

# **SOUTH LATHROP SPECIFIC PLAN**

## **FINAL**

Adopted July 20, 2015  
Resolution No. 15-3962

Lathrop, CA

*May 21, 2015*

# TABLE OF CONTENTS

## **1.0 Executive Summary**

- 1.1 Specific Plan Process
- 1.2 Specific Plan Organization
- 1.3 Project Location
- 1.4 Summary of Existing Conditions
  - 1.4.1 Property Ownership
  - 1.4.2 Existing Land Use
  - 1.4.3 Surrounding Land Use
  - 1.4.4 Topography and Drainage
  - 1.4.5 Biological Resources
- 1.5 Vision Overview
- 1.6 Summary of Land Use Plan
- 1.7 Summary of Circulation System
- 1.8 Summary of Design Guidelines
- 1.9 Summary of Public Services and Infrastructure
  - 1.9.1 Public Services
  - 1.9.2 Infrastructure
    - 1.9.2.1 Wastewater Collection, Conveyance, Treatment and Disposal
    - 1.9.2.2 Water
    - 1.9.2.3 Storm Drainage and Water Quality
- 1.10 Summary of Phasing and Financing
- 1.11 Summary of Implementation and Administration

## **2.0 Context and Setting**

- 2.1 Overview
- 2.2 Project History
- 2.3 Regulatory Authority and Compliance
  - 2.3.1 Specific Plan Authority
  - 2.3.2 Sequence and Tiering of Entitlements
  - 2.3.3 Compliance with California Environmental Quality Act (CEQA)
  - 2.3.4 Severability
- 2.4 Policy Setting— The City of Lathrop General Plan
  - 2.4.1 General Plan Land Use Map
  - 2.4.2 General Plan Policy Analysis
  - 2.5 Zoning Ordinance
- 2.6 Existing Conditions and Site Analysis
  - 2.6.1 Property Ownership

- 2.6.2 Existing Land Use
- 2.6.3 Surrounding Land Use
- 2.6.4 Topography and Drainage
- 2.6.5 Biological Resources
- 2.6.6 Cultural Resources
- 2.6.7 Noise
- 2.6.8 Circulation
- 2.6.9 Infrastructure

**3.0 Land Use**

- 3.1 Introduction
- 3.2 Overview of Land Uses—Key Elements of the Land Use Plan
  - 3.2.1 Land Use Sectors
  - 3.2.2 Commercial Office Sector
  - 3.2.3 Limited Industrial Sector
  - 3.2.4 Open Space
  - 3.2.5 Public Facilities
  - 3.2.6 Existing and Interim Land Uses
- 3.3 Calculation of Land Use Intensities and Allowable Square Footage
- 3.4 Land Use and Site Layout Flexibility
- 3.5 Land Use Regulations and Development Standards
  - 3.5.1 Commercial Office Center (CO)
    - 3.5.1.1 Purpose and Intent
    - 3.5.1.2 Floor Area Ratio
    - 3.5.1.3 Allowable Land Uses
    - 3.5.1.4 Commercial Office Development Standards
  - 3.5.2 Limited Industrial (LI)
    - 3.5.2.1 Purpose and Intent
    - 3.5.2.2 Floor Area Ratio
    - 3.5.2.3 Allowable Land Uses
    - 3.5.2.4 Limited Industrial Development Standards
  - 3.5.3 Open Space (OS)
    - 3.5.3.1 Purpose and Intent
    - 3.5.3.2 Allowable Land Uses
    - 3.5.3.4 Open Space Development Standards

3.5.4 Public Facilities (PF)

3.5.4.1 Purpose and Intent

3.5.4.2 Allowable Land Uses

3.5.4.3 Public Facilities Development Standards

**4.0 Circulation**

4.1 Overview

4.2 Existing Roadways

4.3 Planned Highway Interchange Improvements

4.4 Proposed Circulation System

4.4.1 Roadways

4.4.1.1 Arterial Streets

4.4.1.2 Arterial Street Standards

4.4.1.3 Local Streets

4.4.1.4 Local Street Standards

4.4.2 Bikeways

4.4.2.1 Bikeway Standards

4.4.3 Walkways

4.4.3.1 Walkway Standards

4.5 Alternative Transportation Modes

4.5.1 Bus Transit

4.5.1.1 Bus Transit Standards

4.5.2 Rail Transit

**5.0 Design Guidelines**

5.1 Introduction

5.2 Purpose

5.3 Land Use

5.4 Organization

5.5 South Lathrop Principles, Standards and Guidelines

5.5.1 Site Design

A. Circulation

B. Building Placement and Parking

C. Refuse, Storage, and Equipment Areas

D. Landscaping

E. Walls and Fences

F. Public Spaces and Pedestrian Amenities

G. Lighting and Furniture



5.5.2 Architecture

- A. Massing, Scale, and Form
- B. Style and Design Details
- C. Roofline
- D. Entries
- E. Materials & Colors
- F. Windows & Doors
- G. Facades
- H. Signage

5.6 Design Review

**6.0 Public Services and Infrastructure**

6.1 Public Services

- 6.1.1 Open Space and Recreation
- 6.1.2 Police Protection
- 6.1.3 Animal Services
- 6.1.4 Fire Protection and Emergency Services

6.2 Infrastructure

6.2.1 Potable Water

- 6.2.1.1 Supply
- 6.2.1.2 Treatment
- 6.2.1.3 Planned Potable Water Pipe Network
- 6.2.1.4 Storage and Pressure

6.2.2 Wastewater

- 6.2.2.1 Estimated Wastewater Generation
- 6.2.2.2 Planned Collection System
- 6.2.2.3 Treatment

6.2.3 Recycled Water

- 6.2.3.1 Recycled Water Storage Basins and Disposal Fields
- 6.2.3.2 Off-site Improvements
- 6.2.3.3 Planned Recycled Water Pipe Network

6.2.4 Drainage and Flood Control

- 6.2.4.1 Existing Levee Conditions
- 6.2.4.2 Existing Local Drainage Conditions
- 6.2.4.3 Planned Storm Collection System
- 6.2.4.4 Flood Protection
- 6.2.4.5 Stormwater Quality

6.2.5 Dry Utilities

6.2.5.1 Electric Service

6.2.5.2 Natural Gas

6.2.5.3 Communications

6.2.6 Solid Waste

6.3 Phasing Program

6.3.1 Phasing Overview

6.3.2 Conceptual Phasing Triggers and Major Improvements

6.3.3 Infrastructure Administration

**7.0 Project Financing Plan**

7.1 Introduction

7.2 Project Description

7.3 Infrastructure

7.4 Financing Principles and Policies

7.5 Financing Mechanisms and Resources

7.5.1 Area-Specific Fees, Dedications and Exactions

7.5.1.1 Area Development Impact Fees

7.5.1.2 Dedications and Exactions

7.5.1.3 Development Agreements

7.5.2 Assessment and Special Tax Secured Financing

7.5.2.1 Special Assessment Districts (1911, 1913, 1915 Acts)

7.5.2.2 Mello-Ross Community Facilities Districts

7.5.2.3 Landscape and Lighting Maintenance Districts

7.5.3 Utility Rate Surcharges

7.5.4 Citywide Sources

7.5.5 Impact Fees and Connection Charges

7.5.6 Federal and State Grants

7.6 Implementation Actions

**8.0 Implementation & Administration**

8.1 Plan Review Process

8.1.1 Community Development Department Review

8.1.2 Public Improvement Plans

8.1.3 Environmental Review

8.2 Development Agreements

8.3 Right-to-Farm Provisions

8.4 Amendment Procedures

8.4.1 Applicants

8.4.2 Scope of Amendment

8.4.3 Major Amendments

8.4.4 Minor Amendments

8.4.5 Findings

8.5 Enforcement

8.6 Mitigation Monitoring

8.7 Specific Plan Fee

APPENDIX A: GENERAL PLAN CONSISTENCY CHART

APPENDIX B: PROPERTY OWNERSHIP

SOUTH LATHROP SPECIFIC PLAN ZONING ORDINANCE

## FIGURES & TABLES

Figure 1.1	Regional Map
Table 1.1	Land Use Summary
Figure 1.2	Land Use Plan
Figure 2.1	General Plan Land Use Map
Figure 2.2	Lathrop General Plan, Planning Area and Sphere of Influence
Figure 2.3	Existing Ownership
Figure 2.4	Existing Land Uses and Surrounding Land Uses
Figure 2.5	Existing Circulation
Table 3.1	Land Use Summary
Figure 3.1	Land Use Plan
Figure 4.1	Circulation – Vehicular
Figure 4.2	Roadway Section: 4-Lane Arterial
Figure 4.3	Roadway Section: Local Commercial/Industrial Streets
Figure 4.4	Roadway Section: Madrugá Road
Figure 4.5	Roadway Section: Public Access for Emergency Vehicles
Figure 4.6	Circulation – Bicycle & Pedestrian
Figure 6.1	Potable Water System
Table 6.1	Estimated Water Demand
Table 6.2	Estimated Wastewater Flows
Figure 6.2	Sanitary Sewer System
Table 6.3	Irrigated Area
Table 6.4	Possible Recycled Water Pond and Sprayfield Sites
Figure 6.3	Recycled Water Disposal
Figure 6.4	Recycled Water System
Figure 6.5	Storm Drain System
Table 6.5	Watershed Detention Facilities and Pump Station Sizes
Figure 6.6	Existing Power Lines
Figure 6.7	Phasing Plan
Table 6.6	Land Use by Phase
Table 7.1	Major Infrastructure Items and Potential Funding Mechanisms

#### **ACKNOWLEDGEMENTS**

The South Lathrop Specific Plan is the culmination of several years of effort by a wide range of individuals: property owners, developers, consultant teams, and various City staff. The South Lathrop team also acknowledges the participation of PBS&J and Wood Rodgers in previous planning efforts. Research and due diligence information gleaned from previous planning documents were invaluable in preparing this specific plan.

The South Lathrop Team would like to acknowledge the following groups and individuals for their valuable assistance and contribution to this Specific Plan.

Members of the City Council  
Members of the Planning Commission  
Staff members of the City of Lathrop

## 1.0 Executive Summary

### 1.1 SPECIFIC PLAN PROCESS

Specific Plans are beneficial when planning large land areas or complex development projects because they provide a comprehensive document that contains all of the land use and infrastructure policies necessary to fully address the potential impacts of the project, and to implement subsequent development requests. The use of specific plan documents to guide growth is authorized by Sections 65450 through 65457 of the California Government Code. Section 65451 of the Government Code requires that Specific Plans include exhibits and discussion illustrating land use, circulation, infrastructure, development standards, phasing and financing, as well as a statement of the relationship of the specific plan to the general plan. Section 65453 allows specific plans to be adopted by resolution and/or ordinance and to be amended as often as is necessary. Specific Plans define the "rules" that pertain to a certain property, but also are able to evolve over time in response to economic and market demands.

The South Lathrop Specific Plan (SLSP) will serve to implement the City's General Plan policies and establish clear direction for the development of the entire Plan Area. It is both a policy and a regulatory document. It provides definition of policy direction, establishes zoning designations for the property, and includes standards to guide the detailed design of individual projects within the Plan Area.

The Land Use Plan contained herein has been prepared in response to input from property owners within the Plan Area, and City staff. A more complete history of this process is discussed in Chapter 2.2.

The purpose of the South Lathrop Specific Plan is to create a comprehensively planned development that provides an appropriate balance of land uses and systematically constructed infrastructure and services to adequately and responsibly support the development. The Specific Plan process provides a planning mechanism by which all of the issues are explored and policies and standards can be created to guide the build-out of the Plan Area. It allows development standards to be tailored to the unique vision of a particular area, and provides consistency during the build-out of the Plan Area.

### 1.2 SPECIFIC PLAN ORGANIZATION

The South Lathrop Specific Plan document is organized into eight chapters. The chapters are described as follows:

**Chapter 1 - Executive Summary** provides a brief overview of the specific plan process and document contents, identifies Plan Area location and summarizes the context, vision, land use plan, circulation system and open space, design guidelines, infrastructure, environmental resources, financing and implementation.

**Chapter 2 – Context and Setting** discusses in more detail the legal authority of specific plans and severability, the South Lathrop Specific Plan’s history, relationship with other documents such as the zoning code, consistency with the General Plan, and Plan Area setting.

**Chapter 3 – Land Use** provides further definition of the Land Use Plan and lists policies and development standards for each land use, which will serve to guide the development of the Plan Area.

**Chapter 4 – Circulation** provides an overview of the proposed transportation system including roadways, bus transit, bikeways and walkways, and illustrates street sections.

**Chapter 5 – Design Guidelines** provides the site planning, including landscape and open space, and architectural standards for each land use, further ensuring a high-quality and unique South Lathrop Specific Plan development.

**Chapter 6 – Infrastructure** summarizes the proposed "backbone" systems for sewer, water and drainage. Detailed engineering studies were prepared in support of the proposed land use plan. These studies will need to be periodically reviewed and may need to be revised or augmented as detailed subdivision plans are submitted and approved.

**Chapter 7 – Project Financing Plan** summarizes the phasing of backbone infrastructure and roadways that are discussed in detail in the Financing Plan and Capital Improvement Plan to be prepared in support of this Specific Plan, the construction costs of major facilities and roadways, fee structures and funding programs.

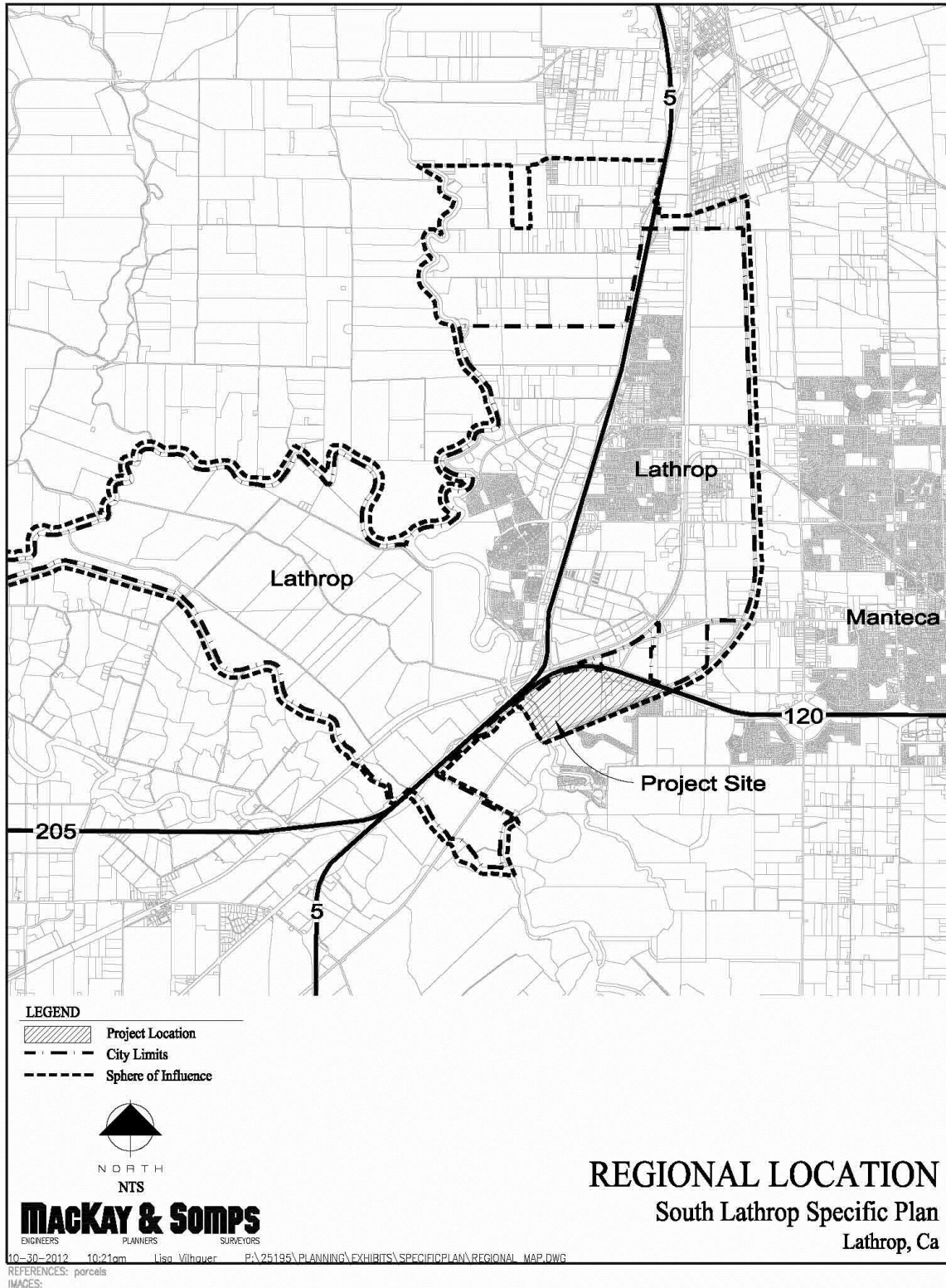
**Chapter 8 – Implementation and Administration** describes the process and policies by which subsequent submittals are made, or if necessary, how amendments may be made to this plan.

**Appendices** – Several documents are included as attachments to this specific plan document including the South Lathrop Specific Plan General Plan Consistency Analysis and supplemental development regulations.

### 1.3 PROJECT LOCATION

The South Lathrop Specific Plan encompasses approximately 315± gross acres located in unincorporated San Joaquin County, south of State Route (SR) 120, north and west of the Union Pacific Railroad (UPRR) and east of the San Joaquin River. The Plan Area, located to the southeast of the City of Lathrop, is within the City’s Sphere of Influence and General Plan area, and is identified as the southern portion of the City’s Sub-Plan Area 1. The land use is currently designated as Limited Industrial within the City of Lathrop’s General Plan. Figure 1.1 illustrates the SLSP boundary in relation to the city limits of the City of Lathrop.

FIGURE 1.1





#### **1.4 SUMMARY OF EXISTING CONDITIONS**

The following provides a brief discussion of the site conditions that played a role in the formulation of the Land Use Plan and this specific plan document. Chapter 2, Context and Setting and the South Lathrop Specific Plan provides a full discussion of the existing conditions found within the Plan Area. Additional existing condition information can be found in the South Lathrop Specific Plan Environmental Impact Report (EIR).

##### ***1.4.1 Property Ownership***

The majority of the property owners, who own 273.6 acres (87%) within the Plan Area, are participating in the preparation of the Specific Plan. Property owners from approximately 25.9 acres of the Plan Area will not actively participate, but the land will be designated and pre-zoned in the City of Lathrop to Limited Industrial, generally consistent with the current use in the County. These owners comprise approximately 8% of the Plan Area. 15.5 acres (5%) of the Plan Area are owned by the State of California Reclamation District 17 and the County of San Joaquin. These areas include the portion of the San Joaquin River within the Plan Area and the existing Madrugada Road right-of-way.

##### ***1.4.2 Existing Land Use***

The current uses of the SLSP area include agriculture and industrial uses. The industrial uses are located close to the Yosemite Ave/Guthmiller interchange while the agricultural uses are located further in the site. No parcels within the Plan Area are under Williamson Act contracts.

##### ***1.4.3 Surrounding Land Use***

The Plan Area is surrounded by a variety of existing land uses. To the northeast, is the Lathrop Gateway Business Park currently with industrial, agricultural, rural residential and service uses. Under the Lathrop Gateway Business Park Specific Plan the area is designated and/or zoned to have Limited Industrial, Commercial Office, Service Commercial and Open Space. South of the Plan Area, in unincorporated San Joaquin County, is the Oakwood Lakes Subdivision. To the east, in Manteca, are developing lands including residential, commercial, business and public uses (including the regional Manteca Wastewater Quality Control Facility). The area to the west of the Plan Area is sand and gravel borrow area within unincorporated San Joaquin County. Slightly further to the west is the proposed River Islands development within the City of Lathrop.

##### ***1.4.4 Topography and Drainage***

The Plan Area has relatively flat terrain that varies between elevation 10 and 13 feet above sea level (NGVD29). The UPRR rail lines are elevated along the south and eastern boundaries between elevation 24 and 31 feet. SR 120 is

elevated along the northern boundary between elevation 20 and 50 feet. A levee is elevated along the western boundary at approximately 31 feet.

High voltage power lines (115 and 60 Kilovolts), within Pacific Gas & Electric (PG&E) power line easements, traverse portions of the Plan Area running east/west and north/south as shown in Figure 1.2. The site generally slopes and drains to the west.

#### **1.4.5 Biological Resources**

The Plan Area has been disturbed through structural development, agricultural operations and urban uses. As a result, there are limited areas of natural habitat in the SLSP with most areas having low wildlife diversity. Existing vegetation is dominated by cropland, as well as ornamental landscaping. Biological resources within or adjacent to the Plan Area include the San Joaquin River and its associated habitat, scattered wetland areas, agricultural lands, ruderal grasslands, vegetation associated with urban uses, and special-status species.

### **1.5 SUMMARY OF VISION**

The Stockton-Tracy-Lathrop-Manteca region experienced a period of record growth during the early and mid-2000s and is anticipated to continue a growth trend in the future. Lathrop is strategically located, has affordable housing, and will continue to grow. It was projected by San Joaquin Council of Governments (SJCOG) that the City of Lathrop's population will double by 2025.

The South Lathrop Specific Plan seeks to establish local land uses with a variety of business opportunities that can support the skilled and educated workforce of Lathrop and the local area. Creating a relationship between jobs in the community and housing is paramount. Attracting businesses is essential in reducing the need for residents to commute out of the area, generating revenue for the City as well as decreasing carbon emissions from car trips throughout the County and beyond.

The General Plan supports employment growth by slating land for industrial and commercial development within the Plan Area. The South Lathrop Specific Plan is consistent with the General Plan in fulfilling the following objectives:

- **Commercial Office:** Establish a core of regional and local serving business and commercial uses that capitalize upon the visibility and access provided by SR 120, and augment City sales tax revenue.
- **Employment Opportunities:** Provide for local and regional employment opportunities that take advantage of the Plan Area's high level of accessibility, allow for the expansion of the City's economic base, help create a jobs/housing balance, and reduce the commute for regional residents.
- Provide access to the San Joaquin River Trail, connecting to the City of Lathrop.

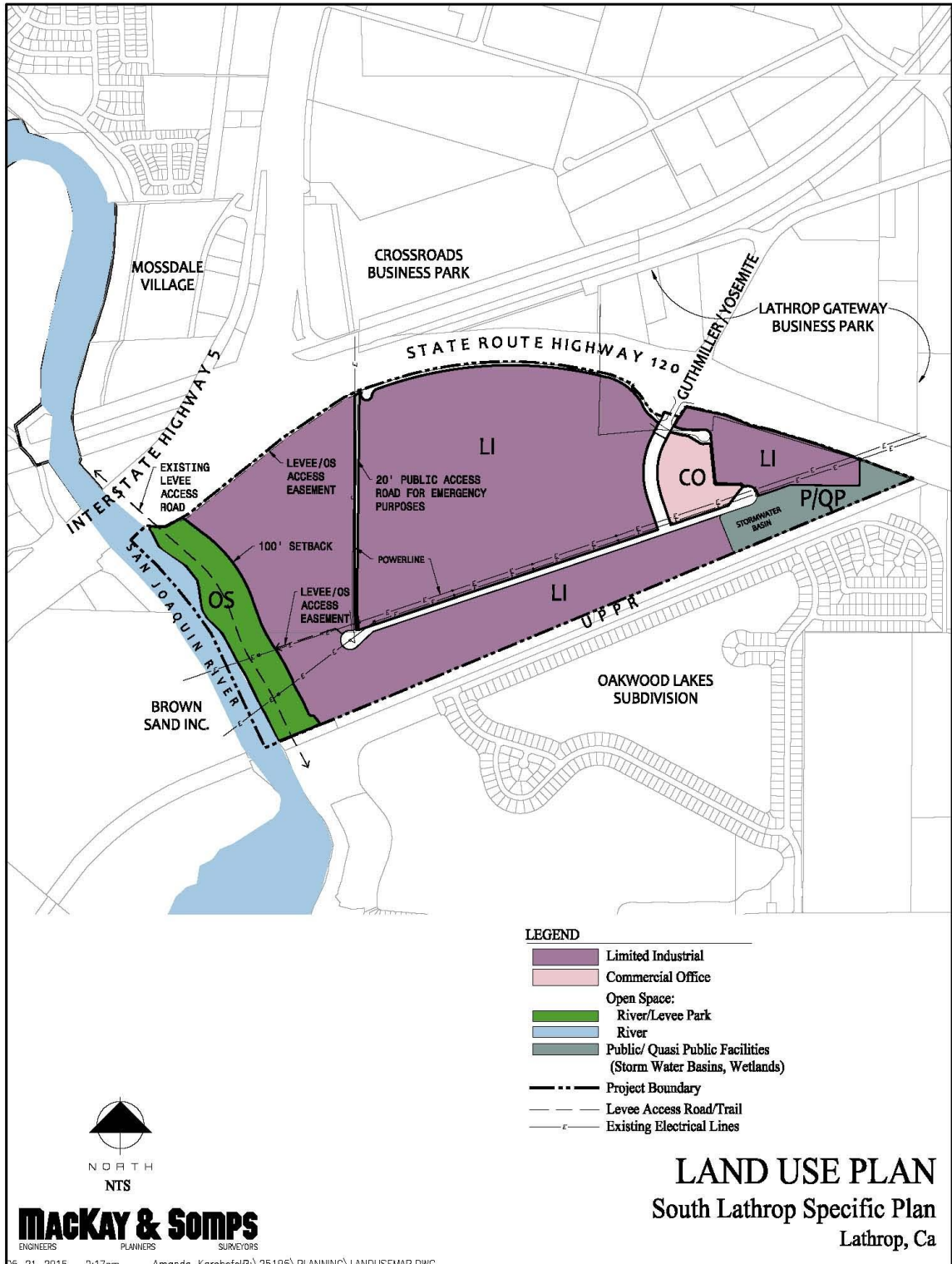
- **Transportation:** Provide an efficient circulation system that includes not only automobile transportation but also pedestrian, bicycle and public transit.
- **Public Facilities and Services:** Provide infrastructure and services that meet City standards, integrate with existing and planned facilities and connections and do not diminish services to existing residents of the City.
- **Phasing:** Establish a logical phasing plan designed to ensure that each phase of development would include necessary public improvements required to meet City standards.
- **Environmental Mitigation:** Create a “self-mitigating” plan that, to the extent practical incorporates environmental mitigation measures into project design.
- **Economic Contribution:** Strengthen the City’s economic base through South Lathrop Specific Plan’s job creation; development related investment; disposable income from future employees; and increased property, sales, and transient occupancy taxes.

#### 1.6 SUMMARY OF LAND USE PLAN

The Land Use Plan proposes 10 net acres of new commercial office uses, 246.4 net acres of limited industrial uses, 31.5 acres of open space and 11.6 acres of public facilities. The commercial office and limited industrial uses will allow for approximately 4.3 million square feet of developable space. The final number of acres may vary slightly depending on more accurate survey information and the final alignment of roadways. The following table provides a summary of the land uses including a proposed Floor Area Ratio (FAR) Target that was used to generate the maximum square footage of buildable area allowable in the Plan Area among the development uses:

<b>Land Use</b>		<b>Acreage (Net)<sup>1</sup></b>	<b>Total Sq. Ft. Per Land Use</b>	<b>FAR Range</b>	<b>FAR Target</b>	<b>Max. Sq. Ft.</b>
Commercial Office	CO	10.0	435,600	.20 to .60	.30	130,680
Limited Industrial	LI	246.4	10,733,184	.15 to .65	.387	4,158,238
Open Space	OS					
River/Levee Park		21.0				
River		10.5				
Public/Quasi Public Facilities (Storm Water Basin)	P/QP	11.6				
Subtotal		299.5				
Existing Roads <sup>2</sup>		5.0				
Major Roads <sup>2</sup>		10.5				
<b>TOTAL</b>		<b>315.0</b>				<b>4,288,918</b>
<sup>1</sup> Net acreage does not include existing/major roadways						
<sup>2</sup> Major and existing roads include pedestrian and bicycle multi-use paths and/or sidewalks within the right-of-way						

FIGURE 1.2



06-21-2015 2:17pm Amanda\_Karshofel\25195\PLANNING\LANDUSEMAP.DWG  
REFERENCES: USGS - CAB311F; 2012-08-22\_Site Plan; parcels  
IMAGES:

## **1.7 SUMMARY OF CIRCULATION SYSTEM**

The SLSP proposes a street network that provides for the efficient access and circulation for the businesses within the Plan Area. Access to the site is gained from the SR-120/Yosemite-Guthmiller interchange and via Yosemite Avenue. Madrugá Road, a frontage road within the Plan Area will remain.

A 4 lane arterial road (to be verified with traffic study) will extend from Yosemite Avenue and into the Plan Area. The arterial will provide access to both the commercial office uses and the industrial uses. A local industrial street will be provided in the southern portion of the site for additional access to the industrial uses and to the open space and levee.

The roads within the Plan Area will provide wide sidewalks to allow for pedestrian and bicycle circulation. Pedestrian access to the San Joaquin River Trail will be provided through the industrial land use.

The construction of roadways within the Plan Area will occur in a coordinated and timely manner, and will be phased as needed for development. Chapter 7 provides a summary discussion of the Project Financing Plan.

San Joaquin Regional Transit District (SJRTD) will provide bus service to the Plan Area. The Altamont Commuter Express (ACE) Lathrop-Manteca Station, located north of the Plan Area, provides regional rail service between Stockton and San Jose; Modesto Area Express (MAX) provides bus connection between Modesto and the ACE station. The design of the Land Use Plan and the policies contained within this document encourage the use of existing public transit, as well as expansion of routes to the Plan Area with additional stops at key locations. It is anticipated that the transit agencies will expand bus service to the Plan Area as development occurs and demand increases.

## **1.8 SUMMARY OF DESIGN GUIDELINES**

The Design Guidelines chapter establishes the vision for the commercial, office, and industrial architecture and landscape standards within the South Lathrop Specific Plan area. The chapter provides guidance for the developers, builders, and designers who will ultimately create the built environment of the SLSP. The chapter addresses site design and architecture, including building placement and orientation, public spaces and pedestrian amenities, and style and design details. The landscape component of the guidelines defines the character of the open space and streetscape network, including monument features, street trees, shrub plantings, hardscape material, and site furnishings. The Guidelines are intended to be flexible enough to allow for creativity while also assuring a quality community.

## 1.9 SUMMARY OF PUBLIC SERVICES AND INFRASTRUCTURE

### 1.9.1 Public Services

The South Lathrop Specific Plan is within the service area of the Lathrop-Manteca Fire Protection District (LMFPD). The District has four fire stations, two of which are located within the City of Lathrop.

The City of Lathrop contracts with the San Joaquin County Sheriff's Department for police protection services. The Lathrop Police Department acts as a division of the Sheriff's Department, with those deputies assigned to the City only working in the City limits and receiving specialized training reflective of the needs of an incorporated city.

The City of Lathrop will provide animal services to the Plan Area. Animal Services Officers protect the health and safety of humans and animals, and are responsible for enforcing local and state laws regarding animals and their humane treatment.

### 1.9.2 Infrastructure

#### 1.9.2.1 Wastewater Collection, Conveyance, Treatment and Disposal:

Wastewater Treatment: Wastewater generated by the SLSP will be conveyed and treated by future expansions of the City of Lathrop's Consolidated Treatment Facility (CTF), (formerly known as Water Recycling Plant #1). Alternatively, the wastewater could be treated at the Regional Water Quality Control Facility treatment plant located in the City of Manteca under an agreement between the two cities. On an interim basis wastewater may be treated at the City of Lathrop's Crossroads Treatment Plant.

Wastewater Disposal: If treatment occurs at CTF, disposal land will be required. Disposal land consists of lined seasonal storage basins and irrigated land application areas. Potential sites exist within the Plan Area and within the northern area of the City of Lathrop. The disposal sites will be subject to approval from the RWQCB. Disposal land would not be required if treatment occurs at the regional treatment plant in the City of Manteca.

Wastewater Collection and Conveyance: The collection and conveyance system will consist of gravity pipes, a pump station and a force main. The pump station will be sized for the build-out condition of the SLSP and will be located within the Plan Area. The forcemain will connect the pump station to one of the selected treatment plants options.

#### 1.9.2.2 Water

Potable water will be supplied to the South Lathrop Specific Plan by the City of Lathrop. Funding will be provided by the developers. The City is expected to provide potable groundwater from an expansion of the City's well field and potable surface water from Phase 1 and/or the Phase 2 expansion of the South County Surface Water Supply Program (SCSWSP) by the South San Joaquin Irrigation District (SSJID).

Potable water storage and distribution will be provided to the SLSP by extending the City's existing pipe network into the Plan Area generally consistent with the City Master Utility Plan. The SLSP will construct and/or contribute fees toward its proportional share of water storage as specified in the City Master Utility Plan.

Recycled water distribution pipes will be extended from the City of Lathrop into the Plan Area. Public landscaping within the street right-of-way may utilize the recycled water for irrigation to the extent allowed by the City of Lathrop's Waste Discharge Permit issued by the RWQCB.

### *1.9.2.3 Storm Drainage and Water Quality*

Storm Drain: The drainage collection system within the Plan Area will consist of gravity pipes, storage basins, a pump station, forcemains and a new outfall to the San Joaquin River. The outfall will be sized consistent with the City's Master Storm Drain Plan for the southeast area of the City of Lathrop (the outfall will accommodate future development within the Gateway Business Park and along the McKinley corridor). The collection system will be designed to contain the 10-year storm event within the pipe system and basins while maintaining one foot of freeboard. The streets will be designed in combination with the pipe system to convey the 100-year storm event to the basins and pump station in accordance with City standards. To accommodate a potential emergency condition of the river being at flood stage for an extended period of time the overall site grading will be designed to contain the rainfall from a 100-year event onsite, below finish building floor elevations, without any pumping to the river (this provision assumes that pumping to the river may be severely restricted under emergency flood conditions). Early phases of development will rely on temporary percolation basins in order to delay the construction of the outfall. As development progresses, the new outfall will be constructed along with the pump station and forcemain. An interim condition of pumping from the Plan Area into the existing Crossroads Business Park drainage system may be utilized to further delay the construction of the new outfall, subject to City approval.

Stormwater Quality: Stormwater quality Best Management Practices (BMPs) for the Plan Area will be designed in accordance with the City of Lathrop's Phase II National Pollutant Discharge Elimination System Permit (NPDES) issued by the RWQCB.

## **1.10 SUMMARY OF PHASING AND FINANCING**

The Financing Plan chapter identifies the public infrastructure requirements of the Plan Area. These infrastructure requirements are composed of a variety of backbone infrastructure improvements including roads, sewer, storm drainage, water, and other public facilities (e.g., fire facilities), which will be phased to establish an orderly pattern of development with minimal construction impacts on the community. The chapter provides a set of principles and policies regarding how these financing obligations may be met. In addition, the chapter identifies several financing mechanisms that may be used to fund backbone infrastructure and other public facilities associated with the Plan Area. A set of recommended action items are presented to assist the City in establishing the ultimate mix

of financing mechanisms during the implementation process. Finally, the Chapter addresses identification of potential financing mechanisms to fund ongoing operations and maintenance costs for backbone infrastructure and public facilities in the Plan Area.

#### **1.11 SUMMARY OF IMPLEMENTATION AND ADMINISTRATION**

The Implementation and Administration chapter establishes the procedures by which subsequent submittals are made to allow the development of the Plan Area. As development applications are brought forward they will be reviewed by the Community Development Department for consistency with this Specific Plan and other City documents and standards, and will determine if the application requires any amendment. City Staff will determine whether further environmental analysis is required for any project within the SLSP. If an amendment is required, additional environmental review may be required to comply with CEQA requirements. Development applications will be processed through to the appropriate approval body following the Community Development Departments consistency review.



## 2.0 Context and Setting

### 2.1 OVERVIEW

This chapter provides a history of the process to prepare this document, describes the regulatory authority for specific plans, provides an analysis of consistency with the General Plan and relationship with other documents, discusses existing conditions that served as a basis for the formulation of the land use diagram and the policies and standards contained within this document.

This Specific Plan is a policy and regulatory document. As a policy document, this Plan exemplifies the broader goals and policies contained in the General Plan through the establishment of policies for the Plan Area. As a regulatory document, the Specific Plan identifies the land use designations or zoning for all land in the Plan Area and lists development standards applicable solely to the Plan Area, incorporating zoning standards of the South Lathrop Specific Plan by reference.

### 2.2 PROJECT HISTORY

The City of Lathrop has experienced significant growth in the recent past, and has seen its residential, commercial, and industrial land base build out at a steady pace. To accommodate new growth, the City focused on areas west, north, and south of the current City boundaries. The factors that make this development pattern more suitable for new growth include:

- Infrastructure availability,
- Larger vacant parcels that are easier to aggregate and accommodate diverse development programs, and
- Opportunity to improve jobs/housing balance.

It is for these reasons that the developer originally initiated the Specific Plan process for the Plan Area.

The Plan Area at one time included the area to the north of SR 120. The developer of the northern area moved forward with a separate Specific Plan in 2009. The Lathrop Gateway Business Park Specific Plan, Zoning Ordinance and Environmental Documents were approved in 2010.

### 2.3 REGULATORY AUTHORITY AND COMPLIANCE

#### 2.3.1 *Specific Plan Authority*

Specific Plans are authorized and described in California Government Code Section 65450 et seq. As set forth in the Government Code Section 65451, Specific Plans are required to contain the following information:

*"(a) A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:*

- (1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
- (2) The proposed distribution, location and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land use described by the plan.
- (3) Standards and criteria by which development will proceed, and standards for the conservation, development and utilization of natural resources, where applicable.
- (4) A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out paragraphs (1), (2) and (3)."

This Specific Plan document and the supporting studies provide text and diagrams for the items listed above. A land use diagram; major infrastructure items such sewer, water and drainage; guidelines and standards; and implementation and financing measures have been included.

*(b) Section 65454 states: "No specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the General Plan."*

An analysis of consistency with the existing General Plan and policies is included in Appendix A of this Specific Plan document.

### **2.3.2 Sequence and Tiering of Entitlements**

The South Lathrop Specific Plan (SLSP) provides policy and design direction for development of the entire Plan Area consistent with the City's General Plan. The SLSP establishes specific land uses on individual parcels with the intent that these land uses will be entitled concurrent with approval of the Specific Plan. The new zoning will be as identified on the Land Use Plan and in development standards contained within this document. The Specific Plan also summarizes the proposed phasing and financing of infrastructure necessary to serve the proposed land uses. Phasing and financing information is provided in Chapter 7, Project Financing Plan. Subsequent project detail will be provided through the Subdivision Map or development plan review process.

### **2.3.3 Compliance with California Environmental Quality Act (CEQA)**

An Environmental Impact Report (EIR) has been prepared for the SLSP to evaluate environmental impacts and provide mitigation measures. The SLSP is intended to function together with the Mitigation Monitoring Report Program (MMRP) contained in the EIR. Mitigation measures contained in the EIR have been incorporated as policies or standards of the SLSP or will be placed as conditions of approval on subsequent development applications.

City staff will determine whether further environmental analysis is required for any project within the SLSP. In some instances, further environmental analyses may be required even when the project is consistent with the

Specific Plan, if the project deviates from the EIR project description to the extent that new, significant environmental impacts are identified.

#### **2.3.4 Severability**

If any regulation, condition, program, or portion of the South Lathrop Specific Plan is held invalid by a California or Federal Court of competent jurisdiction, such portions shall be deemed separate, distinct, and independent provisions, and the invalidity of such provisions shall not affect the validity of the remaining provisions thereof.

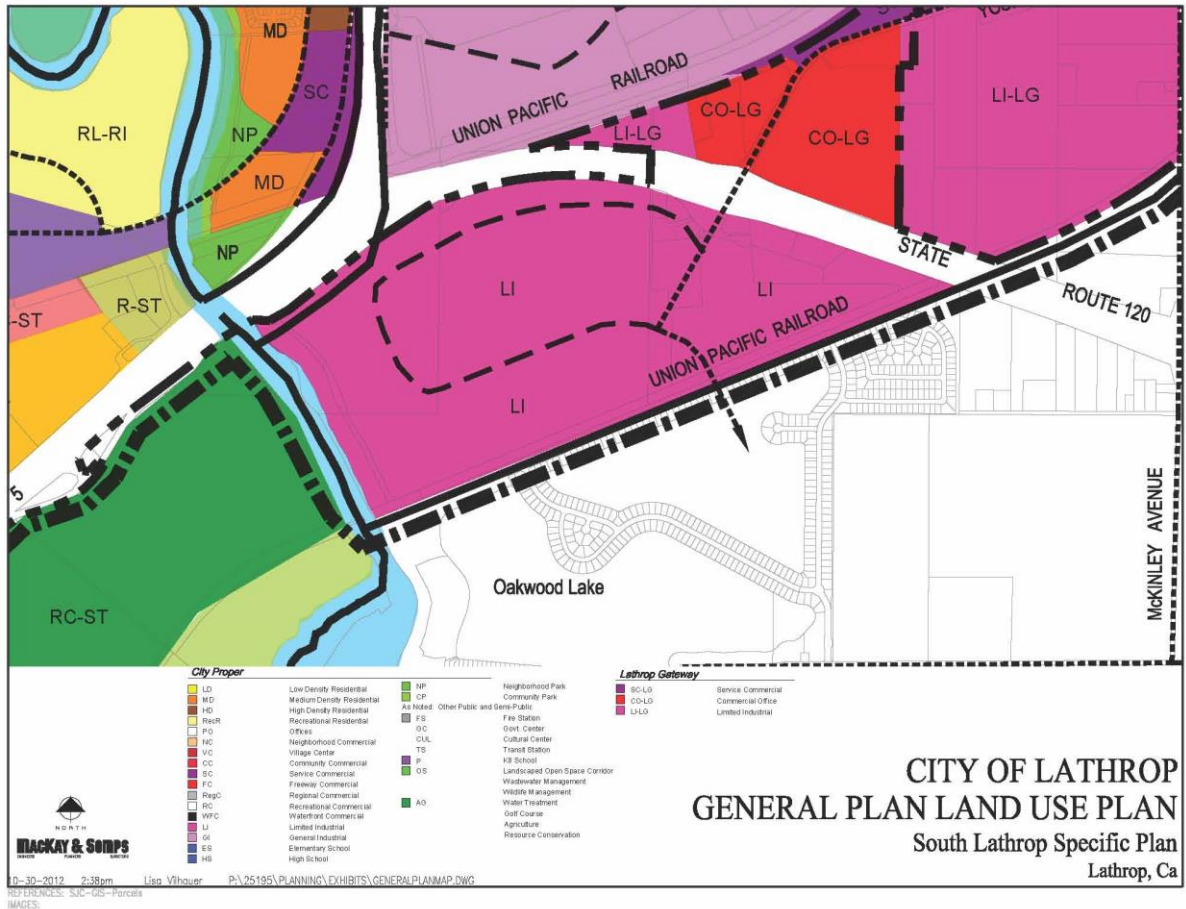
### **2.4 POLICY SETTING - THE CITY OF LATHROP GENERAL PLAN**

The goals and policies of the City of Lathrop General Plan govern the South Lathrop Specific Plan area. The function of the General Plan is to provide guidance to the development and management of land within the City. The General Plan contains goals, policies, and objectives to which all projects must adhere. The General Plan summarizes its policies and implementation strategies as they relate to the City's goals and objectives. The General Plan includes the following elements: Land Use, Urban Form and Design, Population, Economic Conditions and Fiscal Considerations, Transportation, Public Facilities and Services, Recreational and Cultural Resources, Natural and Agricultural Resources, Safety, and Noise. The General Plan Land Use Map does anticipate concurrent build out of the SLSP area.

#### **2.4.1 Lathrop General Plan Land Use Map**

The South Lathrop Specific Plan area is located in an unincorporated area of San Joaquin County and currently falls under the jurisdiction of San Joaquin County. The plan area is within the Sphere of Influence of the City of Lathrop's revised 2012 General Plan Map. The existing Lathrop General Plan Land Use Map (Figure 2.1) identifies one land use for the South Lathrop Specific Plan area in anticipation of its eventual development: Light Industrial (LI). The South Lathrop Specific Plan Land Use Map (Figure 3.1) differs slightly from the Lathrop General Plan Land Use Map. Therefore, South Lathrop Specific Plan will require a number of City approvals, including annexation, environmental compliance with CEQA, a General Plan Amendment, and zoning. Any further mentioning of the General Plan will refer to the City of Lathrop General Plan.

FIGURE 2.1

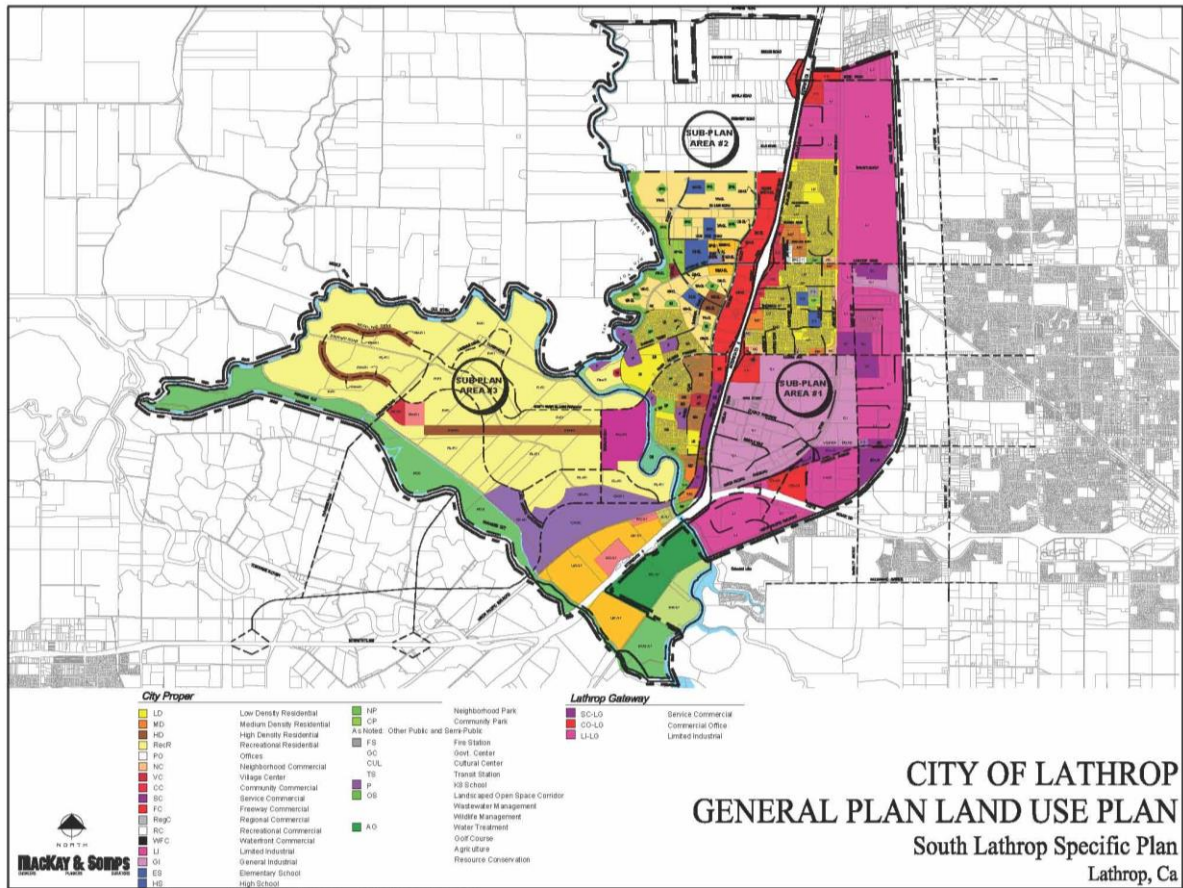


**2.4.2 General Plan Policy Analysis**

Lands within the City of Lathrop’s Sphere of Influence encompasses all land envisioned for the development of Lathrop through the year 2028. Development is envisioned to build-out as shown in Figure 2.2.

In accordance with Government Code Section 65454, a Specific Plan must be consistent with the adopted General Plan. In instances where the South Lathrop Specific Plan varies from the adopted General Plan, such as the office/commercial uses, the General Plan must be amended to maintain consistency between the two documents.

FIGURE 2-2



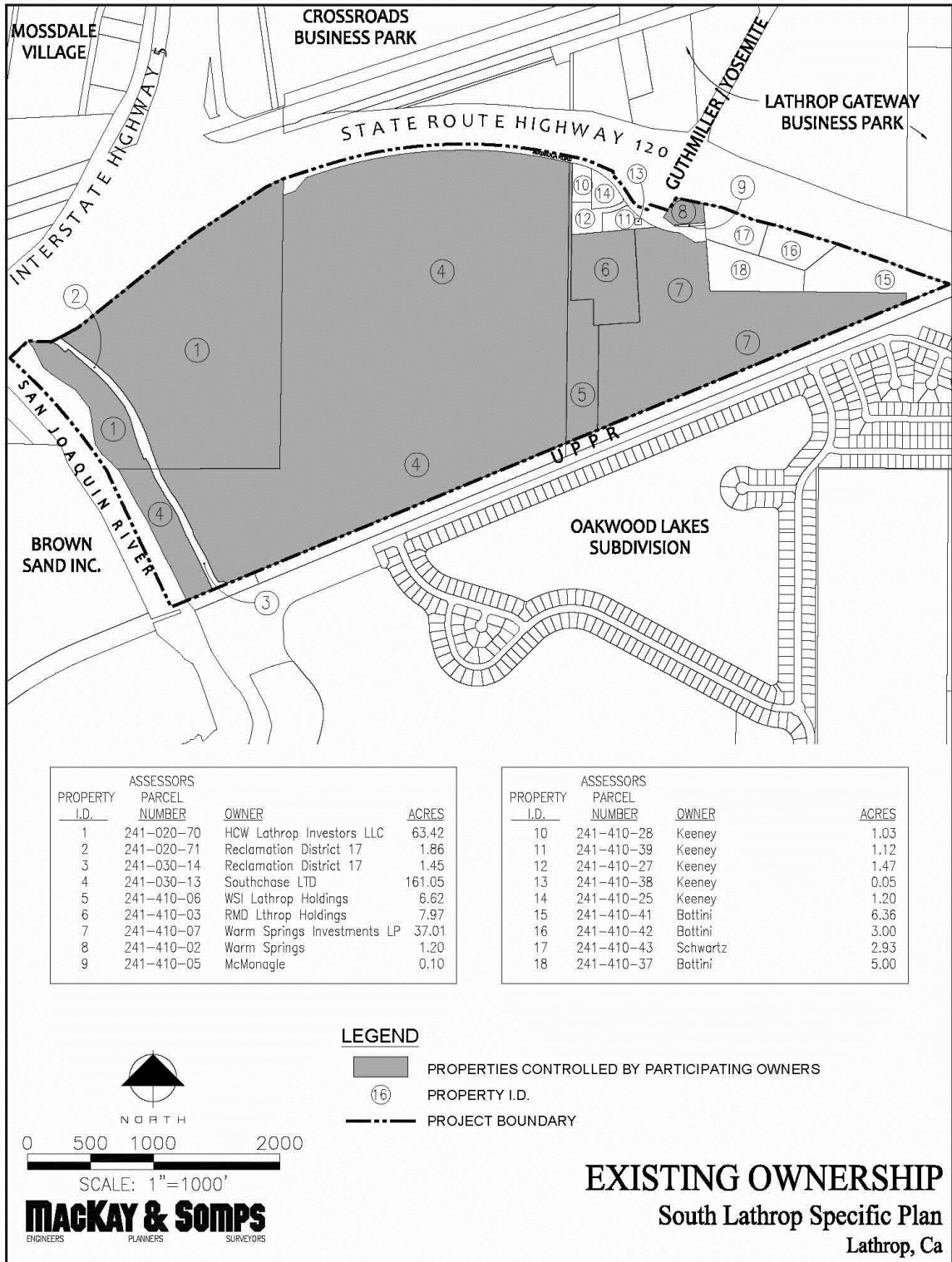
**2.5 ZONING ORDINANCE**

The Zoning Ordinance of the City of Lathrop has been established to promote and protect the public health, safety, and general welfare. Among the various objectives of the Zoning Ordinance include the promotion of development at appropriate densities/ floor area ratios in order to conserve and enhance the City's physical scale and character as defined in the General Plan. The City of Lathrop's Zoning Ordinance includes land use, development densities and development standards. With the adoption of the SLSP and associated General Plan Amendment, Annexation and Zoning, the Plan Area will be re-zoned to the land uses identified on the Land Use Plan and will be subject to the special development standards as described in this document and the land use and site development standards listed in the South Lathrop Zoning Ordinance. In the case where this specific plan document or the South Lathrop Zoning Ordinance does not discuss a particular zoning topic (e.g. parking requirements) the City's Zoning Ordinance shall apply.

**2.6 EXISTING CONDITIONS AND SITE ANALYSIS**

The South Lathrop Specific Plan is located in an unincorporated area of San Joaquin County, between the City of Lathrop and Manteca. The City is located south of Stockton and northeast of the City of Tracy, at the intersection of Interstate 5 and State Route 120.

FIGURE 2-3



### 2.6.1 Property Ownership

The South Lathrop Specific Plan area encompasses 315± gross acres divided among 18 parcels. Appendix B provides a complete map and table of the Plan Area ownership. Ownership within the plan area has been categorized in the following groups:

**Sponsoring Property Owners** – This ownership group, comprised of HCW Lathrop Investors LLC, South Lathrop Ventures LLC, Warm Springs Investments LP, RMD Lathrop Holdings LLC, WSI Lathrop Holdings LLC, is providing funds for the drafting of the SLSP and accompanying EIR. This group owns approximately 274± net acres of land, representing 87 percent of land included in the Plan Area. The parcels included in this group range from approximately 1.5 to 160 acres.

**Non-Sponsoring Property Owners** – This ownership group represents approximately 25.9± net acres, accounting for 8 percent of land within the Plan Area. The parcels included in this group range in size from .1 to 6.4 acres.

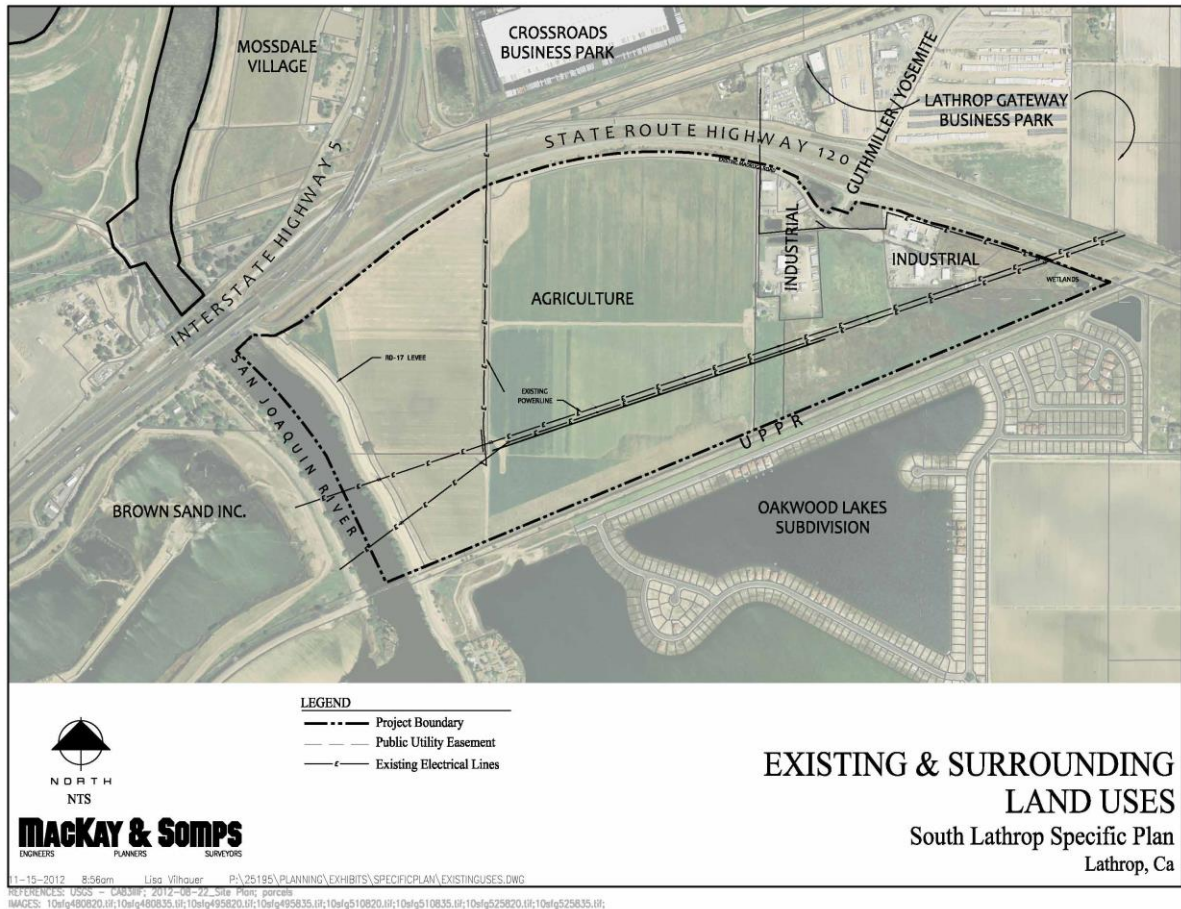
**Government Agency Owners** – This ownership group represents approximately 15.5 ± acres, accounting for 5 percent of land within the Plan Area. These parcels include the existing Madrugá Road right of way, owned by the County of San Joaquin, the portion of the levee owned by RD-17, and the portion of the San Joaquin River within the Plan Area, owned by the State of California.

### 2.6.2 Existing Land Use

The South Lathrop Specific Plan Area includes a variety of existing land uses: agricultural interspersed with industrial uses. Agricultural uses are located in the southern and western Plan Area. Existing Industrial Uses are located along the existing frontage road, Madrugá Road with access from Yosemite Ave. No parcels within the Plan Area are under Williamson Act contracts.



FIGURE 2-4



### 2.6.3 Surrounding Land Use

The land uses surrounding the project site consist of both urbanized development and agricultural uses:

- **North** – Directly to the North lies the Lathrop Gateway Business Park with lands zoned for commercial office, service commercial, limited industrial and open space uses. Within the City of Lathrop, are industrial uses, the City’s Wastewater Treatment Plant, a PG&E electrical substation, agricultural and vacant land, and the existing Lathrop-Manteca Altamont Commuter Express (ACE) Train station.
- **South** – Directly south of the Plan Area within San Joaquin County is the Oakwood Lakes Subdivision and within the City of Manteca, are developing lands: residential, commercial, business, and public uses.
- **East** – To the east, in Manteca, are developing lands including residential, commercial, business and public uses (including the regional Manteca Wastewater Quality Control Facility)

**West** – The area to the west of the Plan Area is a sand and gravel borrow area within unincorporated San Joaquin County. Slightly further to the west is the proposed River Islands development within the City of Lathrop.



#### **2.6.4 Topography**

The Plan Area has relatively flat terrain that varies between elevation 10 and 13 feet above sea level (NGVD29). The UPRR rail lines are elevated along the south and eastern boundaries between elevation 24 and 31 feet. SR 120 is elevated along the northern boundary between elevation 20 and 50 feet. A levee is elevated along the western boundary at approximately 31 feet.

#### **2.6.5 Environmental Resources**

The majority of the SLSP area has been intensively disturbed through urban development, agricultural operations, and other activities. As a result, limited natural habitats can be found within the Plan Area. Those resources that do exist are typically scattered and of nominal quality. The key exception is the San Joaquin River and its associated environs adjacent to the western edge of the Plan Area.

Additional detail on Plan Area resources and associated mitigation is included in the SLSP EIR.

##### *2.6.5.1 Agricultural Resources*

The Plan Area has historically been used for agricultural production including row crops and grazing. At the time of Specific Plan approval, agricultural operations included alfalfa production, as well as a small cattle grazing area. None of these agricultural lands are under Williamson Act contract.

With implementation of the SLSP, agricultural practices would be converted to various urban uses and open space areas.

The San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) provide comprehensive measures for compensation and avoidance of impacts on various biological resources, including agricultural land. Prior to the conversion of important farmland in the Plan Area, the project proponents shall participate in the City of Lathrop agricultural mitigation program and the SJMSCP by paying the established fees on a per-acre basis for the loss of important farmland. Fees paid toward the SJMSCP shall be in accordance with the fees established at the time they are paid. The SJCOG shall use these funds to purchase conservation easements on agricultural habitat lands to fulfill the compensatory mitigation. Written proof of payment to SJCOG and CVFT shall be provided to the City.

The City also has a Farmland Conversion Fee Program. Fees paid toward the City of Lathrop's program shall include half of the mitigation (\$1,000/acre) to be paid to the Central Valley Farm Trust (CVFT). The CVFT shall use these funds to purchase conservation easements on agricultural lands to fulfill the compensatory mitigation. The other half (\$1,000/acre) will be collected by the City of Lathrop and may be passed to the CVFT or other trust, or may be retained by the City of Lathrop to be applied to local easements or other agricultural mitigation.

The SLSP will also apply the notification procedures identified in the City of Lathrop's Agricultural Land Preservation Ordinance, known as a "right to farm" ordinance. To protect agricultural landowners from nuisance complaints associated with normal agricultural operations, a disclosure statement is required by the City whenever adjacent property is sold or a building permit application is submitted, notifying the prospective buyer/applicant of preexisting agricultural land uses and operations within the surrounding area.

### 2.6.5.1 Biological Resources

The Plan Area has been disturbed through structural development, agricultural operations, and urban uses. As a result, there are limited areas of natural habitat in the SLSP with most areas having low wildlife and plant diversity. Existing vegetation is dominated by cropland, as well as ornamental landscaping. Biological resources within or adjacent to the Plan Area include the San Joaquin River and its associated habitat, scattered wetland areas, agricultural lands, ruderal grasslands, vegetation associated with urban uses, and special-status species.

#### **San Joaquin River**

The most significant resource in the vicinity of the Plan Area is the San Joaquin River, located adjacent to the western edge of the Plan Area. A relatively small amount of native vegetation occurs on the river side of the levee, limited to narrow patches of riparian habitats. These habitats include valley oaks, Fremont cottonwoods, and willows. Riparian vegetation and oak trees may support nesting habitat for bird species such as black phoebe, western kingbird, western scrub-jay, oak titmouse, and house wren. In addition, they also can provide nest sites for raptors that include Swainson's hawk, red-tailed hawk, white-tailed kite, and red-shouldered hawk. Ruderal habitat also exists along the San Joaquin River consisting of non-native grasses and forbs.

The River itself provides a tidally influenced aquatic habitat that supports a diverse fish community composed of both native and introduced exotic species. While a majority of the fish identified near the Plan Area are introduced species, native species can be found including Sacramento split tail, Delta smelt; Long fin smelt, Steelhead/rainbow trout, and Chinook salmon.

Beyond habitat value, the river provides a visual and recreational amenity for the City. The San Joaquin River corridor and associated levee are designated as open space. This linear open space will preserve and protect sensitive vegetation and habitat, except as determined by Reclamation District (RD-17) for levee safety or maintenance reasons. Public access to and along the top of the levee may be provided if approved by the City and RD-17, affording the community views of the river and its environs, as well as greater views of the surrounding area.

#### **Wetland Resources**

The Plan Area is within the San Joaquin Delta watershed, and contains several wetland resources and aquatic features. Some of these resources are potentially subject to jurisdiction of the U.S. Army Corps of Engineers (Corps) under Section 404 of the Clean Water Act.

#### **Other Habitats and Species**

Beyond the river and wetland areas, the Plan Area contains several other biological habitats consisting of agricultural lands, ruderal grasslands, and resources associated with urban uses.

Alfalfa fields and a small amount of grazing land are found within the Plan Area. Although the overall wildlife habitat value is limited within these areas, agricultural fields can be heavily utilized by some wildlife species. Wildlife species observed within agricultural lands in the Plan Area include western fence lizards, American crow, Brewer's blackbird, European starling, house sparrow, western meadowlark, red-tailed hawk, American kestrel, California ground squirrel, and black-tailed hare.

Ruderal grassland habitat is located within the Plan Area. Plant species that were observed within this biological community include non-native grasses such as ripgut brome and Bermuda grass, and forbs such as wild mustard

and milk thistle. Ruderal grassland may support a variety of wildlife, including foraging habitat for raptors and other bird species such as western kingbird, barn swallow, western meadowlark, and Brewer's blackbird.

Vegetation associated with urban land uses located within the Plan Area primarily consists of ornamental trees, shrubs, and grasses associated with landscaping. Urban land tends to support low wildlife diversity, and is typically utilized by species adapted to highly disturbed and altered environments, such as mourning dove, scrub jay, house sparrow, northern mockingbird, European starling, black and Norway rats, and house mouse.

### **Special-Status Species**

Plan Area habitats could potentially support special-status plant and wildlife species. Special-status species include plants and animals that are legally protected or otherwise considered sensitive by federal, state, or local resource conservation organizations. Based upon reconnaissance-level surveys, species that could occur within the SLSP include the California tiger salamander, western pond turtle, giant garter snake, vernal pool crustaceans, Burrowing owl, Swainson's hawk, White-tailed kite, other special-status raptors, communally-nesting water birds, special-status songbirds, special-status bats, riparian brush rabbit, and riparian wood rat.

### **Conservation and Mitigation Strategy**

The SLSP contains approximately 31.6 acres of designated open space, a portion of which may incorporate resource preservation and enhancement. This includes preservation of the natural habitat along the San Joaquin River in permanent open space.

Where biological resources cannot be avoided within the Plan Area, mitigation of potential impacts will be required. The SLSP EIR includes specific mitigation to address potential impacts to biological resources. Key to the SLSP mitigation strategy is compliance with applicable resource agency approvals and permits, and participation in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan.

### **Resource Agency Approvals & Permits**

Development of the SLSP will be subject to appropriate approvals from agencies such as the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, and the California Department of Fish and Wildlife. Prior to the issuance of grading permits by the City, SLSP landowners are required to obtain all necessary regulatory approvals including appropriate wetland permits. These approvals/permits may include a Section 404 Wetlands Fill Permit from the U.S. Army Corps of Engineers, a Report of Waste Discharge from the RWQCB, a Section 401 Water Quality Certification from the Regional Water Quality Control Board, and/or a Section 1602 Streambed Alteration Agreement from the California Department of Fish and Game.

The 404 permit issued by the U.S. Army Corps of Engineers (USACE) is required to fill any jurisdictional wetland features that are not avoided with development of the SLSP. Mitigation of impacted wetlands can be achieved through one or a combination of the following: (1) on-site wetland creation/restoration; (2) off-site wetland creation/restoration; and/or (3) off-site mitigation through purchase of habitat credits at an agency approved mitigation bank. Compensation ratios for mitigation of impacted wetlands will be determined by the Corps pursuant to the 404 permit, with the intent to ensure no net loss of wetland acreage or habitat value.

### **San Joaquin County Multi-Species Habitat Conservation & Open Space Plan**

A key component of the SLSP mitigation strategy is participation in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan. The City of Lathrop adopted the SJMSCP in January 2001, and signed the implementation agreement in 2002. The City's participation allows projects within Lathrop's jurisdiction to seek coverage under the SJMSCP.

The SLSP will comply with the SJMSCP through the payment of mitigation fees for the appropriate amount of impacted habitat, and implementation of Avoidance and Minimization Measures as described in the SJMSCP. Details of the mitigation fee amounts and Avoidance and Minimization Measures will be determined in consultation with SJCOG.

The SJMSCP provides a process to offset impacts to biological resources, conserve open space, maintain the agricultural economy, and allow development within the County. It was also created to obtain the necessary permits from the U.S. Fish and Wildlife Service and the California Department of Fish and Game for the next 50 years in exchange for participating projects paying mitigation fees. Fees are based on the amount and quality of land converted from agricultural or open space uses to urban uses. These fees are used to preserve and create habitats to be managed in perpetuity through the establishment of habitat preserves.

Ninety-seven species are covered under the SJMSCP, with the intent to provide comprehensive mitigation pursuant to local, state, and federal regulations for impacts on these species from permitted activities under the Plan. Participation in the SJMSCP confers authorization for activities that result (or may result in) incidental take of covered state-listed species, federally listed species, and other covered but non-listed species, that may otherwise require a federal or state incidental take authorization.

Reconnaissance-level surveys were conducted for the SLSP that include a habitat evaluation for all potentially occurring special-status species. In the future, comprehensive habitat evaluations and focused surveys will be conducted for all special-status species as part of the SJMSCP process.

#### **2.6.6 Cultural Resources**

A cultural resources inventory was performed on the Plan Area in 2006 by ECORP. This inventory included a records search, literature review, Native American consultation, and pedestrian survey. The study identified eight cultural resources within the Plan Area. One of the sites is a historic debris scatter, one a historic irrigation system and six isolates. Four of the isolates represented a prehistoric Native American presence in the area, and two are related to historic agricultural pursuits. The historic debris scatter site and the historic irrigation system site are not eligible to be listed in the California Register of Historical Resources (CRHR) or the National Register of Historic Places (NHRP). The isolates do not meet the definition of a cultural resource; therefore they are not eligible for inclusion on the CRHR or the NRHP. Because these sites are not eligible to be listed there are no known historical resources, as defined in Section 21083.2 and Section 15064.5 of the State CEQA guidelines, within the Plan Area.

There is the potential for subsurface cultural resources to be encountered during project construction. Prehistoric residential sites in this region are known to occur along rivers, creeks, and drainages. The records search results for this Project (ECORP 2006) show there is a high potential for buried prehistoric villages with burials along the San Joaquin River and similar concerns have been raised by Native American community members.

Because of the potential change in the project site due to erosion and deposition of the landscape, the cultural resource survey will be revisited or updated periodically, by an individual who meets the Secretary of the Interior's Professional Qualifications Standards for prehistoric and historic archaeology. At the time of development if an existing building or structure has reached the 50-year old age, the building will be evaluated by an individual who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History to determine if any of the buildings or structures qualify as a historic resource as defined in Section 21083.2 of CEQA and Section 15064.5 of the State CEQA Guidelines.

Because it is not known if there are any unique paleontological resources or sites or unique geologic features within the Plan Area, the SLSP EIR includes mitigation and direction for further analysis of project related impacts

on previously undiscovered paleontological resources. The SLSP EIR also includes mitigation on how to proceed if any previously undiscovered or subsurface archaeological artifacts or historical sites are discovered in the Plan Area during project construction or implementation. Potential actions include avoidance, data recovery, and documentation.

#### **2.6.7 Noise**

The identified, primary noise-producing elements associated with the South Lathrop Specific Plan project include traffic on the local roadway network, trains, and project construction. In addition, on-site noise exposure is anticipated on the northern Plan Area boundary due to SR 120 traffic. A more comprehensive discussion of noise as well as mitigation measures is included within the EIR document associated with the South Lathrop Specific Plan.

#### **2.6.8 Circulation**

Regional vehicular access to the SLSP is provided primarily by State Route 120 (SR 120), an east-west facility along the northern boundary of the Plan Area, providing access to Interstate 5. In the vicinity of the Plan Area, SR 120 is a four-lane freeway. Access to and from SR 120 from the Plan Area is provided via Yosemite Road/Guthmiller Road. Improvements are planned for the Guthmiller Interchange that would include signalization at the on/off ramp intersections as well as widening and reconfiguring of off-ramps.

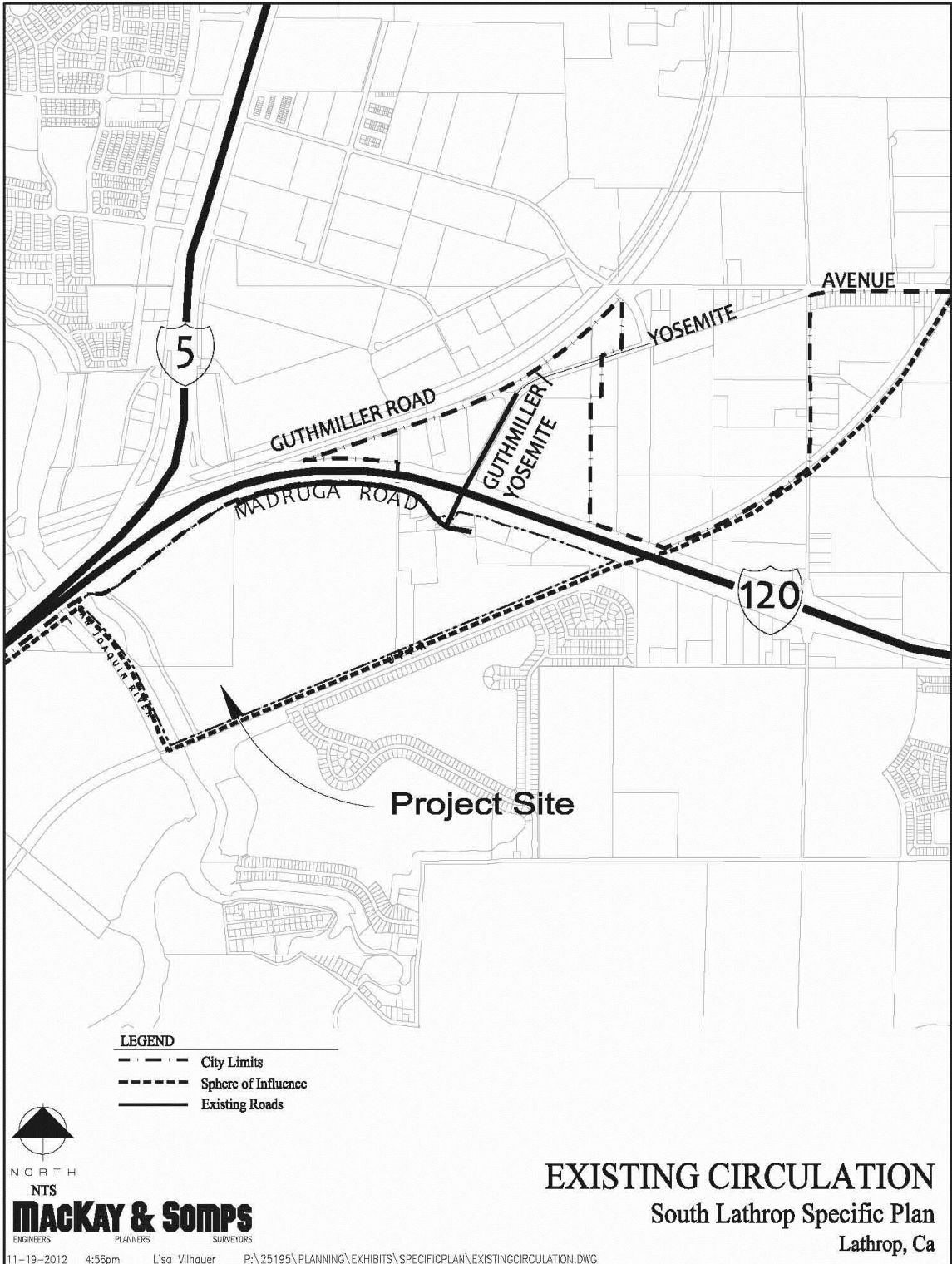
Local access within the Plan Area consists of Yosemite Avenue/Guthmiller Road as well as the frontage road, Madruga Road.

Although the existing transportation system in the vicinity of the Plan Area is heavily dependent on the automobile for most daily trips, existing rail and bus transit facilities, and planned bicycle facilities offer alternative modes. The Lathrop-Manteca Altamont Commuter Express (ACE) is a commuter rail line connecting Stockton to San Jose. The Lathrop-Manteca station is north of the Lathrop Gateway Business Park. Modesto Area Express (MAX) provides service between Modesto and the Lathrop-Manteca ACE station. San Joaquin Regional Transit (SJRTD) is anticipated to provide bus service to the Plan Area.

#### **2.6.9 Infrastructure**

The South Lathrop Specific Plan Area currently has minimal infrastructure and does not utilize City services. Currently, water is provided by on-site wells. Existing businesses and residents use septic or leach fields. Pacific Gas and Electric currently provides electricity and gas service to the area. Chapter 6 discusses the infrastructure systems that will be constructed to support the proposed project.

FIGURE 2-5



## 3.0 Land Use

### 3.1 INTRODUCTION

The Land Use and Development Plan is the primary implementing component of the South Lathrop Specific Plan. This chapter discusses and summarizes the different land uses proposed within the Specific Plan Area, refines land use types that are provided in the Lathrop General Plan and lists the development standards for each individual land use category. The Land Use Plan and descriptions discussed within this chapter describe the zoning for all of the properties within the Plan Area. The City of Lathrop General Plan Map and the South Lathrop Specific Plan Land Use Plan show the boundary of the Plan Area to indicate that a separate document (i.e. this document) exists, and that all subsequent development applications must be consistent with this Specific Plan Document.

The development standards provided in this Specific Plan are also contained in the development standards shown in the South Lathrop Specific Plan Zoning Ordinance. Design Guidelines have been prepared for each land use group and can be found in Chapter 5.

The formulation of this Land Use Plan was influenced by a variety of factors including physical site constraints and adjacent land uses as discussed in Chapter 2, Context and Setting. The Land Use Plan takes into consideration input from the property owners, the City of Lathrop, the environmental analyses completed with the EIR and the infrastructure studies. The result of this collaboration is a comprehensive Land Use Plan that includes a balanced mix of employment-generating land uses, organized in a logical manner and efficiently served by infrastructure.

It is acknowledged that this Specific Plan document may evolve over time, taking in consideration market change and community desires and needs. As property owners and builders develop their properties they will be required to follow the Site Plan review process as laid out in this Specific Plan. The development plans for each property will be designed based on the policies and standards contained in this Specific Plan.

### 3.2 OVERVIEW OF LAND USES—KEY ELEMENTS OF THE LAND USE PLAN

The Land Use Plan (Figure 3.1) illustrates the distribution of land uses within the Plan Area. Table 3.1 provides a summary of these land uses. The acreage and allowable square footages for each land use may vary slightly from these acreages shown depending on more accurate survey data and the final alignment of roadways, storm water and recycled water basins and required open space; however the total acreages and building square footage should establish an approximate carrying capacity for the Plan Area.

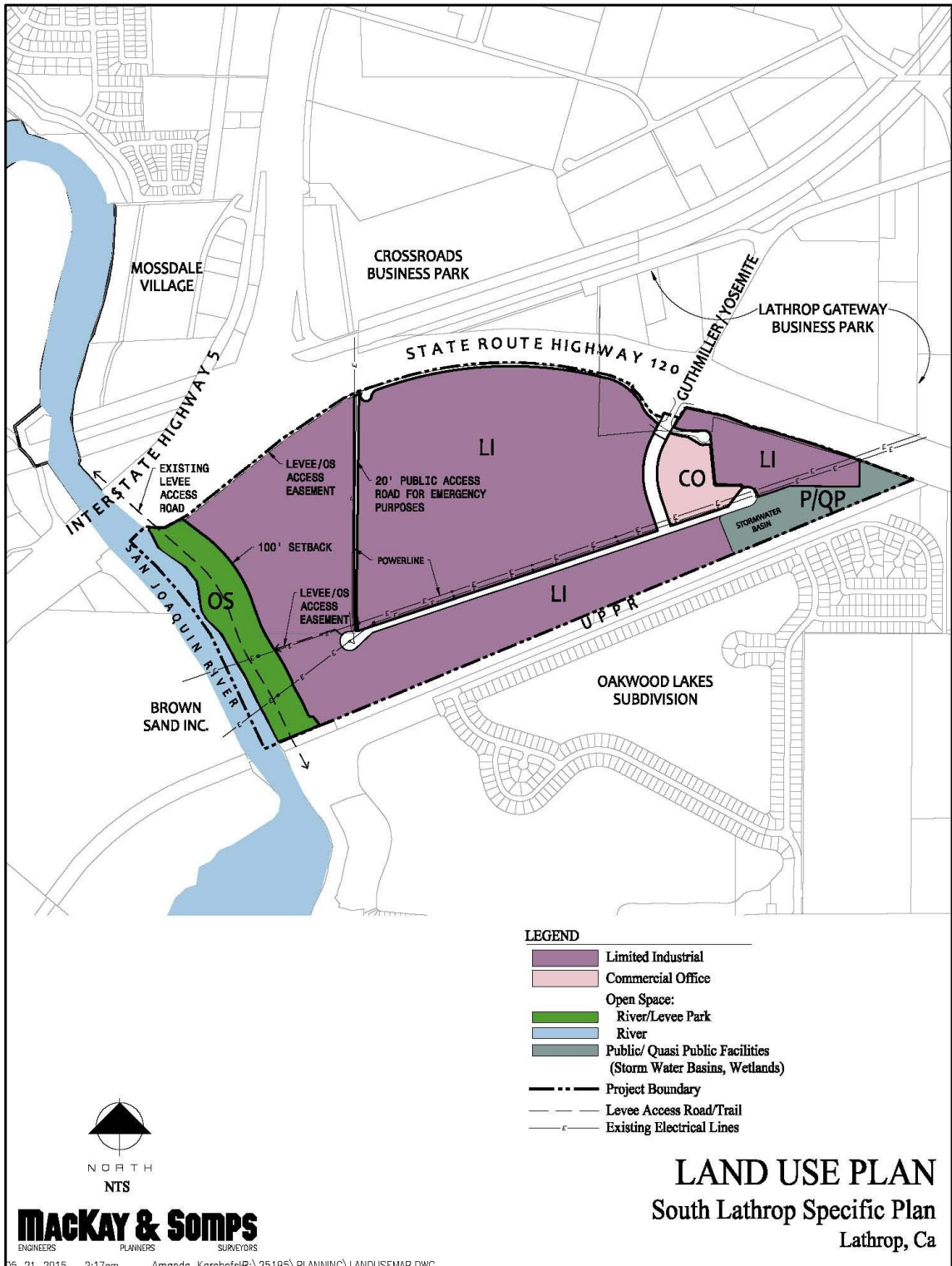
The City of Lathrop is composed of several natural and manmade boundaries—freeways, major roadways, a major river, railroads, and other features which help create logical land use and circulation configurations. The Plan Area, bounded by the Union Pacific Railroad to the south and east, State Highway 120 to the north and east and the San Joaquin River to the west, is a logical 315-acre development area with convenient access for

commercial and industrial uses. The Land Use Map establishes a framework for commercial, business park, and industrial land uses with a projected potential of approximately 4,288,918 square feet of employment-generating development. The regionally-oriented South Lathrop Specific Plans development uses will be convenient for Lathrop residents as well as nearby cities and county lands. The Plan is designed to provide a local job center while reducing the commute of City and County residents.

<b>TABLE 3.1 LAND USE SUMMARY</b>						
<b>Land Use</b>		<b>Acreage (Net)<sup>1</sup></b>	<b>Total Sq. Ft. Per Land Use</b>	<b>FAR Range</b>	<b>FAR Target</b>	<b>Max. Sq. Ft.</b>
Commercial Office	CO	10.0	435,600	.20 to .60	.30	130,680
Limited Industrial	LI	246.4	10,733,184	.15 to .65	.387	4,158,238
Open Space	OS					
River/Levee Park		21.0				
River		10.5				
Public/Quasi Public Facilities (Storm Water Basin)	P/QP	11.6				
Subtotal		299.5				
Existing Roads <sup>2</sup>		5.0				
Major Roads <sup>2</sup>		10.5				
<b>TOTAL</b>		<b>315</b>				<b>4,288,918</b>
<sup>1</sup> Net acreage does not include existing/major roadways						
<sup>2</sup> Major and existing roads include pedestrian and bicycle multi-use paths and sidewalks within the right-of-way						



FIGURE 3.1



### **3.2.1 Land Use Designations**

The South Lathrop Specific Plan has been divided into four different designations for land planning purposes. A well thought out circulation pattern allows for vehicular, bicycle and pedestrian connections between the uses.

The land use plan for the South Lathrop Specific Plan has been designed to allow the uses that would need the most visibility and access to be located close to the entrance of the site from the nearest arterial intersections and highways or interchanges. The uses that have less dependability on visibility are generally located further into the site. The four land use designations as defined by the South Lathrop Specific Plan are listed below:

### **3.2.2 Commercial Office**

The Commercial Office (CO) uses have been directed toward the State Route 120/Guthmiller interchange and corridor to capitalize on the vehicular access, visibility, and the logical “capture” market for these uses along the freeway corridor. Locating CO uses on the east side of Guthmiller Road, south of SR 120, creates a hub or core of retail commercial land uses around the interchange.

This mix of uses provides regional as well as local-serving business/professional workspace, service, and product sales. The South Lathrop Zoning Ordinance provides a full description and listing of permitted businesses in this designation. Sections 3.5.1 and 3.5.2 below provide a description of development standards for the Commercial Office land use designation. Table 3.1 summarizes the Commercial Office land use acreage and allowable square footage.

### **3.2.3 Limited Industrial**

Located across a majority of the Specific Plan Area are Limited Industrial land uses. The Limited Industrial use spans from the northern project boundary along Highway 120 to the southern and eastern boundary along the Union Pacific Railroad. Envisioned as an important employment-generating land use, this Limited Industrial designation would allow for a broad range of use types such as warehousing/distribution, office, limited ancillary retail sales, supporting retail services, trailer and recreational vehicle sales, research and development, equipment and other such uses and services necessary to support them. It is anticipated that the majority of the users will likely be warehousing and manufacturing as there is not a great need for visibility from Arterial Roads or from Highway 120. Refer to the South Lathrop Specific Plan Zoning Ordinance for the full range of permitted uses under this land use category.

Table 3.1 summarizes the Limited Industrial land use acreage and allowable square footage.

### **3.2.4 Open Space**

The Open Space uses are located along San Joaquin River and spans the length of the Project Area. This area is designed to provide an open space corridor in accordance with the City of Lathrop General Plan. The open space corridor along the San Joaquin River is intended as a local community wide facility with the possibility of regional

linkage. This Open Space Corridor would also provide the ability to connect the South Lathrop Specific Plan with the West Lathrop Specific Plan Area and other development to the north. Though not required or mandated, provision is made within this Specific Plan for the construction and use of outdoor recreation facilities such as recreation fields, fitness equipment and courses, or other such uses intended for the physical recreation and well-being of the community and/or the employee users. Refer to the South Lathrop Specific Plan Zoning Ordinance for the full range of permitted uses under this land use category. Recreation and open space amenities will be included as part of the landscape coverage requirement specified in the development standards of the South Lathrop Specific Plan Zoning Ordinance. In addition, these facilities should be consistent with Chapter 5, Design Guidelines.

### **3.2.5 Public/ Quasi Public Facilities**

Within the Plan Area there are multiple infrastructure improvements designated as Public/Quasi Public Facilities. These include stormwater detention and retention basins and public easements. Many of these uses will also be permitted within each Land Use Designation to allow for flexibility in the development plan.

Within the SLSP land is identified for detention and/ or retention facilities for the purpose of managing the stormwater runoff on the site. The location and size of the detention/retention areas are conceptual and may be relocated with future development applications.

The Public/Quasi Public Land Use will have an underlying land use of Limited Industrial. If at the development plan stage it is determined that the basins can be resized or eliminated the land that has been zoned for Public/Quasi Public will revert to the Limited Industrial land use. Additional CEQA analysis may be required if the build out intensity exceeds that which was analyzed in the EIR.

Refer to Chapter 6, Public Services and Infrastructure, for more detail on the basins.

### **3.2.6 Existing and Interim Land Uses**

The South Lathrop Specific Plan currently supports existing industrial and agricultural uses. Some of these uses will remain during and after the property development. These current businesses along Madrugá Road are consistent with the Limited Industrial land use and therefore conform to the South Lathrop Specific Plan. Some of the current uses will remain until the property is developed and therefore referred to in this document as Interim Uses.

Because the build-out of the Plan Area is anticipated to take place over an extended period of years, the Interim Uses described above may remain present for many years. These uses are referenced in Section 3.5, Land Use Regulations and Standards.

Interim Agricultural uses are subject to Agricultural Development Standards and Use Regulations located in the City's Zoning Ordinance. Refer to Chapter 17.116 of the Lathrop Zoning Ordinance for more specific information regarding Nonconforming Uses and Structures.

Right-to-Farm provisions for the South Lathrop Specific Plan development are discussed in Section 2.6.5.1 of this specific plan document.

### **3.3 CALCULATION OF LAND USE INTENSITIES AND ALLOWABLE SQUARE FOOTAGES**

As development applications are submitted the maximum allowable net square footage for a particular parcel or parcels will be calculated by multiplying the surveyed net developable area in acres within the parcel by the allowable target Floor Area Ratio (F.A.R.) for the associated land use designation. The acres used in this calculation may vary slightly from the acreage shown in the Land Use Plan and Table 3.1 of this Specific Plan and will be determined by more accurate survey and boundary information as well as the final street alignments. The calculation of F.A.R. intensity shall not include arterial and collector streets, (as measured from right-of-way to right-of-way) or other land uses designated on the Land Use Plan (wetland areas, landscape/bikeway corridors, detention areas, etc.) as well as other incidental public facility sites.

The total net square footage quantities identified by the Land Use Map is intended to set an overall "holding capacity" for the Plan Area. The EIR has assumed a build out of the site that is less than the overall "holding capacity." Development should not exceed what was analyzed in the South Lathrop Specific Plan EIR, or future CEQA review may be required.

### **3.4 LAND USE AND SITE LAYOUT FLEXIBILITY**

The Land Use Plan (Figure 3.1) illustrates the general locations and distribution of land use parcels within the Specific Plan Area as described earlier in this Chapter. This Land Use Plan is diagrammatic and does not necessarily represent final road alignments, land use configurations or acreages.

The land uses described in this document may be further refined in more detail with future parcel maps and site plan applications, without requiring a Specific Plan Amendment. Given that the Land Use Map is conceptual in nature, allowance is made within this document for flexibility in the City's review of future more detailed applications. Land Use and Site Design Flexibility might include, but is not limited to, the following:

- Re-locating collector roads and/or intersections to correspond to existing property lines,
- Re-locating collector roads and/or intersections to accommodate a specific development program, building product types, or parcel layout arrangement,
- Re-locating collector roads to allow for more efficient use of parcelization for building and parking areas on-site,
- Re-locating Public/Quasi-Public Facilities including Stormwater basins,
- Minor deviations in land use intensity (Floor Area Ratio) standards for particular projects, with the concurrence of reviewing agencies,
- Introduction of specific user types not specified in the South Lathrop Specific Plan Zoning Ordinance,

but which are compatible and consistent with the purpose and intent of the land use designation and zoning classification (to be approved by the Community Development Director)

- Other such relatively minor deviations from the existing Specific Plan.
- Acceptability of final land use and site layouts will be evaluated based upon the following criteria:
  - Consistency with the prescribed land use development and design standards, in accord with the Specific Plan,
  - Building, parking and site design consistency for each land use parcel as described in the Design Guidelines (Chapter 5),
  - A consistent application of the stated principles, as laid out in the Specific Plan and the City General Plan,
  - Potential economic benefits of a particular land use, building type, site feature, configuration of buildings, road alignment, or other deviation from the Specific Plan that would outweigh the benefits of strict adherence to the South Lathrop development standards and Zoning Code, and/or
  - The employment benefit of a land use, configuration, or other factor within the Specific Plan area which deviates from the Specific Plan.

### 3.5 LAND USE REGULATIONS AND DEVELOPMENT STANDARDS

The following section provides the land use regulations and development standards pertinent to each Specific Plan land use designation as described in Section 3.2.1 and illustrated on the Land Use Map.

The specific plan land use designations differ from the South Lathrop Specific Plan Zoning Ordinance (SLSPZO). The City's General Plan land use designations differ from this specific plan document. Due to discrepancies in land use terminology between these three documents, the following table has been provided:

LAND USE PER GENERAL PLAN		PER SPECIFIC PLAN		PER SLSPZO
<i>Office</i>	<i>O</i>	<i>Commercial Office</i>	<i>CO</i>	<i>CO-SL</i>
<i>Limited Industrial</i>	<i>LI</i>	<i>Limited Industrial</i>	<i>LI</i>	<i>LI-SL</i>
<i>Open Space</i>	<i>OS</i>	<i>Open Space</i>	<i>OS</i>	<i>OS-SL</i>
--	--	<i>Public/Quasi-Public</i>	<i>P/QP</i>	<i>P/QP-SL</i>

### 3.5.1 Commercial Office (CO)



#### 3.5.1.1 Purpose and Intent

The Commercial Office district is envisioned to include administrative, educational, bio-tech, medical, R&D and other professional and commercial office uses as described in Section 3.2.1, with retail commercial and highway-oriented uses near and along the SR 120 Corridor. Supporting lodging and eating services are also envisioned within this District.

#### 3.5.1.2 Floor Area Ratio

A F.A.R. range of .20 to .60 is allowed; however, a target F.A.R. of .30 has been used to determine the Plan Area maximum square footage for this Land Use designation.

#### 3.5.1.3 Allowable Land Uses

Permitted uses within the designation are itemized in the SLZO (South Lathrop Zoning Ordinance). These standards shall supersede any conflicting standards listed in other documents except the General Plan. Bio-tech, medical and similar uses shall be limited to 20% of the total amount of floor area in the project.

#### 3.5.1.4 Commercial Office Development Standards

The minimum lot area, lot width, setbacks and other development standards for the CO designation are as set forth in the SLZO. These standards shall supersede any conflicting standards listed in other documents. Commercial Office developments shall also be subject to design guidelines contained within Chapters 5 and Site Plan/Architectural Design Review.



### 3.5.2 Limited Industrial (LI)

#### 3.5.2.1 Purpose and Intent

The Limited Industrial Land Use, as described in Section 3.2.1 is envisioned as an important employment-generating land use, intended to provide for well-designed groupings of buildings for manufacturing, assembling, construction, maintenance, administrative office, research and development, bio-tech, warehousing, distribution, and service commercial uses.

#### 3.5.2.2 Floor Area Ratio

A F.A.R. range of .15 to .65 is allowed; however, a target F.A.R. of .387 has been used to determine the Plan Area maximum allowable square footage for this Land Use designation.

#### 3.5.2.3 Allowable Uses

Permitted uses within the LI designation are itemized in the SLZO. These standards shall supersede any conflicting standards listed in other documents.

#### 3.5.2.4 Limited Industrial Development Standards

The minimum lot area, lot width, setbacks and other standards for the LI designation are described and regulated by the SLZO. These standards shall supersede any conflicting standards listed in other documents. Limited Industrial developments shall be subject to design guidelines contained within Chapters 5 and Site Plan/Architectural Design Review.



### **3.5.3 Open Space (OS)**

#### *3.5.3.1 Purpose and Intent*

The Open Space of the South Lathrop Specific Plan is located on the western side of the Plan Area and is envisioned to connect the City's levee/open space/trail network, as described in Section 3.2.4 above.

#### *3.5.3.2 Allowable Uses*

Permitted uses within the designation are itemized in the SLZO. Descriptions, standards, and guidelines shown in this Specific Plan are consistent with the SLZO shall supersede any conflicting standards listed in other documents.

#### *3.5.3.3 Open Space Development Standards*

Development standards for the OS designation can be found in the SLZO, based on each land use sub-category. Open Space uses may also subject to design guidelines contained within Chapter 5 and Site Plan/Architectural Design Review.





### **3.5.4 Public/Quasi Public Facilities (P/QP)**

#### *3.5.4.1 Purpose and Intent*

The Public/Quasi Public Facilities use of the South Lathrop Specific Plan includes detention and retention facilities for stormwater.

#### *3.5.4.2 Allowable Uses*

Permitted uses within the designation are itemized in the SLZO. Descriptions, standards, and guidelines shown in this Specific Plan are consistent with the SLZO and shall supersede any conflicting standards listed in other documents.

#### *3.5.4.3 Public/Quasi Public Development Standards*

Development Standards for the P/QP designation can be found in the South Lathrop Specific Plan Zoning Ordinance, based on each land use sub-category. Public/Quasi Public facilities may also be subject to the design guidelines contained within Chapter 5 and Site Plan/Architectural Design Review.

## 4.0 Transportation and Circulation

### 4.1 OVERVIEW

This chapter describes the proposed circulation system and transportation alternatives associated with the South Lathrop Specific Plan and summarize the information contained in the *Traffic Impact Study* prepared by Fehr & Peers, Inc. The study area extended from the Plan Area north to Lathrop Road and east to Airport Way as shown in Figure 3.14-1 in the DEIR.

The Circulation Plan is designed to allow for efficient circulation to and from the Project Area. The plan provides for multiple modes of transportation including automobile, truck, bus transit, bicycle and pedestrian. This chapter provides the requirements of Plan Area roadways, bikeways, and walkways as well as public transit. The implementation of the South Lathrop Specific Plan will provide additional roadway, bus transit, bicycle, and pedestrian linkages between the project area and the surrounding communities, improving connectivity within this portion of the City.

The Circulation Plan provides connections to existing and future roadways as identified in the City of Lathrop's General Plan Circulation Diagram. These connections provide both regional and local mobility between land uses within and adjacent to the Plan Area. It is the intent of the Circulation Plan to comply with the requirements of the Surface Transportation Assistance Act (STAA). Specific requirements and improvements, consistent with STAA standards, will be specified and implemented in future phases of the entitlement process. The phasing and financing of the proposed roadway improvements is summarized in Chapter 7 Project Financing Plan.

### 4.2 EXISTING ROADWAYS

The Plan Area is bounded on the south and east by Union Pacific Railroad (UPRR) tracks, on the north by SR 120. Regional access to the Plan Area is provided primarily by SR 120, an east-west highway contiguous with the northern boundary of the project site. Access to and from SR 120 and the plan area is provided via the Yosemite Avenue/Guthmiller Road/SR 120 interchange. The Interstate 5/SR120 interchange is located just north and west of the site.

The main access to the site is Guthmiller Road, currently a two-lane arterial, beginning at the Project Site and continuing north east under SR 120, turning into Yosemite Avenue and runs east through Manteca. Yosemite Avenue transitions to West Yosemite Avenue east of McKinley Avenue intersection, eventually becoming a collector roadway, East Yosemite Avenue, in Manteca. The roadway is paved with shoulders, but does not have curbs and gutters. Yosemite Avenue is a truck route for commercial and industrial uses north of the Plan Area via D'Arcy Parkway and McKinley Avenue.

### **4.3 PLANNED HIGHWAY INTERCHANGE IMPROVEMENTS**

According to the EIR, the City of Lathrop in conjunction with CalTrans will prepare a Project Study Report-Project Development Support (PSR-PDS) document for the SR120/Yosemite Avenue interchange. The EIR anticipates that the ramps will be widened and traffic signals will be installed at 50% build-out of the SLSP. The EIR further anticipates that the undercrossing will be widened in combination with additional improvements to the ramps at 100% build-out of the SLSP.

### **4.4 PROPOSED CIRCULATION SYSTEM**

The South Lathrop Specific Plan outlines a well-structured network of roadways, bikeways and walkways to serve the project. The circulation system will provide convenient and safe access to all areas within the Plan Area, as illustrated in Figure 4.1, Circulation – Vehicular. The creation of a well-connected hierarchy of travel modes allows for the efficient flow of vehicular traffic, but also encourages and facilitates walking, biking, public transit, and other alternatives to single-occupancy vehicles.

San Joaquin Regional Transit District (SJRTD) will provide bus service to the Plan Area. Currently, no bus routes are provided to the Plan Area. The Lathrop-Manteca Station, located north of the Plan Area, of the Altamont Commuter Express (ACE) Rail Service provides regional service between Stockton and San Jose; Modesto Area Express (MAX) provides bus connection between Modesto and the ACE station. The design of the Land Use Map and the policies contained within this document encourage the use of existing public transit, as well as expansion of routes to the Plan Area with additional stops at key intersections. Land uses are generally more intense adjacent to Guthmiller Road to encourage ridership, as it is anticipated that bus service will expand along this corridor as development occurs.

The South Lathrop Specific Plan includes connections to the off-street bicycle and pedestrian paths of the City of Lathrop’s Bicycle Transportation Plan. Class I (off-street) bike routes have been designated along arterial roadways. To encourage pedestrian trips within the Plan Area and to surrounding areas, all arterial and local streets include sidewalks along both sides of the streets.

The Traffic Impact Study prepared by Fehr & Peers summarizes the existing and projected traffic counts for certain selected street segments within the Plan Area, summarizes the cumulative traffic counts and provides a basis for the roadway sizing shown on the Circulation Plan (Figure 4.1). It demonstrates that the proposed Circulation Plan is consistent with the General Plan, which specifies a minimum Level of Service (LOS) “C” on arterials and LOS “D” for all interchange ramps. For additional detail, please refer to the Traffic Study contained in the SLSP EIR.

#### **4.4.1 Roadways**

The proposed roadway system for the South Lathrop Specific Plan is based on a pattern of streets that provides efficient access for vehicles, bicycles and pedestrians through the site. The roadway system calls for an extension

of Guthmiller Road (Yosemite Avenue), an expansion of Madrugá Road and the construction of new local industrial roads. The addition of signals may be required at various intersections. Generally, the proposed Phasing and Capital Improvement Program will install full roadway improvements curb-to-curb and required street lighting for arterial roadways from intersection to intersection as these roadway segments are triggered by development. The approach to and the timing of roadway improvements should be logical and comprehensive as to accommodate development phases and demands, while avoiding piecemeal improvements. Phasing is discussed in more detail in Chapter 7, Project Financing Plan. Public and private financing, fee programs and other financing mechanisms will be utilized to ensure the early completion of roadways.

#### 4.4.1.1 Arterial Streets

Arterial Streets within the Plan Area will be four-lane facilities. This category of street will serve to provide access to and from the Plan Area and connect the Plan Area to the City of Lathrop. These streets have been excluded from the calculations of developable acres in the Land Use Plan. The following is a summary of the proposed roadway improvements:

- Guthmiller Road/Yosemite Avenue will be expanded to 4 traffic lanes south of SR 120 and will continue as a 4 lane arterial until the T-Intersection with the Local Industrial Street.
- Guthmiller Road includes provisions for two-way traffic, with a dividing median and a Class I off-street pedestrian/bicycle multi-use path. No on-street parking is allowed.

#### 4.4.1.2 Arterial Street Standards

1. A minimum Level of Service (LOS) C shall be maintained on all roadways with the exception of those roadway segments on which the City makes a finding of over-riding consideration.
2. Arterial street intersections should provide designated left and right turn lanes to facilitate optimal traffic flow.
3. Individual development site driveway cuts should be limited on all arterial streets to facilitate optimal traffic flow.
4. Arterials shall be designed for their dual roles as vehicular and non-vehicular transportation corridors, with landscaped off-street multi-use pedestrian and bicycle paths.
5. The City Engineer or the Community Development Department may allow alternatives to the proposed roadway sections or landscape corridors subject to design review.
6. Arterials shall be designed to accommodate STAA trucks.
7. Arterial structural street sections shall take into consideration appropriate traffic index (T.I.) values based on the anticipated truck traffic.

Streetscapes shall be designed in accordance with final street section details and the design guidelines found in

## Chapter 5.

### 4.4.1.3 Local Streets

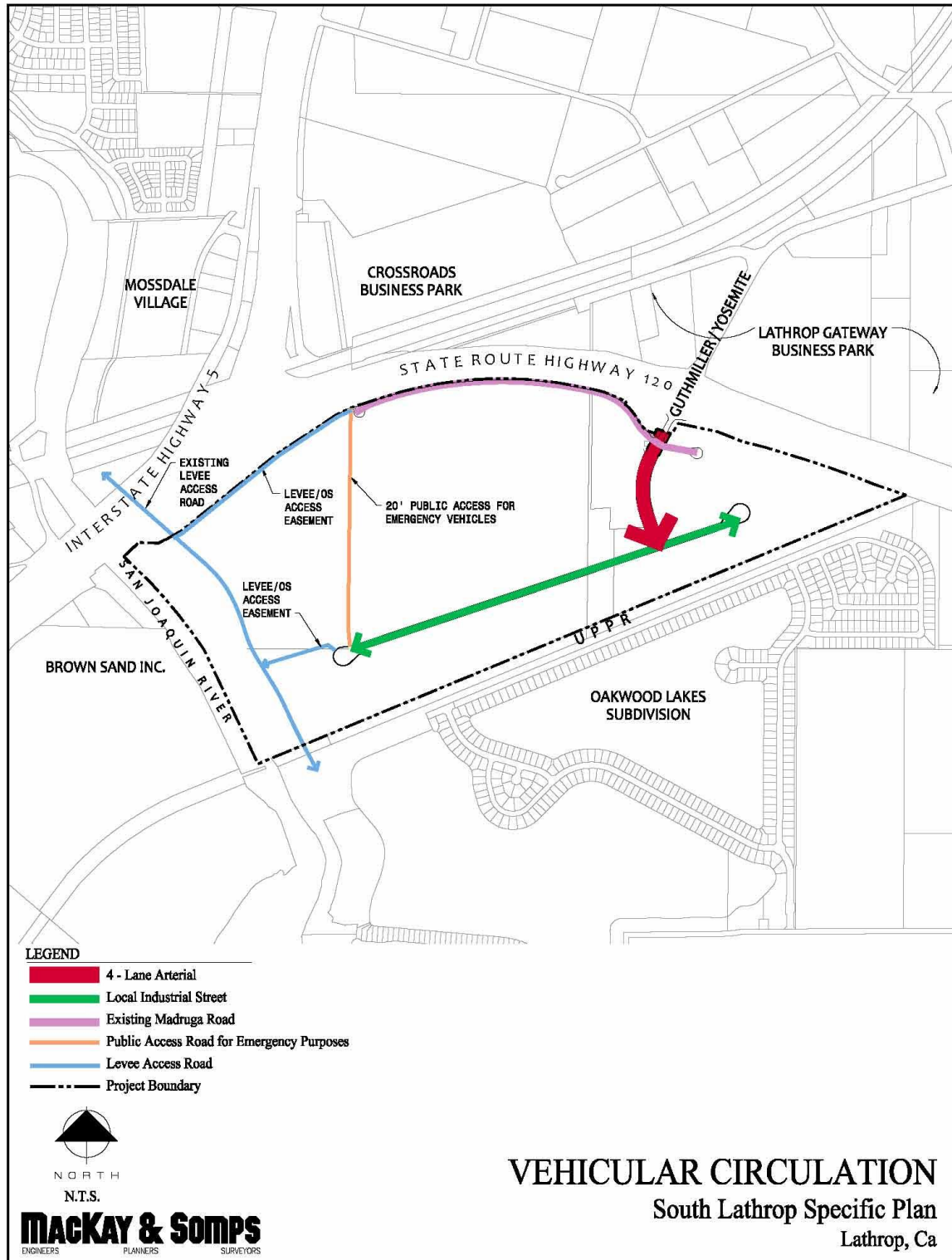
Local Streets consist of internal circulation between land uses and connect to arterial streets within the Plan Area.

As a part of local street improvements, Madruga Road will be improved to include the appropriate turn-around area for Fire Department vehicle access.

### 4.4.1.4 Local Street Standards

1. Development should be designed with internal connecting streets to encourage a more open and accessible network and to improve the distribution of traffic throughout the roadway network.
2. The City Engineer or the Community Development Department may allow alternatives to the proposed roadway sections, subject to design review.
3. Streetscapes shall be designed in accordance with final street section details and the design guidelines found in Chapter 5.
4. Local Streets shall be designed to accommodate STAA trucks.
5. Local structural street sections shall take into consideration appropriate traffic index (T.I.) values based on the anticipated truck traffic.

FIGURE 4.1



J12 7:44am Lisa Vilhauer P:\25195\PLANNING\EXHIBITS\SPECIFICPLAN\CIRCULATION-VEHICULAR.DWG

FIGURE 4.2

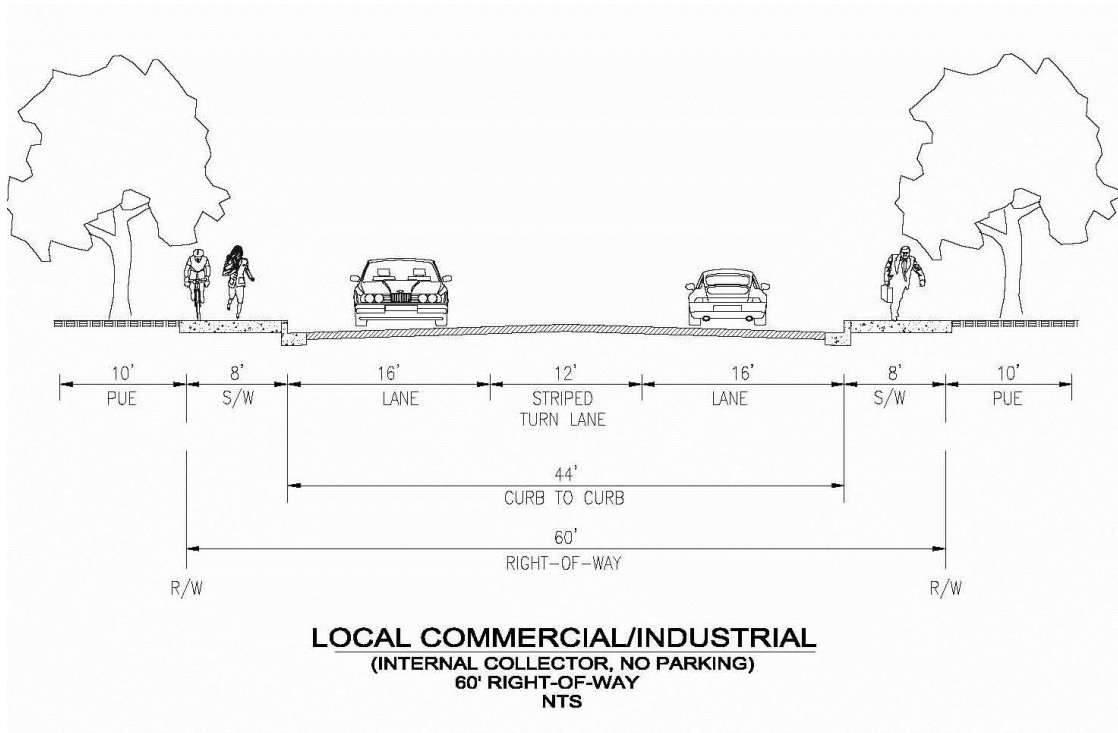
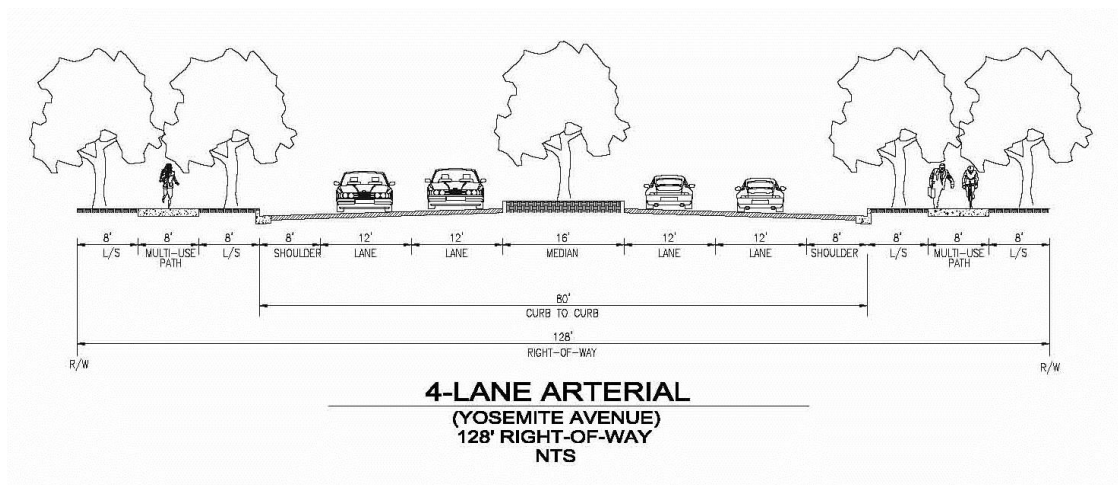
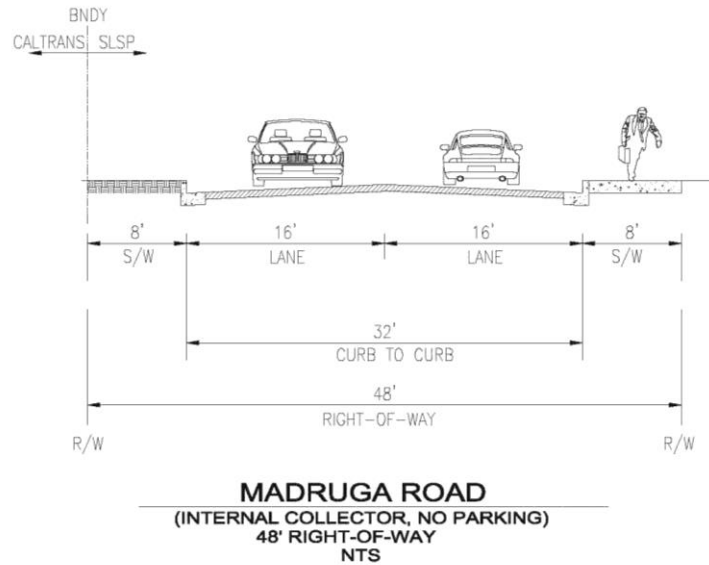


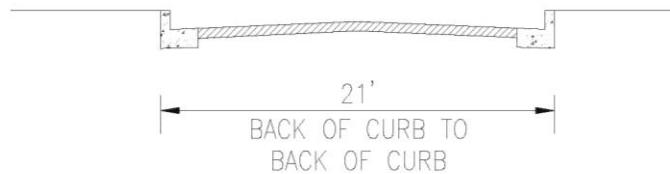
FIGURE 4.3



**FIGURE 4.4**



**FIGURE 4.5**



**EMERGENCY VEHICLE ACCESS ROAD**

**4.4.2 Bikeways**

A comprehensive system of bikeways is proposed for the Plan Area that will allow for convenient access between land uses, thereby encouraging bicycling as an alternative mode of transportation (Figure 4.4). There are two different types of bikeways: those in dedicated open space corridors and those along streets. Both serve the primary function of providing bike connections between major activity centers in the plan. All bikeways within the Plan Area will be consistent with and become an extension of the City of Lathrop Bicycle Transportation Plan; the bikeway plan identified in this specific plan should be implemented to the maximum extent possible.

Bicycle facilities are generally categorized into three distinct classes:



- Class I (Bike Path or Trail) - Provides a paved trail completely separated from vehicular traffic.
- Class II (Bike Lane) - Provides a paved striped lane at the edge of the street for one-way bike travel.
- Class III (Bike Route) – Sign-designated, shared use routes with vehicle traffic on a minor street.

An extensive Class I bike trail system is proposed in the City of Lathrop Bicycle Transportation Plan.

Within the South Lathrop Specific Plan Class I bike paths, providing 8-feet of pavement and 2' graded shoulders shall be provided along the main arterial street as well as along the local industrial street. 8' wide sidewalks will be provided along the local industrial street. These paths will provide off-street connections throughout the Plan Area.

The usefulness of the bike system depends, in part, on providing reasonably direct routes to the primary activity centers within the Plan Area. The Plan Area shall be designed to facilitate pedestrian and bicycle access to services, shopping and jobs. In addition, the bikeway system shall provide a connection to neighboring developments, transit stations, and the regional network.

#### 4.4.2.1 Bikeway Standards

1. The off-street bicycle/pedestrian network shall include an informational signage program (e.g., “1/2 mile to town center”).
2. Class I bike lanes shall be provided as identified by (Figure 4.4).
3. Class I bike lanes shall be provided as connection to regional trails and transit facilities within and outside the Plan Area.

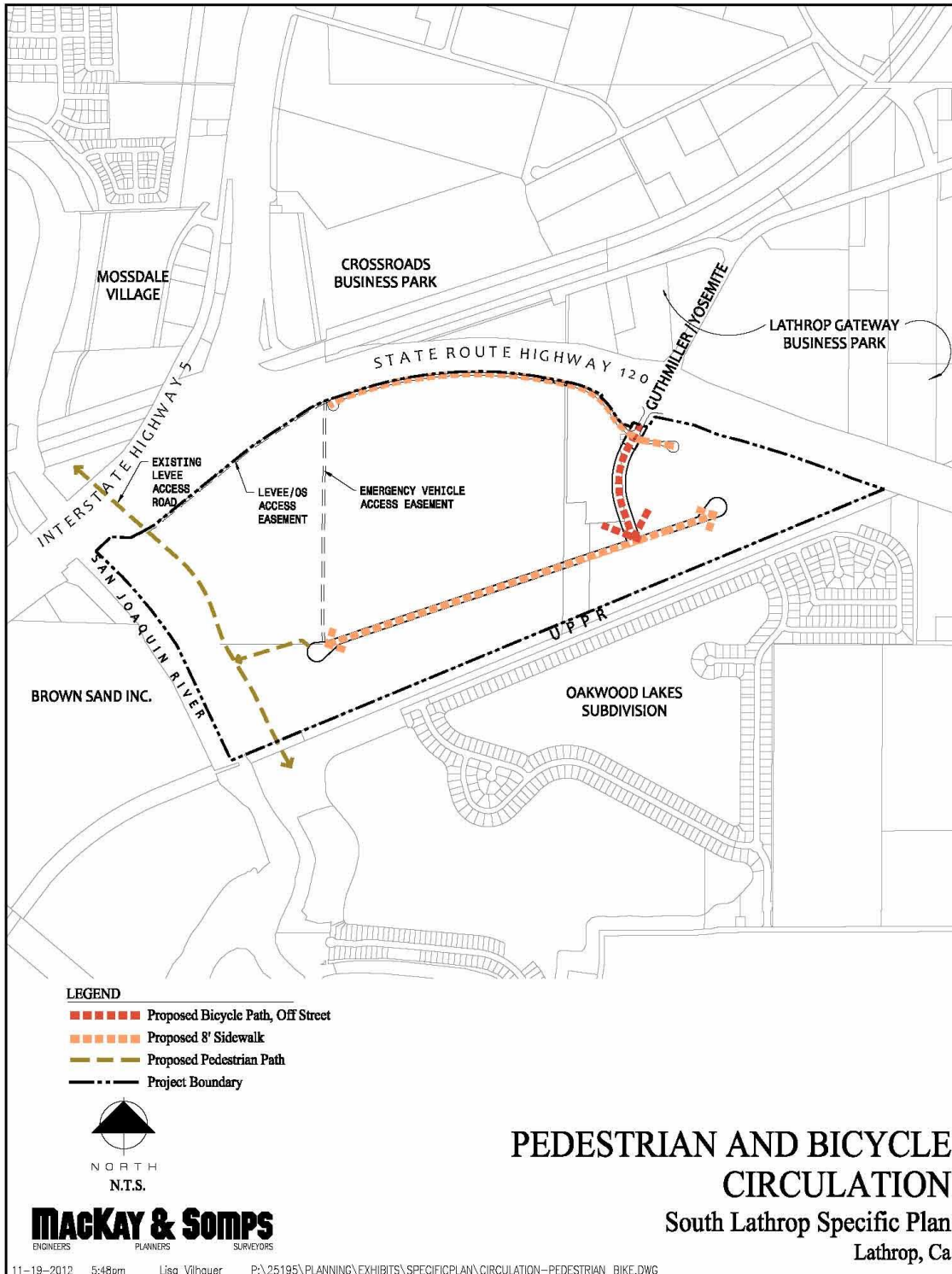
#### 4.4.3 Walkways

A comprehensive hierarchy of pedestrian walkways is proposed (Figure 4.4). Sidewalks shall be provided along all streets within the Plan Area, providing a pleasant and comfortable walking experience. This comprehensive system of pedestrian walkways will encourage walking or biking to work and will allow convenient connections within the business park to other areas. Employees and patrons will be able to walk between commercial and office centers, thereby encouraging an alternative to vehicular travel.

##### 4.4.3.1 Walkway Standards

1. The off-street bicycle/pedestrian network shall include an informational signage program (e.g., “1/2 mile to town center”).
2. A sidewalk shall be provided along the face of any retail commercial buildings, allowing storefronts or office buildings to be linked.

Figure 4.6



## **4.5 ALTERNATIVE TRANSPORTATION MODES**

### **4.5.1 Bus Transit**

The Plan Area currently has no bus service. It is anticipated that San Joaquin Regional Transit District (SJRTD) will provide bus service to the Plan Area. With the build-out of the South Lathrop Specific Plan Area, bus service will likely be expanded to serve new businesses through a re-routing of the intercity services between Tracy, Manteca, and Stockton. Generally, routes are anticipated along Guthmiller Road within the Plan Area.

To support public transit and the likelihood that bus routes will follow arterial roadways, the Land Use Plan has been configured to place highest-intensity land uses adjacent to Yosemite Avenue/Guthmiller Road. This type of configuration will maximize the potential for ridership. Final locations for bus stops and bus routes within the Plan Area will be determined as development occurs and in conjunction with SJRTD.

#### *4.5.1.1 Bus Transit Standards*

1. Bus turnouts will be provided with the design of arterial and/or collector streets. The location of turnouts, typically on the far side of major intersections, with sidewalk access to nearby intersections with controlled crossings, shall be coordinated with the SJRTD and improvement standards.
2. Benches and bus shelters will be provided, as directed by the SJRTD when bus service is provided.

### **4.5.2 Rail Transit**

North of the Plan Area, the Lathrop-Manteca station of the Altamont Commuter Express (ACE) Rail Service provides regional service between Stockton and San Jose; Modesto Area Express (MAX) provides bus connection between Modesto and the ACE station. The proximity of the station to the Plan Area provides for convenient access to commercial and employment uses. There is also opportunity for pedestrian and bicycle connection between the ACE station and the Plan Area along Yosemite Avenue.

## 5.0 Design Guidelines

### 5.1 INTRODUCTION

The Design Guidelines provide the vision for the South Lathrop Specific Plan development area by establishing minimum standards for character, building design and landscape elements. This document together with the City's zoning code and the South Lathrop Zoning Ordinance (SLZO) ensures a coherent well thought out design for the Plan Area.

The following guidelines provide site design and architectural standards, including provisions for landscaping and sustainability efforts applicable to development within the Plan Area. All development proposals within the Plan Area must adhere to the standards and guidelines set forth in this document.

These guidelines and standards are consistent with and provide a companion document to the South Lathrop Zoning Ordinance. Standards not addressed within this document shall be subject to the Lathrop Municipal Code.

### 5.2 PURPOSE

The purpose of the guidelines and standards for commercial, office, and industrial development is to ensure consistency of design and across a wide range of uses within the South Lathrop Specific Plan area.

These guidelines provide clear standards for the development of a well-designed project: compatibility with adjacent land uses, land design that allows for high visibility and accessibility and provides the ability for alternative modes of transportation to, from and within the site.

The South Lathrop Specific Plan encourages projects within it to be designed in relation to the context of the surrounding community and not as a secluded development.

### 5.3 LAND USE

A brief description and the vision of each land use designation within the Plan Area are provided below:

#### LIMITED INDUSTRIAL

Envisioned as a prominent employment-generating land use, this designation should provide a high degree of functionality, including convenient access to major roadways. Buildings within this area may likely be warehouse, manufacturing, assembly and repair-type buildings. Careful consideration should be placed in the material, color, and scale of buildings as well as the articulation of each façade. Although multiple industries will most likely be on-site, the architecture styling and detailing of buildings should create cohesion and compatibility across the Plan Area. The environment of the area should be simple and concentrate on commerce, while providing key outdoor amenities for employees. Within the Limited Industrial designation, pedestrian connection and amenities, such as landscaped picnic areas or small court areas, may be considered where possible and practical.

**COMMERCIAL OFFICE**

The Commercial Office area of the Plan Area in the eastern region of the site, capitalizes on access and visibility from State Route 120. Envisioned as a campus style development, with buildings arranged in an orderly landscaped setting, office and commercial buildings are encouraged to be clustered on the site to the extent practical, and located in close proximity to the SR 120 interchange and Guthmiller/Yosemite Avenue corridor. With the proximity to major corridors and SR 120, the Commercial Office area should attract visitors, both local and regional, with opportunity for freeway-oriented retail uses in southeast Lathrop. The architecture should be of high quality and thematically compatible, helping to anchor the area, providing a pleasing image and visual entryway to the South Lathrop Specific Plan development. Where feasible, parking should be placed behind buildings or landscaped areas. Groupings of buildings should be located to take advantage of landscaping, visibility, and potential gathering or entry spaces for employees and visitors. Clearly identified walkways should connect buildings to each other and to the surrounding site. Opportunities for either horizontal mixed-use, office adjacent to commercial, or vertical mixed-use, office over commercial, may be considered where feasible and practical.

**OPEN SPACE**

The Open Space uses are located along San Joaquin River and spans the length of the Project Area. The open space corridor along the San Joaquin River is intended as a local community wide facility with the possibility of regional linkage. This Open Space Corridor would also provide the ability to connect the South Lathrop Specific Plan with the West Lathrop Specific Plan Area and other development to the north. Though not required or mandated, provision is made within this Specific Plan for the construction and use of outdoor recreation facilities such as recreation fields, fitness equipment and courses, or other such uses intended for the physical recreation and well-being of the community and/or the employee users. The Open Space area should be designed to encourage access and use by the employees of the Plan Area as well as the residents of the City of Lathrop. The Open Space should include site furnishings and lighting should being consistent in design with the Commercial Office and Limited Industrial land uses as well as follow the construction and landscape theme of the Inland Passage Drive linear park.

**PUBLIC/QUASI-PUBLIC**

Within the Plan Area there are multiple infrastructure improvements designated as Public/Quasi Public Facilities. These include stormwater detention and retention basins and public easements. Many of these uses will also be permitted within each Land Use Designation to allow for flexibility in the development plan.

Within the SLSP land is identified for detention and/ or retention facilities for the purpose of managing the stormwater runoff on the site. The location of the detention/retention areas' sizes and locations are conceptual and may be relocated with future development applications.

Refer to Chapter 6, Public Services and Infrastructure, for more detail on the basins and their design.

## 5.4 ORGANIZATION

General principles guide the overall South Lathrop Specific Plan and lay the foundation for standards and guidelines to be developed. There are both standards and guidelines provided for the entire Plan Area, and standards and guidelines that apply to each designation. All site design standards and guidelines are organized into two sections: 1) site design and 2) architecture. Within each section, subcategories further define and illustrate design objectives through written descriptions and photographic examples that convey desired elements. Supporting the design objectives are standards and guidelines, defining how desired development should be achieved.

## 5.5 SOUTH LATHROP PRINCIPLES, STANDARDS AND GUIDELINES

The South Lathrop Specific Plan (SLSP) strives for a realistic and attractive development. The SLSP, within the existing and surrounding landscape, will continue to advance the economic vitality and job growth in Lathrop by creating a development of quality site design and architecture. To achieve these goals, the following planning and design principles have been developed to assist designers and developers in meeting the City's preference.

All commercial and industrial projects within the Plan Area should be designed to meet, or exceed the following planning and design principles:

1. Create quality site design.
  - a. Design pedestrian accessible buildings.
  - b. Design building heights and street widths at an appropriate scale; minimize parking between buildings and the street.
  - c. Encourage design elements that consider environmental conditions, like sun, shade, wind, etc., to improve the pedestrian experience and provide natural environmental control.
  - d. Encourage high-quality streetscape with landscape expressions.
  - e. Provide outdoor lighting for safety and security; minimize outdoor lighting from spilling over to adjacent properties.
2. Encourage distinctive architecture.
  - a. Encourage interesting building elevations through design styles, ancillary elements, and materials that are consistent with other exemplary developments in and around the region.
  - b. Use design styles, elements, and materials that compliment—or do not visually compete with—surrounding context and scale of neighboring land uses.
  - c. Integrate a hierarchy of streets and project entries through the use of entry gateways and landscaping to attract visitors and appeal to employees.



and people throughout the site. The circulation design should take into account all types of users: vehicle, pedestrian and bicycle.

The design of access for large development areas and individual project sites should tie land uses and existing roadways into the overall circulation network in the Plan Area. In some cases, the internal circulation may be part of the larger Plan Area circulation and street network.

Pedestrians should have continuous sidewalks, free of obstructions, and with convenient access to buildings and other adjacent land uses. Additionally, pedestrian connections are encouraged between site buildings, parking and other adjoining uses.

Additional modes of travel, including bicycle and public transit, should be considered as a part of each development project. Bicyclists should have consistent access from major roadways into and around each development area.

The following circulation design guidelines apply to all development areas of the South Lathrop Specific Plan:

1. Land uses that are automobile dependent should be designed to minimize the conflict between pedestrians, bicycles, and automobiles, by the following means:
  - Place buildings at the setback from public rights-of-way and use the public sidewalk to create pedestrian



entries;

- Create pedestrian-only connections between public sidewalk and buildings, avoiding crossing drive-thru lanes wherever possible; or
  - Place vehicle entrances and drive-thru areas away from main pedestrian entries.
2. Each district should provide pedestrian and bicycle connection to adjacent uses within the South Lathrop Specific Plan. This would include public sidewalk connections to internal project circulation for pedestrians and public right-of-way bicycle paths to internal on and off-street routes for bicycles. These connections should be well lit and marked for the safety of its users.





## B. BUILDING PLACEMENT & PARKING

Building placement and orientation is key in creating a safe and efficient site design. Buildings with uses that rely on visibility should be placed close to adjacent streets and specifically on high-volume corners. Those buildings along street frontages should have interesting elevations to anchor highly visible sites and create an identity for each land use area. Optimal building placement on the site can create opportunities for public or employee spaces, encourage pedestrian connections, establish an interesting streetscape, and provide drive-by advertising for the companies. Building placement and parking orientation considerations can greatly increase the efficiency of a building. Simple site planning and sustainability efforts should be considered as part of site design.

The following building placement and parking design guidelines apply to the all development areas of the South Lathrop Specific Plan:

1. Where feasible and desirable, buildings should maintain close proximity to streets;
2. Buildings should be sited to attract users:
  - Entrances should be designed to accommodate safe pedestrian travel;
  - Parking should have close proximity to buildings;
  - Create spaces with gathering areas, plantings, bicycle parking, or other amenities between or adjacent to buildings;
  - Minimize excessive setbacks that detract from the streetscape, or else optimize excessive setback areas in distinctive landscaping; and
  - Building elevations should consider the human-scale design elements on ground floor facades and specifically at building entrances.
3. Parking areas should be designed for circulation efficiency and safety of all users:
  - Large areas of parking should be screened from view as much as possible and placed away from major rights-of-way, behind buildings, or obscured with landscape treatments, such as berms, tall shrubs, and trees;
  - Shared parking between projects and uses is encouraged;
  - Landscaping should be provided in parking areas as specified by the landscaping section in this chapter;

- Pedestrian pathways and walkways, clearly marked with enhanced paving material, should be provided through parking areas as direct routes to building entries.
4. Loading and delivery areas should be located appropriately to minimize their visibility, potential circulation, noise, and light conflicts. Screening these areas with landscaping, buildings, fences or walls is encouraged.
5. Corner and mid-block buildings should be oriented towards the public right-of-way and should be designed to achieve the following:
- Where feasible and desirable, driveway entrances and stacking lanes should be separated from public pedestrian spaces and crossings.



### C. REFUSE, STORAGE & EQUIPMENT AREAS

The design and placement of refuse containers, service areas, loading docks, and similar facilities should be considered as part of the overall site design of a project. In general these uses should be located as to not interfere or detract from circulation, parking, and adjacent uses, and in most cases should be out of view.

The following design guidelines apply to all development areas of the South Lathrop Specific Plan as it relates to refuse, storage and equipment areas:

1. Trash/recycling enclosures and service and loading docks areas should be big enough to accommodate the site's needs, but located in areas as to not interfere with on-site circulation and parking;
2. Trash and outdoor storage facilities should be placed away from public streets and/or screened from view with materials consistent to adjacent building exteriors or other mature plantings; and
3. Trash and outdoor storage that is visible from upper stories, arterial roads or freeways should be screened with trellis or other horizontal cover and should be consistent with the architectural style of adjacent buildings. Furthermore, trash enclosures should be designed—through colors, materials, details, and/or forms, that serve to compliment associated building design for the particular building complex it serves.
4. Trash and outdoor storage facilities are encouraged to include a covered roof and sewer drain as described in the Public Works Stormwater Standards.



#### D. LANDSCAPING

The intent of the landscape design within each district is to provide continuity throughout the Plan Area. Landscaping guidelines will specify standards for streetscape, public space, and parking lot design within the development area. Through the use of deciduous and evergreen plant material, year round interest will be given to the site with an evenly layered plant design. This layered plant design will screen or diminish adverse views and utilities. Plant materials should be easy to maintain while attractive and diverse. Designers shall emphasize the use of low-water use plants with a lush character and vibrant colors.

The streetscape within the Plan Area will be unified through a consistent palette of ground cover, shrub, and street trees. The street tree will create a canopy along all public streets to increase aesthetics of the project while providing shade and creating a walkable development. All street trees will be a minimum of 15 gallons in size at time of planting and centered in the parkway strip sidewalk or planted at least 4' behind the sidewalk. A mix of evergreen and deciduous trees is encouraged as primary and accent tree options.

The landscaping of public spaces should be carefully considered to attract visitors. Trees with a consistent canopy should be used in areas where shade is desirable. In general, the landscaping of public spaces should complement the other features and amenities of the area, becoming a backdrop to pedestrian activities.

Parking lots will have drive aisles and parking aisles delineated through parking lot medians and planter strips. Ground cover, shrubs, and trees will be planted within the medians and planter strips, where feasible and practical. When a median or planter strip is adjacent to a parking stall, all plant material and irrigation shall be kept eighteen inches from the curb, or confined to low groundcover or lawn, to allow for car overhang and door swing. Trees should provide a shade canopy, reducing heat island effect: a sustainable site planning measure. It is recommended that 50% shade be provided within the parking lot. (Estimated shade diameter is projected at 15 years from time of planting.) Parking lot shade trees shall conform, at a minimum, to standards and requirements shown in the Municipal Code.

Irrigation and water efficiency/conservation is mandatory in accordance with the "Model Water Efficient Landscape Ordinance." Irrigation systems should be designed to ensure the efficient use of water and avoidance of overspray and overwatering. To help ensure an efficient irrigation system, plants should be grouped in hydro-zones, which is a combination of plants with similar water needs. The use of low-water native and adaptive plants

is highly encouraged. All landscape areas must be irrigated with an automatic irrigation system controlled by a timer. Use of drip irrigation is encouraged where practical and most effective, especially in shrub and tree areas.

Where feasible and desirable, drainage and water quality measures should be used in on-site landscape areas. Using landscape strips and medians for percolation, drainage swales, and rain gardens is highly encouraged. Use of as many sustainable landscape techniques is highly recommended and can result in substantial maintenance cost savings.

Where specific landscape standards are not covered in this Design Guidelines Chapter, or within the South Lathrop Zoning Ordinance, reference Chapter 17.92 of the Lathrop Municipal Code.

The following design guidelines apply to all development areas of the South Lathrop Specific Plan as it relates to landscaping:

1. Landscaping should be used to define outdoor spaces, softening and complementing structures, and should also be used for utilitarian qualities:
  - Become a backdrop to pedestrian outdoor gathering places;
  - Screening parking, loading, storage, and equipment areas;
  - Provide shade and enhancement to the streetscape, parking lots, and pedestrian outdoor gathering places; and
  - Directional, defining entries and pedestrian ways.
2. Landscaping and trees should be employed in parking areas to break up expanses of hardscape and to minimize heat island effect;
3. Where feasible and desirable, mature trees and plantings should be maintained and incorporated into the landscape design;
4. Natural and existing vegetation should be preserved where possible and incorporated into the new landscaping. Retention and detention areas should be planted to create the appearance of natural vegetation. Careful selection of plant types is necessary to ensure survival and be compatible with the proper functioning of the drainage system;
5. Conservation and efficient use of water is at the forefront of the South Lathrop Specific Plan landscaping objective:
  - Plants should be selected and grouped according to their maintenance and water use profile. In all cases, low-maintenance and drought tolerant plantings are highly encouraged;
  - Planting of turf areas should be kept at a minimum. A maximum of 10% of the total landscaped site area may be irrigated turf. Drought-tolerant ground covers and shrubs are lower maintenance and seen as more desirable;

- All landscaped areas should be designated for maximum water efficiency and irrigated through automatic irrigation system controlled by a timer. Non-potable or recycled water should be used to the extent feasible;
- Use alternative and porous paving options for pedestrian pathways and non-vehicular and bicycle circulation to maximize infiltration of water runoff;
- Curb, header boards, pavers, and other materials should be used to minimize water run-off and define landscaped areas; and
- Water features should be designed for maximum maintenance and water efficiency.

6. Where feasible and desirable, landscape strips and medians should be programmed for the treatment and conveyance of water run-off. Landscaping used for percolation, drainage swales, and rain gardens are highly encouraged.



### E. WALLS & FENCES

Walls and fences in the Plan Area are intended to provide screening between projects and adjacent uses where necessary, helping to define edges of arterial and collector streetscapes and providing security to property. It is anticipated that there will be limited use of walls, except where needed for sound attenuation or where desired for entry features or for screening unsightly elements, such as trash areas. The material and design for the walls and fencing may vary throughout the development area, depending on location and specific needs. Both masonry and wood fences are permitted in the Plan Area.

The following design guidelines apply to all districts of the South Lathrop Specific Plan as it relates to walls and fences:

1. Walls and fences will not be permitted if they aren't necessary for specific screening, gateway, aesthetic, or security purposes;
2. Tall walls and fences are discouraged along arterial and collector roadways, as they diminish the street scene. Fences and walls should not exceed a maximum height of six feet, unless special screening and/or security issues are demonstrated and require a building permit and design review. Low decorative or auto-screening walls, 2 to 4-feet in height, may serve to enhance a building area or streetscape, if tastefully designed;
3. Walls and fences, used at property frontages or for screening, should be designed as an extension of a building's architecture; top caps on masonry walls and wood fences are encouraged. Self clinging or supported vines shall be planted at regular intervals along walls to ensure coverage within 5 years in order to discourage graffiti and soften the overall appearance of the wall;
4. Where long expanses of wall or fence are unavoidable, articulation in the form of wall offsets or landscaping should be implemented; and
5. Where security fencing is required, a combination of solid and open grill work is encouraged. Barbed or razor wire fences are prohibited (unless otherwise allowed by the city.)





#### F. PUBLIC SPACES AND PEDESTRIAN AMENITIES

It is the intent of the public spaces and pedestrian amenities section to promote usable public gathering spaces oriented toward pedestrian users that function as an amenity to the development. These outdoor spaces should be visually pleasing, appropriately scaled, and should encourage greater activity within each development area. As well as providing pedestrian-oriented features and amenities, these spaces should connect pedestrians with the site and surrounding uses.

It is encouraged that an employee or public gathering place be provided for appropriate projects in each development area. The scale and program of the space should be appropriate to the adjacent building and type of users. It is encouraged to site these spaces in well-lit, secure, and interactive areas where they can become an integrated feature.

The following design guidelines apply to all development areas of the South Lathrop Specific Plan as it relates to public spaces and pedestrian amenities:

1. An employee or public gathering place should be encouraged in appropriate projects within each development area. These amenities can include, but are not limited to, small recreation areas or other open space facilities. These areas will count toward the landscape requirement designated for each land use district.
2. Employee or public gathering space placement should be appropriate to each district:
  - Within the Commercial Office Designation, gathering areas should be placed as much toward the center of clustered buildings as feasible to create a sense of place and a convenient destination for users;
  - Within the Limited Industrial Designation, gathering places should be placed between or adjacent to buildings to encourage employee health and well-being.
3. Pedestrian connections should be established within projects and development areas, where logical and practical. Areas for respite for users should be encouraged.





#### G. LIGHTING & FURNITURE

Lighting is an important element in the landscape and should be used to contribute to a safe and attractive environment. Natural areas will need little light while street intersections will require illumination levels safe for pedestrian crossings. Lighting is also used to reinforce the development's overall design theme and create a consistent sense of place by adding a common, thematic element that is repeated along all major roadways. It is recommended that one street light product type be specified for the entire Plan Area. The height of lights will vary depending on application. Light standards will typically be higher along roadways, and will be lower in pedestrian areas. High Efficiency lighting is required within all buildings as well as on the exterior. Outdoor lighting shall be provided for safety and security, but shall be minimized from spilling over to adjacent properties.

Site furniture is encouraged in outdoor areas and public spaces. The driving goal for the use of landscape elements is to create enjoyable outdoor spaces and furnish comfortable amenities for relaxation and leisure. Site furniture visible from public streets, plazas, and pedestrian linkages should be of a compatible style and design. Fixtures and furniture may vary in style, color, and materials from this standard design if they are used in enclosed courtyards or other locations where land uses require unique appeal. Designers shall give emphasis to vandalism-resistant criteria when selecting all site fixtures and furniture.



The following design guidelines apply to all development areas of the South Lathrop Specific Plan as it relates to lighting and furniture:

1. Outdoor lighting should be specified and designed consistent with the zoning code for this Plan Area;

2. Exterior lighting, including parking areas, should be architecturally integrated with the style of the building and colors and materials used;
3. Parking lighting should be arranged to provide uniform illumination throughout parking areas and should achieve a minimum average of one foot-candle and a maximum of three;
4. Low energy LED lighting should be used for streetscapes and parking lots.
5. Architectural lighting may be used to highlight special features on or around the building, or to illuminate key entrances or other areas of access;
6. All lighting should utilize cut-off type fixture to minimize visibility from adjacent areas and should be the appropriate size and height given the activities for which they are designed. Lighting used for pedestrian connectors and gathering spaces should be lower, bollard-type or footlight fixtures and should not exceed 3-4 feet in height;
7. Where feasible and desirable, the use of pedestrian amenities, such as benches, drinking fountains, lighting, and trash receptacles, is encouraged. These elements may be sited in public gathering places and as respite along pedestrian connectors; and
8. The design of lighting and furniture for the Plan Area should be compatible throughout the development.

### **5.5.2 Architecture**

Architecture within the South Lathrop Specific Plan Area should establish project identity and enhance the character of the development and the City of Lathrop. As a high quality development, a complimentary design language should be established throughout the Plan Area. The scale and massing of surrounding uses and development areas should be considered and compatible elements repeated in new buildings to create a cohesive development.

The architecture section is divided into two sub-sections:

- Massing, Scale, and Form
- Style and Design Details

### A. MASSING, SCALE AND FORM

The design objective of this section is to encourage buildings that consider the human scale, cultivate active areas, and are compatible with adjacent development. Buildings should be clustered to create compact, multi-story structures that concentrate activities and related programmatic uses. Building height and massing should consider the surrounding context. Projects should consider the human scale at the ground floor and at entries to buildings. Buildings should take on varying form to increase visual interest and break up the monotony of large structures. In addition, horizontal and vertical wall articulation should be encouraged through the use of wall and second floor offsets, recessed entries and windows, human-scale awnings, overhangs and arcades.



### B. STYLE AND DESIGN DETAILS

The objective of the style and design detail section is to establish clear direction in terms of architectural styling and theme for the development. The style and design of the buildings will enhance the character of the South Lathrop Specific Plan and set it apart as a distinct and high quality development. While these guidelines do not prescribe a specific style of architecture for the Plan Area, the objective is to allow a diversity of styles while considering the context of surrounding development.



### C. ROOFLINE

1. Rooflines should be clearly articulated by using the following feature:

- Parapets are encouraged to conceal flat roofs and to screen any rooftop equipment, such as HVAC units, from public view. Parapets should not exceed 15% or 1/3 of the supporting wall height. All parapets should feature three-dimensional cornice treatments;



### D. ENTRIES

1. Building entrances should be designed for access both by patrons arriving via automobile and by foot or bicycle;
2. Each entry should be protected from the elements;
3. Entries should create an architectural point of interest using one or more of the following methods:
  - Wall recesses;
  - Roof overhangs;
  - Canopies;
  - Arches or arcades;
  - Columns; and/or
  - Signage.
4. Entries should incorporate windows to provide natural light and air; and
5. Where feasible and desired, pedestrian amenities, such as seating, lighting, fountains, sculptures, boulders, etc., should be incorporated into entry designs.





#### E. MATERIALS & COLORS

1. All building elevations must include architectural patterns that include at least (2) of the following elements:

- Color change;
- Texture change;
- Material change; and/or
- A wall offset, reveal, or projection of at least 12 inches in depth.

2. Exterior materials should be durable and high quality to prevent degradation and for the ease of maintenance:

- Large expanses of smooth material such as concrete should be broken up with expansion joints, reveals, recesses, or changes in texture and color;
- Large expanses of highly reflective surface and mirror glass exterior walls should be avoided to prevent heat and glare impacts on the adjacent public streets and properties; and
- High quality metal may be used as exterior siding or in large expanses only if approved by planning staff. It may be used for minor architectural features and trims.
- Colors should be compatible throughout each development area, while allowing for individuality to each development area. A varied and rich color palette is encouraged, although it should be noted that color should not be used as an attention-seeking device. Colors should be used to enhance a building's presence and bring together other materials throughout the project; and

3. Building trim and other accent elements may feature brighter colors, if desired, but should always compliment the base color. Neon tubing is prohibited from building trim or accent areas.



#### F. WINDOWS & DOORS

1. Ground floor, storefront-type glazing for display purposes along public façade frontages should be used as appropriate to enhance the exterior wall area;
2. Windows and/or other appropriate building features should be used on upper levels to break up large wall areas and create visual interest;
3. Window and door openings should be framed with trim, or recessed a minimum of 4 inches from the building face; and
4. Where feasible and useful, use operable windows for maximum environment control and passive heating/cooling options.



#### G. FACADES

1. Facades of 100-feet or more in length are encouraged to break-up the elevation using one of the following techniques:
  - Wall and/or second floor offsets; or

- Recessed entries or windows.
2. Facades that face public streets should create visual interest by using one or more of the following techniques:
    - Human-scale elements, like awnings or overhangs;
    - Arcades or recesses; or
    - Entry areas.



#### H. SIGNAGE

1. Color and material options for signs should always compliment the architectural style of the building;
2. Signage should be scaled appropriately for its given location;
3. Building signage should be located near to the related business entry, or as identity feature as seen from major travelways;
4. Signing should maintain a visual consistency throughout a project area. When more than one sign is required for a given business or area, both signs should maintain visual compatibility with one another;
5. Signage text should be kept to a minimum and scaled appropriately for placement and legibility purposes;
6. Wall signs, monument signs, and low-profile freestanding signs are encouraged;
7. Signage for pedestrian and bicycle way-finding is encouraged; and
8. Lighting is allowed to illuminate signage at night. Lighting should be designed appropriately as to not create hazardous glare for pedestrians, bicyclists, and vehicles. Both externally and internally illuminated signage is allowed.
9. Neon signs are not permitted.

10. At key entry areas along Guthmiller Road and Yosemite Avenue, project-wide decorative entry features and monument signs shall be located to identify and enhance the image of the South Lathrop Specific Plan Area. Developers and builders of the project shall work with City Staff to establish appropriate locations and criteria for this project-wide monumentation and signage.
11. On-site directional signs are encouraged to be provided for both pedestrian and vehicular visitors to the site.



## 5.6 DESIGN REVIEW

In accordance with Section 8.1.1, of this Specific Plan, generally, all commercial, office, and industrial projects within the Plan Area will be subject to Site Plan and Architectural Design Review by the City; design review shall be implemented before issuance of building permits. Also, all public improvements (such as landscape plantings, street and entry signs, lighting, or special paving) are subject to Site Plan and Architectural Design Review. All Design Review procedures will be conducted in compliance with 17.100 and 17.104 of the Lathrop Municipal Code.



## 6.0 PUBLIC SERVICES AND INFRASTRUCTURE

The provision of public services and the construction of onsite and offsite infrastructure improvements will be required to accommodate development proposed by the South Lathrop Specific Plan. It is an objective of the South Lathrop Specific Plan to provide services and infrastructure that meet City standards, integrate with existing and planned facilities and connections, and not to diminish services to existing residents or businesses within the City.

This chapter of the Specific Plan provides an overview of the public services and major infrastructure improvements needed to serve build-out of the Plan Area. Services addressed include open space and recreation, police protection, animal services, and fire protection. Utilities addressed include potable water, wastewater, recycled water, drainage and flood control, electric, natural gas, communications, and solid waste.

Details relating to phasing and financing are included in Chapter 7, Financing, with specific improvement and other obligations provided for in the South Lathrop Specific Plan development agreements.

### 6.1 PUBLIC SERVICES

#### 6.1.1 Open Space & Recreation

The City of Lathrop does not have adopted park/open space dedication or fee requirements for non-residential development. Such requirements are associated with residential uses which create the primary demand for, and benefit from proximity to, recreational facilities. However, an open space corridor is identified within the Plan Area along the San Joaquin River levee frontage. The levee access road provides opportunities to create an interconnect trail system from the Plan Area to the West Lathrop Specific Plan area and further north into the Central Lathrop Specific Plan area.

#### 6.1.2 Police Protection

The City of Lathrop contracts with the San Joaquin County Sheriff's Department for police protection services. The Lathrop Police Department acts as a division of the Sheriffs Department, with those deputies assigned to the City only working in the City limits and receiving specialized training reflective of the needs of an incorporated city. Administrative offices for the Department are located on 7th Street within Lathrop, approximately two miles north of the Plan Area. The Lathrop Police Department provides services such as emergency law enforcement, routine patrol, traffic enforcement, a Crime Stoppers program, and a Crime Prevention program. The Police Department has a service goal of 1.5 officers per 1,000 residents.

New development in the South Lathrop Specific Plan will be required to pay the City's Capital Facility Development Fee to offset capital facility costs associated with police protection. In addition, development will be required to pay its pro rata share of start-up and ongoing costs.

### **6.1.3 Animal Services**

The City of Lathrop will provide animal services to the Plan Area. Animal Services Officers protect the health and safety of humans and animals, and are responsible for enforcing local and state laws regarding animals and their humane treatment. Services include, but are not limited to, patrol, stray/abandoned animal pick-up, aggressive animal impounds, injured animal pick-up, humane investigations, nuisance investigations, wild animal complaints/impounds, licensing, dead animal impounds, adoption, and education. Lathrop contracts with the City of Manteca for animal shelter services.

New development in the South Lathrop Specific Plan will be required to pay the City's Capital Facility Development Fee to offset capital facility costs associated with animal services. In addition, development will be required to pay its pro rata share of start-up and ongoing costs as specified in the South Lathrop Specific Plan development agreements.

### **6.1.4 Fire Protection and Emergency Services**

The South Lathrop Specific Plan is within the service area of the Lathrop-Manteca Fire Protection District (LMFPD). The District has four fire stations, two of which are located within the City of Lathrop. Station 34, located northwest within the Mossdale Landing project, will initially be the first responder to serve the Plan Area. In addition, Station 31, located on East J Street in Lathrop, and Station 32, located within Nile Garden in Manteca, will both also provide service to the Plan Area.

The LMFPD maintains delivery standards for the provision of emergency services of up to three minutes in urban areas and four to five minutes in rural areas. The LMFPD strives to achieve a ratio of 1.2 firefighters per 1,000 residents in order to maintain current service levels.

The City's Public Safety Element requires the expansion of fire service to meet identified response times. The City of Lathrop's land use map designates a fire station site at the northeast corner of McKinley Boulevard and Yosemite Avenue. It is anticipated that a station will be constructed at this location, or at an alternate site in the immediate vicinity, with the timing and location as determined in coordination with LMFPD. This new station will provide service to the Plan Area within the LMFPD's response times.

Development in the South Lathrop Specific Plan will pay all applicable fire service fees and assessments required to fund its fair share of LMFPD facilities and services. In addition, all development is required to conform to the California Fire Code, the City's Fire Sprinkler Ordinance, fire flow standards, and other applicable requirements.

## 6.2 INFRASTRUCTURE

### 6.2.1 Potable Water

#### 6.2.1.1 *Supply*

Potable water will be supplied to the South Lathrop Specific Plan by the City of Lathrop. Funding will be provided by the developers. The City is expected to provide potable groundwater from an expansion of the City's well field and potable surface water from Phase 1 and/or the Phase 2 expansion of the South County Surface Water Supply Program (SCSWSP) by the South San Joaquin Irrigation District (SSJID). It is anticipated that ultimately approximately two-thirds of the water needed for the Plan Area will come from the SCSWSP, with the remainder coming from the expansion of City wells.

In accordance with the requirements of the State of California, the City has prepared a citywide Urban Water Management Plan (UWMP) and a project-specific Water Supply Assessment Report (WSAR). These studies evaluate the City's current and future water demands (including those of the Plan Area) against water supplies to ensure that adequate water is, or will be, available to accommodate the South Lathrop Specific Plan. The studies conclude that with the combined groundwater and SCSWSP surface water sources there are adequate water supplies available to serve the Plan Area.

Table 6.1 identifies Plan Area water demand by phase per the South Lathrop Specific Plan WSAR. The availability of potable water is a primary factor regulating the level of development provided for in the Plan Area.

In addition to the potable supply, the South Lathrop Specific Plan makes maximum use of recycled wastewater for the irrigation of public rights of way and open space. Further, the potential exists for the irrigation of private open space areas and other landscaping with the use of recycled wastewater (See Section 6.2.3 for further discussion on recycled water).

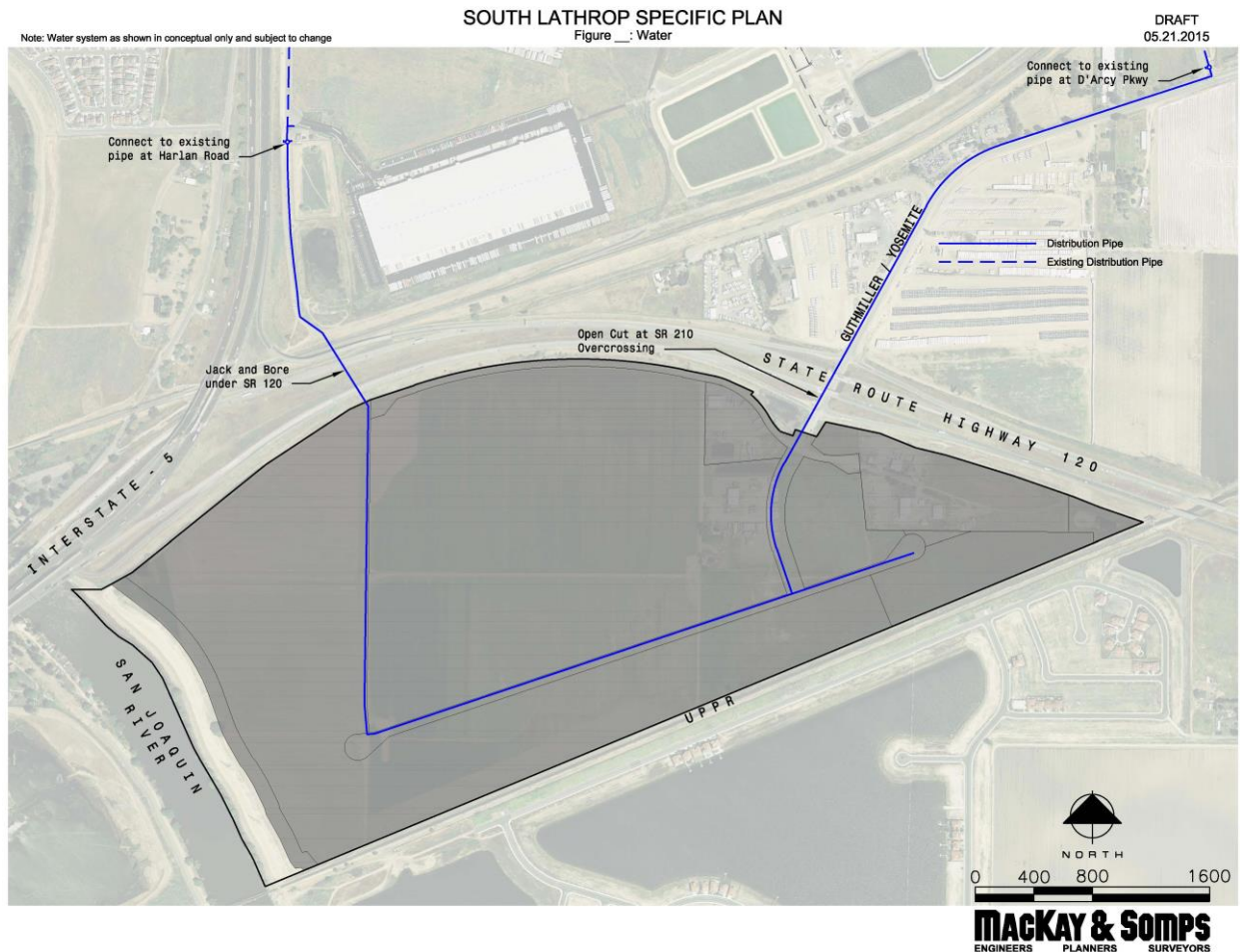
**Table 6.1: Water Demand Estimate**

<b>WATER DEMAND BY PHASE</b>							
Land Use Description	Average Demand Factor (gpd/ac)*	PHASE 1		PHASE 2		PHASE 3	
		Acres	Average Demand (gpd)	Acres	Average Demand (gpd)	Acres	Average Demand (gpd)
Commercial Office	2000	0.0	0	0.0	0	10.0	20,000
Limited Industrial	2000	118.6	237,200	68.4	136,800	59.4	118,800
Public/Quasi-Public	300	11.6	3,480	0.0	0	0.0	0
Open Space	0	31.5	0	0.0	0	0.0	0
Major Roads (ROW)	0	15.5	0	0.0	0	0.0	0
<b>Total</b>		<b>177.2</b>	<b>240,680</b>	<b>68.4</b>	<b>136,800</b>	<b>69.4</b>	<b>138,800</b>

<b>CUMULATIVE WATER DEMAND BY PHASE</b>							
Land Use Description	Average Demand Factor (gpd/ac)	PHASE 1		PHASE 2		PHASE 3	
		Acres	Average Demand (gpd)	Acres	Average Demand (gpd)	Acres	Average Demand (gpd)
Commercial Office	2000	0.0	0	0.0	0	10.0	20,000
Limited Industrial	2000	118.6	237,200	187.0	374,000	246.4	492,800
Public/Quasi-Public	300	11.6	3,480	11.6	3,480	11.6	3,480
Open Space	0	31.5	0	31.5	0	31.5	0
Major Roads (ROW)	0	15.5	0	15.5	0	15.5	0
<b>Total</b>		<b>177.2</b>	<b>240,680</b>	<b>245.6</b>	<b>377,480</b>	<b>315.0</b>	<b>516,280</b>

\* Average demand factor per city-wide master utility plans.

FIGURE 6.1



#### 6.2.1.2 Treatment

Treatment of water supply occurs, as necessary, to meet federal, state, and local standards. The SCSWSP surface water supply is treated at a centralized facility located outside the City of Lathrop, with Lathrop's groundwater treated at the wellhead. As a result, there is not a need for potable water treatment facilities within the Plan Area.

#### 6.2.1.3 Planned Potable Water Pipe Network

Each of the major roadways in the Plan Area includes a water main as shown on Figure 6.1. These proposed mains form a looped infrastructure water system into which individual industrial and commercial parcels will subsequently be connected. It is estimated that the water mains will be 12" diameter pipes. The exact size of the mains will be determined through a water model analysis that considers the rest of the City's water system and pressures necessary to meet fire flow requirements. The water model will be prepared with future planning efforts such as during tentative map processing.

#### 6.2.1.4 *Storage and Pressure*

The City's Water Master Plan identifies three components of water storage including emergency, fire and equalization. Emergency storage is intended to provide water supply in the event there is a problem with the typical daily supply. Emergency supply can consist of "emergency only" wells and/or tank storage. Fire storage is intended to provide water supply to fight fires and must be accommodated by tank storage. Equalization storage is intended to help dampen out the impact of daily fluctuations in demand and must be accommodated by tank storage. While the City Master Plan does not explicitly indicate a storage tank is required in the South Lathrop Specific Plan area it is anticipated that a tank will be needed. Based on a draft update to the City Master Plan, 25% of the maximum day demand is required to be provided by each new development in the City to accommodate equalization storage. It is also possible that some amount of emergency storage will be required. Based on the draft update, 75% of the maximum day demand is required to be provided for emergency storage of which 50% of it may be required to be accommodated by tank storage with the remaining amount to be accommodated through "emergency only" wells. The Master Plan as well as the draft update indicates that no additional fire storage is required in the City. Therefore based on the draft update to the City Master Plan a tank and booster pump may be required for the South Lathrop Specific Plan to store between .25 million-gallons and 0.65 million-gallons. The timing and size of the water storage tank and booster pump will be determined with future planning efforts such as during tentative map processing. The water tank could potentially be located anywhere within the Plan Area and/or combined with the tank requirements of the Lathrop Gateway Business Park Specific Plan. The exact location of the water tank will be determined when more detailed development proposals are submitted. It may also be possible to expand the capacity of the existing tank and booster pump located along D'Arcy Parkway north of the Plan Area.

#### 6.2.2 **Wastewater**

At the time of Specific Plan approval, there was not a public sewer system within the Plan Area. Existing residences and other development dispose of their wastewater through private septic systems and/or leech fields. The City of Lathrop is responsible for providing wastewater collection to the South Lathrop Specific Plan. Funding will be provided by the developers.

##### 6.2.2.1 *Estimated Wastewater Generation*

The estimated wastewater generation from the Plan Area is approximately 233,760 gallons per day average dry weather flow (ADWF). Table 6.2 summarizes the estimated wastewater generation by phase.

##### 6.2.2.2 *Planned Collection System*

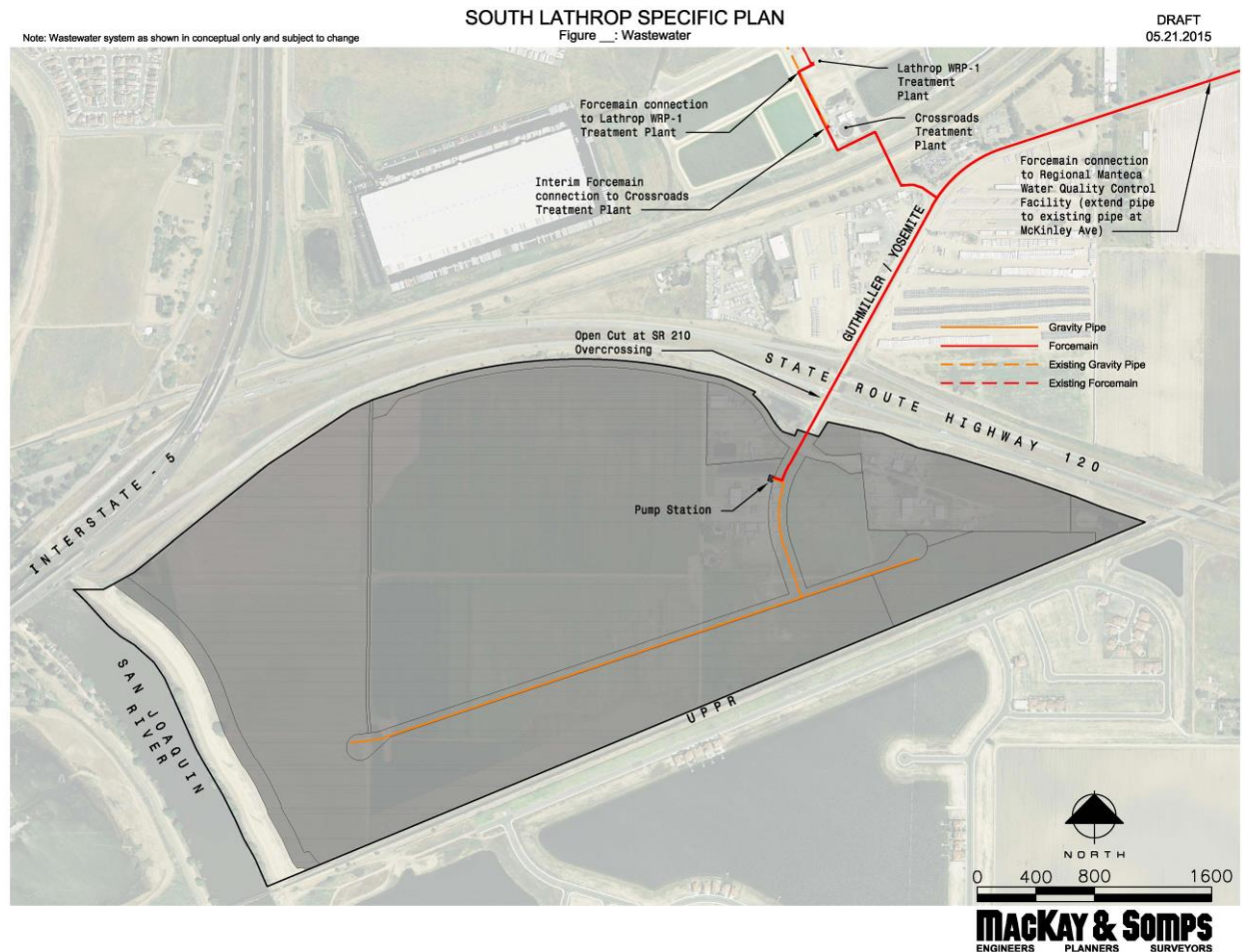
The South Lathrop Specific Plan employs a gravity wastewater collection infrastructure system as shown on Figure 6.2. Due to the flat topography of the site, pumping systems are needed to convey collected wastewater to the treatment facilities. Force main systems convey wastewater from the pump station to the treatment plants.

**Table 6.2: WASTE WATER GENERATION ESTIMATE**

<b>WASTEWATER GENERATION DEMAND BY PHASE</b>							
Land Use Description	Average Demand Factor (gpd/ac)	PHASE 1		PHASE 2		PHASE 3	
		Acres	Average Demand (gpd)	Acres	Average Demand (gpd)	Acres	Average Demand (gpd)
Commercial Office	1200	0.0	0	0.0	0	10.0	12,000
Limited Industrial	900	118.6	106,740	68.4	61,560	59.4	53,460
Public/Quasi-Public	0	11.6	0	0.0	0	0.0	0
Open Space	0	31.5	0	0.0	0	0.0	0
Major Roads (ROW)	0	15.5	0	0.0	0	0.0	0
<b>Total</b>		<b>177.2</b>	<b>106,740</b>	<b>68.4</b>	<b>61,560</b>	<b>69.4</b>	<b>65,460</b>

<b>CUMULATIVE WASTEWATER GENERATION DEMAND BY PHASE</b>							
Land Use Description	Average Demand Factor (gpd/ac)	PHASE 1		PHASE 2		PHASE 3	
		Acres	Average Demand (gpd)	Acres	Average Demand (gpd)	Acres	Average Demand (gpd)
Commercial Office	1200	0.0	0	0.0	0	10.0	12,000
Limited Industrial	900	118.6	106,740	187.0	168,300	246.4	221,760
Public/Quasi-Public	0	11.6	0	11.6	0	11.6	0
Open Space	0	31.5	0	31.5	0	31.5	0
Major Roads (ROW)	0	15.5	0	15.5	0	15.5	0
<b>Total</b>		<b>177.2</b>	<b>106,740</b>	<b>245.6</b>	<b>168,300</b>	<b>315.0</b>	<b>233,760</b>

FIGURE 6.2



### 6.2.2.3 Treatment

Wastewater generated by the Plan Area will be treated to meet federal, State, and City standards before it is disposed of. As shown on Figure 6.2, wastewater will be treated by future expansions to the Consolidated Treatment Facility (CTF) (Formally known as Water Recycling Plant #1). Alternatively, all or a portion of the Plan Area's sewage could be routed to the Regional Water Quality Control Facility located in the City of Manteca under an agreement between the two cities. On an interim basis wastewater could be treated at the City of Lathrop's Crossroads Treatment Plant. Figure 6.2 shows alternative forcemain alignments for the wastewater to be routed to each location.

Pipe routes for recycled wastewater disposal are shown on Figure 6.3. At the time of Specific Plan approval, the City of Lathrop did not possess a river discharge permit for the CTF1 or the Crossroads Treatment Plant. Although the City is pursuing such a permit for the CTF, until one is approved all treated wastewater disposal will occur by irrigating landscaped areas and/or "disposal fields" (see Section 6.2.3.1 for more information on wastewater



disposal strategies). Disposal of any wastewater treated at the Regional Manteca Wastewater Quality Control Facility would not require disposal land.

### 6.2.3 Recycled Water

The South Lathrop Specific Plan will maximize reuse opportunities for recycled water. The term “recycled water” refers to wastewater that has been treated and disinfected to tertiary levels. Water treated to this level has been determined by governmental regulations to be acceptable for human contact without cause for concern and is commonly used for irrigation. The use of recycled water is regulated by the Regional Water Quality Control Board (RWQCB) and the Department of Health Services, which apply stringent water quality, treatment and disinfection standards.

The use of recycled water for irrigation serves to conserve potable water for other uses. In addition, in the event the potable water supply is limited at any time, such as a “dry year” situation, the use of recycled water ensures a supply for landscaped areas and reduces the likelihood that potable water would be needed for this purpose. The South Lathrop Specific Plan proposes to make recycled water available for public irrigation uses. This includes irrigation of landscaped areas within street rights-of-way and open space. In addition, there may be potential for the use of recycled water for private irrigation uses as well, such as common open space areas and landscaping around buildings.

Criteria for management of the recycled water system and public education about it will be established in future reports (or other documents) and will be subject to City approval.

#### 6.2.3.1 *Recycled Water Storage Basins and Disposal Fields*

Recycled water not utilized for on-site irrigation will be piped off-site to be held in storage basins and/or used for land application disposal. Storage basins are required to provide both daily and seasonal storage of the recycled water.

Based on general information about the depth to groundwater in the area and a preliminary estimate of the required storage volume at full build-out of the South Lathrop Specific Plan, it is anticipated that the storage basins will be constructed partially below and partially above the elevation of the existing ground. The portion above grade is likely to be constructed with earthen berms not to exceed 15 feet high. It is expected that the storage basins will include a synthetic liner in order to prevent seepage into the ground to the maximum extent possible to avoid adverse impacts to groundwater. The required area of the basin is dependent on the depth as well as the amount of recycled water to be stored. The storage volume depends in turn on the amount of recycled water that can be disposed of through irrigation.

It is estimated that approximately 15.7 acres of land may be irrigated with recycled water within the developed portion of the South Lathrop Specific Plan as listed in Table 6.3, if approved by the RWQCB. A preliminary estimate indicates that the minimum overall off-site basin area to serve full build-out of the South Lathrop Specific Plan is approximately 15.0 acres, assuming an average basin depth of 14 feet with an additional two feet of freeboard

(berms 12 feet above ground and basin bottom four feet below ground) and assuming 68.0 acres of off-site irrigated disposal fields. Sites that are under consideration to be used for basins and/or disposal fields are listed in Table 6.4 and are shown on Figure 6.3. Basins and disposal fields located in the North Lathrop area were approved with previous CEQA documents, the City’s “5-year plan for wastewater capacity” and ultimately by the RWQCB in the City’s Report of Waste Discharge (RWD) and Waste Discharge Requirements (WDR’s). An annual water balance analysis will be prepared to determine the actual recycled water storage volume and irrigation area required. The water balance will be prepared with future planning efforts such as during tentative map processing. Verification that the disposal sites are available for the South Lathrop Specific Plan will be included with the water balance analysis. In addition, it will be determined what is needed to “perfect” the disposal sites as required by the City discharge permit and in the Waste Discharge Requirements (i.e. groundwater monitoring work plan, design plans, etc.).

**Table 6.3: Irrigated Area**

<b>Land Use Description</b>	<b>Assumed Landscape Factor</b>	<b>Total Acres</b>	<b>Estimated Landscape Area</b>
Major Road Landscape	90%	1.1	1.0
Open Space	70%	21.0	14.7
Total		22.1	15.7

**Table 6.4: Possible Recycled Water Basins and Disposal Field Sites**

<b>APN</b>	<b>Owner</b>	<b>(Acres)</b>	<b>Approved in RWD</b>	<b>RWD Area I.D.</b>
191-28-09	Rio Blanco Ranch	49.5	Yes	A1
191-28-10	Rio Blanco Ranch	101.2	Yes	A2
191-27-24	Roseville Investments	58.6	Yes	A3
191-27-31	Roseville Investments	85.0	Yes	A9

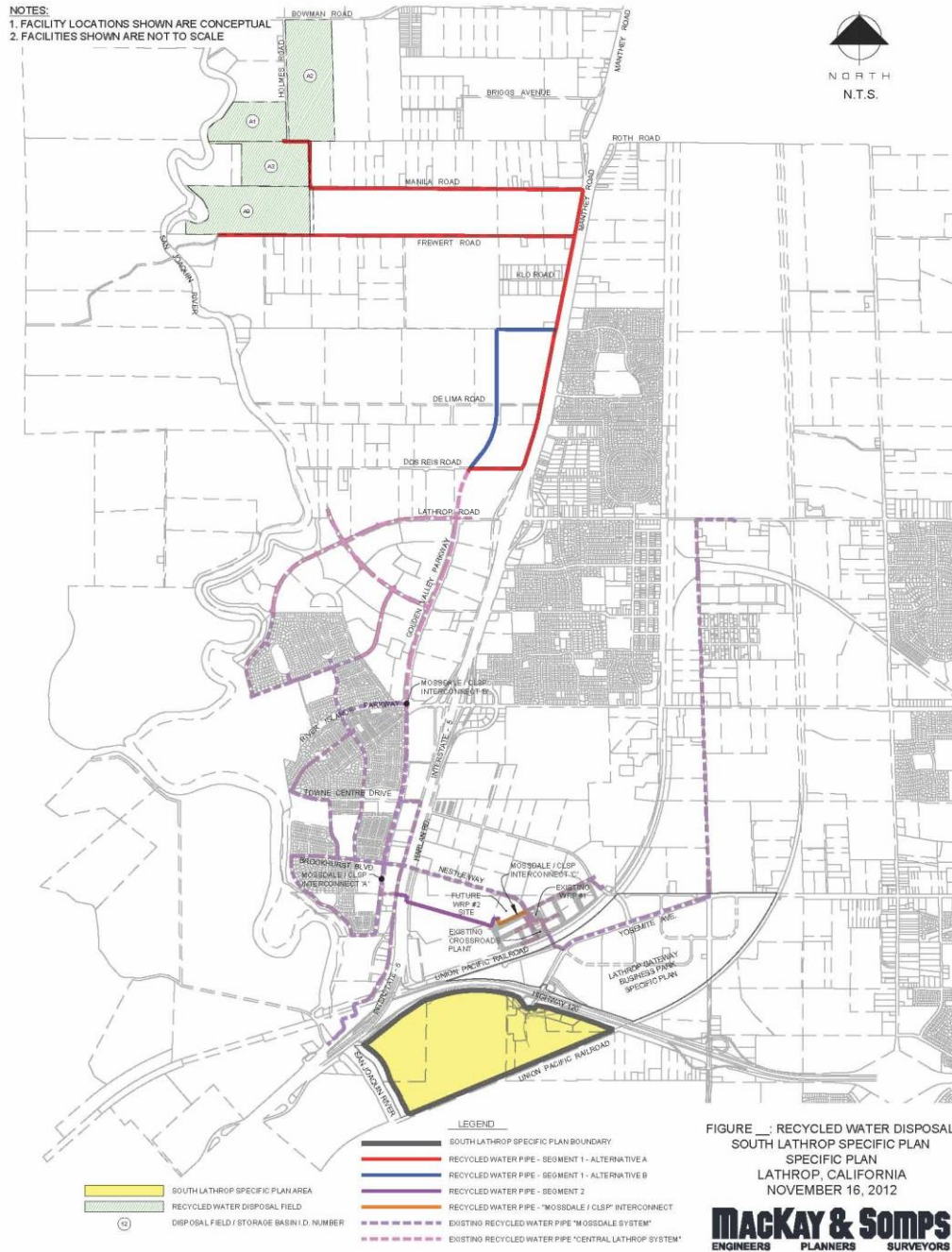
#### 6.2.3.2 Off-site Improvements

As wastewater is treated off-site, it must be sent to the off-site disposal areas. Figures 6.3 and 6.4 include the potential routing of offsite recycled water pipelines that would deliver it to the off-site disposal areas.

Two separate recycled water systems have been constructed in the City of Lathrop that may potentially be utilized to deliver recycled water to the North Lathrop disposal fields and basins. The first system was constructed with the Mossdale Landing project and is connected to the existing CTF. The second system was partially constructed with

the Central Lathrop Specific Plan project and was intended to be connected to the future WRP #2 treatment plant. However, WRP #2 is no longer planned to be built. The recycled water system built with Central Lathrop will therefore be connected to the Mossdale system. Three potential interconnection points are shown on Figure 6.3. A recycled water model will be prepared with future planning efforts such as during tentative map processing.

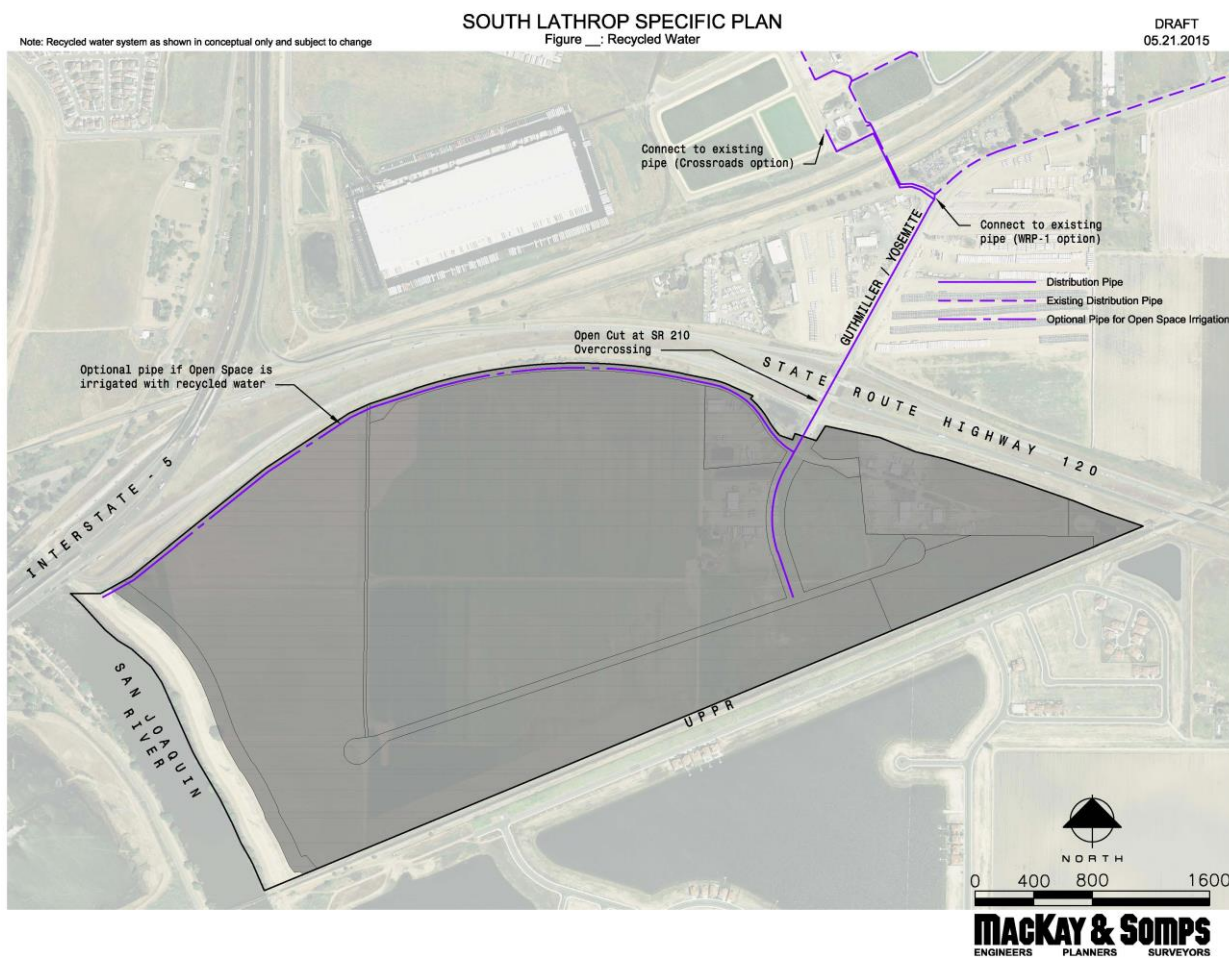
**FIGURE 6.3**



6.2.3.3 Planned Recycled Water Pipe Network

An existing recycled water pipeline is located in Yosemite Avenue that was constructed with the Mossdale Landing project. A new pipeline will be constructed in Yosemite / Guthmiller Avenue, which will connect the Plan Area to the existing pipe. The recycled water pipes will enable public landscaping to be irrigated with recycled water. The internal roadways within the South Lathrop Specific Plan area will not contain public landscaping and therefore recycled water pipes are not required in these streets. However, an optional pipe may be located in Madrugá Road and extended to the open space area along the levies if the open space area is planned to be irrigated with recycled water.

FIGURE 6.4



## 6.2.4 Drainage and Flood Control

### 6.2.4.1 Existing Levee Conditions

An existing levee along the San Joaquin River protects the Plan Area from flooding. The levee is operated and maintained by Reclamation District 17 (RD-17). The Federal Emergency Management Agency (FEMA) has categorized the Plan Area as being in Zone X as shown on Flood Insurance Rate Map (FIRM) panel number 06077Co620F. The Zone X definition relevant to the South Lathrop Specific Plan area is “areas protected by levees from 1% annual chance flood”. The RD-17 levee system was improved circa 2009/10 with seepage berms and/or other improvements to increase the resistance of RD-17's levee system to under-seepage and through-seepage and bring the levee system into compliance with applicable Federal and State standards. Land within the Plan Area along the levee frontage was acquired by RD-17 to construct a seepage berm. At the time of specific plan approval, RD-17 was working with the Department of Water Resources (DWR) and the Central Valley Flood Protection Board (CVFPB) to analyze 200-year protection. The land RD-17 acquired within the Plan Area to construct the 100-year improvements is anticipated to provide sufficient space for any additional incremental improvements to provide 200-year protection in the future.

### 6.2.4.2 Existing Local Drainage Conditions

At the time of Specific Plan approval, runoff from within the Plan Area was collected in a system of shallow agricultural ditches, roadside ditches and percolation basins. Public storm drain facilities were not available. With development of the Plan Area, both the total volume of runoff and the peak discharge rate into the San Joaquin River will increase. New drainage infrastructure improvements will be constructed to meet these needs.

### 6.2.4.3 Planned Storm Collection System

The Plan Area site is lower than the top of the San Joaquin River levee. Therefore, runoff must be pumped over/through the levee. To avoid adverse impacts to the levee system near the Plan Area, peak discharge rates from development projects in the City of Lathrop have been limited to a maximum of 30 percent of the 100-year flow rate. Runoff from the Plan Area is anticipated to discharge to the river through a new proposed outfall located near the southwest corner of the Plan Area. The outfall is regional facility consistent with the City's Master Drainage Plan, which will also serve the Lathrop Gateway Business Park Specific Plan (LGBPSP) area and development area along the McKinley Corridor. The outfall was identified in the LGBP specific plan and Environmental Impact Report (EIR). As shown on Figure 6.5, the Plan Area will consist of a system having the following three integrated components.

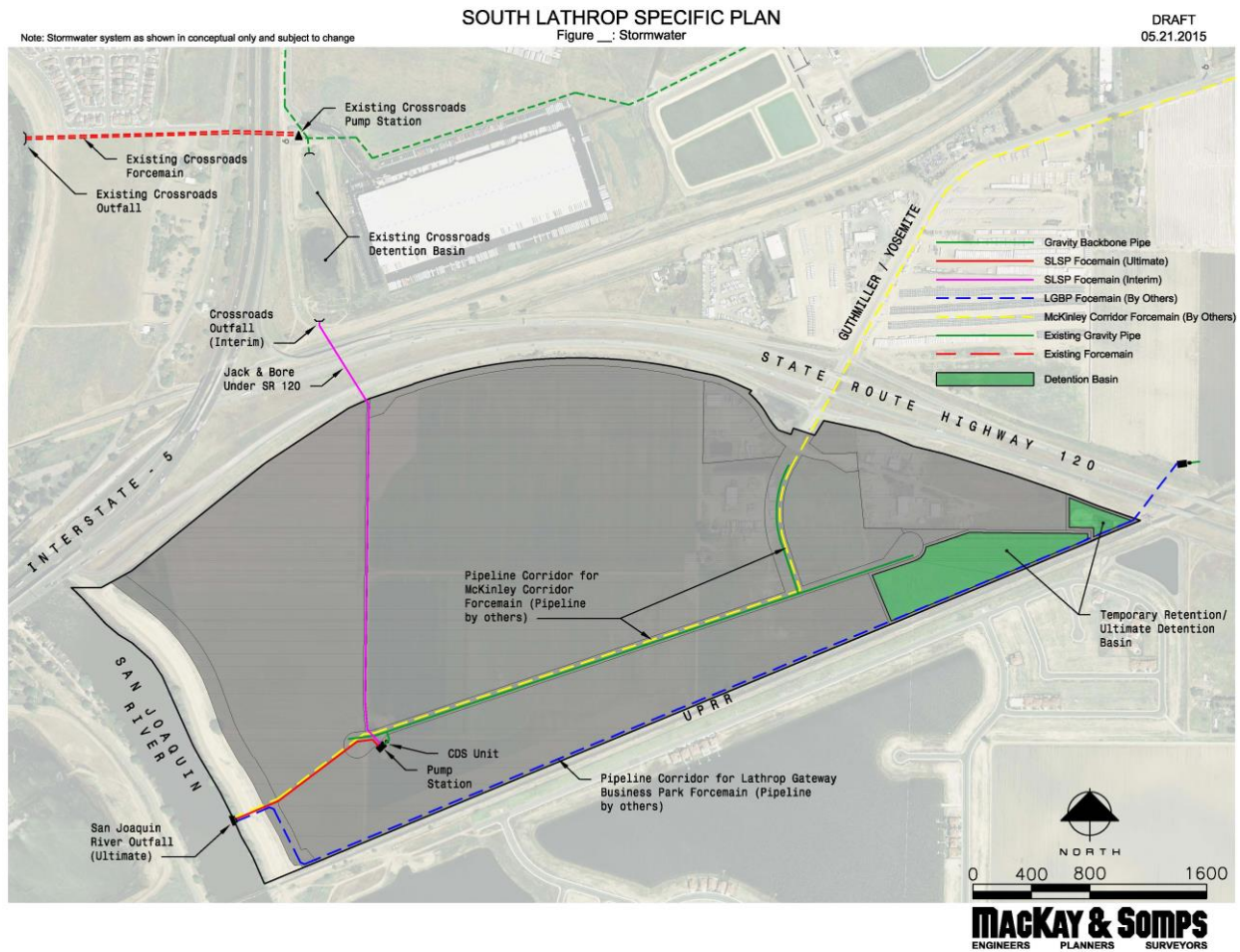
- Gravity lines that collect and deliver surface runoff;
- “Watershed” detention facilities that hold the runoff; and



- A pump station and force main that conveys water to a proposed San Joaquin River outfall structure.

A schematic layout of this drainage infrastructure is shown on Figure 6.5.

FIGURE 6.5



The entire Plan Area consists of one major drainage shed with a detention basin to reduce the peak discharge from the Plan Area to the San Joaquin River. The basin size and location as illustrated on Figure 6.5 is conceptual and subject to change based on future planning and engineering efforts.

The proposed stormwater collection system functions by discharging all runoff directly into the river up to the point where the runoff rate exceeds the capacity of the pump station. When the rate of runoff exceeds the pump station capacity, water “backs up” into the detention basin until the runoff rate declines and once again equals the capacity of the pump station. The water level in the detention basin then decreases, emptying completely within a City mandated 24-hour period unless an extended period is approved by the City Engineer.

Based on preliminary information available at the time of Specific Plan approval, the approximate size of the detention basin and maximum allowable discharge rate is summarized in Table 6.5. Storage is based on the maximum discharge rate shown.

**Table 6.5: Watershed Detention Basins and Discharge Rates**

<b>Watershed</b>	<b>Maximum Discharge Rate (CFS)</b>	<b>Approximate Basin Area (acres)</b>	<b>Basin Storage (acre-feet)</b>
A	65	6	33

Relatively shallow groundwater exists throughout the Plan Area and is influenced by the water level in the river, sub-surface flow from areas of higher elevation to the east, and local irrigation practices. Even though the groundwater level may decline with a reduction in farming activities, it is possible that this high ground water condition may generally persist after development, impacting both the construction and future operation of the storm drain system. Infiltration into the storm pipes through joints and underground structures can result in excessive pumping demands throughout the life of the South Lathrop Specific Plan. This impact will be reduced by proper installation of pipes having rubber gasket sealed joints.

High groundwater can also impact the effectiveness of detention basins. To the extent that groundwater enters the basins, the storage available for the runoff is diminished. The bottom of the basins will be designed to maintain a minimum of two feet of separation from groundwater or other design measures will be implemented such as impervious liners with sub drain systems.

Initial development phases may utilize interim retention (percolation) basins until the pump station, forcemain and outfall are constructed. An alternative temporary drainage solution may include pumping runoff from the Plan Area into the Crossroads Business Park existing drainage system.

A storm drain pipeline corridor through the Plan Area, located in Yosemite/Guthmiller Avenue and the local industrial street, is included as part of the drainage plan for future offsite development along the McKinley Avenue corridor. A storm drain pipeline corridor through the Plan Area, along the southern boundary adjacent to the UPRR tracks, is included as part of the drainage plan for the future offsite development within the LGBPSP. Pipelines from both of the offsite projects are anticipated to be shallow forcemains, which can be constructed at a future time following build-out of the Plan Area and therefore not required to be constructed with development of the Plan Area. Easements will be provided for portions of the offsite pipelines that are not located within the public right-of-way.

#### 6.2.4.4 Flood Protection

Another key element of the South Lathrop Specific Plan storm drain system is its ability to handle the runoff that occurs during a high intensity storm. The drainage system provides multiple layers of protection based on the severity of storm events:

- **10-year Event** - The underground system of pipelines is designed with capacity to accommodate the drainage flows anticipated to occur as a result of a 10-year storm event.
- **10 to 100-year Event** - When the capacity of the underground system is exceeded during an intense storm event (in excess of a ten-year event), water flows in the streets. By means of a descending gradient directing surface flow toward the proposed detention basin. This design method keeps the surface flow depth within acceptable limits (i.e. one foot below floor elevations) and the threat of flooding posed to private property is minimized. An alternative design may incorporate the underground pipes being designed for the 100-year storm event. This type of design would not require flow in the streets, although the street profile will still be required to descend toward an overland release point (e.g., a basin).
- **10 to 100-year Event with Pump Discharge Limited** - The South Lathrop Specific Plan storm drain system is also designed to provide flood protection in circumstances requiring a reduction in flow rates of the system pumps that discharge into the San Joaquin River. Reclamation District 17 (RD-17) and the City may limit river discharge to pre-development levels whenever the river stage exceeds certain flood elevations. When pump discharge is limited, the Plan Area must be able to accommodate the volume of a 100-year, 48-hour storm without flooding buildings. Under these extreme circumstances, the volume of water that must be stored in the Plan Area may exceed the capacity of the detention facilities and will be held in the streets, parking lots and/or other areas.

The South Lathrop Specific Plan grading concept keeps many of the streets within the watershed at approximately the same elevation. During a rare condition, when the San Joaquin River is high and the stormwater pumps must be reduced, this grading concept allows runoff to be spread throughout the shed avoiding excessive depth of inundation in any one area.

#### 6.2.4.5 Stormwater Quality



The South Lathrop Specific Plan drainage system will include features designed to ensure that the water quality of runoff meets current water quality standards in conformance with Phase II National Pollutant Discharge Elimination System (NPDES) regulations.

“First flush” runoff will be treated to the “maximum extent practicable” by implementing appropriate source and treatment control Best Management Practices (BMPs). These practices may include, but are not limited to:

- Basins
- Underground water quality vaults (i.e. CDS vaults)
- Disconnected roof leaders (i.e. roof leaders connect to “bubble-up” inlets in landscaped areas away from building foundations rather than to the storm drain system)
- Swales
- Downspout and/or inlet filters
- Porous Pavements
- Inlet stenciling
- Street sweeping

The specific means by which treatment is provided is subject to review by the City based on issues of effectiveness and compatibility with the overall development. Additional requirements may be imposed on some industrial and commercial uses.

## **6.2.5 Dry Utilities**

### *6.2.5.1 Electric Service*

Electrical service will be provided to the Plan Area by Pacific Gas and Electric (PG&E). Existing high voltage power lines (up to 115Kv), within PG&E power line easements, traverse through a portion of the Plan Area. Power lines existing within the Plan Area at the time of Specific Plan approval are shown on Figure 6.6.

It is anticipated that all existing overhead power lines 34.5Kv and under will be relocated and/or be placed underground as the Plan Area develops. New power lines constructed to serve the Plan Area, as well as all other utilities, will be installed underground in a typical joint trench.

Electricity will be provided in a timely manner to serve each development project as needed during the phased implementation of the Specific Plan.

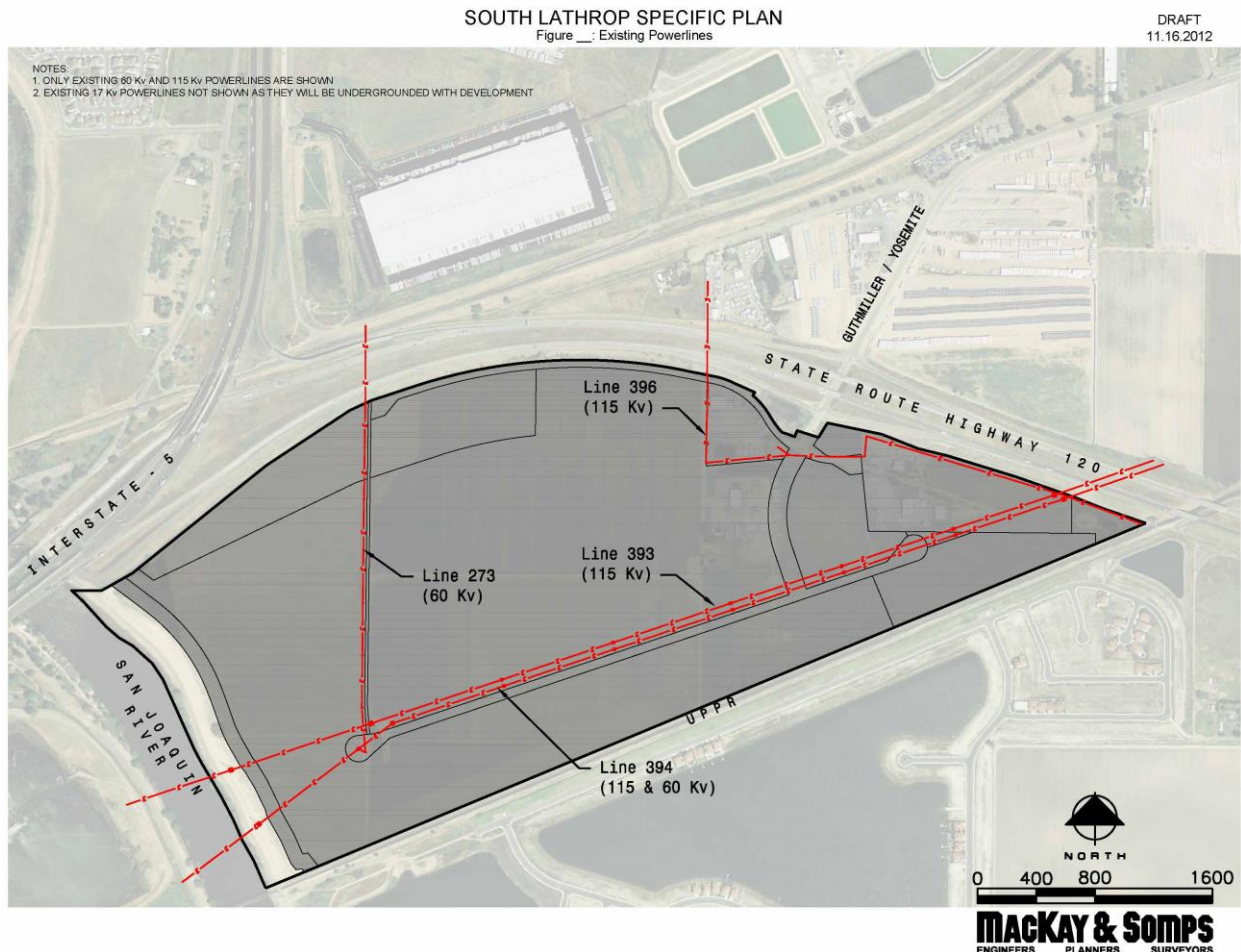
### *6.2.5.2 Natural Gas*

Natural gas service is to be provided to the Plan Area by PG&E. The Plan Area ties into existing natural gas lines located in portions of the existing Yosemite/Guthmiller Avenue right of way.

### *6.2.5.3 Communications*

Telephone service, cable television service, and possibly high speed data lines to the Plan Area are to be provided by the appropriate utility companies. Telecommunication systems will be located underground in a joint trench with gas and electric facilities.

FIGURE 6.6



#### 6.2.6 Solid waste

Lathrop Environmental Services is the franchise waste hauler for residential and commercial uses in the City. San Joaquin County provides solid waste disposal facilities, including transfer stations and landfills. The City utilizes designated containers for the storage and collection of garbage; green (yard) waste; and paper, plastic, aluminum, and glass recycling. Both residential and nonresidential waste are hauled to the County's Lovelace Transfer Station, approximately 1 mile northeast of the City, and then to the County's Class III Foothill Sanitary Landfill in Linden.

To reduce solid waste collection, builders, as mandated by Assembly Bill 939 (Integrated Waste Management Act), are required to implement and utilize construction debris recycling programs. The South Lathrop Specific Plan will comply with all federal, state, and local statutes and regulations relating to solid waste reduction and recycling.

### **6.3 PHASING PROGRAM**

Implementation of the South Lathrop Specific Plan is designed to allow for the coordinated phasing of project development with construction of supporting public improvements. In general, the Specific Plan phasing program has been structured to ensure that the improvements in each phase can support associated development, and that development in each phase can support the costs of required improvements.

Phasing is a critical component of the South Lathrop Specific Plan for the following reasons:

- It allows the backbone infrastructure necessary to support development to be constructed and financed in manageable increments on an as-needed basis.
- It assures that construction of backbone infrastructure will stay ahead of the development it serves while, at the same time, providing flexibility to respond to changes in market conditions.
- It is more efficient because it minimizes the extent to which costly public improvements requiring on-going maintenance will be constructed only to sit unused until development occurs.
- It provides an opportunity to more closely coordinate land secured infrastructure financing with market absorption resulting in higher lien-to-value ratios.

The South Lathrop Specific Plan phasing program is conceptual in nature and may be revised as entitlements and development progress. Final phasing plans will be subject to approval by the City of Lathrop.

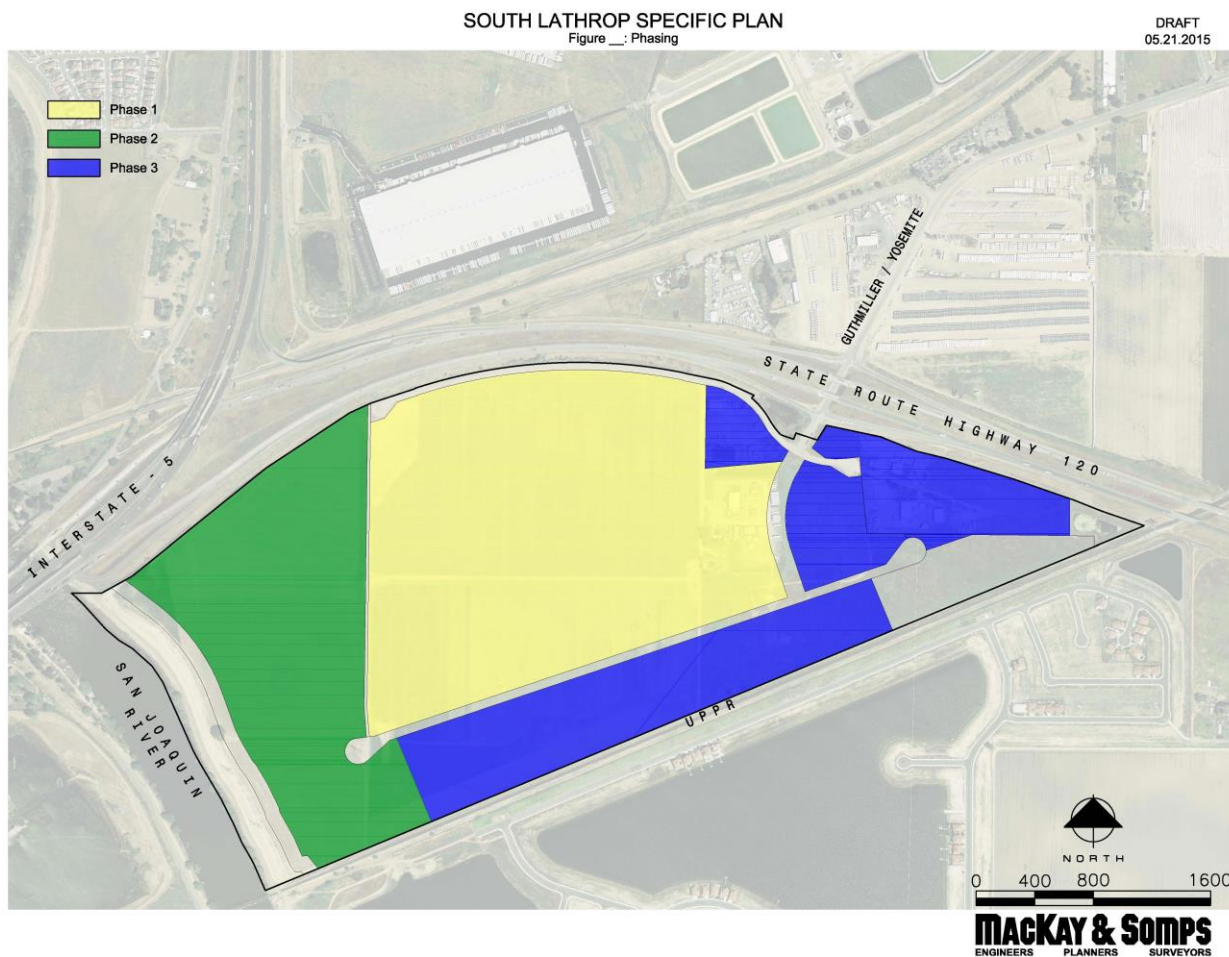
#### **6.3.1 Phasing Overview**

The South Lathrop Specific Plan land uses, and the backbone infrastructure required to serve these uses, are designed to be developed in three (3) phases. The phasing plan is in large part based on transportation improvement triggers. The phase boundaries are shown on Figure 6.7, with land use by phase summarized on Table 6.6. All phases will pay “fair share” fees toward major infrastructure improvements. For example, early phases that do not trigger major transportation improvements will pay toward the future improvements required for build out of the South Lathrop Specific Plan area.

Each phase is designed to be able to provide adequate access and utilities for the development of large parcels.

Details relating to phasing are provided within the South Lathrop Specific Plan development agreements and the Financing Plan.

**FIGURE 6.7**



**TABLE 6.6: LAND USE BY PHASE**

LAND USE SUMMARY BY PHASE				
Land Use	Average	PHASE 1	PHASE 2	PHASE 3

Description	FAR						
		Acres	Square Feet	Acres	Square Feet	Acres	Square Feet
Commercial Office	0.30	0.0	0	0.0	0	10.0	130,680
Limited Industrial	0.387	118.6	2,001,490	68.4	1,154,316	59.4	1,002,432
Public/Quasi-Public		11.6	0	0.0	0	0.0	0
Open Space		31.5	0	0.0	0	0.0	0
Major Roads (ROW)		15.5	0	0.0	0	0.0	0
<b>Total</b>		<b>177.2</b>	<b>2,001,490</b>	<b>68.4</b>	<b>1,154,316</b>	<b>69.4</b>	<b>1,133,112</b>

CUMULATIVE LAND USE SUMMARY BY PHASE							
Land Use Description	Average FAR	PHASE 1		PHASE 2		PHASE 3	
		Acres	Square Feet	Acres	Square Feet	Acres	Square Feet
Commercial Office	0.30	0.0	0	0.0	0	10.0	130,680
Limited Industrial	0.387	118.6	2,001,490	187.0	3,155,805	246.4	4,158,238
Public/Quasi-Public		11.6	0	11.6	0	11.6	0
Open Space		31.5	0	31.5	0	31.5	0
Major Roads (ROW)		15.5	0	15.5	0	15.5	0
<b>Total</b>		<b>177.2</b>	<b>2,001,490</b>	<b>245.6</b>	<b>3,155,806</b>	<b>315.0</b>	<b>4,288,918</b>

### 6.3.2 Conceptual Phasing Triggers and Major Improvements

Phase 1 is conceptually based on utilizing the existing transportation network. No major physical improvements are required to the Guthmiller interchange or any other major offsite transportation improvements. A future traffic study will be required to determine the actual amount of development that can occur under this scenario. The following is a list of major infrastructure items that may be required with Phase 1:

- Onsite roadways sufficient to provide access and utilities to each large parcel
- Traffic signals as required by traffic study
- Two points of connection to the existing potable water system
- Potable water storage tank and booster pump (unless a water model indicates it can be deferred)

- Storm Drain Basin (to function as a retention basin)
- Sanitary sewer pump station and forcemain (unless “pump and haul” is utilized)
- Potable water supply for Phase 1 demand
- Wastewater treatment for Phase 1 demand
- Recycled water disposal fields and storage basin for Phase 1 demand (unless treatment occurs at the Regional Manteca WQCF)

Phase 2 is conceptually based on constructing minor improvements to the Guthmiller interchange such as ramp widening, signalization, etc. A future traffic study will be required to determine the actual amount of development that can occur under this scenario. The following is a list of major infrastructure items that may be constructed with Phase 2:

- Guthmiller interchange minor improvements
- Onsite roadways sufficient to provide access and utilities to each large parcel
- Traffic signals as required by traffic study
- Storm drain pump station and forcemain (unless it is deferred by constructing additional retention basin capacity)
- Storm drain outfall to either the San Joaquin River or Crossroads Business Park existing drainage system
- Potable water supply for Phase 2 demand
- Wastewater treatment for Phase 2 demand
- Recycled water disposal fields and storage basin for Phase 2 demand (unless treatment occurs at the Regional Manteca WQCF)

Phase 3 is based on build-out of the Plan Area, which will likely require improvements to the SR 120/Yosemite Avenue interchange. A future traffic study may be required to determine the actual amount of development that can occur under this scenario. The following is a list of major infrastructure items that may be constructed with Phase 3:

- Guthmiller interchange improvements
- Onsite roadways sufficient to provide access and utilities to each large parcel
- Traffic signals as required by traffic study
- Storm drain outfall to the San Joaquin River (if not constructed with Phase 2)

- Additional storm drain pump beyond those installed with Phase 2 to increase the capacity (if required)
- Potable water supply for Phase 3 demand
- Wastewater treatment for Phase 3 demand
- Recycled water disposal fields and storage basin for Phase 3 demand (unless treatment occurs at the Regional Manteca WQCF)

### 6.3.3 Infrastructure Administration

A developer may request either changes to the initial infrastructure phasing plan shown in Figure 6.7, or the establishment of sub-phases. Changes to the initial infrastructure phasing plan or the establishment of sub-phases are explicitly allowed without amendment to the South Lathrop Specific Plan provided the developer demonstrates, to the satisfaction of the Public Works Director, City Engineer and Community Development Director, that infrastructure improvements necessary to adequately serve the developing portion of the site will be provided in a timely manner and will be sufficient if no further development occurs.

Examples of permitted changes to phasing include the following:

- Roadways may be constructed at less than full width, or full length, so long as the interim roadways are functional and safe, meet City improvement standards, and provide adequate access to those portions of the Plan Area site that are to be developed within a particular phase or sub-phase.
- Certain segments of the water and/or recycled water systems may be deferred until needed to serve a particular phase or sub-phase so long as adequate looping and pressure are provided to serve those portions of the Plan Area that are to be developed within a particular phase or sub-phase.
- Interim drainage solutions such as temporary retention may be employed until permanent facilities are complete so long as it is demonstrated to the satisfaction of the Public Works Director, that percolation requirements will be met and that flooding will not occur. Projects shall comply with NPDES standards.

A developer may also request that changes be made to the backbone infrastructure required to serve the Plan Area in order to respond to changing conditions of development or the availability of new technologies to address the infrastructure needs created by development. Such changes in the backbone infrastructure plan are explicitly allowed without amendment to the South Lathrop Specific Plan provided a developer demonstrates, to the satisfaction of the Public Works and Community Development Directors, that the proposed changes meet certain performance or level of service standards prescribed in the project development agreements or, where applicable performance or level of service standards are not prescribed, result in a level of service that is at least comparable to the level of service that would have been provided had the changes not been proposed.

The City Manager and/or his/her designee shall memorialize in writing all approved changes to South Lathrop Specific Plan phasing and backbone infrastructure requirements, and shall compile and maintain a comprehensive record of all such changes. The City Manager may at his/her discretion refer any said changes to the City Council for review and approval.



## 7.0 Financing

### 7.1 INTRODUCTION

This chapter presents a financing plan that identifies the public facilities required for the South Lathrop Specific Plan and describes how these facilities will be financed through a combination of financing mechanisms either existing or newly created by the City for the Specific Plan. The financing plan includes an identification of infrastructure required, a set of financing principles and policies, a description of available financing mechanisms, and an action program for implementing the preferred financing mechanisms. The financing plan will ensure that all infrastructure and public facilities required to serve the South Lathrop Specific Plan area are funded and constructed in a timely manner, that equitable distribution of costs proportionate to benefit occurs, and that cost-efficient financing mechanisms are utilized.

### 7.2 PROJECT DESCRIPTION

The South Lathrop Specific Plan creates a planning framework and set of regulations for the creation of a new commercial/office and industrial area in Lathrop. The land use plan, as described in Chapter 3, will include commercial/office, limited industrial (e.g., warehouse and distribution uses) open space and public facility uses. The project is strategically located along Highway 120 with good access to both the I-5 and US 99 corridors and is expected to be developed over the next 5 to 15 years.

The types of uses and the timing of development will influence the need for infrastructure and the related need for funding in a variety of ways. Thus the financing plan recognizes that real estate value created is the basis of most of the financing mechanisms available. The South Lathrop Specific Plan area with a mix of commercial uses will create real estate values proportional to rents for the commercial space. These values will generally be less than residential or mixed-use districts of the City. At the same time infrastructure requirements will be lower as commercial uses typically create less demand for public facilities.

### 7.3 INFRASTRUCTURE

A list of major infrastructure required for the South Lathrop Specific Plan area has been identified by MacKay & Soms as a part of the preparation of the Specific Plan:

- Roadways including improvements or expansions to the Guthmiller/SR 120 Interchange, Guthmiller Road, Yosemite Avenue, Madrugá Road
- Traffic signals including signals at Guthmiller and Street “A” [TO BE VERIFIED]
- Sanitary sewer pump and force main
- Storm drain detention basin, pump station forcemain, and outfall to San Joaquin River

- Water system and recycled water system

The major infrastructure items shown do not include site improvements typically installed pursuant to a subdivision map including “in-tract” streets, in-street utilities, site-specific drainage facilities, and grading. In addition to the items shown, new development in the area will be subject to various existing City fees for public facilities and planning and building-related services and applicable regional fees for transportation or other infrastructure. Given the likely extended period of development of the Plan Area it will be necessary to establish a phasing plan for the major public facilities required to assure adequate financial capacity.

#### **7.4 FINANCING PRINCIPLES AND POLICIES**

Financing the public facilities required for the South Lathrop Specific Plan shall be guided by the following five principles and supporting policies. These principles and policies will guide future City decisions regarding public facility requirements, formation of financing entities, establishment of financing mechanisms, conditioning of project approvals, and administration.

##### **1. Future development within the South Lathrop Specific Plan should pay the full costs of infrastructure needed to serve the Specific Plan area, except where other funding sources are appropriate and available.**

- Policy 1.1: New development shall pay costs of major public facilities required for development of the area, as identified in this Specific Plan.
- Policy 1.2: Existing landowners should only be required to pay fees, assessments or taxes associated with the SLSP public facilities proportional to benefits received. If required infrastructure costs exceed benefits, and the related ability of the City to impose costs through map conditions, ordinance-based fees, or special benefit assessments, costs will need to be reduced and/or other sources of funding applied (e.g. City-wide sources, grants, etc.)
- Policy 1.3: Development shall pay all existing City-wide impact fees and fund additional off-site mitigation as may be specified by the Specific Plan EIR.
- Policy 1.4: Properties outside the Plan Area that benefit from infrastructure created pursuant to the Plan should bear a proportional financial obligation to the extent possible.
- Policy 1.5: Landowners and the City will actively pursue applicable outside funding for infrastructure improvements within the Plan Area, e.g., State and federal funding sources, etc.

##### **2. The City should facilitate SLSP area infrastructure financing through establishment of necessary financing mechanisms and measures based on the infrastructure needs and a feasible and legally established special tax or assessment burden for the property.**

- Policy 2.1: The City will coordinate with landowners and developers in the establishment of the appropriate Plan Area financing mechanisms such as an area development impact fee or land secured financing district, and coordinate with other local government entities as may be required.
- Policy 2.2: The City, with landowner consent, will establish debt financing mechanisms (e.g. Mello-Roos Community Facilities District) to leverage future special tax capacity to fund infrastructure and lower fee and exaction burdens.
- Policy 2.3: The City will consider deferred assessments or special taxes on properties that are vacant or underutilized relative to Specific Plan designations and densities.
- Policy 2.4 The City will consider the use of surcharges on water and sewer rates for the South Lathrop Specific Plan and other benefitting areas to fund needed improvements to water and sewerage infrastructure.
- Policy 2.4: The City will consider entering into development agreements with developers, consistent with existing City ordinances and as necessary to enable the establishment of needed infrastructure financing mechanisms.

**3. The financing mechanisms should be consistent with and serve to implement the Land Use Plan of the South Lathrop Specific Plan.**

- Policy 3.1 The City will apply land use regulations and financing mechanisms that encourage full development of the Plan Area in a timely manner.
- Policy 3.2 The financing mechanisms applied should be flexible to account for project-specific circumstances, changing market conditions, and more refined facility and cost data that will become available over time.
- Policy 3.3: Fee burdens and assessments should be calculated upon maximum or near-maximum permitted densities to promote consistency with the Plan and a disincentive to underutilization.

**4. Total infrastructure and financing costs in the Plan Area should fall within industry standards of financial feasibility.**

- Policy 4.1: Utilize financing mechanisms and related measures that assure that infrastructure cost burden borne by new development in the Plan Area is feasible from a market perspective. Such measures include construction and reimbursement agreements which can lower costs generally associated with public construction projects.
- Policy 4.2: Develop an infrastructure phasing schedule that links the timing of infrastructure construction to the timing of commercial building development and related facility demand to the extent possible.

**5. If a landowner is required to dedicate land or make improvements (e.g., oversizing infrastructure) with a higher value than the benefits that landowner receives, the excess value should be reimbursed from other benefiting properties and/or City funding sources.**

Policy 5.1: Require dedication of land for road improvements and construction of public improvements consistent with City-wide policies and development standards.

Policy 5.2: Establish reimbursement mechanisms for developers who oversize infrastructure or dedicate excess land.

Policy 5.3: Provide credits against City fees to the extent that specific properties build infrastructure of broader City-wide benefit, and/or build public facilities which would otherwise be funded by City fees.

## 7.5 FINANCING MECHANISMS AND RESOURCES

A number of financing mechanisms can be used to fund the public services, facilities and infrastructure associated with the South Lathrop Specific Plan, consistent with Constitutional limitations, statutory requirements, and past practices in the City of Lathrop. Table 1 provides a conceptual summary of how public facility costs could be funded with the available sources and mechanisms. The ultimate mix of financing mechanisms will be determined in the implementation process, based on current estimates of public facility costs, the pattern of development, and on subsequent actions involving the City and their public finance experts, property owners, and developers.

**Table 1. Major Infrastructure Items and Potential Funding Mechanisms**

INFRASTRUCTURE PLAN	POTENTIAL FUNDING SOURCES			
	Area Development Fee or CFD Funding <sup>[1]</sup>	Existing City Fee Programs <sup>[2]</sup>	Rate-based funding	Other <sup>[3,4]</sup>
<b>Roadways</b>	X	X		<b>X</b>
<b>Traffic Signals</b>	X	X		
<b>Sanitary Sewer</b>	X	X	X	
<b>Storm Drain <sup>[5]</sup></b>	<b>X</b>	<b>X</b>	<b>X</b>	

[1] Developer may propose the use of Mello-Roos CFD or Assessment District for certain public facilities.

[2] Certain facilities may be funded, reimbursed, or credited through City development impact fees, in accordance with City policy.

[3] To the extent that other areas of the South Lathrop area develop and the South Lathrop Area oversizes or provides infrastructure benefiting other areas reimbursement payments will be established.

[4] Other financing could include state and federal grants, to the extent available.

[5] Includes pump and force main.

Source: MacKay and Soms; Economic & Planning Systems

## **7.5.1 Area-Specific Fees, Dedications and Exactions**

### *7.5.1.1 Area Development Impact Fees*

Area development impact fees may be enacted by a legislative body (i.e., city or county) through adoption of an ordinance pursuant to Government Code Section 66000 (Mitigation Fee Act). Such fees do not require a public vote to be enacted, but they do require public hearings. Specific development impact fees must be directly related to the benefits received. They do not create a lien against property, but must be paid in full at the time building permits (or certificate of occupancy) are issued. The principal use of these fees is for encumbering properties that would not otherwise enter into an assessment district (AD) or Mello-Roos Community Facilities District (CFD). Fees are established so that these properties pay their fair share at the time they are ready to be developed. Specific Benefit fees might be used, for example, in situations in which the number of owners of small developable parcels was so large that property owners would have difficulty organizing an AD or a CFD.

Proceeds may be used to reimburse property owners who pay up-front costs for facilities benefiting other properties. Benefiting properties may be given the option to finance the fees by entering into an assessment district or Mello-Roos CFD.

### *7.5.1.2 Dedications and Exactions*

Under the Subdivision Map Act, developers may be required to dedicate land or make cash payments for public facilities required or affected by their project (e.g., road right-of-way fronting individual properties). Dedications are typically made for road and utility rights-of way, park sites, and land for other public facilities. Cash contributions are made for other public facilities that are directly required by their projects (e.g., payments for a traffic signal).

### *7.5.1.3 Development Agreements*

A development agreement is a contract between a public agency and a developer that provides developers with assurances that the land use entitlements for a project will not be changed in the future, and that specifies public sector commitments to financing, phasing and other elements of project implementation. In return for these public considerations and assurances, the developer may be asked to make financial commitments beyond those that could be justified through typical subdivision ordinance dedications and exactions and/or impact fees, which are both limited by the "rational nexus" criteria.

## **7.5.2 Assessment and Special Tax Secured Financing**

### *7.5.2.1 Special Assessment Districts (1911, 1913, 1915 Acts)*

California law provides procedures to levy assessments against benefiting properties and issue tax-exempt bonds to finance public facilities and infrastructure improvements. Assessment districts, also known as improvement districts, are initiated by the legislative body (e.g., city council), subject to majority protest of property owners.

Assessments are distributed in proportion to the benefits received by each property as determined by engineering analysis, and form a lien against property. Special assessments are fixed dollar amounts and may be prepaid, although they are typically paid back with interest over time by the assessed property owner. Only improvements with demonstrable property-specific benefits (e.g., roads, sewer, and water improvements) may be financed with assessments.

#### *7.5.2.2 Mello-Roos Community Facilities Districts*

California's Mello-Roos Community Facilities Act of 1982 allows for the creation of a special district authorized to levy a special tax and issue tax exempt bonds to finance public facilities and services. A CFD may be initiated by the legislative body or by property owner petition, and must be approved by a two-thirds majority of either property owners or registered voters (if there are more than 12 registered voters living in the Plan Area). Special taxes are collected annually with property taxes, and may be prepaid if prepayment provisions are specified in the tax formula. The special tax amount is based upon a special tax lien against the property. There is no requirement that the tax be apportioned on the basis of direct benefit. Because there is no requirement to show direct benefit, Mello-Roos levies may be used to fund improvements of general benefit, such as schools, fire and police facilities, libraries, and parks, as well as improvements that benefit specific properties. The provision also allows for the allocation of cost burdens to alleviate burdens on specific classes of development. Special taxes can also be structured to address vacant lands and deferred development.

#### *7.5.2.3 Landscape and Lighting Maintenance Districts*

Landscaping and lighting maintenance districts (LLMDs) may be used for installation, maintenance, and servicing of landscaping and lighting through annual assessments on benefiting properties. LLMDs may also provide for construction and maintenance of appurtenant features, including curbs, gutters, walls, sidewalks or paving, and irrigation or drainage facilities. They may also be used to fund and maintain parks above normal park standards maintained from General Fund revenues.

### **7.5.3 Utility Rate Surcharges**

The City operates water and sewer utilities and charges rates for providing water and removing sewer effluent. These rates can include charges for infrastructure, including debt service for revenue bonds used to build needed facilities. So long as water and sewer rates are held within reasonable market limits this strategy can off-set need for development or land-based funding sources. Revenue debt can also be more cost-effective. In this instance the City could levy a surcharge for the Plan Area (and other benefitting properties) that requires facility capacity increases.

### **7.5.4 Citywide Sources**

The City has a number of existing impact fees. These fees are not expected to provide significant funding to offset the costs of developing backbone infrastructure in the South Lathrop Specific Plan; however, further

investigation is appropriate to determine the extent of funds that may be committed to Plan Area infrastructure costs. In addition, it may be appropriate to provide fee credits to Plan Area developers to the extent that Plan Area developer-constructed improvements and public facilities provide City-wide benefits.

#### **7.5.5 Impact Fees and Connection Charges**

Impact fees or "connection charges" may be adopted by local legislative bodies (city or county) and levied against new development at the permit stage to offset the costs for a wide variety of public facilities and infrastructure improvements. The conditions for imposition of impact fees were formalized by the passage of AB 1600 (Government Code Section 66000), which institutionalized prior case law on the subject (e.g., Nollan). Although not limited to the stricter definition of benefit applied to assessment districts, the fees must be shown to have a "rational nexus", or relationship between costs and the impact or demand caused by the new development. A major deficiency of impact fees and connection charges is that they are typically collected over time as development occurs. To the extent that funding is needed "up front" for a particular facility, fee funding is not sufficient. Additionally, programmed or expected development that does not occur when expected, or never occurs, exacerbates the initial problem. The City currently has adopted impact fees and connection charges for a variety of public facilities and City costs.

#### **7.5.6 Federal and State Grants**

The City has in the past received funding for public facilities from other levels of government, including the State and federal government. Historically, these funding sources were more available; however, several sources of grant funding still remain and several new programs have recently been established. Further investigation of potential funding sources is appropriate. However, since the availability of funding from these sources is unknown, it has not been assumed that these sources would be available for development financing.

### **7.6 IMPLEMENTATION ACTIONS**

Implementation of the Specific Plan financing principles and policies will occur through a series of actions as described below. These actions can be modified to respond to varying circumstances, including variations in the infrastructure financed and the timing and intensity of Specific Plan development. The sequence of actions presented reflects their general priority. Land Use regulations, definitions and similar elements not addressed in the SLSP shall be governed by applicable sections of the Lathrop General Plan, Zoning Ordinance and other city regulations.

#### **1. Finalize Cost and Phasing Assumptions**

Action 1.1: The City must provide final direction concerning the backbone infrastructure and facilities to be financed as a part of the South Lathrop Specific Plan. A decision regarding the inclusion of one facility or another may have significant consequences for the financial feasibility of development in the Plan Area as a whole and for the potential to provide other needed facilities.

Action 1.2: The City should establish a financing program that includes a final set of infrastructure costs that will be financed within the Specific Plan. The City should assemble a local basic improvement program for the South Lathrop Specific Plan as a part of the adoption of financing mechanisms, such as an area impact fee or a land secured financing district. This improvement program should be based upon the major public facilities listed in the Specific Plan, but would reflect more detailed cost estimates that become available over time.

Action 1.3: As part of the City's Capital Improvement Program or the area-specific financing program the City will establish a schedule of infrastructure phasing based upon a realistic development scenario. The timing and magnitude of costs will determine to what extent bonding is required and the degree to which it will be possible to fund improvements on a pay-as-you-go basis. This task serves to ensure that a financially feasible and acceptable infrastructure program is achieved.

## **2. Establish a Financing Program**

Action 2.1: Select the appropriate financing mechanisms as part of developing the financing program for the Specific Plan Area. The overall logic and premise of the financing program should be considered and tested to assure that it is sound and feasible, given the perspective of the involved parties including the City, landowners, developers, and other agencies.

Action 2.2: A final financing program shall be approved and in-place prior to the issuance of the first building permit or approval of construction improvement plans, whichever occurs first.

## **3. Implement and Administer Financing Program**

Action 3.1: Implementing the financing program within the context of overall Specific Plan implementation may require adoption of an area-specific ordinance and/or the establishment of land secured financing districts. The City will need to assemble the public financing professionals necessary to establish these mechanisms and follow established procedures in their formation.

Action 3.2: Following creation of the financing mechanisms the City will need to administer each mechanism assuring the expedient flow of funds for construction of needed infrastructure, proper auditing, and responsiveness to changing conditions.



## 8.0 Implementation & Administration

This chapter describes the plan review procedures, development agreements, Specific Plan amendment procedures, enforcement, mitigation monitoring and other mechanisms to be utilized to implement or revise the South Lathrop Specific Plan.

### 8.1 PLAN REVIEW PROCESS

#### 8.1.1 Community Development Department Review

Subsequent to adoption of the South Lathrop Specific Plan, individual project applications will be reviewed to determine consistency with the Specific Plan and other regulatory documents. Applications such as commercial, office, or industrial development plans, use permits, variances and the like, will be reviewed using established Community Development Department and Planning Division procedures.

Development applications will be submitted to the City of Lathrop's Planning Division. The Planning Division will conduct an initial review of the application for completeness and consistency with the adopted Specific Plan, as well as other ordinances and standards. The applicant will be notified within 30 days of the initial submittal date of any deficiencies that must be rectified to deem the application complete. If the applicant or the City believes that an Amendment to the Specific Plan is warranted, an Amendment to the Specific Plan may be requested in accordance with section 8.3 Amendment Procedures. The request must provide adequate justification. The application may also be subject to environmental review as discussed in the following section.

#### *Site Plan/Architectural Design Review*

Generally, all commercial, office, and industrial projects within the Plan Area will be subject to Site Plan/Architectural Design Review by the City; design review shall be implemented before issuance of building permits. Also, all public improvements (such as landscape plantings, street and entry signs, lighting, or special paving) are subject to Site Plan/Architectural Design Review. All Site Plan/Architectural Design Review procedures will be conducted in compliance with 17.100 and 17.104 of the Lathrop Municipal Code.

#### 8.1.2 Public Improvement Plans

The on-site and off-site public improvements necessary to serve the South Lathrop Specific Plan Area need to be specifically designed. The applicants shall prepare for City review and approval Public Improvement Plans, consisting of detailed engineering designs and documents for all utilities necessary to develop the land uses identified in the Specific Plan. These plans shall include an infrastructure sequencing program that will allow orderly development throughout the Specific Plan area. The sequencing program shall prioritize roads, water, sewer, drainage and other utilities that must be in place prior to specific levels of development. Refer to Section 6.3.3 for additional details regarding infrastructure phasing.

### 8.1.3 Environmental Review

The EIR prepared for the South Lathrop Specific Plan serves as the master environmental assessment document for development within the Plan Area. Individual project applications will be reviewed for consistency with the Specific Plan EIR. If consistency is determined and the project meets the criteria established in Section 15162 of the CEQA guidelines no subsequent environmental review is necessary. The intent of the EIR associated with the specific plan is to cover all development consistent with this document, stream-lining the permitting and review process.

All individual project applications must comply with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). The SJMSCP, prepared by San Joaquin County and other participating agencies, protects special-status plants and wildlife and their habitats, while allowing for planned growth in the County. This protection is accomplished by, 1) identifying important habitats and habitat features to aid in the development of protection areas, and 2) establishing a funding mechanism through which project proponents can provide replacement habitat while enabling them to meet their no net loss of habitat value goals. Although the SJMSCP is voluntary, project proponents as part of this Specific Plan will be required to participate in the SJMSCP by contributing appropriate impact fees and implementing mitigation as identified by the SJMSCP.

Upon receipt of an application the City shall also initiate an initial study and environmental review of the project and may request additional environmental or engineering studies to address site-specific concerns that have not been adequately addressed by the Environmental Impact Report (EIR) or supporting studies in order to meet CEQA requirements.

In some cases, where an individual project application is deemed inconsistent with the specific plan or EIR, additional environmental information may be required. For example, a more detailed traffic study may be required for an individual project application. Upon review of this additional information, the City will make a determination as to whether or not the more detailed information provides evidence that the proposed individual project will cause more significant environmental impacts beyond the scope originally anticipated during the master program analysis. If the City determines that there would be environmental impacts beyond the scope originally anticipated during the original study, further environmental review and a separate environmental document may be required. Conversely, the City may make a determination that the additional information does not raise new environmental issues and is within the scope of the original EIR, and therefore compliant with CEQA requirements.

The foregoing discussion details the initial project review and environmental review submittal procedures. Projects submitted for consideration will be reviewed for consistency with any development standards, design guidelines, mitigation measures and other applicable conditions of approval, which were adopted as part of the Specific Plan.

## 8.2 DEVELOPMENT AGREEMENTS

Subject to the provisions of the Specific Plan, the property owners and the City may execute Development Agreements in accordance with Government Code and local ordinance. The Development Agreements will set forth the infrastructure improvements, public dedication requirements, landscaping amenities, and other contributions to be made by a property owner in return for guarantees by the City that certain land uses and densities in effect at the time of execution of the agreement will not be modified. These agreements should only be arranged where the developer is prepared to proceed in accordance with a time table for seeking the required approvals and commencing construction.

Both the City and the project sponsors would commit themselves to proceed with the terms of the agreement. The City can agree to process future development applications in accordance with the Plan and laws that were in existence when the agreements were made. The City then commits to maintaining its planning or zoning statutes related to the developments for an agreed-upon period of time. In return, the developer/applicant agrees to develop according to an agreed-upon time schedule or commit to other measures which the City might otherwise have no authority to require the developer/applicant to perform.

Generally, Development Agreements include the following provisions, or similar variations:

- Specify how the Specific Plan and General Plan will be implemented in connection with the Development Agreement,
- Provide the terms for reimbursement in the event that a developer provides advance funding for facilities which have community benefit,
- Provide for adequate public facilities for each project phase in a timely manner,
- Shorten the approval process by consolidating and coordinating various discretionary approvals, and
- Specify the monetary responsibilities of the developers.

## 8.3 RIGHT-TO-FARM PROVISIONS

It is recognized that the South Lathrop Specific Area has on-site and off-site existing agricultural uses of various kinds and intensities. It is also acknowledged that as the project site builds out, several existing parcels on-site could remain in their existing agricultural state for some foreseeable period of time. In order to ensure the viability of the on-going agricultural uses, this Specific Plan shall require that a “right-to-farm” provision be included as a part of any subsequent stage in the land entitlement process. Along these same lines, an entitlement application or document shall mandate full right-to-farm disclosures at point-of-sale of lots within the Plan Area. This provision shall include all properties on site which may be impacted or affected by on-going farming operations.

## 8.4 AMENDMENT PROCEDURES

In order to ensure consistency between the Specific Plan and the General Plan, there is a necessity for adoption of an amendment to the City of Lathrop’s General Plan. The General Plan is amended for the purpose of adding Specific Plan land use designations that will accommodate the types and densities of development envisioned for

the South Lathrop Specific Plan Area. This is for the purpose of fulfilling the long term goals of the City for this area and establishing a more detailed description of this vision for the City of Lathrop.

With respect to future proposed changes in the Specific Plan, large project specific plans are adopted in a dynamic development environment, often with lengthy build-out horizons and multiple developers/builders. Situations may arise where future amendments to the adopted Specific Plan can be considered because of changing circumstances beyond the control of the Specific Plan. Additionally, because of unforeseen circumstances, some design guidelines or development standards may not be feasible on a particular parcel. In these situations, the procedures listed below will be followed to amend the adopted Specific Plan.

#### **8.4.1 Applicants**

Typically, property owners or developer will request amendments to a Specific Plan. There may also be circumstances where the City may wish to request an amendment to the plan. For example, the City may propose an amendment to the plan to address shifting land use patterns outside the Plan Area or changing demographics.

A Specific Plan processing fee to be determined by the City shall accompany applications for amendments submitted by property owners. This fee would be in addition to existing fees for accompanying development applications.

#### **8.4.2 Scope of Amendment**

Specific Plan Amendments will be processed as set forth in 8.4.3 below. If the Community Development Director determines that a requested amendment is minor, the Director will either approve or deny the request using the criteria established in section 8.4.4. The Director's decision may be appealed to the Planning Commission within 10 working days of the decision. In some cases the Community Development Director or City Engineer may make interpretations of the Specific Plan that will not require an amendment. See section 8.4.4 for a discussion of items that may have different interpretations.

A Specific Plan Amendment application fee shall accompany any applications for major and minor amendments to the Specific Plan. Amendments to the Specific Plan can include, but are not limited to changing land use designations, design criteria, development standards or policies. The Community Development Director shall determine the limits and acceptability of any proposed amendment to the Specific Plan.

No development plan, use permit or other entitlement shall be approved by the City and no public improvement shall be approved by the City until a finding has been made that the proposed entitlement or public improvement is in substantial conformance with this Specific Plan.

#### **8.4.3 Amendments**

The following are examples of what could be considered amendments:

- Introduction of a new land use category not specifically discussed in this Specific Plan.

- Significant changes to the distribution of land uses, major acreage changes of land uses, or other changes affecting land use which may substantially affect the key planning concepts set forth in this Specific Plan.
- Significant changes to the collector street system that would substantially alter the land use or circulation concepts set forth in this Specific Plan.
- Changes to design guidelines and/or development standards which, if adopted would substantially change the physical character of the Plan Area as envisioned by the Specific Plan.
- Any change to the Plan that could significantly increase environmental impacts and are inconsistent with alternatives analyzed within the EIR.

*Application Requirements for Amendments:*

All Specific Plan Amendments shall be consistent with the City's General Plan. Major amendments may therefore require an accompanying General Plan Amendment and Zoning Ordinance revision. Applications for major amendments to the adopted Specific Plan shall conform to the requirements set forth in the South Lathrop Zoning Ordinance. Generally, the process for amending the Specific Plan is similar to that for amending the City's General Plan, with the main difference that there is no limitation to the number of Specific Plan amendments that may be approved in any one year. The materials and documents necessary to process a major amendment application should be consistent with those outlined in the City of Lathrop's Development Permit Form for Rezones/Amendments. A detailed justification statement shall be submitted which explains in detail why an amendment to the Specific Plan is warranted. All requirements of CEQA will be applicable. The Specific Plan processing fee, as previously mentioned, shall be submitted to cover all processing costs. Major amendments shall require City Council approval, with a recommendation forwarded by the Planning Commission.

**8.4.4 Interpretation of Specific Plan Provisions**

When necessary the Community Development Director and/or the City engineer can make interpretations of the plan when it is determined that it does not have a significant impact on the character of the plan or on the environment. The following are examples of what could be considered interpretations:

- Change in the configuration of a particular Specific Plan land use which does not significantly alter its relationship to other land uses or compromise the concept and principles of the Specific Plan.
- Minor changes to land uses which result in changes in minor acreage changes of land uses, or other changes altering land uses, which do not substantially affect the key planning concepts or principles set forth in this Specific Plan.
- Changes to the collector street system and alignments that do not substantially alter the intended land use or circulation functioning as set forth in this Specific Plan.
- The relocation or reconfiguration of open space that is not less in acreage size than the specified minimums in the Specific Plan.
- Changes to design guidelines (architectural types and materials, landscape materials, etc.) and/or development standards that do not substantially change the physical character of the South Lathrop Specific Plan development as envisioned by the Specific Plan.
- Clarification and interpretation of land uses.

- Any change to the Plan that would not significantly increase environmental impacts and are consistent with the alternatives analyzed within the EIR.

*Application Requirements for Minor Amendments:*

Applications for minor amendments shall be submitted to the Planning Division and shall include a description of the requested amendment, a justification statement, the application processing fee (determined by the City Council), and a Specific Plan Amendment processing fee.

#### **8.4.5 Findings**

The Planning Commission and City Council when acting upon any amendment requests to the Specific Plan shall consider the following findings:

- Significant changes to the character of the project area have occurred subsequent to the adoption of the Specific Plan which warrants amendments as requested,
- The requested amendment will benefit the Specific Plan Area and/or the City,
- The amendment is consistent with the General Plan,
- The amendment will not adversely affect adjacent properties and can be properly serviced,
- Where applicable, the physical constraints of the property area are such that the requested amendment is warranted, and
- The amendment is consistent with the EIR, or subsequent amendments.

#### **8.5 ENFORCEMENT**

The South Lathrop Specific Plan includes a considerable number of development regulations and environmental mitigation measures. Assurances must be made that adequate enforcement mechanisms are in place to ensure that all adopted regulations and mitigation measures are adhered to. If a field inspection is conducted and a particular requirement has not been satisfactorily completed, or site development activities have been undertaken that are not performed as mandated in the Specific Plan and EIR, City staff may ensure completion or correction of the development activity through actions including, but not limited to, the following:

- Meeting with the proponent to negotiate timing or corrective action in the context of established City of Lathrop Planning Division Zoning Enforcement procedures.
- Issuance of a stop work order that will not be lifted until signed by the City of Lathrop.
- Apply the measures of any City enforcement ordinances based upon the police power to protect the public's health, safety and welfare.
- Require performance bonds for landscaping, tree preservation, wetland preservation, or other items determined appropriate by City staff.
- Revocation of permits or other similar actions may occur if City staff discovers violations.
- City staff may recommend denial of subsequent approvals necessary to complete and occupy the project.
- City staff will carry out initiation of any enforcement or penalty provisions in applicable development agreements.
- Request for legal action by the City Attorney's office.

The City of Lathrop currently has established code enforcement program to ensure that adequate and proper investigations of land use violations take place. As with any other development with conditions of approval and/or mitigation measures, complaints of violations of any Specific Plan requirements will be investigated consistent with established procedures and due process. Complaints of violations will be referred to the City of Lathrop Planning Division's Zoning Enforcement Section for any violation of adopted Specific Plan regulations or associated approvals. Many of the more drastic foregoing remedies would be considered only if repeated attempts to rectify any violations go unheeded.

#### **8.6 MITIGATION MONITORING**

The California Environmental Quality Act requires all state and local agencies to establish reporting and monitoring programs for projects approved by a public agency whenever approval involves adoption of either a "mitigated negative declaration" or specified environmental findings related to environmental impact reports.

The Mitigation Monitoring and Reporting Program is intended to satisfy the requirements of CEQA as they relate to the final EIR for the South Lathrop Specific Plan. This monitoring program is to be used by City staff and the project developers in ensuring compliance with adopted mitigation measures during project implementation.

Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Lathrop staff. City staff will monitor mitigation implementation as outlined in the recorded MMRP for the South Lathrop Specific Plan.

#### **8.7 SPECIFIC PLAN FEE**

In accordance with Government Code 65456, the City may impose a fee for the purpose of recovering the costs associated with the preparation and adoption of the Specific Plan, including CEQA review. The basis for the fee shall be those direct costs incurred by the applicants and approved as reimbursable expenses by the City. Upon approval of the costs, the City may enter into a reimbursement agreement with the sponsoring property owners through which the City will forward Specific Plan fees collected or will otherwise grant credits.

As discussed in Chapter 2, the Plan Area contains multiple property owners each with their own unique desires and goals. At the time this plan was formulated a group of property owners controlling approximately 273.6 acres (87%) of the Plan Area agreed to financially sponsor the preparation of this specific plan effort, and all of the required engineering and environmental studies needed to evaluate the project.

The remaining property owners elected not to financially participate in this specific plan effort. Their parcels are designated for urban uses and were analyzed by the engineering studies; however, any subsequent request for development on these parcels may be subject to a reimbursement agreement to compensate the sponsoring landowners and/or the City of Lathrop the cost of the specific plan effort. There may also be a need for additional site-specific environmental studies.

The non-participating property owner may be required to pay a Specific Plan Fee upon submittal of an application requesting subsequent entitlements based on the number of acres included in the application or the size of the parcel, whichever is greater. This “fair-share” fee will be calculated based on the following formula:

$$(\text{Total Specific Plan Cost} \div \text{total acres}) \times \text{parcel acreage} = \text{Specific Plan Fee}$$

The items to be included in the Specific Plan Cost have been determined in coordination with the City of Lathrop and may include, but not necessarily be limited to the following:

- Costs expended by the City to review or hire consultants to prepare and/or review the Specific Plan, engineering studies, environmental studies, and/or the EIR.
- Costs expended by the sponsoring property owners group to hire consultants to prepare the specific plan, engineering studies, environmental studies, the EIR and/or, mitigation monitoring.
- The Total Specific Plan Costs may be multiplied by a yearly interest rate or inflation factor, to fairly account for the passage of time.

Parcels owned by sponsoring property owners that financially participated in the preparation of the plan will not be required to pay the Specific Plan Fee and are granted zoning or land use designations as illustrated and discussed in Chapter 3. Specific Plan Fees collected by the City shall be utilized to reimburse sponsoring property owners.



## APPENDIX A: GENERAL PLAN CONSISTENCY TABLE

The following table summarizes the various relevant issues and contents within the South Lathrop Park Specific Plan (SLSP) as they relate to the Plan's consistency with City General Plan goals and policies.

For the purposes of efficiency and brevity, only those goals and policies within the General Plan that are relevant to the SLSP are itemized and described in the Table. The column shown as "General Plan Goals, Objectives, and Policies" contains in many cases only partial quotes from relevant sections of the General Plan subjects being itemized. The Table is organized sequentially with the City's General Plan document and formatted by section and subject heading. Since the General Plan is organized in a more "narrative" format, the Table is similarly structured, showing General Plan page numbers to facilitate location of the various items being addressed.

General Plan Goals, Objectives, and Policies	General Plan Page	General Plan Compatible	Compatibility Analysis
<b>II. GOALS, MAJOR POLICIES AND MAJOR PROPOSALS OF THE GENERAL PLAN</b>			
<b>Goal #1: Balancing the Social and Economic Costs and Benefits of Urbanization</b> ... development of job-creating activities... to assure a reasonable balance with the growth of Lathrop's economic base.	2-11	Yes	The project creates major areas of employment-generating land uses, including commercial, office, and limited industrial uses, in accordance with the overall intent of Sub-Plan Area #1 as expressed in the General Plan
<b>Goal #2: Equality of Opportunity</b> -- ... provision and availability of public services and facilities and in meeting employment and housing needs.	2-11	Yes	Even though this Goal refers to "growth centers west of Interstate 5" this project nevertheless greatly aids in "meeting employment... needs" by the nature of the land uses being implemented in accord with the General Plan Goal #1
<b>Goal #3: Community Identity</b> —It is a goal of the General Plan that the old and new centers of development which lay east and west of I-5... make a strong contribution toward the identity of the entire City of Lathrop.	2-11	Yes	Through both the Specific Plan intent and vision, as expressed in Chapters 1 and 3, as well as in the Design Guidelines, Chapter 5, a coherent approach to the character and organization of the Plan Area is established and will further implement the General Plan goal and policy of establishing a quality approach

			to the future development and identity of each parcel on the project site.
<b>Goal #5: Enhancing the Quality of Life and Biological Resources</b> ---... to enhance the quality of living by preventing the degradation of the natural environment, and by taking steps to off-set and alleviate the effects of that degradation...	2-12	Yes	By providing for a major area of development on lands that are already disturbed by existing land uses, consolidated and away from sensitive biological resources, the project allows for these other more sensitive areas within and on the outskirts of the City to be preserved and protected from degradation. Also, the SP mandates compliance with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Although this Plan is typically voluntary, project proponents are required to participate in the conservation plan by contributing impact fees as part of project mitigation.
<b>Goal #6: Transportation and Circulation</b> ---... development of an integrated system of transportation and internal circulation, and to provide access to other parts of San Joaquin County and the region.	2-12	Yes	By following the General Plan's stated concepts on circulation patterns, street designations, and road sections, plus by working closely with the City's Engineering staff, safety, economy, and efficiency of movement of people and goods is accomplished as intended by the GP.
<b>Goal #7: Seismic Hazards</b>	2-12	Yes	The project is expected to comply with all seismic goals and policies expressed in the General Plan at such time that site improvements and building plans are required and processed for City approval.
<b>Goal #8: Public Safety Hazards</b>	2-13	Yes	The project is expected to comply with all goals and policies related to fire safety, law enforcement and "large scale conditions of emergency" expressed in the General Plan at such time that site improvements and building plans are required and processed for City approval.
<b>Goal #9: Noise Hazards</b> ---... to protect citizens from the harmful effects of exposure to excessive noise, and to protect the economic base of the City	2-13	Yes	In accord with the intent and provisions of the General Plan, the project locates less noise sensitive land uses, such as industrial, service commercial, and retail

by preventing the encroachment of noise sensitive land uses by sources of adverse noise... as vehicular freeway traffic, railroad traffic and industrial operations			commercial uses adjacent to Highway 120, arterial streets, and the Union Pacific Railroad lines. In addition, no residential units are planned for the project area, once the entire site has been built out.
<b>Goal #10: Water Supply, Wastewater and Surface Water Management--...</b> to provide for a secure source of fresh water for existing and future residents and for the reuse of wastewater and surface water so that there is no net increase in water pollution including point and non-point sources.	2-13	Yes	The project will participate in funding its share of SSJID surface water, groundwater wells, wastewater treatment and disposal and recycled water. The project will also include storm water quality features/facilities to treat surface water runoff prior to discharging it into the San Joaquin River.
<b>Annexation through phased development--...</b> avoid a disjointed pattern of urbanization, to avoid creating unnecessary conflicts with continuing agricultural operations, and to avoid adverse impacts of the provision and maintenance of public services and facilities.	2-13	Yes	Annexation and Phasing for the project is planned and organized in a logical, coherent sequence and pattern, avoiding excessive and untenable financial burden on the developing infrastructure and support system as the project builds out. Provision is also made for future Development Agreement(s) with the City to ensure that both the City and the development interests and land owners are able to successfully implement the project in a cost-effective, timely manner.
<b>Limitations upon the timing of development:</b> ... availability of and capability for financing public services and facilities	2-13	Yes	Through effective phasing, financing, and implementation of the Specific Plan elements as expressed in Chapter 7, as well as "provision for mutually acceptable Development Agreement(s)," the project has been planned in the most advantageous manner to allow for methods between City and development interests to implement adequate financing of public services and facilities.
<b>Achieving visual and functional quality in new development--</b>			
1. Architectural design review should be required of all Planned Developments (PD's) and of all multi-family, office, commercial, institutional and industrial uses.	2-14	Yes	Specific Design Guidelines are established in this Specific Plan and provisions are made for a design review system to ensure that the standards of quality envisioned for this Plan Area are achieved.
4. ... a pedestrian and bike trail linking all three Sub-Plan areas... landscaped corridors on either side of expressways and some arterial streets... A corridor for eventually combining bike and pedestrian circulation...	2-14	Yes	The Project plan provides in Chapter 4 for a biking/pedestrian trail system, both off and on street, that will allow safe and efficient passage to, from, and through the project site with minimum conflict between automobile traffic and bicyclers/walkers.

5. ... are to include a park and recreation corridor along the San Joaquin River, natural waterways and riparian vegetation, a pedestrian and bike trail...	2-15	Yes	The Project plan includes a trail along the San Joaquin River assumed to connect to the regional trail. The Project plan also provides a connection to the trail through the project.
<b>Commercial Features of the Plan--</b> Service Commercial areas provide for the location of such service-connected user as auto sales and repairs, building materials supply, equipment service, and storage... Freeway Commercial uses would cater primarily to the needs of the highway traveler, including hotels, motels, inns, restaurants and auto services.	2-16	Yes	The Project includes a substantial component of commercial office uses in accordance with the vision of the General Plan.
<b>Industrial Features of the Plan--</b> ... confined to lands east of Interstate 5 and north of State Route 120 in areas traditionally planned (and partially developed) for such use, where rail and highway accessibility is assured and where conflicts with established and planned residential areas can be avoided.	2-17	Yes	The Project includes a substantial component of industrial uses comprising 222 acres, or approximately 70% of the development land area on site, in accordance with the vision of the General Plan. Accessibility to rail and highway transportation is optimally available to the industrial block of land uses. In addition, large components of both commercial office satisfy "Commercial Features of the (General) Plan."
<b>Transportation Features of the Plan -</b> ... objective of the total transportation system is to de-emphasize reliance on the automobile to the extent possible while continuing to recognize its practical necessity as a dominant mode of surface transportation	2-17	Yes	Multi-modal transportation characterizes a large part of the intent of the project Specific Plan. Proximity and direct access to a major existing ACE station on Yosemite Ave., the provision of bus transit stops and pick up locations on-site, and a system of off-street and on-street bicycle corridors to and through the site, all are tailored to encourage modes of travel other than the automobile.
<b>IV. COMMUNITY DEVELOPMENT ELEMENT</b>			
<b>A. LAND USE</b>			
<b>Commercial Land Use Policies and Proposals</b>			

<b>Service Commercial Centers--</b> ... located primarily north of Roth Road and along Yosemite and McKinley Avenues south of Yosemite in S-P Area #1	4-A-10	Yes	The Service Commercial areas have been planned along Guthmiller/Yosemite Ave, south of SR-120 and are within S-P Area #1.
<b>Industrial Land Use Policies and Proposals</b>			
1. Areas designated for industrial land uses are intended to take advantage of rail	4-A-12	Yes	See Item #15 “Industrial Features” above
2. ... long term availability of industrial land to expand the City’s economic base and capability for meeting the on-going costs of public services required by the community.	4-A-12	Yes	See Item #15 “Industrial Features” above
3. Industrial proposals should be located where possible within an industrial park designed for the accommodation of a community of industries that are compatible in terms of operational characteristics, aesthetic qualities, utility service requirements and street circulation.	4-A-13	Yes	All planned industrial parcels have been located in industrial parks within the Specific Plan area. Design Guidelines and a coherent utility and street circulation plan ensure the aesthetics and the operational needs of these parcels.
4. Industries are to be developed and operated in such manner as to avoid damage, destruction or degradation of the environment.	4-A-13	Yes	Industrial uses are located in already disturbed areas, including existing agricultural areas, with no encroachment into any existing environmentally sensitive areas. Also, permitted uses in the South Lathrop Zoning Ordinance provide for exclusion of inappropriate uses that would degrade the surrounding environment.
<b>Office Commercial--</b> ... provides regional as well as local serving retail and business/professional workspace. These uses are located along Interstate 5 for greater visibility and freeway access. Land Use Intensity 0.17-.6 FAR	4-A-20	Yes	The Commercial Office Land Use in the South Lathrop Specific Plan is located next to the highly visible Guthmiller/SR 120 interchange and is structured to accommodate both regional and local retail and professional users. The SLSP provides for a FAR ranging from 0.2-0.6.

<b>B. TRANSPORTATION AND CIRCULATION</b>			
<b>Interstate and State Route Freeways</b>			
1. The City should protect the through traffic functions of Interstate and State Route Freeways serving the Lathrop area by planning arterial street alignments which will avoid the need or desire to utilize freeway sections for short, local area interval trips...	4-B-4	Yes	With Guthmiller Road connecting to Yosemite Avenue to the north of SR-120, access to and from the site is offered without the necessity to use Interstate and State Route Freeways.
2. Land use designations along freeway sections should take into consideration the visual and noise impacts associated with existing and future traffic levels on these major traffic carrying facilities.	4-B-4	Yes	See Item #8, "Noise Hazards," above
3. Freeway interchanges should be improved to carry the demands of traffic generated by development in Lathrop in keeping with the principle that responsibility for improvements must reflect the fair apportionment of traffic to existing and future regional demands v. local demands.	4-B-4	Yes	The project will participate in funding its share of regional transportation improvements through fees and/or mitigation identified in the Environmental Impact Report.
<b>Arterial Streets</b>			
2. Arterials are to be typically constructed for 4-6 lanes of traffic with left turn lanes provided at intersections, although infrequently arterials may be 2 lanes wide... Street trees should be provided along all street trees	4-B-5	Yes	Section 4.4.1 of SLSP specifies sections for arterial streets on the project site with 4 lanes. Ultimate street lane characteristics have been coordinated with City planning and engineering staff to maintain consistency with the General Plan and be properly sized for the traffic loads and types of vehicles to be carried on these roads, in concert with the recommendations of the project EIR and traffic impact studies.
3. Arterial streets serving Service Commercial and Industrial areas are to be designed and constructed to standards which reflect heavy truck traffic and the need for longer turning	4-B-5	Yes	Lane and pavement dimensions have been sized to accommodate the truck traffic envisioned by the General Plan and future construction designs will be required to meet specifications for the

radii for trucks at intersections. On-street parking shall be prohibited.			vehicle traffic consistent with industrial and commercial areas. No on-street parking is allowed on the arterial street within the Specific Plan area.
<b>Bicycle Routes</b> —Within Sub Area #1, bicycle routes would be included as part of the street system...	4-B-15	Yes	See Item # 16, “Transportation Features,” above
<b>Regional Transit</b> —Regional transit capability potentially exists by utilizing the (former) Southern Pacific and the Union Pacific Railroad lines/rights-of-way which connect with the Bay Area to the west, the Stockton and Sacramento metro areas to the north and major cities of the San Joaquin Valley and Southern California.	4-B-15	Yes	See Item # 16, “Transportation Features,” above
<b>Local Transit</b> —Planning for an integrated bus system should be made a requirement of Specific Plan preparations so as to identify the streets requiring turnouts for bus stops.	4-B-16	Yes	The project envisions and allows for an integrated bus system with designated stops and turnouts. In subsequent stages of development, the Applicant will work with local transit authorities to confirm locations and design of future bus facilities.
<b>D. WATER, SEWERAGE, DRAINAGE &amp; FLOOD CONTROL</b>			
<b>A Strategy and Program for Meeting Requirements for Municipal Water Supplies</b>	4-D-1	Yes	The project is planned to be consistent with the City Master Utility Plan by funding its share of SSJID surface water, groundwater wells, treatment facilities and storage/pressure facilities.
<b>Wastewater Management Requirements</b>	4-D-4	Yes	The project is planned to be consistent with the City Master Utility Plan by planning a wastewater system with the ability to connect to the regional Manteca WQCF.
<b>Surface Water Drainage and Flood Control</b>	4-D-6	Yes	The project is planned to be consistent with the City Master Drainage Plan by planning a storm water system to protect the area from flooding as well as protecting water quality.

<b>V. RESOURCE MANAGEMENT</b>			
<b>Agricultural Land Policies</b>			
1. ...preserve environmental qualities rather than the potential of Lathrop to grow beyond its planning area boundaries.	5-3	Yes	The Plan boundaries are within the Lathrop General Plan limits for Sub-Area #1.
2. Exclusive agricultural zoning shall be continued on agricultural lands outside the boundaries of the three sub-plan areas.			The Plan boundaries are within the Lathrop General Plan limits for Sub-Area #1.
4. ... develop a comprehensive approach to the cancellation of Williamson Act contracts on lands needed for early phases of Urban Development	5-3	N/A	There are no parcels within the Plan Area that are under Williamson Act contracts.
<b>Open Space for Natural and Human Resources</b>			
2. The objective of habitat enhancement calls for: the creation of new habitat within multi-purpose open space areas designated for reuse of treated wastewater for wildlife management and recreation.	5-8	Yes	Land uses proposed with the SLSP do not conflict with any area designated as multi-purpose open space in the City's General Plan.
3. ... It is the intent of the City of Lathrop to be a good steward of its biological resources for the benefit of its citizens and the general public.	5-8	Yes	The SLSP proposed a 100' setback along the San Joaquin River and will participate in the SJMSCP to mitigate habitat impacts.
4. Developments proposed in sensitive biological areas shall be required to provide site-specific analysis of the impacts of the project on fish and wildlife habitat.	5-9	Yes	The SLSP will participate in the SJMSCP to mitigate impacts covered by the program. In addition, resource agency permits will be required prior to constructing the outfall. In order to obtain the permits, a site specific analysis of impacts will be required.
<b>Landscape Features</b>			
1. Appropriate trees within public rights-of-way are to be retained and new street trees planted and	5-10	Yes	Unless they are diseased or declining, existing trees within public rights-of-way are to be retained as and where possible

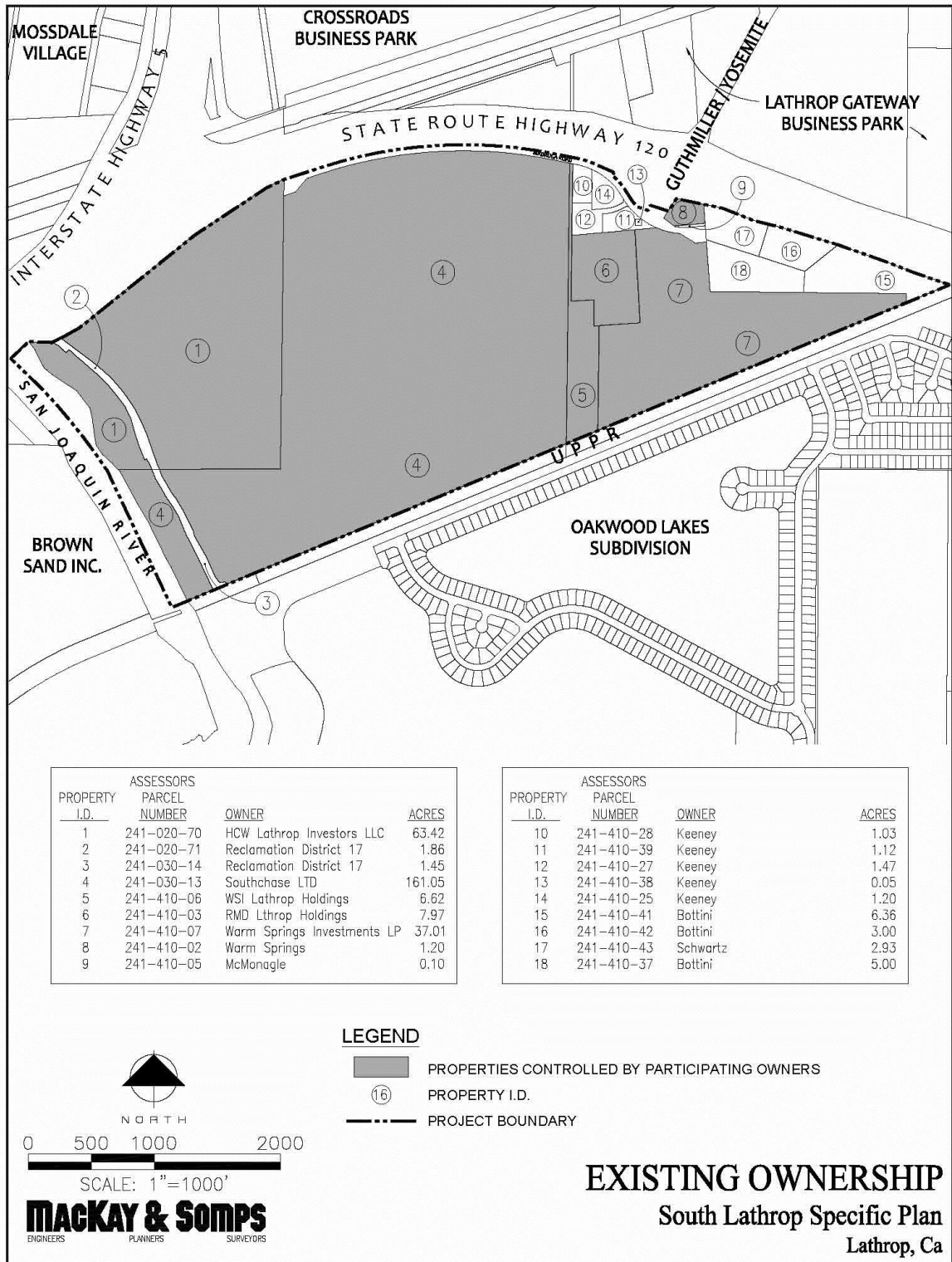


maintained in accordance with policies and procedures of a Master Street Tree Plan and Street Tree Ordinance...			and new trees planted and maintained as per City Ordinance.
2. The installation of street trees shall be made a condition of approval of residential, commercial, industrial and institutional development	5-10	Yes	The project Landscape Guidelines and Circulation Plan call for street trees in all public rights-of way, commercial, industrial and office.
<b>Open Space for Health, Welfare and Well-Being</b>			
<b>Air Quality and Solid Waste Management Policies</b>		Yes	The Project will comply with City policies as expressed in the General Plan relating to Air Quality and Solid Waste Management section.
1. ... design and construction of an efficient system of arterial and collector streets and interchange and freeway improvements...	5-11	Yes	See Item 5, "Goal # 6," above.
2. ... development of a regional rail transit service to be incorporated into early stages of development.	5-11	Yes	See Item 16, "Transportation Features," and Items 23-29, under "Transportation and Circulation," above.
... compliance with State air quality and water quality standards... periodic monitoring of industrial processes which may have an adverse effect on water of air quality.	5-11	Yes	The project is required by the Specific Plan to comply with City and State standards for clean air and water.
4. ... positive control of dust particles during project construction activities...	5-11	Yes	The project is required by the Specific Plan to comply with City and State standards for clean air and water during construction.
5. ... Heavy plantings of trees are encouraged to assist in maintaining oxygen levels.	5-11	Yes	Project Design Guidelines, as shown in Chapter 5 of the SLSP, prescribe landscape standards, tree and shrub sizes, and quality of planting, to insure consistency with General Plan goals for landscaping and air quality.
6. ... reduce levels of vehicle emissions of air pollutants...	5-11	Yes	The project proponents and applicants will comply with all State standards, especially as indicated in the City General Plan and Mitigation Measures in the

			project EIR.
<b>Archaeological and Cultural Resources</b>			
1. Existing know archaeological and cultural resources are to be protected...	5-12	Yes	The project EIR is mandated to conduct an extensive records search as well as an on-site reconnaissance to determine the presence of these resources. Should any such resources be discovered, the project applicants will comply with mitigation measure and procedures set forth in Appendix K of CEQA guidelines.
2. The potential loss of as yet unknown archaeological and cultural resources shall be avoided by close monitoring of the development process..	5-12	Yes	The project will comply with all City construction, development and consultation requirements as expressed in the City General Plan and found in the project EIR Mitigation Measures.
<b>Open Space for Outdoor Recreation</b>			
<b>Landscaped Open Space Corridor—</b> The landscaped open space corridor can take several forms, including the pedestrian parkway separate from auto traffic, a combined vehicle and pedestrian parkway...connecting with other components of the park and recreation system or located separate from other areas...	18-5	Yes	The project Circulation system (see Chapter 4 of the SLSP) and Design Guidelines provide for landscaped pedestrian/bicycle corridors which allow off-road multi-use paths which traverse the project site and facilitate safe access to and from all uses within the Plan Area.
<b><u>VI. HAZARD MANAGEMENT</u></b>			
<b>Seismic Goals and Policies</b>	6-2	Yes	The project is expected to comply with all seismic goals and policies expressed in the General Plan at such time that site improvements and building plans are required and processed for City approval.
<b>Safety Goals and Policies</b>	6-4	Yes	The project is expected to comply with all goals and policies related to fire safety, law enforcement and “large scale conditions of emergency” expressed in the General Plan at such time that site improvements and building plans are required and processed for City approval. Development in the South Lathrop Specific Plan will pay all applicable fire

			service fees and assessments required to conform to the California Fire Code, the City's Fire Sprinkler Ordinance, fire flow standards, and other applicable requirements. Project measures affecting planning level issues can be found in Chapter 6, Section 1 of the Specific Plan.
<b>Noise Abatement and Control</b>	6-7	Yes	The project will comply with all City policy requirements and noise level performance standards as expressed in the General Plan relating to noise abatement as well as those found in the Project EIR Mitigation Measures.

APPENDIX B: LAND OWNERS



# South Lathrop Specific Plan Zoning Ordinance

## ARTICLE 1. PURPOSES AND APPLICATION

The zoning districts in this chapter are designed to provide the opportunity for a wide variety of office, commercial, industrial and open space uses that are compatible with the South Lathrop Specific Plan (SLSP). The following regulations are supplemented by the entire text of the SLSP and are always combined with the SL (South Lathrop) combining zone. These zoning districts, ending in “-SL,” are limited to the South Lathrop Specific Plan area.

## ARTICLE 2. CO-SL: COMMERCIAL OFFICE ZONING DISTRICT.

### 17.6X.021 Purposes and Application

The CO-SL zoning district provides a range of large and small scale commercial development opportunities for the location of professional and commercial offices; retail; financial; governmental; professional, business services and entertainment activities; clean light industrial uses; and other uses to serve the local and regional community. Land requirements for most Commercial Office uses generally dictate their application along main roads of the City which generally have convenient access and/or high visibility.

### 17.6X.022 Permitted Uses.

A. Off-street parking lots improved in conformity with Chapter 17.76 shall be permitted;

B. Retail sales uses including, but not limited to:

1. Appliance store, new and used
2. Automobile, truck and tractor parts
3. Automobile and truck sales, service and repair, new and used
4. Automobile and truck fueling stations
5. Bakeries, retail and wholesale
6. Boat sales and service
7. Book store
8. Boutique/Gift store
9. Clothing store
10. Convenience-oriented food store
11. Department Store/General merchandise store
12. Dry goods
13. Electronics/Audio/Video/Computer/Software store
14. Feed and seed
15. Furniture stores, new and used

16. Hardware/Home improvement/Building materials
  17. Housewares/Tableware/Linen stores
  18. Leather goods and luggage
  19. Lighting store
  20. Lumber yards, when accessory to retail establishment, in an enclosed building
  21. Machinery/Equipment, including farm equipment sales, service, and rental, in an enclosed building
  22. Medical and orthopedic appliance store
  23. Nursery/Garden supply store/Landscape materials
  24. Office and business supplies
  25. Scientific instrument store
  26. Wholesale business and sales
- C. Regionally oriented, high volume retail uses, including but not limited to:
1. Auto malls
  2. Design/Contractors centers
  3. Entertainment/Lifestyle centers
  4. Furniture outlets
  5. Promotional centers
- D. Service retail uses including, but not limited to:
1. Appliance repair shops, large and small
  2. Automobile and truck upholstery and top shops
  3. Automobile, truck and trailer rental and service, including incidental sales
  4. Automobile and truck washing, either self-service or involving the use of mechanical conveyors, blowers and steam cleaning
  5. Banks/Credit Unions/Savings and Loans/Financial institutions
  6. Boat/Recreational vehicle storage and parking
  7. Bus depots and transit stations
  8. Cafeterias
  9. Catering
  10. Cleaning, pressing and dyeing establishments, using nonflammable and non explosive cleaning fluid
  11. Electronics repair
  12. Employment agency
  13. Exterminators
  14. Heating, ventilating and air conditioning shops, including incidental sheet metal
  15. Hotel/Motel/Extended-stay hotels
  16. Interior decorating and window coverings

17. Linen supply service
18. Lube/Oil change shops
19. Mattress repair
20. Motorcycle sales, service and repair
21. Musical instrument repair and sales
22. Outdoor dining
23. Parking lots and structures, improved, off-street and in conformity with Chapter 17.76
24. Plumbing and sheet metal
25. Real estate/Title office
26. Restaurants
27. Rug and carpet cleaning and dyeing
28. Secretarial services
29. Sign painting shop
30. Storage building, incidental to a permitted use
31. Storage, garages and buildings, including mini-storage facility
32. Taxidermists
33. Tire sales, services, retreading and recapping, automobile and truck
34. Tool or cutlery sharpening or grinding
35. Vending machines, within enclosed areas
36. Veterinarian services and offices, including small animal hospitals or clinics, short-term boarding of animals and incidental care such as bathing and trimming; provided that all operations are conducted entirely within a completely enclosed structure which complies with specifications of soundproof construction as prescribed by the building official

E. Educational and recreational uses including, but not limited to:

1. Bowling alley
2. Dance hall/studio
3. Health clubs/Fitness centers/Physical therapy/Gymnasium
4. Instruction and training in gymnastics, martial arts, aerobics, yoga
5. Music/Audio recording studio
6. Professional and trade schools and colleges

F. Office uses including, but not limited to:

1. Administrative headquarters
2. Administrative offices—City, county, state, and federal
3. Business, consulting, commercial, professional, and administrative services and offices
4. Business park or regional office centers

5. Courier offices
6. Laboratories, research and development services
7. Medical and dental offices, laboratories and clinics, and prescription pharmacies in conjunction therewith or with a hospital
8. Offices incidental to another permitted use
9. Public and private nonprofit charitable institutions
10. Radio and television broadcasting
11. Stock brokerage offices

G. Open space

H. Incidental and accessory structures and uses on the same site as a permitted use

I. Electrical transmission and distribution substation, gas regulator station, public service pumping stations and elevated pressure tanks

J. Other uses which are added to this list according to the procedure in Section 17.16.020

**17.6X.023 Permitted Uses—Administrative approval required.**

The following uses may be permitted in accordance with the provisions of Chapter 17.108:

A. Retail uses including but not limited to:

1. Farmer's markets, including indoor and outdoor facilities
2. Hospital/Medical center
3. Machinery/Equipment sales, services, and rentals, unenclosed
4. Newspaper publishing
5. Park and ride facilities
6. Public utility service yards
7. Storage yards for commercial vehicles, unenclosed
8. Temporary Christmas tree lot
9. Temporary pumpkin patch

B. Eating, drinking and entertainment establishments, including but not limited to:

1. Fast food drive-through/Drive-in facility
2. Private clubs
3. Liquor sales, on-premises

C. Other, including, but not limited to:

1. Communication buildings, sites and facilities, including communication towers
2. Recycled water storage ponds and sprayfields, not previously identified in previous approvals
3. Storm drain detention and retention ponds not previously identified in previous approvals

D. Other uses added to this list by the planning commission according to the procedures in Section 17.16.020 of the Lathrop Municipal Code



**17.6X.024 Conditional Uses—Commission approval required.**

A. The following uses may be permitted in accordance with the provisions of Chapter 17.112:

1. Expansion, remodeling, or additions to a conditional use that are not considered an incidental or accessory use as defined by Section 17.04.080 of the Lathrop Zoning Ordinance
2. Gunsmiths/gun shop
3. Incidental and accessory structures and uses, as defined in Section 17.04.080, located on the same site as a use permitted by conditional use
4. Lumber Yards, not including planing mills or saw mills, unenclosed
5. Modest expansion or remodeling of an existing non-conforming use of a structure or land, up to fifty percent (50%) or less of the value of the structure, or reestablishment of a nonconforming use which has been damaged, except non-conforming signs and outdoor advertising structures, non-conforming uses occupying a structure with an assessed valuation of less than two hundred dollars (\$200), and non-conforming fences, walls and hedges
6. Unenclosed commercial recreation facilities including amusement or theme parks, drive-in theaters, golf driving ranges, pony ride rings, race tracks, riding stables, skating rinks, sports arenas and sports stadiums
7. Other uses which are added to this list according to the procedure in Section 17.16.020

**17.6X.025 Required Conditions.**

- A. All commercial and office site boundaries adjacent to any residential zoning district shall be visually screened with ornamental masonry walls and landscaping, with wall height to be determined by the planning commission.
- B. Street trees, frontage landscaping and parking area landscaping, with automatic irrigation, shall be provided for all commercial and office sites.

**17.6X.026 Property Development Standards.**

All uses shall be consistent with Article 6, Development Standards, in this Zoning Ordinance. Where development standards are not specifically identified in this document, reference the City of Lathrop Zoning Ordinance.

**17.6X.027 Site Plan and Architectural Design Review.**

No use shall be erected on any lot or site in any CO district until a site plan and architectural plans shall have been submitted to and approved by the city pursuant to the provisions of Chapter 17.100 and 17.104 of the Lathrop Municipal Code. Design review is required for all proposed structures, whether residential or nonresidential, together with related site plans, landscaping, and public improvements associated with new development within the South Lathrop Specific Plan Area.

**17.6X.028 General Provisions and Exceptions.**

All uses shall be subject to the general provisions and exceptions prescribed in Chapter 17.16 of the Lathrop Municipal Code.

The Community Development Director may approve use interpretations and minor deviations related to the zoning herein.

### **ARTICLE 3. IL-SL: LIMITED INDUSTRIAL ZONING DISTRICT**

#### **17.6X.031 Purposes and Application.**

The IL-SL district is intended to provide opportunities for certain types of limited industrial plants to concentrate in mutually beneficial relationships to each other; to provide adequate space to meet the needs of modern industrial development, including off-street parking and truck loading areas; and to provide industrial employment opportunities for residents of the city and region. The IL district is intended to protect areas appropriate for industrial use from intrusion by residences and other inharmonious uses; to protect residential, commercial and nuisance-free, nonhazardous industrial uses from noise, odor, dust, dirt, smoke, vibration, heat, glare, fire, explosion, noxious fumes, radiation, hazardous chemicals and other hazardous and objectionable influences incidental to certain industrial uses; and to reserve appropriately located areas for various types of industrial plants and related activities. Land requirements for most limited industrial uses generally dictate a location with close access to major transit corridors and highways without the need for high visibility.

#### **17.6X.032 Permitted Uses.**

A. Off-street parking lots improved in conformity with Chapter 17.76 shall be permitted;

B. Light industrial and related uses, including:

1. Assembly of small electric appliances, such as lighting fixtures, irons, fans, toasters and electric toys, refrigerators, washing machines, dryers, dishwashers and similar home appliances;
2. Assembly of small electrical equipment, such as home motion picture equipment, stereos, video cameras and radio and television receivers, but not including electrical machinery;
3. Manufacture of scientific, medical, dental and drafting instruments, orthopedic and medical appliances, cameras and photographic equipment, except film, electronic equipment, musical instruments, precision instruments, optical goods, watches and clocks;
4. Manufacture of ceramic products, such as pottery, figurines and small glazed tile,
5. Manufacturing, assembling, compounding, packaging and processing of cosmetics, drugs, pharmaceuticals, toilet soap (not including refining or rendering of fats or oils) and toiletries;
6. Manufacture and assembly of electrical supplies, such as coils, condensers, crystal holders, insulation, lamps, switches and wire and cable assembly, provided no noxious or offensive fumes or odors are produced;
7. Manufacture of cutlery, hardware, hand tools and furniture, dye and pattern making, metal stamping and extrusion of small products, such as costume jewelry, pins and needles, razor blades, bottle caps, buttons and kitchen utensils;

8. Manufacturing, assembling, compounding, packaging, crating and processing of articles or merchandise from the following previously prepared materials: bone, canvas, cellophane, cellulose, cloth, cork, feathers, felt, fiber and synthetic fiber, fur, glass, hair, horn, leather, paint (not employing a boiling process), paper, plastics, precious or semi-precious metals or stones, rubber and synthetic rubber, shell, straw, textiles, tobacco and wood;
9. Manufacturing, assembling, compounding, processing, packaging or treatment of such products as bakery goods, candy, dairy products, food products, including fruits and vegetables, but not including fish and meat products, pickles, sauerkraut, vinegar or yeast, or refining or rendering of fats and oils;
10. Blacksmith shops, boat building, electric motor rebuilding, machine shops and paint shops;
11. Food lockers and accessory sales;
12. Gasoline service stations, including dispensing of diesel, natural gas, and liquid petroleum gas fuels and complete truck service;
13. Lumber yards, including planing mills and saw mills; mattress manufacture; storage yards for commercial vehicles or feed; flour, feed and grain mills; grain elevators;
14. Manufacture and maintenance of electric and neon signs, billboards and commercial advertising structures;
15. Public utility and public service structures and facilities, such as communications equipment buildings, electric distribution substations, electric transmission substations, gas regulator stations, pumping stations, public utility service yards, corporation yards, railroad rights-of-way and stations, reservoirs and storage tanks;
16. Incidental and accessory structures and uses located on the same site as a permitted, including but not limited to recycled water storage ponds and sprayfields
17. Wineries and wine cellars, small, medium and large
18. Warehouse & Distribution facilities
19. Other uses which are added to this list according to the procedure in Section 17.16.020.

C. Open space

**17.6X.033 Permitted Uses—Administrative Approval Required.**

A. The following uses may be permitted in accordance with the provisions of Chapter 17.108:

1. Gas and electric transmission lines in accordance with Section 17.108.080;
2. Incidental and accessory structures and uses located on the same site as a use permitted by administrative approval or conditional use;
3. Offices, retail stores and watchpersons' living quarters incidental to and on the same site with an industrial use;

4. Mobile or modular offices in accordance with the requirements of mobile or modular offices;
5. Other uses which have been added to this list according to the procedure in Section 17.16.020;
6. Temporary uses such as a circus, carnival, religious revival, Christmas tree lot, promotion and sale in trucks or trailers, animal show or display, and pumpkin patch pursuant to Section 17.108.080.

**17.6X.034 Conditional Uses—Commission Approval Required.**

A. The following uses may be permitted in accordance with the provisions of Chapter 17.112:

1. Any of the uses listed in Section 17.48.030(B); provided that on the basis of the use permit application and the evidence submitted, the planning commission makes the following findings in addition to the findings prescribed in Chapter 17.112:
  - a. That consideration of all the determinable characteristics of the use which is the subject of the application indicates that the use has the same essential characteristics as the uses listed in subsection B above, with respect to methods of operation, type of process, materials, equipment, structures, storage and appearances;
  - b. If the use involves nuisance or hazardous characteristics, that the application include sufficient evidence to indicate that special devices, construction or site design are planned to eliminate the nuisance or hazardous characteristics normally attendant to operation of the use;
  - c. That the use reasonably can be expected to conform with the required conditions prescribed for the district in Section 17.48.060;
2. Bulk storage and delivery of liquefied petroleum gas;
3. Excavations according to the requirements of Chapter 17.88;
4. Expansion or remodeling of an existing nonconforming use of a structure or land, up to fifty percent (50%) or less of the value of the structure, or reestablishment of a nonconforming use which has been damaged, except nonconforming signs and outdoor advertising structures, nonconforming uses occupying a structure with an assessed valuation of less than one hundred dollars (\$100.00), and nonconforming fences, walls and hedges;
5. Expansion, remodeling, or additions to a conditional use that are not considered an incidental or accessory use as defined in Section 17.04.080;
6. Outdoor vending stalls for the sale or trade of new and used articles at specified times of the day and week as either a temporary or permanent use of land;
7. Other uses which are added to this list according to the procedure in Section 17.16.020;
8. Public buildings and grounds;

**17.6X.035 Required Conditions.**

A. In the IL districts, all open and un-landscaped portions of any lot shall be maintained in good condition free from weeds, dust, trash and debris.

B. No use shall be permitted and no process, equipment or material shall be employed which is found by the commission to be injurious to persons residing or working in the vicinity by reason of odor, fumes, dust, smoke, cinders, dirt, refuse, noise, vibrations, illumination, glare or heavy truck traffic, or to involve any hazard of fire, explosion or radio activity, or to emit electrical disturbances which adversely affect commercial or electronic equipment outside the boundaries of the site.

C. No solid or liquid wastes shall be discharged into a natural watercourse, nor into a public or private sewage disposal system except in compliance with applicable regulations of the Central Valley Regional Water Quality Control Board.

D. In an IL district, no use shall emit particulate matter or other air pollutants in excess of the applicable air pollution emission standards of the County Air Pollution Control District, the state or of the federal government.

E. Notwithstanding the provisions of subsection D above, no industrial use shall be permitted to utilize coal in any form as a source of fuel for the conduct of any industrial operations within the city.

F. Street trees and frontage landscaping with automatic irrigation shall be provided for all limited industrial sites. Parking area landscaping may also be required under site plan review.

**17.6X.036 Property Development Standards.**

All uses shall be consistent with Article 6, Development Standards, in this Zoning Ordinance. Where development standards are not specifically identified in this document, reference the City of Lathrop Zoning Ordinance.

**17.6X.037 Site Plan and Architectural Design Review.**

No use shall be erected on any lot or site in any IL district until a site plan and architectural plans shall have been submitted to and approved by the city pursuant to the provisions of Chapter 17.100 and 17.104 of the Lathrop Municipal Code. Design review is required for all proposed structures, whether residential or nonresidential, together with related site plans, landscaping, and public improvements associated with new development within the South Lathrop Specific Plan Area.

**17.6X.038 General Provisions and Exceptions.**

All uses shall be subject to the general provisions and exceptions in Chapter 17.16 of the Lathrop Municipal Code.

The Community Development Director may approve use interpretations and minor deviations related to the zoning herein.

**ARTICLE 4. OS-SL: OPEN SPACE****17.6X.041 Purposes and Application**

The OS-SL zoning district is intended to provide for permanent open space areas that include the levees and trail system as called for in the South Lathrop Specific Plan.

**17.6X.042 Permitted Uses.**

A. Open Space uses including, but not limited to:

1. Drainage, water quality, and other similar facilities, including swales basins, and ponds.
2. Incidental and accessory structures and uses on the same site as a permitted use.
3. Levees and other related facility equipment.
4. Parking
5. Private or public infrastructure.
6. Recreational—Active.
7. Recreational—Passive.
8. Trails and maintenance roads.
9. Utility services and facilities
10. Well site
11. Other uses added to this list by the planning commission according to the procedures in Section 17.16.020 of the Lathrop Zoning Code.

**17.6X.045 General Provisions and Exceptions.**

All uses shall be subject to the general provisions and exceptions prescribed in Chapter 17.16 of the Lathrop Municipal Code.

The Community Development Director may approve use interpretations and minor deviations related to the zoning herein.

**ARTICLE 5. PF-SL: PUBLIC FACILITIES DISTRICT.****17.6X.051 Purposes and Application**

The PF-SL zoning district is intended to provide for permanent open space areas for well sites, water quality, storm water detention basins, and other necessary slope embankments as called for in the South Lathrop Specific Plan.

**17.6X.052 Permitted Uses.**

A. Public/Quasi-Public uses including, but not limited to:

1. Drainage, water quality, and other similar facilities, including swales, basins, and ponds.
2. Incidental and accessory structures and uses on the same site as a permitted use.
3. Levees and other related facility equipment.
4. Parking
5. Private or public infrastructure.
6. Recycled water storage ponds.
7. Recreational—Active.
8. Recreational—Passive.
9. Sprayfields.
10. Storm drain detention and retention ponds.
11. Trails and maintenance roads.
12. Utility services and facilities
13. Well site
14. Other uses added to this list by the planning commission according to the procedures in Section 17.16.020 of the Lathrop Zoning Code.

**17.6X.055 General Provisions and Exceptions.**

All uses shall be subject to the general provisions and exceptions prescribed in Chapter 17.16 of the Lathrop Municipal Code.

The Community Development Director may approve use interpretations and minor deviations related to the zoning herein.

**Article 6. Development Standards.**

Table 17.6X.061 South Lathrop Specific Plan: Non-Residential Site Development Standards

Footnotes to Table 17.6X.061:

	<b>CO-SL</b>	<b>IL-SL</b>
Minimum Parcel Size (sf)	5,000	5,000
Minimum Lot		
Width	50'	50'
Depth	100'	100'
Minimum Setbacks <sup>(1)</sup>		
Street Frontage	50' <sup>(2)</sup>	50' <sup>(2)</sup>
Front yard	15'	15'
Side yard	5'	0' <sup>(3)</sup>
Rear yard	5'	0' <sup>(3)</sup>
Distance between structures	10'	10'
Maximum Lot Coverage	70%	70%
Maximum Building Height	40'	76'
Landscape Requirements <sup>(4)</sup>		
Landscape coverage (minimum) <sup>(5)</sup>	15% <sup>(6)</sup>	10% <sup>(6)</sup>
Minimum Parking Requirements	Per Lathrop Zoning Ordinance, Chapter 17.76	Per Lathrop Zoning Ordinance, Chapter 17.76
Signage	Per Master Signage Program, and/or Chapter 17.84	Per Master Signage Program, and/or Chapter 17.84

(1) Minimum standards may need to be revised based on parcel configuration and proposed land use; Community Development Director to approve minor deviations.

(2) Those sites with public street frontage on a curve or cul-de-sac may have frontages of not less than 40', provided that the width of the site as measured along the front yard setback line is at least 50'.

(3) Except where abutting an adjacent structure; see distance between structures standard.

(4) For landscape standards reference Chapter 17.92 of the Lathrop Municipal Code.

(5) Measured as a percentage of net lot acreage.

(6) Landscape coverage is encouraged to include recreation and open space amenities for employees and visitors consistent with Section 5.5.1.1.F, Public Spaces and Pedestrian Amenities, of the South Lathrop Specific Plan; recreation and open space amenities will count toward the landscape requirement.