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LANDS WEST OF THE SAN JOAQUIN RIVER IN SUB-PLAN AREA #3

GENERAL DESCRIPTION

Sub-Plan Area #3 represents the largest remaining area in Lathrop that is available for future master-planned development. The 5,794-acre Stewart Tract represents a unique opportunity to control phasing of a large-scale mixed-use development designed to establish an integrated community environment west of Interstate 5.

The development of Sub-Plan Area #3, River Islands Phase 1 and 2, is envisioned as a master planned development integrating ~~recreation-oriented~~ residential villages, ~~activities centers,~~ recreation-oriented uses, mixed-use residential, and commercial enterprises, ~~and as well as~~ a regional employment center, developed around a newly planned town center ~~and regional commercial area.~~ This area is planned to have a transit-oriented development (TOD) that will be integrated into the employment center. Recreational facilities will include ~~a golf course,~~ public and private parks, ball fields ~~lakes, trails, ballfields,~~ tennis courts, and other similar ~~amenities facilities.~~ Development will take advantage of the proximity of the site to the San Joaquin Delta, by offering ~~a marina,~~ easy access to the river system via levee trails and an existing pedestrian bridge connection in coordination with SSJID surface water project connecting to the Mossdale Crossing boat launch. The San Joaquin River system offers boating, water skiing, canoeing, fishing, wildlife excursions and other water-related activities.

The General Plan designates several areas for commercial uses in Sub-Plan Area #3. Commercial uses include an employment center envisioned to consisting of approximately 4-6 million square feet of office/business park uses, a ~~highway commercial area, recreation commercial and a~~ mixed-use town center with retail, entertainment, restaurant commercial and residential uses. ~~This development,~~ a village commercial area, recreation-oriented commercial areas near Interstate 5 and complementary retail uses near the TOD area. The employment center is intended to provide employment opportunities for residents of the Lathrop area.

The General Plan also designates the Stewart Tract for residential uses. Housing areas of various densities are designated ~~for the perimeter of the tract along the rivers adjacent to and in the interior near a system of the tract, new neighborhoods will be oriented around a central man-made~~ lakes that provide recreation, storm drainage and ~~a grand canal. The lake will likely have many fingers, extending into many of the neighborhoods. Some neighborhoods may be islands, surrounded by Stewart Tract waterways; other neighborhoods may surround a golf course.~~ visual and aesthetic amenities to the community. In the most urban neighborhoods (near retail and services within a town center and/or village), a ~~gridded~~ gridded street and park system ~~will may extend from the homes to the grand canal with town center into other neighborhoods from its wide promenade. In other neighborhoods, convenient small-scale retail will be provided.~~ Located near the San Joaquin River.

The General Plan designates a variety of parks, recreation, and open space areas throughout the Stewart Tract. Much of the tract's perimeter will be preserved as a predominantly natural ecosystem, with extensive eco-restoration and preservation within Paradise Cut. New shaded riverine aquatic habitats areas ~~will be created~~ are planned on the tract's perimeter. Homes ~~that abut~~ near the river edges will have views of natural habitats and ~~yet will be able to dock their own boats along the river. Housing along the edges of the internal central lake will also have~~ more direct access to the ~~water's edge, with the opportunity for boat docks and water-related sports.~~ river system. Neighborhood and community parks are also planned along the ~~lake~~ lakes. Recreation areas range from the more formal town center plazas and lakeside parks to traditional

ball fields for league play.²²

Goal: A new residential area that contains a mix of uses that supports the development of the Stewart Tract, and promotes the economic and community vitality of Lathrop.

Objective 1: To create a community comprised of distinctive neighborhoods and to encourage aesthetically and functionally compatible development which reinforces the physical character and desired image of the City of Lathrop.

Policy 1.1: A Specific Plan shall be prepared to guide and specify the distribution, location and extent of land uses for Sub-Plan Area #3.

Policy 1.2: Development of Sub-Plan Area #3 shall be designed to promote the efficient use of the Stewart Tract while preserving important natural resources.

Policy 1.3: The City shall promote patterns of development that facilitate the efficient and timely provision of urban infrastructure and services.

RESIDENTIAL LAND USE POLICIES AND PROPOSALS

Housing and Population Density Standards

Housing and population density standards for Stewart Tract are designed to accommodate a full range of residential densities and building intensities. While low, medium, and high-density housing is proposed on Stewart Tract, the population density or persons per acre may vary because each acre may have a wider range of housing types than is typical. [Average persons per household is 3.0 with 3.2 persons per household agreed for analysis of fiscal impacts from this planning area.](#)

Low Density

Maximum Building Intensity: 9 housing units per acre.

~~Maximum~~ Population Density: 32 persons per net acre (at 3.775 persons per household).

Medium Density:

Maximum Building Intensity: 20 housing units per net acre

~~Maximum~~ Population Density: 50 Persons per net acre (at 2.5 persons per household).

High Density

Maximum Building Intensity: 40 housing units per net acre

~~Maximum~~ Population Density: 100 Persons per net acre (at 2.5 persons per household)

Objective 2: To promote diversity in housing options while ensuring community compatibility and quality residential development.

Policy 2.1: The Specific Plan for Sub-Plan Area #3 shall identify the ranges of housing and population densities expected for the SPA's residential areas.

Policy 2.2: Residential development within Sub-Plan Area #3 shall provide a variety of housing types and a range of lot sizes throughout the Stewart Tract.

Policy 2.3: Housing diversity within Sub-Plan Area #3 shall be encouraged through a mix of housing types and sizes, attractive design, innovation in site planning and design, and housing opportunities for a variety of income levels.

- Policy 2.4: The City shall promote residential project design within Sub-Plan Area #3 which reflects and considers natural features, noise exposure of residents, visibility of structures, circulation, access, and the relationship of the project to surrounding uses. Residential densities and lot patterns will be determined by these and other factors.
- Policy 2.5: Residential subdivisions within Sub-Plan Area #3 shall be designed to provide well-connected internal and external street and pedestrian systems.
- Policy 2.6: The City shall discourage the development of isolated, remote, and/or walled residential projects that do not contribute to the sense of community desired for Sub-Plan Area #3.]
- Policy 2.7: **Generally, areas proposed for Lower Density Residential Development in Sub-Plan Area #3** should be located ~~along adjacent to and near the San Joaquin River and along Paradise Cut where lower density is compatible with these natural habitat areas. They would also be located in the western part of the Stewart Tract in proximity to golf course and other open space amenities.~~ internal lake system. The Low-Density housing environment will be given specific physical dimension as part of the Specific Plan for West Lathrop.
- Policy 2.8: **Areas proposed for Higher Density in Sub-Plan Area #3** should generally be located within and nearby the town center, ~~central canal or lake and~~ village center, TOD area/employment center, as well as near convenience retail or other workplaces.

Development Standards for Residential Areas

Development standards for residential areas shall be presented as part of the Specific Plan for Stewart Tract, and shall provide specific guidance for the development of residential neighborhoods and specific development projects within planning districts or sub-districts. Standards shall be devised in the UDC which address all major components of development, operation and maintenance, including site planning, architectural design, utility services, the design of parks, recreation areas and other open space amenities, streets, street furniture, modes of transportation including transit, and the maintenance of building and site areas. Development standards shall be further refined as a part of the Urban Design Concept(s) for each development area. And Neighborhood Development (Design) Plans for public improvements and specific architectural guidelines/design standards for residential districts/sub-districts. In addition, the developer shall provide an organizational framework that will be capable of consistent application to the development process and to the maintenance and operation of developed areas.

COMMERCIAL LAND USE POLICIES AND PROPOSALS

Commercial Land Use Categories

The following categories reflect the uniqueness, intensity and variety of commercial uses proposed. The range of categories selected includes the following:

- Recreation Commercial
- Regional Commercial
- Mixed Use
- Transit Oriented Development
- ~~Neighborhood Commercial~~

Recreation Commercial

This category involves theme parks, [agricultural entertainment](#) (“agri-tainment”), [retail](#) entertainment, participatory activities, spectator events, and commercial lodging. Taken together, this category embraces a wide variety of uses which reflect the dynamic character of the market for commercial recreation and entertainment related activities. This suggests that some initial uses may eventually change and that some entirely new uses may emerge even before some of the current proposals are carried out. Evidence of evolutionary change in theme park attractions is provided by well-established theme parks in the United States.

Unless otherwise indicated, all of the uses which comprise the Recreation Commercial designation are to reflect the following building density and intensity standards:

<i>Building Density:</i>	<i>Will vary from single story to multi-story towers and specialized structures.</i>
<i>Building Intensity:</i>	<i>Up to 90% site area coverage, excluding off-street parking</i>

Theme Park: A theme park caters to family experiences and amusements within a specially created environment and atmosphere.

Agri-tainment: [A farm designation for consumers that include u-pick or pick-your-own fruit and vegetables, petting zoos, hayrides, children’s play areas, children’s discovery farms, corn mazes, pumpkin patches, seasonal and fall festivals, Halloween attractions, haunted attractions, school field trips, farm markets, farm restaurants and similar uses.](#)

Entertainment Commercial: This category typically would involve the performing arts, nightclub dining and dancing, celebrity shows and revues, movies, ~~and~~ dinner theater [and seasonal attractions.](#)

Sports Activities and Events: This category responds to urban/metropolitan leisure demand, involving participatory sports activities and spectator events. Participatory activities might involve ~~golf courses (executive and 18 hole championship)~~, [soccer, baseball and other field sports](#), racquet sports, roller and ice skating rinks, bowling centers, water parks and similar [sports](#) activities. Spectator activities may include amateur and professional team sports and special commemorative and other public events.

Lodging Commercial: This category includes all forms of commercial lodging facilities other than those covered by the Recreation Residential category, including hotels, motels, inns, lodges, bed and breakfast and overnight facilities for motor homes and campers. These types of commercial lodging would also have such support facilities as specialty sales, sporting goods, convenience goods, and personal and financial services that are typical of major resorts.

Flexibility in Commercial Development

As suggested previously, the concept of flexibility in the selection of uses to be included in the various commercial recreation attractions becomes a central policy of overriding importance. Similarly, it is an important policy that the location of uses be considered flexible within the general limits of access described under the topic "Commercial Concentrations", above. This degree of flexibility is needed as the market feasibility of use selections becomes better understood and as the most promising physical relationship among uses can be identified.

Regional Commercial

This category includes a large employment center in Sub-Plan Area #3. It would contain office, research and development and administrative or “back” office uses. Ancillary uses to serve the daytime residents of the business park, such as cafes, would also be expected to locate with these major employers. [Warehousing, light industrial and other intense industrial uses are prohibited in this category.](#)

Maximum Building Density: Will vary from single-story to multi-story structures up to a height of 125 feet.

Maximum Land Use Intensity: Minimum FAR of .25 to maximum FAR of .5.

Maximum Site Coverage: 65%.

The Regional Commercial use designation allows a broad range of commercial uses including regional- and community-serving retail, service, and office uses. This land use category specially allows [professional office uses and uses which provide neighborhood, citywide, and regional services service such uses](#), such as [local, community, and regional serving retail uses](#), real estate, accounting, legal, ~~etc.;~~ ~~local-serving commercial services~~ [technology oriented, healthcare, education, and other similar uses.](#) It can also allow [more typical community-oriented retail uses](#) such as laundries, dry cleaners, beauty salons, finance, ~~and video rentals, etc.;~~ ~~local, community, and regional serving retail uses;~~ ~~employment centers;~~ restaurants and bars; recreation-oriented commercial uses such as gyms, marinas, or golf courses, hotels, bed and breakfast inns; and, entertainment and cultural facilities.

Objective 3: To promote employment-generating uses within Sub-Plan Area #3 in order to meet the present and future needs of City residents and maintain economic vitality.

Policy 3.1: An employment center on the Stewart Tract shall be developed at a minimum FAR of .25 and a maximum FAR of .5 (1 to 10 stories).

Policy 3.2: An employment center shall be designed to support a variety of employment-generating, commercial uses, including, but not limited to R&D, office, and administrative uses.

Policy 3.3: Commercial development within Sub-Plan Area #3 shall be designed to encourage and facilitate pedestrian circulation within and between commercial sites and nearby residential areas.

Mixed Use

Maximum Residential Building Intensity: ~~36~~ to 40 housing units per acre.

Maximum Land Use Intensity: ~~.5~~ 0.9

Population Density: 32 to 100 persons per net acre.

The purpose of the town center ~~Mixed Use~~ designation is to provide for the integration in a single project of both residential and commercial uses. In the town center category, housing is permitted but not required. The town center district within Sub-Plan Area #3 allows the placement of residential units over street level businesses, as well as development of residential uses adjacent to compatible commercial, [office and recreational](#) uses. Within areas designated mixed use, project densities up to 40 units per net acre will be allowed. Additionally, this designation will support commercial uses in Sub-Plan Area #3.

Objective 4: To provide mixed use development within Sub-Plan Area #3 as a “smart growth” alternative to development which separates housing from jobs and local services.

Policy 4.1: The City shall encourage development of a new town center within Sub-Plan Area #3 to

provide a variety of goods and services to area residents.

- Policy 4.2: The City shall require minimal, or in some cases no, building setbacks for commercial and office uses in a town center within Sub-Plan Area #3.
- Policy 4.3: Mixed-Use Commercial uses shall be developed at a minimum FAR of 0.5 to a maximum of 0.9 and a maximum of ~~(1 to 10 stories)~~. The higher densities and building heights may be considered as they provide special opportunities to combine mixed use residential and commercial uses.
- Policy 4.4: The Mixed-Use Commercial designation shall provide for the development of buildings and sites that contain a mix of uses, including the vertical integration of housing with retail, office, civic or other uses.
- Policy 4.5: Town Center Commercial and Village Center Commercial development should be allowed in commercial areas where the residential component is compatible with the desired commercial function of the area.
- Policy 4.6: Public uses (e.g., day and senior care facilities, community meeting rooms, recreation facilities, police, and fire stations, etc.) shall be integrated, as necessary, with other commercial and residential uses in areas designated for Mixed Use.

Neighborhood Commercial

~~Policy 5.1: The City shall encourage the location of new neighborhood commercial development within Sub-Plan Area #3 near residential neighborhoods, the town center, and/or major transportation corridors.~~

Transit Oriented Development

Maximum Residential Building Intensity: 6 to 40 housing units per acre.

Maximum Land Use Intensity: 0.9

Population Density: 32 to 100 persons per net acre

The purpose of the Transit Oriented Development designation is to establish higher density residential uses within ½ mile of the proposed transit station, Valley Link, at the Union Pacific Railroad and provide the opportunity for these residential uses to be adjacent to or near mixed use commercial, service and office uses in a horizontal or vertical mixed-use orientation. The TOD area will provide a walkable residential village in close proximity to the transit station that will allow residents to minimize their use of automobiles and have easy access to employment centers in the Bay Area. Parking areas shall be designed to provide opportunities for others who live in Lathrop or the surrounding area to utilize the transit station, as well as complementary service retail and commercial uses.

Objective 5: To provide transit oriented development within Sub-Plan Area #3 as a “smart growth” alternative to car dependent development which tends to separate housing from jobs and local services.

Policy 5.1 The City shall encourage a higher density development it the proximity of the planned transit station near the employment center to create a sense of community and walking-distance access to the station and other mixed-use amenities.

Policy 5.2 Parking areas shall be allowed in this designation to encourage local residents to drive

shorter distances to the TOD area and utilize public transit for commutes into Bay Area employment centers.

Policy 5.3 The City will encourage mixed use development of either the horizontal or vertical type to promote a live work environment with services immediately available.

PUBLIC, SEMI-PUBLIC AND PRIVATE INSTITUTIONAL FACILITIES

The possible need for public, semi-public, and private institutional facilities shall be determined at the time of Specific Plan preparation, including schools, park and recreation areas, government offices, medical and health care facilities, private clubs and lodges, and churches and other religious institutions.

The Tracy Unified School District and the Banta School District provide traditional elementary, middle, and high schools. These ~~districts are considering allowing combined K-12 schools on one or more sites. These schools would~~ may operate as charter school and have a specialized curriculum with focus or “magnet” focused emphasis, such as math or science. ~~This type of school is being considered on Stewart Tract. Alternatively, traditional K-8 and high school sites and facilities may be provided.~~

The Public, Semi-Public and Private Institutional Facilities designation identifies areas where governmental or institutional type uses are anticipated within Sub-Plan Area #3. Such uses include public facilities such as schools, libraries, police and fire stations, public agency facilities, post offices, and utilities. Quasi-Public uses include, but are not limited to, churches, medical facilities, and community centers.

Objective 6: To designate adequately sized, well-located areas for the development of public and quasi-public facilities to serve both community and regional needs.

Policy 6.1: New public and quasi-public facilities necessary for emergency response, health care, and other critical functions shall be located outside areas subject to natural or artificial hazards.

Policy 6.2: Public facilities, such as wells, pumps, tanks, and yards, shall be located and designed so that noise, light, odors, and appearance do not adversely affect nearby land uses.

Policy 6.3: Sub-Plan Area #3 should provide sufficient land area for school sites. ~~In the alternative, the City may establish appropriate mechanisms for funding development of school facilities through the use of development fees.~~

Flexibility in Development Phasing

Within the context of flexibility described above, development priorities for Sub-Plan Area #3 seek to maximize the opportunity for success while allowing for uncertainties in the market for development related policies include the following:

1. Phase 1 development is to focus on land in close proximity to the proposed arterials providing access to Stewart Tract. A clear intent is to relate development to an assured capability of access, including transit access, without adverse impacts on the environment. Development of adequate circulation will be a major component of the Specific Plan prepared for West Lathrop.
2. Phase 1 development will be conditioned on the availability of permanent supplies of domestic water to adequately serve Phase 1, and capability for reuse of treated wastewater for irrigation and other appropriate purposes consistent with applicable regional water quality control standards.
3. All development phasing shall be undertaken to avoid the premature conversion of agricultural land

to urban use, and to avoid conflicts with existing farming operations.

4. Phasing shall provide for the appropriate extension of infrastructure to the boundaries of the next phase, and for the development and maintenance of open space corridors.

While final decisions on the extent of development to be included in initial and subsequent phases of development will be determined in large part by the economic impacts of the project suggested by this phasing will be very significant to Lathrop and other cities of the region. During the anticipated 20+ year period of project construction, several thousand temporary construction jobs will be created. At build out, it is estimated that about 17,000 new jobs will be created. The project will also contribute sales tax revenue, property tax revenue and occupancy and inventory tax revenues.

RESOURCE, CONSERVATION & OPEN SPACE

The Resource/Conservation/Open Space designation includes agricultural land, wildlife habitat, watershed areas, parks, rangeland, and conservation areas of Sub-Plan Area #3. Specific permitted uses within this area will be determined according to the ~~River Island Specific Plan~~ [West Lathrop Specific Plan](#) but may include ~~golf courses~~, agricultural activities, grazing, campgrounds, ball fields, [flood protection facilities \(levees\)](#), public and private parks, marinas, hiking trails, habitat preservation and restoration, resource conservation areas, and other low-intensity uses.

Objective 7: To designate land within Sub-Plan Area #3 to promote public and private recreational facilities to serve the needs of residents and visitors while affording opportunities for habitat conservation.

Policy 7.1: New parks and recreational facilities including, but not limited to, parks, plazas and ball fields, should be integrated with residential neighborhoods, as new residential development occurs within Sub-Plan Area #3.

Policy 7.2: Water-oriented recreational development, such as marinas, boating areas, and parks shall be encouraged within residential neighborhoods and commercial areas along Stewart Tract waterways.

Policy 7.3: Significant natural open space and cultural resources should be identified prior to development and incorporated into site-specific development project design.

Policy 7.4: Development within Sub-Plan Area #3 should be planned and designed to avoid or minimize effects on areas rich in wildlife or of a fragile ecological nature (e.g., areas of rare or endangered plant and animal species, riparian areas). Alternatively, where avoidance is infeasible or where equal or greater ecological benefits can be obtained through off-site mitigation, the City shall allow project proponents to contribute to off-site mitigation efforts in lieu of on-site mitigation.

OPEN SPACE/PUBLIC USES

[The Open Space/Public Uses designation includes open space areas outside of Paradise Cut, adjacent to proposed development areas \(near Old River or the Paradise Cut interior levees\), the small riparian pond and areas including and around the central drainage ditch \(“Stewart Canal”\). The Open Space/Public Uses designation differs from the Resource, Conservation & Open Space designation for Paradise Cut in that the lands using this designation interface with adjacent urban development areas. Additionally, the Open Space/Public Use designation allows some transitional uses that would not be allowed in Paradise Cut, such as recreational uses.](#)

Objective 8: To designate land within Sub-Plan Area #3 to promote public and private recreation facilities to serve the needs of residents and visitors while affording opportunities for storm drain management and flood prevention.

Policy 8.1: New trail facilities should be integrated with residential neighborhoods via other non-vehicular pathways and routes and points of access should be strategically placed throughout the River Islands development.

Policy 8.2 All new urban development with Sub-Plan Area # 3 must be protected from flooding. The design standards for flood protection are established by FEMA for a minimum 100-year level of protection and on a state level by the CVFPB for 200-year level of protection.

Policy 8.3 Open space areas should be integrated with residential, commercial and employment center developments and create a seamless transition between the land uses.

SPECIAL CONSIDERATIONS

USE OF SPECIFIC PLANS IN GENERAL PLAN IMPLEMENTATION

Because of the degrees of flexibility to be accorded development within SPA's #2 and #3, The Specific Plan is intended to be the primary instrument of General Plan implementation.⁷ Specific Plans may be adopted either before or after annexation but under all circumstances shall be adopted prior to the approval of a Tentative Map or other land use entitlement. Development on Stewart Tract and Central Lathrop shall be governed by a Specific Plan and associated Urban Design Concept(s) and/or Design Guidelines. Several integrated Specific Plans shall be provided to eventually cover all of SPA #2. The Specific Plan shall fulfill the interpretive and illustrative functions described in Part II of this report. In addition, the Specific Plan and Urban Design Concept(s) shall provide a set of development regulations to be applied, in whole or part, in lieu of or in addition to provisions of the City's Zoning Ordinance. The Specific Plan shall also set forth the standards of architectural design, site planning, landscaping, signage and exterior building and site maintenance to be applied and administered. [Note: see Part VII for further discussion of the Specific Plan.]

OTHER LAND USE PROPOSALS EXAMINED

While several "sketch plans" were prepared for the entire Lathrop planning area prior to the selection of land use proposals depicted on the 1991 General Plan Diagram, the final configuration of land uses in SPA's #2 and #3 are the subject of Specific Plans. Initial proposals were based on very long-range assumptions of development potential beyond the 20-year perspective now reflected by the General Plan. Prior to incorporation in the 1991 General Plan, those initial proposals were modified because of factors concerned with transportation, circulation and traffic, infrastructure development costs, and environmental impact. Those initial land use proposals have since been modified by the West Lathrop Specific Plan prepared for the Mossdale Village and Stewart Tract portions of Sub-Plan Areas #2 and #3 (respectively) and adopted by the City of Lathrop in 1996 and the Central Lathrop area of Sub-Plan Area #2 and adopted by the City in 2004. The City ensured that the Central and West Lathrop Specific Plans responded to these factors summarized below because of their importance to the study of environmental impacts and the need for mitigation measures that have been made a part of Stewart Tract proposals as presented in this General Plan document.

Transportation, Circulation and Traffic Considerations

1. The magnitude and complexity of urbanization anticipated by the General Plan over the next 20 years requires that transportation and circulation requirements be satisfied in significant part by external and internal modes of transit and the concurrent need to reduce dependence on the automobile. [See transit proposals in Section B of Part IV].
2. The location of the Lathrop Planning Area alongside Interstate and State freeway facilities requires a vehicle circulation system that avoids use of the freeway system as a means of moving traffic among points in the Lathrop urban area, and which preserves potential for through traffic increases along freeway sections well into the future.
3. The land use pattern for Stewart Tract requires the concentration of more intensive commercial areas in close proximity to transit stations and arterial access from the freeway system.

⁷ The term "Specific Plan" shall be consistent with the meaning and content of a Specific Plan as prescribed under Article 8, Chapter 3, Division I, Title 7 of the California Planning and Zoning Law.

Infrastructure Development Costs

By the general location of more intensive uses as shown on the General Plan Diagram, excessive costs will be avoided in extending streets and utilities to the site. The land use configuration also avoids the potential for adverse cumulative impact on existing agriculture in the northwestern half of the Stewart Tract since initial phases of development can occur nearest to existing infrastructure and subsequent development will proceed toward the northwest when the market exists for the uses proposed there.

Environmental Concerns

The more important environmental concerns posed by the original plan included the following:

1. The potential for freeway traffic congestion and the need for a transit mode (covered above).
2. A requirement to place the wastewater treatment plant and basic disposal ponds at a high elevation and therefore a prominent location on the Stewart Tract.
3. A need to set aside substantial acreage for winter storage of treated wastewater [if disposal ponds are to be located on the Stewart Tract].
4. A need to increase the size of open space areas that can be used for wildlife habitat enhancement.
5. The need to avoid any development within the Paradise Cut flood plain except wildlife parks and similar uses that will not reduce the amount of land available for containing flood waters.
6. The need for development phasing that will maintain the integrity of agricultural operations on lands that are not slated for early conversion to urban use.

These environmental limitations as posed by the original sketch plan for the Stewart Tract are met and/or avoided by proposals shown on the General Plan Diagram and as described in the General Plan text.

SUMMARY OF GENERAL PLAN DESIGNATIONS

Table IV-3 at the end of this section provides a summary of all General Plan land use designations, together with building intensity standards.

TABLE IV-2.5

**SUMMARY OF GENERAL PLAN DESIGNATIONS
FOR SUB-PLAN AREAS #1 AND #2 (non-Central Lathrop Specific Plan area)**

Residential Designation	Units /Acre¹	Persons /Acre²	Percent Coverage	Typical Zoning
Low Density (LD)	1 - 7	1 - 22	20 - 40%	R-1-6, Single Family Residential
Recreation Resid. (RR)	1 - 15	1 - 38	10%	PD - Planned Development
Medium Density (MD)	8 - 15	20 - 38	60%	R-M-3, Two Family Residential
High Density (HD) ³	16 - 25	32 - 50	70%	R-M-2 & 1.5 Multi-Family Residential.

- Notes: 1. All figures are maximum limits except that low HD figure is also the minimum limit.
 2. Population per acre based on an average of 3.2 persons/housing unit in LD, 2.5 persons/hh in MD and 2.0 persons/hh in HD.

Non-Residential Designations	Height in Stories	Percent Coverage¹	Typical Zoning District
Neighborhood Commercial (NC)	1 - 2	35%	NC, Neighborhood/Village
Village Center (VC)	1 - 2	35%	VC, Village Commercial
Office in CBD	See CBD	See CBD	O, Office
Office out of CBD	1 - 3	65%	O, Office
Community Commercial (CC)	1 - 2	35%	CC, Central Commercial
Central Business District (CBD)	1 - 3	90%	SC, Service Commercial
Service Commercial (SC)	1 - 2	65%	FC, Freeway Commercial
Regional Commercial (RC)	1 - 5	35%	RC, Regional Commercial
Freeway Commercial (FC)	1 - 2	60%	Requires Specific Plan
Recreation Commercial (RC)	Multi	90%	Requires Specific Plan
Waterfront Commercial (WFC)	Multi	90%	Requires Specific Plan
Limited Industrial (LI)	1 - 4	90%	LI, Limited Industrial
General Industrial (GI)			GI, General Industrial

- Notes: 1. Percent coverage includes only building area, and excludes parking, loading, outdoor storage/utility and landscaped areas. For multi-story structures allowed high percentages of coverage, parking may be included under the building or on a separate site.

Table IV-2.5A: Summary of General Plan Designations, Sub-Area #2: Central Lathrop Area

<i>Residential Designation</i>	<i>Units per Acre*</i>	<i>Persons per Acre**</i>	<i>Maximum Percent Coverage</i>	<i>Zoning District</i>
Variable Density (VR-CL)	3-16	6-56	70%	VR-CL, Variable Density Residential
High Density (HR-CL)	15-40	28-84	90%	HR-CL, High Density Residential
Residential/Mixed Use (R/MU-CL)	10-40	19-84	90%	R/MU-CL, Residential/Mixed Use
Office Commercial/ Variable Residential/ Waste Water Wastewater Treatment Plant (OC/VR/WWTP-CL)	3-16	6-56	70%	OC/VR/WWTP-CL, Office Commercial/ Variable Residential/ Wastewater Treatment Plant

* Utilizes the average density to obtain persons per acre. Average density of VR-CL and OC/VR/WWTP-CL is 7.25 and the average density of R/MU-CL and HR-CL is 16.0.

**Population per acre is based on an average range of 2.0-3.5 persons per unit in VR-CL and OC/VR/WWTP-CL, and an average range of 1.9-2.1 in R/MU-CL and HR-CL

<i>Non-residential Designation</i>	<i>Height in Stories</i>	<i>Percent Coverage*</i>	<i>Zoning District</i>
Neighborhood Commercial (NC-CL)	1-3	60%	NC-CL, Neighborhood Commercial
Specialty Commercial (SPC-CL)	1-2	60%	SPC-CL, Specialty Commercial
Office Commercial (OC-CL)	1-5	70%	OC-CL, Office Commercial
Residential/Mixed Use (R/MU-CL)	1-4	90%	R/MU-CL, Residential/Mixed Use
Office Commercial/ Variable Residential/ Waste Water Wastewater Treatment Plant (OC/VR/WWTP-CL)	1-5	70%	OC/VR/WWTP-CL, Office Commercial/ Variable Residential/ Waste Water Wastewater Treatment Plant
Public/Semi-Public (Neighborhood Commercial) (P/SP (NC)-CL))	1-3	70%	P/SP (NC)-CL, Public/Semi-Public (Neighborhood Commercial)

* Percent coverage includes only building area, and excludes parking, loading, outdoor storage/utility, and landscape areas. For multi-story structures in land uses permitted with a high percentage of building coverage, parking may be included within a building, on site, on adjacent streets (on street), or on a separate site.

Table IV-3: Summary of General Plan Designations Sub-Area #3: Stewart Tract

Residential Designation	Units/Acre*	Persons/Acre**	Percent Coverage	Zoning
Low Density	1-9	4-32	0.2 to 0.5	RL-RI RI-R-L : River Islands Residential Low
Medium Density	6-20	15-50	0.3 to 0.7	RM-RI RI-R-L : River Islands Residential Medium
High Density	15-40	38-100	0.3 to 0.8	RH-RI RI-R-L : River Islands Residential High
<u>Transit Oriented Development (Residential)</u>	<u>6-40</u>	<u>32-100</u>	<u>0.3 to 0.9</u>	<u>TOD-RI: River Islands Transit Oriented Development</u>
<u>Mixed Use (Residential)</u>	<u>6-40</u>	<u>32-100</u>	<u>0.3 to 0.9</u>	<u>MU-RI: River Islands Mixed Use</u>
<u>Residential</u>	<u>1-7</u>	<u>4-32</u>	<u>0.2-.04</u>	<u>R-ST: Stewart Tract Residential</u>
<u>Urban Reserve</u>	=	=	=	<u>UR-ST: Stewart Tract Urban Reserve</u>

Notes:

- * All figures are maximum limits except that the low end of the high-density figure is also the minimum limit.
- ** Population per acre is based on an average of 3.0 persons per household in RI-R-L, 2.5 persons per household in RI-R-M and 2.5 persons per household in RI-R-H.

Non- Residential Designation	Height in Stories	Percent Coverage*	Zoning Districts
Mixed Use (<u>Commercial</u>)	10	90%	<u>MU-RI: River Islands Mixed Use</u>
Regional Commercial	10	65%	<u>CR-RI: River Islands Regional Commercial</u>
Commercial Neighborhood <u>Transit Oriented Development</u>	2 <u>10</u>	50 <u>90</u> %	Neighborhood Commercial <u>TOD-RI: River Islands Transit Oriented Development</u>
Recreation Commercial	2	**	RC-ST: Commercial <u>Stewart Tract Recreation Commercial</u>
<u>Resource, Conservation & Open Space</u>	=	=	<u>Resource, Conservation & Open Space</u>
<u>Open Space/Public Uses</u>	=	=	<u>OS/P-RI: River Islands Open Space/Public Uses</u>

Notes:

- * Percent coverage includes only building area, and excludes parking, loading, outdoor storage/utility and landscaped areas. For multi-story structures allowed high percentage of

coverage, parking may be included under the building or on a separate site.

- ** Height restrictions will be based on overall design of a theme park [or other destination resort-oriented use](#) and as specified in the relevant Specific Plan and Urban Design Concept [for the Southeast Stewart Tract area](#).