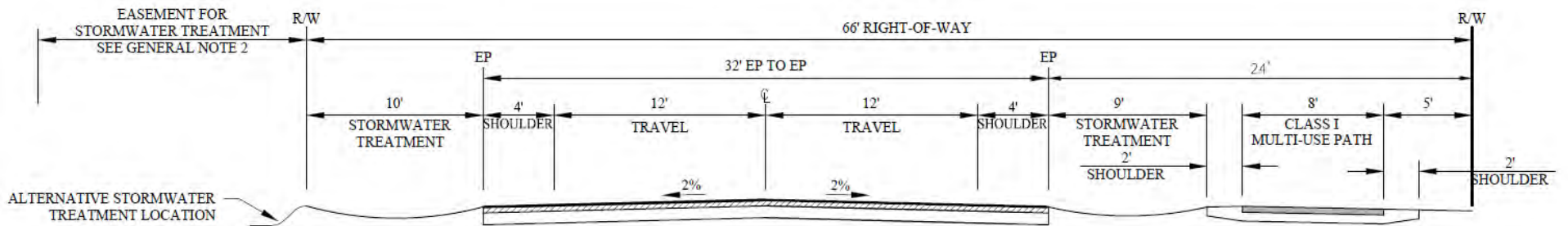


Figure 3.10 Collector Road A



NOTE:
PRIVATE UTILITIES NECESSARY TO SERVE THE DEVELOPMENT WILL BE LOCATED WITHIN THE PUBLIC RIGHT-OF-WAY

Figure 3.11 Collector Road B



NOTE:
PRIVATE UTILITIES NECESSARY TO SERVE THE DEVELOPMENT WILL BE LOCATED WITHIN THE PUBLIC RIGHT-OF-WAY

Figure 3.12 Collector Road C

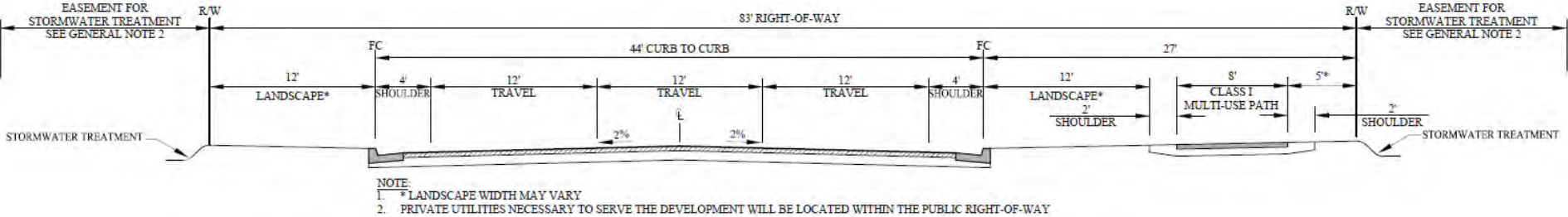


Figure 3.13 Local Street 1

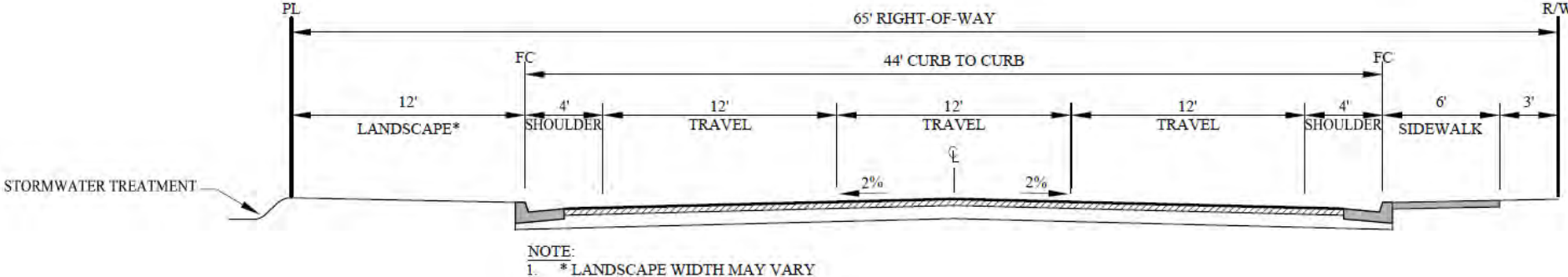


Figure 3.14 Local Street 2

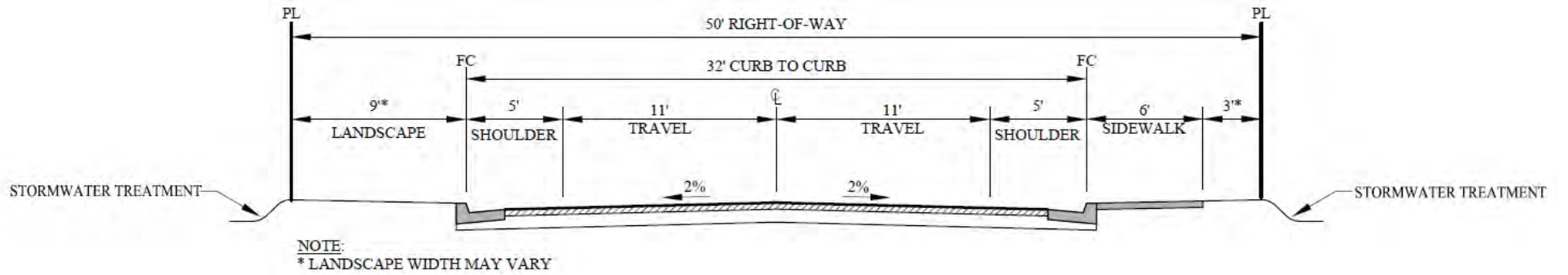


Figure 3.15 Emergency Vehicle Access 1

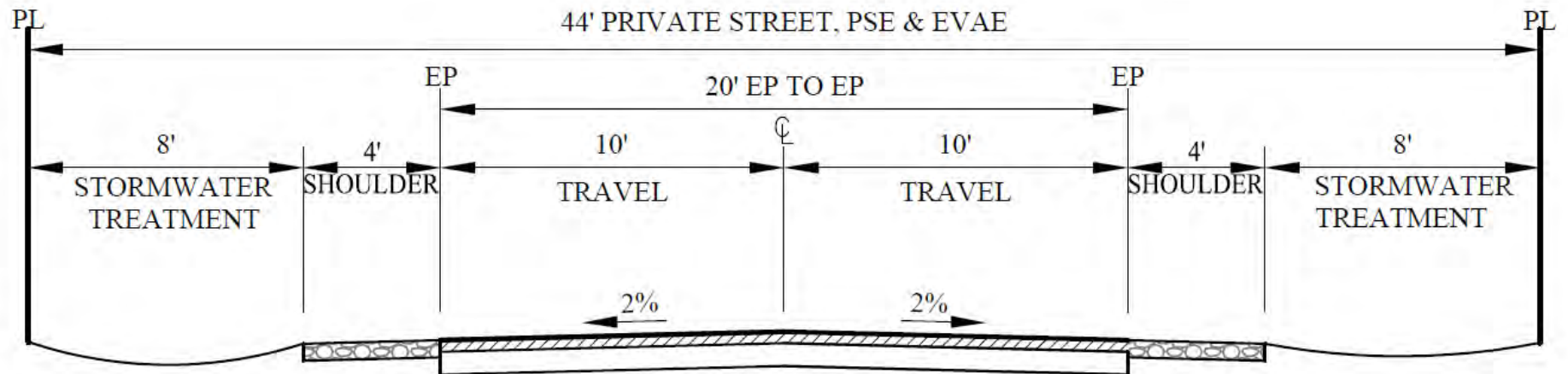
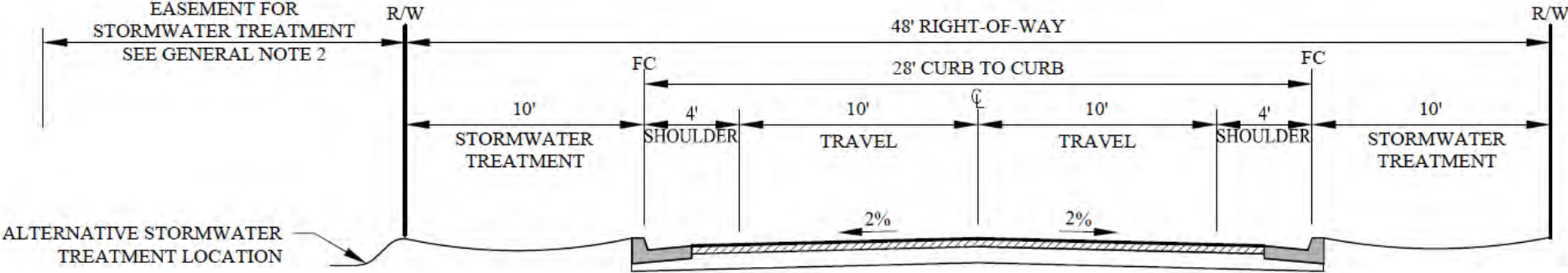


Figure 3.16 Emergency Vehicle Access 2



- NOTE:
- 1. SECTION WILL VARY WITHIN THE UPRR OVERPASS.
 - 2. PRIVATE UTILITIES NECESSARY TO SERVE THE DEVELOPMENT WILL BE LOCATED WITHIN THE PUBLIC RIGHT-OF-WAY

In addition, the project applicant shall:

1. Construct a new approximately 2.4-mile multi-use trail within the Pajaro River Wetlands & Riparian Preserve, which could be part of or connected to the planned off-site Juan Bautista de Anza National Historic Trail.
2. Prior to issuance of the first certificate of occupancy for Strada Verde, the project applicant will develop a Transportation Demand Management (“TDM”) program to reduce single vehicle occupancy trips. A TDM trip reduction goal of 10% for the initial phase and 15% for subsequent future phases of the net AM and PM peak trip generation will be utilized.

3.3.3. Multi-Modal Circulation

The Strada Verde transportation network will provide several alternatives for non-motorized circulation. As illustrated in [Figure 3.17 Bikeways and Pedestrian Circulation](#), a multi-use trail will extend from Y Road north through the new Pajaro River Wetlands & Riparian Preserve. A cross section of the trail is shown in [Figure 3.18 Class I Multi-Use Trail](#). This trail could serve as a part of a future segment of the regional De Anza Trail corridor, which bisects the western portion of the Specific Plan Area.

As shown in [Figure 3.17 Bikeways and Pedestrian Circulation](#), a combined pedestrian/bike path will be constructed adjacent to the Collector Road A and Local Street roadway alignments.

3.3.4. Transit Plan

Transit is an important component of the Specific Plan, and the current transit provider is San Benito Express, offering bus service in Hollister and between many intercounty connections. This service is operated by the San Benito County Local Transportation Authority. A Transit Hub is envisioned to be located within the SVIP-C area, where alternative mobility choices will be organized, providing connections to outlying areas. This hub will ease traffic congestion by reducing the number and length of automobile trips, thus minimizing air quality impacts. Within Strada Verde, bus turnouts will be strategically located along the collector roads.

In addition, a Specific Plan Area Transportation Demand Management (“TDM”) program shall be developed to encourage environmentally friendly travel behavior choices. TDM programs generally inform employees on methods of meeting their transportation needs by carpooling, using transit, or traveling at different (off-peak) times. It is envisioned that partnerships with existing transportation companies will facilitate ride sharing, which could be implemented through an on-line web portal.

Figure 3.17 Bikeways and Pedestrian Circulation

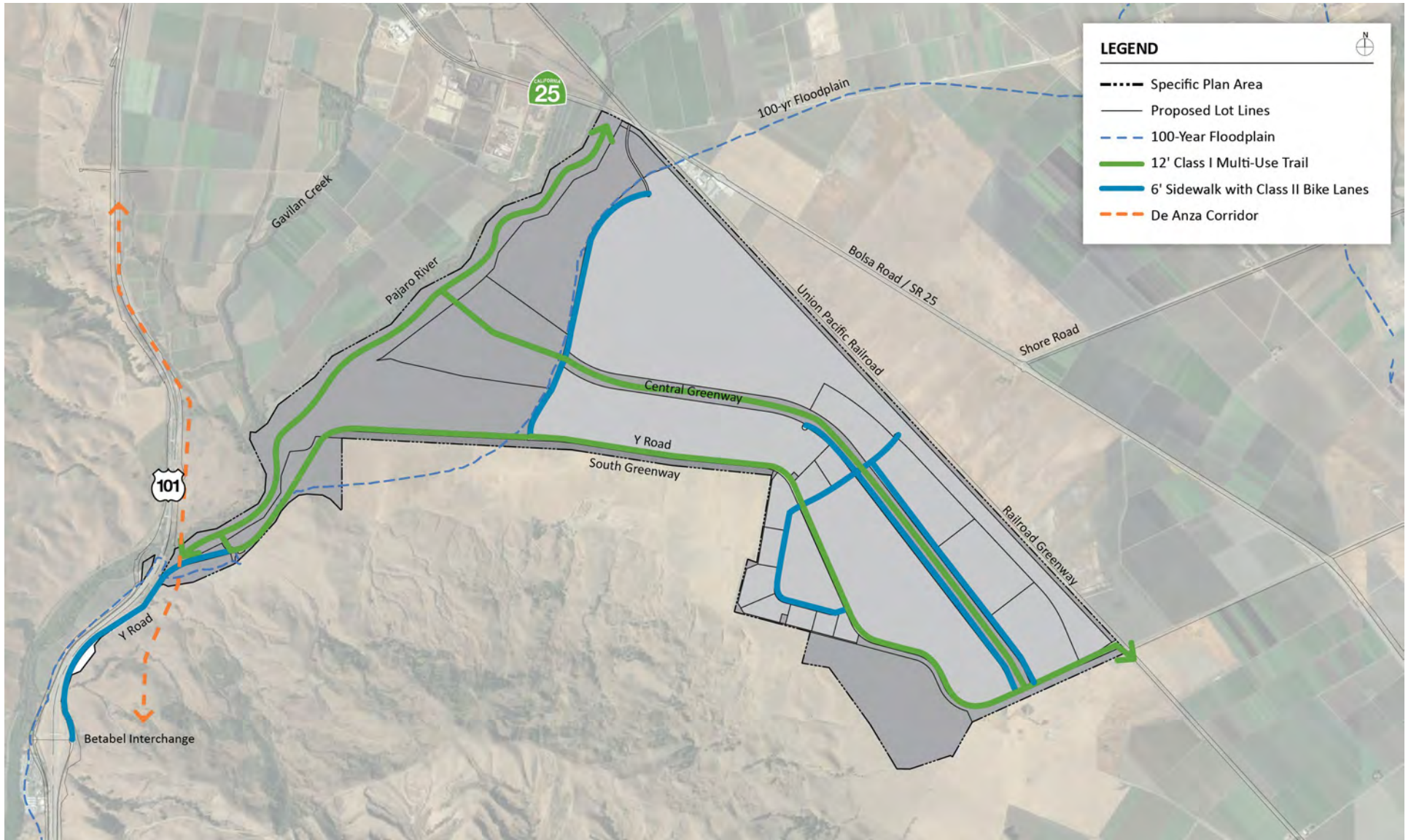
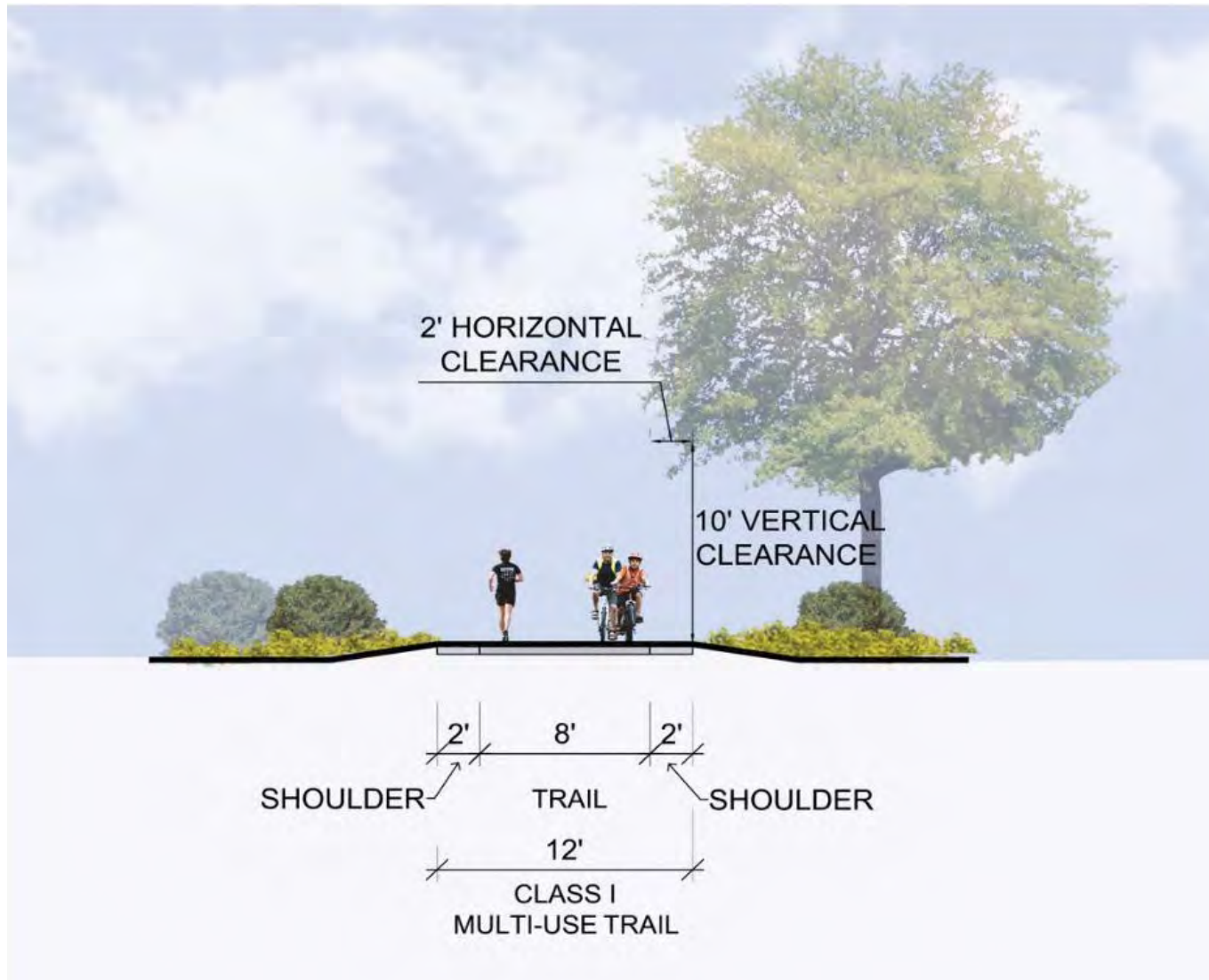


Figure 3.18 Class I Multi-Use Trail



This illustration is conceptual only and subject to further design and refinement.

3.4. Proposed Grading

Due to the technical requirements associated with the construction and operation of automotive test track facilities and a driver experience center, as well as other commercial development, significant on-site grading will be required. The northwest edge of the Testing Grounds (SVIP-TG) land use is situated adjacent to the 100-year Pajaro River floodplain. In order to raise this portion of the Specific Plan Area to a safe elevation above the flood plain, fill material will be placed from export areas elsewhere on-site. However, given the need for significant fill and earth movement, the proposed grading plan will seek to be consistent with the natural topography to the furthest extent feasible.

Mass grading activities in the Specific Plan Area will result in a balanced earthwork operation, requiring no new export or import of fill or off-site trucking. Potential sources of fill material could originate from necessary geotechnical improvements along road corridors, higher elevation areas within the Specific Plan Area, drainage greenway areas, and from material excavated to expand and enhance the existing Pajaro River riparian corridor. Necessary corrective grading measures will be developed and implemented in accordance with geotechnical engineering recommendations and may incorporate landform contour grading techniques consistent with the surrounding terrain and the region.

The mass grading operation will address losses associated with the use of soils that have been actively farmed in the past. Additionally, geotechnical corrective grading may be required for slope banks, soft soil, and liquefaction

remediation. Due to the Specific Plan Area's proximity to the Pajaro River floodplain, soil generated from construction of the drainage greenways, and the Pajaro River wetland and Riparian Corridor will be used as fill to raise low lying areas to a safe elevation above the flood plain. The Specific Plan Area generally features low lying elevations to the north and higher elevations to the south. Part of the grading operation will include earth movement from higher elevation areas to lower elevation areas. In order to facilitate a balanced earthwork condition, the initial mass grading operation is anticipated to be largest grading operation, extending into future development phase areas. Subsequent mass grading operations will be phased to coincide with the phasing of the Specific Plan Area as closely as possible. Each phase of the mass grading operation will consider earthwork balance and the required timing of infrastructure that presents constraints on the operation, or other techniques necessary to minimize grading areas.

3.5. Integrated Water Management System

The Specific Plan Area overlies the Bolsa Area sub-basin of the Gilroy-Hollister Groundwater Basin, so potable water will be derived from groundwater.

Strada Verde will feature a 100% self-sufficient water production, treatment, and distribution system along with a self-sufficient wastewater collection and treatment system, all of which will be designed to meet or exceed all regulatory requirements. Achieving this requires disposal of all wastewater in a manner consistent with regulatory requirements, accounting for seasonal fluctuations and peak day conditions, which vary the volume of wastewater generated.

All water and wastewater treatment facilities shall be designed and constructed on an as-needed basis corresponding with Strada Verde phasing. The location of water and wastewater treatment facilities is currently envisioned to be located north of collector B, and near the EVA/Local Street intersection., which is shown in [Figure 3.9: Conceptual Street Network](#).

Several new production groundwater wells will be located between the northwestern end of the Specific Plan Area and the Pajaro River to provide groundwater from the local deeper aquifer zone. Well location, treatment facilities, booster pumps, and final design will depend on hydro geological evaluations and aquifer testing results to be performed in advance of final system design.



All infrastructure associated with the water supply wells and pumps shall be located outside of the Pajaro River Wetland & Riparian Preserve, or in the Agriculture (SVIP-A) designated land. No infrastructure shall be permitted within the Pajaro River Wetland & Riparian Preserve outside of the public trail corridor. The water treatment facility shall be located within developed land uses associated with the Specific Plan.

All potable water and wastewater treatment infrastructure and associated distribution systems shall be privately constructed and operated. The alignment of the distribution systems will generally be located within the right-of-way of the roadway alignments, which are shown in [Figure 3.9: Conceptual Street Network](#).

Untreated wastewater disposal into the Pajaro River will not occur. With the exception of emergency conditions (e.g. mechanical failure of the water and wastewater treatment infrastructure), all treated wastewater will be reused within the boundaries of the Specific Plan Area. Furthermore, wastewater shall be treated to meet or exceed California Title 22 reuse standards, as may be amended from time to time, dependent upon end use, which is commonly referred to as recycled water.

The fact that recycled water will be reused means that while the water and wastewater infrastructure systems are separated, they are considered as one integrated system. This is because the manner in which the recycled water is reused affects capacities of the systems as well as required treatment processes. There are two options; each option provides integrated water and wastewater infrastructure systems for Strada Verde.

For both options, the agricultural irrigation demand will be met directly from existing or new non-potable wells with no storage or booster pumps needed, similar to the historical operations.

3.5.1. Option 1: Non-Potable Reuse of Recycled Water for Irrigation Purposes

Option 1 will use the recycled water generated from an on-site Water Reclamation Facility (“WRF”) for landscape irrigation and other non-potable uses, such as wet tracks, dust control, cooling towers, and dual plumbed buildings for toilet flushing. This option requires two water distribution systems, one for potable water and one for recycled water, with both sized to meet their respective demand requirements.

Both systems will be supplied from new or existing wells located within the Specific Plan Area. Water for potable use will pass through a treatment facility and be stored in one or more storage tanks. A network of distribution pipelines and booster pump stations shall be constructed, typically within or in close proximity to street rights-of-way. These facilities shall be designed to accommodate the potable water demand as well as the necessary fire flows for the various land uses.

Untreated well water will be discharged directly into one or more recycled water storage tank(s) as necessary to meet non-potable demand requirements. Recycled water from the WRF will also be discharged into the recycled water storage tank(s) for use in the non-potable (recycled) water distribution system.

Recycled water from the WRF will be continually produced since it is a product of the wastewater generated by potable water used within the Specific Plan Area. During most of the year, there will be sufficient demand to dispose of the recycled water. However, during maximum day wastewater flows and periods of wet weather, excess recycled water will need to be stored for later use. The amount of storage needed will depend upon regulatory approval.

3.5.2. Option 2: Indirect Potable Reuse of Treated Wastewater for Groundwater Augmentation

Option 2 will use the recycled water for Indirect Potable Reuse (“IPR”). Wastewater treated at the WRF will be similar to that of Option 1, but with additional advanced treatment to further purify the water to near potable water quality. This advanced treated recycled water will then be injected into the groundwater basin. After a period of time in the groundwater aquifer, the water can be used for potable water consumption.

Option 2 only requires one water distribution system for potable water, which will also be used for landscape irrigation, wet tracks, dust control, cooling towers, etc. Test facilities requiring water use will utilize a system of large cisterns for water storage. A distribution and collection system will recirculate water to minimize loss and avoid additional usage for track activities.

As part of the advanced treatment process, a stream of brine will be created. An evaporation pond(s) will be constructed within the Specific Plan Area where liquid will be evaporated leaving the salt of the brine in the ponds. Deep ground

injection wells will also be constructed to provide increased brine disposal capacity, and serve as a backup disposal option.

Similar to Option 1, a network of distribution pipelines and booster pump stations will be constructed, typically within or in close proximity to street rights-of-way. These facilities will be designed to accommodate the potable water demand as well as the necessary fire flows for the various land uses.

3.6. Drainage & Stormwater Treatment

A system of stormwater detention and treatment facilities (collectively stormwater facilities) shall be privately constructed and maintained throughout the Specific Plan Area. Stormwater generated on site shall be directed to one or more facilities (e.g. bioretention areas, swales, basins) that will collect, detain, and passively treat stormwater to remove pollutants. This process will allow opportunities for partial infiltration and recharge of the aquifer through percolation. Excess stormwater which has passed through treatment facilities will discharge through various conveyances such as open channels or storm drain pipes to one of three drainage greenways.

The largest of the three drainage areas will be Central Greenway which will collect both on- and off-site flows before being conveyed into the Stormwater Management area, and then naturally sheet flow into the Pajaro River Wetlands & Riparian Preserve. All stormwater shall be treated to meet applicable water quality standards prior to

being discharged into the Pajaro River Wetlands & Riparian Preserve and the Pajaro River.

Proposed as a 3.3-mile drainage corridor covering an area of approximately 129 acres, the Central Greenway will vary in width, but generally be approximately 284 feet wide (measured from the top of bank) and nine feet deep, designed to carry 8,100 cfs of runoff (both on- and off-site).

The second largest drainage corridor is the Railroad Greenway, which is approximately 86-feet wide and six feet deep, designed to carry 3,000 cfs of off-site runoff over 3.3 miles.

The South Greenway is the smallest of the three at approximately 116-136 feet wide and six feet deep, designed to carry up to 3,560 cfs of off-site runoff over three miles.

The three greenways will minimize erosion by designing for low velocities or incorporating protective linings or vegetation. Applicable legal requirements, including requirements set by the Central Coast Regional Water Quality Control Board, as may be adopted/amended from time to time, will govern the design of the drainage greenways, water quality features, and other stormwater management facilities. This system will be designed to provide adequate flood protection and water quality for the various proposed land uses and protect the functions and values of the Pajaro River.

As required by applicable law, the Specific Plan Area's stormwater management system will meet or exceed all regulatory requirements and will be capable of handling

historic and expected levels of "run on" drainage (from areas south and east of the Specific Plan Area site) and Specific Plan Area-related stormwater runoff. Historic flows of storm runoff will be maintained or reduced by mimicking historic runoff volumes and peaking characteristics.

New projects in the area of Strada Verde are required by the Central Coast Regional Water Quality Control Board to retain the runoff created by the 95th percentile storm, with various allowances for sites with soils that do not support significant infiltration. The Strada Verde site is very poor for infiltration and is planned to support wetlands and riparian habitats that rely in part on stormwater runoff, and therefore the requirement to retain the 95th percentile will be met through a combination of detention and slow release of stormwater runoff to mimic natural hydrology.

Stormwater from each parcel in the Specific Plan Area will first pass through a stormwater treatment facility, described above, that will attenuate peak flow and result in more gradual release of stormwater than is typical of developed sites. This stormwater will then discharge into a greenway, which provides slow conveyance and detention of stormwater while also promoting infiltration, albeit limited by the soils of the site.

Most of the developed site will discharge to the central greenway, which in turn discharges to the Stormwater Management Area. The Stormwater Management Area will provide additional detention, peak attenuation, and infiltration before discharging water to the Pajaro Preserve and Pajaro River. This system will provide the required area for infiltration of the 95th percentile runoff while also

supporting surface runoff and stream flow within the Pajaro River and supporting habitats within the greenways, Stormwater Management Area, and Pajaro Preserve.

The stormwater management system will also maintain or improve the quality of the stormwater, as compared to existing conditions. Proposed drainage and flood control facilities and improvements will be constructed and maintained pursuant to the San Benito County Code of Ordinances, as may be amended from time to time.

3.7. Dry Utilities

Gas and electric service for the Specific Plan Area is currently provided by Pacific Gas & Electric (PG&E).

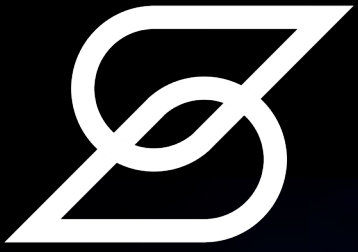
It is anticipated that PG&E, as the current provider, will be responsible for operating and managing gas and electric lines within the Specific Plan Area. It is anticipated that these utility services will be provided through extension of existing facilities adjacent to the Specific Plan Area.

3.8. Solid Waste

The San Benito County Integrated Waste Management Regional Agency administers a countywide exclusive franchise contract (including the cities of Hollister and San Juan Bautista) for solid waste collection operations through a private hauling firm, which is currently Recology. No transfer or recycling stations currently exist in the County, and Recology uses curbside separation, via separate carts for garbage, greenwaste, and recyclables, and collection as the

primary mode of collection. Recology transports collected waste to the John Smith Road Landfill, which is owned by San Benito County and currently operated by Waste Solutions Group of San Benito, LLC.

It is anticipated that the current, and any future, County waste providers will be responsible for providing solid waste and recycled waste collection and disposal for the Specific Plan Area.



4 Development Standards

4.1. Introduction

Development Standards constitute the principle means of implementation of the guiding principles of the Specific Plan. The following regulations, together with [Appendix A: Design Guidelines](#), set forth the standards intended to carry out the vision established in the first chapter of this document, and form the foundation upon which planning and implementation decisions will be based. The Development Standards are intended to prescribe permitted uses and standards, while still allowing for flexibility.

Application of the following standards is intended to allow for the most appropriate use of the land, ensure the highest quality of development, and protect the public health, safety, and general welfare. Upon adoption of the Specific Plan, the standards established herein will be the governing zoning ordinance for land uses within the Specific Plan Area. Whenever the permitted uses and standards contained herein conflict with those contained in the SBCCO, the provisions of the Specific Plan shall take precedence. Where the Specific Plan is silent, the SBCCO shall apply.



4.2. Allowed Uses

Land Use development regulations within Specific Plan have been organized into two land use categories: Commercial & Industrial and Non-Commercial.

Five permit types are identified to ensure that appropriate activities and building types implement the Specific Plan's intent. Required permit types by land use are presented in [Table 4.1 Uses Allowed in Commercial & Industrial Districts](#) and [Table 4.2 Uses Allowed in Non-Commercial Districts](#). The process for each permit type is outlined below:

Land uses in [Table 4.1 Uses Allowed in Commercial & Industrial Districts](#) and [Table 4.2 Uses Allowed in Non-Commercial Districts](#) are grouped based on their function, product, or compatibility characteristics. These allowed use categories are called “use classifications.” Use classifications describe one or more uses having similar characteristics but do not list every use or activity that may appropriately be within the classification.

Use regulations are shown using the following symbols:

Permitted: "P" type uses are permitted by-right with the appropriate building permit. Permitted uses will process a Specific Plan Conformance Review as defined in [Section 5.3.6 Specific Plan Conformance Review](#). Final Specific Plan conformance determination will be the responsibility of the County Resource Management Agency Director (Director) or designee.

Temporary Use Permit: "TUP" type uses are temporary uses that require an over-the-counter permit.

Not permitted: "-" type uses are not permitted in the Specific Plan Area.

A portion of the Specific Plan Area has been identified as Strada Verde Agriculture (SVIP-A) to ensure that these historical uses remain a part of the Specific Plan Area. As such, only those uses allowed in agricultural districts pursuant to the SBCCO, as may be amended from time to time, are allowed in the area identified SVIP-A.

Within the Specific Plan Area, all other land areas and structures/facilities therein are intended to be developed, divided, and/or used for those activities listed in [Table 4.1 Uses Allowed in Commercial & Industrial Districts](#) and [Table 4.2 Uses Allowed in Non-Commercial Districts](#). The tables also include references to generally applicable SBCCO Code of Ordinances that the County uses to regulate development.

Refer to [Chapter 5: Implementation](#) for the procedure to address conditions where a use is not identified in this section, or other questions regarding interpretation of the Development Standards.

Table 4.1 Uses Allowed in Commercial & Industrial Districts

Use ¹	SVIP - TG	SVIP - RP	SVIP - EC	SVIP - C
Agriculture				
Uses pursuant to SBCCO 25.07.004 and 25.07.005, as may be amended from time to time	-	-	-	-
Business, Professional Services				
Activities related to future mobility, including the usage of drones	P	P	P	P
Business support services	P	P	P	P
Research & development, including labs and wind tunnels	P	P	P	-
Private security services	P	P	P	P
Professional & administrative offices	P	P	P	P
Hospitality & Entertainment Facilities				
Conference centers / hotels, including extended stay accommodation	-	-	-	P
Light Industrial				
Automotive testing facilities	P	P	P	-
Data center, including processing and storage	P	P	P	-
E-Commerce facility, including distribution and fulfillment center	P	P	P	P
Light manufacturing and assembly	P	P	P	P
Office / industrial flex space	P	P	P	P
Warehouse/distribution & logistics, including refrigerated storage and "high cube"	P	P	P	-
Medical Services				
Medical offices to serve on-site uses	-	-	-	P

Use ¹	SVIP - TG	SVIP - RP	SVIP - EC	SVIP - C
Outpatient/urgent care clinic to serve on-site uses	-	P	P	P
Personal Services				
Car wash (as an accessory use)	P	P	P	P
Vehicle service/repair	P	P	P	-
Infrastructure/Utility/Energy				
Solar photo-electric generating and storage systems, including rooftop, carport, and ground mounts	P	P	P	P
Irrigation, flood control, & drainage facilities, percolation basins, groundwater recharge wells, & evaporation ponds	P	P	P	P
Public buildings and grounds including police and fire stations	P	P	P	P
Utility structures such as communications equipment and buildings, electric distribution substations, electric transmission lines, pumping stations, & reservoirs	P	P	P	P
Wastewater treatment plant	P	P	P	-
Wind generating facilities	P	P	P	P
Recreational & Educational				
College or other learning centers	P	P	P	P
Day care facility to serve on-site uses	-	P	P	P
Driver experience center	P	P	P	-
Gymnasiums and spas to serve on-site uses	P	P	P	P
Museum	P	P	P	P
Parks	P	P	P	P

Use ¹	SVIP - TG	SVIP - RP	SVIP - EC	SVIP - C
Small-scale public events, including but not limited to car shows, driver training, and public agency training	P	P	P	P
Retail				
Fast food, including drive through restaurants	-	-	P	P
Restaurants and cafes	-	P	P	P
Primary business-supporting retail shops and services	P	P	P	P
Vehicle sales and leasing	-	P	P	-
Transportation & Communication				
Alternative fuel vehicle service stations	P	P	P	P
Gasoline fueling and automobile service stations	P	P	P	P
Parking structures above & below ground, including fleet parking	P	P	P	-
Rail or bus station	-	-	-	-
Wireless telecom facilities, transmission towers, satellite dishes	P	P	P	P
Temporary Uses				
Temporary uses as specified in SBCCO 25.29.015, as may be amended from time to time	Per SBCCO	Per SBCCO	Per SBCCO	Per SBCCO

Notes:

1) As a technology-based research and development business center, Strada Verde does not propose any residential housing development, neither single-family nor multi-family development, within the Specific Plan Area.

Table 4.2 Uses Allowed in Non-Commercial Districts

Use	SVIP - A	SVIP - G	SVIP - SM	SVIP - BPP	SVIP - BPC	SVIP - I
Agriculture						
Uses pursuant to SBCCO 25.07.004 and 25.07.005, as may be amended from time to time	Per SBCCO	-	-	-	-	-
Recreation, Cultural & Conservation						
Multi-use trails	-	P	P	P	-	P
Passive, low-intensity recreational uses, including open space	-	P	P	P	-	-
Parking and staging area for recreation access	-	-	-	P	-	-
Restrooms	-	-	-	P	-	-
Biological Preserves	-	-	-	P	P	-
Community gardens	P	-	-	-	-	-
Habitat observation decks, interpretive signage benches, bike racks, trash receptacles, and other associated recreation amenities	-	-	-	P	-	-
Infrastructure / Utility / Energy						
Recreation and maintenance access roads	P	P	P	-	-	P
Irrigation, flood control, & drainage facilities, percolation basins, and groundwater recharge wells	P	P	P	-	-	P
Solar Panels	-	P	-	-	-	P
Stormwater management facilities	P	P	P	-	-	P
Water and sewer lines	P	P	P	P	P	P
Dry utilities	P	P	P	P	P	P
Maintenance support sheds	P	P	-	-	-	P

4.3. Density and Intensity of Land Uses

The ultimate development intensity of Strada Verde may vary from [Figure 3.1 Conceptual Land Use Plan](#) provided that any cumulative proposed development remain within the maximum buildout specified within the Specific Plan (see [Chapter 5: Implementation](#)).

It should be noted that, as a technology-based research and development business center, Strada Verde does not propose any residential housing development, neither single-family nor multi-family development, within the Specific Plan Area.

[Table 4.3 Development Standards](#) provides intensity standards to guide development. These regulations have been designed to provide flexibility in site design while ensuring a consistent and coordinated built environment. Maximum floor area ratio (FAR) standards incorporate building square footage and exclude areas used for structured parking. FAR is calculated by dividing the sum of development square footage proposed for an individual parcel by the total area of the parcel in square feet.

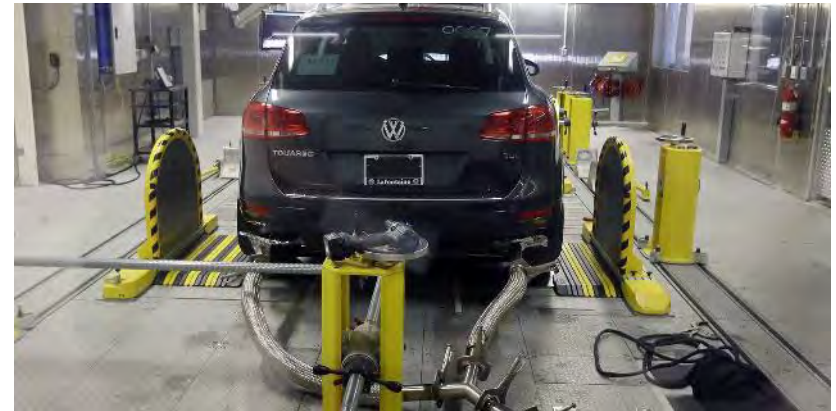


Table 4.3 Development Standards

Type	SVIP-TG	SVIP-RP	SVIP-EC	SVIP-C	All Other Districts
Parcel Size					
Minimum lot size (sf)	n/a ¹	n/a ¹	n/a ¹	10,000	n/a
Maximum lot coverage (%)	n/a	n/a	n/a	50	n/a
Minimum street frontage – interior & corner lot (sf)	200	200	200	100	n/a
Setbacks – Minimum (ft) ²					
Front – Collector Road	50	50	50	20	n/a
Front – Local Street	20	20	20	20	n/a
Rear	0	0	0	0	n/a
Side – interior	0	0	0	0	n/a
Side – corner, street	25	25	25	10	n/a
Drive aisles and parking ³	18	18	18	10	n/a
Architectural encroachments ⁴	5	5	5	10	n/a
Railway – building	n/a	n/a	n/a	n/a	n/a
Railway – parking, paved areas	n/a	n/a	n/a	n/a	n/a
Building Height (ft) ⁵					
Maximum	45	45	55	45	45 ⁶

Type	SVIP-TG	SVIP-RP	SVIP-EC	SVIP-C	All Other Districts
High-cube logistics uses and wind tunnels ⁷	n/a	n/a	140	n/a	n/a
Landscaping (ft)					
Perimeter – Collector Road A	10	10	10	5	n/a
Perimeter – Local Street	5	5	5	5	n/a
Parking lot shade coverage (%) ⁸	25	40	25	40	n/a

Notes:

1. Lot size shall be large enough to accommodate the proposed land use and meet all the minimum development standards imposed by this Specific Plan.
2. Setbacks for temporary and habitable accessory structures same as primary buildings. Excludes non-habitable structures such as track enclosures, utility vaults, etc.
3. Entire setback shall be landscaped. Landscaping shall include plantings (trees, shrubs, groundcovers, natural grasses and/or vines) and may include walkways, benches, trellises, thematic fencing and/or walls, and related amenities.
4. Architectural encroachments include cornices, eaves, canopies, awnings, etc. assuming adequate emergency access can be maintained.
5. Building height as measured from the finished floor to the highest point for buildings with flat roofs or the midpoint of a gabled roof. Architectural features and appurtenances that complement the design of a building, as well roof-top mechanical equipment, are exempt for the height limit up to 10 feet. Transmission and communications equipment are exempted from height limits.
6. Maximum building height in SVIP-A shall be 35 feet per SBCCO Section 25.07.007.
7. High-cube logistics buildings and wind tunnels footprints shall be located no closer than one half mile from SR-25.
8. Sufficient trees shall be planted in the parking lots (excluding truck courts) so that 15 years after the development construction is completed, an average of at least X percent (as identified) of the vehicle parking lots total area during the course of a day will be shaded. Landscaping plans submitted for the parking lots shall include a tree cover survey that shows the extent of shade 15 years following the date of completion of construction.
9. Development standards for Infrastructure (SVIP-I) shall be per SBCCO Section 19.15.071 - Standards for Utilities.

n/a = not applicable

4.4. Parking Standards

4.4.1. Applicability

Parking standards, as applied to the respective land use, shall apply according to Chapter 25.31 Parking Regulations of the SBCCO, as may be amended from time to time. The parking standards shall apply to all land uses, buildings, additions, enhancements, and modifications to existing land uses or structures which cause a need for additional parking.

For any use not specified in this section, the Director or his/her designee shall have the authority to determine the appropriate parking requirements based upon similarities between parking generation characteristics of the proposed use with other similar identified uses.

4.4.2. Required Parking

Shared parking between adjacent, separate uses is allowed subject to review by the San Benito County Resource Management Agency. Parking within the Specific Plan Area shall conform to the provisions of this Specific Plan and the generally applicable provisions of the SBCCO, as may be amended from time to time.

4.4.3. Reduction in Required Parking

A reduction in the total number of otherwise required parking stalls may be approved, provided that the project applicant provides a parking study adequately demonstrating that a reduction in parking is warranted due to the unique characteristics of the use, its operations, or its location within or proximate to a multi-modal center, and that

adequate parking will be provided. Charging stations shall be counted as a parking space.

4.5. Signage

4.5.1. Application

All signage within the Specific Plan Area shall conform to the provisions of this Specific Plan and the generally applicable provisions of the SBCCO, as may be amended from time to time. Specifically, proposed signage in the Specific Plan Area shall be reviewed and approved by San Benito County pursuant to the provisions of [Chapter 5: Implementation & Financing](#) and the general signage guidelines included within [Appendix A: Design Guidelines](#).

4.6. Outdoor Lighting

4.6.1. General Requirements

The following general requirements pertain to outdoor lighting. Additional measures are included within [Appendix A: Design Guidelines](#).

- Public street lighting and lighting within public spaces within the Specific Plan Area shall be installed in accordance with state and local requirements for public safety.
- All exterior lighting shall be designed and located to minimize power consumption and to confine direct rays to the premises.

- Lighting fixtures shall be consistent in style, color, and materials in order to maintain uniformity throughout the community.
- Lighting styles shall tie into architectural styles and provide sufficient illumination for the safety and well-being of the community.
- The use of “night sky friendly” lighting fixtures and equipment is recommended for all public and private outdoor spaces, consistent with SBCCO Chapter 19.31 Development Lighting.
- No lighting or limited outdoor lighting shall be permitted within the Pajaro River Wetland & Riparian Preserve.

4.6.2. Street Lighting

Street lighting within the Specific Plan Area shall be designed to be night sky friendly. All lighting shall be energy efficient, using LED or technological equivalent.



5 Implementation & Financing

5.1. Introduction

Changing market conditions, regulations, and increased competition dictate that potential businesses within the Strada Verde Specific Plan Area must react quickly to provide new facilities and expand or modify existing facilities. However, the entitlement and Specific Plan approval processes can become the most extended single sequence of activities (critical path) to improve and expand facilities, even exceeding the time to construct the facility.

This Specific Plan is designed to streamline entitlements and reduce the project approval time for employers desiring to locate their facilities within Strada Verde. Every day saved in processing a project can directly result in the facility becoming a productive employer in San Benito County one day sooner.

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 - 65457) grants local jurisdictions the authority to adopt specific plans to implement the goals of their general plan. The California Government Code requires that all specific plans provide "a program of implementation measures, including regulations, programs, public works projects, and financing measures" needed to carry out the proposed land use, infrastructure, development standards, and criteria. This chapter fulfills this requirement, and upon adoption of the Specific Plan, the procedures established herein shall become applicable to future development in the Specific Plan Area.

This chapter identifies the approval and implementation processes necessary to establish the Strada Verde Innovation Park Specific Plan (SVIP-SP) designation and develop individual sites within the Specific Plan Area. Additionally, this chapter delineates the administration procedures and procedures for certification of an environmental impact report (EIR) consistent with the California Environmental Quality Act (CEQA). Lastly, the chapter provides an overview of development timing, identifies responsibilities and options for construction financing, and provides ongoing infrastructure maintenance options.

5.2. Entitlement Process

5.2.1. Overview

San Benito County will act as the lead agency processing the Specific Plan and related development applications. The initial application includes the Specific Plan, the General Plan Amendment application, the Zone Change application, and an initial Vesting Tentative Map. Local government and other agency actions required to implement this project are listed here and described in detail in the following sections:

Initial County Entitlements

- EIR Certification
- General Plan Amendment
- Specific Plan Adoption
- Zone Change
- Initial Vesting Tentative Map approval

- Development Agreement

Subsequent County Actions

- Initial Final Map and Subsequent Final Maps or Parcel Maps
- Approval of Initial Backbone Infrastructure and Off-site Improvements
- Subsequent Site Plan Review Approvals
- Grading and Building Permits
- Certificates of Occupancy

The following sections provide detailed descriptions of the above listed items.

5.2.2. Initial County Entitlements

The Specific Plan, the Specific Plan EIR, the General Plan Amendment application, the Zone change application, the initial Vesting Tentative Map, and the Development Agreement will be filed and processed concurrently. The County Board of Supervisors (Supervisors) will consider these items concurrently at a duly noticed public hearing:

- EIR Certification: Prepared by an independent consultant under contract to the County of San Benito, the Strada Verde Innovation Park EIR will require certification prior to adoption of Strada Verde Innovation Park Specific Plan. Supervisors will establish findings that identify significant environmental impacts of the Strada Verde project

and develop mitigation measures that must be implemented as part of the project. The mitigation measures will be reflected in the Mitigation Monitoring and Reporting Program (MMRP) and imposed as conditions of approval on subsequent discretionary project approvals. This action will be adopted by resolution.

- General Plan Amendment: Amendment of the San Benito County 2035 General Plan (General Plan) to (1) change the General Plan Map to show the Specific Plan Area as "Strada Verde Innovation Park-Specific Plan (SVIP-SP); and (2) make other specific conforming amendments to the General Plan to ensure consistency between the General Plan and this Specific Plan (collectively, General Plan Amendment). This action will be adopted by resolution.
- Specific Plan Approval: Approval of the Strada Verde Innovation Park Specific Plan. This action will be adopted by resolution.
- Zone Change: Amendment of the County Zoning Code to change the text to reflect the new zoning designation of "Strada Verde Innovation Park -Specific Plan (SVIP-SP) and change the County's Zoning Map to show the Specific Plan Area as zoned "SVIP-SP." This action will be adopted by ordinance.
- Initial Vesting Tentative Map: Approval of the Initial Vesting Tentative Map covering all or part of the Specific Plan Area and facilitating the subdivision and development of the project site in phases through

multiple final subdivisions maps and parcel maps. This action will be adopted by resolution.

- **Development Agreement:** Approval of the Development Agreement (DA) between the County and the project applicant, establishing the parties' respective rights and obligations in connection with the Specific Plan Area development and assuring the provision of community benefits. This action will be adopted by ordinance.

5.2.3. Subsequent Actions

Subsequent Site Development Approvals

Subsequent Mapping

Initial Final Map: The initial final map will create the lots, streets, other parcels, and easements required to serve the first user(s). In addition to the development lots necessary for the first user(s), master parcels may also be created for further subdivision in the future.

Subsequent Final Maps: Multiple Final Maps may be filed based on the Initial Vesting Tentative Map. The subsequent Final Maps will create additional user lots to support phased development in the Specific Plan Area. Additionally, larger master parcels may be created, subject to future subdivision in conformance, with either the initial Vesting Tentative Map or subsequent Vesting Tentative Maps.

Parcel Map(s): Parcel maps ("PMs") may be used to further subdivide the larger parcels into lots suited to the needs of individual site users.

Subsequent Vesting Tentative Maps: Subsequent Vesting Tentative Maps ("VTM's") may be used to provide for future uses requiring significant lot and street configurations not anticipated with previous VTM's or PM's.

Large Lot Tentative Map: Within the boundaries of the Specific Plan Area, the project applicant may submit a "large lot" tentative map consisting of large, non-buildable lots for financing purposes, per SBCCO Section 23.07.005.

Backbone Infrastructure

The design and construction of the backbone infrastructure will be phased in response to the sequencing of the individual site requirements. Off-site traffic or utility improvements required for that sequence will be part of the respective phase of backbone infrastructure plans. Backbone infrastructure and off-site improvements necessary to provide circulation, utilities, or emergency access for proposed individual user applications must be installed before occupancy of the use for which they are needed. The construction of the backbone infrastructure and off-site improvements will generally sequence as follows:

First Phase Backbone Infrastructure: Approval of the first phase backbone infrastructure grading and improvement plans will occur prior to filing the initial Final Map with the County Recorder.

Subsequent Phases of Backbone Infrastructure: Approval of subsequent phase(s) of the backbone infrastructure grading and improvement plans, as necessary to provide services to individual development applications.

Construction of backbone and off-site improvements will be phased in response to site user sequencing and requirements in the Mitigation Monitoring and Reporting Program (MMRP), described below.

The design and permitting for the first phase of the Water Reclamation Plant will occur as part of the initial Final Map process and requires a discharge permit from the State Regional Water Board. The Plant will be built in phases based on project buildout phasing and demand requirements.

Individual Applications

- Land Use Permitting as set forth in [Section 5.3.6 Individual Applications](#) of this Specific Plan (below).
- Improvement plan approval for subsequent phases of the backbone infrastructure required for the proposed individual site use(s) along with related County plan checks, permits, and fees
- Grading and improvement plans for individual site improvements, including truck route signage/control plans, will be required for construction, along with related County plan checks, permits, and fees
- Bonds and fees required for the individual user(s)
- Building permits from the County are required for grading, building construction, and demolition according to the latest editions of the California Building Code in effect at the time of application. Various fees, including County impact and COG fees, will be paid before or concurrent with building permit issuance.

Federal Approvals / Permits

Development of the Specific Plan Area may include or require approvals or permits from certain federal agencies, including but not limited to:

- Fish and Wildlife Service
- Army Corps of Engineers
- National Marine Fisheries Service
- Federal Emergency Management Act (FEMA) Conditional Letter of Map Revision (CLOMR) /Letter of Map Revision (LOMR)

State and Regional Agency Approvals / Permits

Development of the Specific Plan Area may include or require discretionary approvals or permits from state and regional agencies, including but not limited to:

- California Department of Fish and Wildlife ("CDFW")
- California Department of Toxic and Substance Control ("DTSC")
- California Department of Transportation
- Regional Water Quality Control Board ("RWQCB")
- Monterey Bay Air Resources Board ("MBARB")
- Santa Clara Valley Transportation Authority ("VTA") [Advisory only]

5.3. Specific Plan Administration

The Specific Plan provides a conceptual framework for development within Strada Verde. New technologies and research demands will arise during the course of project buildout. Thus the Specific Plan intends to provide flexibility to allow new technology and innovations. The County shall apply flexibility in implementing the Standards and Guidelines of this Specific Plan and in determining compliance with relevant documents, maps, and regulations.

The San Benito County Resource Management Agency ("RMA") is responsible for the administration, implementation, and enforcement of this Specific Plan. The primary administrator of the Specific Plan is the San Benito County RMA Director ("Director"). As used herein, Director shall include their authorized designee.

Development of the Specific Plan Area shall be governed by the provisions of the SBCCO and General Plan that were in effect at the time of its adoption, or otherwise as provided in the Project Development Agreement. Where a conflict occurs between any provisions of this Specific Plan and any other provisions of the SBCCO,, the Specific Plan provisions shall control.

Any activities regulated by the SBCCO but not addressed in the Specific Plan shall be subject to the SBCCO unless the application of those regulations would frustrate the Specific Plan's policy, purpose, or objectives. To the extent any SBCCO regulations would frustrate the Specific Plan's policy, purpose, or objectives, such regulations shall not apply.

Development within the Specific Plan Area shall comply with all federal, state, and local building codes in force at the time of building permit issuance.

The following sections set forth the steps for administering development within the Specific Plan Area. Applications for development within the Specific Plan Area will be subject to the Specific Plan vision, guiding principles, development standards, and design guidelines. Fundamentally, the Specific Plan provides a framework for applying existing applicable County regulations, exclusive standards for the Strada Verde Specific Plan Area, and the procedure for amending those regulations and standards.

The key components in administering the Specific Plan are described below and include:

- Specific Plan Consistency
- Minor Modifications to the Specific Plan
- Major Amendments to the Specific Plan
- Mapping
- Infrastructure Improvements
- Specific Plan Conformance Review
- Environmental Review
- Mitigation Monitoring
- Improvement Standards

5.3.1. Specific Plan Consistency

Future projects in the Strada Verde Specific Plan Area will be evaluated for consistency with the land use requirements, development standards, and design guidelines of the Strada Verde Specific Plan. Projects will also be checked for consistency with the intent, vision, and guiding principles of the Specific Plan. Determinations for consistency shall be flexible to the greatest extent possible. Items such as street alignments, parcel and phasing boundaries, phasing sequences, and land areas shown in the Specific Plan are conceptual and are subject to change and refinement based on the makeup of actual users and final design. A change to such items does not necessarily constitute inconsistency with the Specific Plan. Consistency determination will be the responsibility of the County Resource Management Agency Director (Director) or designee.

5.3.2. Minor Modifications to the Specific Plan

Minor Modifications to the Specific Plan may be approved administratively by the Director. A request for a Minor Modification to the Specific Plan will generally be variations from the Specific Plan for items such as:

- Variation from exhibits and tables in Specific Plan for items such as parcel or building sizes, locations, and configurations; size and configuration of land use designation areas; street, utility, bikeway, and pedestrian system alignments, sizing, grades, and connection points; location and sizes of open spaces, channels, and agricultural areas; changes to grading; size and configuration of, landscaping, parking, or driveway orientation; phasing size, location, or timing;
- New land uses that reasonably fit in an existing Use Category in [Table 4.1 Uses Allowed in Commercial & Industrial Districts](#) and [Table 4.2 Uses Allowed in Non-Commercial Districts](#), are not specifically prohibited, and do not introduce additional environmental impacts;
- Inconsequential adjustment to the Specific Plan elements such as the design guidelines, landscaping design, and materials;
- Innovations or sustainability measures that are compatible with the intent of the Strada Verde Specific Plan goals and vision and do not introduce additional environmental impacts;
- Minor deviations (up to 10%) from the standards listed in [Table 4.3 Development Standards](#) and [Section 4.4 Parking Standards](#);
- Changes that do not result in a major increase (greater than 10%) in the density or intensity of development, nor do they introduce new or intensified environmental impacts not previously analyzed, and do not change the project's character as envisions in the Specific Plan;
- Imposition of any codes, regulation, or other requirements by outside agencies that have authority over the Specific Plan Area and any health, safety, and welfare regulations that are imposed on the Specific Plan Area.

If Director makes written findings that the requested change constitutes a minor modification, then the subsequent entitlement shall not be deemed an amendment to this Specific Plan and may be approved administratively by the Director, subject to the applicable appeal process pursuant to the SBCCO, as may be amended from time to time.

The Specific Plan intends to encourage and accommodate creative and forward-looking technologies to keep the Strada Verde Innovation Park leading-edge and attractive to potential users and technologies. If a proposal does not introduce new environmental impacts or intensify existing impacts and is compatible with the goals and visions of the Specific Plan, every effort should be made to classify the request as a Minor Modification.

5.3.3. Major Amendments to the Specific Plan

A major amendment is a request that, at the Director's determination seeks one or more of the following:

- Introduction of a new land use that significantly deviates from the land uses in [Table 4.1 Uses Allowed in Commercial & Industrial Districts](#) and [Table 4.2 Uses Allowed in Non-Commercial Districts](#);
- Significant deviations from the Development Standards listed in [Table 4.3 Development Standards](#) and [Section 4.4 Parking Standards](#);
- Major changes (greater than 10%) in standards for floor area ratio, parking, allowed uses, density or intensity of development; or

- Introduction of new or intensified "significant" environmental impacts not previously analyzed.

Major Amendment requests shall be processed in the same manner as an application for the original approval of the Specific Plan and shall require approval by the County Board of Supervisors.

5.3.4. Mapping

Subsequent subdivision of the land within the Specific Plan will be incremental and in response to site user requirements.

Following the approval of the initial Vesting Tentative Map, phased Final Maps will be filed to create user lots, streets, open space area, etc. Additionally, larger master lots for future development and re-subdivision may be created.

The re-subdivision of master lots may also be allowed using the Parcel Map process with no limit as to the number of parcels or the number of Parcel Maps filed, so long as the master lots meet the requirements of Subdivision Map Act Section 66426(c). Each future individual application for a Parcel Map shall provide the application materials required by the SBCCO for a Parcel Map.

Additional vesting tentative maps, as well as large lot tentative maps for financing purposes per SBCCO Section 23.07.005, are allowed at the developer's or user's option.

5.3.5. Infrastructure Improvements

When an individual development project is submitted for review, the proposed infrastructure component will be evaluated for adequacy to serve the proposed project and compatibility with the Specific Plan's conceptual systems. The Specific Plan intends to ensure adequate infrastructure is constructed to serve each increment of development without unnecessarily building infrastructure before it is required. Infrastructure improvements necessary to develop the individual subject application will be identified during the preliminary approvals and documented as conditions of approval on Parcel Maps, or Site Plan Review approvals, whichever is applicable for the respective individual application. These improvements may include on-site and off-site roadways, water, reclaimed water, sanitary sewer, storm drainage, power and communication facilities, parking, parks, and other improvements.

5.3.6. Specific Plan Conformance Review

An approved Specific Plan Conformance Review is required for individual projects with "P" type (permitted) uses before making an application for a building permit. The consistency review will include a review for Specific Plan consistency, including [Appendix A: Design Guidelines](#). The Specific Plan Conformance review and approval is administrative, shall be the responsibility of the Director or designee, and shall not require discretionary approval. The Specific Plan Conformance Review may occur concurrently with other application(s) and maps.

5.3.7. Environmental Review

The Specific Plan is subject to a project-level Environmental Impact Report ("EIR"), as provided in the CEQA Guidelines. The project-level EIR provides the County with a single environmental document as a basis to evaluate subsequent proposed development projects on individual sites within the Specific Plan Area. Subsequent individual discretionary projects that are consistent with the regulations established by this Specific Plan and with the thresholds established in the EIR shall be subject to subsequent environmental review to the extent required by CEQA, such as when subsequent individual project review identifies project-specific significant environmental impacts not analyzed in the EIR for the Specific Plan.

5.3.8. Mitigation Monitoring

A mitigation monitoring program consistent with Public Resources Code Section 21081.6 will be adopted with the Final Environmental Impact Report for this Specific Plan. Mitigation measures identified in the Specific Plan Environmental Impact Report will be implemented in phases as identified in the Specific Plan and monitored throughout the buildout of the Strada Verde Specific Plan Area.

5.3.9. Improvements Standards

Specific Plan Improvements: All projects within the Specific Plan Area are subject to the County's adopted improvement standards in effect as of the date of approval of this Specific Plan, subject to all provisions to this Specific Plan, including the modified land use classifications, standards, design principles, and the Development Regulations contained in

this Specific Plan. Where a conflict occurs between the provisions of this Specific Plan and the County improvement standards, the Specific Plan provisions shall prevail.

Conflicting Standards: Use classifications and standards, design principles and development regulations of this Specific Plan modify those contained in the County Code of Ordinances, including Zoning (collectively, County Code.) Where a conflict occurs between the provisions of this Specific Plan and the County Code, the Specific Plan provisions shall prevail.

5.4. Conceptual Phasing Plan

Site development within the Specific Plan Area will occur on an incremental (phased) basis. The configuration, number and timing of each phase will be based on the demands of the market and individual users. The backbone infrastructure will be constructed incrementally to meet the requirements of the respective site development patterns. The first increment of backbone infrastructure improvements will provide all infrastructure necessary to support each phase.

Phasing boundaries, timing, and specific details will be determined by the project applicant or their designee(s) in response to market demand, rapidly changing mobility technology, availability of financing, and other factors affecting individual development projects.

5.4.1. Phased Development

Backbone infrastructure will be constructed to support each phase development. The configuration and location of each

phase will dictate the timing, extent, and location of specific improvements necessary to support that respective phase.

The anticipated sequence of Specific Plan backbone infrastructure construction is shown conceptually in [Figure 5.1: Conceptual Backbone Infrastructure Phasing Plan](#), and is subject to change. This sequencing envisions an initial phase as described below, and one or more future phases developed over a number of years thereafter. Each phase may be further broken down into sub-phases, to be determined at the project applicants' discretion. All mitigation for biological impacts shall be constructed concurrent with or prior to the phase for which the associated biological impact occurs.

As described in this chapter, future development will be responsible for the construction of both private and public infrastructure necessary to support its respective development project within the Specific Plan and, in relevant circumstances (e.g. water, sewer, stormwater), in adjacent off-site areas as needed for the individual project. Given the nature of Strada Verde Specific Plan Area, and to adequately serve future development, some infrastructure construction may be scheduled at the applicants' discretion, regardless of the respective phasing or sub-phasing boundaries.

It is anticipated that the initial backbone infrastructure phase will consist of the Pajaro River Wetlands and Riparian Preserve (SVIP-BPP), Testing Grounds (SVIP-TG), and the Commercial (SVIP-C) areas. This phase may be broken into sub-phases. Primary access to the project will be from the Betabel interchange of US 101 via Y Road. An emergency vehicle access road will be constructed to SR 25 (to be used

only in case of emergency). The accompanying infrastructure (roads, drainage greenways, and utilities) will be constructed prior to or at the same time as this initial phase.

The remaining portions of the Strada Verde backbone infrastructure are envisioned to be developed as part of one or more future phases. These include the Research Park (SVIP-RP), the E-Commerce district (SVIP-EC), and the CTS Upland Habitat Preserve (SVIP-BPC).

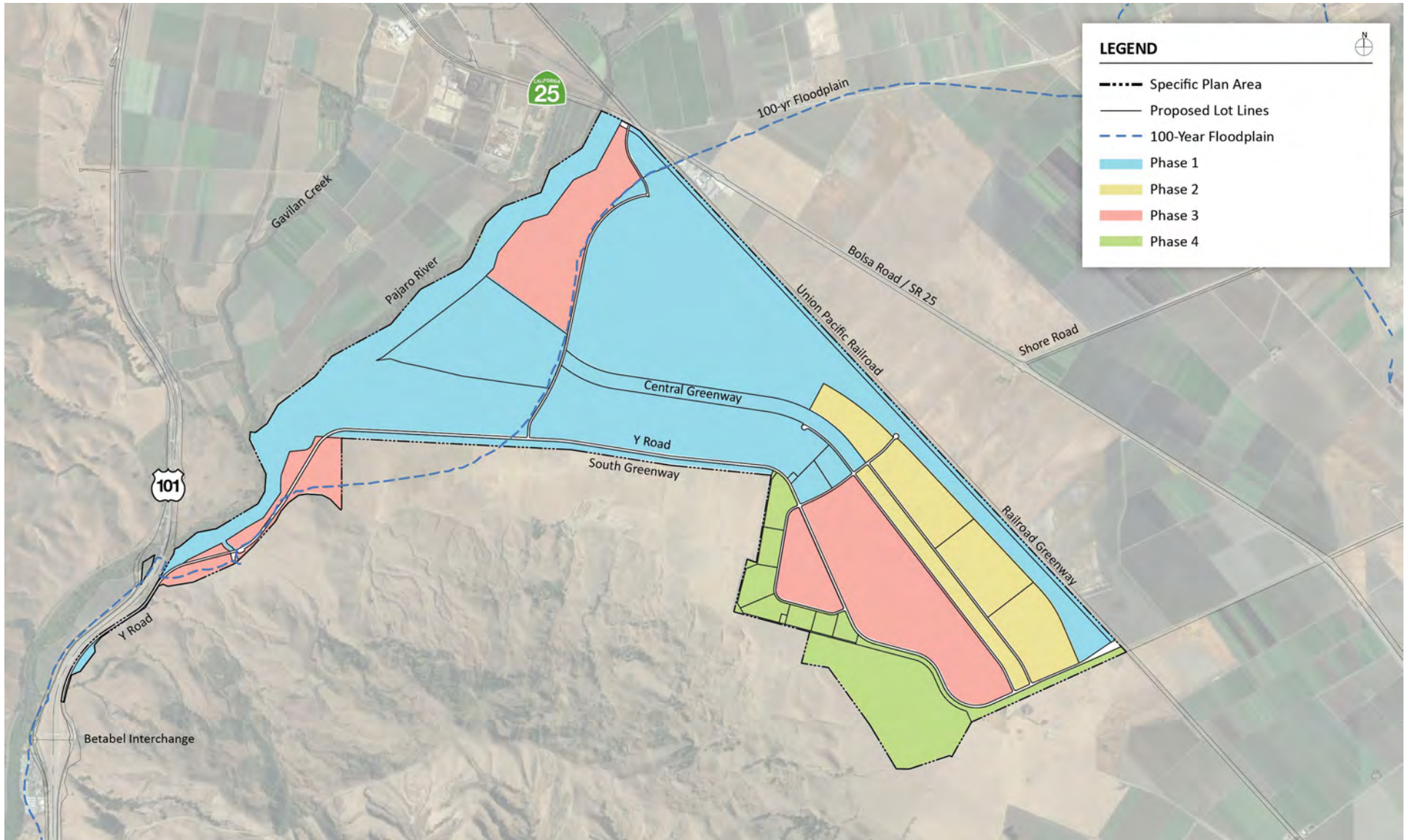
Secondary Emergency Vehicle Access via SR 25

As part of a future phase, a second emergency vehicle access road connecting the Specific Plan Area to SR 25 would be constructed, as warranted by San Benito County and Caltrans.

As shown in [Figure 3.7 Grant Line / SR 25 Conceptual Roadway Improvement](#), the existing dirt farm road extending west from SR 25 would be reconstructed as a two-lane roadway and connect with the southeasterly extension of Y Road within the Specific Plan Area. The geometric configuration illustrated in [Figure 3.7 Grant Line / SR 25 Conceptual Roadway Improvement](#) is consistent with Caltrans' planned SR 25 Expressway Conversion Project.

This proposed improvement would be completed after improvements to the Grant Line / SR 25 intersection have been constructed, and designed in coordination with Caltrans, San Benito County (consistent with the County's General Plan), the San Benito Council of Governments, and other relevant agencies.

Figure 5.1: Conceptual Backbone Infrastructure Phasing Plan



This illustration is conceptual only and subject to further design and refinement.

5.5. Financing Construction and Maintenance of Improvements

The project authorized by this Specific Plan shall be fiscally self-sufficient (i.e., “pay its own way”) through the use of revenue sources including, without limitation, those described below.

Implementation of the Specific Plan will require that applicant, or their designee(s), assure that all on- and off-site infrastructure, facilities, and improvements required by this Specific Plan are installed, constructed, and completed on an as-needed basis.

The improvements contemplated for the Specific Plan Area may consist of elements for use by the public, as well as for exclusive use of the property owners and their tenants and guests. Once constructed, long-term maintenance of improvements will be required, and the party responsible for maintaining those improvements may vary depending on whether they are dedicated for public use or privately owned within the Specific Plan Area.

While a variety of financing techniques are available, Specific Plan development components will be installed or constructed using private financing for the great majority of the development costs. Certain elements of the improvements, however, may use assessments or community improvement district mechanisms. If used to fund improvements, however, the assessment or community improvement district will only apply to the Specific Plan Area and only be assessed against the property owner, tenants, or

occupants thereof. No tenant or property owner outside of the Specific Plan Area will be included in any proposed assessment or community facility district. These provisions ensure that the Specific Plan pays its own way.

This section identifies potential financing methods that may be used individually, collectively, or in combination to fund implementation and maintenance of various improvements identified in this Specific Plan. The Specific Plan's implementation will be complemented by these improvements and directly serve and benefit not only the Specific Plan Area, but also the greater community.

These financing mechanisms are important to assure the timely financing of new improvements concurrent with Specific Plan development. The conceptual Specific Plan financing mechanisms are listed and then described in further detail in the following paragraphs:

- Development Impact Fees
- Community Improvement District(s) and Community Services District(s)
- Community Facilities District(s)
- Industrial Development Bonds
- Commercial Owners Association(s)
- Other Private Financing

Specific Plan financing mechanisms may also include offers of dedication, fee dedications, and/or easements; state or federal block grants, exactions; and/or reimbursement

agreements. In addition, the Specific Plan contemplates and is flexible with respect to the possible use of emerging financing mechanisms, such as payment in lieu of tax (“PILOT”) assessments or Property Assessed Clean Energy (“PACE”) programs.

This summary of allowable financing mechanisms is provided as a guideline; actual implementation of specific financing mechanisms will be accomplished pursuant to established procedures, laws, and regulations applicable to such financing mechanism.

The primary conceptual financing mechanisms to be considered/used within the Specific Plan Area are described further below.

5.5.1. Development Impact Fees

The County and other agencies require payment of impact or development fees to finance public improvements associated with new development. These fees are often payable either upon recordation of a final subdivision map or issuance of a building permit or certificate of occupancy, with the proceeds placed in a fund designated by the County or other agency for the construction of certain improvements.

Generally, fees are collected to fund traffic mitigation, parks and recreation facilities, community facilities, fire facilities, schools, drainage and flood control facilities, and water and sewer facilities. Such fees are discussed in various areas of this Specific Plan. Public improvements within the Specific Plan Area may be partially funded through the payment of development impact fees.

5.5.2. Community Improvement District(s) and Community Services District(s)

Community improvement districts and community services districts are formed by local governments, upon satisfaction of certain, specific approval requirements by the property owners and/ or businesses within a specific geographic area, to pay for enhanced community improvements, facilities or special services by securing a predictable stream of revenue. Each district must be established in accordance with the particular enabling legislation chosen to meet the needs of a given district. Each law also sets forth specific rules on how it must be approved and the use of the funds.

For example, counties may establish community facilities districts and levy approved taxes within such areas to fund a variety of public improvements. Such districts can provide funding for the purchase, construction, expansion, rehabilitation, or maintenance of, among other services, open space, parks, recreation programs, flood protection, stormwater and drainage systems, dry utilities, streets, parkways, police and fire protection, and ambulance and paramedic services.

Similarly, the Infrastructure Financing District Act of 1990, allows counties to form infrastructure financing districts (“IFDs”) to pay for public works projects. IFDs are a form of tax increment financing. IFDs can issue bonds secured by expected future property taxes to fund upfront infrastructure development costs. IFD funds can be used to finance construction of and improvements to roads, transit, water and sewer systems, flood control systems, childcare facilities, libraries, parks, and solid waste facilities. An

Enhanced Infrastructure Financing District (“EIFD”), a relatively new local funding tool, may also be considered to finance the construction or rehabilitation of an expanded set of public infrastructure and private facilities, including certain, permitted types of capital improvements.

California law also provides for the establishment and adoption of special assessment districts to finance a variety of community improvements, from open space management/maintenance, to lighting and landscaping, and more. Special assessment districts, pursuant to California state law, provide a method for long term financing of public infrastructure and facilities. A lien based upon a formula for allocating benefits among the properties within an assessment district is placed against each parcel of property within the assessment district. An assessment district would include properties within the Specific Plan Area only. The public entity establishing the assessment district issues and sells bonds to finance the upfront costs of constructing the improvements. The bonds are then repaid over their term from assessments levied against the properties within the assessment district area. The assessments are collected with property taxes on an annual basis. Pursuant to California constitutional and statutory law, an assessment district can only be formed after approval by owners of property within the assessment district area.

Business improvement districts (“BID”), for example, are public-private partnerships that enable property owners and/or businesses within set boundaries to pay for enhanced services that confer a benefit to the real property owner and/or business owner over and above what a local

government normally provides. Specifically, they are specialized assessment districts that establish a partnership between property owners and/ or businesses for the purpose of improving the business climate in a defined area. BID services and programs enhance the business environment and marketing, economic development, security, parking, special events, and other enhanced services or improvements.

If any of these financing mechanisms are utilized, the special tax or assessment will likely be structured based on the zoning development intensity of the Specific Plan Area subject to the tax or assessment (and in accordance with all legal requirements), but in no event shall the tax or assessment apply to residents or property owners outside of the Specific Plan Area.

5.5.3. Industrial Development Bonds

Industrial development bonds issued pursuant to the California Public Finance Authority (CalPFA) Industrial Development Bond Program can provide eligible manufacturers with up to \$10 million in tax-exempt financing for the construction of manufacturing facilities and the purchase of equipment.

A "manufacturing facility" may be comprised of many different components or facilities performing different functions. In addition to the production line where actual processing takes place ("core manufacturing"), there may be space or buildings on the same site devoted to office space, storing raw materials and finished product, laboratories to test products, packaging areas, etc. An eligible project must

devote not more than 25% of net bond proceeds to directly related and ancillary facilities, which are subordinate but integral to core manufacturing or production facilities and located on the same site.

5.5.4. Commercial Owners Association

One or more Commercial Owners Associations (“COAs”) may be formed by a future project applicant.

The responsibilities of COA(s) may include ownership and maintenance of commonly owned facilities including but not limited to perimeter walls, fences and gates, common area parking, landscaping and open space, private streets and paths, and other separately or commonly owned structures, facilities, and improvements.

COA documents include covenants, conditions, and restrictions that can address governance and maintenance of the Specific Plan Area, including the enforcement of maintenance requirements for common areas, obligations for separate property, and other covenants and restrictions typically included in commercial and industrial developments.

COA documents may also include operational and reserve budgets for the operation and maintenance of the common area improvements and other obligations. These budgets determine the assessments payable by the members of the COA for the operation and maintenance of common areas and other portions of the project.

5.5.5. Other Private Financing

As discussed above, the development of all public and private improvements within, and necessary to serve, the Specific Plan Area will be financed from sources ensuring that Strada Verde pays its own way. Private financing allows a property owner or project applicant to agree to privately finance certain improvements within the Specific Plan Area.



Appendix A

Design Guidelines

1.1. Introduction

1.1.1. Purpose & Intent

These design guidelines provide a general framework for the physical design of SVIP-SP to promote the creation of a project with cohesive character and high-quality design. These design guidelines are instrumental in the successful implementation of SVIP.

The pictures shown are intended to convey the general concept and intent of the text, and are not intended to be interpreted literally. During the design review process, the San Benito County Resource Management Agency may use discretion in applying various provisions in the design guidelines to specific components of this project. It is not anticipated that each guideline should apply equally to every project component. In some cases, one or more of the guidelines may be relaxed to facilitate compliance with a more important or appropriate guideline for the project.

When implementing the guidelines, the overall object is to ensure that the intent and spirit of the guidelines are followed and that the project respects its surroundings and honors the desired character as described in this Specific Plan.

It is the intent that these guidelines provide flexible design techniques that can be applied to an array of project types, site plans, and uses seeking to create an employment center that conveys a sense of quality, yet economically constructed development. The images shown on these pages provide

examples of the type of development that respects the desired design of the SVIP-SP.



1.1.2. General Design Objectives

In addition to the various mobility testing grounds (e.g. test tracks), the commercial and industrial areas of the Specific Plan Area should be comprised of a series of functional groupings of commercial, office, research and development, logistics, and light manufacturing buildings that should be visually attractive and inviting. Buildings should be constructed in a flexible manner to respond to changing market conditions and tenancy requirements and suit a broad economic market.

Lot size requirements are set forth in Chapter 4: Development Standards. Cross-easements should be considered for smaller lots (less than one acre) to allow for drainage and efficient internal circulation and to minimize the number of driveway curb cuts along public streets.

Buildings should vary in height depending on the uses. Requirements for building heights are set forth in Chapter 4: Development Standards.

Given the nature of the uses, one-story buildings may incorporate partial floor mezzanines and other features to maintain the greatest amount of flexibility and adaptability for a variety of users and market appeal.

Building design may incorporate simple architectural forms and massing while utilizing a variety of building materials (concrete, steel, masonry, stucco, wood, glass etc.), colors, and accent features that make them distinctive and enduring. Where feasible, modulation in building setbacks is encouraged to avoid long, monotonous building facades and to create diversity. The use of vegetated lattices and awning

structures as well as vine plantings on buildings is also encouraged to help create cost-effective entry features and soften the visual effect of buildings.



Landscaping should be used around buildings, parking lots, and along street frontages to soften the appearance of the built form and create a setting that is inviting and visually attractive.

Entries from the public roadways should be easily identifiable and enhanced with signage and accent landscaping and lighting. Buildings are anticipated to be located closer to the street frontages with some parking, while a majority of the parking should be located between and/or to the rear of the lots. Auxiliary structures such as trash enclosures, utilities, etc. should be located away from public view and visually screened appropriately.

A series of pathways within a complex of buildings is encouraged to allow pedestrian connection between buildings, parking lots, and other amenities, where applicable.

Building placement that creates opportunities for plazas, courtyards, patios, public art, and outdoor eating areas is encouraged to provide opportunities for people to interact and socialize. Wherever practical, buildings should be oriented to maximize solar exposure and help reduce energy consumption.





1.1.3. Sustainable and Green Design Principles

Sustainable and green development is the practice of increasing the efficiency of buildings and their use of energy, water, and materials, and reducing building impacts on human health and the environment through better siting, design, construction, operation, maintenance, and removal.

Effective green building can lead to: 1) Reduction in operating costs by increasing productivity and using less energy and water, 2) Improved public and occupant health due to improved indoor air quality, 3) Reduced environmental impacts by, for example, lessening storm water runoff and the heat island effect.

To augment its environmentally responsible building design, the project may incorporate sustainable design features to further reduce its environmental footprint, including but not limited to:

- Reduced water use for landscape irrigation and thereby minimize groundwater use.
- Harvest and channel stormwater runoff into landscape areas instead of storm drains where feasible.
- Accommodate and encourage the use of alternative means of transportation.
- Use recycled building materials to the extent feasible.
- Use local sources of building materials to the extent feasible.

- Support alternative fuel use through the provision of an on-site alternative fueling and alternative energy such as electric vehicle charging stations.
- Orient buildings to accommodate solar exposure and encourage the use of roof-mounted solar systems or other alternative power systems.
- Encourage the use of strategies to promote infiltration and evapotranspiration, including infiltration basins, bioretention facilities, and extended detention basins.
- Utilize fluorescent and light-emitting diode (“LED”) lighting in strategic locations to reduce energy use.
- Utilize dimmer switches in strategic locations to reduce energy use.
- Utilize high efficiency toilets (“HET”) with a maximum of 1.28 gallons per flush or as otherwise required by law/regulation.



1.2. Site Design

Objectives: To achieve the desired character of SVIP, site design should:

- Maximize the development potential for each project component through efficient site design by including the use of shared facilities (on lots smaller than one acre) such as common driveways, parking lots, aisleways, landscape screening, trash enclosures, etc.
- Pay special attention to areas visible to the public by considering views from streets.
- Avoid overly large expanses of parking adjacent to public streets.

To achieve these objectives, site design should consider the following guidelines:

1.2.1. Building Placement and Orientation

- Where feasible, orient buildings toward the adjoining street(s). Main building entrances should be located on the street facing façade, whenever feasible.
- Consider building orientation, views, pedestrian access, landscaping, public areas, etc. as part of site design to capitalize on the benefits of topography and site features.
- Buildings on the same parcel should be oriented to create gathering spaces, where feasible and practical.
- Optimal building orientation is encouraged for the use of active and passive solar energy features.

- Public art that compliments building orientation and public use is encouraged.



1.2.2. Parking

- Where appropriate to building type and use, encourage parking areas to the sides and/or rear of the building and away from public view. Small visitor parking lots at the front of the building may be appropriate.
- To maximize development potential and efficiency, shared parking areas between adjacent properties is encouraged, particularly on smaller lots.

1.2.3. Site Access

- Provide the minimum required turning radius and roadway widths for driveways isles and fire lanes, or otherwise consistent with the applicable San Benito County standards.
- To maximize development potential and efficiency, adjacent properties are encouraged to share driveway access to parking lots and service/loading areas for smaller properties.



1.2.4. On-site Circulation

- For lots less than one acre, shared driveways may be located along the rear of buildings for access to service areas and through parking areas, as appropriate.
- When appropriate based on use and function of the building, the use of pedestrian exclusive paths are encouraged to connect building entrances and parking areas.

1.2.5. Entry Driveways

- Entry driveways and loading area access drives should be wide enough to accommodate the movement of trucks.
- To maximize development potential and efficiency, the use of shared entry driveways between properties is encouraged.



1.2.6. Loading / Service Areas and Mechanical Equipment

- Service/loading areas, storage areas, trash enclosures, and mechanical equipment should be located behind or to the sides of buildings and screened from views through a combination of wall, fences and/or landscaping.
- Trash enclosures and mechanical equipment housing should be compatible with building architecture.
- All exterior ground-mounted equipment – including, but not limited to, mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, electrical conduit, gas lines, cellular telephone facilities, and satellite dishes – should be screened from on-site and off-site view. Wall-mounted equipment is discouraged.



1.3. Architectural Design

Objectives: To achieve the desired character of the SVIP, architectural design should:

- Establish a sense of quality and attractiveness.
- Seek economical architectural design techniques.
- Design with sensitivity to building flexibility, materials, color, size, and articulation.
- Encourage sustainable building design.



To achieve these objectives, architectural design should consider the following guidelines:

1.3.1. Flexible Design

- Where appropriate and practical, buildings should incorporate flexible design features (i.e. partially removable interior walls) to accommodate a variety of users and tenant types.
- Buildings should be capable of being designed for multi-tenancy use, if appropriate.

1.3.2. Façade Design

Facades that front the street should be articulated and present the building in a quality and attractive manner. These facades should include architectural variation over the facade's linear surface and may encroach into the setbacks. This can be accomplished through the following techniques:

- Various changes in wall directions or facades.
- Stepping back an upper floor.
- Incorporate window openings.
- Projecting trellises, canopies or awnings over window openings.
- Recess entrances and windows into the façade.
- Towers, buildings projections, unique or design features at building entrances and/or corners.
- Accent landscaping.



1.3.3. Quality Economical Design

Building should be made of quality yet economical materials, used in a simple and straight-forward design. Functional building elements should be used to help articulate its design where appropriate. The following techniques are encouraged:

- Articulated structural elements of the building.
- Variation in window placement, size, and operation.
- Articulated entries and stairways.
- Solar shading devices or other weather protection devices.
- Trellises or other structures to support vegetation.



1.3.4. Roofs

- Treatment may include visible vertical support, horizontal planes, and parapets with varied but proportional height.
- Roof overhangs are encouraged on sloping roofs, and should be appropriately proportioned with the overall frame of the building.
- Roofing should be of light color or reflective materials, reducing heat island effect.
- Solar roof tiles and/or panels are encouraged, where feasible.
- All roof-mounted equipment – including, but not limited to mechanical equipment, electrical equipment, storage tanks, cellular telephone facilities, satellite dishes, skylights, vents, exhaust fans, smoke hatches, and ducts – should be below the top of the parapet or equipment screen.
- Roof access should be through roof hatches, not exterior ladders. Roof hatches should be located so that guardrails at parapets are not required.



1.3.5. Building Materials

Exterior building materials should be smooth, clean, and efficient, with an appearance that is contemporary and technical, and use quality economical building materials. Appropriate building materials include but are not limited to a combination of:

- Precast or tilt-up concrete
- Glass
- Brick or concrete masonry
- Steel frame construction
- Steel/metal-clad
- Wood frame



1.3.6. Building Height and Mass

Building heights, massing, and setbacks should be varied to define different functions and uses such as office and warehouses. Office spaces should be located along the front perimeter of the building, whenever practical. Appropriate techniques for varying building height and mass include:

- Varying rooflines
- Incorporating tower elements
- Incorporating vaulted areas



1.3.7. Building Corners

Where appropriate, key building corners should include design features that provide clear articulation of building shape and wall direction. Consider the following design techniques:

- Towers or projecting columns
- Color or material variations
- Accent landscaping at the base of the building

1.3.8. Building Colors

Building colors should be subtle and generally complimentary to the surround environment. Consider the following design techniques:

- Concrete or stone should have light, natural finish
- Painted wall surfaces directly facing streets or public areas should be used to break up the mass and scale and highlight architectural features, where feasible.
- Encourage building colors chosen from a palette of subtle tones.
- Color as accents are encouraged, particularly to suit the needs of national tenants.



1.4. Fences and Walls

Fences and walls may be used through the Specific Plan Area to provide privacy and security, enhance the aesthetic character, and maintain safety. Maintenance of fences and walls will be by the respective property owner.

The following guidelines for fences and walls should be considered:

- Street-adjacent wall and fence design, location, and height should reflect the character and overall aesthetic of the respective area and be consistent in quality and color palette to create a consistent aesthetic.
- Perimeter and street-adjacent walls and fences should be constructed of attractive, durable, and low maintenance materials, including but not limited to precast concrete with textured or stone finishes, wood, wrought iron, tubular steel, wood, or similar.
- Retaining walls should be constructed of masonry or concrete. Retaining wall design may include pre-cast concrete, concrete block, poured-in place concrete, or keystone type walls.
- Some tenants may require secure perimeter walls that also serve as visual screens to maintain privacy but to the nature of their business (e.g. research and development). In such circumstances, walls may be as high as 15 feet (as measured from the base), and may be constructed on top of earthen berms to create greater privacy.



1.5. Landscaping

Objectives: Landscaping is an important element contributing to the identity and unity of the SVIP. As such, all landscaping should:

- Promote a pleasant, distinctive, environment that aesthetically integrates with the agricultural landscape.
- Augment internal cohesion and continuity within the Specific Plan Area.
- Enhance the architectural design concept of the SVIP.
- Promote water conservation through the use of native and low-water use plant species.

The landscaping design concept is focused toward:

- Providing a clean, contemporary visual appearance.
- Coordinating the landscaping treatment along Highway 25 / Bolsa Road and surface streets to emphasize the circulation system.
- Coordinating streetscapes within the Specific Plan Area to unify its general appearance.
- Coordinating on-site landscaping design continuity among individual development sites within the Specific Plan Area.

The following guidelines present parameters for general landscape design, water conservation, streetscapes, and on-site landscaping.



1.5.1. Water Conservation Measures

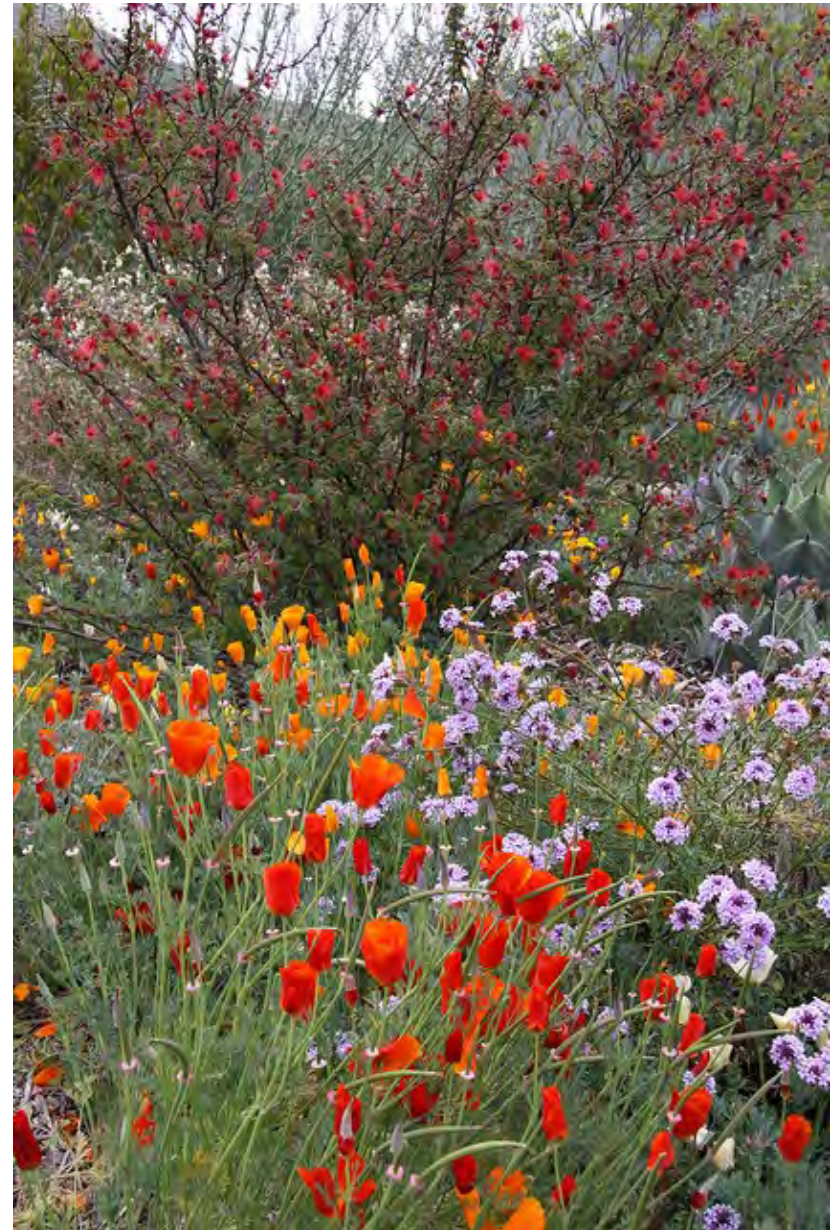
The SVIP-SP employs a forward-thinking approach to water conservation. Many elements of the landscape program have been evaluated to determine how to achieve the project's landscape goals while consuming as little water as possible. From the formulation of the overall landscape concept, through each level of the design process, to the day-to-day maintenance practices of the installed materials, conservation of limited water resources is a primary focus.

Most of the Specific Plan Area should be designed without mechanical irrigation, relying instead on maximizing the collection and harvesting of runoff to be directed to landscape areas as well as the use of reclaimed water, if applicable.

At installation, plant material should be smaller and with greater spacing to minimize water use. As landscaping gets established, coverage may take longer, and certain plants may appear dry as they go through dormant periods, and in some cases supplemental watering may be necessary in periods of severe drought.

At maturity, the landscaping is envisioned to provide a strong, clean, simple design element, demonstrating the SVIP's commitment to the creation of a sustainable environment.

The landscape program should incorporate the following design elements and practices to minimize the use of water resources:





Project Design

- Design project so that pads, streets, and other paved areas drain to landscape areas, medians, and parkways.
- Maximize water harvesting, retention, and treatment techniques throughout the Specific Plan Area.
- Utilize zero-inch curb design to facilitate rainwater runoff from road surfaces.
- Direct rooftop and parking area runoff to bioswales, basins or landscaped areas.

Landscape Design

- Design landscaping in visitor parking areas, courts, plazas, and any other areas visible from public view with a higher level of landscape treatment and utilize an automatic irrigation system to maintain the desired level of landscape appearance.
- Develop watershed areas for the project areas to manage water harvesting and distribution, reducing the need for supplemental irrigation.
- Design to meet peak moisture demand of all plant materials within design zones and avoid flow rates that exceed infiltration rate of soil.
- Maximize the use of drought tolerant plant species.
- Select plant palettes tolerant of periodic inundation from storm water runoff, where appropriate.
- Select container plant sizes are to achieve a high root to canopy ratio; no root bound or oversized plants.

1.6. Exterior Lighting

Objectives: Lighting should be used to highlight design and landscaping features, reinforce themes, and help ensure pedestrian and vehicular safety. The following objective should be considered:

- Exterior lighting is to be provided to enhance the safety and security of motorists, pedestrians, and cyclists, as well as to ensure security of the premises.
- Lighting is intended to create a nighttime character that contributes to the identity and unity of the SVIP as a quality location.
- To reinforce identity and unity, all exterior lighting is to be consistent in height, spacing, color, and type of fixture throughout the building site.

1.6.1. Guiding Principles

Exterior lighting includes lighting for parking areas, vehicular and pedestrian circulation, building exteriors, service areas, landscaping, and security.

Exterior lighting design should, wherever feasible, adhere to “dark sky” principles to reduce energy consumption and greenhouse gas (“GHG”) emissions, and, in all cases, enhance public safety. Lighting should be used to highlight design and landscaping features, reinforce themes, and help ensure pedestrian and vehicular safety. Well-designed lighting fixtures also help to establish quality design.

The following standards should apply to all outdoor lighting:

- Lighting should be installed, as necessary, within common covered and enclosed parking areas. Lighting should be automatically dimmed or extinguished at set hours based on typical use patterns.
- Outdoor lighting should not blink, flash, oscillate, or be unusually bright or intense. Shielded fixtures should be used with other features to reduce potential light and glare impacts.
- Lighting should be designed to define vehicular and pedestrian circulation patterns, distinguish entries, and ensure safe pedestrian movement.



1.6.2. Driveways and Parking Area Lighting

- All exterior lighting should be shielded and confined within site boundaries. No direct rays or glare are permitted to shine onto public streets or adjacent lots.
- Lighting fixtures are to be of clean, contemporary design.
- Lights mounted to the roof parapet are not permitted.
- Wall-mounted light fixtures used to illuminate vehicular parking lots are not encouraged, but may be used for security.
- Driveways and parking lot lighting should utilize cut-off fixtures (i.e. the lens is not visible from an angle). Pole height for typical lots should not exceed 25'.



1.6.3. Pedestrian Circulation Lighting

- Pedestrian walkways and building entries should be illuminated to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry to the building.
- Walkway lighting should have cut-off fixtures mounted at a uniform height no more than eight (8) feet above the walkway.
- Step or bollard lighting should be used to clearly illuminate level changes and handrails for stairs and ramps. Bollard height should not exceed forty-two (42) inches.

1.6.4. Building and Service Area Lighting

- Architectural lighting effects are encouraged to promote nighttime identity and character.
- All exterior architectural lighting should utilize indirect or hidden lighting sources. Acceptable lighting includes wall washing, overhead down lighting and interior lighting that spills outside.
- Building entry areas should be lit so as to provide a safe and inviting environment.
- Service area and security lighting should be visible only within the limits of the service area.
- Wall-mounted, security-type, service area lighting fixtures may be used only in screened service areas and only if direct light is kept within these areas. In all other areas, wall-mounted service lighting must consist of cut-off type fixtures.

- Service area and security lighting may not be substituted for pedestrian, architectural or parking area lighting.



1.7. Utilities

Utilities include gas, electrical (including substations), cable, and various forms of telecommunications (e.g. fiber optics). The following guidelines should be considered when designing and constructing all utilities:

- All utility connections and meters should be coordinated with the development of the site and should not be exposed, except where required by the utility provider. Utility connections should be integrated into the building or screened by landscape.
- Pad-mounted transformers and/or meter box locations should be screened from view from surrounding properties and public rights-of-way. Utilities should be located underground, wherever possible.
- All equipment should be internal to buildings to the greatest extent possible, including electrical equipment that is under 69 kV. When unfeasible, all such equipment should be screened and not prominently visible from public rights-of-way.

