CENTRAL LATHROP SPECIFIC PLAN

NOVEMBER 9, 2004

CITY OF LATHROP, CALIFORNIA

Central Lathrop Specific Plan

Lathrop, California

City of Lathrop
Adopted November 9, 2004

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Table of Contents

CHAPTER ONE: INTRODUCTION

CHAPTER TWO: LAND USE

CHAPTER THREE: CIRCULATION AND TRANSPORTATION

CHAPTER FOUR: MANAGEMENT OF NATURAL RESOURCES

CHAPTER FIVE: COMMUNITY SERVICES AND FACILITIES

CHAPTER SIX: UTILITIES AND DRAINAGE INFRASTRUCTURE

CHAPTER SEVEN: COMMUNITY DESIGN

CHAPTER EIGHT: IMPLEMENTATION

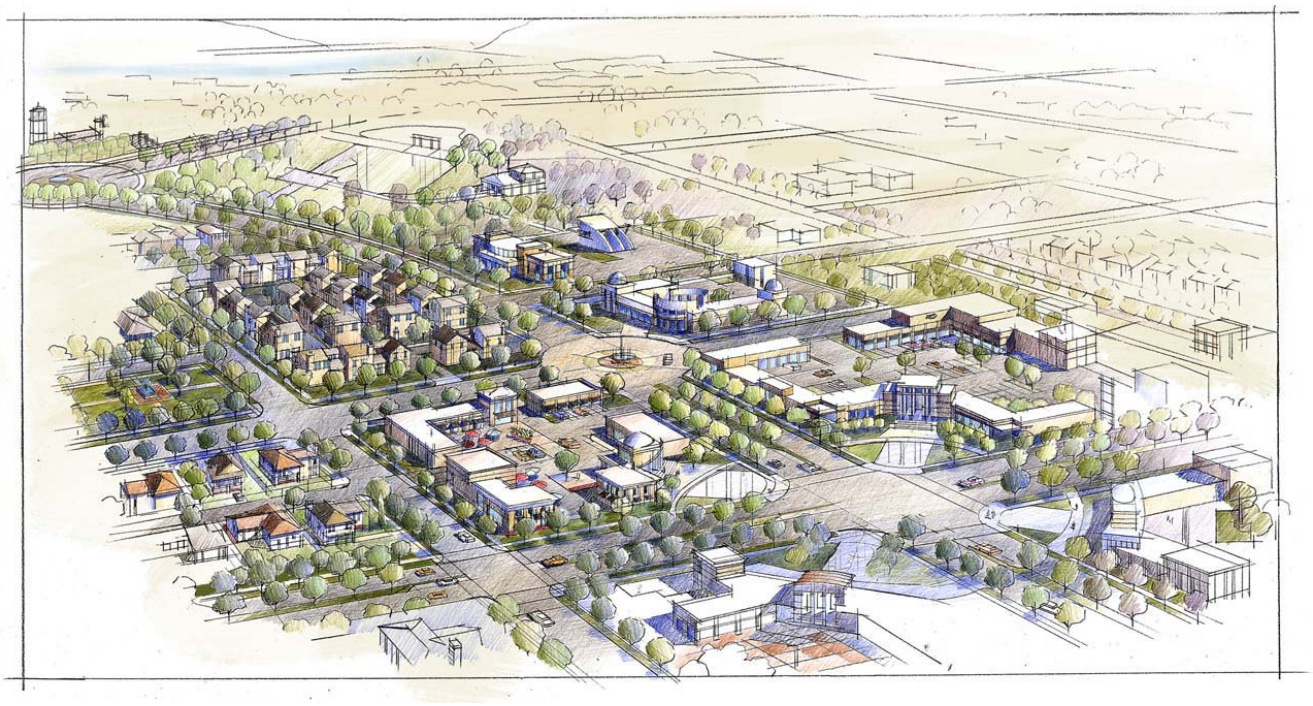
CHAPTER NINE: FINANCING

CHAPTER TEN: APPENDIX

LIST OF TABLES

LIST OF FIGURES

Chapter One: Introduction



Purpose

The Central Lathrop Specific Plan ("CLSP" or "Plan") provides a comprehensive planning framework that guides development of an approximately 1,520 acre planning area within the City of Lathrop. The Plan is based upon the long term urban vision for the Central Lathrop Specific Plan area first described in the City's 1991 General Plan. The 1991 Lathrop General Plan contemplated the development of a mix of new residential and non-residential land uses within the CLSP that would be linked to and complement the existing City.

While the mix of land uses provided in this Plan is generally consistent with the urban vision set forth in the General Plan, the way in which the land uses are organized has been refined to reflect: 1) evolving innovation in planning concepts and zoning direction over the last fifteen years, 2) a higher level of community amenities and a broader range of housing opportunities; and, 3) greater design flexibility which in turn allows an enhanced responsiveness to changes in market conditions. The resulting land use plan is designed to address the needs of the City, including present and future residents, within the planning context presented by the opportunities and constraints of the site.

Planning Vision

The Central Lathrop Specific Plan envisions a vibrant and livable community that offers a balanced mix of residential neighborhoods; retail, office, service-related and other employment generating land uses; and public/semi-public uses such as schools, parks, and other civic oriented facilities. Approximately 6,800 dwelling units and 5 million square feet of office and retail uses are planned for the Central Lathrop Specific Plan area.

The Plan is founded upon proven town building principles that have been applied in fresh and innovative ways. These principles provide a development framework and vision which, when implemented in accordance with this Specific Plan, results in the creation of a distinctive community character that is memorable, encourages social interaction and ages with elegance and visual richness.

The land plan for the Central Lathrop Specific Plan is organized around the following six principal design themes:

1. A pedestrian-oriented central city core that includes neighborhood serving commercial, civic and cultural uses, a community park, and a high school all designed to establish a community centerpiece and create a focal point for the Plan area.

2. A band of regional commercial (retail, office, and other similar uses) uses adjacent to the I-5 freeway corridor that makes use of the visibility and prime freeway access provided directly by the Louise Avenue and Lathrop Road interchanges, while buffering the CLSP residential neighborhoods to the west from freeway related impacts. This location affords a synergy of uses and activities, and convenient access to local and regional services.
3. Traditional neighborhoods organized around interior neighborhood parks and schools, and featuring higher residential densities designed to provide efficient land use, more affordable housing without reducing quality or amenities, better use of public infrastructure, and a "smart growth" antidote to sprawl. A variety of housing densities and product types are provided to expand purchase and rental opportunities to households at a broad range of economic levels.
4. An extensive interconnected pedestrian and bicycle pathway system that links the neighborhoods to the city center, parks, and schools as well as to each other and provides a pedestrian friendly environment for those who live and work in the Plan area.
5. A comprehensive park system that will be comprised of a linear park and open space located along and providing access and views to the San Joaquin River, and neighborhood and community parks scattered throughout the Plan area in order to maximize access to recreational opportunities.

6. Quality design that emphasizes the provision of public spaces such as landscape and storm water detention corridors, parks, streets, and other public common areas, and the integration of diverse architectural styles and product types to establish an aesthetic standard for the Plan area.

These six principal design themes are reflected in the conceptual plan diagram of the CLSP illustrated in Figure 1.4 and are described in greater detail in Chapter Two: Land Use. Context

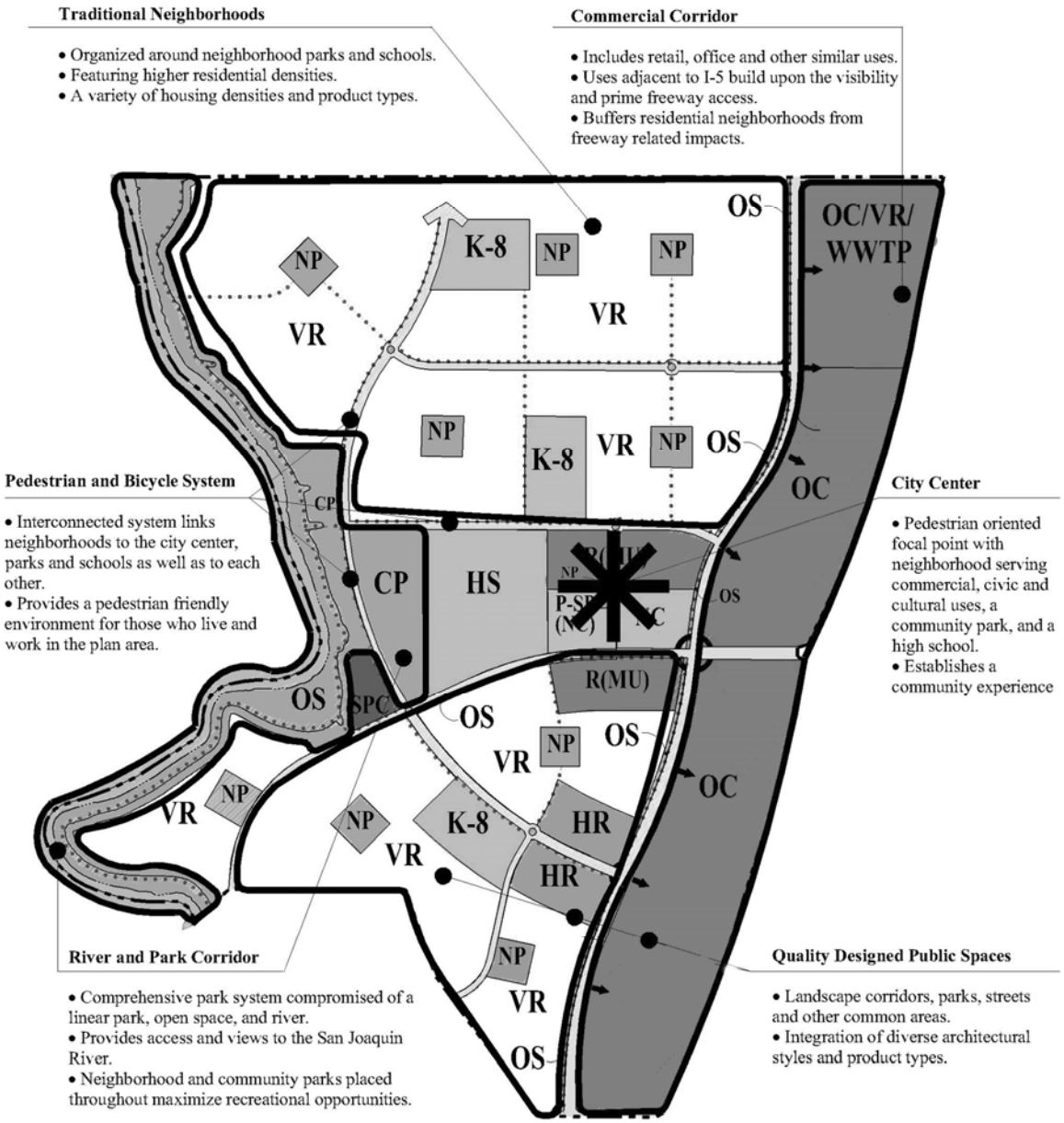


Figure 1.1- Central Lathrop Concept Diagram

Central Lathrop Specific Plan

Goals of the Specific Plan

The Proposed Project is intended to provide for the orderly and systematic development of an integrated full-service community in a manner consistent with goals and policies of the City and compatible with site characteristics. The primary goals of the Central Lathrop Specific Plan are designed to achieve the following:

1. Establish a comprehensive land use plan that will guide development of the approximately 1,520-acre Central Lathrop Specific Plan area.

2. Update the City's long term vision for the Central Lathrop Specific Plan area as a mixed use community, as set forth in the City's 1991 General Plan, by incorporating refinements designed to reflect evolving innovation in land use planning concepts.

3. Provide a balanced mix of land uses, including residential neighborhoods; retail, office, service-related commercial and other non-residential employment generating land uses; and public/semi-public uses such as schools, parks and other civic oriented facilities.

4. Anchor the plan area with a pedestrian-oriented centrally located City center that will include neighborhood serving retail, civic and cultural uses, a town common, a high school and a large community park all designed to create a distinctive focal point for the plan area and a social centerpiece for the surrounding neighborhoods.

5. Establish a regional commercial corridor (including both retail and office uses) adjacent to the I-5 freeway that makes use of the visibility and prime freeway access provided by the Louise Avenue and Lathrop Road Interchanges while buffering the CLSP residential neighborhoods to the west from freeway-related impacts.

6. Incorporate a mix of Plan area neighborhoods, organized around interior neighborhood parks and neighborhood K-8 schools.

7. Create opportunities for a variety of marketable housing types available to households of differing incomes, including single family residential densities that are higher than those typically found elsewhere in Lathrop and that are designed to provide more efficient land use, more affordable housing without reducing quality or amenities, more efficient use of public infrastructure, and more environmentally sensitive development patterns.

8. Link the Central Lathrop Specific Plan neighborhoods to the City center, parks and schools as well as to each other through an interconnected system of pedestrian and bicycle pathways which encourage non-vehicular travel.

9. Maximize both active and passive recreational opportunities through the creation of a comprehensive public park program that will include a linear park and open space system located adjacent to and providing access to the San Joaquin River, a large community park located adjacent to the high school site which will afford an opportunity for joint use, and neighborhood parks which are centrally located within each residential village in order to assure ease of access by plan area residents.

10. Provide shopping, services, entertainment and recreation such that those who live and work within the CLSP will not have to travel outside the Plan area for most routine or daily needs and City of Lathrop residents who live outside the Plan area will be able to address more of their needs without traveling outside the Lathrop community.

11. Generate positive fiscal benefits for the City resulting primarily from the regional commercial development adjacent to the I-5 corridor.

12. Increase employment and retail shopping opportunities for City residents.

13. Provide residential and job-generating non-residential land uses in close proximity to each other in order to minimize home-to-work vehicular trip lengths, automobile usage and related air quality impacts.

14. Provide an integrated, efficient, and safe circulation system for pedestrians, bicyclists, transit and vehicles.

15. Provide roadway improvements and land use planning that will tie together existing City of Lathrop development east of I-5 and new development west of the freeway.

16. Establish a logical phasing plan that is designed to assure that each phase of development will include all necessary public improvements required to meet City standards.

17. Create an opportunity to locate the City of Lathrop civic center and other public and semi-public uses within the central core of the Plan area.

18. Add value to the existing and future City of Lathrop community and contribute to the establishment of a strong local economic base through (a) job creation; (b) the economic stimulus that comes from the multi-million dollar investment required to develop the Central Lathrop Specific Plan and the disposable income of the people who live and work in the plan area; and (c) the local general fund revenues generated by increased property taxes, retail sales taxes, and transient occupancy taxes.

19. Implement the development program envisioned for the Central Lathrop Specific Plan on property that has already been designated for mixed-use urban development by the City of Lathrop General Plan.

20. To the extent feasible, provide a self-mitigating project, where mitigation measures are incorporated in the project design so as to minimize the project's environmental impacts.

21. Provide a logical and orderly extension of the City of Lathrop that is compatible with and complements existing and planned land uses within other portions of the City.

22. Satisfy the City policies, regulations and expectations as defined in the Lathrop General Plan and Municipal Code.

23. Provide services and infrastructure that meet or exceed City standards and that do not diminish services to existing residents of the City.

24. Enrich the relationship between the City and the San Joaquin River by incorporating the river's edge as a critical component of the Central Lathrop Specific Plan parks program.

25. Contribute to the efforts to make provision for the growing housing needs of the City and the region by encouraging the production of a broad mix of housing types and densities.

These Central Lathrop Specific Plan goals are consistent with the goals of the 1991 Lathrop General Plan. See the CLSP EIR for a full analysis.

Context

Location

Lathrop is located within the southwest quadrant of San Joaquin County. The Central Lathrop Specific Plan area is located within the northwest area of the City, and is divided from the city proper by Interstate 5, which runs in a north-south direction. See Figure 1.1: Regional Location Map and Figure 1.2: Vicinity Map.

The CLSP area is comprised of approximately 1,520 acres located west of the I-5 freeway, north of the West Lathrop Specific Plan area, and east of the San Joaquin River. The Plan area is just north of the Interstate 5/Interstate 205/Route 120 interchange.

Existing Site Conditions and Uses

Historically, the project area has been used for agricultural production. At the time of Plan approval, the lands within the CLSP are predominately in active use for the cultivation of row crops and alfalfa, as well as more limited livestock operations. The Plan area also contains a number of isolated rural residences and commercial enterprises, such as trucking facilities and a landscape materials yards. See Figure 1.3: Existing Conditions Map.

Dos Reis Park, a county/state facility located along the San Joaquin River at the end of Dos Reis Road, while a part of the CLSP and annexation area, is intended to remain under county/state ownership and maintenance.

Few trees exist beyond those along the riverbed and on residential sites. A few rural roads (Manthey Road, Louise Avenue, De Lima Road, Dos Reis Road, and Lathrop Road) cross or border the Plan area to provide access to the river, farmlands, and homes. No major utility easements or facilities are present, except for potable water lines in Dos Reis, De Lima, and a small portion of Manthey Roads; and a storm drain force main in Dos Reis Road.

Plant habitats are isolated within narrow corridors located along portions of the San Joaquin River. All lands have been modified by human activities. The area is generally flat, with a slight fall from east to west towards the San Joaquin River. Ground elevations average around 10 feet above sea level, with a range between 6 and 12 feet. The top of the levee is approximately 25 feet above sea level. The Plan area is protected from flood hazards by the levee paralleling the river. Groundwater is typically close to the surface. Some lands are subject to Williamson Act Contract provisions.

Adjacent Uses

Lands to the north and west, beyond the San Joaquin River, are in agriculture uses, with the exception of the approved residential and commercial project, River Islands (approximately 5,795 acres with 11,000 units and 5 million square feet of commercial). To the east, beyond I-5, are primarily residential developments with some isolated commercial and industrial uses; while to the south are agricultural lands in transition to approved residential and commercial urban development, including Mossdale Landing (approximately 475 acres with 1,688 units and 653,400 square feet of commercial), Mossdale Landing East (approximately 120 acres with 417 units and 485,870 square feet of commercial). Properties to the east and south are currently within the City of Lathrop's limits.

Jurisdictional Context

At the time of Plan approval, the Central Lathrop Specific Plan area was located in unincorporated San Joaquin County. Accordingly, the land use approvals required to implement the CLSP included the annexation of the Plan area to the City of Lathrop. The Plan area's northern border was co-terminus with the City of Lathrop's northern sphere of influence boundary, and the entire Central Lathrop Specific Plan area was already within the City of Lathrop's sphere of influence and General Plan area.

The Planning area, or portions thereof, are within the jurisdiction of the Manteca Unified School District, Reclamation District 17, and the Lathrop Manteca Fire District. No changes to the boundaries of these districts are proposed.

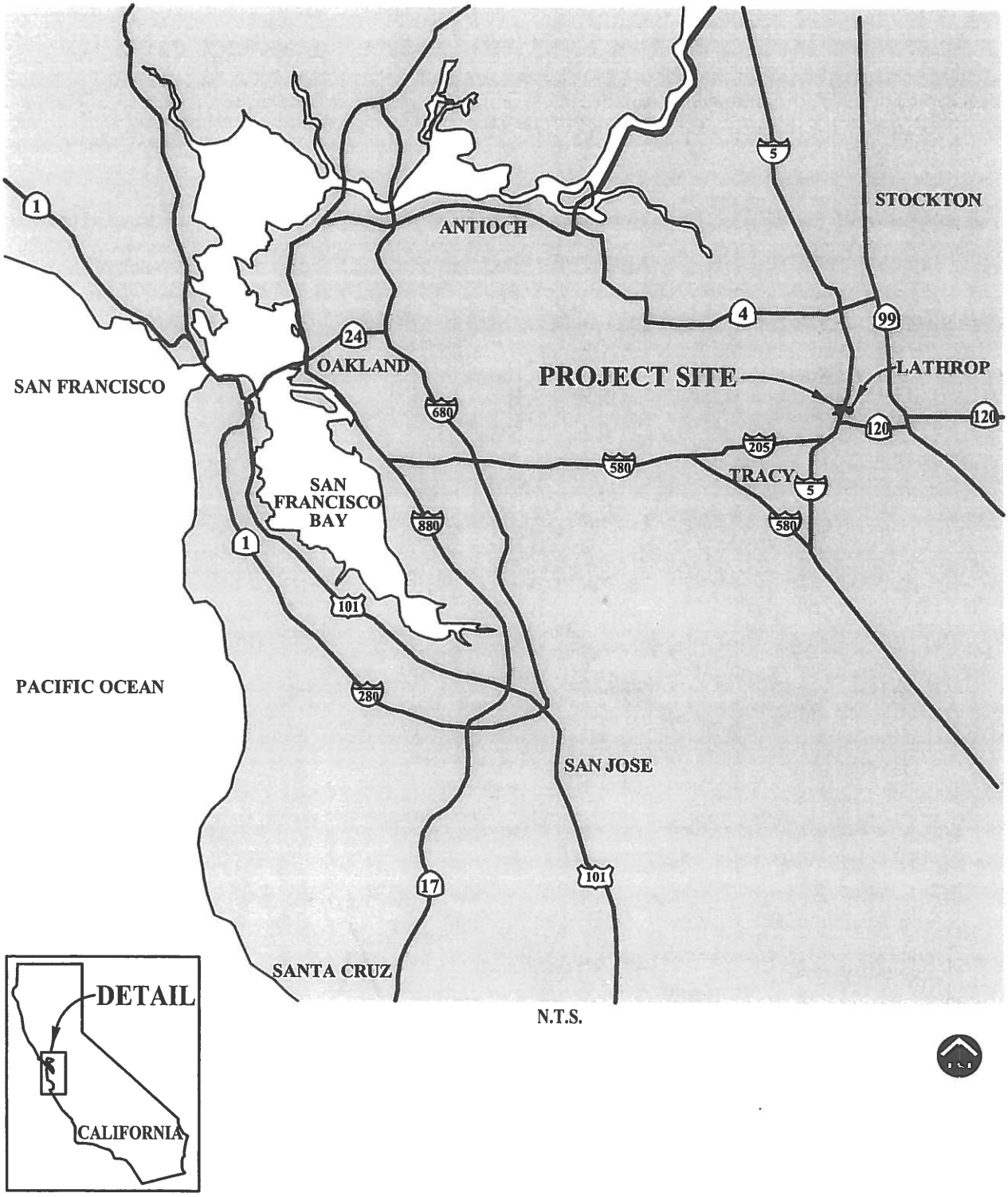


Figure 1.2: Regional Map

Central Lathrop Specific Plan

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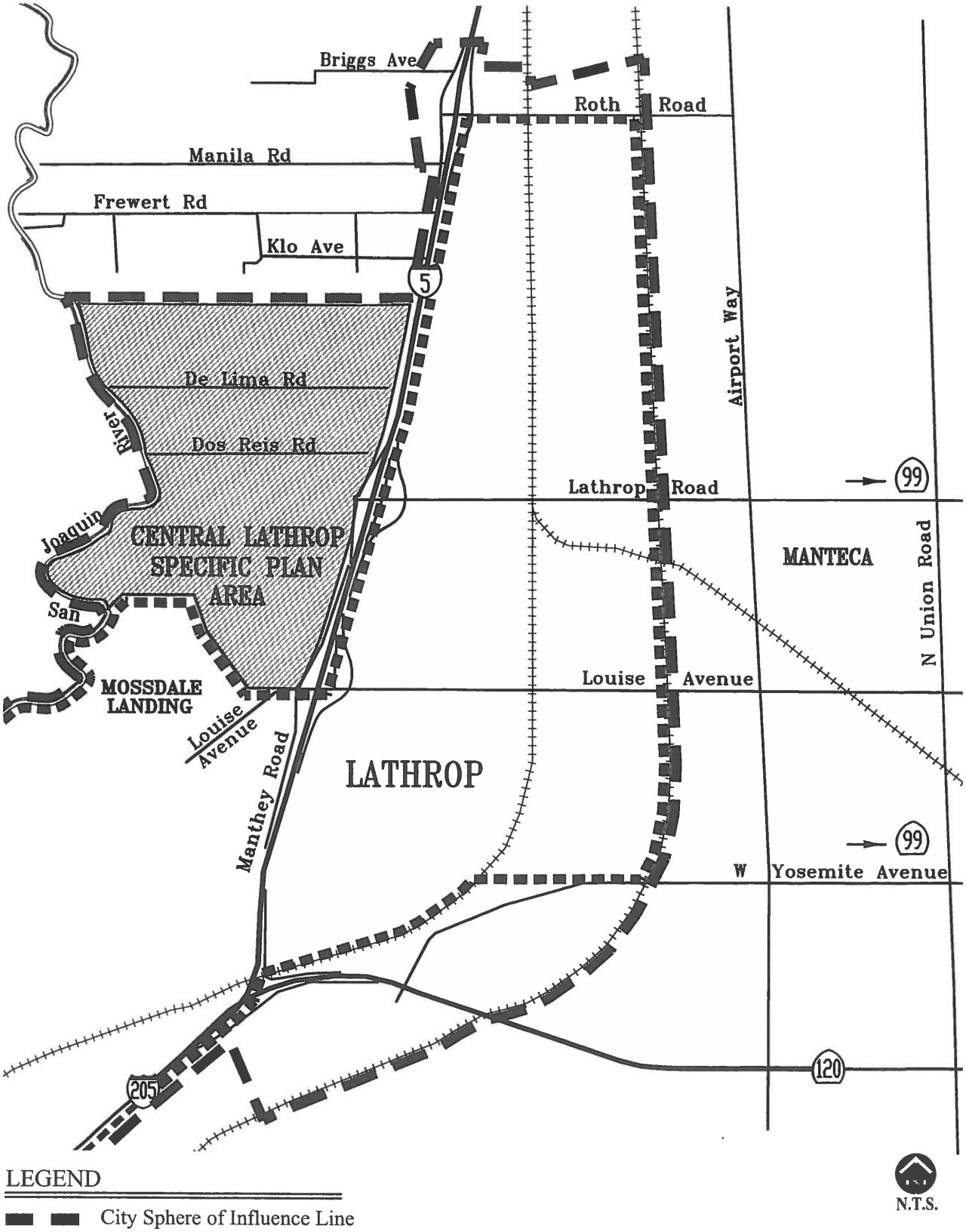

Figure 1.3: Vicinity Map

Central Lathrop Specific Plan

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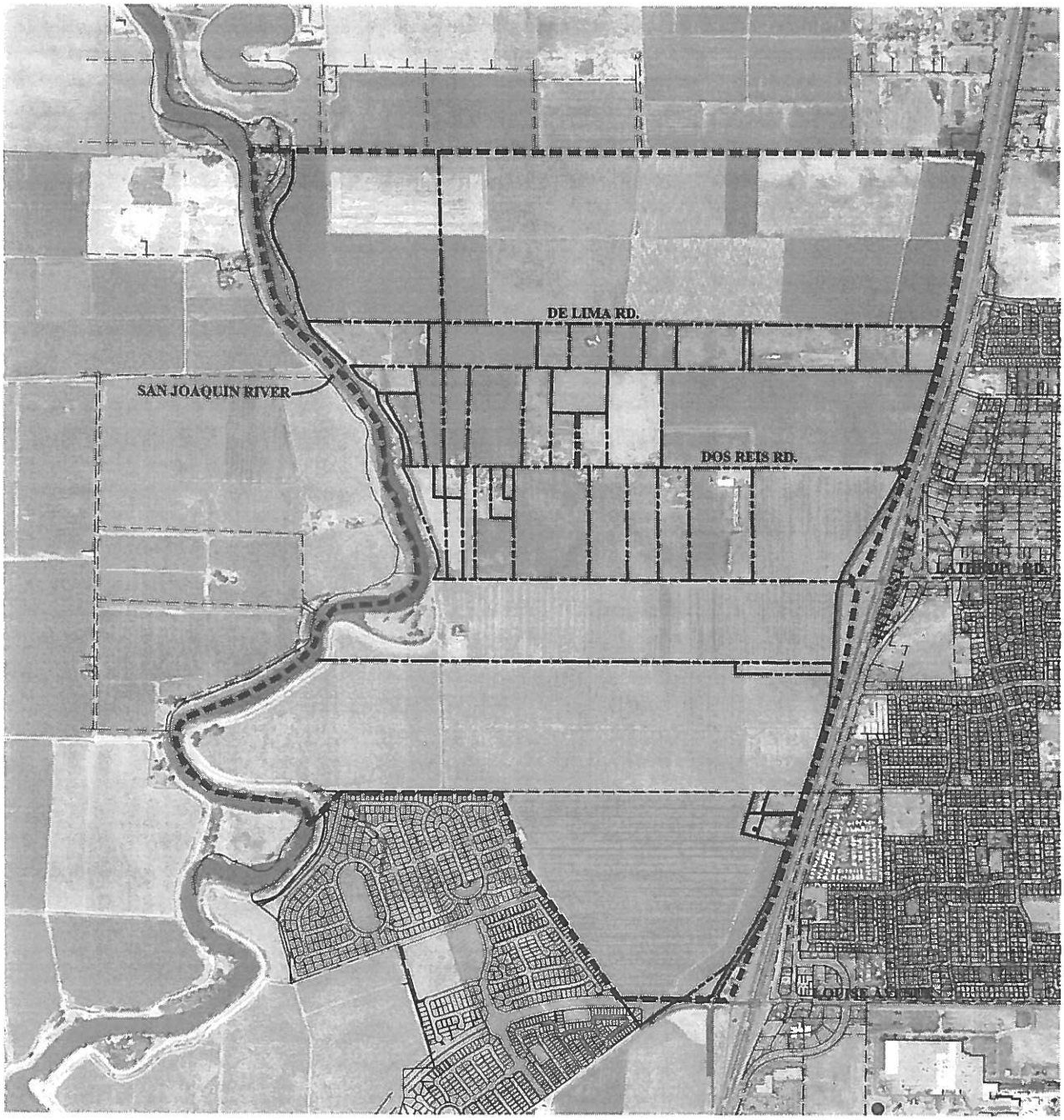

Figure 1.4: Existing Conditions

Central Lathrop Specific Plan

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Legal Authority

The City of Lathrop, as a general law city, has adopted this Specific Plan, associated amendments, and other project related documents by resolution in accordance with the provisions of Article 8, Sections 65450 through 65457 of the California Government Code. These provisions require that a specific plan be consistent with the City's adopted general plan. All other subsequent entitlements and approvals must also be consistent with the Lathrop General Plan.

State law also requires that all subsequent subdivisions and development (including public works projects) within the Plan area, as well as all zoning regulations applicable to the Plan area, must be consistent with this Specific Plan.

Relationship to the Lathrop General Plan

The General Plan establishes the goals, policies, land uses, and standards for development within the City. The Specific Plan area was first designated for urban development as part of the Lathrop General Plan in 1991. The site falls within an area identified in the General Plan as Sub-Plan Area #2. The following related plans, incorporated by reference as part of the General Plan, to provide additional detailed direction for future development of the area.

Wastewater, Water and Recycled Water Master Plans

Wastewater (collection and treatment), water (supply and distribution), and recycled water (wastewater disposal) master plans were adopted by the City in 2001. These plans identify improvements needed to serve current and future land uses at build out, and provide a basis for the orderly expansion of potable, waste, and recycled water facilities. In conjunction with other plans, these documents establish phasing and costs. These documents were amended to reflect the land use and development program of the CLSP.

Bicycle Transportation Master Plan

The City of Lathrop's Bicycle Transportation Master Plan was adopted in 1995 and establishes goals, policies, routes and standards for bicycle transportation and facilities within the City. This document has been updated to reflect the changed circumstances of the Specific Plan area.

Central Business District Plan

The Central Business District Plan also adopted in 1995, discusses a vision and provides guidelines for creating a vibrant city center. This document has been amended to reflect the concept for and the design of the central core area for which provision is made in the Central Lathrop Specific Plan, and has been renamed the Lathrop Center Plan.

The CLSP sets forth a more detailed framework in the General Plan to guide development envisioned by the City. This Plan serves as a refinement of the General Plan, and is consistent with the goals and policies of the General Plan.

Relationship to Other City Policies, Programs, and Documents

The supporting documents described below establish the foundation and/or provide direction for the implementation of this Specific Plan. These documents will be utilized in conjunction with this Plan to ensure the implementation of the General Plan's goals and policies.

Capital Facilities Fee Program

The City's Capital Facilities Fee program identifies the capital improvements needed for development of the City west of I-5. This document establishes a variety of financing vehicles and fees to pay for public infrastructure and community facilities to serve the new development areas.

Municipal Code

Due to the unique mix of land uses within the Specific Plan area, special zoning districts have been created for the planning area concurrent with the addition of this Specific Plan. These special zoning districts end in "CL" to designate these land use categories as unique to the Central Lathrop Specific Plan area. These

zoning categories are described in detail later in this Plan, and incorporated in the Lathrop Municipal Code.

Development Agreement

The Central Lathrop Specific Plan Development Agreements entered into between the City and landowners within the Plan area vest, or "locks in" development rights as specified by this Plan. The development agreements establish the responsibilities of landowners with respect to the construction and financing of public infrastructure, the dedication of land, and other development-related obligations. Please refer to the development agreements for additional information detailing development related obligations.

Environmental Impact Report

The Central Lathrop Specific Plan is a "Project" as defined by the California Environmental Quality Act (CEQA). To fulfill CEQA requirements, an environmental impact report was prepared evaluating the potential environmental impacts of the Project and identifying mitigation measures to reduce impacts determined to be significant. The results of this environmental analysis have influenced the Specific Plan goals, design, policies, and implementation. Please refer to the EIR documents for additional information detailing the environmental review, analysis, and required mitigation measures.

Organization of the Specific Plan

The Central Lathrop Specific Plan is organized as follows:

Chapter One: Introduction -- discusses the purpose, planning context, primary goals and scope of the Specific Plan.

Chapter Two: Land Use -- describes the way in which the mix of residential and non-residential land uses that make up the Central Lathrop Specific Plan are organized and includes a discussion of the general character of such uses, their location within the Plan, the densities and intensities of use, and the Central Lathrop Specific Plan goals associated with each of the designated land uses.

Chapter Three: Circulation and Transportation -- explains the Central Lathrop Specific Plan roadway network in the context of the local, city, and regional transportation and circulation patterns, the system of pedestrian and bicycle paths, and shared parking facilities.

Chapter Four: Management of Natural Resources -- describes the ways in which the environmental features of the Plan area are integrated into the Central Lathrop Specific Plan and the Plan's program to protect these features, as well as to allow them to be enjoyed by residents and non-residents alike.

Chapter Five: Community Services and Facilities -- describes the needs for community services and facilities that will result from development of the Central Lathrop Specific Plan and the way in which these needs will be addressed.

Chapter Six: Utilities and Drainage Infrastructure -- discusses the various utility and drainage improvements required to serve the Plan area.

Chapter Seven: Community Design -- provides general guidance with respect to the design theme, uses, and development standards of the Central Lathrop Specific Plan.

Chapter Eight: Implementation -- describes the way in which the Central Lathrop Specific Plan will be executed, including development phasing strategies and the permitting process for individual development proposals.

Chapter Nine: Financing -- describes anticipated project construction and maintenance needs and financing mechanisms, and the key financing options that are available to fund these costs.

Chapter Two: Land Use

Introduction

This chapter describes the types of land uses to be developed pursuant to the Central Lathrop Specific Plan, their location within the Plan, the acreages allocated to the various uses, the densities and intensities of use allowed in the Plan, and the framework for planning to guide implementation of the Central Lathrop Specific Plan land use program.

Overall, the Central Lathrop Specific Plan area provides for approximately 6,800 dwelling units and 5 million square feet of commercial uses, in addition to numerous parks, schools, and other community facilities.

Land Use Plan

Land Use Concept and Key Elements

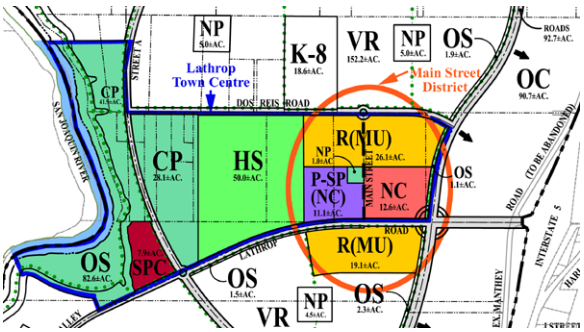
The Central Lathrop Specific Plan is designed to create a vibrant and livable community that offers a range of residential, employment, goods and services, educational, civic, and recreational uses for future City residents and employees. The Plan Area encompasses approximately 1,520 acres. Refer to Figure 2.1. The overall Plan area land uses, acreages, and intensities and densities of use are summarized in Table 2.1; this summary represents ultimate build-out of the CLSP project.

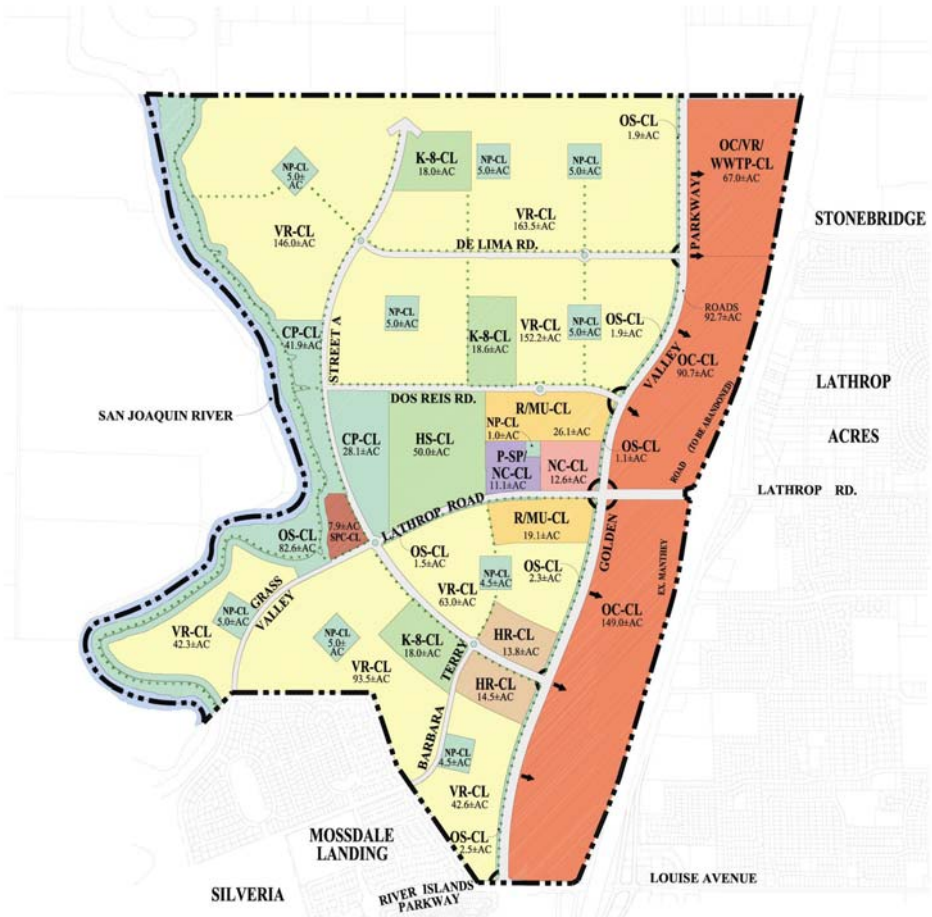
The key elements of the Central Lathrop Specific Plan land use plan include the following.

Lathrop Center

The heart of the Central Lathrop Specific Plan -- Lathrop Center -- provides the City and the Plan area with an identifiable city core that incorporates a mix of uses (commercial, civic, and residential) in a pedestrian-oriented setting to create a social and cultural centerpiece for the project. The creation of opportunities for the siting of public facilities such as a civic center are emphasized, along with other significant community elements such as a community park, and the City's first high school. This mix of uses, linked by interconnected streets and trails, fosters a vibrant core that functions as the City's "town center".

Lathrop Center streets will function as a main street promenade, complete with wide sidewalks and canopy shade trees to establish a human scaled and pedestrian oriented place. The adjacent primary east-west axis (Lathrop Road) forms a community wide "signature" street terminating at its western end at the San Joaquin River and associated trails and open space systems. The overall Lathrop Center area is approximately 145 acres in size.





LEGEND

VR-CL	Variable Density Residential
HR-CL	High Density Residential
R/MU-CL	Residential (Mixed Use)
OC/VR/WWTP-CL	Office-Commercial/Variable Res'l/Wastewater Treatment Plant
OC-CL	Office/Commercial
NC-CL	Neighborhood Commercial
SPC-CL	Speciality Commercial
P-SP/NC-CL	Public/Civic Center
HS-CL	High School
K-8-CL	K-8 School
CP-CL	Community Park
NP-CL	Neighborhood Park
OS CL	Levee, Open Space, River
	Boundary

Figure 2.1: Preliminary Land Use Plan

Central Lathrop Specific Plan

Table 2.1: Central Lathrop Specific Plan Land Use Summary

Key	*Land Use*	*Acres*	*Density/Intensity Range*	*Average Density/Intensity*	*Maximum Quantities Optimal Units*	/	*Square Feet*
VR-CL	Variable Density Residential-CL	703.1	3-16	7.25-8.0[1]	5,114		
HR-CL	High Density Residential-CL	28.3	15-40	16.0	453		
R/MU-CL[2]	Residential/Mixed Use-CL	45.2	10-40, 0.17-4.0	0.3 and/or 16.0	723	/	590,674
0C/VR/WWTP-CL[3]	Office-Commercial/Residential/	67.0	3-16, 0.17-0.60	0.3 and/or 7.25-8.0	500	/	875,556
	Wastewater Treatment Plant-CL						
OC-CL	Office Commercial-CL	239.7	0.17-0.60	0.3			3,132,400
NC-CL	Neighborhood Commercial-CL	12.6	0.17-0.45	0.3			164,657
SPC-CL	Speciality Commercial-CL	7.9	0.17-0.40	0.25			86,031
P-SP/NC-CL[4]	Public/Semi-Public/Neigh Comm'l-CL	11.1	0.17-0.60	0.3			145,055
HS-CL	High School-CL	50.0					
K-8-CL	K-8 School-CL	54.6					
CP-CL	Community Park-CL	70.0					
NP-CL	Neighborhood Park-CL	45.0					
OS-CL	Levee, Open Space, River-CL	93.8					
n/a	Major Roads-CL	92.7					
	Subtotal	1521.0			6,790	/	4,994,372

[1] The Variable Density Residential designation's average density range results from the density that occurs if the units are built within the Wastewater Treatment Plant parcel or transferred to other Variable Residential parcels west of Golden Valley Parkway.

[2] This designation/zone permits the placement of all Neighborhood Commercial uses, or all Residential uses at a density between 10 and 40 units per acre, or any mix of Neighborhood Commercial and Residential uses.

[3] This designation/zone permits the placement of all Office Commercial uses, or a mix of Office Commercial and Wastewater Treatment Plant, or a mix of Office Commercial and Variable Residential uses. Retention ponds and sprayfields may be a part of any land use alternative. Uses other than Wastewater Treatment Plant, retention ponds and sprayfields are not permitted until a site is approved for Wastewater Treatment Plant #2. See the development agreement for greater detail.

[4] This designation/zone permits the placement of all Public/Semi-Public uses, or a mix of Public/Semi-Public and Neighborhood Commercial uses, or all Neighborhood Commercial uses. No Neighborhood Commercial uses are permitted in this area until four years after the approval date of the CLSP. Refer to the development agreement for additional information.

General Notes:

- Both residential and non-residential uses and quantities may be transferred within the CLSP area per the procedures discussed in Chapter Eight: Implementation as long as the resulting development is within the permitted density or intensity range, and that the overall unit count does not exceed 6,790 units or the overall commercial square footage does not exceed 4,994,372 square feet.
- The above table represents the anticipated acres and development quantities by land use that would occur within the CLSP area. Calculated acres are based upon the overlay of the Specific Plan land uses onto a "paper" property boundary map compiled from record dimensions only. Because of this, these figures in all likelihood will not match assessor parcel information nor actual acreage. Actual acres and development quantities permitted by each parcel or land use shall be based upon a resolved boundary based on a field survey to be completed prior to final development approvals and reconciled with these figures.

Residential Neighborhoods

The Central Lathrop Specific Plan offers a wide range of housing and density opportunities for future residents. Residential densities generally are higher at locations closer to the freeway and within the central core of the Plan area, and lower near the river. Various types of housing projects and innovative housing product types, are encouraged and anticipated within the Plan area, as well as within individual neighborhoods. Under this Plan, landowners have the right to construct approximately 6,800 residential units on roughly 845 acres of land within the CLSP area. Residential villages are planned around community features such as neighborhood parks and schools.

The Plan establishes an optimum number of variable, high, and mixed use residential units allowed, based upon the average density permitted in each land use designation multiplied by the number of acres in each designation. This "optimum" figure of 6,790 dwellings, is the maximum number of units permitted within the Central Lathrop Specific Plan unless: 1) a general and specific plan amendment is prepared and subsequent environmental analysis is performed, or 2) additional units are allowed by local, state and federal law in the form of affordable housing density bonuses and unit incentives.

The breakdown of residential units by development phase and housing density categories is reflected on Table 2-2.

Variable Residential Density Development

One of the Central Lathrop Specific Plan's most innovative planning concepts is the introduction of the Variable Residential Density (VR) zoning designation. The majority of the Plan's residential land use is zoned VR. This new zoning designation replaces the low and medium density zoning designations traditionally relied upon in distinguishing residential land uses other than high density. In recent years, however, a wider variety of both detached and attached single family housing products have been introduced that blur the distinction between the low and medium density residential zoning categories. The principal purpose of the VR zone is to encourage the development within each CLSP neighborhood of a diverse mix of housing types that incorporates these new products.

The Variable Residential zoning district is also designed to accommodate an evolving housing market in which there is a growing demand for higher density housing products and for home value that is a reflection of the quality of construction and the level of amenities rather than the size of the home or the lot. The VR designation reflects a recognition of the fact that, while many homebuyers remain interested in a large home on a large lot with a three car garage, there are an increasing number of households that are looking for smaller homes with smaller yards and two car garages. This diversity of market demand is based on lifestyle factors and personal preferences as well as pricing considerations.

Table 2.2- Optimal Number of Housing Units by Density

Phase	Variable 3-16 du/ac (7.25-8.0 avg)	High 15-40 du/ac (16.0 avg)	Mixed Use 10-40 du/ac (16.0 avg)	OC/VR/WWTP 3-40 16 du/ac (7.25-8.0 avg)	Total
Phase 1	2,464	453	723	0	3,640
Phase 2	2,650/3,150	0	0	500/ 0	3,150
Total	5,114/5,614	453	723	500/ 0	6,790

The projected number of units in each phase may change, but only in accordance with the process specified in Chapter Eight: Implementation, relative to Transfer of Residential Unit Allocations.

The CLSP objective of encouraging a diverse mix of housing product types and densities within neighborhoods is also based on the planning premise that variety in terms of architecture and site design make for a more interesting and exciting built environment.

Implicit in the Variable Residential zoning designation is the expectation that attached townhouses at a density of approximately 15-16 units per acre may be constructed immediately adjacent to an estate home subdivision with minimum 6,000 square foot lots and a density of approximately 3-4 units per acre. The Central Lathrop Specific Plan is designed to create the opportunity for such adjacencies through the use of VR zoning in combination with 1) a preliminary pro rata allocation of the 5,114 Variable Residential dwelling units among 38 Variable Residential parcels based on acreage and 2) a procedure for subsequently transferring units between parcels that is described in detail in Chapter 8: Implementation. While densities may range between that permitted for each residential category, the number of units may not exceed 6,790.

The unit transfer procedure, in particular:

- provides implementation flexibility;
- makes it unnecessary to restrict development of a particular parcel to a particular housing product;
- avoids the need to prematurely determine where particular product types are to be sited without input relative to homebuilder preferences and absent consideration of other market factors; and
- affords homebuilders a wider range of siting opportunities.

Although each Variable Residential parcel is initially allocated a number of units equal to the parcel acreage multiplied by the average Variable Residential Density within the CLSP of 7.25-8.0 units per acre, these initial parcel-specific unit allocations and densities can be adjusted upward (not to exceed a maximum density of 16 units per acre) or downward (not to fall below a minimum density of 3 units per acre) in response to market forces. Accordingly, it is anticipated that, as each Variable Residential zoned parcel is acquired by a homebuilder, the residential units and density allocated to the parcel will be adjusted to match the product type to be constructed on the parcel.

CLSP homebuyers will be put on notice by an instrument recorded against the property being purchased specifying that all undeveloped VR properties within the CLSP are subject to such density transfers; that adjacencies involving densities ranging from 3-4 units/acre to 15-16 units/acre may result from such unit transfers; and that the CLSP embraces and encourages such diversity in terms of housing product type and densities.

The I-5 Commercial Corridor

A retail and employment corridor has been concentrated paralleling Interstate 5, providing convenient access to and visibility for the commercial and office land uses located there. These land uses provide for an extensive array of local and regional goods and services as well as employment opportunities to the residents within the Plan and the City of Lathrop.

This placement provides for a centrally located commercial area within the City of Lathrop and reduces transportation trips and/or trip lengths within the community. By siting these uses adjacent to the Interstate, they serve to buffer the residential, civic, park, and school uses located in the interior of the Plan from traffic noise, fumes, and congestion. These commercial uses are conveniently accessible by walking and bicycling, as well as by vehicular and public transportation systems.

Trail Network

The Plan area is pedestrian-oriented, providing an extensive network of pedestrian and bicycle trails that link significant destination points within the community including schools, parks, civic uses, neighborhoods, and employment centers. A gravel multi-use trail, if approved by the City of Lathrop and Reclamation District-17 will be located on the eastern San Joaquin River levee, a major open space corridor, to provide views of the river and its environs, enhance

regional access, and create areas for passive recreational activities. The CLSP bike routes and facilities are consistent with the City of Lathrop Bicycle Transportation Master Plan as amended as part of these approvals.

Civic Functions
In addition to residential and commercial uses, The Plan provides for a balanced, comprehensive, and integrated system of recreational, educational, and community facilities for the use and enjoyment of its residents. The city center establishes a strong civic, cultural, and educational centerpiece for the community that radiates out into the Plan area through trails, open space, parks, and schools.

Community Character
The Central Lathrop Specific Plan includes various design elements to establish a sense of community character and identity. These elements include a consistent use of entry features, street design and landscaping, as well as architectural styles and building placement. These types of design concepts reinforce and emphasize the important qualities and character of the Plan area specifically, and of the City of Lathrop generally. Refer to the companion document, Central Lathrop Design Guidelines, for greater detail.

Land Use Designations

The following sections define and discuss the land use designations that occur within the Plan area. The Central Lathrop combining district (CL) is applied to all properties located within the Central Lathrop Specific Plan area. The designation of CL after any zoning district indicates that the zoning district so combined is modified by the regulations included in the Central Lathrop Specific Plan and those districts included in Chapter 17.62 of the Lathrop Municipal Code. In addition, the Development Standard (DS) overlay has been applied to all uses within the CLSP area. The DS overlay allows modification of the development standards specified by the general zone districts within the CLSP to accommodate the variety of product types anticipated, and to encourage innovative design. Such modifications may occur in accordance with the process and performance criteria included in Chapter 17.62 of the Lathrop Municipal Code.

Permitted uses, conditionally permitted uses, and development criteria can be found in the same chapter of the Code. Net acre is defined as net of (not including) arterials and collectors, parks, schools, open space, and non-PUE easements.

Residential
Variable Density Residential (VR-CL) uses include single family or multi-family units provided by way of a variety of product types. These uses are typically scattered throughout the interior of the Plan and may include either detached or attached units. The density range is between 3 and 16 units per acre, with an average density of 7.25-8.0 units per acre per residential parcel. Neighborhoods may be designed to accommodate conventional lots, small lots, clusters, duets, zero lot lines, courtyards, townhouses, and other innovative lotting strategies and product types.

High Density Residential (HR-CL) uses generally require attached units and accommodate a variety of product types such as flats, townhouses, condominiums, live/work units, lofts, and apartments. These uses are typically located in the core of the project, adjacent to higher intensity uses and streets to buffer less dense neighborhoods. The net density range is between 15 and 40, with an average density of 16 dwelling units per acre per residential parcel as identified in Figure 8.1 and Table 8.1.

Mixed Uses
Residential/Mixed-use (R/MU-CL) can accommodate all commercial uses, all residential uses, or a mixture of the two. This designation permits a wide variety of uses to occur and provides flexibility to respond to market demand. Mixed-use development provides a wide range of lively and convenient interactions between different land uses. Commercial uses

are more local serving in nature. These designations are located in the core of the project, adjacent to non-residential and higher intensity uses and serve to buffer less dense neighborhoods and provide a transition between densities and uses.

These units are typically attached, but can also be detached. Permitted net residential densities range between 10 and 40 units per acre, with an average density of 16 units per acre per residential parcel. For commercial uses, the permitted net floor area ratio (the ratio of the building floor area square footage to the square footage of the site) ranges between 0.17 and 4.0, with an average FAR of 0.30. If none or fewer of those units allocated to these areas are built within this designation, the remaining units may be transferred to other areas of the CLSP, so long as the procedures of the Transfer of Residential Unit Allocations, found in Chapter Eight: Implementation are abided by.

Office Commercial/Variable Residential/ Wastewater Treatment Facility (OC/VR/WWTP-CL) land use designation allows local and regional serving retail and office uses singly, or mixed with, residential units up to 500 residential dwellings, and/or mixed with wastewater related facilities and infrastructure, including spray fields and ponds. Office and commercial net floor area ratios range between 0.17 and 0.60, with an average FAR of 0.30. Residential Units may range in density between 3 and 16 units. If none or fewer of those units allocated to this area are constructed within this designation, the remaining units may be transferred to other areas of the CLSP, so long as the procedures of the Transfer of Residential Unit Allocations, found in Chapter Eight: Implementation are followed.

This Specific Plan land use designation also allows for the placement and operation of a wastewater treatment facility to serve this and other areas of the City. The Wastewater Master Plan has identified two other sites (located outside the Central Lathrop Specific Plan area) for the possible placement of this facility. If deemed appropriate to place this facility within the Plan area, this facility would be located in the northeastern corner of the Plan so as to lessen it's impacts upon adjacent residents and employees in the CLSP. Refer to Chapter Six: Utilities and Drainage Infrastructure for a more complete discussion of this facility.

Commercial

Neighborhood Commercial (NC-CL) uses supply the types of convenience shopping for goods and services necessary to provide for local residents as well as smaller scale local serving office development. Allowable net floor area ratios range between 0.17 and 0.45, with an average FAR of 0.3.

Specialty Commercial (SPC-CL) land use designation provides for a variety of office and retail opportunities with a strong emphasis towards uses that have a recreational and/or local commercial character and that reflect the proximity of this site to the river. Uses permitted include sports equipment rentals, restaurants and other food services, and shops. Permitted net floor area ratios range between 0.17 and 0.40, with an average FAR of 0.25.

Office and Commercial (OC-CL) uses provide regional as well as local serving retail and business/professional workspace. These uses are located along Interstate 5 for greater visibility and freeway access, while providing a buffer to the non-commercial uses to the west. Typical uses include a wide variety of shopping including grocery/drug, large floor plate stores, smaller specialty retail, restaurants and fast food, as well as professional offices, incubator and research and development space, and small business flex space. Hotels are also a permitted use within the Office and Commercial designation. Net floor area ratios range between 0.17 and 0.60, with an average FAR of 0.30. Any mix of office and commercial uses are permitted within this designation.

Community Facilities

Neighborhood Parks (NP-CL) provide local recreational opportunities such as play and tot lots, ball fields, free play areas, and picnic facilities for residents in adjacent neighborhoods. These parks, generally range from 4 to 5 acres, may be joint use facilities with schools, and may contain storm water and water quality facilities. The CLSP provides for 45 acres of neighborhood parks.

Community Parks (CP-CL) allow for local and community recreation opportunities for those who live or work in Lathrop. These parks are larger in size and provide a wide array of recreational and entertainment opportunities which may include field sports, group picnic facilities, free play and natural areas, a dog park, trails, a swimming center, and an indoor athletic facility. This designation includes the riverfront ribbon park that parallels the San Joaquin River. This linear park provides multi-use trails, free play lawn areas, and picnic facilities. Community parks may be joint use facilities with schools and may contain storm water and water quality facilities. The CLSP provides for over 70 acres of community parks.

K-8 Schools (K8-CL) provide educational and recreational opportunities for children between kindergarten and eighth grades. In addition, these schools may provide joint use facilities with the community and neighborhood parks, as well as contain storm water and water quality facilities.

High School (HS-CL) is the designation for the school serving grades ninth through twelfth. This facility may provide joint use opportunities for City residents in addition to containing storm water and water quality facilities.

Public/Semi-Public/Neighborhood Commercial (P/SP/NC-CL) permits the development of civic, cultural, and governmental uses that serve the community. These uses typically are provided by the City or other public entities, and may include a civic center, library, fire station, police station, animal shelter, cultural center, senior center, or boys and girls center. Alternative Neighborhood Commercial development applications may be submitted to the City if the civic center complex and/or other public uses are not located on this site within four years of CLSP approval. The net floor area ratio, regardless of use, is permitted to range between 0.17 and 0.60, with an average FAR of 0.30.

Open Space (OS-CL) designations encompass a large variety of natural features, buffers, storm water and water quality management, and passive recreational opportunities. Permitted uses include passive and active recreation, possible linear detention basins and other storm water and water quality features, and trails.

Development Alternatives

The Plan contains three designations where alternative land uses are designated for a single site. The purpose of these alternative land use designations is to build flexibility into the Central Lathrop Specific Plan, to allow greater responsiveness to market conditions, and to create options for landowners that are consistent with the underlying design concept and goals of the Plan. These alternative use sites are designated as Residential/Mixed Use (two separate locations), Public/Semi-Public/Neighborhood Commercial, and Office-Commercial/Variable Residential/Wastewater Treatment Plan.

Residential/Mixed Use - The two areas designated for Residential/Mixed Use (R/MU-CL) are both components of the central core (Lathrop Center) area, located on either side of the Public/Semi-Public/Neighborhood Commercial use. These locations are well suited to either residential or commercial development and the Residential/Mixed Use designation provides flexibility to tailor future development to market opportunities and to the character of surrounding development as it occurs. These sites are permitted to become all residential at densities between 10 and 40 units per acre, all neighborhood commercial at intensities between

0.17 and 4.0 FAR, or a mix of these two uses. An application for any use may be submitted to the City for approval at any time.

Public/Semi-Public/Neighborhood Commercial - The CLSP reserves a site in the central core of the plan for the City's Civic Center. The parcel is designated for Public/Semi-Public/Neighborhood Commercial use. In the event the City's Civic Center is not located in Lathrop Center within four years of the CLSP approval, this site may be developed with an alternative land use designation of Neighborhood Commercial (NC-CL) at intensities between 0.17 and 0.60 FAR. Refer to the development agreement for additional detail.

Office-Commercial/Variable Residential/ Wastewater Treatment Plant (OC/VR/WWTP) - The plan also includes a site designated for an OC/VR/WWTP-CL use. It is located in the northeastern corner of the Plan area, between Golden Valley Parkway and Interstate 5. The City's Water and Recycled Water Master Plan and General Plan identify this site as a possible location for a wastewater treatment plant. It is anticipated that a treatment plant will require between 10-15 acres, with additional lands available for spray fields and ponds. See the development agreement for greater information.

The alternative land use designations for this site allow it to develop as entirely office-commercial uses at an intensity between 0.17 and 0.60 FAR, or in combination with Variable Residential uses (up to 500 units) or with the Wastewater Treatment Plant and/or ponds and sprayfields. Non-WWTP use applications may be submitted to the City once a site has been approved for the WWTP facility. Refer to the development agreement for greater detail.

Affordable Housing

The Central Lathrop Specific Plan is consistent with the General Plan's Housing Element policies and goals concerning affordable housing. Builders shall follow the appropriate affordable housing requirements and standards set forth in the Housing Element, and implementing ordinances as may be amended from time to time. Refer to the development agreement for further information.

Active Adult Communities

Active adult communities may be provided within the Plan area. If this specialized housing category is incorporated in the Plan area, it shall follow the same development criteria as would otherwise be applied. However, additional studies may be completed to illustrate that parking and other standards may be modified, with City approval, to better meet the actual needs and desired character of the senior community.

Gated Subdivisions

Gated residential subdivisions may be developed within the CLSP area.

Chapter Three: Circulation and Transportation

Introduction

This Chapter discusses the local, city, and regional transportation and transit networks and circulation patterns, explains proposed transportation improvements, the pedestrian and bicycle systems, shared parking facilities, and other related topics.

Circulation and Transportation Goals

The transportation system for the Central Lathrop Specific Plan provides a multi-modal network that serves the needs of all the proposed land uses in the Plan area by establishing an integrated, efficient, and safe circulation system for transit and vehicles; linking roadways and transit routes in the Plan area to the City's existing transportation network, and providing an interconnected system of trails, which are pedestrian and bicycle friendly.

Background and Existing Conditions

On-Site Roadway Network

Land uses at the time of Specific Plan approval are agricultural and large lot residential parcels. Because of this land use pattern, the existing roadway network is sparse with one north-south roadway (Manthey Road) and three east west-roadways (De Lima Road, Dos Reis Road, and Louise Avenue).

Manthey Road is a paved two-lane roadway that parallels I-5. This roadway has no curb and gutter with minimal shoulders.

De Lima Road is a two-lane roadway that extends from Manthey Road to the San Joaquin River levee. This roadway has shoulders but no curb and gutters.

A second east-west roadway is ***Dos Reis Road***. This two-lane roadway also extends from Manthey Road to the levee east of the San Joaquin River.

The third east-west roadway in the existing on-site roadway network is ***Louise Avenue***, which is adjacent to the southern boundary of the planning area.

Off-Site Roadway Network (Context Area)

There are a number of major regional roadways that are located in close proximity to the Central Lathrop Specific Plan area. These roadways include Interstate 5, Interstate 205, State Route 120, and State Route 99. These roadways are outside of the Central Lathrop Specific Plan but will be utilized by vehicles entering and exiting the project.

Interstate 5, one of the major freeways in the state of California, forms the eastern boundary of the planning area. In San Joaquin County, I-5 connects Stockton to Tracy and passes through Lathrop. Given its location, I-5 will serve as one of the primary routes for traffic entering and exiting the project. Those sections adjacent to the Central Lathrop Specific Plan area currently have three lanes in each direction. There are two freeway interchanges within or adjacent to the Plan Area. The first interchange, Louise Avenue, is located on the southern end of the project area and provides access to this project and new specific plan areas in the City of Lathrop including the Mossdale Village and the River Islands Projects.

Interstate 205 lies to the south of the City of Lathrop and provides a connection to the City of Tracy and the San Francisco Bay Area. This roadway currently has two lanes in each direction from east of the 11th Street interchange to I-5.

Widening of I-205 is planned from 2 to 3 lanes in each direction. I-205 connects to I-5 to the south of the project study area in a system level interchange with directional ramps connecting I-5 to I-205.

State Route 120 is another major regional roadway in San Joaquin County and provides a connection from I-5 and I-205 to State Route 99, south and east of the project study area. SR 120 will serve as a likely access route for trips accessing the project from Manteca. This roadway currently has two travel lanes in each direction. The I-5/SR 120 interchange provides a connection between these two roadways through a system of ramps.

State Route 99 is the final regional roadway in the project context area. This roadway serves as one of the major north-south routes in San Joaquin County and provides a connection between the City of Stockton in the north and Manteca in the south. SR 99 continues south through Stanislaus County and parallels I-5 throughout much of California.

Lathrop Road is an existing local roadway in the City of Lathrop east of I-5 and provides access to I-5 on both east and west sides of I-5.

Existing Bicycle and Pedestrian Network

There are no existing bicycle or pedestrian facilities in the Plan area at project approval. The City's new specific plan areas, including the Mossdale Landing and River Islands projects, incorporate bicycle and pedestrian facilities that are linked to the facilities provided by the CLSP.

Existing Transit Network

City of Lathrop does not operate any local serving transit routes. There are several transit routes that operate in the context area. These routes include fixed-route regional bus service and flexible fixed route bus service. The San Joaquin Regional Transit District (SJRTD) operates the bus routes while Altamont Commuter Express operates the commuter rail service. These transit services are described in detail below.

SJRTD Fixed-Route Service

The SJRTD operates one fixed-route bus line (Route 20) that serves the City of Lathrop. This line connects Lathrop to Stockton and Tracy along Interstate 5. This route begins in Stockton, travels down Interstate 5, turns into Lathrop along Lathrop Road and then returns to I-5 via Louise Avenue. The route for Route 20 is shown on Figure 3.1.

SJRTD Flexible Fixed-Route Service

SJRTD also operates Route 90, which is a flexible fixed-route line. A flexible fixed-route bus operation follows a general route but can deviate within limited areas to pick-up or drop-off passengers. This line links the City of Lathrop with Stockton and Tracy via a route that provides access into the City of Lathrop by Lathrop Road and Louise Avenue.

SJRTD Commuter Bus Service

The SJRTD operates a number of commuter bus lines which connect cities in San Joaquin County with major employment locations in the San Francisco Bay Area including Pleasanton, Dublin, Livermore, Mountain View, Palo Alto, and Sunnyvale. The existing Commuter Bus service in Lathrop connects Lathrop to the Dublin/Pleasanton BART station and also Sunnyvale. Commuters access the bus service at the Lathrop Park and Ride Lot, which is located between Lathrop Road and Louise Avenue on 5th Street.

Altamont Commuter Express Rail Service

Altamont Commuter Express (ACE) is a passenger rail service connecting Stockton to San Jose. The closest ACE station to the project is located on the border of the City of Lathrop and the City of Manteca to the north of SR 120. There are currently three ACE trains per day during each commute period.

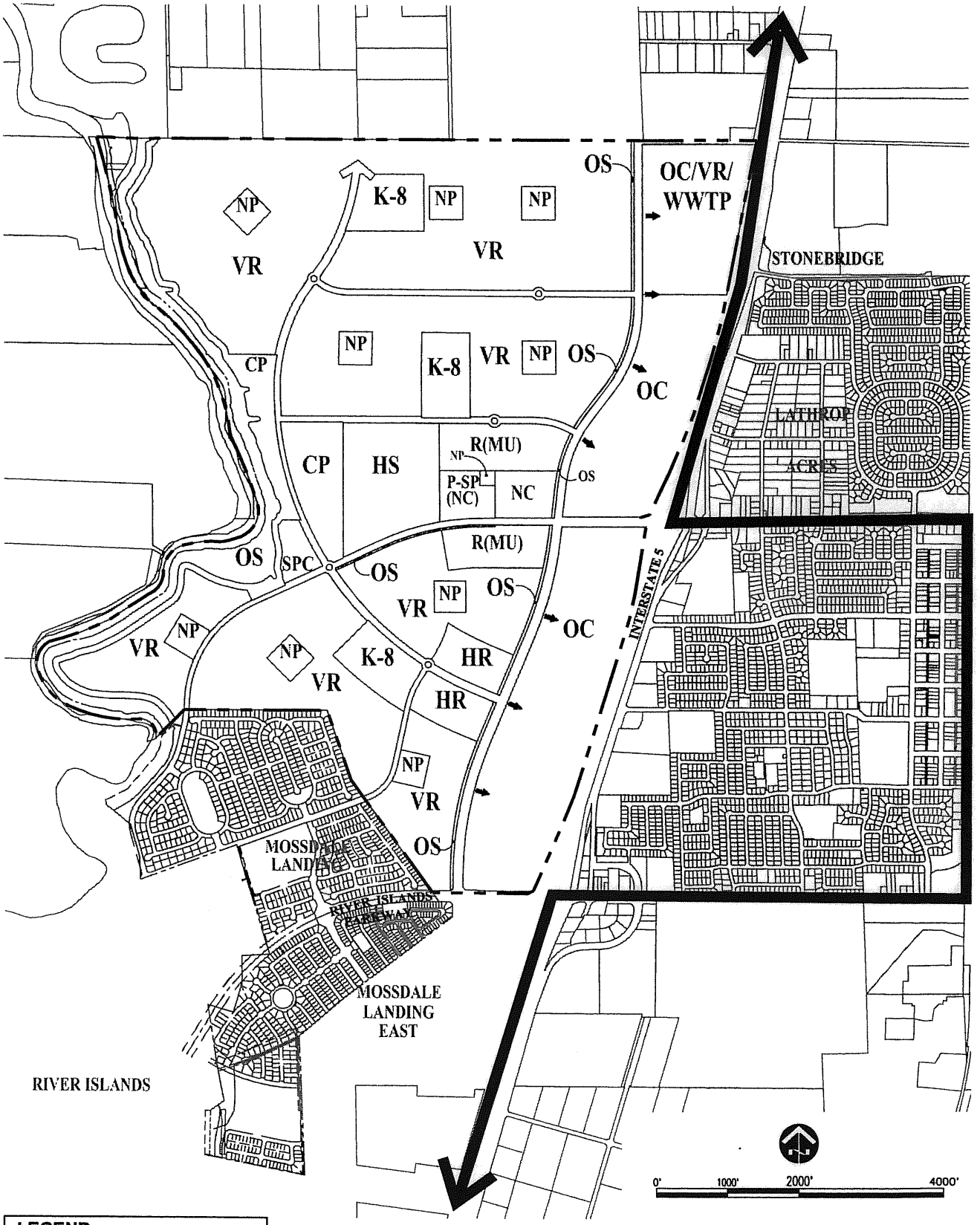


Figure 3.1: Existing Bus Service

Central Lathrop Specific Plan

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Proposed Transportation Improvements

With the anticipated growth in the City of Lathrop and San Joaquin County, both jurisdictions have identified transportation improvement projects in the Specific Plan area and the context area for the Specific Plan.

City of Lathrop

The City of Lathrop recently updated its citywide fee program for all of its infrastructure needs including roadways, water facilities, wastewater, storm water, culture and leisure facilities, and other capital programs. The Capital Facilities Fee (CFF) Program finances the construction of new and improved roadways serving the City's new Specific Plan areas (including the CLSP) west of I-5 and linking these plans to the existing City and regional roadway network. These improvements include:

- Constructing Golden Valley Parkway as a two to six-lane roadway to the west of I-5 and I-205. According to the CFF document, Golden Valley Parkway will be built as a two-lane roadway north of the project site, will widen to first four then six lanes through the CLSP and Mossdale Landing project areas, and will narrow to four lanes near the San Joaquin River. Golden Valley Parkway will then continue over the San Joaquin River and connect to Paradise Avenue in the City of Tracy. In the Specific Plan area, this roadway is to have a cross-section that varies from four-lanes to six-lanes.
- Improving the Lathrop Road/I-5 interchange to install traffic signals and widen Lathrop Road. According to the CFF document, these improvements consist of signalizing and improving the ramp intersections and constructing eight lanes in the interchange area. A Caltrans Project Study Report (PSR) is anticipated for this interchange, which will identify specific interchange improvements needed to provide sufficient capacity for the anticipated demand.
- Widening Lathrop Road to six-lanes or more between I-5 and Golden Valley Parkway.
- Improving the Louise Avenue/I-5 interchange and widening Louise Avenue (River Islands Parkway) under I-5 to eight-lanes. A Project Study Report (PSR) is currently underway for this interchange improvement that will determine the precise configuration of this interchange.
- Construction of a new east-west roadway west of I-5, which is to be known as River Islands Parkway. River Islands Parkway will extend west from I-5 into the proposed River Islands development. The number of lanes will vary from four to six, with the section adjacent to the planning area being constructed as a six-lane roadway.

Regional Transportation Plan (RTP)

San Joaquin County, through the San Joaquin Council of Governments (SJCOG), periodically updates the Regional Transportation Plan, which outlines countywide transportation expenditures based on funding from sources such as the Federal Government, the State of California, and locally collected funds. The recently updated SJCOG Regional Transportation Plan (2001) contains several proposed improvements that improve the regional roadway network in the study area. These improvements include:

- Widening I-205 from four lanes to six lanes from the 11th Street Ramps (in the City of Tracy) to I-5. Please note that the widening of I-205 from six to eight lanes is not currently funded.
- Widening SR 99 from four lanes to six lanes adjacent to the City of Manteca.

Measure K 2003 Strategic Plan

Additional roadway improvements are funded by Measure K, which allocates funds received from the incremental sales tax. The provision is made for the expenditure of these funds in the Measure K Strategic Plan. The latest version of this plan was published in 2003. One relevant improvement described in this document includes the widening of Lathrop Road east of I-5 to 4 lanes within the City of Lathrop.

Central Lathrop Specific Plan Transportation Network

Roadways

The project includes several new roadways within an interconnected roadway system that minimizes the potential for indirect routing and cut-through traffic. These new roadways, along with improvements to existing roadways, provide the necessary access for the project. The roadway network is shown on the Vehicular Circulation Plan (Figure 3.2), while the locations of each individual street section are located on the Street Section Locator illustration (Figure 3.3). Street widths should be minimized as much as possible to limit impermeable surfaces and create a livable community.

These roadways are arranged according to a functional classification system. Functional classification systems divide roadways into a hierarchy based on their ability to serve through traffic and provide access to parcels.

Arterials- These roadways are intended to serve as the major routes of travel. Arterials are designed to link facilities such as freeways and expressways (which prioritize the movement of through vehicles) with lower hierarchy roadways, which provide direct access to parcels. Arterials can provide some level of direct project access with limitations on this access. These limitations can include restrictions on spacing and turn movements into and out of driveway locations. Arterials can also serve as both truck routes and as bicycle and pedestrian routes. Within the project, arterials typically vary in width from four lanes to six lanes, however, two lanes are sometimes present.

Collectors- These roadways serve as intermediate links between arterials and local roads. Traffic is collected from local roads and distributed onto the arterial system. Collector roadways also provide direct access to parcels in both residential and non-residential areas. Collector roadways can be classified as both major collectors and minor collectors. Collectors in the planning area generally have two lanes, though additional laneage may be provided at intersections to provide sufficient intersection capacity.

Local Streets- Local roads provide direct access to properties and connect to collectors and minor arterials. Traffic volumes on these roads are very low and through traffic is discouraged.

Arterials

Arterials in the project study area include Golden Valley Parkway and Lathrop Road. These roadways generally prioritize the movement of through traffic while providing some access to adjacent properties. In general, the major arterials serve those areas of the development that are anticipated to develop as commercial and office.

The spacing between arterial intersections with crossing streets should be in the range of 1,000 to 2,500 feet. Spacing between "T" intersections should be at least 800 feet. Because of anticipated future traffic volumes on these streets, full property access should be provided only at signalized intersections. At these signalized intersections, access is provided to all entering and exiting movements. Access at these signalized locations can be supplemented through right-in/right-out driveways and left-in turn movements to serve the anticipated commercial development.

Golden Valley Parkway, is the major north-south roadway in the Central Lathrop Specific Plan area, and varies between four-lanes and six-lanes. The six-lane section, which extends from Louise Avenue north to Lathrop Road, will have a 147-foot right-of-way. This cross-section accommodates six-travel lanes, a landscaped median, and off-street bicycle and pedestrian facilities. The four-lane section of Golden Valley Parkway extends from Lathrop Road to the northern boundary of the Central Lathrop Specific Plan. This four-lane section is designed with a 125-foot right-of-way, which will accommodate four travel lanes, a landscaped median, and off-street bicycle and pedestrian facilities. See Figure 3.4.

Lathrop Road is another arterial in the Central Lathrop Specific Plan and has a cross-section that varies between two-lanes and six-lanes. The six-lane cross-section will have a 142-foot right-of-way, which will incorporate six travel lanes, a landscaped median, and off-street bicycle and pedestrian facilities. This six-lane cross-section is

anticipated to extend from Golden Valley Parkway east to I-5. The four-lane cross-section extends between Golden Valley Parkway and Main Street with a 104-foot right-of-way.

This right-of-way incorporates two travel lanes, a paved median, and off-street bicycle and pedestrian facilities. The two-lane cross-section has a right-of-way that varies from 84 feet to 97 feet. The right of way varies depending on the adjacent development, which includes a proposed High School and residences. This two-lane section extends from Main Street west to Street A. West of Street A, Lathrop Road becomes a collector roadway, and is discussed in the next section. See Figures 3.5 and 3.6.

River Islands Parkway is the final arterial in the Central Lathrop Specific Plan and abuts the Plan area at the southern boundary. This cross-section is comprised of six-lanes and will have a 156-foot right-of-way, incorporating six travel lanes, a landscaped median, and off-street bicycle and pedestrian facilities. The six-lane cross-section is anticipated to extend westward from I-5 into the River Islands project. See Figure 3.7

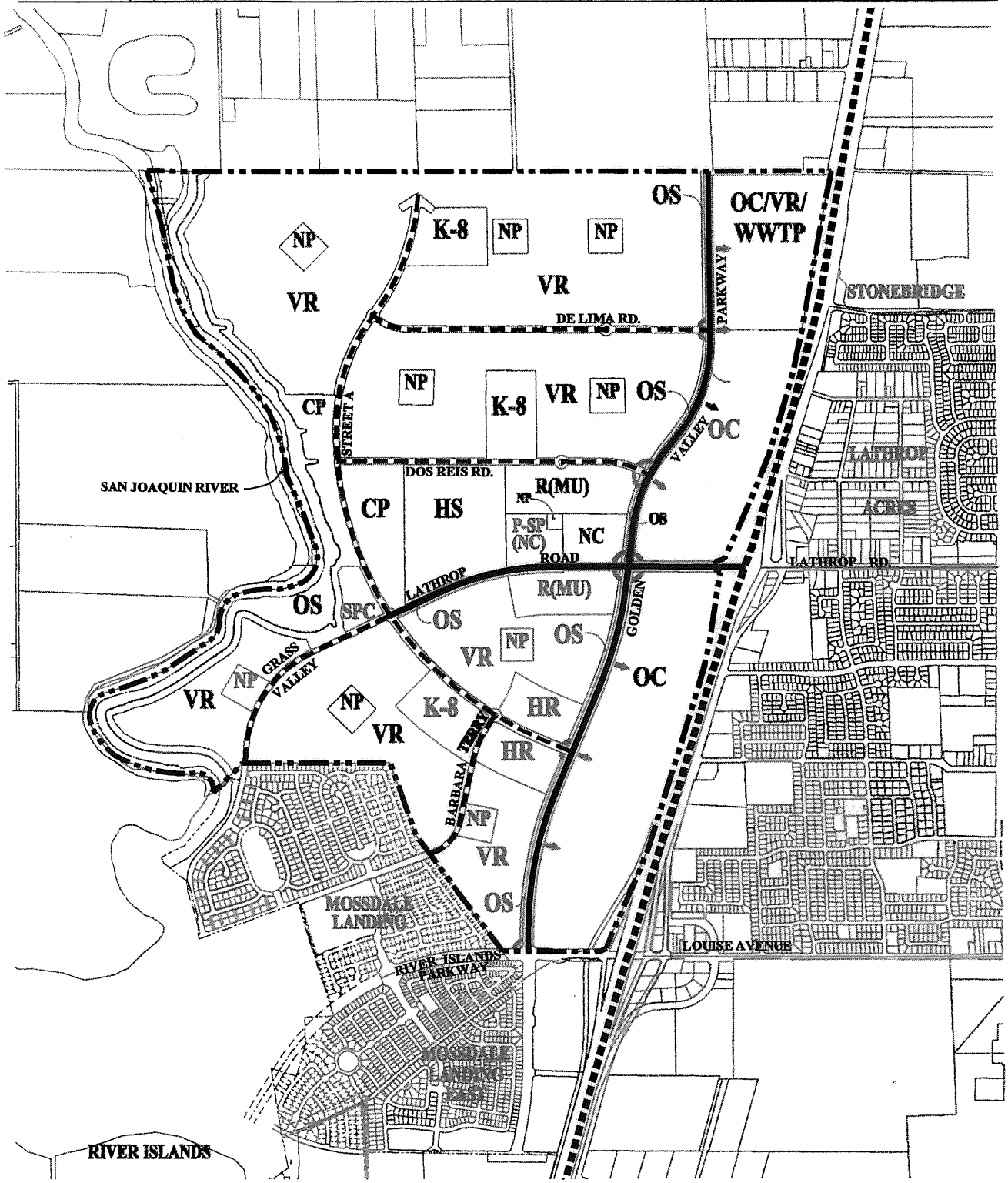

Figure 3.2: Vehicular Circulation Plan

Central Lathrop Specific Plan

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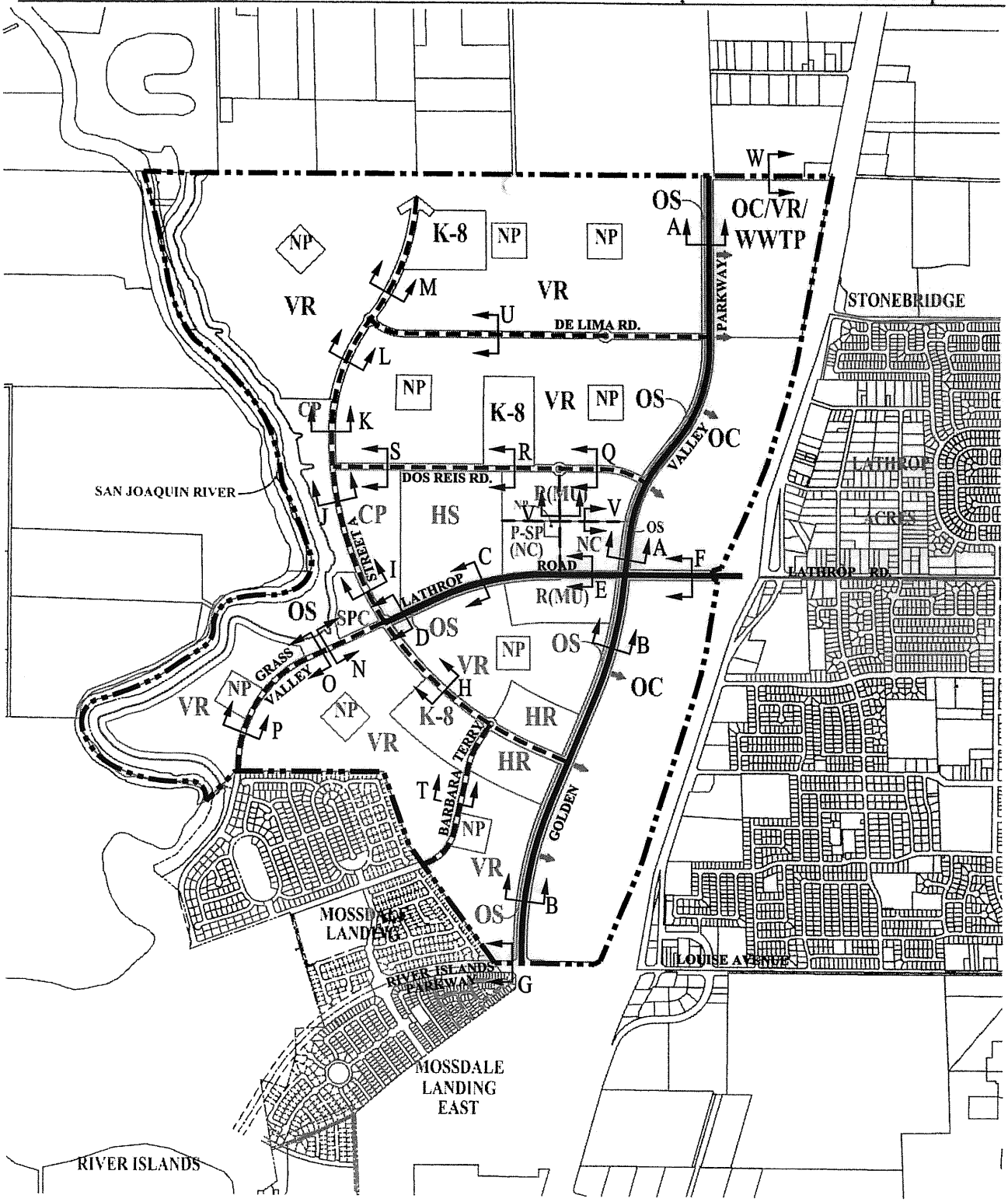
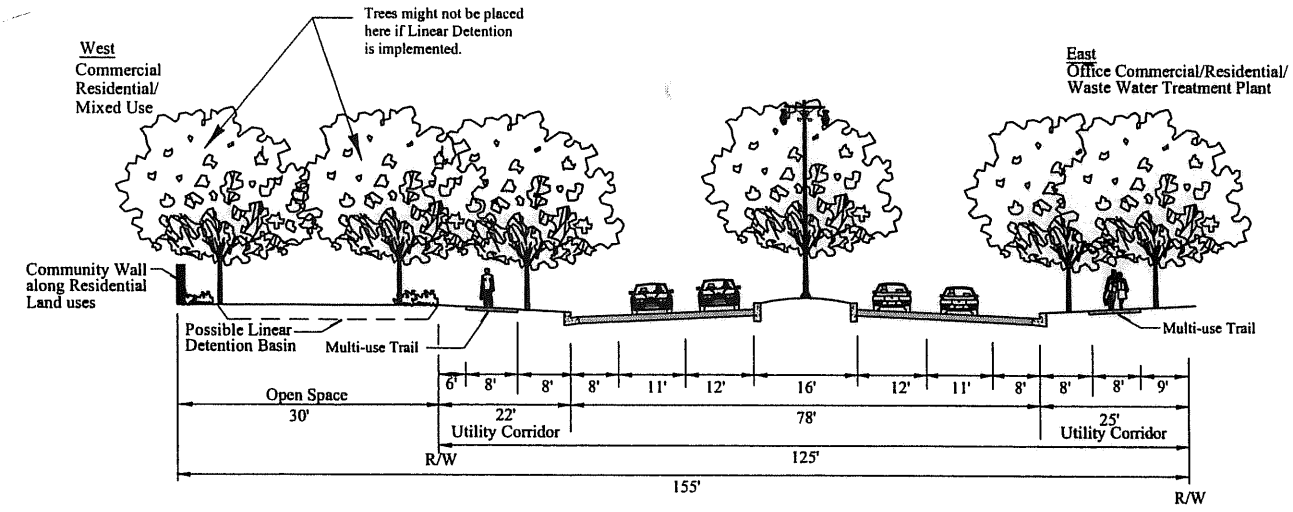


Note:
No residential streets, alleys or driveways are illustrated on this plan.

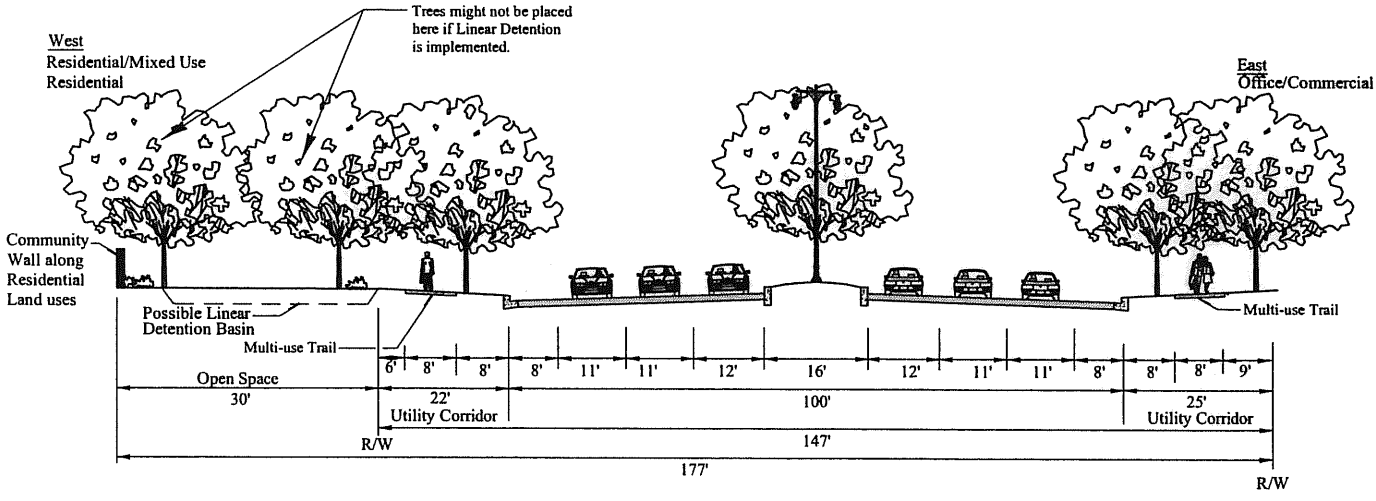
Figure 3.3: Street Section Locator

Central Lathrop Specific Plan



A GOLDEN VALLEY PARKWAY 4 LANES (BETWEEN LATHROP RD AND NORTHERN CLSP BOUNDARY) -125' ROW

N.T.S.

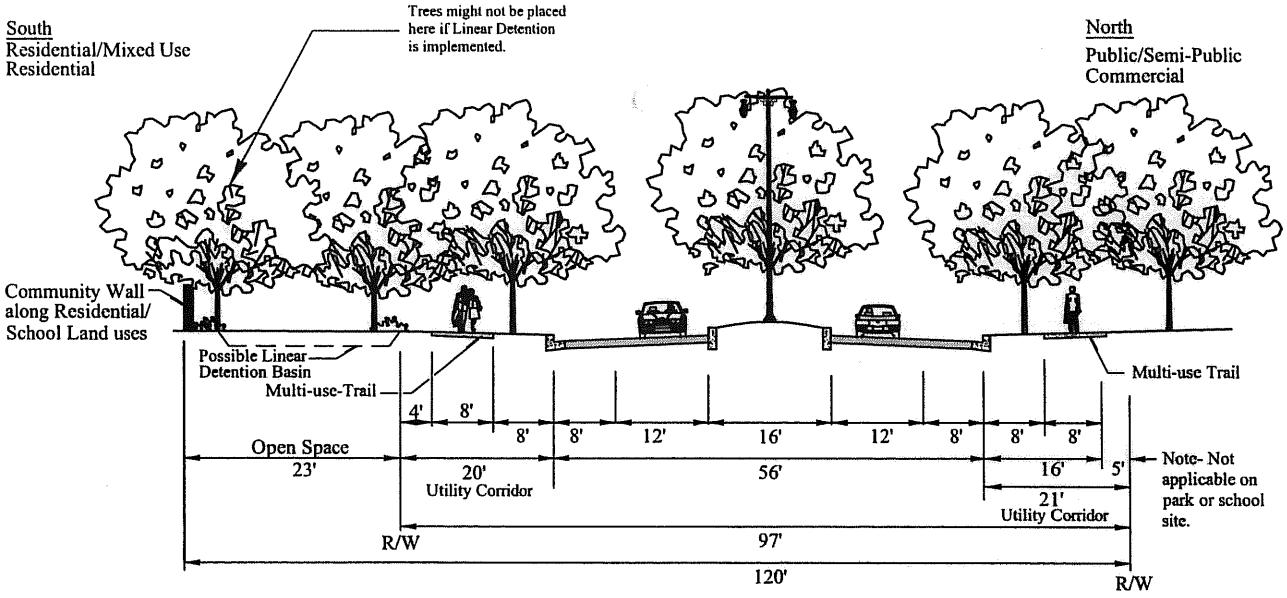


B GOLDEN VALLEY PARKWAY 6 LANES (BETWEEN LOUISE AND LATHROP RDS) - 147' ROW

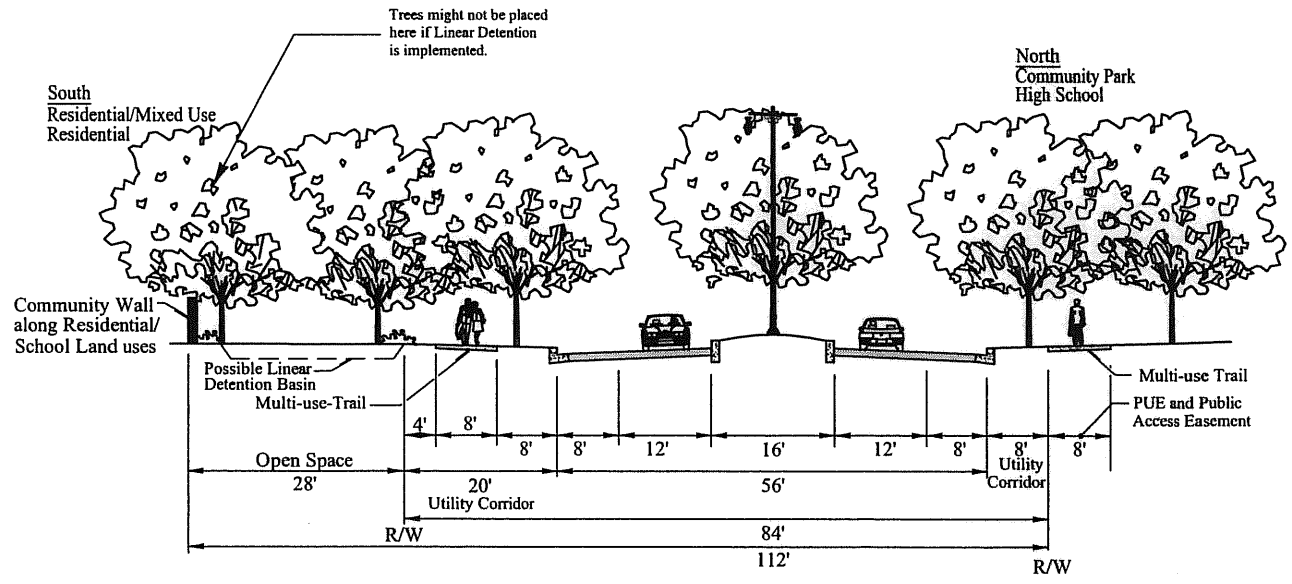
N.T.S.

Figure 3.4: Street Sections

Central Lathrop Specific Plan



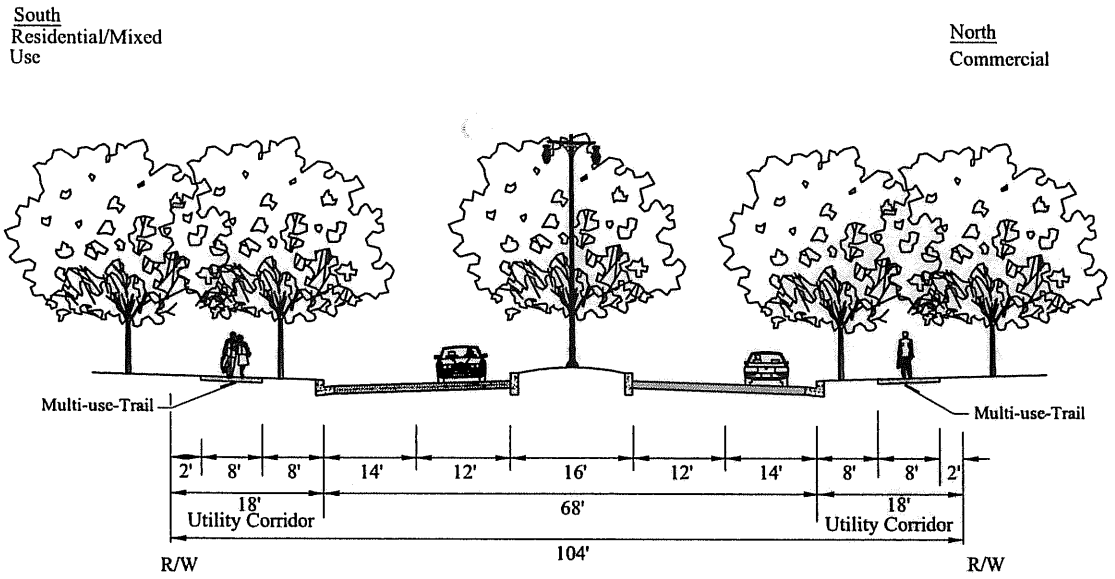
C LATHROP ROAD BETWEEN MAIN STREET AND STREET A - 97' ROW
N.T.S.



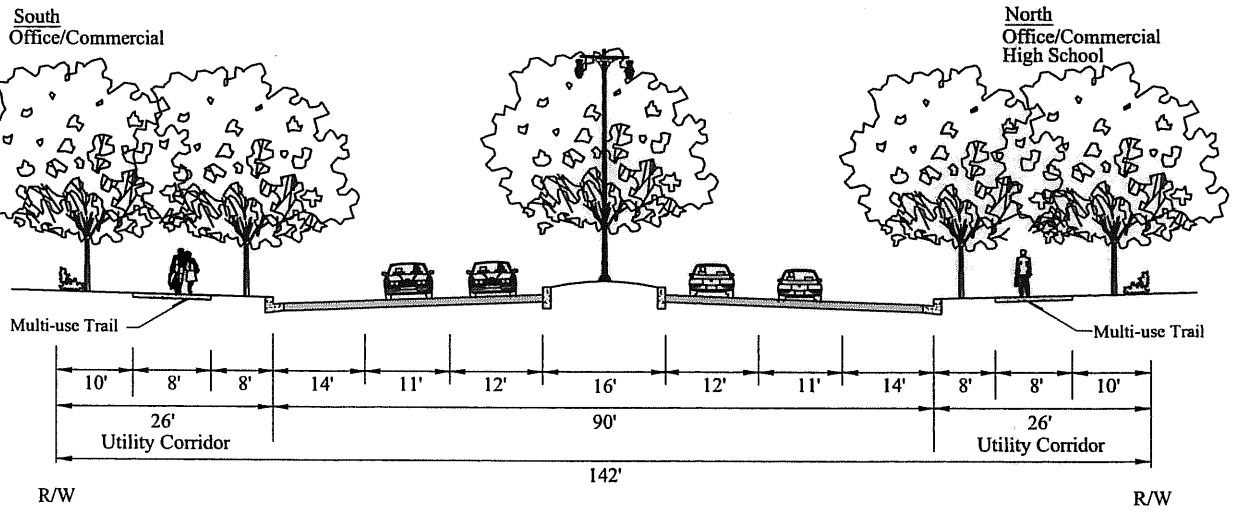
D LATHROP ROAD BETWEEN MAIN STREET AND STREET A (PARK/SCHOOL CONDITION) - 84' ROW
N.T.S.

Figure 3.5: Street Sections

Central Lathrop Specific Plan



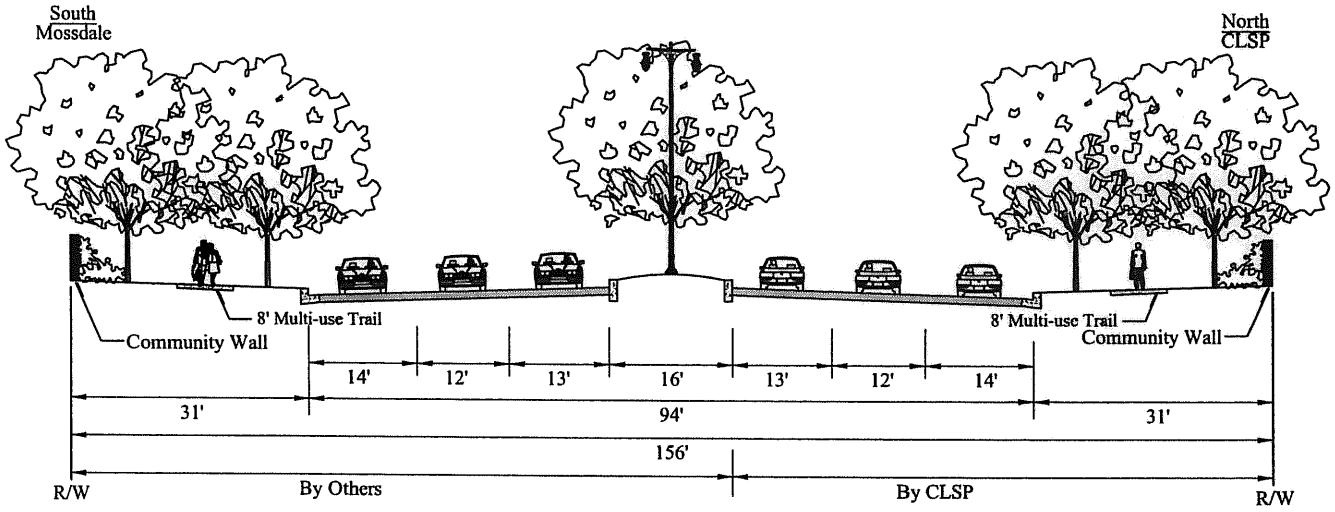
E LATHROP ROAD BETWEEN GOLDEN VALLEY PARKWAY AND MAIN STREET - 104' ROW
N.T.S.



F LATHROP ROAD BETWEEN GOLDEN VALLEY PARKWAY AND I-5 - 142' ROW
N.T.S.

Figure 3.6: Street Sections

Central Lathrop Specific Plan



G RIVER ISLANDS PARKWAY
N.T.S.

Figure 3.7: Street Sections

Central Lathrop Specific Plan

Collector Streets

The remaining major roadways in the Central Lathrop Specific Plan are collectors, which serve some level of through traffic while providing access to adjacent properties. Based on these adjacent land uses and the anticipated traffic volumes, full turn movement access is not to be limited to signalized locations. Access can be provided at signalized intersections, side-street stop sign controlled locations, and driveways serving adjacent properties. Collector streets have two lanes within the study area.

Street A is one of the major collector roadways is extending north from Golden Valley Parkway to near the northern boundary of the Specific Plan area. This roadway contains two travel lanes with a right-of-way that varies from 68 feet to 115 feet. All of the sections are designed with on-street parking and off-street bicycle and pedestrian facilities. The right-of-way width varies depending on the adjacent land uses. For example, schools adjacent to Street A may require additional landscape buffers. Refer to Figures 3.8 and 3.9.

Grass Valley, another collector, is located to the north of Barbara Terry Drive, and represents an extension of Lathrop Road. This road is a two-lane roadway with on-street bicycle lanes and on-street parking. A minimum 5-foot sidewalk is provided on both sides of the roadway as well. Again, the right-of-way varies dependent on the adjacent land uses and fluctuates from 65-feet to 99-feet. See Figure 3.10.

Dos Reis Road is found to the north of Lathrop Road and provides access to both residential/mixed-use (south side) and residential (north side) properties. This collector roadway provides two travel lanes and parking on both sides of the roadway. Again, the right-of-way varies and ranges from 66 feet to 92 feet. See Figure 3.11.

Barbara Terry Drive, a fourth collector roadway, connects Street A with the Mossdale Landing development. This roadway has a right-of-way that varies from 70-feet to 90-feet. This right-of-way incorporates 2 travel lanes, on-street bicycle lanes, and on-street parking. A 5-foot sidewalk is also provided. The right-of-way outside of the sidewalk varies depending on the configuration of the adjacent housing units. Refer to Figure 3.12.

De Lima Road is the project's final collector and connects Street A to Golden Valley Parkway. This two-lane roadway has a landscaped median and on-street parking. Bicycle and pedestrian facilities are provided as off-street multi-use trails for use by both pedestrians and bicyclists. The right-of-way varies from 84 to 104-feet, depending on the adjacent use. See Figure 3.12.

Local Roads

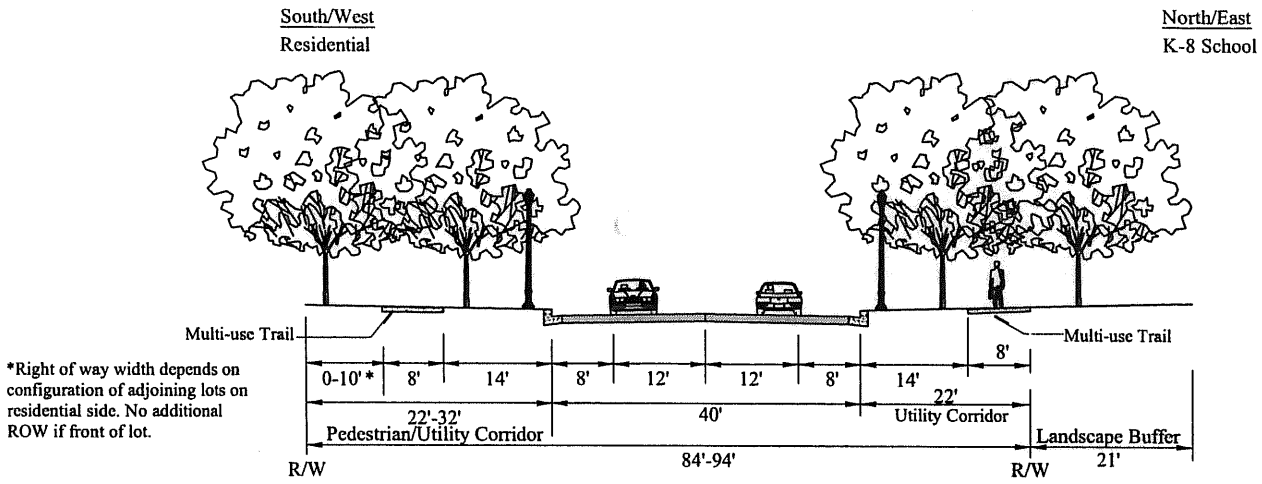
The Central Lathrop Specific Plan also includes several proposed local roads that serve adjacent development. These roadways include Main Street and a prototypical residential street that provide access in the residential areas of the project.

Main Street extends between Lathrop Road and Dos Reis Road and provides access to the proposed City Hall and other Civic uses. This roadway also provides access to adjacent commercial and residential uses. Given the low volumes anticipated to use this roadway, only two travel lanes are provided. Parking is provided in angled stalls. The sidewalks extend to a width of 15-feet. These wide sidewalks are designed to provide a pedestrian friendly environment that is conducive to activities, street cafes and similar uses. The total right-of-way is planned to be 90-feet, as shown in Figure 3.12.

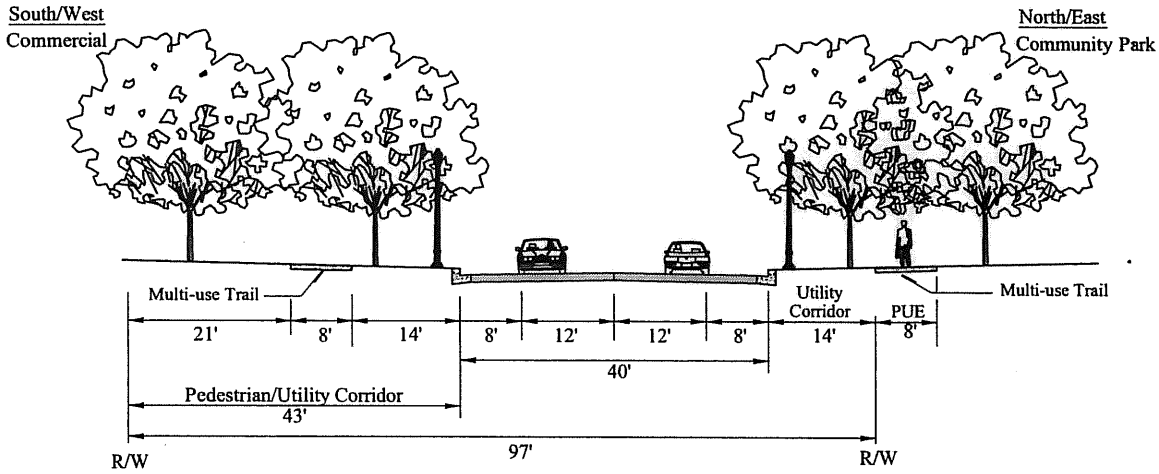
Street B is a minor street within the project that functions as a local/residential street. The total right-of-way for this roadway will be 53 feet. This right-of-way will accommodate two 18-feet travel lanes with a pavement width of 36 feet. These wider travel lanes could accommodate bicyclists though no bicycle lane will be striped. Additionally, a 5-feet wide sidewalk is provided on the south side of the roadway. The proposed cross-section for this roadway is shown on Figure 3.13.

The development will include a number of ***residential streets*** that serves the residential areas of the Specific Plan area. These residential streets have a right-of-way of 58-feet. This right-of-way accommodates two travel lanes, on-street parking, and 5-foot wide sidewalks on both sides of the road. See Figure 3.13.

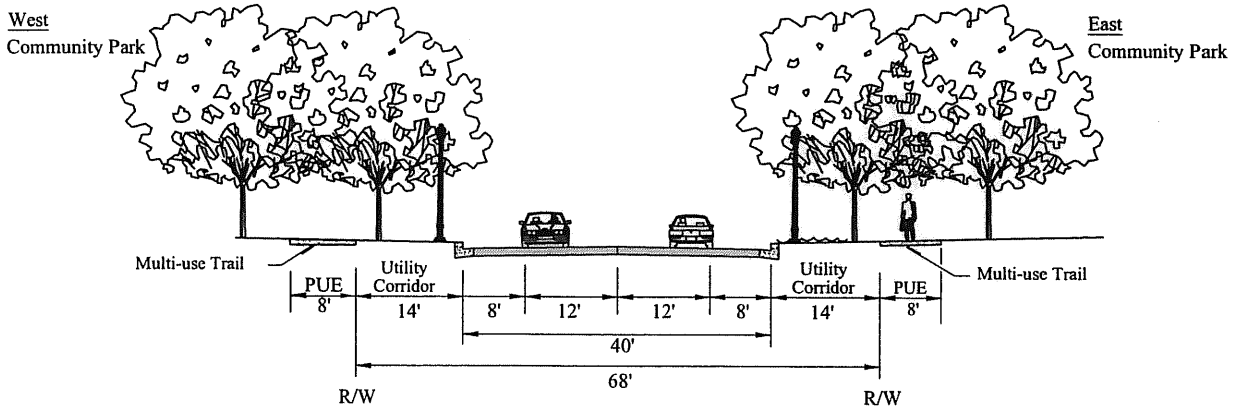
The project may also incorporate ***public alleys or shared drives***. The purpose of these alleys or shared driveways are to function as either service roads for deliveries and to provide access to commercial properties along streets such as Main Street, or to provide access to residential units and garages. Proposed alleys and drives may vary in size from 20 to 21 feet with 10-foot wide travel lanes. These alleys will not provide any bicycle or pedestrian facilities. The proposed cross-sections are shown on Figure 3.13.



H STREET A WITH SCHOOL CONDITION ON PEDESTRIAN CORRIDOR SIDE - 84-94' ROW
N.T.S.



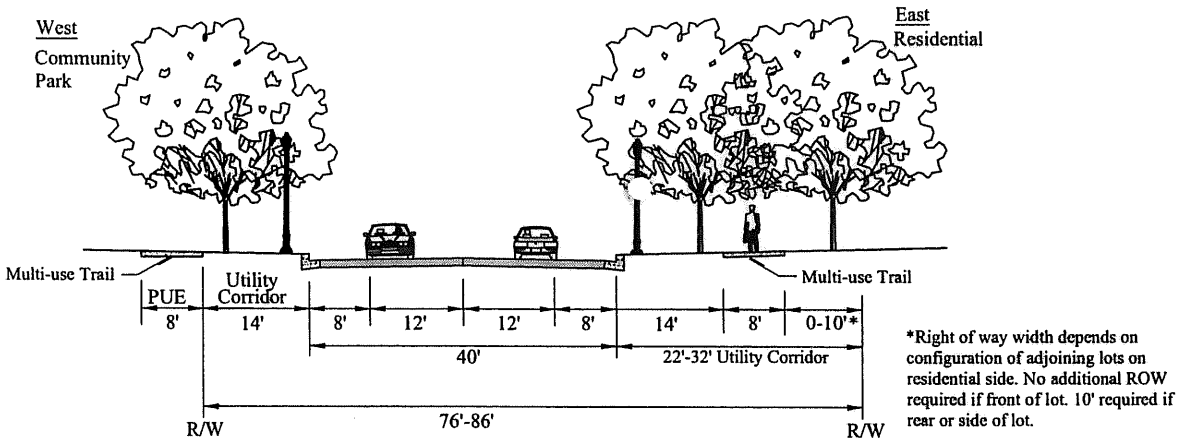
I STREET A WITH COMMUNITY PARK NOT ON PEDESTRIAN CORRIDOR SIDE - 97' ROW
N.T.S.



J STREET A WITH COMMUNITY PARK BOTH SIDES - 68' ROW
N.T.S.

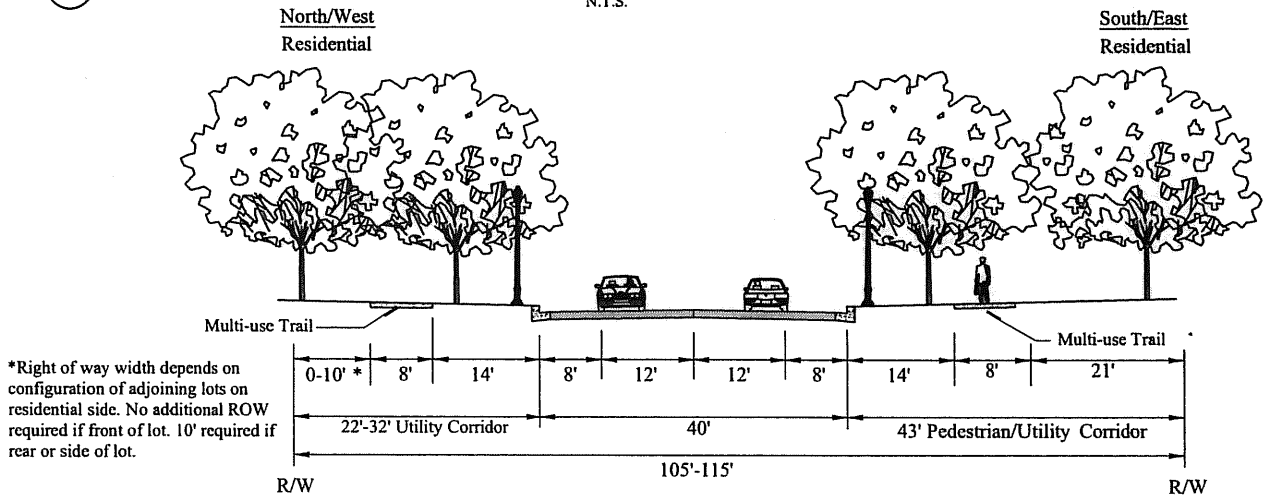
Figure 3.8: Street Sections

Central Lathrop Specific Plan



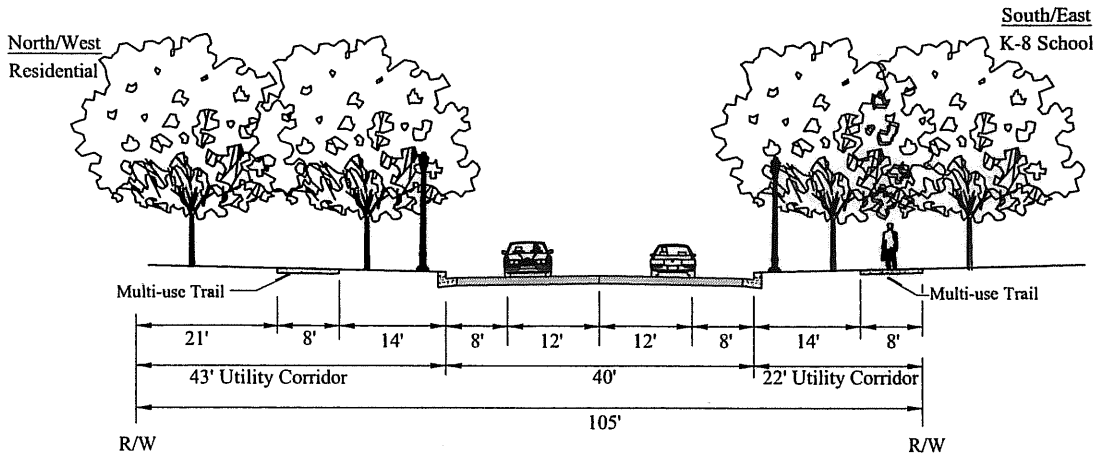
K STREET A WITH COMMUNITY PARK ON PEDESTRIAN CORRIDOR SIDE - 76'-86' ROW

N.T.S.



L STREET A WITH RESIDENTIAL BOTH SIDES - 105-115' ROW

N.T.S.

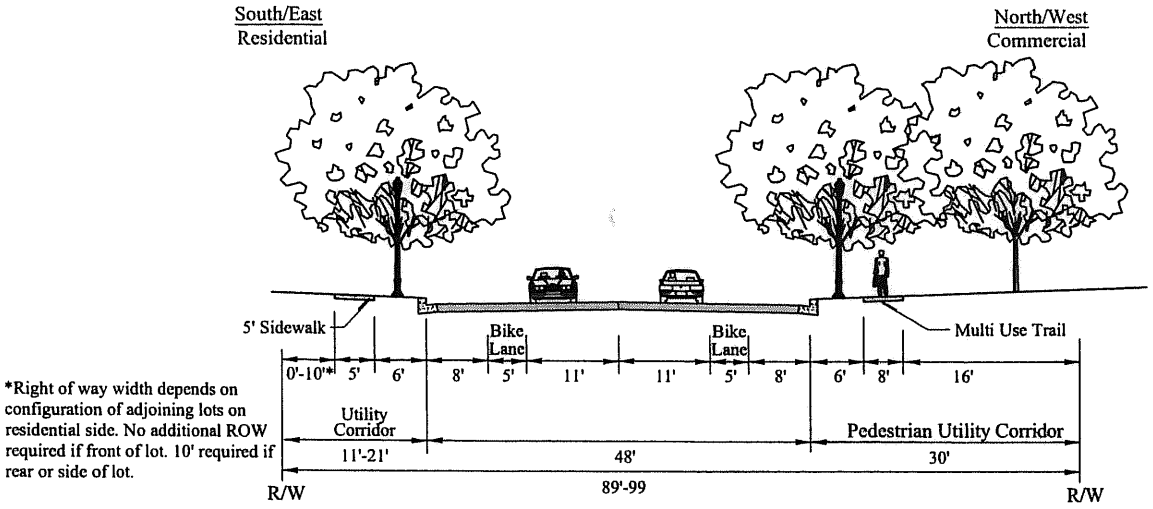


M STREET A WITH SCHOOL CONDITION NOT ON PEDESTRIAN CORRIDOR SIDE - 105' ROW

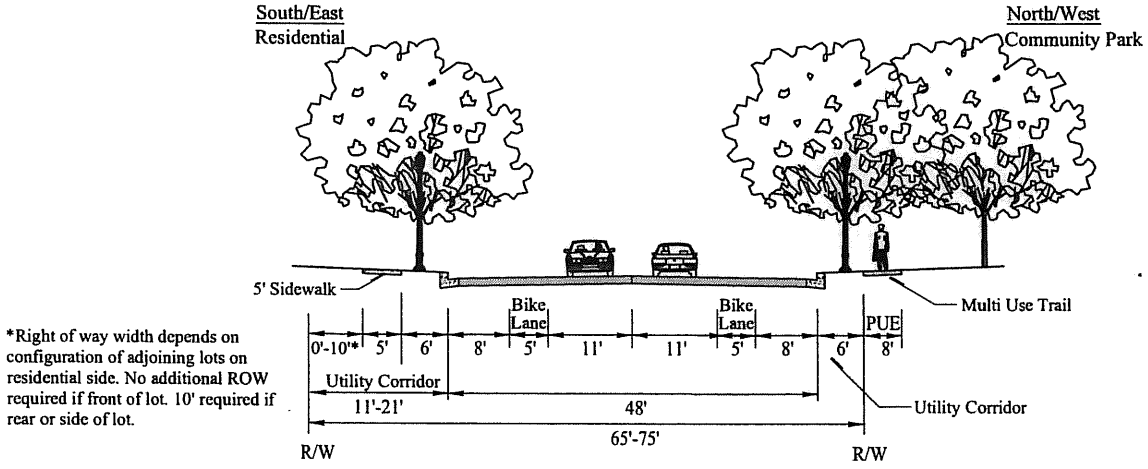
N.T.S.

Figure 3.9: Street Sections

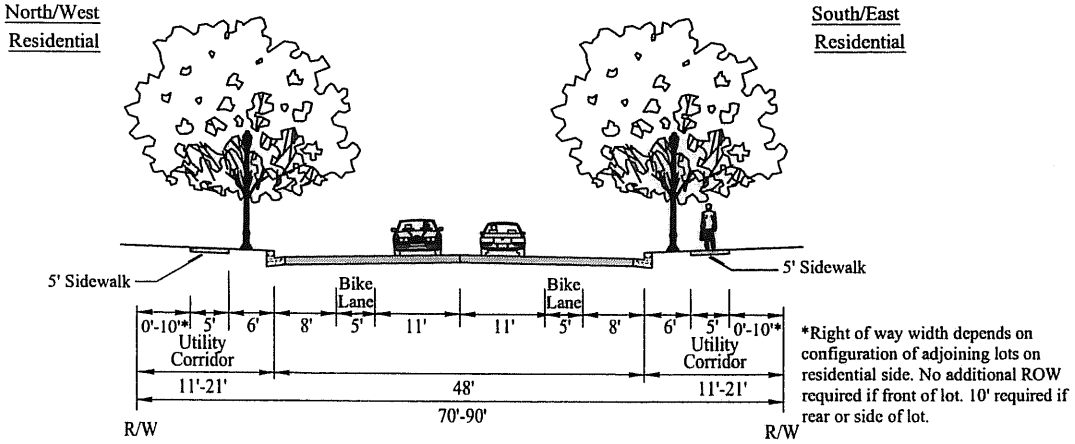
Central Lathrop Specific Plan



N GRASS VALLEY ALONG COMMERCIAL SITE ON PEDESTRIAN CORRIDOR SIDE- 89'-99' ROW
N.T.S.



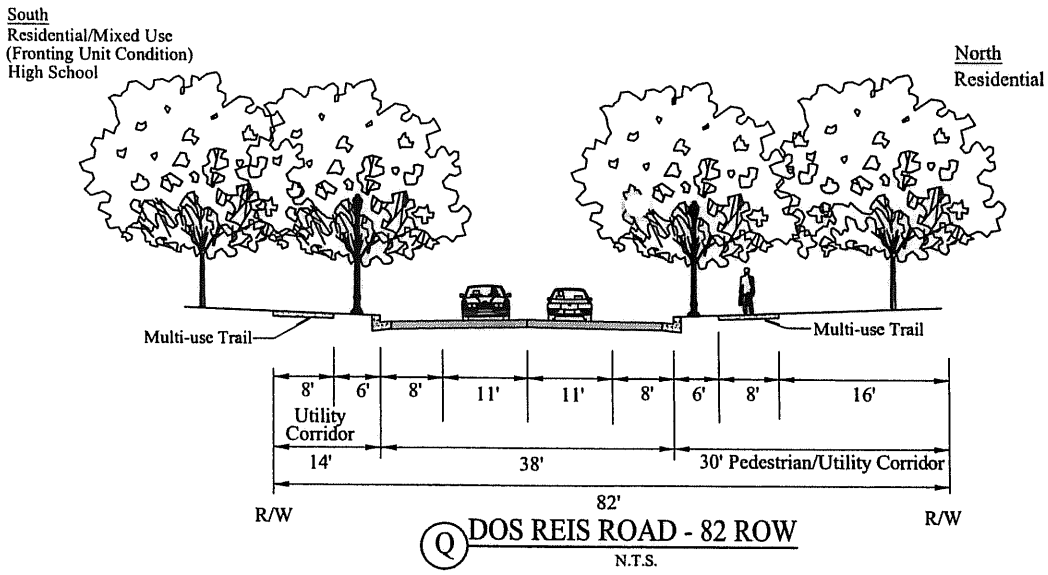
O GRASS VALLEY ALONG COMMUNITY PARK- 65'-75' ROW
N.T.S.



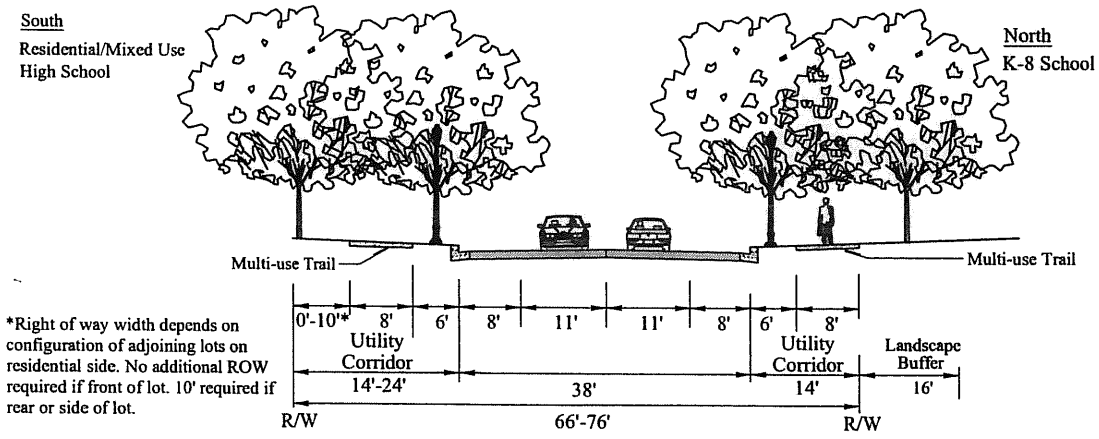
P GRASS VALLEY SOUTH OF COMMUNITY PARK -70'-90' ROW
N.T.S.

Figure 3.10: Street Sections

Central Lathrop Specific Plan

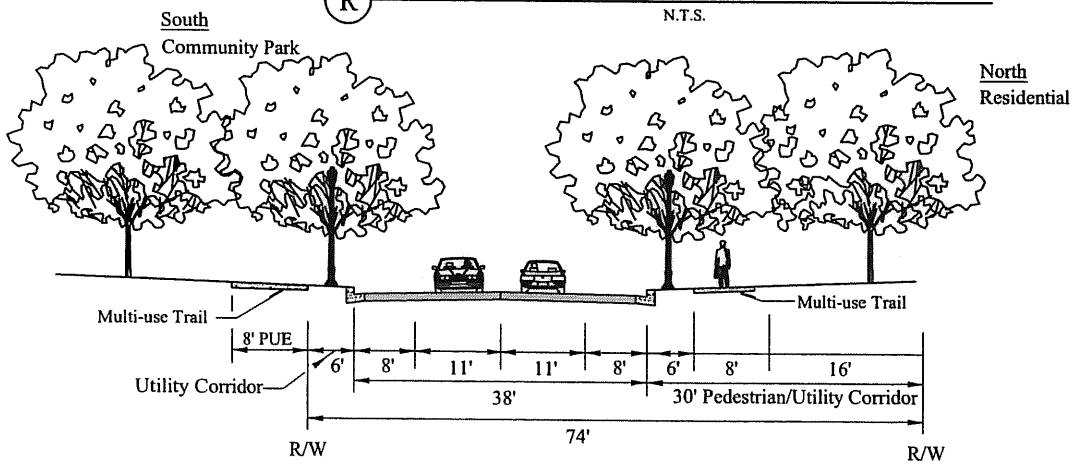


Q DOS REIS ROAD - 82 ROW
N.T.S.



*Right of way width depends on configuration of adjoining lots on residential side. No additional ROW required if front of lot. 10' required if rear or side of lot.

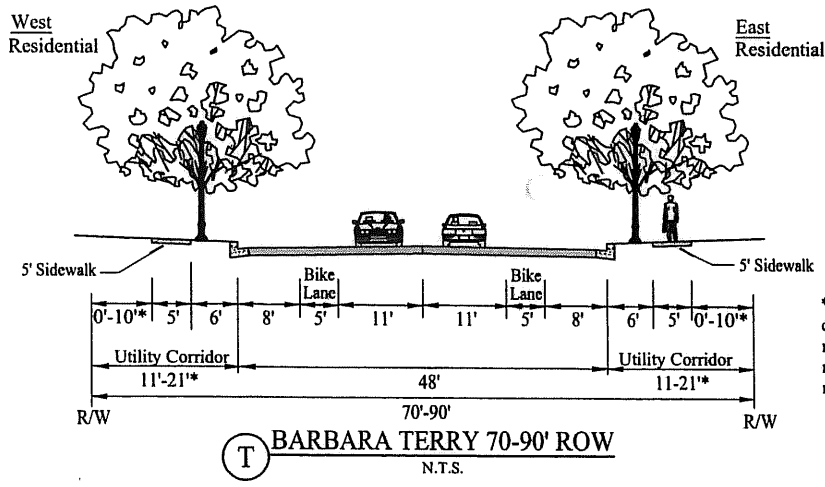
R DOS REIS ROAD WITH K-8 SCHOOL - 66-76' ROW
N.T.S.



S DOS REIS ROAD ALONG COMMUNITY PARK - 74' ROW
N.T.S.

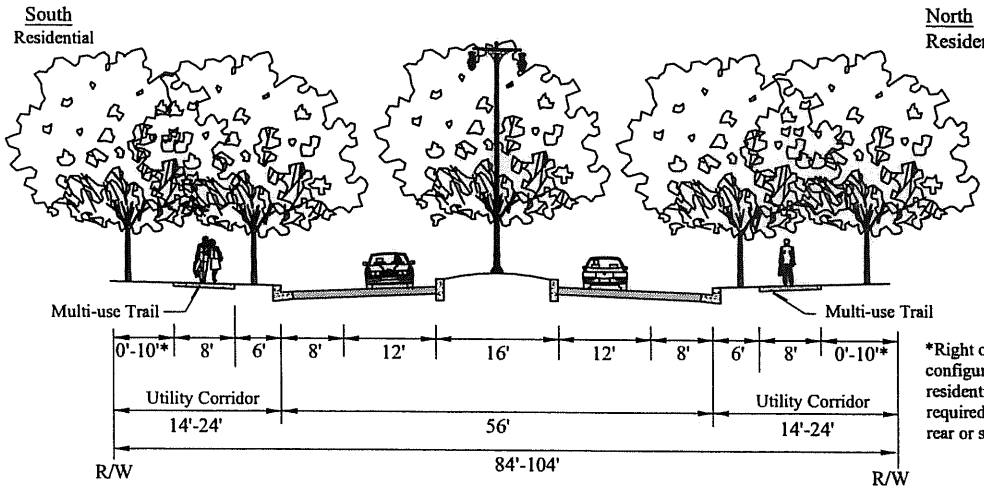
Figure 3.11: Street Sections

Central Lathrop Specific Plan



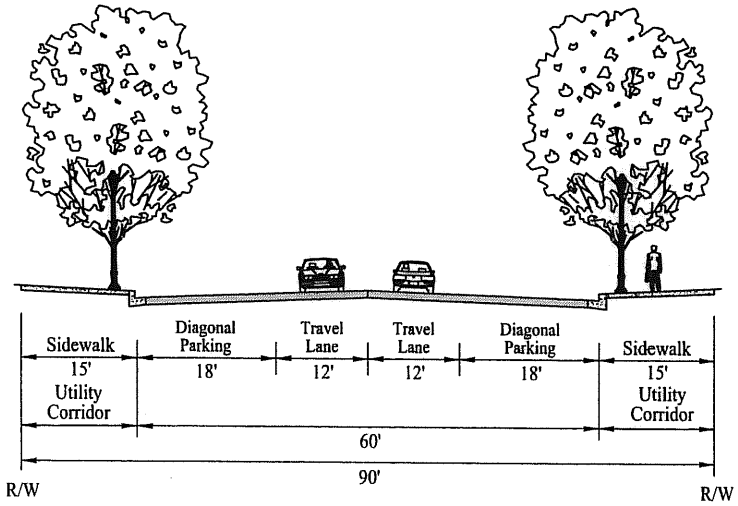
*Right of way width depends on configuration of adjoining lots on residential side. No additional ROW required if front of lot. 10' required if rear or side of lot.

T BARBARA TERRY 70-90' ROW
N.T.S.



*Right of way width depends on configuration of adjoining lots on residential side. No additional ROW required if front of lot. 10' required if rear or side of lot.

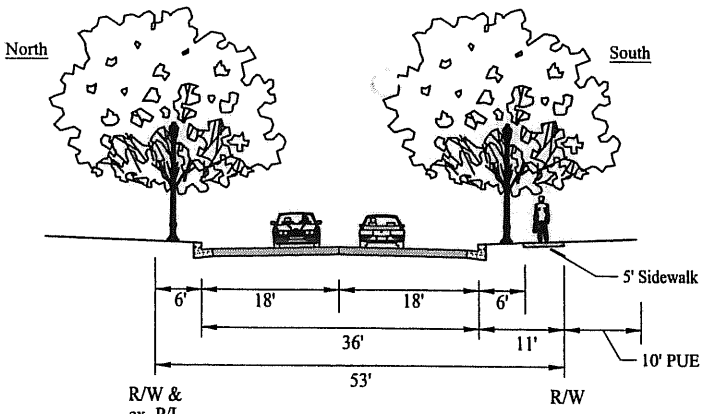
U DE LIMA ROAD - 84'-104' ROW
N.T.S.



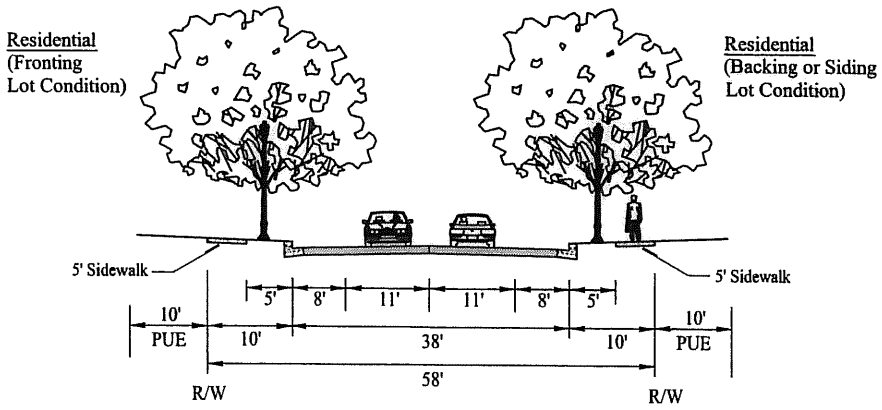
V MAIN STREET DISTRICT STREETS - 90' ROW
N.T.S.

Figure 3.12: Street Sections

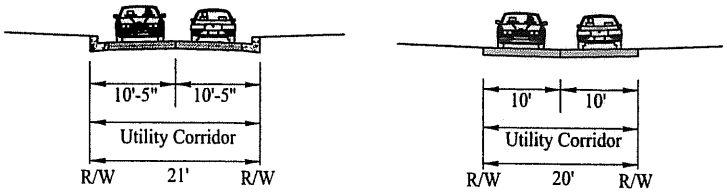
Central Lathrop Specific Plan



W STREET B - 53' ROW
N.T.S.



RESIDENTIAL STREET - 58' ROW
N.T.S.



PUBLIC LANE OR ALLEY - 20' or 21' ROW
N.T.S.

Figure 3.13: Street Sections

Central Lathrop Specific Plan

Utility Corridors

As shown on the street sections, many of the streets within the Specific Plan include utility corridors within the public right-of-way. The purpose of utility corridors is to provide a location for the installation of joint trench utilities (power, gas, telephone, cable T.V. and other similar dry utilities).

It is intended that the mainline joint trench will be installed beneath the multi-use trail or sidewalk. The area between the curb and the multi-use trail/sidewalk is envisioned to be used for the placement of underground vaults and structures such as splice boxes, transformers and other similar equipment. In instances where these structures can not be constructed underground, the portion of the utility corridor located behind the multi-use trail/sidewalk to the right of way line is envisioned to be used for above ground cabinets, where they can be placed away from the travel way and where landscaping can be used for visual screening. If there is not adequate space for above ground cabinets in the utility corridor behind the multi-use trail/sidewalk, then a public utility easement may be added for this purpose.

Utilities that are typically owned and maintained by the City (such as sewer, water, recycled water and drainage systems) are intended to be placed under the paved roadway sections. However, in some instances, the Public Works Director may approve the use of utility corridors for the placement of these utilities. This situation might occur if there is not adequate room to meet separation requirements between the utilities within the paved section. It may also occur if phasing of construction requires early placement of pipelines (before roadway improvements) and the risk of subsequent damage to the pipeline during road construction justifies

Bicycle and Pedestrian Network

The Plan provides a comprehensive and extensive system of integrated bicycle and pedestrian trails. This system connects residential neighborhoods with schools, parks, open spaces, and commercial and employment centers with the use of sidewalks, trails, and bikeways. Major elements of this network include both off-street and on-street facilities. Refer to Figure 3.12 for the Pedestrian and Bicycle Circulation Plan.

The off-street facilities include 8' multi-use trails located adjacent to major arterials and many of the collector roadways. As part of the linear community park, a 12' multi-use trail will be placed that will connect to existing or future trailways to the north and south; no views of the river are available from this trail. Another multi-use trail is proposed for the San Joaquin River levee if approved by the City of Lathrop and Reclamation District- 17. This trail atop the levee serves a secondary function as a maintenance road for the levee maintenance agency, Reclamation District-17 (RD-17), and also provides scenic viewing of the river.

Other off-street facilities include dedicated sidewalks that range in width from 5-feet to 15-feet. The wider sidewalks are located along the proposed Main Street, thereby creating an environment conducive to activities such as outdoor dining and window-shopping. Narrower sidewalks are located next to residential streets and other low volume roadways.

Park-and-Ride Facilities

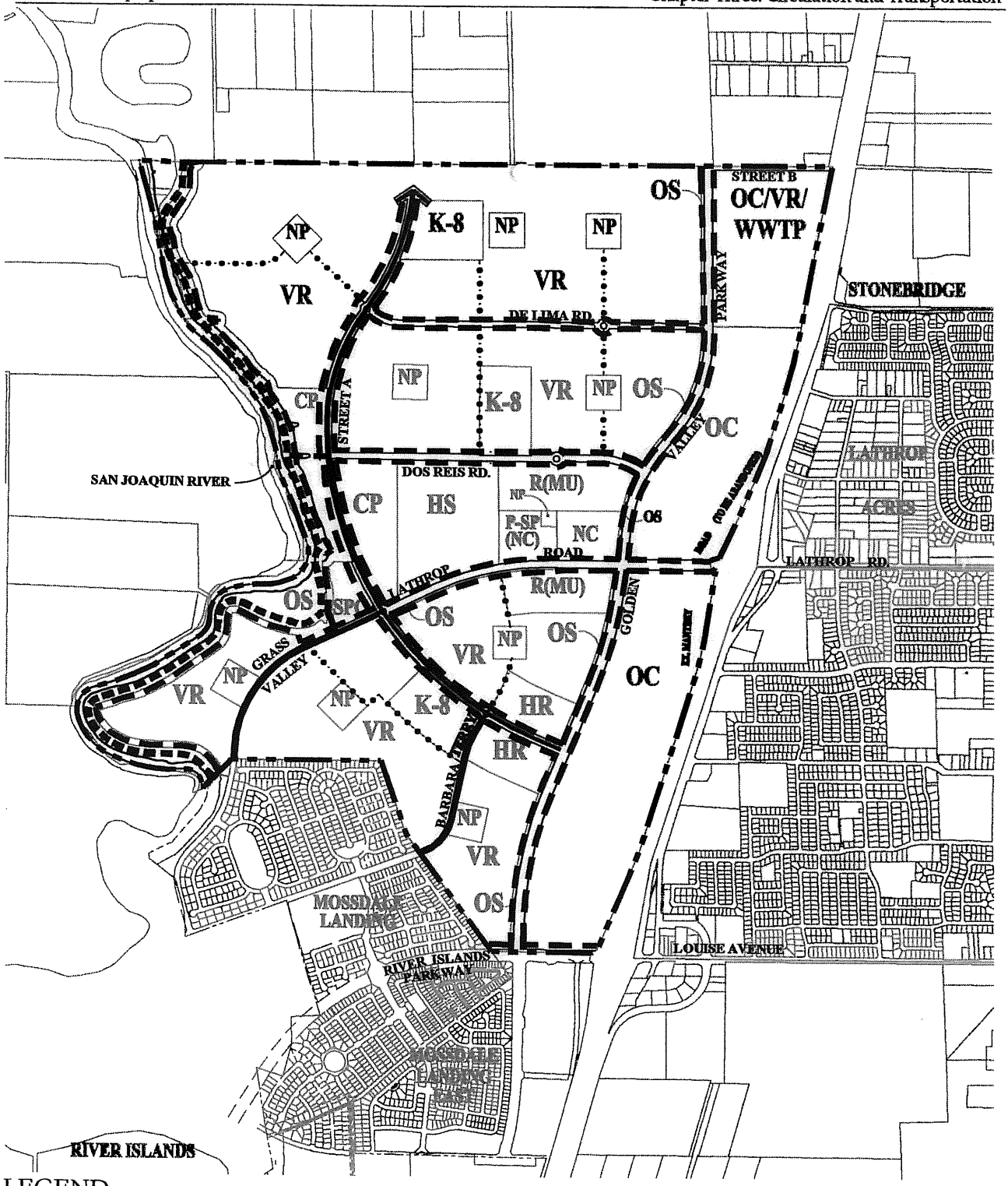
As stated previously, there currently is a park and ride facility within the City of Lathrop. This facility is located to the east of I-5, between Lathrop Road and Louise Avenue on 5th Street. This facility serves the three commuter bus routes that are operated by the Regional Transit District. These commuter bus routes link Lathrop to the Dublin/Pleasanton BART station and Sunnyvale.

With the development of the project, it would be appropriate to relocate this park and ride facility to within the plan area. It is anticipated that the configuration for this facility will be determined through consultation with the City of Lathrop, the Regional Transit District, and other stakeholder agencies.

Transit Facilities

It is anticipated that The San Joaquin Regional Transit District will identify appropriate locations for additional bus stop locations and bus routes within the Plan Area. These should include appropriately designed shelters to protect potential riders from inclement weather and other environmental factors.

The project could also accommodate a transit center. This transit center would provide bus access and transfers at a central location. The precise configuration of this transit center would be developed after input from the City of Lathrop, the Regional Transit District, and other stakeholder agencies.



LEGEND

- Potential Levee Trail
- Multi-use Trail
- Bike Lane
- Boundary
- Pedestrian Route/ Sidewalks

Note: Sidewalks are present on all streets.

Figure 3.14: Pedestrian and Bicycle Circulation Plan

Central Lathrop Specific Plan

10-20-2004 11:45:59 mdixon P:\19238\SP Exhibits\3.14_PedestrianBikeCirculation.dwg

Chapter Four: Natural Resources Management

Introduction

This chapter addresses the natural resource opportunities of the Central Lathrop Specific Plan area and how they are integrated and managed for their preservation and benefit of the community. Additionally, this chapter identifies and discusses how other facilities may be integrated into the Plan to provide for the provision of new natural resource systems.

Open Space and Parks

The Central Lathrop Specific Plan makes extensive use of dedicated open space to create an integrated and interconnected resource management system. The preservation and management of existing natural resources within and adjacent to the Central Lathrop Specific Plan area and the establishment of new natural resource systems are a principal feature of the Central Lathrop Specific Plan. Open space can be both privately owned and maintained or publicly owned and maintained.

Open Space features include the San Joaquin River and those areas associated with the levee -- its side slopes, its top, and that area within 10' of the outer (land side) levee toe; open space corridors that may contain linear detention basins; and other areas where either natural resources or community design warrants an open space use. Open space areas are typically characterized by the inclusion of internal trail systems.

With the establishment of the linear open space corridor along the river, sensitive riparian vegetation and habitat will be preserved and protected, except as determined by the Reclamation District for levee safety or maintenance reasons. Public access to and along the top of the levee may be provided if approved by the City of Lathrop and RD-17, affording the community views of the river and its environs, as well as greater views of the valley.

Community and neighborhood parks also provide open space areas within the Plan. Parks offer opportunities for both active recreational pursuits and more passive activities, and contribute towards neighborhood and community identity. These facilities expand upon those provided by Dos Reis Park.

Refer to Chapter Five: Community Services and Facilities for more information on parks.

Williamson Act Lands

The majority of the acreage within the Specific Plan area is under Williamson Act contracts; however, all but one of these properties have filed Notices of Non-renewals. These contracts must be canceled or expire before development may occur on the subject lands.

Although Notices of Non-renewals have been filed, these lands are anticipated to continue to be utilized for agricultural purposes until the implementation of the Plan area results in the discontinuation of these farming activities. See Chapter Eight: Implementation for additional information.

Right to Farm

The City of Lathrop has adopted an Agricultural Land Preservation Ordinance, also known as a "right to farm" ordinance, to protect the activities, operations, and facilities associated with agricultural production from encroaching urban uses and conflicts. Mitigation to alleviate potential impacts of development within the

Plan area upon functioning agricultural activities have been included within the CLSP EIR. Mitigation is comprised of setback buffers between development and farming activities.

To reduce potential public pressure to restrict agricultural operations that future residents may consider a nuisance, the City requires that a disclosure statement be provided to new homebuyers notifying them of preexisting agricultural land uses within the surrounding area.

Biological Resources

The planning area is comprised mostly of intensively managed and irrigated agricultural fields with a few large lot homesteads and isolated commercial/industrial sites. As a result, natural habitats within the CLSP area are restricted to narrow patches of riparian vegetation along the San Joaquin River and a small area along the southwestern boundary, marshy vegetation in some agricultural ditches, and scattered individual or small clumps of valley oak trees.

The vegetation of the CLSP area is dominated by cropland and other developed or previously disturbed habitats. A relatively small amount of native vegetation occurs along the San Joaquin River, which borders the western edge of the Plan area, and within several of the drainage ditches that traverse the area. Vegetation types present in the CLSP area are classified according to the categories designated in the SJMSCP. These categories are described in detail within the CLSP EIR. Present vegetation categories are cropland, freshwater emergent wetland, Great Valley cottonwood riparian forest, Great Valley oak riparian forest, Great Valley riparian scrub, ruderal, and park/residential.

Some habitats types in the CLSP area could be considered sensitive by regulatory agencies. These include freshwater emergent wetland, Great Valley cottonwood riparian forest, and Great Valley riparian scrub.
Valley elderberry longhorn beetles require blue elderberry shrubs for reproduction and survival. Although focused surveys for elderberry shrubs have not been conducted, isolated shrubs and clumps of shrubs have been observed. Based on the presence of blue elderberry shrubs, valley elderberry longhorn beetle could occur in the CLSP area.

A number of special status raptor species are expected to occur in the CLSP area, including Swainson's hawk, white-tailed kite, and northern harrier. Agricultural fields provide suitable foraging habitat for all of these special-status raptors and the oak and riparian forest communities provide nesting opportunities for tree nesting species.

Riparian brush rabbits have been located in the Plan area. Although riparian brush rabbits occur in the CLSP area, the small patches of suitable habitat are unlikely to support a long-term viable population of the species.

The overall wildlife habitat value of the CLSP area is limited by the predominance of agricultural lands, which support a relatively low diversity of wildlife species. However, agricultural fields can be heavily utilized by some species. Alfalfa fields in the CLSP area are expected to support small mammals, such as Botta's pocket gopher, western harvest mouse, and California meadow vole. These small mammals are prey for a variety of raptor species known to occur in the CLSP area, including American kestrel, northern harrier, red tailed hawk, and Swainson's hawk. A variety of other birds were observed or are expected to forage in CLSP area agricultural fields, including western kingbird, barn swallow, western meadowlark, and Brewer's blackbird.

Ornamental vegetation and landscaping associated with developed areas, such as rural residences and the County park, also support a relatively low wildlife diversity. These areas are typically utilized by species adapted to highly disturbed and altered environments, such as house sparrow, house finch, raccoon, and opossum.

Wildlife diversity in agricultural ditches is limited due to the regular disturbance of the ditches for clearing and maintenance and the absence of natural vegetation in uplands adjacent to the ditches (e.g., agricultural lands). However, the marsh vegetation in the ditches may support species typical of this plant community such as marsh wren, song sparrow, and Pacific tree frog. Riparian vegetation and oak trees provide nesting habitat for a much wider variety of bird species and also provide potential nest sites for raptors.

For a more detail description of sensitive habitats and wildlife, including mitigation measures to alleviate development effects upon these resources, please refer to the CLSP EIR companion document.

By designating biological resources as Open Space within the CLSP, some of the natural habitats within the Specific Plan area are preserved. These habitats are located primarily along the San Joaquin River and will be carefully integrated into the project's levee open space areas, river areas, and adjacent linear community park. The preservation of the levee open space corridor and parallel linear community park forms and continues a strong framework of continuous open space within and beyond the Plan area, maintains an interconnected habitat system that allows for the connectivity of plant and wildlife communities, and support daily wildlife needs, while permitting limited public access to these areas. Public access along the potential levee top trail will permit scenic views from and access along the levee and to certain open space areas; this will protect sensitive habitats and wildlife from effects associated with human interaction.

Habitat Conservation Plan

The City of Lathrop adopted the San Joaquin Multi-Habitat Conservation and Open Space Plan (SJMSCP) on January 16, 2001, and has signed the implementation agreement. This document provides a process for plan participants to offset impacts to biological resources, conserve open space, maintain the agricultural economy, and allow development within the County, and was created to obtain permits from U.S. Fish and Wildlife Service and the California Department of Fish and Game for the next 50 years in exchange of participating project applicants paying mitigation fees. Fees are based on the amount and quality of land converted from agricultural or open space uses to urban uses.

Ninety-seven species are covered by the SJMSCP, which is intended to provide comprehensive mitigation pursuant to local, state, and federal regulations for impacts on these species from SJMSCP-permitted activities.

Focused surveys for special-status species were not conducted for this project. Reconnaissance level surveys were conducted that included a habitat evaluation for all potentially occurring special-status species. Because project proponents will be seeking coverage under the SJMSCP, comprehensive habitat evaluations and focused surveys, when necessary, will be conducted for all the special-status species as part of the SJMSCP process.

Impacts to fishery and wetland resources that might occur in the CLSP area that are not covered under the SJMSCP program must be permitted separately. Such permits may include authorization of dredge or fill of wetlands under Section 404 of the Clean Water Act and Incidental Take Authorization under Section 7 or Section 10 of the federal Endangered Species Act.

Historic and Cultural Resources

Based on a series of archaeological and historical resource surveys and records searches performed for the project, no archaeological sites have been identified within the CLSP area, nor would construction of the project affect any known prehistoric archaeological site. Furthermore, none of the eight properties with historic-era buildings within the plan area appear eligible for listing on the California Register of Historical Resources.

The CLSP EIR provides mitigation and direction for further analysis of project related impacts on historical and cultural resources, as needed, and on how to proceed if any previously undiscovered or sub-surface archaeological artifacts or historical sites are discovered in the Plan area. Refer to the CLSP EIR for additional information.

Chapter Five: Community Services and Facilities

Introduction

A wide array of public services and facilities are required to address the recreational, educational, governmental, and emergency response needs of the Specific Plan area. These services and facilities include parks; schools; police, fire, and animal control services; civic facilities; and solid waste services. As the Plan area develops, the City and other responsible agencies will review the plans to ensure that adequate public facilities and improvements are provided in a timely manner.

Parks and Recreation

Recreation is a key component in the life style of people residing in any community environment. Recreation facilities and parks, in their active and passive forms, are an important asset contributing to the stability, attractiveness, and quality of life of a community. The Parks and Recreation section describes the acres of required and provided park lands, the types of park and recreation facilities that are required and provided in the CLSP, the open space features of the Plan, and park interfaces. The CLSP park plan meets the City's park dedication and recreational facilities requirements.

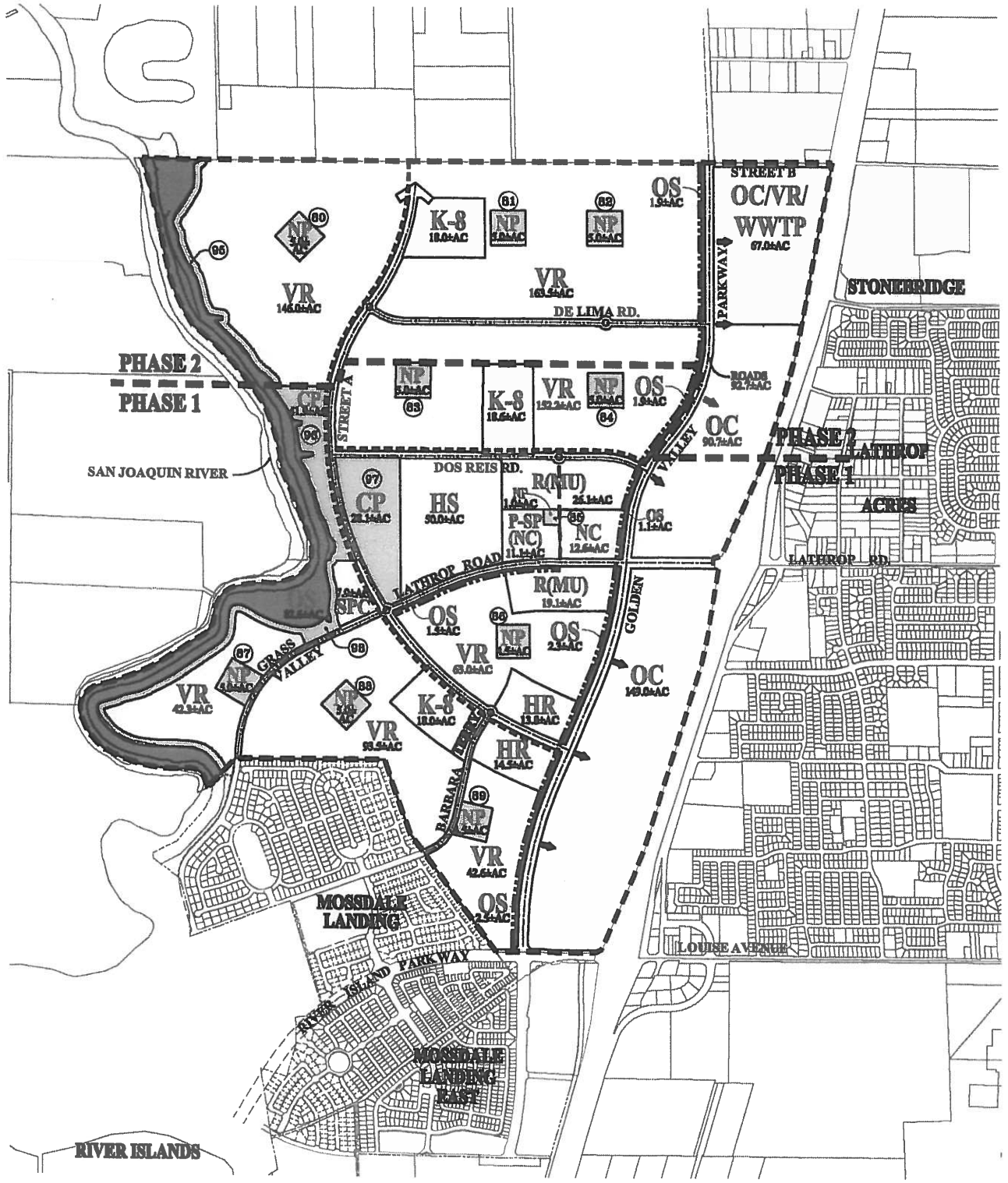
The general location of CLSP parks, open space, and trails are included on Figure 5.1. Details related to dedication, operation, funding, phasing, construction, and maintenance will be included in the project development agreement.

Park and Recreation Requirements and Provisions

The City of Lathrop, as required by Municipal Code Section 163240, calculates the park dedication requirement upon residential density and the most current census information regarding the average number of persons per household. The 2000 Census determined the persons per household factor to be 3.59, regardless of housing type or density. The City currently is comprised of approximately 98% single family, larger lot dwellings. The Lathrop Municipal Code Section 163240 allows that a different population ratio can be utilized if rebuttable evidence is provided that this factor should be modified in certain instances. Such a process is being undertaken for the CLSP area.

The CLSP offers higher densities and wider mix of housing types than currently found in the City, resulting in lower population per unit factors. The population factor of 2.8 (midpoint of the Variable Residential persons per household range found in the Lathrop General Plan) is applied to Variable Density Residential areas and 2.0 is applied to High Density Residential and Residential/Mixed Use areas in the CLSP. These ratio figures are based upon the population ratios utilized in the Capital Facilities Fee as single family (2.8) and multi-family (2.0). In addition, they support the assumptions of the Lathrop General Plan that a reduction in persons per household will occur over the life of the Plan.

Utilizing these standards, the 6,790 dwelling units in the Central Lathrop Specific Plan will generate an estimated population of 18,070 residents. As noted on Table 5.1, the City of Lathrop's General Plan requirement of 2 acres per 1,000 residents for Neighborhood Parks and 3 acres per 1,000 residents for Community Parks requires a total of 90.3 credited acres of parkland in the Plan Area. This credited park land total is comprised of 36.1 acres of neighborhood parks and 54.2 acres of community parks.



LEGEND

- Open Space
- Mini Park/Neighborhood Park/Community Park
- Open Space Corridor
- Pedestrian Corridor
- Boundary

PARK SUMMARY

Parcel Number	Park Type	Acres	Units and Population by Phase*
Phase 1			
83	Neighborhood Park	5.0	
84	Neighborhood Park	5.0	
85	Neighborhood Park	1.0	
86	Neighborhood Park	4.5	
87	Neighborhood Park	5.0	Variable Density Residential - 2,866 units
88	Neighborhood Park	5.0	High Density Residential - 453 units
89	Neighborhood Park	4.5	Residential/Mixed Use - 723 units
Subtotal	***Neighborhood Parks***	***30.0***	10,376 Population
96	Community Park	19.2	
97	Community Park	28.1	
98	Linear Community Park	15.0	
Subtotal	***Community Parks***	***62.3***	
Total-Phase 1	***Parks***	***92.3***	
Phase 2			
80	Neighborhood Park	5.0	
81	Neighborhood Park	5.0	
82	Neighborhood Park	5.0	Variable Density Residential - 2,748 units
Subtotal	***Neighborhood Parks***	***15.0***	7,694 Population
95	Linear Community Park	7.7	
Total-Phase 2	***Parks***	***22.7***	
Overall Specific Plan-Phases 1 & 2			
80-89	Neighborhood Parks	45.0	Variable Density Residential - 5,614 units
96,97	Community Parks	47.3	High Density Residential - 453 units
95,98	Linear Community Parks	22.7	Residential/Mixed Use - 723 units
Subtotal	***Community Parks***	***70.0***	Total units by Population - 18,070
Total	***Phase 1 and Phse 2 Parks***	***115.0***	

*Population ratios for Park acreage determination is 2.8 for Variable Density Residential and 2.0 for all other Residential densites.

0' 1000' 2000' 4000'

Figure 5.1: Park and Open Space Plan

Central Lathrop Specific Plan

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Table 5.1- Park Acreage Requirements

Park Type	General Plan Requirement	Acreage Required
Neighborhood Parks	2 acres per 1,000 residents	36.1 acres
Community Parks	3 acres per 1,000 residents	54.2 acres
Total	**5 acres per 1,000 residents**	**90.3 acres**

NOTE:
1. Assumes 5,614 variable density units at 2.8 residents per unit (15,719 residents) and 1,176 high density and mixed-use units at 2.0 residents per unit (2,352 residents) for a total of 18,071 residents.
2. Acres shown are gross acres.

A total of 110 acres of park lands are provided by the CLSP. This includes 45.0 acres of neighborhood parks and 70.0 acres of community parks, comprised of 22.7 acres of linear community parks and 47.3 acres of non-linear parks. Within Phase I of the Plan, 30.0 acres of neighborhood parks and 62.3 acres of community parks (15.0 acres of linear parks and 47.3 acres of non-linear) are provided. The CLSP has an overage of 24.7 total park acres; encompassing 8.9 acres of neighborhood parks and 15.8 acres of community parks. The Plan provides an additional 93.8 acres of levee, open space, and river area for recreational and visual amenities. The total credit park acreage within the CLSP may be adjusted if detention basins are included within park sites. See Dual-use Detention Basin Facilities discussion for additional detail.

Recreation Facility Requirements

The City of Lathrop's General Plan park acreage requirements are driven in part by the need to provide adequate lands to accommodate the facilities necessary to meet the recreational demands of the community. The sports and recreation needs of the Central Lathrop Specific Plan will be met by placing the required recreation fields and amenities within the community parks and neighborhood parks, with additional recreational opportunities and facilities provided by open space areas, trails and school sites. Refer to Table 5.2 for a listing of required park field and court facilities.

The recreational facility requirements for the CLSP are based on a review of numerous park facility studies and master plans that currently serve other cities in the area that share similar demands and are experiencing comparable growth to that of Lathrop. Facility provision quantities shall meet or exceed that specified in each project's conditions of approvals. The facilities needs noted in Table 5.2 represent only the area and quantity required for the primary uses of a specific park element and additional space shall be provided for support facilities (i.e. safety and warm up areas, spectator areas, concession/restroom facilities, picnic areas, and tot lots). The various facilities and fields may be combined to share uses where appropriate, for example, a soccer field may overlap the outfield turf area of a baseball or softball field.

The CLSP Park Plan has been structured to ensure the adequate provision of facilities as defined above. In total, the CLSP will provide a minimum of 1 adult and 4 youth baseball fields, 4 softball fields, 4 adult and 6 youth soccer fields, 3 basketball courts, 5 tennis courts, 1 swimming pool and 3 volleyball courts within park facilities which will meet the minimum facility requirements of the Plan.

While ultimate park facility locations are determined by the City of Lathrop, the community parks size and location has been established to provide an opportunity for accommodating the majority of required recreation facilities, including potential specialized facilities (i.e.: swimming pool, gym, etc). Any additional required facilities not accommodated by the community park will be integrated into the neighborhood park system. The integration of required facilities into the community park and neighborhood parks will ensure community wide access to a park system that meets the recreational demand of the community.

Table 5.2- Park Field and Court Facility Provision

Facility Type	**Facility Use Needs**	**Facilities Required**
Baseball Fields • Adult (350' Outfield Radius) • Youth (200' Outfield Radius) Provide adequate number of lighted fields for evening league play	1 field per 10,000 residents 1 field per 4,000 residents	1-2 4-5
Softball Fields • 300' Outfield Radius Provide adequate number of lighted fields for evening league play	1 field per 4,000 residents	4-5
Soccer Fields • Adult (210' X 330') • Youth (180' X 270') Provide adequate number of lighted fields for evening league play	1 field per 4,000 residents 1 field per 3,000 residents	4-5 6
Basketball Courts (50'X94')	1 court per 5,000 residents	3-4
Tennis Courts (78'X36')	1 court per 3,500 residents	5
Swimming Pool (150'X50')	1 pool per 20,000 residents	1
Volleyball Courts (30'X60')	1 court per 5,000 residents	3-4

Notes:
1. The above facility requirements are based on a population estimate of 18,071 for the CLSP.
2. The CLSP park program and facility standards are based upon a review of several park facility studies and master plans that currently serve other cities in the region that share similar demands and are experiencing comparable growth to that in the City of Lathrop.

Central Lathrop Parks

The following provides a brief overview of the various parks, recreation, and open space opportunities that constitute the Central Lathrop Specific Plan.

Community Parks are designed to provide for a wide variety of active and passive recreational uses. The service area of a community park is typically within a radius of approximately one-and-one-half miles of the park site. The community park is located adjacent to the high school to provide the opportunity for joint-use of the recreational facilities. Community parks provide for the greater recreational needs of the community and the City of Lathrop.

The community parks within the Central Lathrop Specific Plan are the most prominent developed open space areas of the Plan. Bounded by the High School and neighborhoods to the east and the San Joaquin River to the west, the community park defines an active recreation hub of the Plan area by providing for large sports venues, city and regional events, and numerous other recreational opportunities. The community park, in combination with the high school, will provide an opportunity for the necessary gymnasium, softball, baseball, and soccer fields required for organized sports programs, including girls and boys clubs, within the community and the City of Lathrop.

Recreation field provisions have been designed and sized for both youth and adult sports leagues with the fields orientated to provide for optimum play. The CLSP Park Master Plan provides supplemental amenities to support recreation fields and sports complexes. Where provided, parking lots are conveniently located within the park and one lot may be a joint use facility with the high school. While public parking areas may be located adjacent to or within community parks, including the linear park, no additional boat parking facilities will be provided as part of this Project.

Primary streets and trailways allow for easy access to all facilities, as well as increased visibility to allow for a safer recreation environment. The separation of the community park into halves also allows for more independent uses or one large sports complex.

Adjacent to the levee and river open space area, the community park takes on a linear form, and provides linkages between neighborhoods. Various recreational amenities such as basketball courts, volleyball courts, children's playgrounds, personal training zones and picnic areas will be placed along the trail within this park.

A Conceptual Plan illustrating the CLSP Community Park is included as Figure 5.2.

Neighborhood Parks in the CLSP range in size from 2 acres to 12 acres and provide the recreational needs of a neighborhood. Neighborhood Parks are designed to provide for passive recreation of all ages, while having specific areas designated for active recreation. A girls and boys club is permitted within a neighborhood park.

Neighborhood parks are strategically located within the center of each individual neighborhood and are designed to define the character and increase the livability of the surrounding community. From youth soccer, baseball, softball, basketball and children's playgrounds to picnic areas, spectator viewing areas, pathways for walking and large groves of shade trees, neighborhood parks have something to offer everyone. These parks are designed to serve the adjacent neighborhoods with the intent of providing amenities that are within walking distance from the front doors of its residents; therefore limited off-street parking and restrooms may be incorporated in the design of these parks.

Refer to Figures 5.3 and 5.4. for typical Conceptual Plans of CLSP neighborhood parks

Mini Parks in the CLSP are less than 2 acres in size. They are designed to provide recreational and aesthetic benefit, primarily in areas of high population density or commercial areas with high pedestrian use. Amenities may include children's playgrounds, plazas, turf, picnic areas and special features such as a stage or water element. The Central Lathrop Land Use plan illustrates a mini park within the Main Street District adjacent to the Public/Semi-Public/Neighborhood Commercial and Residential/Mixed Use areas. Other mini parks may be provided within the project as individual builders prepare more detailed neighborhood and development plans. The location, design, and program of these parks must be approved by the Lathrop City Parks Department.

Mini parks will be designed to include the specific needs of a concentrated or limited population such as interior neighborhoods or employment areas. They should be designed to avoid non-developable remainders or odd shaped parcels. A Conceptual Plan of the CLSP Civic Center Mini Park is included as Figure 5.5.

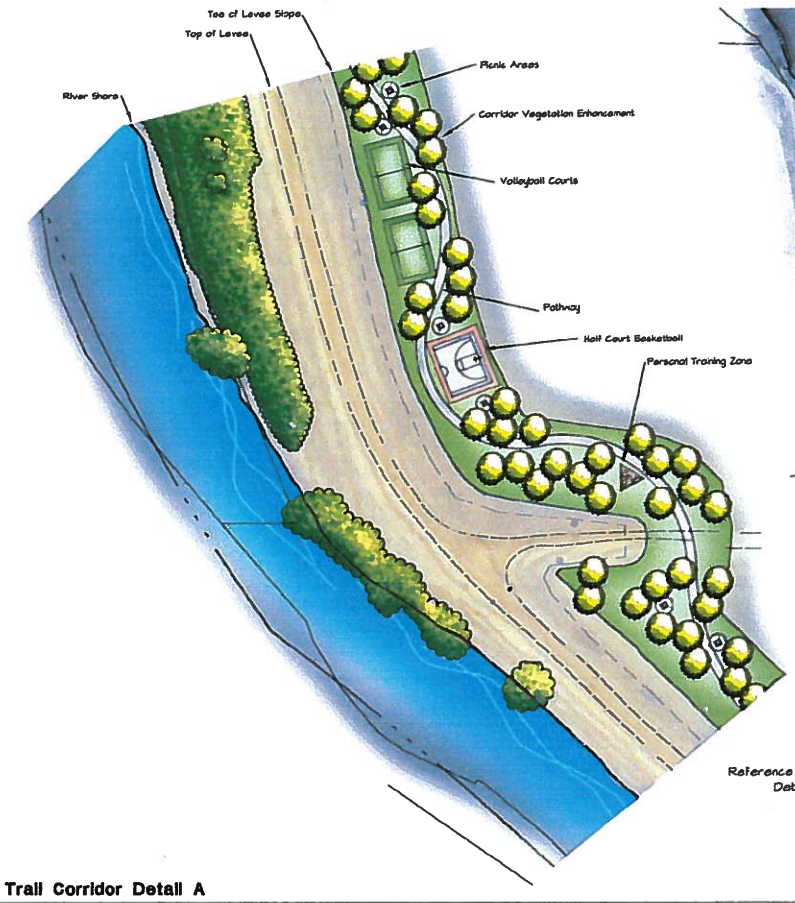
Open Space, Levee and River areas provide a significant recreational, visual and aesthetic amenity to the Central Lathrop Specific Plan. These areas offer a variety of functions and elements including passive recreation, scenic corridors, resource preservation, interpretive signage and informal recreation activities (i.e. picnic tables). In addition, the open space and levee corridor will improve the interface between urban and natural areas and define the City's edge.

These areas are primarily comprised of the levee and San Joaquin River that border the entire west side of the CLSP. The river provides several different recreational opportunities for the community, including fishing, bird watching, scenic views, and boating launch facilities at Dos Reis Park. Adjacent to the River is the levee. A regional gravel multi-use trail may be located on top of the levee if approved by the City of Lathrop and Reclamation District-17 (RD-17). The accessibility to the regional levee top trail system, if approved, and the San Joaquin River will be direct and easy, with walking paths and bicycle trails extending to the north and south project boundaries.

Improvements approved for construction by the City in the open space, levee and river areas are intended to receive park credit as an in-lieu fee credited toward Quimby park provision standards. The in-lieu fee shall be based on the Capital Facility Fee cost standard line item (i.e. site development, engineering, and construction management).

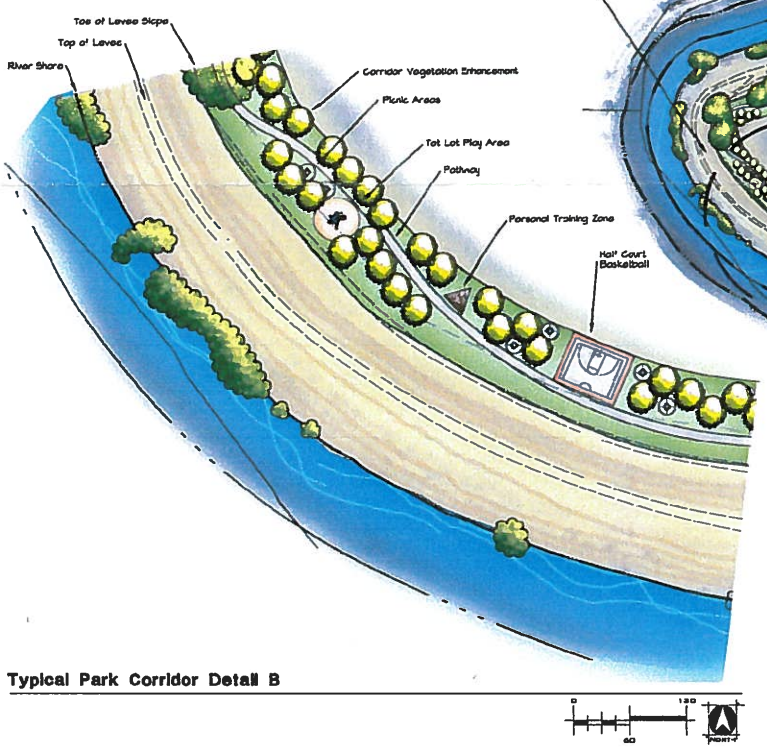
A Conceptual Plan representing various facilities for the CLSP Open Space area is included as Figure 5.7.

CENTRAL LATHROP COMMUNITY PARK MASTER PLAN EXHIBIT



Typical Trail Corridor Detail A

Trailhead Park/ Primary Access to Corridor, Levee and Open Space Detail



Typical Park Corridor Detail B

Figure 5.2: Community Parks

Central Lathrop Specific Plan

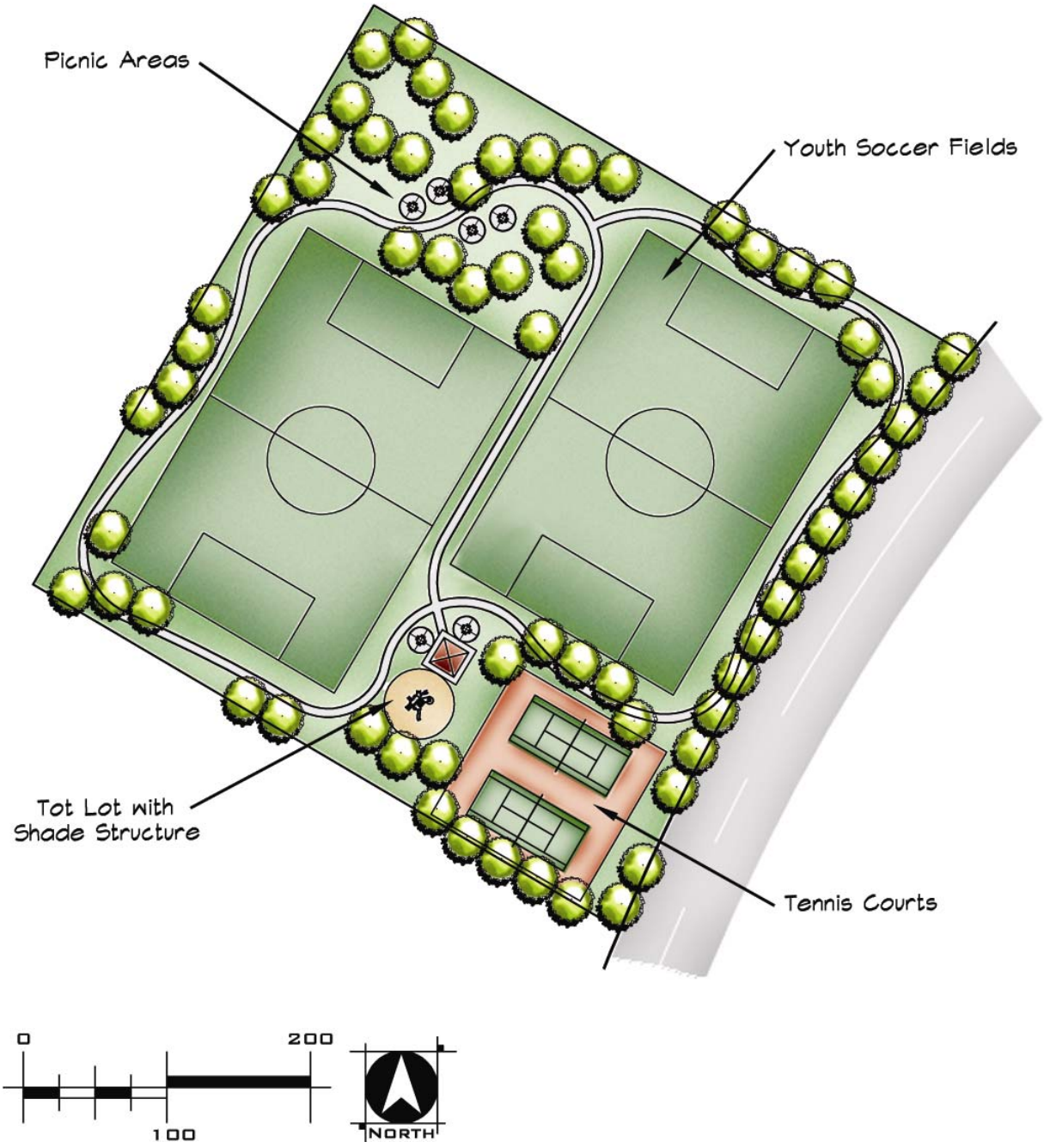


Figure 5.3: Neighborhood Park Concept A

Central Lathrop Specific Plan

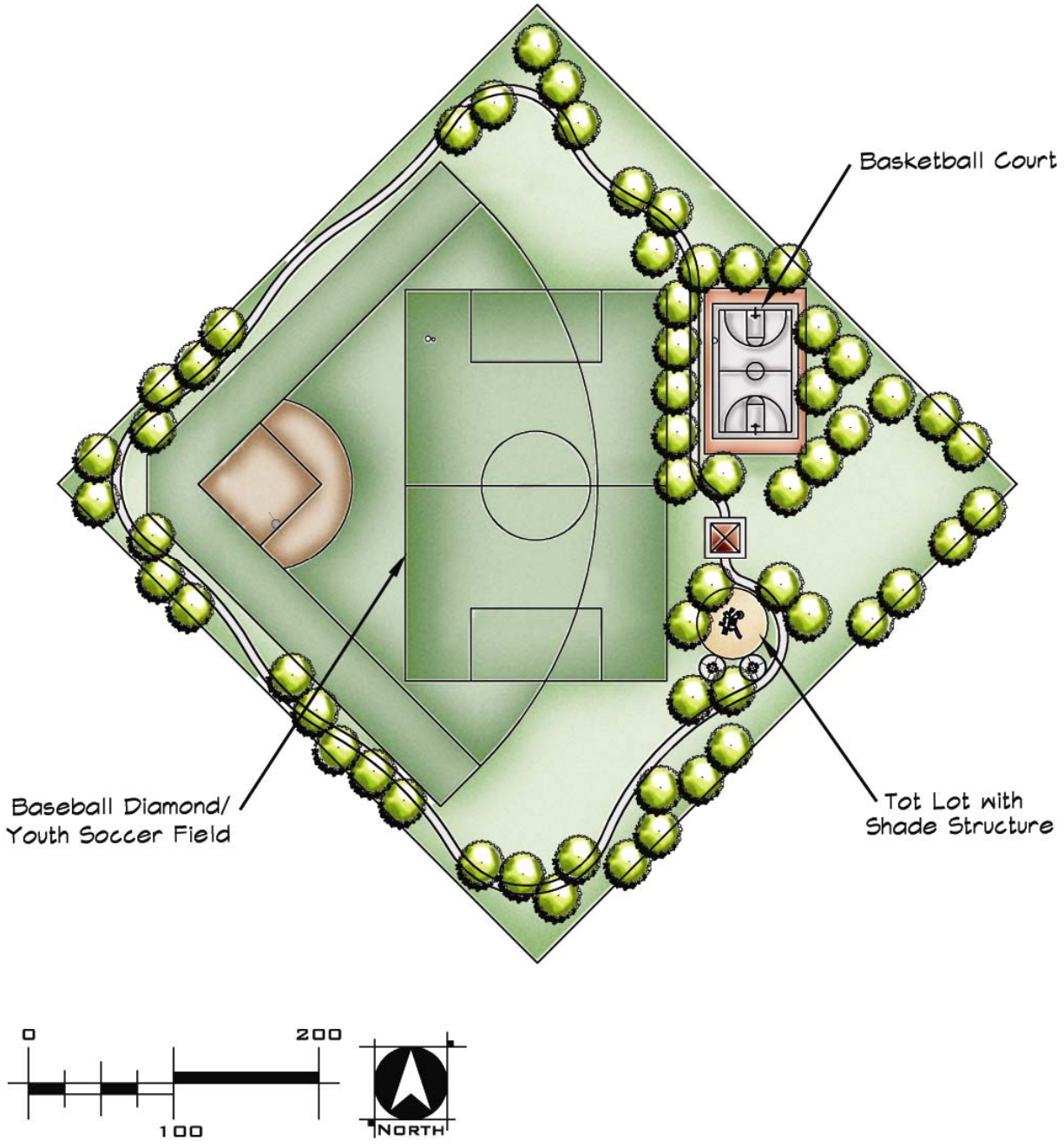


Figure 5.4: Neighborhood Park Concept B

Central Lathrop Specific Plan

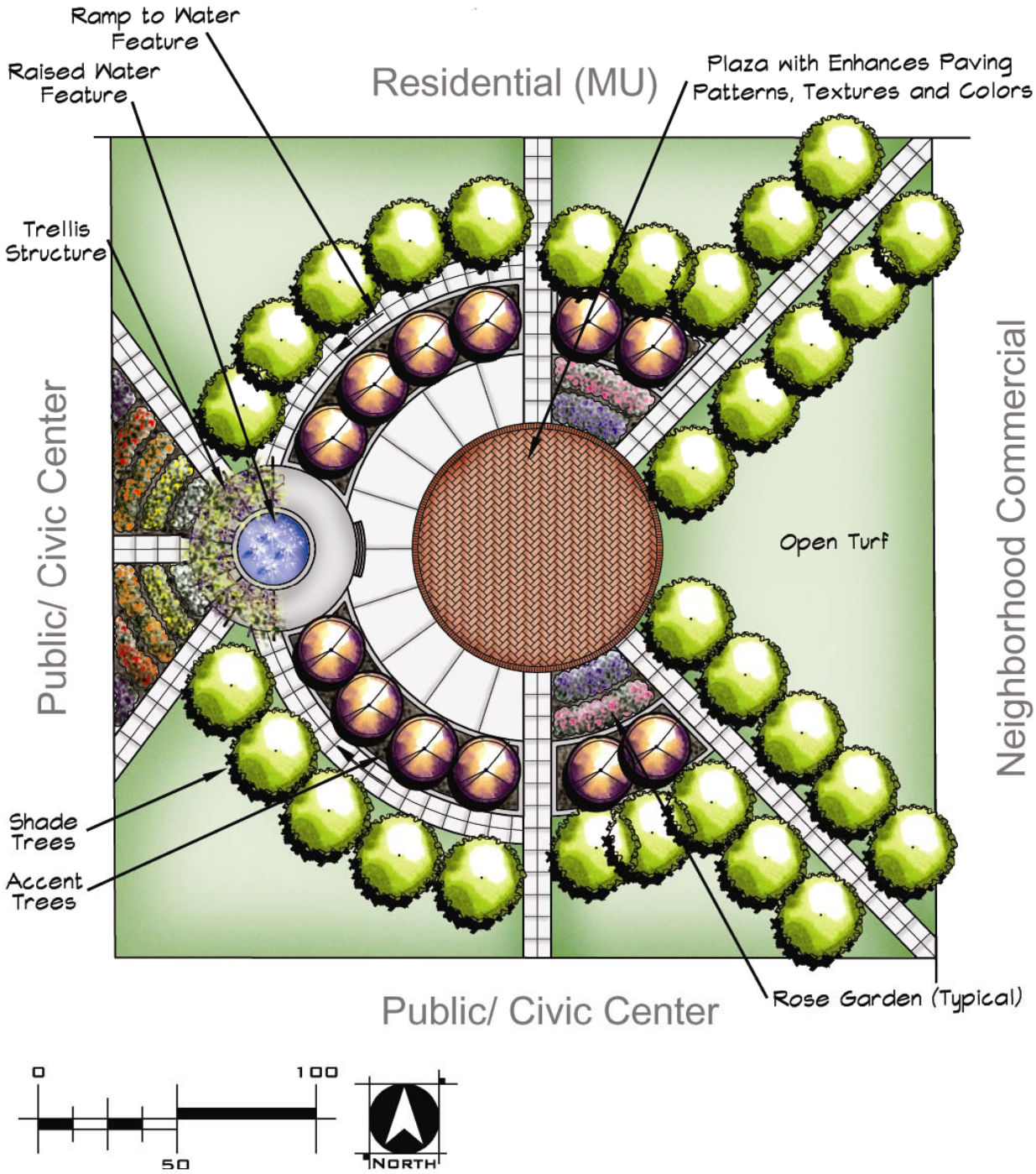


Figure 5.5: Civic Center Mini Park

Central Lathrop Specific Plan

Central Lathrop Park Area Interfaces

Linear Community Park, Open Space, Levee and Neighborhood Interface

The interface between the linear community park, open space and levee areas and adjacent neighborhoods presents special opportunities within the CLSP. Multiple edge treatments are required to maximize the opportunities therein. At least fifty percent of the linear community park and neighborhood interface must be designed with single loaded streets and/or cul-de-sacs opening onto the park including those lots that front or side onto the park. The interface should be designed to allow residents to enjoy and appreciate their neighborhoods, adjacent trails, park facilities, and open space areas, while providing a safe environment.

Figure 5.6 illustrates a few edge treatments that could be utilized in the Community Park, Open Space, Levee and Neighborhood interface area. Other treatments may exist and should be reviewed for consistency with the intent of the CLSP. It is assumed that the interface will be a dynamic one that utilizes multiple edge treatments to create the desired park and neighborhood interface character.

To ensure that this occurs, the following design considerations have been incorporated in the CLSP park program. Emergency and maintenance vehicle access to the multi-use trail within the community park will be provided approximately every one-quarter mile. This design feature permits convenient vehicular access for RD-17, police, fire and other emergency and maintenance personnel. The Project will provide adequate vehicular access and access to water sources to fight potential open space and park fires. Additionally, pedestrian access to the multi-use trail within the community park will be provided approximately every 500' or as permitted by RD-17. This allows neighborhood residents convenient and walkable access to the park and trail system from their homes. These pedestrian access connections can also serve as emergency vehicular access into the linear community park and open space areas as noted above. Gates or other access systems may be utilized to prohibit unauthorized public vehicular access to these areas. These pedestrian points of access will be a minimum of 25' wide.

As needed, on- or off-street parking will be provided at one or more locations within or adjacent to linear community parks to facilitate community access to the park and related facilities. See Figure 5.7 for possible parking and access options. Other alternatives exist and may be incorporated at a later date if determined to be consistent with the park system. Gate systems may be provided to prohibit parking after hours in these parking areas.

These guidelines function in the absence of a road adjacent to the linear community park. In certain locations the use of a single-loaded street with houses fronting or siding onto the park or cul-de-sacs with siding on lots will enhance the community park experience and provide additional access opportunities for residents, and emergency and maintenance personnel.

Dos Reis Regional Park Interface

Dos Reis Park is an existing park within the Central Lathrop planning area and is operated by the County. Dos Reis Regional Park provides for boat access to the San Joaquin River as well as camping and recreational opportunities for those from out of town. The Central Lathrop Park Master Plan design integrates with and thereby enhances the existing Dos Reis Regional Park. The interface of the Dos Reis Park with the community park will benefit both park systems and their users. No additional boat parking facilities will be provided as part of this Project.

The Master Plan proposes two parking lots within the linear park adjacent to the Dos Reis County Park. The parking lots will create a hub of activity for both parks, allowing visitors to the community park access to the river they might not otherwise have, as well as overnight camping. In addition, visitors of the Dos Reis Park camping and day use areas may utilize the community park to attend sports tournaments and partake of recreational opportunities such as children's play areas, picnic areas, basketball courts, and tennis facilities.

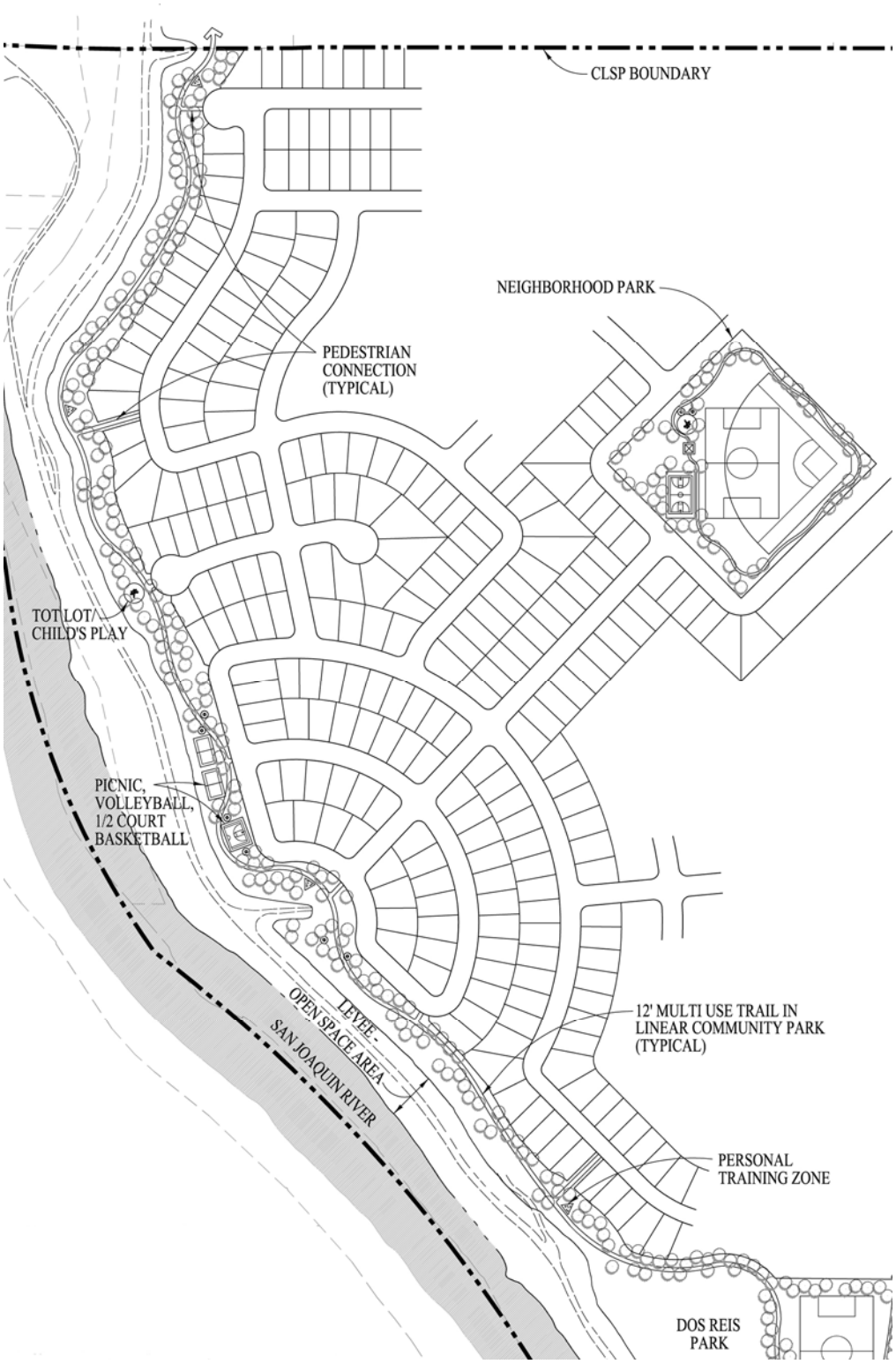


Figure 5.6: Linear Community Park, Open Space, Levee and Neighborhood Interface

Central Lathrop Specific Plan

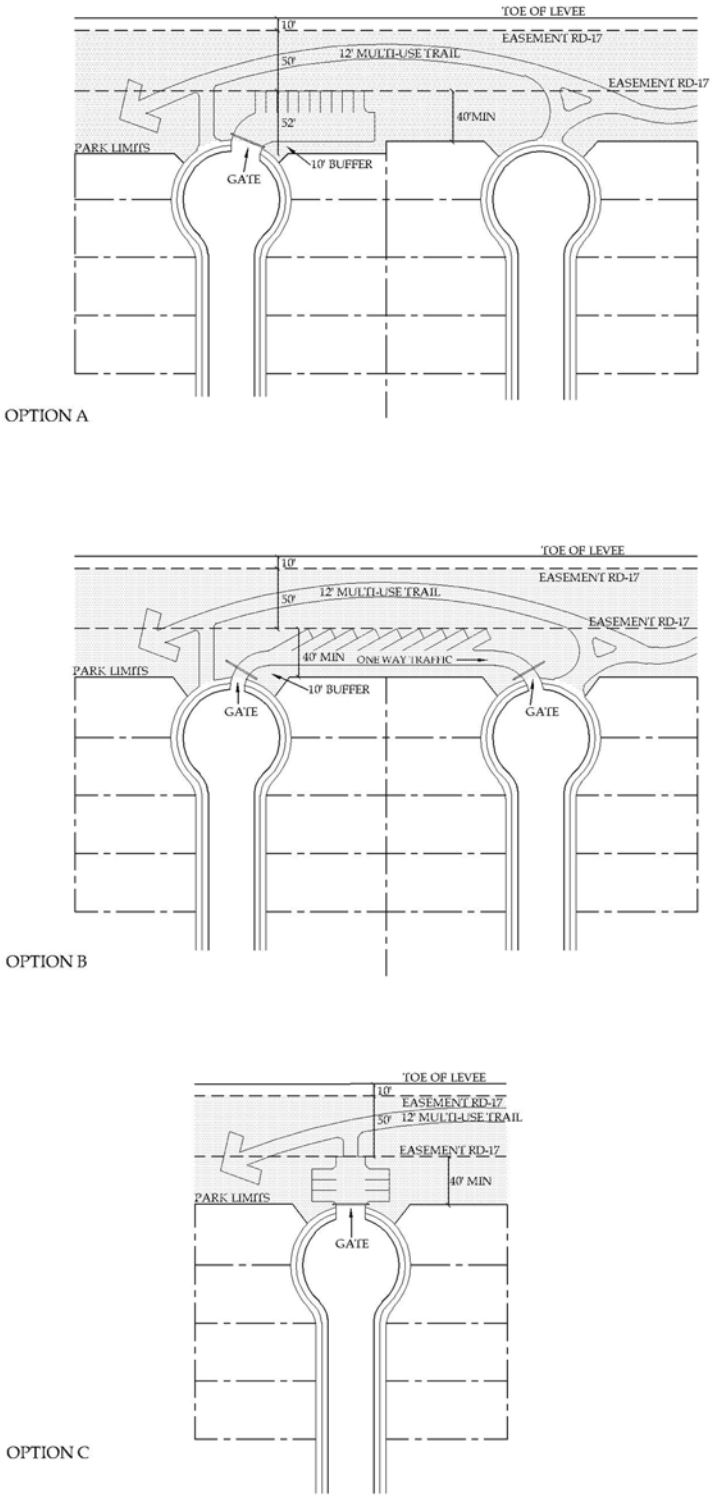


Figure 5.7: Parking Options within Linear Community Park

Central Lathrop Specific Plan

Specialty Commercial District Interface

The community park is also located adjacent to the specialty commercial parcel. The relationship between this specialty commercial site and the community park is known as "natural pairing." The possibility of restaurants and dining opportunities, plus sports equipment rentals, adjacent to the sports fields and river allows parents and players to dine in between, during, or after sporting events while providing additional recreational opportunities to park visitors. The dining, shopping, and recreational opportunities are also conveniently accessed by the pedestrian and cycling pathways that connect the southern and northern perimeter of the Plan to the specialty commercial site. Trails will connect these uses to the community park and potential levee top trail systems.

Dual-Use Detention Basin Facilities

As part of the CLSP's storm drain master plan, it is anticipated that storm drain detention will take place within some parks either in basins on the surface or underground within structures. In instances where surface basins are utilized, it is assumed the basins will be dual-use.

A dual-use detention basin is a storm water detention basin designed to provide flood discharge attenuation through flood control as well as providing public recreation elements. Water quality ponds and other related facilities may also be included. Typical recreation amenities that can be within a dual-use basin facility include sports fields, informal turf areas, picnic areas, children's playground, and hard court areas. These recreation facilities will be designed to City standards unless otherwise approved by the Recreation Director.

Dual use facilities shall allow for periodic storm water detention when it can be established that storage will not damage recreation improvements. The following standards shall apply:

- Turf sports fields and play areas, informal turf areas, and passive use zones shall be allowed to flood whenever detention is needed.
- Group picnic areas, children play grounds, and parking lots shall be located above the 10-year storm event zone.
- All habitable structures, including but not limited to skate parks and swimming pools, shall be located above the 100-year storm event zone.

Depending upon the placement of park facilities within the various storm year events mentioned above, a sliding scale of park credits will be implemented. Table 5.3 illustrates a work sheet for determining the park acreage creditable toward the General Plan acreage requirements for both community parks, including the linear park, and neighborhood parks. The park credit ratios illustrated in this worksheet recognize that various types of parklands and facilities provide recreation opportunities and community value. Any park acreage requirement that is not provided by the Plan area will be met via payment of a park fee. Refer to development agreement for additional detail.

Dual use facilities shall be designed with the following requirements. Storm basins, which typically have geometric shapes for capacity purposes, shall be softened by varying the steepness of side slopes and/or designing turfed side slopes that are not steeper than 6:1. Non-turfed landscaped areas within parks shall be no steeper than 4:1 without approval of the Public Works Director. This gentle slope precludes the need for fencing around the basin. Bottom areas of detention basins within parks shall have cross slopes to allow for positive drainage. In turfed areas to be used for sport fields (such as soccer) the cross slope shall typically be a minimum of one percent (1%).

Table 5.3- Worksheet for Determining Creditable Park Acreage

Park Type	**Total Acres Provided**	**Credit**	**Credited Acreage**
Park With Detention Basin			
Total park acreage with elevation below the 10-year storm elevation:		Multiply by .5	=
Total park acreage with elevation at or above the 10-year storm elevation and below the 25-year storm elevation:		Multiply by .8	=
Total park acreage with elevation at or above the 25-year storm elevation and below the 100-year storm elevation:		Multiply by .9	=
Total park acreage with elevation above the 100-year storm elevation:		Multiply by 1.0	=
		Total:	
<u>Exception to park credit with detention basin</u>: If underground storm water storage is used for on-site detention, then the park credit for the park site shall be computed at 1 to 1 credit pursuant to City standards.			
Parks within or near Levee Areas			
Total park acreage within the initial 10' of a levee toe:	0		
Total park acreage located between 10' to 60' of a levee toe:		Multiply by .75	=
Total park acreage located between 60'-80' of a levee toe:		Multiply by .9	=
Total park acreage outside the initial 80' of a levee toe:		Multiply by 1.0	=
		Total:	
		Total Park Credit:	

Schools

The Central Lathrop planning area is within the jurisdiction of the Manteca Unified School District (District). A school mitigation agreement or payment of school fees is required of all developers within the Specific Plan area. The school mitigation agreement establishes the obligations of the developer in providing funding and/or facilities to the Manteca Unified School District. All school facilities will be phased to meet student demand. School sites will have a minimum of two frontage streets for the provision of parking access and drop-off facilities, while allowing for security.

The Plan designates three K-8 facilities and one high school facility to meet future student demand. Each K-8 school site is a minimum of 18 acres in size and is centrally located within residential areas. The District anticipates approximately 1,000 students per campus, with each facility capable of being expanded to accommodate up to 1,200 students. Facilities are located to maximize walking and bicycling opportunities by students. The District assumes a walking distance radius of 1.5 miles for K-8 students to each facility.

A high school facility is also sited within the Plan area. This facility is centrally located within the Plan and situated near major streets for greater accessibility by students from other parts of the City. The high school site is 50.0 acres in size, and is adjacent to a community park. Approximately 2,000 students are expected to be placed in this facility. The District assumes a walking distance radius of 2.5 miles for high school students to access this facility.

Joint Use

The Central Lathrop Specific Plan is designed to provide the City and the School District with the option of entering into a joint use program pursuant to which the City and the District agree to share the use of certain facilities such as park facilities, parking, a swimming pool, a gymnasium, meeting rooms, a theater, or a library. A joint use program allows the City and District to work together to provide residents and students alike with a broader range of facilities than either the City or the District could provide on a stand-alone basis.

Police and Animal Control Services

The San Joaquin County Sheriffs' Department is under contract to the City to provide police services. The City of Lathrop provides animal control services and contracts with the City of Manteca for animal shelter services. To accommodate new development within the City, it is anticipated that a second police facility will need to be provided somewhere in the City and could be part of the CLSP project. Animal control services and facilities will be expanded and/or developed as needed to serve the CLSP.

Fire and Emergency Services

The Lathrop-Manteca Fire District provides fire and emergency services to the project area. A fire facility is presently located east of Interstate 5, on J Street (with a future relocation to Lathrop Road, west of I-5). A second station is currently under design and construction on River Islands Parkway, between Golden Valley Parkway and McKee Boulevard. The J Street station is approximately 1.5 miles east of the Plan area and will access the Plan area via Lathrop Road or Louise Avenue, while the latter station is generally adjacent to the southern boundary of the Specific Plan. This latter station is anticipated to become functional in Winter 2004. To accommodate buildout of the project, a third fire station will be required somewhere in the northern half of the CLSP area.

Civic Center

The Central Lathrop Specific Plan includes a site for a civic center complex. This site can accommodate a variety of public/semi-public uses including city governmental offices, a community museum, theater space, a senior center, and/or a library. This site has an underlying zone of Neighborhood Commercial which will sere as an alternative land use if the City of Lathrop decides to locate all or a portion of its civic center complex outside the CLSP.

Solid Waste

Lathrop Environmental Services is the franchise waste hauler for residential and commercial uses. The County of San Joaquin provides solid waste disposal facilities, including transfer stations and landfills. The City utilizes designated carts for the storage and collection of garbage, green (yard) waste, and paper, plastic, can, and bottle recycling. To reduce solid waste collection, builders, as mandated by AB 939, are required to implement and utilize construction debris recycling programs.

Chapter Six: Utilities and Drainage Infrastructure

Introduction

There is a very limited amount of infrastructure currently serving existing development within the Plan area. In order to accommodate the proposed development, numerous onsite and offsite infrastructure improvements will be needed. This chapter describes the major infrastructure improvements needed to serve the project. Other infrastructure elements are discussed in other chapters of this Specific Plan as follows:

- Circulation and Transportation (roads, bike paths, and trails) -- Chapter Three
- Emergency Services (fire and police) -- Chapter Five
- Parks -- Chapters Two and Five
- Schools -- Chapters Two and Five
- Solid Waste -- Chapter Five

Potable Water

Supply

Potable water is supplied to the Central Lathrop Specific Plan area by the City of Lathrop. The City is expected to provide potable water from two supply sources: 1. groundwater from the expansion of the City's well field on the east side of I-5, which is currently the City's only source of potable water, and 2. surface water from the South County Surface Water Supply Program (SCSWSP), which is currently under construction and scheduled to begin water delivery in June 2005.

In accordance with the requirements of the State of California, the City has prepared a City-wide 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 proposed project. The studies conclude that with the combined groundwater and SCWSP surface water sources, there are adequate water supplies available to serve Central Lathrop. The WSAR identifies the Central Lathrop Specific Plan water demand as shown in Table 6.1.

In addition to the potable supply, the project makes maximum use of recycled wastewater, including irrigation of landscaping within private property. The use of recycled water for private property irrigation reduces the estimated demand for potable water.

Treatment

Treatment of water supplies occur as necessary to meet federal, state and local standards. Because the SCWSP surface water supply is treated at a centralized facility located outside the City of Lathrop and because Lathrop's groundwater is typically treated at the wellhead, there is not a need for potable water treatment facilities within the Plan area.

Storage and Pressure

The City's Water Master Plan calls for a 2.5 million-gallon storage reservoir and booster pump facility to serve the Central Lathrop Specific Plan area and the Mossdale area to the south. However, proponents of the Mossdale project are planning to construct a 1.0 million-gallon storage facility within that planning area, reducing the Central Lathrop Specific Plan facility to approximately 1.5 million gallons. The 1.5 million gallons of storage will be further substantiated based on a more detailed study prior to final design. The timing of the water storage reservoir construction will be

Table 6.1 - Water Demands

	Average Water Demand Rate	Acres	Water Demand	
	(Gal/Ac/Day)		(MGD)	(Ac-Ft/Yr)
Land Use				
Residential				
Variable Density	2075	704.1	1.46	1637
High Density	3360	28.3	0.10	107
R/MU (Residential portion)	3360	45.2	0.15	170
OC/VR/WWTP (Res'l Portion)	3360	33.5	0.11	126
Residential Subtotal		**811.1**	**1.82**	**2040**
Other				
OC/VR/WWTP (OC Portion)	2000	33.5	0.07	75
R/MU - (Comm'l portion)	2000	45.2	0.09	101
Office Commercial	2000	239.7	0.48	537
Neighborhood Commercial	2000	12.6	0.03	28
Specialty Commercial	1650	7.9	0.01	15
Public/Semi-Public/Neigh Comm'l	2000	10.1	0.02	23
High School	3000	50.0	0.15	168
K-8 School	3000	54.6	0.16	183
Community Park	300	70.0	0.02	24
Neighborhood Park	300	45.0	0.01	15
Open Space	0	93.8	0.00	0
Non-Residential Subtotal		**617.2**	**1.04**	**1165**
Right of Way	**0**	**92.7**	**0.00**	**0**
TOTALS		**1521.0**	**2.86**	**3205**

determined as part of a future water system analysis.

The Water Master Plan anticipates this storage reservoir will be located towards the western end of Dos Reis Road. The exact location will be determined when more detailed development proposals are submitted.

Potable Water Pipe Network

The City currently serves properties along Dos Reis, De Lima and a portion of Manthey Roads with potable water via old pipes located as shown on Figure 6.1. It is possible that some, if not all, of these existing pipes may need to be replaced to accommodate pipe and street improvements associated with development of the CLSP.

For new development, the primary connections to the City's existing system are at the 12" pipe in Dos Reis Road and the 18" pipe in River Islands Parkway. Each of the major roadways in the Plan includes a water main as shown in Figure 6.1. These proposed mains form a looped "infrastructure" water system into which individual neighborhoods will subsequently be connected. The exact size of the infrastructure water 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. Offsite water pipeline improvements are not expected to be necessary to accommodate the CLSP project, although a new connection under I-5 could be required if adequate pressure is not available through the system shown in Figure 6.1.

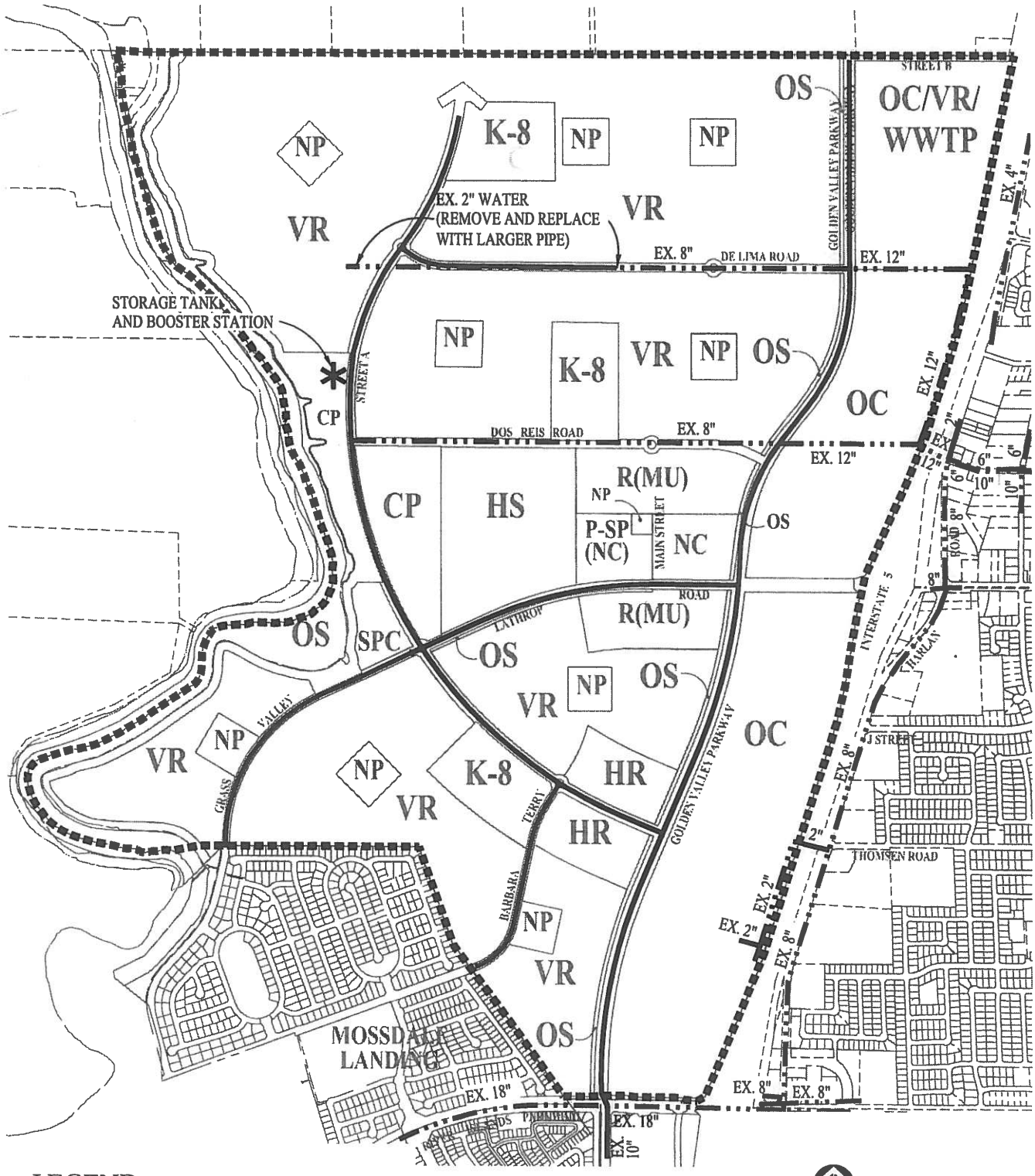


Figure 6.1: Water Pipe Network

Central Lathrop Specific Plan

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Wastewater

Currently, there is not a public sewerage system within the Plan area. Existing residences and other development dispose of their wastewater though private septic systems. The City of Lathrop is responsible for providing wastewater collection and treatment service to future development within the Plan area.

Estimated Wastewater Generation

The estimated wastewater generation from the Plan area is approximately 2.17 million gallons per day-Average Dry Weather Flow (ADWF). Table 6.2 summarizes the estimated wastewater generation. These generation rates will be monitored as development occurs and will be adjusted if necessary.

Collection System

The Central Lathrop Specific Plan employs a gravity wastewater collection infrastructure system as shown on Figure 6.2. Due to the flat topography of the site, a pumping system is needed to convey collected wastewater to the treatment facility. As shown on Figure 6.2, a pumping location is identified within the community park near the intersection of Street A and Lathrop Road. A force main system conveys wastewater from the pump station to the treatment plant.

Treatment

Wastewater generated by the Plan will be treated to meet Federal, State and City standards before it is disposed of. As shown on Figure 6.3, three alternative sites are under consideration for the construction of a wastewater recycling plant (WRP #2)to serve the CLSP development. The alternatives are as follows:

1. WRP#2 - North Offsite
2. WRP#2 - North Onsite
3. WRP#2 - South Offsite

Possible pipe routing scenarios associated with these alternatives are shown on Figures 6.4 through 6.6. The City does not currently possess a river discharge permit. Although the City plans to pursue such a permit, until one is approved all treated wastewater disposal will occur by irrigating landscaped areas and/or "sprayfield" areas (see the Recycled Water section in this chapter for more information on wastewater disposal strategies).

Offsite Wastewater Improvements

If the treatment plant serving the Central Lathrop Specific Plan area is located offsite, force mains extending to the treatment plant will be required. Figures 6.4and 6.6 show potential offsite pipe routing alignments.

Table 6.2 - Estimated Sewer Flows future development within the Plan area.

	ADWF Rate (gal/day)		Dwelling Units	Acres	Total ADWF (mgd)
Land Use					
Residential					
Variable Density	260	per DU	5114	704.1	1.33
High	190	per DU	453	28.3	0.09
R/MU - 16 du/ac	190	per DU	723	45.2	0.14
OC/VR/WWTP (Res'l Portion.)	190	per DU	500	33.5	0.10
Residential Subtotal			**6791**	**811.1**	**1.65**
Other					
R/MU-Commercial	1200	Per acre	0	45.2	0.05
OC/VR/WWTP (OC Portion)	1200	per acre	0	33.5	0.04
Office Commercial	1200	per acre	0	239.7	0.29
Neighborhood Commercial	1200	per acre	0	12.6	0.02
Specialty Commercial	1200	per acre	0	7.9	0.01
Public/Semi-Public/Neigh Comm'l	1200	per acre	0	10.1	0.01
High School	1000	per acre	0	50.0	0.05
K-8 School	670	per acre	0	54.6	0.04
Community Park	100	per acre	0	70.0	0.01
Neighborhood Park	100	per acre	0	45.0	0.00
Open Space	0	per acre	0	93.8	0.00
Non-Residential Subtotal			**0**	**617.2**	**0.52**
Right of Way	**0**	**per acre**	**0**	**92.7**	**0.00**
TOTALS			**6791**	**1521.0**	**2.17**

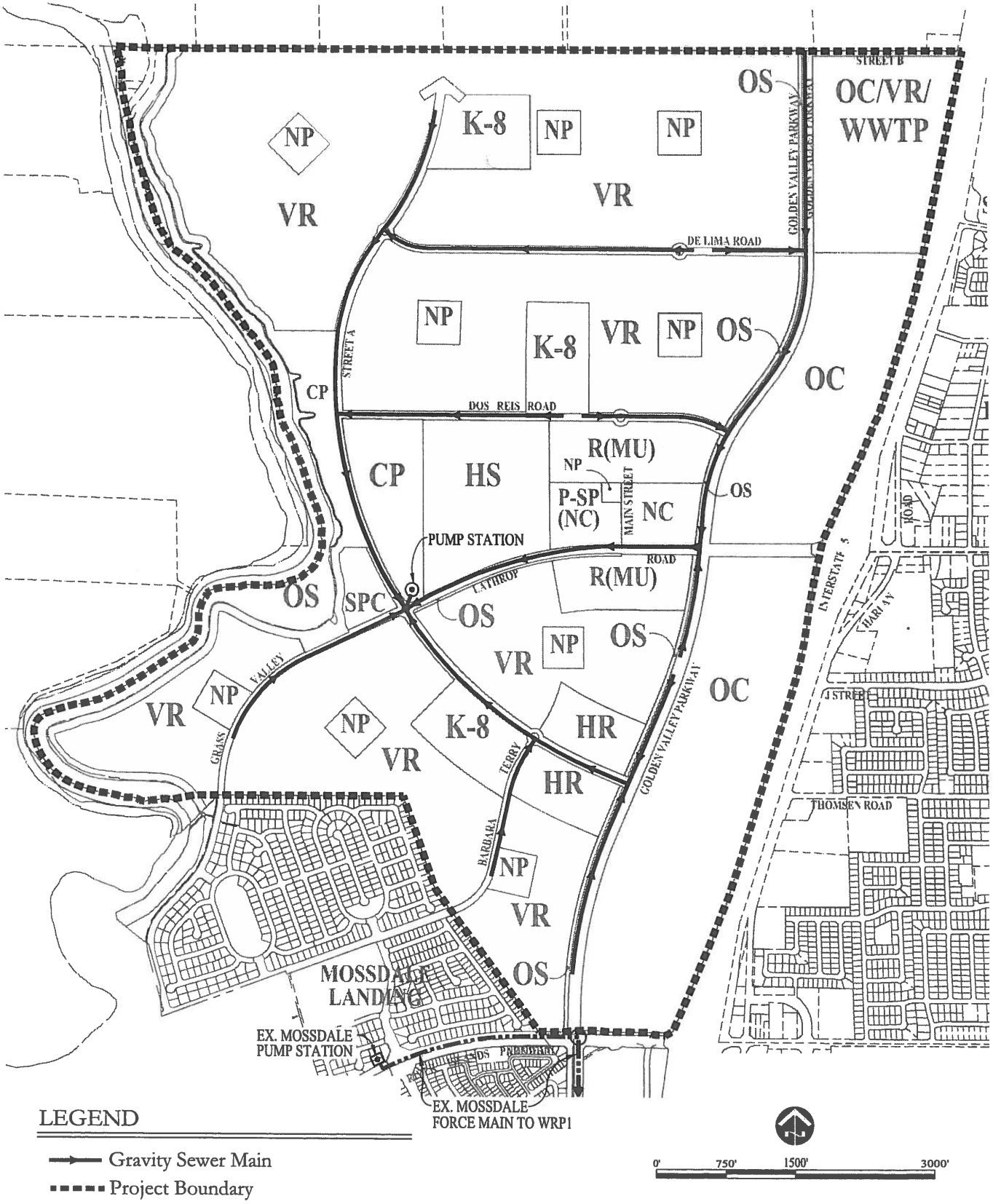

Figure 6.2: Gravity Sewer System

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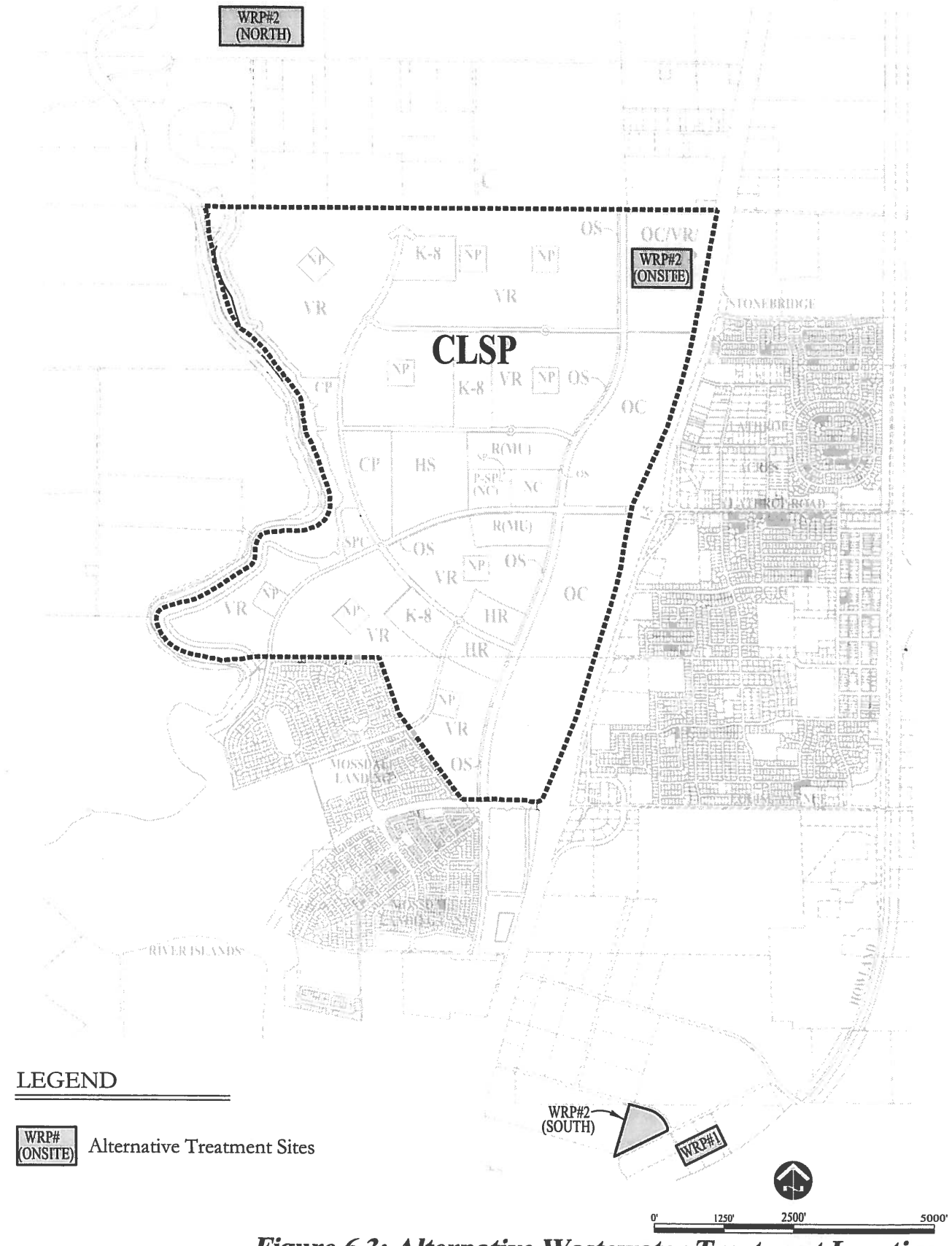

Figure 6.3: Alternative Wastewater Treatment Locations

Central Lathrop Specific Plan

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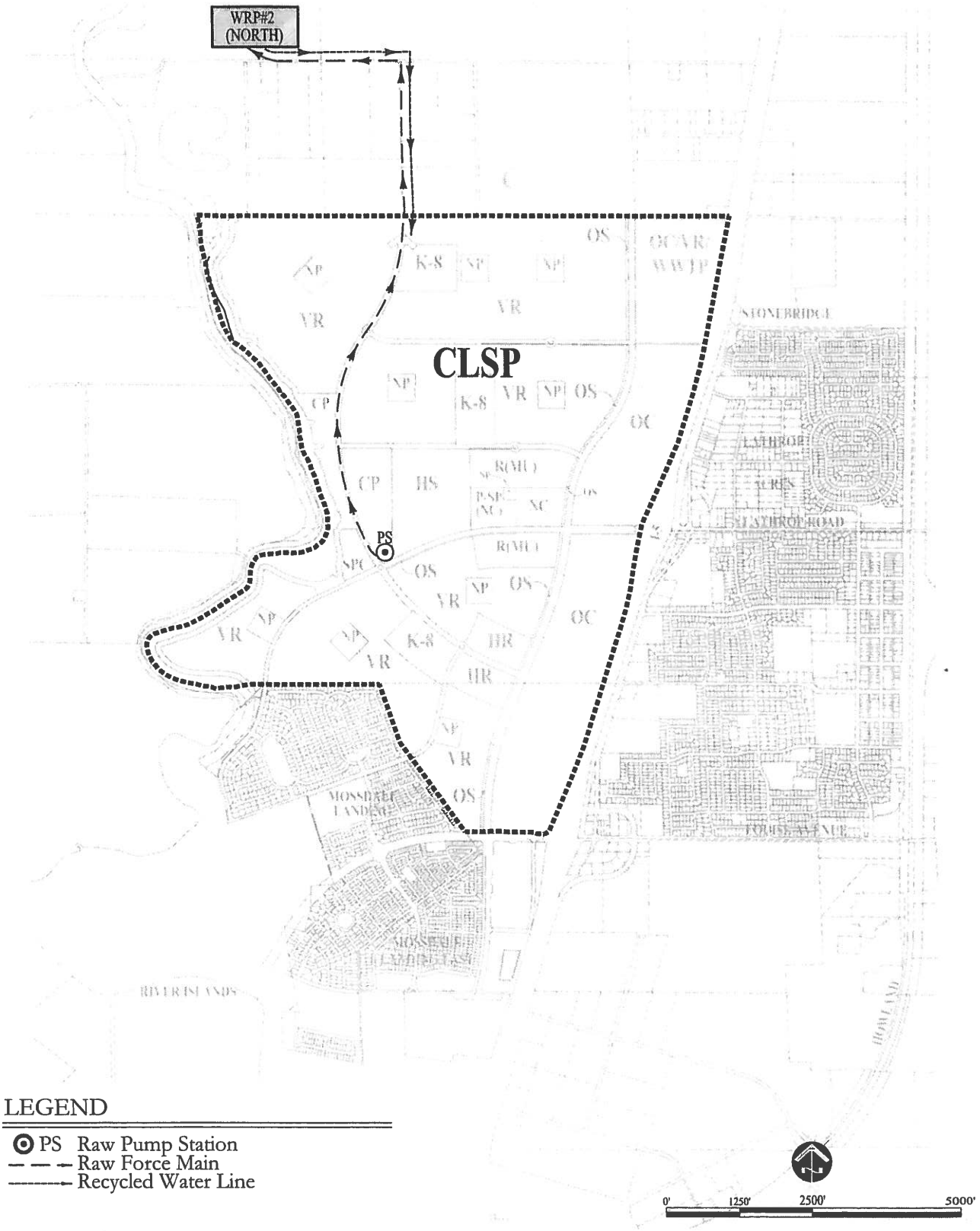

Figure 6.4: Alternative 1 - Diagramatic Pipe Routing For WRP#2-North Offsite

Central Lathrop Specific Plan

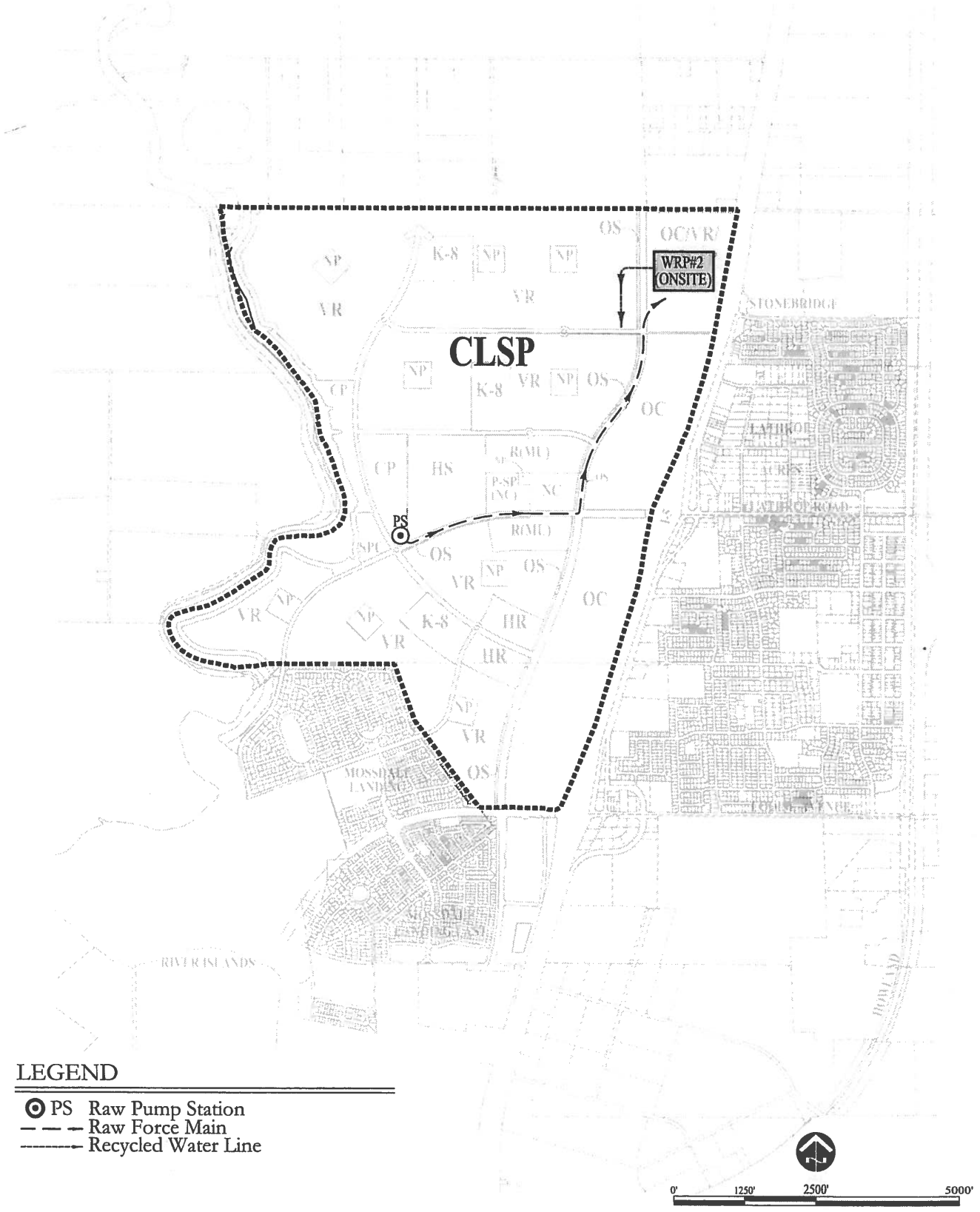

Figure 6.5: Alternative 2 - Diagramatic Pipe Routing For WRP#2-North Onsite

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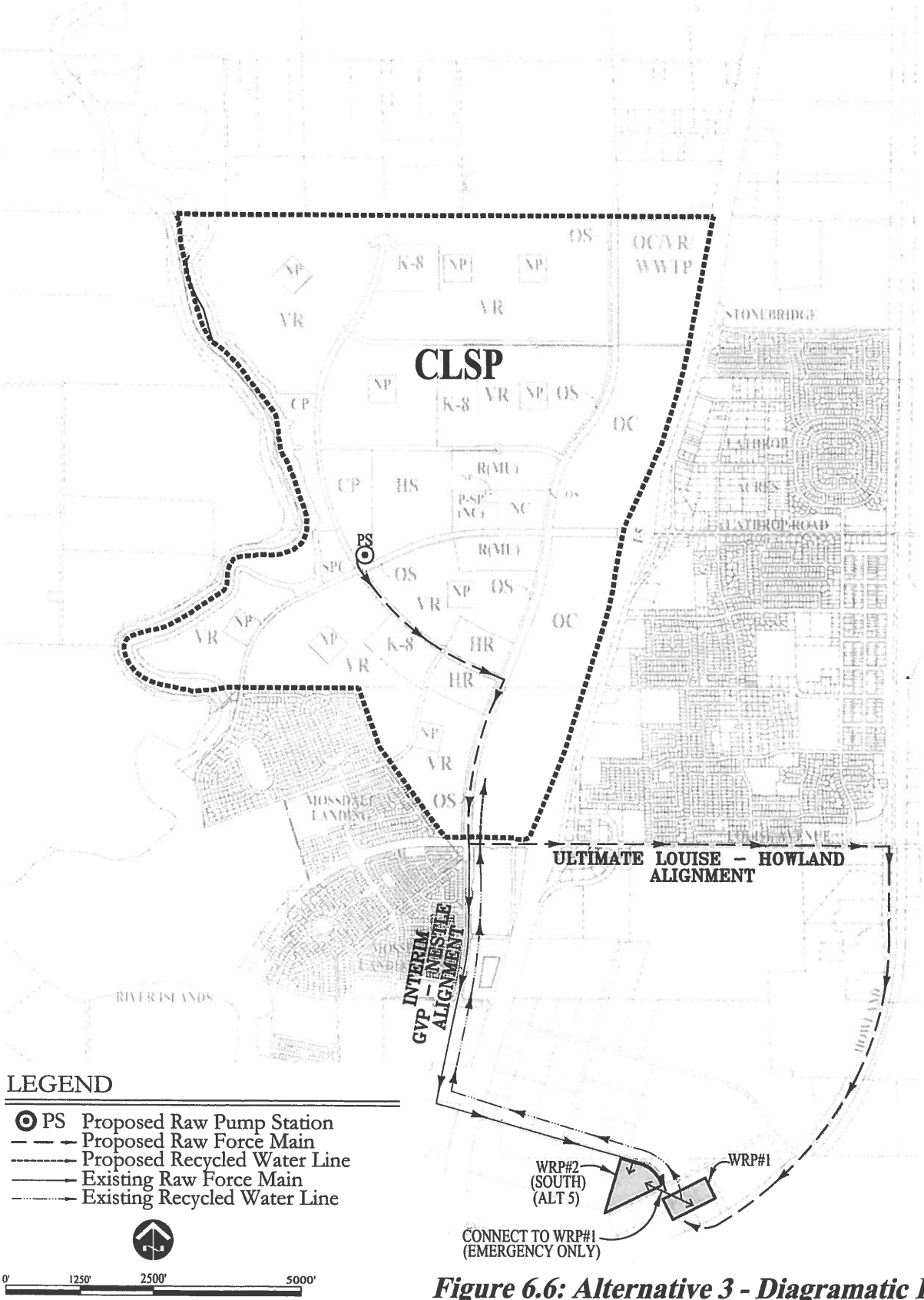

Figure 6.6: Alternative 3 - Diagramatic Pipe Routing For WRP#2-South Offsite

Central Lathrop Specific Plan

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Recycled Water

The project will maximize the reuse opportunities of recycled water. The term "recycled water" refers to wastewater that has been treated and purified 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 and other purposes. 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, use of recycled water ensures a supply for landscaped areas and reduces the likelihood that potable water would be needed for this purpose.

The Plan proposes to make recycled water available for both public and private irrigation uses. Public use includes irrigation of landscaped areas within street rights-of-way and landscape corridors, schools, parks, and other public facilities. Recycled water can also be used for public fire protection. Private use of recycled water includes irrigation of residential front and rear yards as well as agricultural sprayfields.

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.

Pond(s) and Sprayfield(s)

One or more storage ponds 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 buildout of the Central Lathrop Specific Plan, it is anticipated that the storage pond(s) will be constructed partially below and partially above the elevation of the exiting ground. The portion above grade is likely to be constructed with earthen berms not to exceed 15 feet high. It is also expected that the storage pond(s) will include a synthetic liner in order to minimize seepage into the ground and possible adverse impacts to groundwater. The required area of the pond(s) is dependent on its 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.

A preliminary estimate indicates that the minimum pond size to serve full build-out of the project is approximately 69 acres, assuming it is built to an average pond depth of 14 feet with an additional 2 feet of freeboard (berms 12' above ground and pond bottom 4' below ground) and assuming it is accompanied by 490 irrigation acres. Approximately 379 acres of land will be irrigated within the developed portion of the Plan as listed on Table 6.3 resulting in a need for approximately 111 acres of other irrigation land (sprayfields). Sites that are under consideration to be used for ponds and/or sprayfields are listed on Table 6.4 and are shown on Figure 6.7.

Recycled Water Pipe Network

A network of backbone recycled water pipe infrastructure will be constructed in the major streets internal to the Plan area as shown on Figure 6.8. In addition, most local streets will include recycled water mains to enable private connections at individual residential lots.

Offsite Improvements

If wastewater is treated offsite, it must be returned to the project site or sent to another acceptable disposal area. Figures 6.4and 6.6 show the potential routing of offsite recycled water pipelines that would return the water to the project, depending on where the treatment occurs.

Table 6.3 - Estimated CLSP Internal Recycled Irrigation Areas

Land Use	Total Area (Acres)	Assumed Landscaped Factor	Estimated Landscaped Area (Acres)
Residential			
Variable Density -Front Yd.	n/a		68
Variable Density -Back Yd.	n/a		92
HDR	28.3	15%	4
R/MU	45.2	15%	7
OC/VR/WWTP	33.5	0%	0.0
	Residential Subtotal		**171.0**
Other			
OC/VR/WWTP	33.5	15%	5
Office Commercial	239.7	15%	36
Neighborhood Comm.	12.6	15%	2
Specialty Commercial	7.9	15%	1
Public/Semi-Public/Neigh Comm'l	10.1	15%	2
High School	50.0	40%	20
K-8 School	54.6	50%	27
Community Park	70.0	75%	52
Neighborhood Park	45.0	75%	34
Open Space	93.8	12%	11
	Non-Residential Subtotal		**190**
Right of Way	**92.7**	**20**	**18**
		TOTAL	**379**

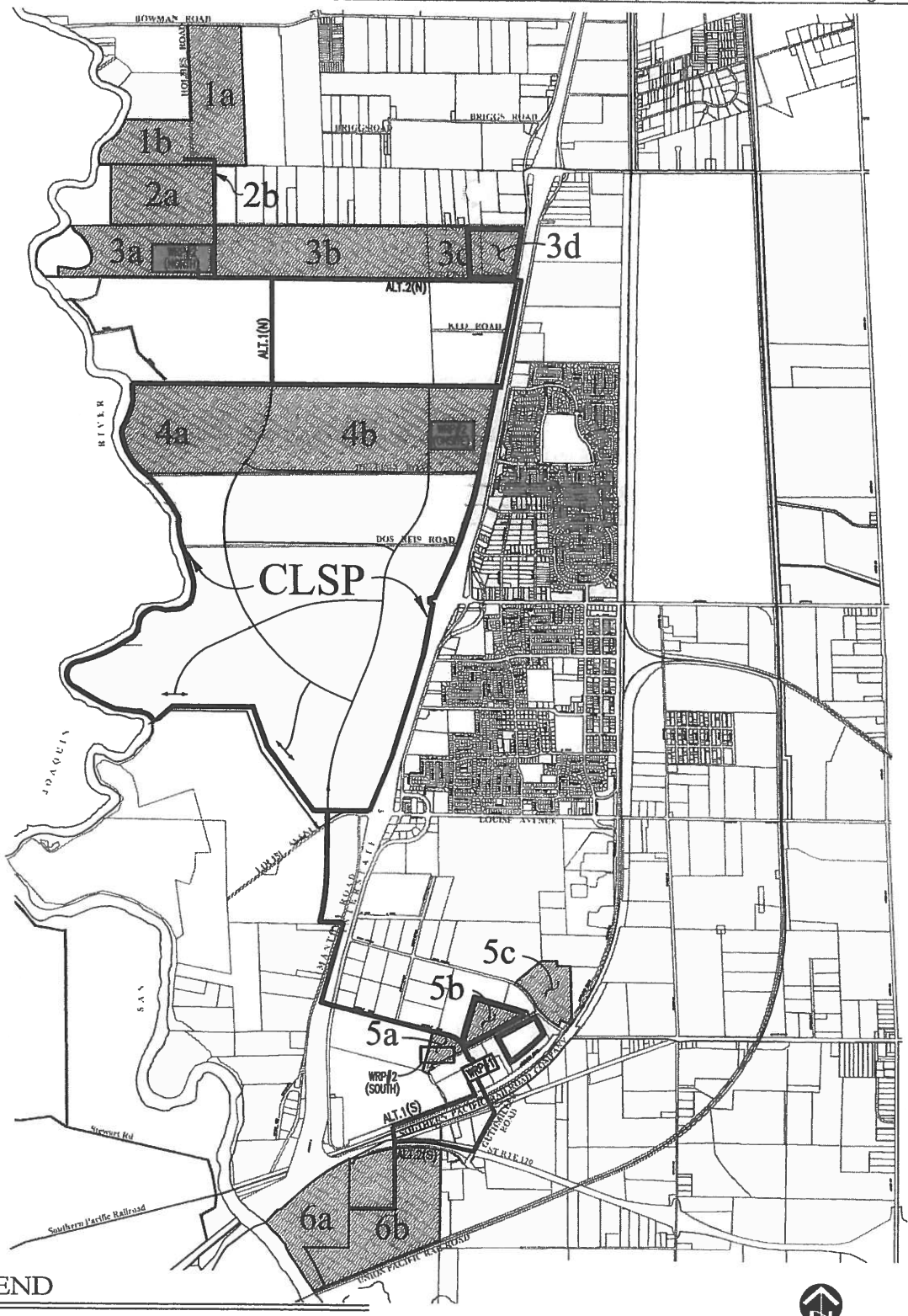

Figure 6.7: Recycled Water Storage and Sprayfield Alternatives

Central Lathrop Specific Plan

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TABLE 6.4 - CLSP RECYCLED WATER POND / SPRAYFIELD ALTERNATIVES				
	Property Owner	**APN**	**Area (Acres)**	**Currently within City Limits**
1.	**Rio Blanco**			
a	Rio Blanco Ranch, Inc.	191-280-09	101.22	NO
b	Rio Blanco Ranch, Inc.	191-280-10	49.49	NO
	Rio Blanco Ranch, Inc. Subtotal		**150.71**	
2.	**Roseville Investments LLC**			
a	Roseville Investments LLC	191-270-01 (portion)	58.5	NO
b	Roseville Investments LLC	191-270-011	1.5	NO
	Roseville Investments LLC Subtotal		**60**	
3.	**Lawrence**			
a	Harvey and Yvonne Lawrence	191-270-13(portion)	107.98	NO
b	Lawrence Trust	191-260-14	158.79	NO
c	Lawrence Trust	191-230-01	40	NO
d	Lawrence Trust	191-230-02	29.33	NO
	Lawrence Subtotal		**336.1**	
4.	**CLSP - Widmer**			
a	Widmer Trust	191-220-04	99.1	Yes (following CLSP Annexation)
b	Widmer Trust	191-220-05	313.88	
	CLSP - Widmer Subtotal		**412.98**	
5.	**Crossroads Industrial Park**			
a	Crossroads	198-130-38	9.75	YES
b	Crossroads	198-130-33	20.69	YES
c	Crossroads	198-130-32	25.15	YES
	Crossroads Subtotal		**55.59**	
6.	**South of SR 120**			
a	Hill Countrys A Ltd.	241-020-11	62.7	NO
b	Southgate Ltd.	241-030-03	161.42	NO
	South of SR 120 Subtotal		**224.12**	

[Note: All of these properties are under contract for purchase by Richland Planned Communities]

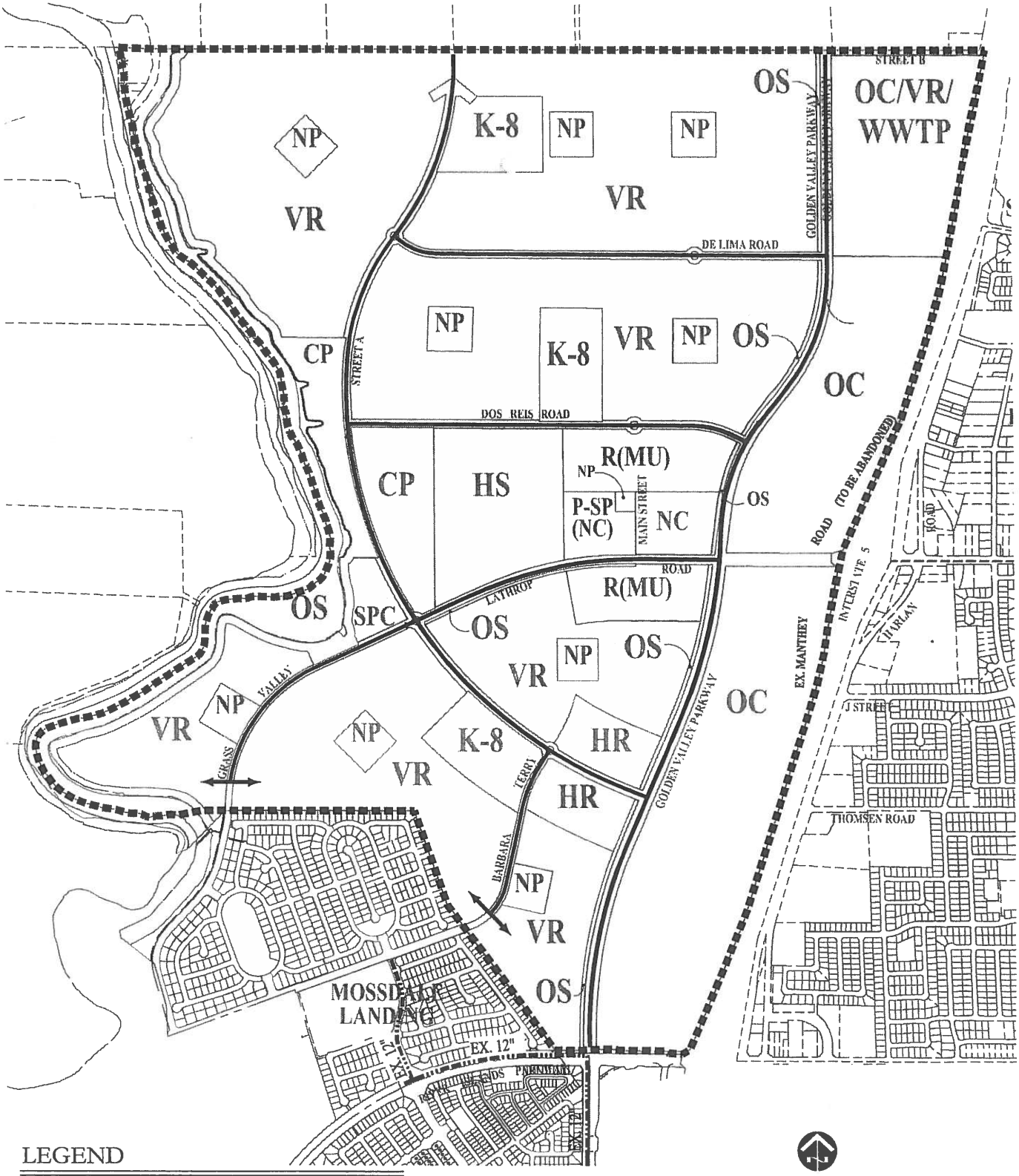

Figure 6.8: Recycled Water Pipe Network

Central Lathrop Specific Plan

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Flood Protection and Storm Water Quality

Background

An existing levee along the west side of the Plan area protects the property from flooding by the San Joaquin River. The levee has been determined by FEMA to be adequate to protect against the 100-year flood. FEMA has categorized the property as being in Zone B that is defined as lands protected by a levee from the "base flood".

A storm drainage force main pipe is currently being constructed through the Plan area along Dos Reis Road to the San Joaquin River. This pipe will serve properties east of I-5. The headwall for the outfall structure at the west end of this system will have capacity to accommodate a portion of the drainage from the Plan area.

At the time of Plan approval, runoff from within the Plan area is collected in a system of shallow agricultural ditches and discharged into the river by small privately owned pumps. Public storm drain facilities are not currently available to serve the proposed development.

After development, both the total volume of runoff and the peak discharge rate into the river will significantly increase. New drainage infrastructure improvements will be constructed to meet these needs.

Using design standards developed in cooperation with the City, the drainage program that is implemented throughout the Plan area must provide for efficient discharge of runoff from a 10-year storm while also protecting the site from flooding during a 100-year storm event. It is also desirable that a high degree of design flexibility be incorporated into the drainage program. This flexibility will allow sufficient latitude for each new development within the CLSP area to design an internal system that meets its site-specific needs, so long as the design is consistent with the overall CLSP Project Area Drainage Plan.

Existing Constraints

Central Lathrop is part of a larger watershed known as "the Northern Area" that includes areas both east and west of Interstate 5. The Central Lathrop Specific Plan drainage program generally conforms with policies and guidelines that were developed for that region. However, conditions that are unique to areas west of the freeway have influenced the way in which these policies and guidelines have been adapted to best serve the needs of the Plan area.

The CLSP site is about 20 feet lower than the top of the adjacent San Joaquin River levee. Therefore, runoff must be pumped over the levee. To avoid adverse impact to the levees near the project site, peak discharge is limited to 30% of the 100-year flow rate from the watershed. Therefore, on-site detention is provided to store excess runoff during periods of peak storm activity.

Shallow groundwater exists throughout the site and is influenced by both the water level in the river and sub-surface flow from areas of higher elevation to the east, as well as local irrigation practices. Even though the groundwater level may decline with a reduction in farming activities, it is expected that this high ground water condition will generally persist after development, impacting both construction and the 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 project. 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. Levees themselves are prone to seepage when river levels are high. This seepage can be mitigated to some extent by the installation of underground "toe drains" (sub-drains) on the land side of the levee.

The Storm Collection System

The storm drain collection system for the Central Lathrop Specific Plan area is compatible with existing and proposed site conditions as well as expected development patterns. The Plan area has been divided for drainage purposes into five watersheds (shown on Figure 6.9), each of which will consist of a system having four integrated components. The first component of the storm drain system is the gravity lines that collect surface runoff and deliver it to a system of multiple detention facilities that make up the second part of the system. These detention facilities are interconnected by pipelines that allow them to function as a single entity. The third part of the system is the gravity outfall line that leads to one of five proposed pump stations (each of the five watersheds is served by its own pump station). The final component is the pump station and force main that conveys water to one of two proposed river outfall structures. A schematic layout of this drainage infrastructure is shown on Figure 6.10.

The proposed 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 (which is limited to 30% of the 100 year developed condition flow rate from the watershed). When the rate of runoff exceeds the pump station capacity, water "backs up" into the detention system until the runoff rate declines and once again equals the capacity of the pump station. The water level in the detention facilities then decreases, emptying completely within a City mandated 24-hour period.

Based on preliminary information available at the time of Plan approval, the approximate size of the detention facility and pump station for each of the five watersheds is shown in Table 6.5.

Storage is based on the maximum pumping rate shown. If a lower rate is selected, storage will increase.

Table 6.5 - Watershed Detention Facilities and Pump Station Sizes

Watershed	Area	Maximum Pumping Rate	Total Storage
	Acres	CFS	Acre-feet
1	404	130.5	12.8
2	205	83.4	6.8
3	378	96.3	12.2
4	234	78.6	6.6
5	238	84.9	8.5
Total	**1,459**	**473.7**	**46.9**

Note: Total acreage shown is less than that of the entire Plan area because portions of the Plan area are west of the levee and runoff from these areas will not enter the drainage system.

Flood Protection

Another key element of the storm drain system is its ability to handle the runoff that occurs during a high intensity storm. The underground system is designed for a ten-year storm. When its capacity is exceeded during an intense storm event, water flows in the streets. By means of a descending "saw-tooth" surface profile, this surface flow is directed toward the proposed detention facilities. In this way, the depth of the surface flow is kept within acceptable limits and the threat of flooding posed to private property is diminished.

The CLSP storm drain system is also designed to provide flood protection in circumstances requiring shut down of the system pumps that discharge into the river. RD-17 limits river discharge to pre-development levels whenever the river stage exceeds an elevation of 21. When pump discharge is limited, the site must be able to accommodate the volume of a 100 year, 48 hour storm without flooding homes or other buildings. Under these extreme circumstances, the volume of water that must be stored on the site may exceed the capacity of the detention facilities and will be held in the streets and/or other areas.

The CLSP grading concept keeps many of the streets within each water shed at approximately the same elevation. During a rare condition, when the river is high and the storm water pumps must be turned off, this grading concept will allow runoff to be spread throughout the shed which avoids excessive depth of inundation in any one area.

Storm Water Quality

An important goal of storm drain design is to meet current water quality standards being developed by the City in conformance with Phase II NPDES regulations. Because the site discharges into the San Joaquin River, runoff quality must also meet standards of the regulatory agencies (RD-17, Corps of Engineers, etc). In cooperation with the City, "first flush" runoff must be treated to the "maximum extent practicable" by implementing appropriate source and treatment control BMPs (Best Management Practices). 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.

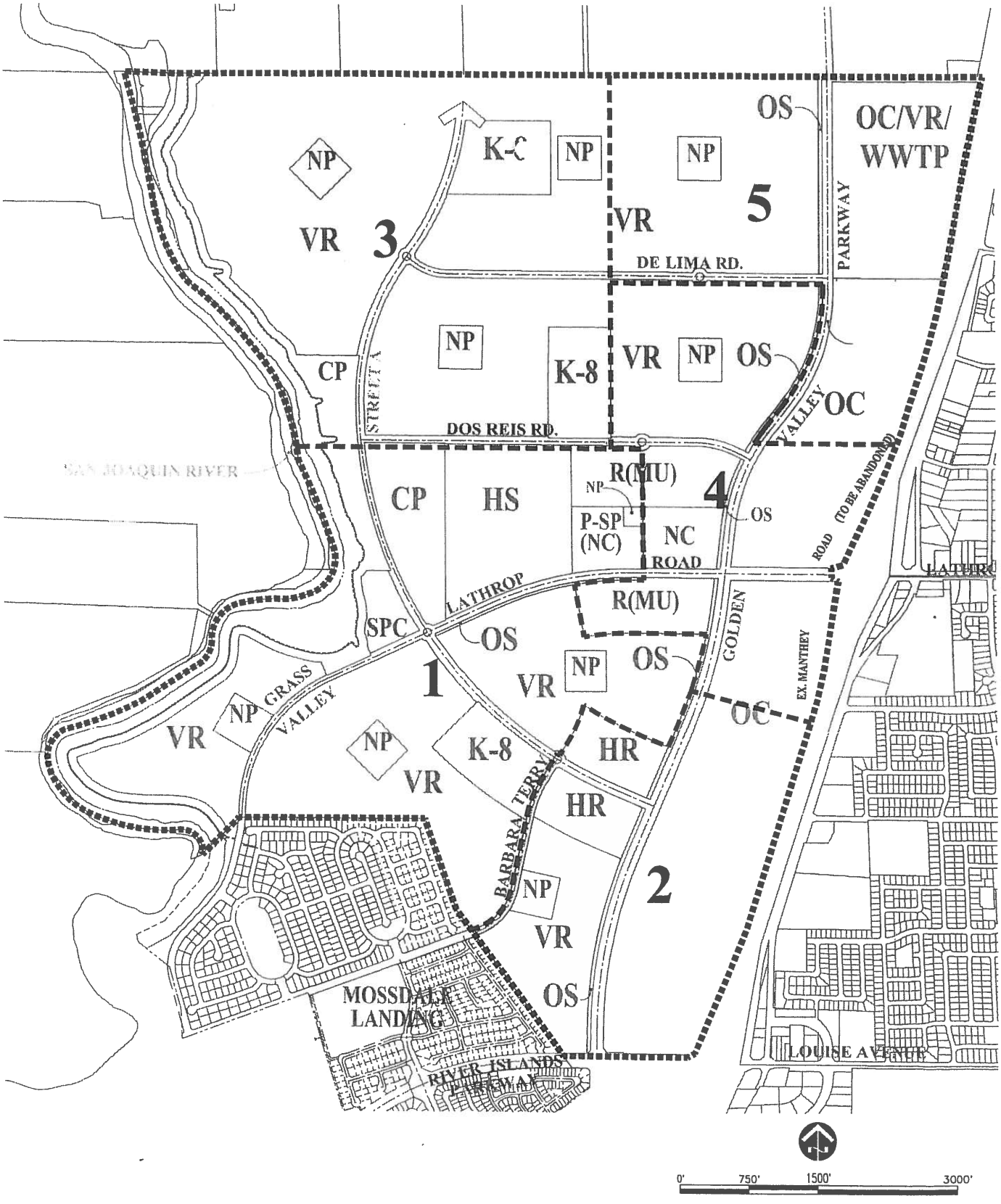

Figure 6.9: Watersheds

Central Lathrop Specific Plan

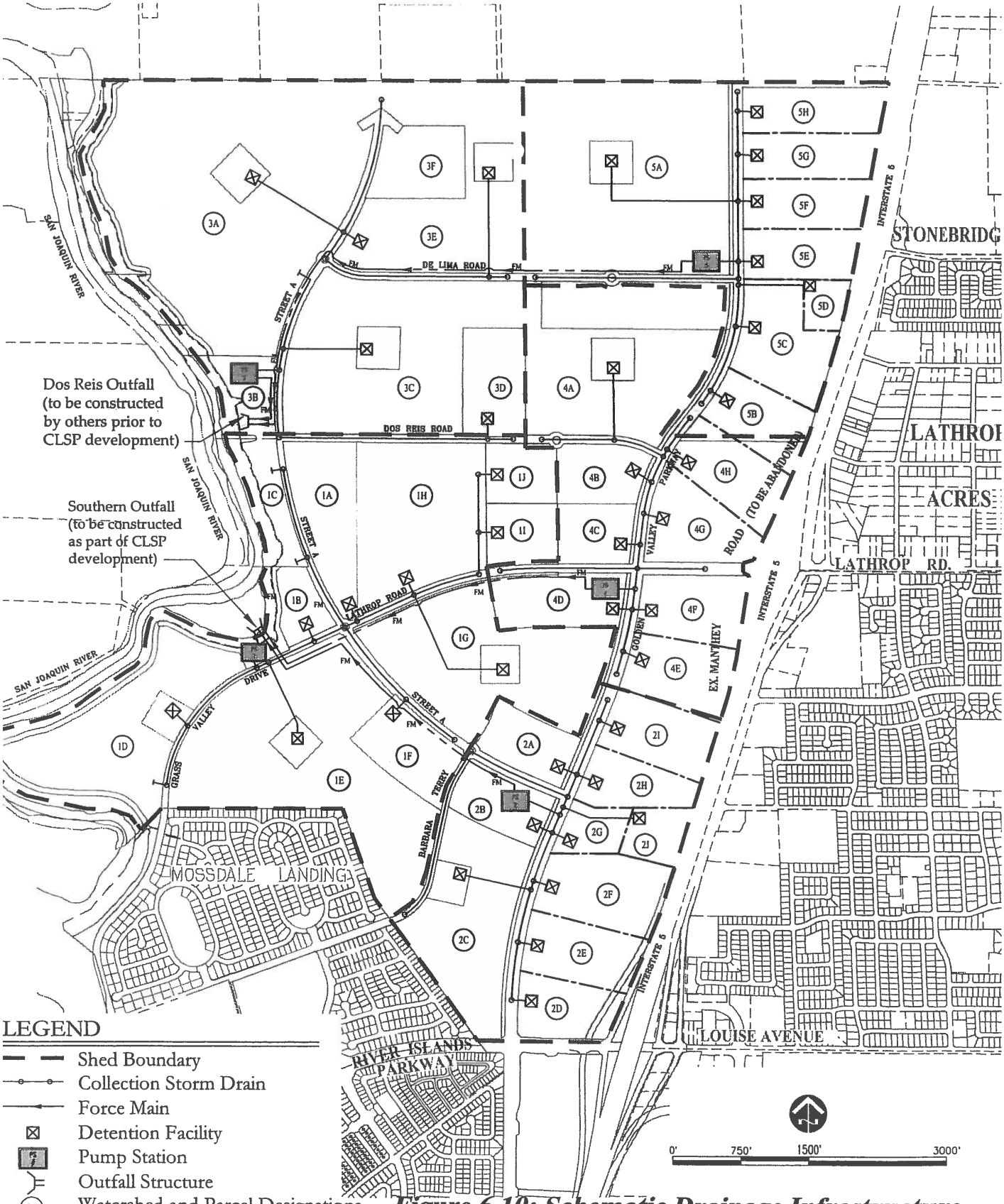

Figure 6.10: Schematic Drainage Infrastructure

Central Lathrop Specific Plan

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Public Utility Easements and Utility Corridors

For a discussion regarding the location and use of public utility easements and utility corridors, please refer to page 3-21 of Chapter Three: Circulation and Transportation.

Energy and Telecommunications

Power

Electrical service is to be provided to the project area by PG&E. Power lines within the Plan area present at the time of CLSP approval are shown on Figure 6.11. It is anticipated that all existing overhead lines along public roadways will be removed and/or relocated underground as the project develops. New powerlines constructed to serve the project, as well as all other utilities, will be installed underground.

Electricity connects to main electrical feeder lines in the vicinity of the project area. Electrical service will be stubbed to parks, schools, commercial sites and other non-residential uses. Electricity is to be provided in a timely manner to serve each project as needed.

Gas

Natural gas service is to be provided to the project area by PG&E. The project ties into natural gas lines from either the Louise Feeder, located at the Louise Avenue and South Harlan Road intersection or those lines extended from this location to service the Mossdale Landing project located just south and immediately adjacent to the Specific Plan area.

Telecommunications

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

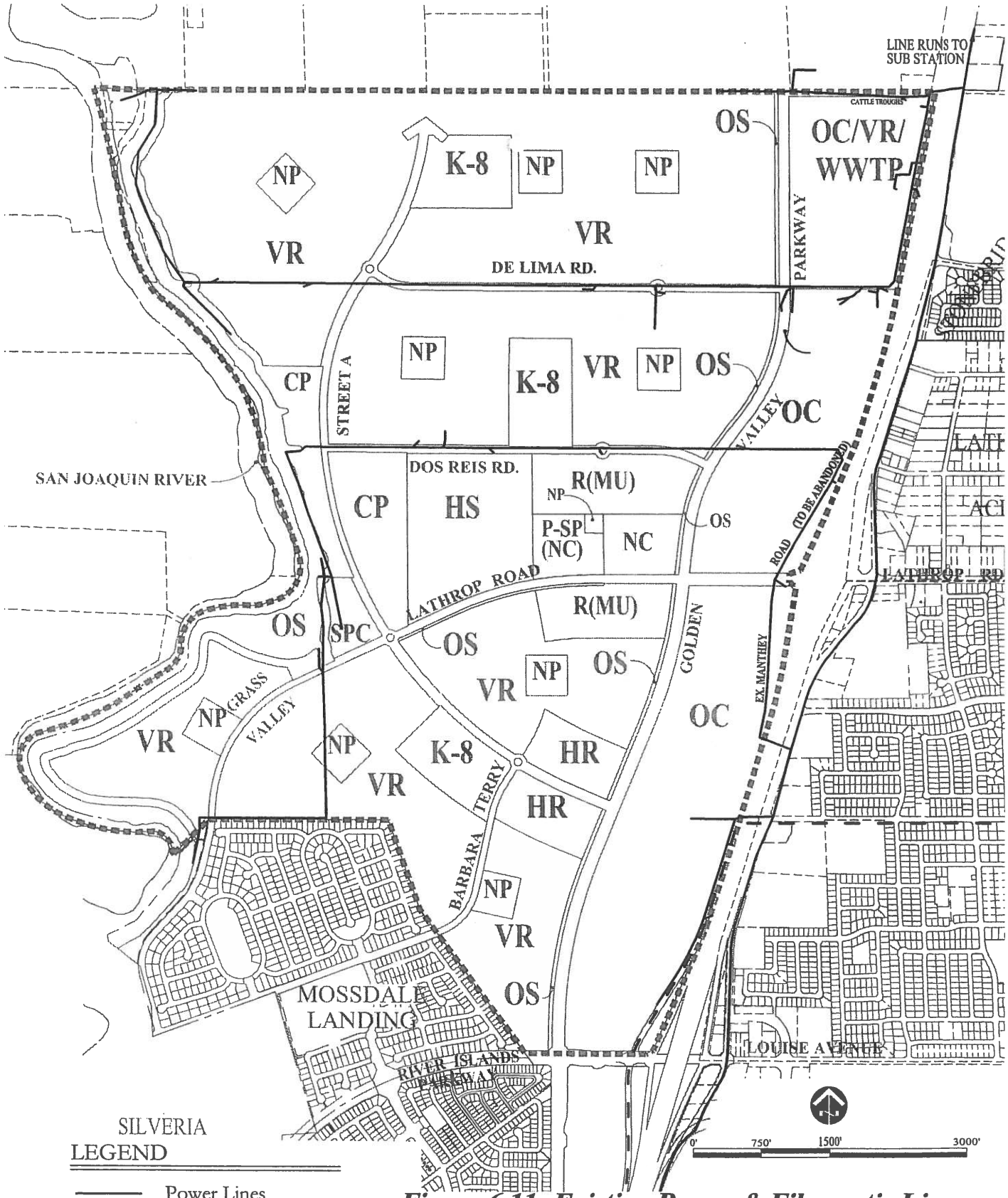

Figure 6.11: Existing Power & Fiberoptic Lines

Central Lathrop Specific Plan

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Chapter Seven: Community Design and Development

Introduction

There are two basic aspects to community design and development. The first involves the design character of the CLSP community. The second involves the determination of the particular uses that will be permitted, administratively permitted, and conditionally permitted in each of the land use categories described in Chapter Two of this CLSP and the establishment of development standards for each such land use.

Design Guidelines

The basic concepts of community form and the comprehensive planning vision for which provision is made in this Central Lathrop Specific Plan are defined and given effect in large part through application of the Central Lathrop Design Guidelines, a companion document to this Specific Plan. This companion document contains design principles and guidelines which will help shape the unique character of the CLSP community by providing a site planning, landscaping, and architectural framework for crafting the neighborhoods, commercial districts, parks, and other civic uses found within Central Lathrop.

Permitted Uses and Development Standards

The permitted, administratively permitted, and conditionally permitted uses, as well as the development standards for each of the land use categories referenced in Chapter Two of this Specific Plan, are those uses and standards established by the zoning and development criteria found in Title 17 of the Lathrop Municipal Code. This title creates a special zoning district that includes and is applicable to all of the properties within the Central Lathrop Specific Plan. This special CLSP zoning district provides a means by which the City's general zoning regulation can be further refined and tailored to shape the character and implement the design vision of the Central Lathrop Specific Plan. The creation of a stand alone zoning district for the CLSP allows the establishment of a regulatory framework that captures the unique features of the Plan. Additionally, a Development Standard overlay district has been created to permit exceptions to the specified development standards in Central Lathrop general zone districts to encourage a wide variety of product types and innovative design solutions.

The types of uses that are permitted, administratively permitted, and conditionally permitted for each of the land use categories referenced in Chapter Two of this Specific Plan are fully defined in Chapter 17.62 of the Lathrop Municipal Code. Use types identified as permitted are allowed as of right and require no further land use review or approval. Use types identified as administratively permitted are allowed subject to administrative approval as specified in Chapter 17.108 of the Lathrop Municipal Code. Use types identified as conditionally permitted are allowed subject to Planning Commission approval of a Conditional Use Permit as specified in Chapter 17.112 of the Lathrop Municipal Code.

Chapter Eight: Implementation

Introduction

This chapter of the CLSP discusses the various methods used to implement and administer the Central Lathrop Specific Plan. These measures include: adherence to other regulatory documents, plans and policies; subdivision review, design review, conditional use permits, variances, and other permits for individual development projects; transfer of residential and non-residential development rights within the CLSP project area; phasing of development and supporting infrastructure; and interpretation and amendments to the CLSP. Each of these subjects is discussed below.

Specific Plan Implementation

Implementation of the Central Lathrop Specific Plan is to be carried out in accordance with the terms and conditions of several related planning and program documents, including, in particular, the landowner development agreements, the project Environmental Impact Report, the Central Lathrop Design Guidelines (See Appendix A), the City of Lathrop General Plan and related Master Plans, and the Zoning Ordinance. These documents provide guidance and direction and otherwise inform City discretion in the review and approval of future development within the Plan area.

Landowner Development Agreements

Landowners within the CLSP and the City of Lathrop may enter into development agreements in accordance with Sections 65864 et seq. of the Government Code of the State of California. Landowner development agreements vest development rights to specified uses of the CLSP property as well as to the densities and intensities of use.

In addition, the Landowner development agreements set forth needed infrastructure improvements, park dedication requirements, timing and methods of financing improvements and other specific performance obligations of the property owner and the City of Lathrop as such obligations relate to the development of the individual properties within the Central Lathrop Specific Plan area.

Project Environmental Impact Report

The CLSP Environmental Impact Report (EIR) was certified concurrent with the adoption of this Specific Plan. The EIR describes the environment, examines the environmental impacts of the Specific Plan and focuses on changes in the environment that will result from all phases of the project including planning, construction and operation.

The EIR also identifies mitigation measures as appropriate to reduce significant impacts, which are incorporated in a Mitigation Monitoring Plan. In accordance with CEQA, it is intended that the CLSP EIR form the environmental basis for approval of subsequent development within and in compliance with this Central Lathrop Specific Plan.

Central Lathrop Design Guidelines

As already described in Chapter Seven, the Central Lathrop Design Guidelines contain architectural, site planning, and landscaping design principles and guidelines for the Central Lathrop Specific Plan area. These design guidelines can be found in Appendix A of this document.

City of Lathrop General Plan

Development within the Central Lathrop Specific Plan must also be consistent with the City of Lathrop General Plan. To assure that the Central Lathrop Specific Plan and the City of Lathrop's General Plan originally adopted in 1991 embody an internally consistent approach to

comprehensive planning and growth management, adoption of the CLSP was accompanied by amendments to the General Plan and several related master-planning documents to incorporate the more specific vision and planning concepts of the CLSP. These related documents include:

- the Water, Wastewater and Recycled Water Master Plan (provides guidance and direction with respect to development of the City's water, sewer, and recycled water infrastructure and facilities) and
- the Bicycle Transportation Plan (provides guidance and direction with respect to development of bicycle trails and facilities within the City of Lathrop).
- the Central Business District Plan (now titled "Lathrop Center Plan", discusses a vision and provides guidelines for creating a vibrant city center).

Municipal Code

As already discussed in Chapter Seven above, the City of Lathrop Municipal Code has been amended to include special zoning districts for the purpose of defining for each parcel the permitted, conditionally permitted, and administratively permitted land uses that may be developed within the CLSP area, the process pursuant to which such land uses are approved and the development standards applicable to each land use.

School Mitigation

A school mitigation agreement or payment of school fees is required of all developers within the Specific Plan area. The school mitigation agreement establishes the obligations of the developer in providing funding and/or facilities to the Manteca Unified School District.

Habitat Management Plans

Habitat preservation, management, and mitigation for the Plan area will be carried out in accordance with the San Joaquin County Multi-species Habitat Conservation and Open Space Plan (SJCHCP), and consultation with the appropriate environmental agencies for those species and impacts not addressed in this document.

The habitat preservation plan describes the operation and management strategies to be used in preserving and mitigating for the loss of significant habitat as well as the mechanisms to be employed in funding such strategies and in coordinating the various federal, state and regional agencies involved in habitat preservation.

The objective of habitat preservation is to mitigate impacts to and address the potential for a "take" of state and federal listed species.

Drainage Plan Implementation

The Project Area Drainage Plan for the Central Lathrop Specific Plan establishes criteria for guiding drainage design throughout the Plan area. Details of how to meet these criteria are intentionally left flexible so that they can be implemented in a manner that best fits each new development. Therefore, a high degree of coordination is required to ensure that the completed system functions as intended.

In this regard, a detailed drainage report, including hydrologic and hydraulic calculations and focused geotechnical investigations relating to soil and groundwater conditions, will be a critical part of the individual application for each project proposed for development.

There are five distinct watersheds within the CLSP. Each watershed is comprised of various land uses totaling over 200 acres. The parcels within each watershed are linked by the drainage system and therefore, the detailed planning of any portion of a watershed must take into consideration the rest of the proposed development within that watershed.

If an individual development does not encompass the entire watershed, the individual project must show that it will implement the requirements of the CLSP Project Area Drainage Plan (PADP).

Cancellation and Non-Renewal of Williamson Act Contracts

The purpose of Williamson Act Contracts is to preserve agricultural lands, as well as open space lands. Property owners entering into these contracts receive property tax reductions for those parcels involved in this statewide program.

As of the approval date of the Central Lathrop Specific Plan, the majority of the lands within the Specific Plan area are under Williamson Act contracts. These contracts must be either canceled or non-renewed before development may occur. The Williamson Act cancellation process cannot occur until after the properties are annexed to the City of Lathrop, when the City succeeds to the contracts in place of San Joaquin County.

The procedure for cancellation and non-renewal of Williamson Act Contracts is provided in Sections 51240-51287 of the Government Code. This state law provides that landowners who file a Notice of Non-Renewal signifying their intent to not renew their contracts, can file a petition for cancellation with the Lathrop City Council (assuming the contracted property has been annexed to the city). The cancellation can affect less than all of the land covered by the contract (Section 51282). To approve the petition for cancellation, the Lathrop City Council must find that the cancellation is consistent with the purposes of the Williamson Act, and furthers the public interest.

Notices of Non-Renewal of the Williamson Act Contracts for most of the Specific Plan properties have been filed prior to adoption of this Specific Plan. The City of Lathrop shall consider and approve cancellations if appropriate findings can be made and other legal requirements satisfied.

Where a Notice of Non-Renewal has been filed, land may continue to be used for agricultural purposes until the development program necessitates the discontinuation of such uses. The City of Lathrop has adopted a right-to-farm ordinance (Chapter 17.128 of the Lathrop Municipal Code) for the purpose of minimizing the potential for urban-agricultural conflicts along the margin between urban and agricultural lands.

Annexation

The San Joaquin County Local Area Formation Commission (LAFCo) is the responsible agency for the Specific Plan area's detachment from the County and annexation to the City of Lathrop. A tax sharing agreement between the City of Lathrop and the County of San Joaquin is required prior to LAFCo approval of the annexation. Annexation of the Project area is requisite prior to development in the City of Lathrop.

City Review Process

The City of Lathrop Community Development Department is the lead agency in processing the review of development projects within the Central Lathrop Specific Plan. The level and type of review depends on the specific land uses, building types and impacts on the surrounding environment. The EIR prepared for the Specific Plan eliminates or, at a minimum, significantly reduces the requirement of further environmental review for specific projects within the Plan area.

Upon submission of any application for a development approval, the City shall expeditiously commence and complete all steps necessary to act on the application. To this end, the applicant shall promptly provide to the City all information that is reasonably requested by the City and is reasonably necessary to assist the City in its consideration of any such application.

The City, in any landowner development agreement or on its own initiative, may commit to implementing fast-track municipal development approval procedures, for the purpose of allowing development to proceed on an expedited basis.

The City may employ contract personnel, at the applicant's expense, to process and review applications, to perform plan checking, inspection of public improvements, engineering services, building inspection services and other similar services.

Amendments to CLSP

Periodically, an applicant may request amendments to the General Plan or the Specific Plan to respond to changing circumstances and conditions. Unless otherwise specified in a landowner development agreement, this Specific Plan shall be amended in the same manner as the City's General Plan in accordance with the California Government Code Sections 65453-65454, except that specific plan amendments may be adopted by resolution or by ordinance. Amendments to the CLSP must be adopted using the same procedure (resolution or ordinance) as

was used when the Plan was originally adopted. An amendment or amendments to this Specific Plan shall not require a concurrent general plan amendment unless it is determined by City Staff that the proposed amendment would substantively affect the General Plan goals, objectives, policies or land use programs.

Overview of Development Approval Process

The approval of any development project within Central Lathrop shall be based on its consistency with the Lathrop General Plan, the Central Lathrop Specific Plan, the Central Lathrop Design Guidelines, and Chapter 17.100 of the Lathrop Zoning Code. In addition, each application for a development project within the CLSP will be evaluated to assess the applicability of environmental mitigation measures established by the Environmental Impact Report for the CLSP and to determine whether future environmental review is required under CEQA (Public Resources Code Sections 21166; 21083.3. See also CEQA Guidelines Sections 15162-15164, 15182, and 15183).

Development projects within the CLSP area are subject to the standard permit and approval requirements of the City of Lathrop's Zoning and Subdivision Ordinances, except as modified by this Specific Plan and related approvals. In addition, permits may be required by other federal, state, and regional agencies such as the San Joaquin County Local Agency Formation Committee, the U.S. Army Corps of Engineers, and the California Department of Fish and Game.

Subdivision Review, Design Review, Conditional Use Permits, Variances, and other permits for individual development projects

Subdivision Review

Subdivisions include "minor" subdivisions (generally 4 or fewer parcels) which are subject to the Parcel Map procedures and "major" subdivisions (generally 5 or more parcels) which are subject to the Tentative Map or Vesting Tentative Map procedures, as such procedures are set forth in the State of California Subdivision Map Act and the City of Lathrop Subdivision Ordinance.

Subdivision of land within the CLSP area shall be approved either by the Community Development Director, where the proposal involves a minor subdivision, or by the Planning Commission where the proposal involves a major subdivision. Such subdivision approvals must be made following a public hearing, shall be based upon necessary findings, and may include conditions of approval. Applications for subdivisions shall be filed with the Lathrop Community Development Department. Applications shall include the specified number of copies of the map, a preliminary title report and City processing fees, together with such additional information as the City may require to allow for proper review of the proposed subdivision.

Following approval of a tentative map, the subdivider must file a final map with the Public Works Department for review and approval and record the final map once approved by Public Works to complete the subdivision process.

The City of Lathrop may also require that infrastructure improvement plans be prepared to accompany final maps.

Central Lathrop Design Review

All development proposals involving "permitted uses" and "administratively permitted uses" under the Lathrop Zoning Code shall be subject to review and approval by the Central Lathrop Design Review Board ("CLDRB"). The CLDRB is composed of three members, two of which are appointed by the City Manager and one of which is appointed by the Master Developer.

The purpose of the Central Lathrop Design Review process is to determine whether the development proposal is in conformity with the Lathrop General Plan, the Central Lathrop Specific Plan, the provisions of the Zoning Code that are applicable to the CLSP, the terms and conditions of a project development

agreement where applicable, and the Central Lathrop Design Guidelines.

The Central Lathrop Design Review process shall take the place of the Neighborhood Review and Site Plan Review for which provision is made in Chapter 17.100 of the Lathrop Municipal Code and the Architectural Design Review for which provision is made in Chapter 17.104 of the Lathrop Municipal Code. Design Review is required for all proposed structures (whether residential or non-residential) together with related site plans, landscaping, and public improvements associated with new development within the Central Lathrop Specific Plan area.

The Central Lathrop Design Guidelines will specify the Design Review application process. Design Review approvals must be based upon necessary findings and may include conditions of approval. In the event a Design Review Application is denied or conditions of approval are incorporated with which the applicant takes issue, the applicant may, but is not required to, file a Request for Reconsideration with the Design Review Board prior to appealing the denial or conditional approval to the Planning Commission. Applications for Design Review shall be filed with the Lathrop Community Development Department along with the required number of plans and elevations, necessary processing fees and related information.

Conditional Use Permits and Variances

The development of certain land uses within the CLSP requires a conditional use permit. Issuance of conditional use permits are governed by Chapter 17.112 of the Lathrop Municipal Code. This Chapter specifies the application process for conditional use permits, including requirement respecting the submittal of plans, processing fees and related information as may be needed. A public hearing is required to be held by the Planning Commission on conditional use permit applications and the Commission must make findings.

In some instances due to special circumstances applicable to a property, Section 17.120 of the Lathrop Municipal Code authorizes the Planning Commission to consider and grant "major" variances to specific development standards as set forth in the zoning code and the Community Development Director to consider and grant "minor" variances. This section of the Municipal Code includes a discussion of major and minor variances, submittal requirements and requirements for a public hearing.

Appeals

Actions taken on the above items may be appealed to the next highest level of authority within the City of Lathrop, with the Lathrop City Council being the ultimate authority on all applications.

Building, Grading and Demolition Permits

A building permit is required prior to the construction, alteration, or renovation of buildings, including interior improvements. Grading permits are required for the excavation, fill or moving of dirt in excess of 50 cubic yards on any building site within the CLSP area. Issuance of a demolition permit by the Lathrop Building Department is required prior to removal of existing buildings.

Preliminary Residential Unit Allocations

As previously discussed in Chapter Two: Land Use, the Central Lathrop Specific Plan is designed to accommodate a maximum total of 6,790 residential units. Table 8.1 establishes a preliminary allocation of units among the large lot residential development parcels shown on Figure 8.1. Figure 8.1 and Table 8.1 represent the anticipated acres and development quantities by land use that would occur within the CLSP area. Calculated acres are based upon the overlay of the Specific Plan land uses onto a "paper" property boundary map compiled from record dimensions only. Because of this, these figures in all likelihood will not match assessor parcel information or actual acreage. Actual acres and development quantities permitted by each parcel or land use shall be based upon a resolved

boundary based on a field survey to be completed prior to final development approvals and reconciled with these figures.

Transfer of Residential Unit Allocations

It is the explicit intent of this Central Lathrop Specific Plan to permit flexibility in adjusting the number of residential units allocated to any CLSP parcel designated for residential use in response to market demand and subdivision design considerations. To further this intent, the preliminary Allocation of Residential Units set forth in Table 8.1 is subject to adjustment through the transfer of unit allocations from one CLSP residential parcel to another, provided the following unit transfer criteria are met:

1. the transfer and receiving parcels are both within the Central Lathrop Specific Plan area;

2. the transfer of units does not (a) reduce the number of units allocated to the transfer parcel below the minimum number of units allowed by the applicable zoning designation or (b) increase the number of units allocated to the receiving parcel above the maximum number of units allowed by the applicable zoning designation;

3. the units that are proposed for transfer, or any portion thereof, are not subject to a pending or approved development application; and

4. adequate utility transmission and distribution capacity is available or can be made available to accommodate the units proposed for transfer at their new location.

To request a residential unit transfer, the owner or owners of both the transfer and receiving parcels shall submit a written "Request to Transfer Residential Units" to the Community Development Director (a) identifying the impacted parcels, (b) designating the number of units being transferred, and (c) providing other documentation as required by the Community Development Director to determine compliance with the unit transfer criteria set forth above. The applicant shall also provide a revised Central Lathrop Specific Plan Table 8.1 reflecting the adjusted unit counts. Upon approval by the Community Development Director, the revised table will be the official record tracking unit allocations to each CLSP residential parcel. The unit transfer request shall be signed by the owner(s) of the parcels involved in the unit transfer.

Residential unit transfer requests may be approved without a public hearing. Where the Community Development Director denies a residential unit transfer request, based on any of the criteria listed above, the applicant(s) shall be provided with a written explanation of the reasons for denial. A decision of the Community Development Director to deny a residential unit transfer request may be appealed to the City Council.

Residential unit transfers, if in conformity with the policies, procedures and criteria set forth above, are ministerial in character, are contemplated by and within the intent of the Central Lathrop Specific Plan and the Central Lathrop Specific Plan Environmental Impact Report and will not require an amendment to the Central Lathrop Specific Plan or additional environmental review.

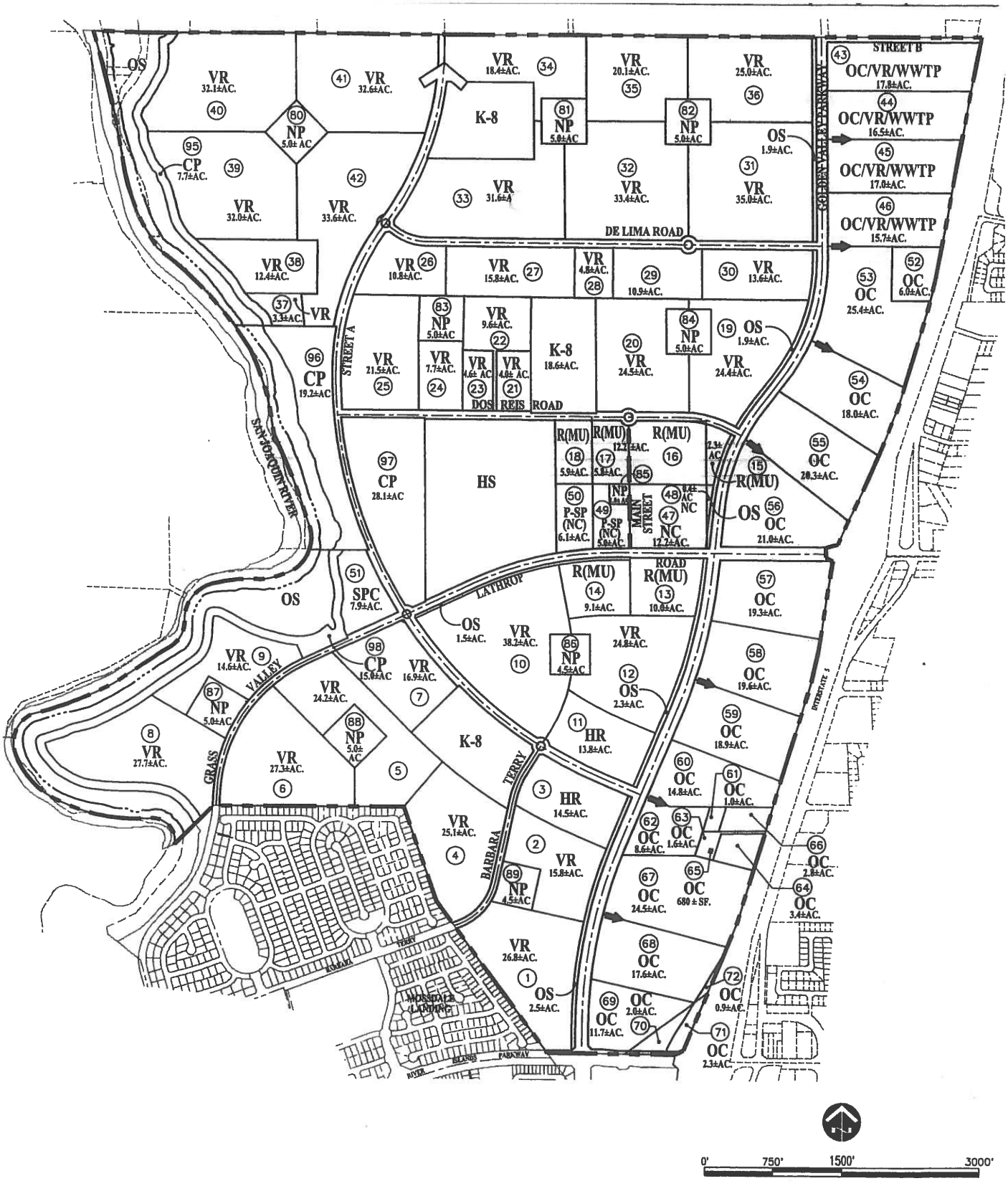

Figure 8.1: Allocation Parcels

Central Lathrop Specific Plan

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Table 8.1 - Residential Parcel-Specific Unit Allocation Summary

Parcel Number	Zoning Designation	Acreage	Min./Max. Units Per Acre	Original Unit Allocation	Unit Allocation After Transfers
1	VR	26.5	3/16	195	
2	VR	16.1	3/16	116	
3	HR	14.5	15/40	232	
4	VR	25.1	3/16	182	
5	VR	24.2	3/16	175	
6	VR	27.3	3/16	198	
7	VR	16.9	3/16	123	
8	VR	27.7	3/16	201	
9	VR	14.6	3/16	106	
10	VR	38.0	3/16	276	
11	HR	13.8	15/40	221	
12	VR	25.0	3/16	186	
13	R(MU)	10.0	10/40	160	
14	R(MU)	9.1	10/40	146	
15	R(MU)	2.3	10/40	37	
16	R(MU)	12.2	10/40	195	
17	R(MU)	5.8	10/40	93	
18	R(MU)	5.9	10/40	94	
19	VR	24.4	3/16	177	
20	VR	23.5	3/16	170	
21	VR	4.0	3/16	29	
22	VR	9.6	3/16	70	
23	VR	4.6	3/16	33	
24	VR	7.7	3/16	59	
25	VR	21.5	3/16	159	
26	VR	10.8	3/16	78	
27	VR	15.8	3/16	115	
28	VR	4.8	3/16	35	
29	VR	10.9	3/16	79	
30	VR	13.6	3/16	99	
31	VR	35.0	3/16	259	
32	VR	33.4	3/16	244	
33	VR	31.6	3/16	229	
34	VR	18.4	3/16	133	
35	VR	20.1	3/16	146	
36	VR	25.0	3/16	181	
37	VR	3.3	3/16	24	
38	VR	12.4	3/16	90	
39	VR	32.0	3/16	232	
40	VR	32.1	3/16	233	
41	VR	32.6	3/16	236	
42	VR	33.6	3/16	244	
43	OC/VR/WWTP	17.8	3/16	129	
44	OC/VR/WWTP	16.5	3/16	125	
45	OC/VR/WWTP	17.0	3/16	125	
46	OC/VR/WWTP	15.7	3/16	121	
TOTAL		**843.7**		**6,790**	

Date of last Update:_____

Preliminary Building Area Allocations

The Central Lathrop Specific Plan is designed to accommodate a maximum total of 4,981,304 square feet of non-residential building floor area. Table 8.2 establishes a preliminary allocation of building area square footage among the large lot non-residential parcels shown on Figure 8.1. Figure 8.1 and Table 8.2 represent the anticipated acres and development quantities by land use that would occur within the CLSP area. Calculated acres are based upon the overlay of the Specific Plan land uses onto a "paper" property boundary map compiled from record dimensions only. Because of this, these figures in all likelihood will not match assessor parcel information or actual acreage. Actual acres and development quantities permitted by each parcel or land use shall be based upon a resolved boundary based on a field survey to be completed prior to final development approvals and reconciled with these figures.

Transfer of Non-Residential Building Area Allocations

It is the explicit intent of this Central Lathrop Specific Plan to permit flexibility in adjusting the building area allocated to any CLSP parcel designated for non-residential use in response to market demand and parcel-specific design considerations. To further this intent, the preliminary "Allocation of Building Area Square Footage" set forth in Table 8.2 is subject to adjustment through the transfer of building area from one CLSP non-residential parcel to another, provided the following building area transfer criteria are met:

1. the transfer and receiving parcels are both within the Central Lathrop Specific Plan area;

2. the transfer of building area square footage does not reduce the building area allocated to the transfer parcel below a minimum usable square footage;

3. the building area square footage that is proposed for transfer, or any portion thereof, is not subject to a pending or approved development application; and

4. adequate utility transmission and distribution capacity is available or can be made available to accommodate the building area square footage proposed for transfer at the new location.

To request a building area transfer, the owner or owners of both the transfer and receiving parcels shall submit a written "Request to Transfer Non-Residential Building Area" to the Community

Development Director (a) identifying the impacted parcels, (b) designating the amount of building area (in gross square feet) being transferred, and (c) providing other documentation as required by the Community Development Director to determine compliance with the building area transfer criteria set forth above. The applicant shall also provide a revised Central Lathrop Specific Plan Table 8.2 reflecting the adjusted building areas. Upon approval by the Community Development Director, the revised table will be the official record tracking building area allocations to each CLSP non-residential parcel. The building area transfer request shall be signed by the owner(s) of the parcels involved in the building area transfer.

Non-residential building area transfer requests may be approved without a public hearing. Where the Community Development Director denies a non-residential building area transfer request based on any of the criteria listed above, the applicant(s) shall be provided with a written explanation of the reasons for denial. A decision of the Community Development Director to deny a non-residential building area transfer request may be appealed to the City Council.

Non-residential building area transfers, if in conformity with the policies, procedures and criteria set forth above, are ministerial in character, are contemplated by and within the intent of the Central Lathrop Specific Plan and the Central Lathrop Specific Plan Environmental Impact Report and will not require an amendment to the Central Lathrop Specific Plan or additional environmental review.

Table 8.2 - Commercial Parcel Summary –Specific Square Foot Allocation

Parcel Number	Zoning Designation	Acreage	Min./Max. FAR Per Acre	Original SF Allocation	SF Allocation After Transfers
13	R(MU)	10.0	0.17/4.0	130,680	
14	R(MU)	9.1	0.17/4.0	118,919	
15	R(MU)	2.3	0.17/4.0	30,056	
16	R(MU)	12.1	0.17/4.0	158,124	
17	R(MU)	5.8	0.17/4.0	75,794	
18	R(MU)	5.9	0.17/4.0	77,101	
43	OC/VR/WWTP	17.8	0.17/0.60	232,610	
44	OC/VR/WWTP	16.5	0.17/0.60	215,622	
45	OC/VR/WWTP	17.0	0.17/0.60	222,156	
46	OC/VR/WWTP	15.7	0.17/0.60	205,168	
47	NC	12.2	0.17/0.60	159,430	
48	NC	0.4	0.17/0.60	5,227	
49	P-SP/NC	5.0	0.17/0.60	65,340	
50	P-SP/NC	6.1	0.17/0.60	79,715	
51	SPC	7.9	0.17/0.40	86,031	
52	OC	6.0	0.17/0.60	78,408	
53	OC	25.4	0.17/0.60	331,927	
54	OC	18.0	0.17/0.60	235,224	
55	OC	20.3	0.17/0.60	265,280	
56	OC	21.0	0.17/0.60	274,428	
57	OC	19.3	0.17/0.60	252,212	
58	OC	19.3	0.17/0.60	252,212	
59	OC	18.5	0.17/0.60	241,758	
60	OC	14.8	0.17/0.60	193,406	
61	OC	1.0	0.17/0.60	13,068	
62	OC	8.6	0.17/0.60	112,385	
63	OC	1.6	0.17/0.60	20,909	
64	OC	3.4	0.17/0.60	44,431	
65	OC	0.016	0.17/0.60	209	
66	OC	2.8	0.17/0.60	36,590	
67	OC	24.2	0.17/0.60	316,246	
68	OC	18.6	0.17/0.60	243,065	
69	OC	11.7	0.17/0.60	152,896	
70	OC	2.0	0.17/0.60	26,136	
71	OC	2.3	0.17/0.60	30,056	
72	OC	0.9	0.17/0.60	11,761	
TOTAL		**383.5**		**4,994,372**	

Date of last Update:_____

Phasing

The implementation program for the Central Lathrop Specific Plan is designed to allow development of the project and construction of supporting public improvements to be phased. Phasing is a critical component of the CLSP 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 the construction of backbone infrastructure will stay ahead of the development it serves while, at the same time, providing the 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.
- It can serve to encourage and facilitate the early development of high priority land uses such as the civic center and high school by assuring that the backbone infrastructure necessary to serve these projects is constructed as part of the initial phase.

The CLSP Phasing Program

The Central Lathrop Specific Plan land uses, and the backbone infrastructure (refer to Chapter Six for details) required to serve them, are designed to be developed in two primary phases, with the possibility of multiple sub phases. The two primary phases are intended to be developed sequentially, with Phase 1 designed to be able to function independently as a complete stand-alone system and Phase 2 designed to complete the system of backbone infrastructure required to serve the entire project. The two primary phases of development are shown on Figure 8-2.

The first phase of the CLSP project extends from the southern boundary of the Plan area to a location between Dos Reis and De Lima Roads. The limits of Phase 1 have been drawn so as to allow for the establishment of the core community uses at the outset of development. The High School and the Civic Center sites are particularly important in this regard. The remaining northern portion of the Plan area constitutes the second phase of development within the CLSP. Project phasing may be further divided into sub-phases as market conditions and infrastructure financing options warrant. Ultimate project build out is anticipated to take approximately 15 years, depending upon market conditions.

Figures 8.3 through 8.12 show the planned phasing of the primary onsite infrastructure improvements. Offsite infrastructure may also be phased.

Infrastructure Administration

A developer may request either changes to the initial infrastructure phasing plan shown in Figures 8.2 through 8.12 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 CLSP provided a developer demonstrates, to the satisfaction of the Public Works Director 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. For example:

- 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 CLSP 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 CLSP site that are to be developed within a particular phase or sub phase;

- Interim drainage solutions such as temporary retention may be employed until off-site facilities (i.e., permanent detention pipes, pump stations, force mains and/or outfall structures) are complete so long as a demonstration is made, to the satisfaction of the Public Works Director, showing 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 CLSP (as such infrastructure requirements are set forth in Chapter Six) 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 CLSP provided a developer demonstrates, to the satisfaction of the Public Works Director and Community Development Director, that the proposed changes meets 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, results 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.

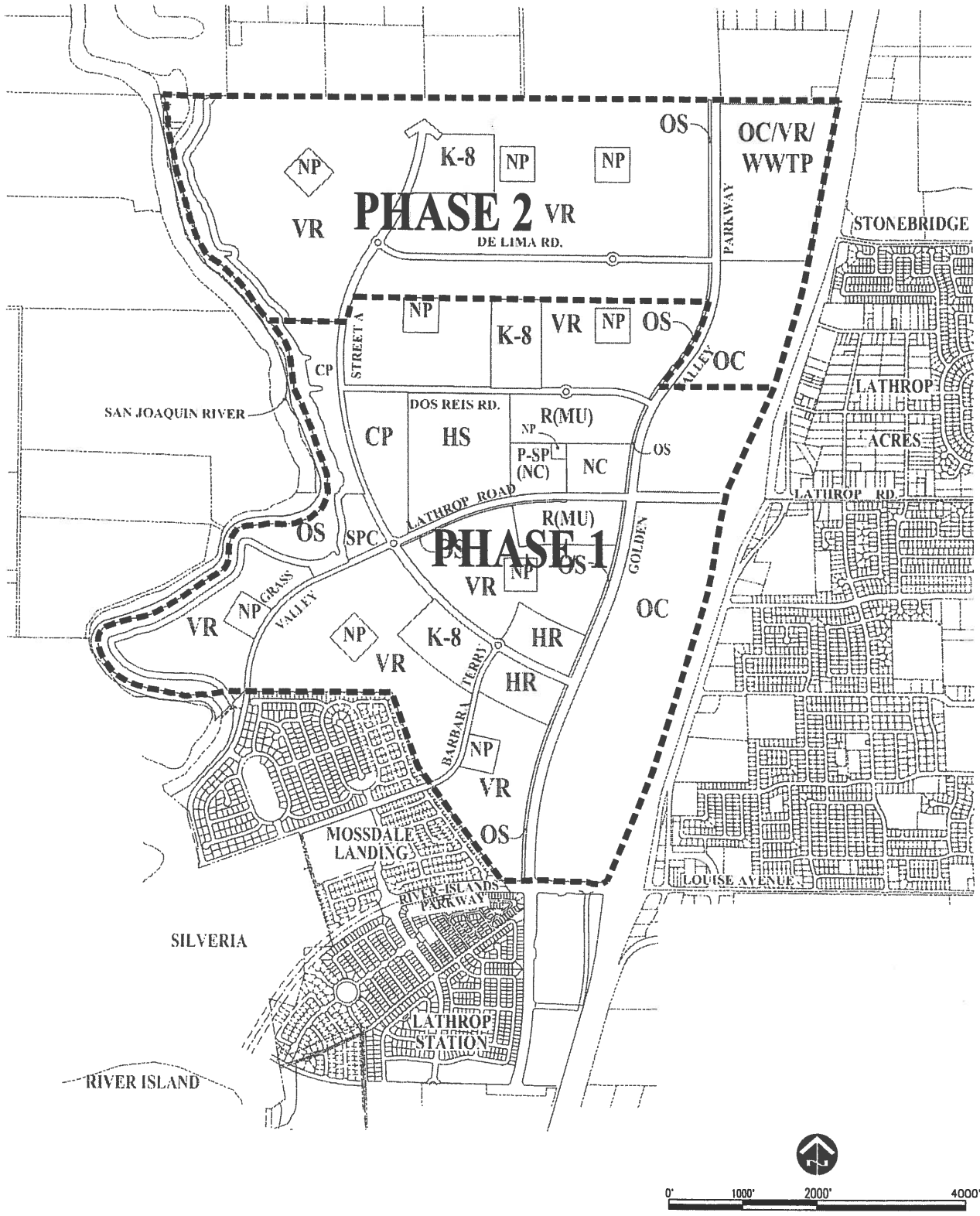

Figure 8.2: Infrastructure Phases

Central Lathrop Specific Plan

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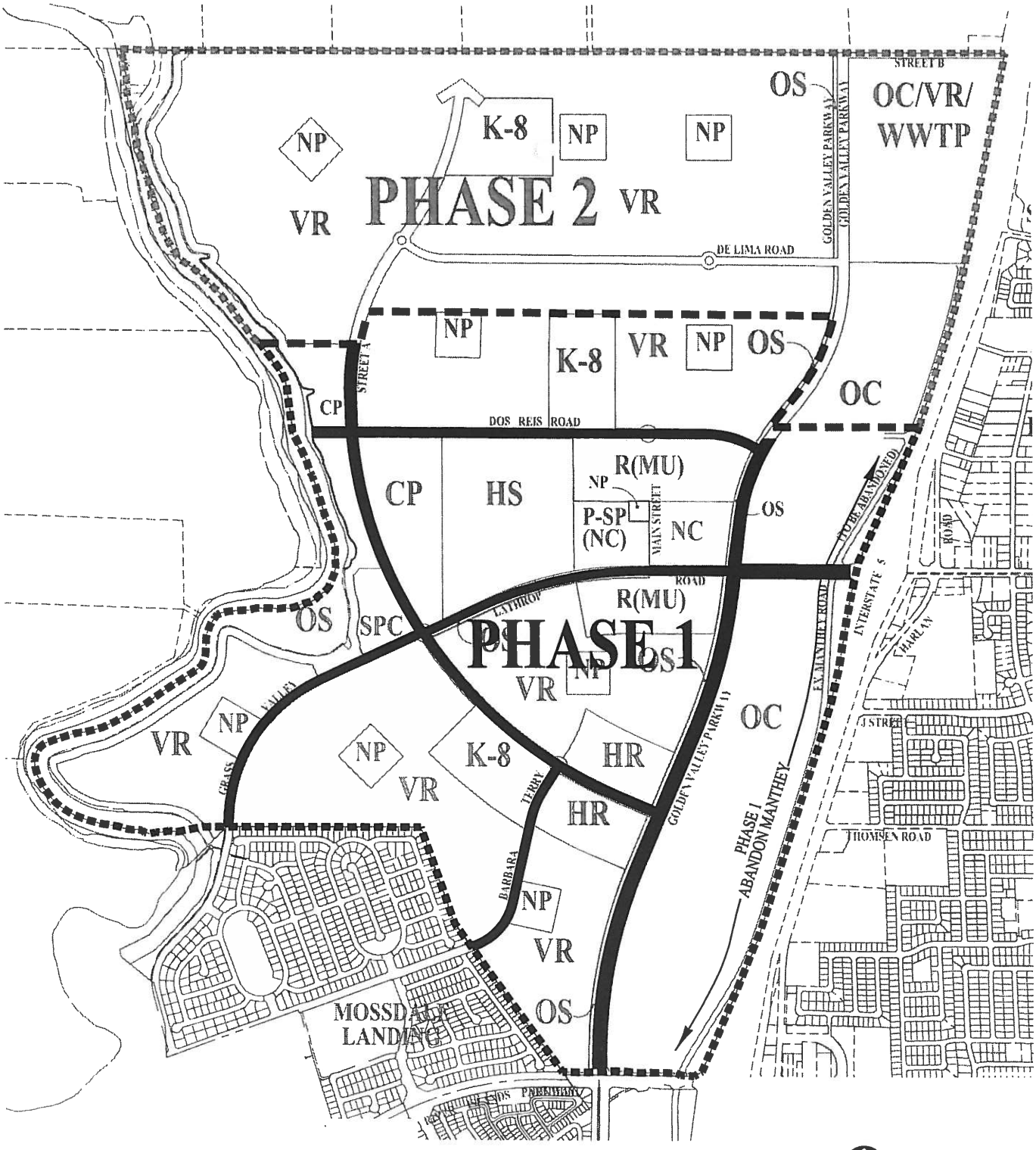

LEGEND

- Indicates New Roads
- Project Boundary
- Phase Boundary

Figure 8.3: Phase 1 Backbone Streets

Central Lathrop Specific Plan

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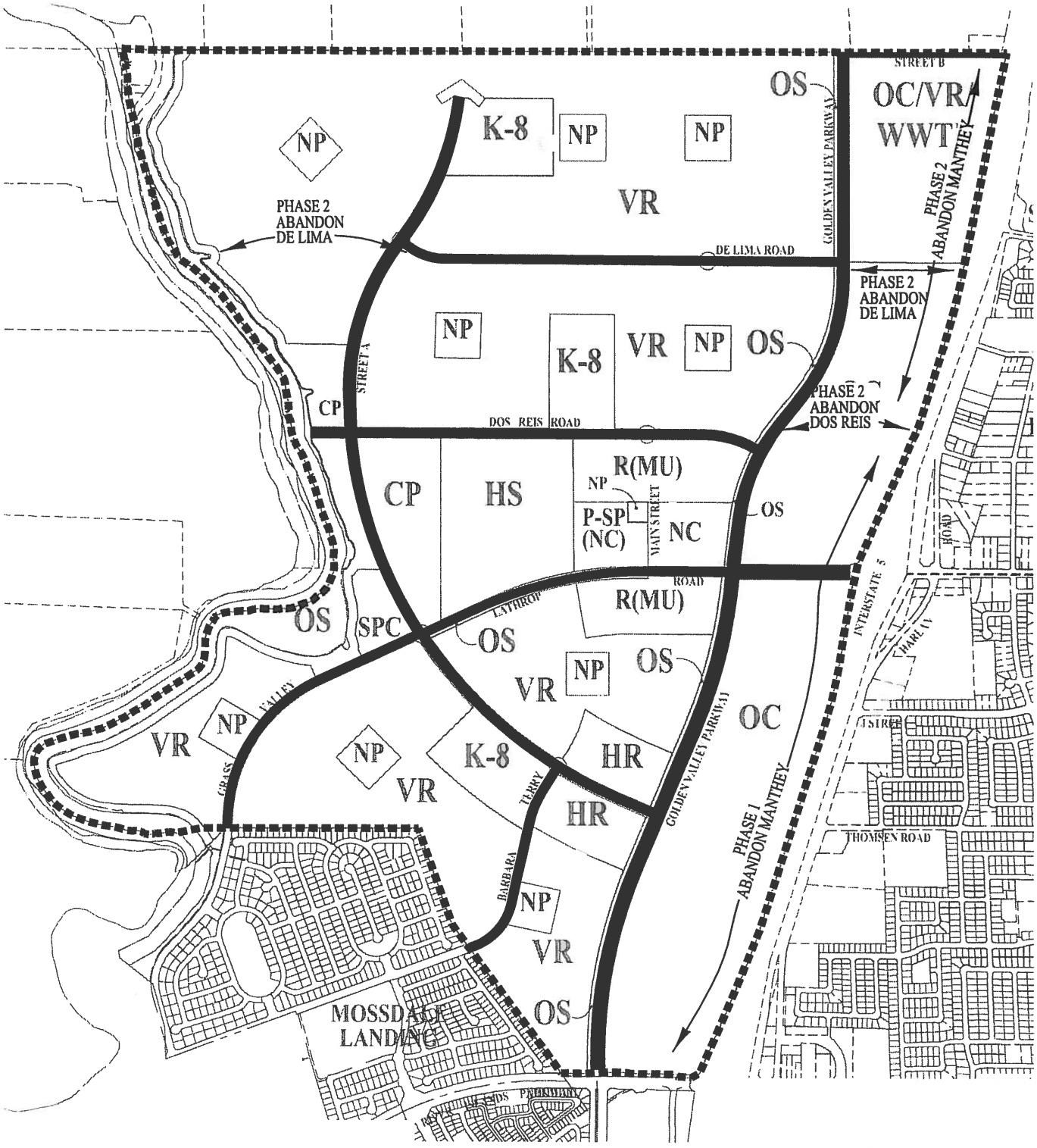

Figure 8.4: Ultimate Backbone Streets

Central Lathrop Specific Plan

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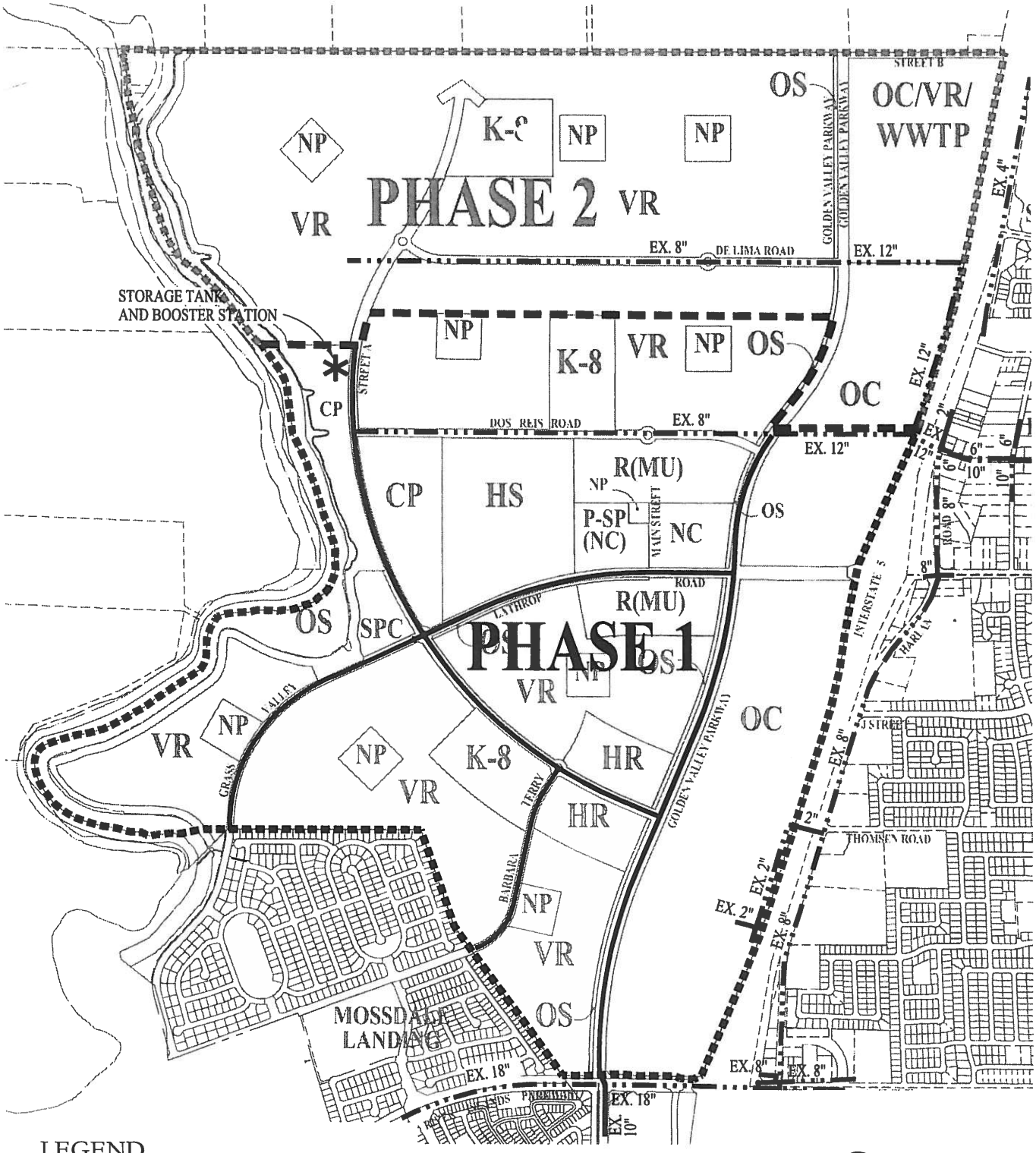

Figure 8.5: Phase 1 Water

Central Lathrop Specific Plan

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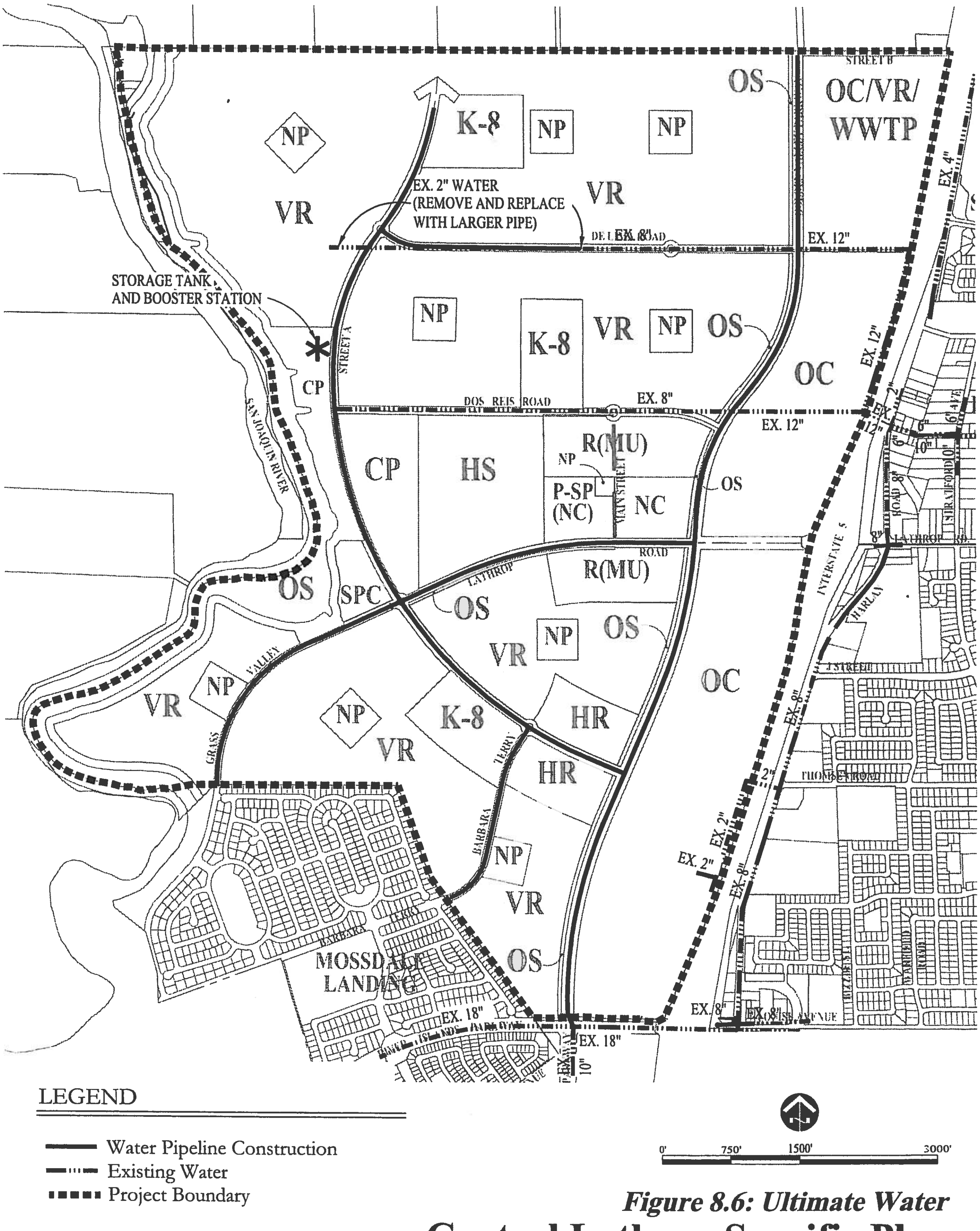

Figure 8.6: Ultimate Water

Central Lathrop Specific Plan

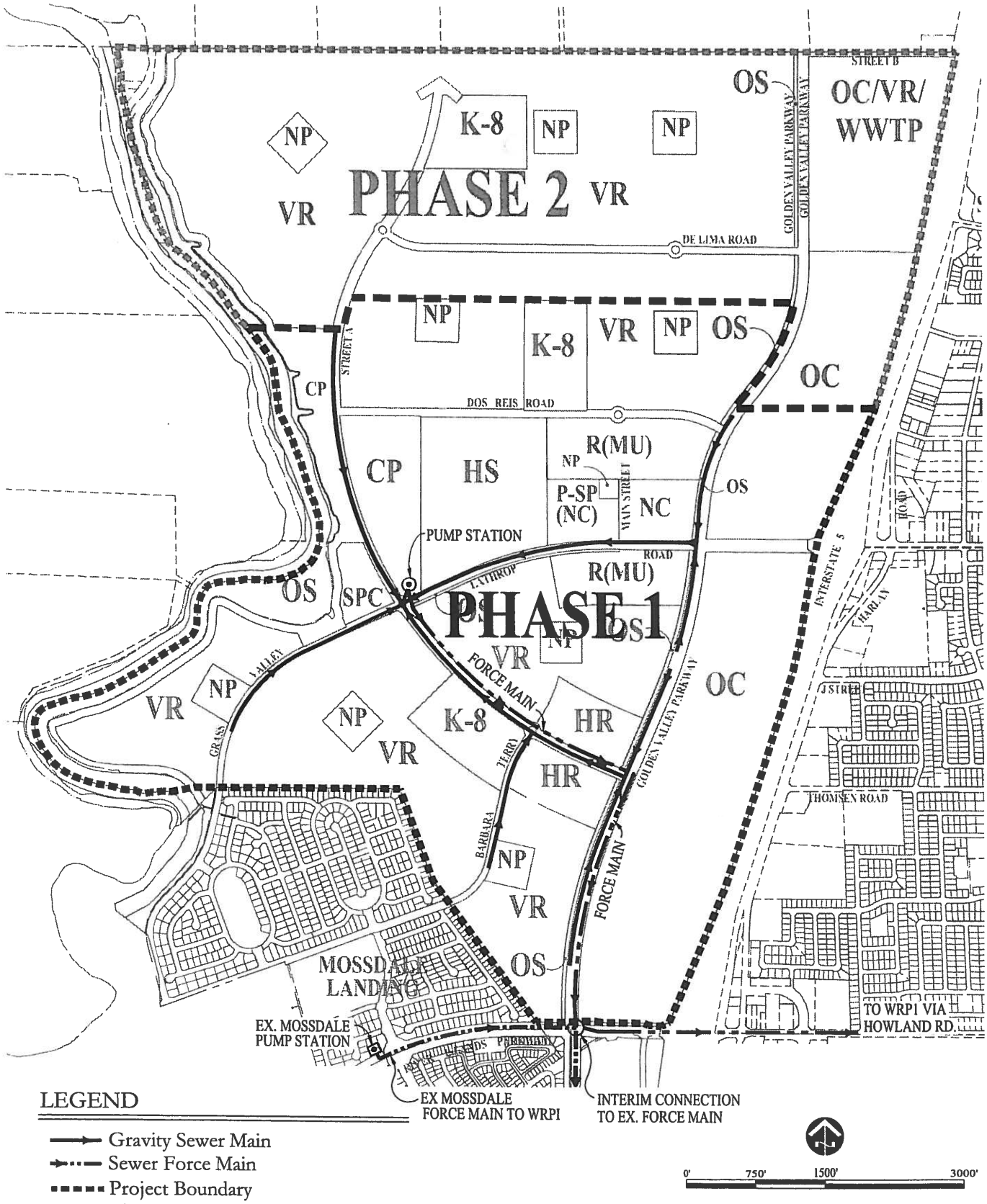

Figure 8.7: Phase 1 Sewer

Central Lathrop Specific Plan

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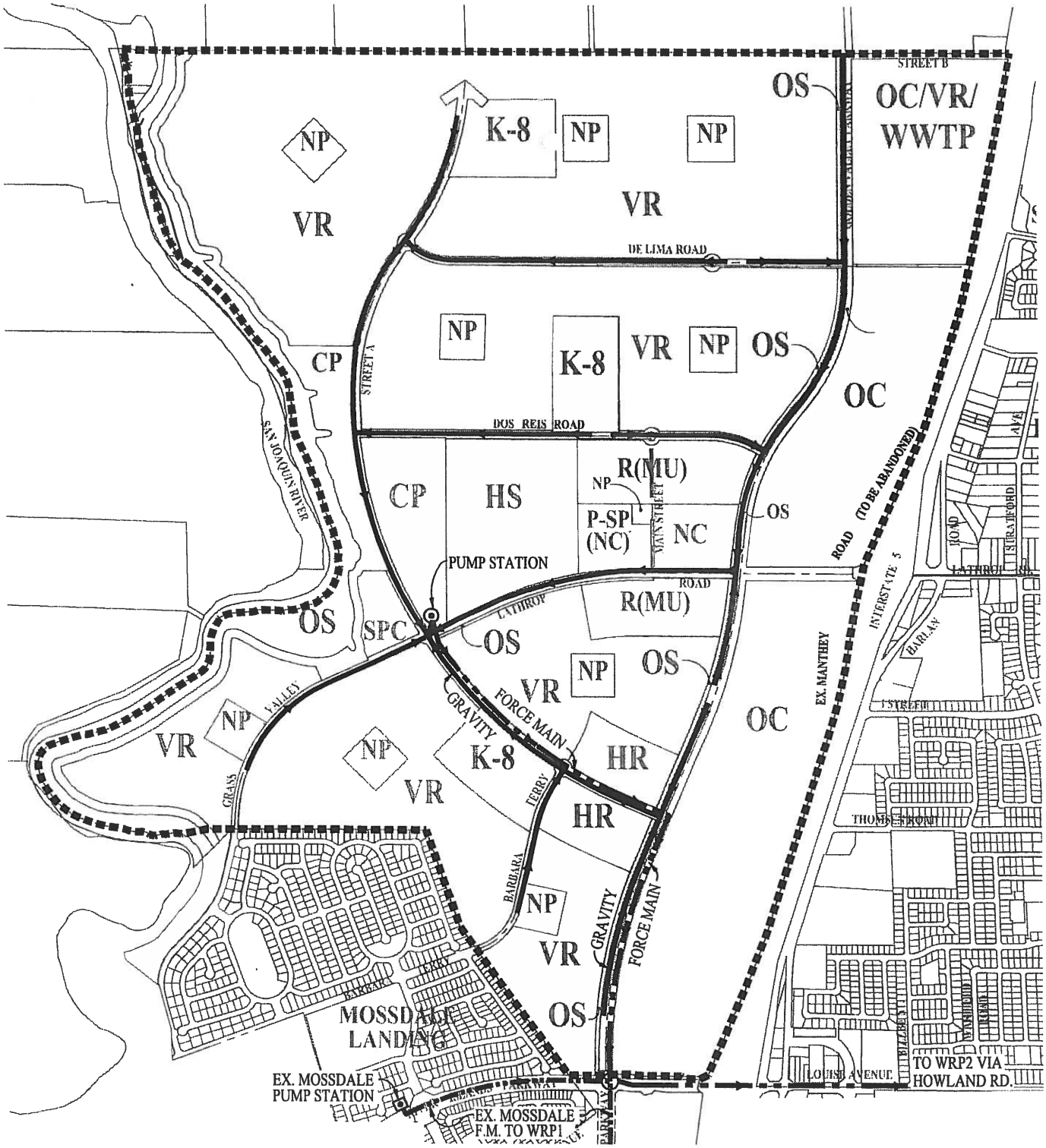

Figure 8.8: Ultimate Sewer

Central Lathrop Specific Plan

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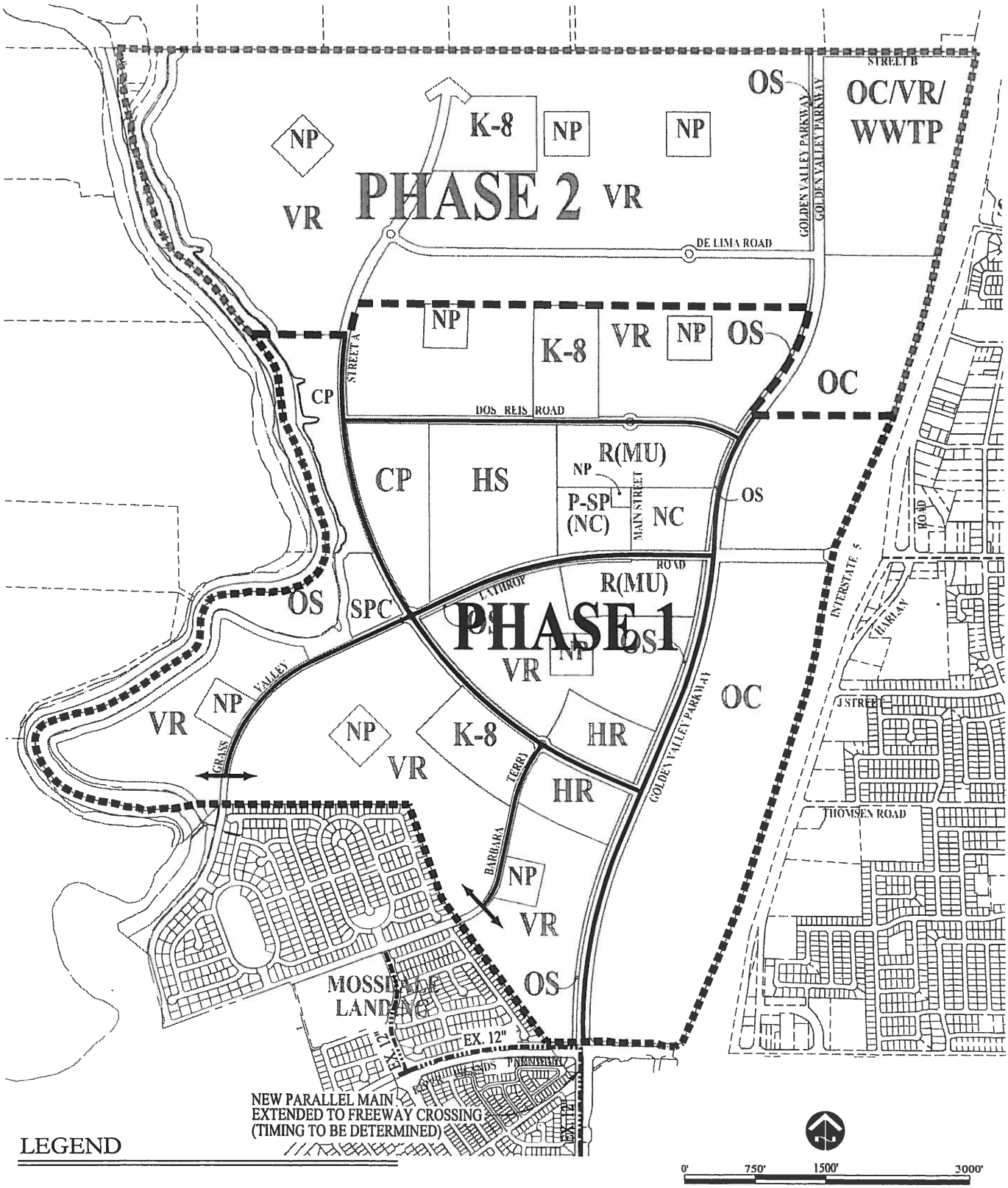

Figure 8.9: Phase 1 Recycled Water

Central Lathrop Specific Plan

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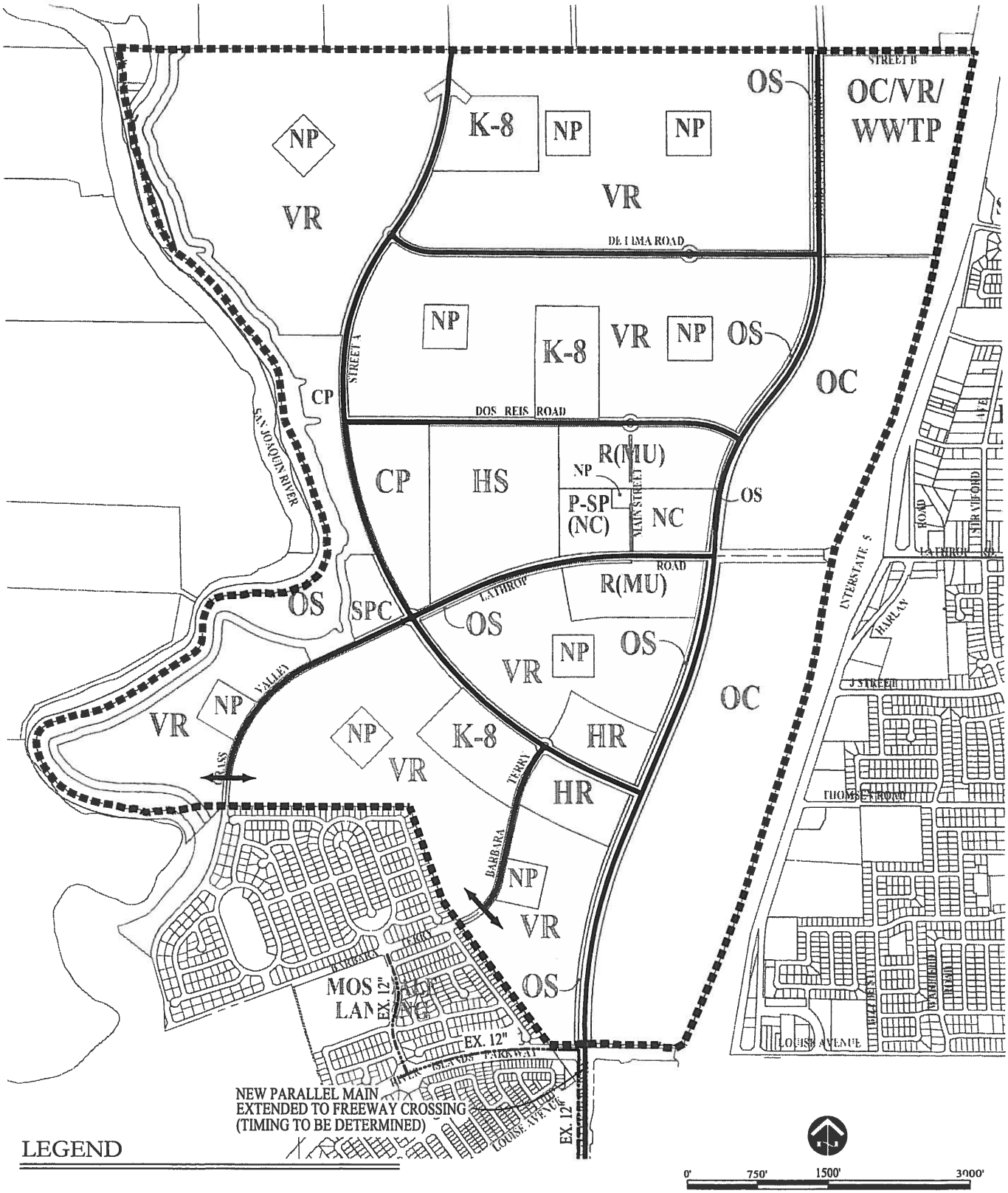

Figure 8.10: Ultimate Recycled Water

Central Lathrop Specific Plan

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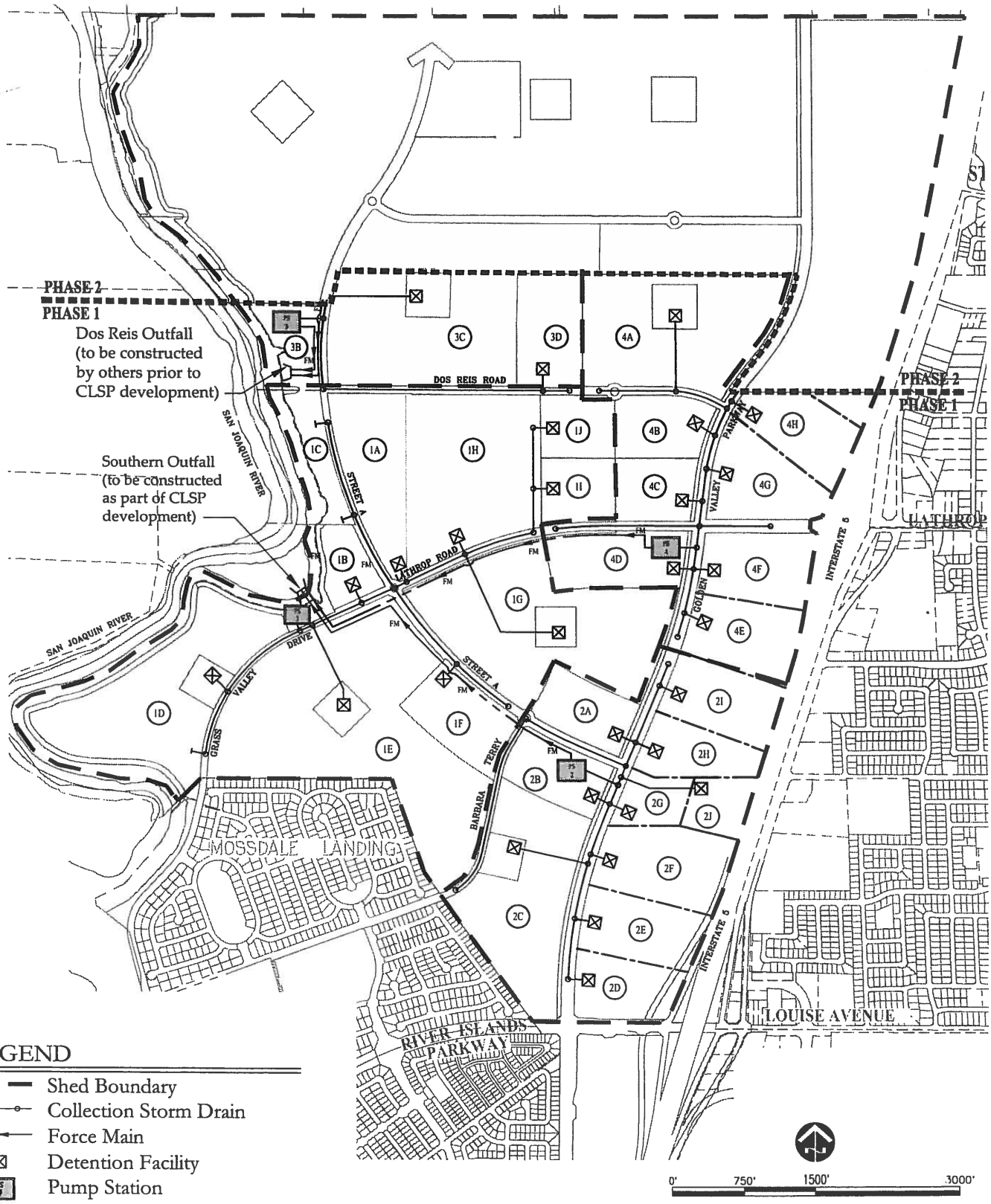

LEGEND

- Shed Boundary
- Collection Storm Drain
- Force Main
- Detention Facility
- Pump Station
- Outfall Structure
- 1A Watershed and Parcel Designations
- Parcel Lines

Figure 8.11: Phase 1 Drainage Infrastructure

Central Lathrop Specific Plan

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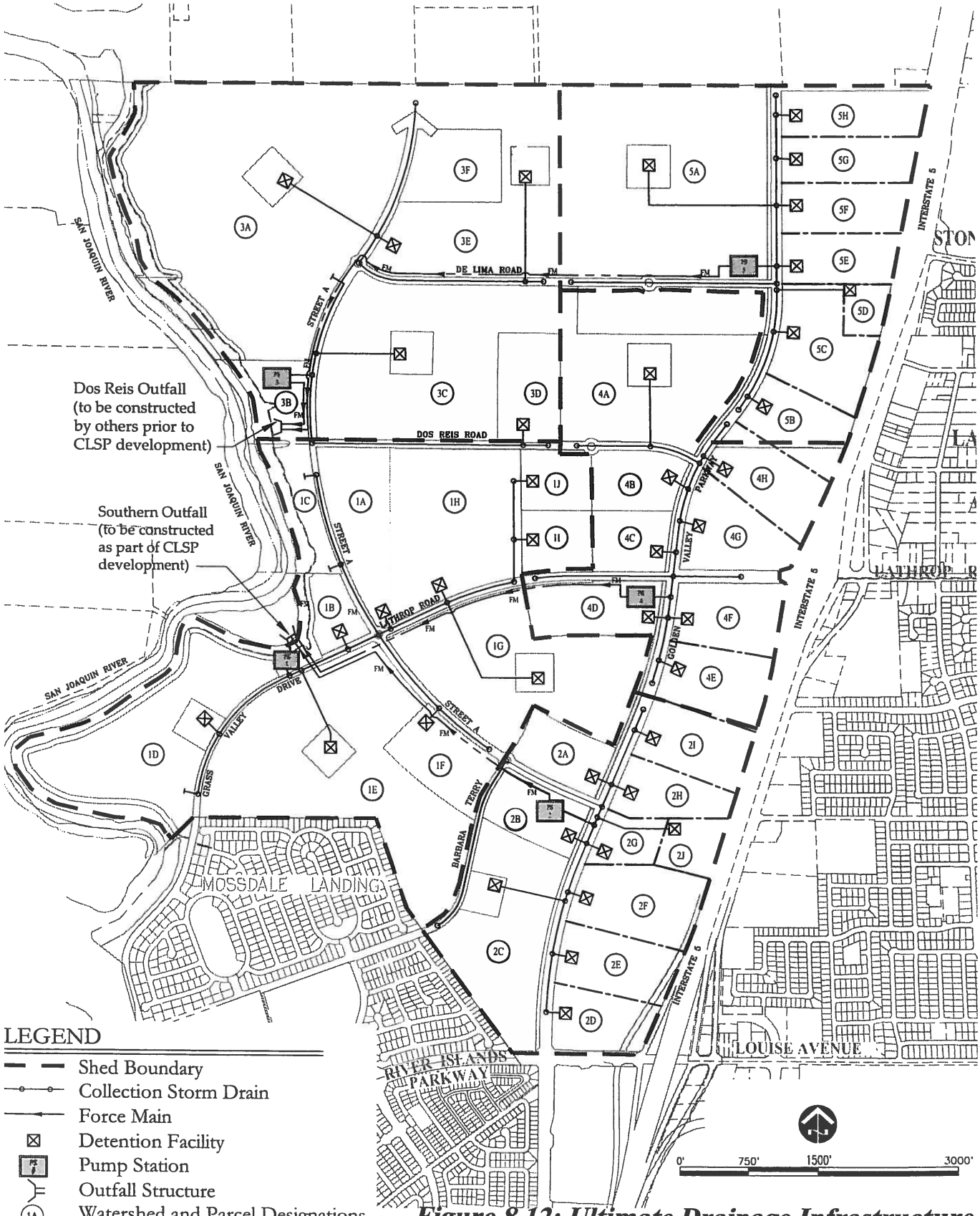

Figure 8.12: Ultimate Drainage Infrastructure

Central Lathrop Specific Plan

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Capital Improvement and Operation/ Maintenance Responsibilities

The responsibilities for capital improvement provisions and ongoing operation and maintenance of public facilities and services are another important element of the overall CLSP implementation program. The City is to operate and maintain all public facilities in the CLSP with the exception of those operated and maintained by special service providers, such as the reclamation district maintaining the levees. Refer to Table 8.3 for a matrix identifying the types of capital improvements and who is responsible for the associated operation/maintenance.

Table 8-3: Capital Improvement and Operation/Maintenance Responsibilities

Capital Improvement	Capital Improvement Responsibility	Operation and Maintenance Responsibility
On-site streets, alleys, and shared driveways	Master Developer Individual Property Owner	City for public streets Property owners or Homeowners Association for private streets
Off-site streets	Master Developer (fair share as identified in EIR)	City or other public agency
Potable Water Distribution Facilities	Master Developer Individual Property Owner	City or other public agency
Potable Surface Water Supply	South San Joaquin Irrigation District City	South San Joaquin Irrigation District City
Potable Surface Water Treatment and Transmission Facilities	South San Joaquin Irrigation District City	South San Joaquin Irrigation District City
Potable Groundwater Supply	Master Developer City	City or other public agency
Potable Groundwater Treatment Facilities	Master Developer City	City or other public agency
Wastewater Collection Facilities, including pump station(s)	Master Developer Individual Property Owner	City or other public agency
Wastewater Treatment Facilities	Master Developer City	City or other public agency
Recycled Water Distribution Facilities	Master Developer City	City or other public agency
Storm Drainage (includes all facilities including pipes, pumps, and basins)	Master Developer Individual Property Owner	City or other public agency
Trenched Utilities	Utility Companies Master Developer Individual Property Owner	Utility Companies
In-tract Construction	Individual Property Owner	City or other public agency for public improvements Individual Property Owner for private improvements
Community Facilities (Civic Center, Library, Theater, etc.)	City Manteca Unified School District-(Joint Use)	City Manteca Unified School District (Joint Use)
Schools	Manteca Unified School District	Manteca Unified School District
Public Parks and Open Space, including trails and public rights-of-way landscaping.	City Master Developer Individual Property Owner	City or other Public entity
Fire Station and Equipment	Lathrop-Manteca Fire District	Lathrop-Manteca Fire District
Police Station and Equipment	City	City
Levee and related easements	Reclamation District 17	Reclamation District 17

Interpretation and Amendment of Specific Plan

Amendments to the Specific Plan, including the Design Guidelines, may be proposed by a developer or property owner or initiated by the City, and shall be processed in accordance with City ordinances and subject to the requirements and limitations of any applicable development agreement. All amendments shall be presented in a public hearing before City Council action on that proposal. Generally, the process for amending the Specific Plan is similar to that for amending the City's General Plan, with the difference that there is no limitation on the number of Specific Plan amendments that may be approved in any one year. All Specific Plan amendments must be consistent with the City's General Plan.

Depending on their content, amendments to the Specific Plan may sometimes require an accompanying General Plan Amendment and possibly a Zoning Code revision. Such amendments may also be subject to the California Environmental Quality Act ("CEQA") and thus subject to review for potential environmental effects beyond those already analyzed in the environmental impact report ("EIR") for this Specific Plan. Where necessary under CEQA, the City, prior to taking action on proposed amendments, will prepare additional environmental documentation and analysis (e.g., in an addendum, a supplemental EIR, or a subsequent EIR).

Two of the primary objectives of the Central Lathrop Specific Plan are:

- to maintain flexibility and the ability of the City and property owners to react quickly to changes in the market place, and
- to ensure, to the extent reasonably possible, the ultimate development of the Specific Plan at the overall level of intensity and density of land use assumed in the Specific Plan as approved.

The latter objective is intended to ensure the recovery of infrastructure investments made in reliance on such assumed intensities and densities. To achieve these two objectives, the City intends that the Specific Plan be interpreted and applied with as much as flexibility and creativity as is permissible within the reasonable scope of the language of the Specific Plan. Where these two objectives can be achieved through the reasonable interpretation of the Specific Plan, rather than through formal amendment, such interpretation is desirable and favored over amendment. Accordingly, formal amendments shall not be necessary where a specific development proposal is in "substantial conformity" with the Specific Plan.

The Community Development Director may determine that a specific development proposal is in substantial conformity with the Specific Plan where, considering all aspects of the proposal, s/he determines that the proposal will further the objectives and policies of the Specific Plan and not obstruct their attainment. Such a proposal need not be in perfect conformity with each and every provision of the Specific Plan policy, provided it is consistent with the intent and basic objectives, policies, general land uses, and programs specified in the Specific Plan. Where the Community Development Director determines that a particular development proposal is not in substantial conformity with the Specific Plan, the land owner making the proposal has the right to appeal that determination to the Planning Commission and, if necessary, to the City Council.

Four general categories of proposals shall necessarily be determined to be in substantial conformity with the Specific Plan, being:

- those proposals by which a developer or land owner, in response to changing conditions of development or the availability of new technologies, proposes to modify the initially-approved phasing plan provided a developer demonstrates, to the satisfaction of the Public Works Director and the Community Development Director, that the infrastructure improvements necessary to adequately serve the developing portion of the site will be provided in a timely manner. Such proposals shall be deemed to be in substantial conformity with the Specific Plan.

- those by which a developer or land owner seeks to transfer anticipated densities and intensities of land use from one CLSP parcel to another in accordance with the procedure set forth in this Chapter Eight.
- those by which a developer or land owner seeks to modify trail alignments, fence locations or types, or similar Specific Plan features in common areas such as parks, trails, and other public amenities. Such proposals shall be deemed to be in substantial conformity with the Specific Plan unless the proposal is fundamentally inconsistent with the development patterns envisioned in the Specific Plan in terms of the general locations of public amenities, trail locations and alignments, and residential, commercial, and other private land uses.
- those by which a developer or land owner seeks to add new architectural styles or planning concepts to the Central Lathrop Design Guidelines. Such proposals might include, but not necessarily be limited to, changes in permitted building materials or detailing, additional design styles, changes to plant palettes, and different entry concepts. Proposals for such new architectural styles or planning concepts shall be accompanied by a written description of the style, a schematic drawing, and an illustration of architectural or planning elements that typify the proposed style or concept. Such proposals shall be deemed to be in substantial conformity with the Specific Plan unless the new architectural style or planning concept is fundamentally inconsistent with the aesthetic vision embodied in the original Central Lathrop Design Guidelines.

Specific Plan Consistency and Enforcement

Any violation of the requirements of the Specific Plan as adopted by the City Council shall be enforced in the same manner as a violation of the Municipal Code.

CEQA Compliance

The City shall attempt to streamline the environmental review of applications under CEQA including relying on any existing EIR to the extent permitted by law.

Chapter Nine: Financing

Introduction

The Central Lathrop Specific Plan (CLSP) is to be constructed and maintained through a combination of financing mechanisms. This chapter describes a preliminary Financing Plan and identifies various financing options that may be utilized to implement the Specific Plan.

Financing Plan

A preliminary Financing Plan identifies appropriate funding mechanisms and financing strategies for construction and maintenance of backbone infrastructure, community facilities, and public services in the CLSP area. The Financing Plan for the CLSP will be finalized prior to the recordation of the first tentative tract map for the first phase. The funding mechanisms may include development impact fees and fee credits, private financing and reimbursements, Mello-Roos community facilities and assessment districts, and other public and private strategies.

Once City staff, the Developer(s), and other public entities agree upon specific improvements and facilities that need to be constructed in the CLSP, appropriate funding mechanisms will be identified for each individual improvement and facility.

The following principles shall govern the implementation of the Financing Plan unless otherwise stated in a Development Agreement:

Principle 1 — New development in the CLSP shall be required to pay its own way. There shall be no cost to the City's existing residents for facilities or services necessary to serve the CLSP. All costs of municipal services related to the CLSP, be they on-site or off-site, shall be borne by the project.

Principle 2 — The City will consider the establishment of appropriate public financing mechanisms to help finance the initial development and ongoing maintenance of backbone infrastructure, community facilities, and public services in the CLSP. These mechanisms include but are not limited to:

- Community Facilities Districts, Assessment Districts, Benefit Districts, Infrastructure Financing Districts, and Joint Powers Arrangements for capital construction.
- Lighting and Landscape Districts, Community Facilities Districts, other maintenance assessment districts, and/or user charges for ongoing operation and maintenance purposes.

Principle 3 — The City may enter into a Joint Powers Agreement with the County, State, or any other appropriate governmental agency/ies that facilitates the financing of necessary infrastructure improvements.

Principle 4 — The City shall establish appropriate reimbursement mechanisms in the event that the CLSP is required to pay for oversizing of backbone infrastructure or public facilities beyond its fair share to the benefit of existing or other new development in the City.

Principle 5 — The City shall consider implementing per –dwelling unit equivalent (DUE) fees or other funding and reimbursement mechanisms to help facilitate the fair allocation of backbone infrastructure and public facilities construction costs among the various landowners in the CLSP.

Principle 6 — The City will reasonably assist developers in the CLSP in obtaining public financing for construction of both on- and off-site public improvements.

Principle 7 — The City may help fund public improvements benefiting the entire population of the City.

Updates of Financing Plan

Updates of the Financing Plan shall occur as significant new information becomes available regarding backbone infrastructure and public facilities cost estimates, land uses, and funding strategies. An administration-and-monitoring process shall be established to provide for implementation and updating of the Financing Plan.

Financing/Fiscal Measures

Various financing measures could be utilized to implement both the development and the operation and maintenance of backbone infrastructure, public facilities, and community services.

Before the recordation of any tentative tract map within the boundaries of the CLSP, appropriate financing mechanisms will be established to ensure adequate funding of capital improvements is available at the time when the improvements need to be constructed. Payment schedules and sources of funds for the repayment of any proposed debt will be identified for each such mechanism.

Ongoing special tax and/or assessment revenues are to be earmarked to fund operations and services in the CLSP. The level of public facilities and services in the CLSP are to be of the same or higher quality as presently being provided elsewhere in the City. Such ongoing operational concerns would include police and fire services, park and road maintenance, and other municipal services generally provided in a city.

The various mechanisms that may be used to implement the development and the operation and maintenance of backbone infrastructure, public facilities, and community services include, but are not limited to:

Infrastructure Financing Districts

An Infrastructure Financing District (IFD) allocates a portion of new property taxes to pay for capital improvements. It is similar to "tax increment financing" which is used by redevelopment agencies. Essentially, when tax increment financing is utilized, subsequent increases in tax revenues are set aside for the use of the financing district. A requirement of an IFD is that it is used only in areas that are substantially underdeveloped. Formation of an IFD and issuance of bonds is contingent upon the two-thirds approval of the registered voters or property owners in the area.

Facilities eligible per Government Code section 53395.3 for financing through an IFD include the following facilities:

- Highway interchanges, bridges, arterial streets, parking facilities and transit facilities
- Sewage treatment and water reclamation plants and interceptor lines
- Water collection and treatment facilities for urban use
- Flood control structures
- Child care facilities
- Libraries
- Parks, recreational facilities and open space
- Solid waste transfer and disposal facilities.

Capital Facilities Fees

A range of Capital Facilities Fees (CFF) has been established in the City of Lathrop. In September 2003, the City approved updated CFFs for funding of sewer, drainage, environmental mitigation, transportation, culture and leisure, and municipal service facilities. Some of the backbone infrastructure and public facility improvements that need to be constructed in the CLSP area fall into the CFF category. Examples of such improvements include Golden Valley Parkway and sections of Lathrop Road and River Islands Parkway.

Special Taxes

Special taxes typically are generated through formation of Mello Roos Community Facilities Districts or other similar mechanisms. Formation of Mello Roos Districts require approval by two-thirds of the property owners or the electorate within the proposed district boundary if there are twelve or more registered resident voters. The special taxes generated from Mello Roos Districts may be used to pay for purchase, construction, expansion, improvement, operations and maintenance, or rehabilitation of real property with a useful life of five years or more. Alternatively, the special taxes can be used to fund the debt service for bonds that have been issued for financing of such improvements.

Special Assessments

Most of the special assessment acts provide for the issuance of bonds. These bonds generally are secured by the property in the district, and the bonded indebtedness is repaid with the money generated through the assessments. Some of the most common types of special assessments are outlined in the Improvement Act of 1911, the Municipal Improvement Act of 1913, and the Improvement Bond Act of 1915.

Landscape and Lighting Districts

The most commonly known and widely used special assessment is a Landscape and Lighting District, enabled by the Landscape and Lighting Act of 1972 (Streets and Highways Code Section 22500 et seq.). A Landscape and Lighting District may be formed to assist in funding of the ongoing operation and maintenance of street rights of ways and other public improvements.

General Obligation Bonds

In 1986, with the passage of Proposition 46, cities and counties were empowered with the right to issue general obligation bonds. General obligation bonds, which are repaid with revenues from increased property taxes, may be used to finance land acquisition and construction of capital improvements. A general obligation bond requires a two-thirds voter approval.

Revenue Bonds

Cities, counties, and some special districts can issue bonds to finance facilities for revenue-producing enterprises such as water and sewer improvements, golf courses, harbors, etc. The bonds are repaid solely from the revenues generated by the financed facility. Revenue bond issuance may require voter authorization.

Plan Area Development Impact Fees

Generally paid at the time of building permit, development impact fees may be charged for construction of facilities benefiting the affected area. A nexus study is required to justify the imposition of the plan area development impact fees. The City can adopt the fees through approval of an ordinance and/or resolution.

Third Party Assistance

Some costs may be eligible for outside financing assistance. For example, schools and libraries may be partially financed by state contributions.

Private Developer Financing

In addition to the use of public financing mechanisms, private developers in the CLSP will be required to pay for a significant portion of the backbone infrastructure and public facilities development costs.

Quimby Act and Parks Requirement

The Quimby Act allows cities and counties to require land dedications or in-lieu fees for park and recreation facilities as a condition of subdivision map approval. The City has a Quimby Act requirement in its subdivision ordinance. Under the Quimby Act requirement, the CLSP will have to provide at least 5 acres of parks (2 acres of neighborhood parks and 3 acres of a community park) for each 1,000 population.

The CLSP parks program (see separate Central Lathrop Parks Master Plan) will be implemented through a combination of parkland dedications, park improvement construction, and in-lieu fee payments by CLSP developers. In addition, some of the community park improvements will be funded through the CFF fee collected on

new development elsewhere in the City. A swimming pool is an example of a facility that will be funded through the outside CFF fee revenue.

Financing of Ongoing Operation and Maintenance

Financing of ongoing operation and maintenance of the public facilities and services is another important element of the overall financing program for the CLSP. The City is to operate and maintain all public facilities in the CLSP with the exception of those operated and maintained by special service providers. For example, the reclamation district maintains levees.

A Landscape and Lighting District or a Mello Roos CFD Services District may be formed to assist in funding of the ongoing operation and maintenance of street rights of ways and other components.

A detailed operation and maintenance budget is to be developed for each public facility and service prior to the recordation of the first tentative tract map in the CLSP. The budget will identify the appropriate sources of funds and the agencies responsible for maintenance and operation of the facilities and services.

The City intends to utilize a variety of financing measures for operation and maintenance. These measures include but are not limited to:

Property Taxes

The City receives a portion of the 1-percent property tax paid by all residential and commercial property owners within the City limits. As the CLSP develops, the incremental property tax is to be used to pay for the services required by new residents. In addition, existing special districts, like the Lathrop-Manteca Fire District, that also receive a direct allocation of the 1-percent property tax, will use the incremental taxes to provide required services. Property taxes are likely to be the primary funding source for operation and maintenance of the special districts.

Transient Occupancy Taxes and Sales Taxes

Development of hotels in the commercial and mixed-use areas of the CLSP area will generate transient occupancy taxes that can be used for operation and maintenance of public facilities and services.

Retail establishments in the CLSP generate sales tax revenues for the City. These taxes, of which the City receives a large portion, are to be used by the City to pay for services provided to its new and existing residents.

User Fees

Primarily charged by utility providers, user fees may be charged to pay for the cost of services. For example, the City, through its Public Works Department, will determine and assess a user fee for water and sewer services in the CLSP.

Regional Transportation Fees

In 1990, San Joaquin voters passed the Measure K Ordinance and Expenditure Plan (Measure K), which establishes and implements a 1/2-cent sales tax for transportation purposes up to year 2011. Measure K provides for the implementation of the San Joaquin Expenditure Plan, resulting in countywide transportation facility and service improvements including highway, public transit, railroad grade crossing, and passenger rail improvements.

In addition, the San Joaquin Council Governments, the regional planning agency for San Joaquin County, is in the process of developing a new countywide regional transportation impact fee (RTIF). It is yet unclear when the new fee will be adopted or what form it will ultimately take.

Mitigation Fees

An environmental impact report (EIR) has been prepared for the CLSP. Payment of fees may be required to mitigate the impact(s) that the development of the CLSP has on the environment and existing development.

Special Assessments

Special assessments may be charged to the CLSP future residential and commercial users to pay for operation and maintenance of public infrastructure. Special assessments cannot exceed the cost of providing services and are limited to special benefit properties subject to the assessment received. The most commonly known and widely used special assessment is a Landscape and Lighting District, enabled by the Landscape and Lighting Act of 1972 (Streets and Highways Code Section 22500 et seq.).

Special Taxes

Mello Roos Community Facilities Districts (CFD) also allow for collection of special taxes to fund operations and maintenance of facilities built or financed with CFD bond proceeds. The operations and maintenance costs funded by the special taxes have to be new costs associated with the new development. The special taxes cannot be used to replace general fund revenues.

School Facility Financing

School revenue for capital facilities comes from three sources: school mitigation fees paid at building permit issuance, State school construction programs, and any future general obligation or Mello-Roos bonds. The property owners will work with the school districts to determine the costs and funding of school facilities needed to serve the CLSP.

Senate Bill 50 (SB 50) was approved by voters on November 3, 1998, with the passage of Proposition 1A. SB 50 dramatically changed school funding in the future. In January 2004, the State Allocation Board increased the maximum statutory (Level 1) fees to $2.25 per square foot for residential development and $0.36 per square foot for nonresidential and age-restricted senior housing developments. If eligible, the school district may levy fees above the statutory level if the district can meet certain requirements specified in SB 50. Besides the mitigation fee, school facility funding may come from the State School Building Program and local bond issues.

Civic Center Financing

The construction of the Civic Center will be funded through the citywide CFF revenue. The CLSP will contribute its fair share of the funding through the CFF. Considering it is likely that the Civic Center will have to be constructed before full funding is collected through the CFF, alternative financing and construction strategies may need to be developed.

Development Agreements

The City and developers in the CLSP will enter into development agreements. These agreements outline responsibilities for financing and construction of backbone infrastructure and public facilities, as well as for funding of ongoing operations and maintenance of the facilities and services in the CLSP. The City may design and build the required infrastructure and public facilities and fund the construction through collection of development impact fees, issuance of bonds, or any other appropriate financing mechanism. If a developer is required to design and build the improvements, fee credits and acquisition agreements with the City or other public agencies may be utilized along with issuance of bonds, private financing, and other funding mechanisms.

Reimbursement Agreements

Each benefiting property in the CLSP is required to pay its fair share of the backbone infrastructure and public facilities construction, maintenance, and land acquisition costs. To the extent a developer or landowner may be required to dedicate land for public purpose; fund the acquisition, construction, or operation and maintenance, or otherwise contribute to the provision of public facilities and/or services (including the oversizing of such facilities); finance the preparation of this Specific Plan and the processing of the related entitlements including annexation; or incur costs related to the legal defense of such entitlements in excess of his or her fair share to the benefit of other properties, a reimbursement mechanism shall be executed to ensure a fair-share cost allocation among all properties. The reimbursement

mechanism can be in the form of a benefit or another type of a financing district, a private or public reimbursement agreement, and/or any other appropriate arrangement that can guarantee a fair allocation of costs.

A fair share cost allocation shall be implemented through the Financing Plan for on- and off-site improvements, based on net costs after accounting for any Federal, State, regional, or other public funding that may have been obtained.

Chapter Ten: Appendix

Mitigation Monitoring and Reporting Plan

The following table is a copy of the Mitigation Monitoring and Reporting Plan (MMRP) adopted as part of the CLSP in compliance with the California Environmental Quality Act (CEQA). CEQA requires the preparation of a mitigation monitoring or reporting program to ensure the implementation of all mitigation measures adopted in connection with project approval. The table sets forth in full the language of all adopted mitigation measures for the CLSP, along with information regarding how such measures will be implemented, and by whom.

CENTRAL LATHROP SPECIFIC PLAN EIR MITIGATION MONITORING AND REPORTING PROGRAM					
Mitigation Number	**Mitigation Measure**	**Timing/ Schedule**	**Implementation Responsibility**	**Implementation and Verification**	
				Monitoring Action	**Date Completed**
4.4 TRAFFIC					
As described below, the project shall pay a fee for its fair share of traffic improvements. The applicant may be required to build the improvement, if needed by the project, but would be credited its fair share of the fee.					
4.4-a1	**Operation of LOS F at Intersection 2. Roth Road/I-5 Southbound Ramps Under Existing Plus Project Conditions.** The mitigation for this impact would be the signalization of this intersection, which would occur in conjunction with the reconstruction of the Roth Road/I-5 interchange. This improvement is identified in the City of Lathrop CFF. The project would pay for its fair share of the cost of this improvement through payment of traffic impact fees to the City of Lathrop, as identified by the CFF document.	Determined by Traffic Mitigation Monitoring Program (TMMP)	Project applicant	Verify the payment of traffic impact fees identified by the Capital Facility Fee document	
4.4-a2	**Operation of LOS F at Intersection 3. Roth Road/I-5 Northbound Ramps Under the Existing Plus Buildout Scenario.** The mitigation for this impact would be the signalization of this intersection, which would occur in conjunction with the reconstruction of the Roth Road/I-5 interchange. This improvement is identified in the City of Lathrop CFF. The project would pay for its fair share of the cost of this improvement through payment of traffic impact fees to the City of Lathrop, as identified by the CFF document.	Determined by TMMP	Project applicant	Verify the payment of traffic impact fees identified by the Capital Facility Fee document	
4.4-a4	**Operation of LOS E and F at Intersection 7. Lathrop Road/Manthey Road/Golden Valley Parkway Under the Existing Plus Buildout Scenario.** The mitigation for this impact would be the improvement of other access routes into the CLSP area, including the Louise Avenue and Roth Road interchanges as described in Mitigation Measures 4.4-a1, 4.4-a2, 4.4-a9, and 4.4-a10. With the improvements to these interchanges, traffic volumes would shift from Intersection 7. Lathrop Road/Manthey Road/Golden Valley Parkway, to adjacent intersections with improved capacity. As indicated in the post project conditions for the mitigated 2010 Plus Phase 1 and 2020 Plus Buildout scenarios (Tables 4.4-23 and 4.4-24), with anticipated roadway improvements Intersection 7. would operate at acceptable levels with	Determined by TMMP	Project applicant	Verify the payment of traffic impact fees identified by the Capital Facility Fee document	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	the anticipated lane configuration.				
4.4-a5	**Operation of LOS F at Intersection 8. Lathrop Road/I-5 Southbound Ramps Under Existing Plus Project Conditions.** The mitigation for this impact would be the construction of a traffic signal and widening of Lathrop Road from Golden Valley Parkway through the I-5 interchange. Specific improvements required to mitigate this impact include the addition of a west bound through lane, converting an eastbound shared through/right-turn lane to separate through and right-turn lanes, the addition of an eastbound through lane and right-turn lane, the conversion of a southbound shared right/through/left-turn lane to a right-turn lane and a left-turn lane, and addition of a southbound right-turn lane. These improvements are identified in the City of Lathrop CFF. The project would pay for its fair share of the cost of these improvements through payment of traffic impact fees to the City of Lathrop, as identified by the CFF document.	Determined by TMMP	Project applicant	Verify the payment of traffic impact fees identified by the Capital Facility Fee document	
4.4-a6	**Operation of LOS F at Intersection 9. Lathrop Road/I-5 Northbound Ramps Under Existing Plus Project Conditions.** The mitigation for this impact would be the construction of a traffic signal, the addition of a northbound left-turn lane, the conversion of a westbound shared through/right-turn lane to separate though and right-turn lanes, the addition of a westbound through lane and a westbound right-turn lane, and the addition of an eastbound left-turn and through lane. These improvements are identified in the City of Lathrop CFF. The project would pay for its fair share of the cost of these improvements through payment of traffic impact fees to the City of Lathrop, as identified by the CFF document.	Determined by TMMP	Project applicant	Verify the payment of traffic impact fees identified by the Capital Facility Fee document	
4.4-a7	**Operation of LOS F at Intersection 11. Lathrop Road/New Harlan Road Under Existing Plus Project Conditions.** Mitigation of this impact would be widening of Lathrop Road to add a westbound through lane. This improvement is funded in the 2003 Measure K Strategic Plan. This improvement would extend to Intersection 10. Lathrop Road/Old Harlan Road.	Determined by TMMP	Project applicant	Verify the reimbursement of a fair share of funding for this improvement	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
4.4-a9	**Operation of LOS F at Intersection 15. Louise Avenue/I-5 Southbound Ramps Under Existing Plus Project Conditions.** The mitigation for this impact would be the proposed Louise Avenue/I-5 interchange improvements identified by the CFF. The CFF describes the interchange improvements at the Louise Avenue/I-5 interchange as consisting of widening Louise Avenue to 8 lanes in the area of the interchange and upgrading signals. The initial improvement required at Louise Avenue would consist of the addition of a westbound left-turn lane, converting a shared though/right-turn lane to separate through and right-turn lanes, and adding an eastbound through lane. The project would pay for its fair share of the costs of these improvements through payment of traffic impact fees identified by the CFF document.	Determined by TMMP	Project applicant	Verify the payment of traffic impact fees identified by the Capital Facility Fee document	
4.4-a10	**Operation of LOS F at Intersection 16. Louise Avenue/I-5 Northbound Ramps Under Existing Plus Project Conditions.** The mitigation for this impact would be the proposed Louise Avenue/I-5 interchange improvements identified by the CFF. The CFF describes the interchange improvements at the Louise Avenue/I-5 interchange as consisting of widening Louise Avenue to 8-lanes in the area of the interchange and upgrading signals. The initial improvements required would be to add a westbound through lane and a northbound right-turn lane on the interchange off ramp. The project would pay for its fair share of the costs of these improvements through payment of traffic impact fees identified by the CFF document.	Determined by TMMP	Project applicant	Verify the payment of traffic impact fees identified by the Capital Facility Fee document	
4.4-a12	**Operation of LOS F at Intersection 2. Roth Road/I-5 Southbound Ramps Under the 2010 Plus Phase 1 Scenario.** Initial improvements at this intersection to mitigate Existing Plus Phase I and Existing Plus Buildout conditions are addressed above in Mitigation Measure 4.4-a1. Subsequent mitigation of deficient conditions at this location would include an additional westbound left-turn lane and converting an eastbound shared through/right-turn lane to separate through and right-turn movements. These improvements are identified in the City of Lathrop CFF. The project would pay for its fair share of the cost of these improvements through payment of traffic impact fees to the City	Determined by TMMP	Project applicant	Verify the payment of traffic impact fees identified by the Capital Facility Fee document	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	of Lathrop, as identified by the CFF document.				
4.4-a15	**Operation of LOS E and F at Intersection 8. Lathrop Road/I-5 Southbound Ramps Under the 2010 Plus Phase 1 Scenario.** Additional improvements, beyond those identified by Mitigation Measure 4.4-a5, would be required to mitigate the project impacts at this intersection. These additional improvements would include the addition of a westbound left-turn lane and a south-bound right-turn lane. These improvements are identified in the City of Lathrop CFF. The project would pay for its fair share of the cost of these improvements through payment of traffic impact fees to the City of Lathrop, as identified by the CFF document.	Determined by TMMP	Project applicant	Verify the payment of traffic impact fees identified by the Capital Facility Fee document	
4.4-a16	**Operation of LOS F at Intersection 9. Lathrop Road/I-5 Northbound Ramps Under the 2010 Plus Phase 1 Scenario.** Additional improvements, beyond those identified in Mitigation Measure 4.4-a6, would be required to mitigate the project impacts at this location. The additional mitigation would require adding a north-bound right-turn lane. This improvement is identified in the City of Lathrop CFF. The project would pay for its fair share of the cost of this improvement through payment of traffic impact fees to the City of Lathrop, as identified by the CFF document.	Determined by TMMP	Project applicant	Verify the payment of traffic impact fees identified by the Capital Facility Fee document	
4.4-a17	**Increase in Traffic of 1% or More at Intersection 16. Louise Avenue/I-5 Northbound Ramps When Operating at LOS E Under the 2010 No Project Scenario.** The mitigation for this impact would consist of the conversion of a northbound right-turn lane into a shared right/through/left-turn lane on the northbound ramp. This improvement is identified in the City of Lathrop CFF. The project would pay its fair share of the cost for this improvement through payment of traffic fees to the City of Lathrop, as identified by the CFF document.	Determined by TMMP	Project applicant	Verify the payment of traffic impact fees identified by the Capital Facility Fee document	
4.4-a19	**Operation of LOS E and F at Intersection 18. Louise Avenue/New Harlan Road Under 2010 Plus Phase 1 Scenario.** The mitigation for this impact would be the addition of a southbound right-turn lane and converting a shared through/right-turn lane to	Determined by TMMP	Project applicant and City of Lathrop	Verify payment of traffic impact fees identified by the fee program established	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	exclusive northbound right-turn and through lanes. This improvement is identified in the City of Lathrop CFF. The project would pay its fair share of the cost for this improvement through payment of traffic fees to the City of Lathrop, as identified by the CFF document.			by the City	
4.4-a23	**Increase in Traffic of 1% or More at Intersection 8. Lathrop Road/I-5 Southbound Ramps When Operating at LOS F Under the 2020 No Project Scenario.** The mitigation for this impact would be the buildout of the Lathrop Road/I-5 interchange improvements planned for in the City of Lathrop CFF, including converting a southbound left-turn lane into a shared right/through/left-turn lane, the addition of two westbound through lanes and a westbound left-turn lane, the conversion of an eastbound shared through/right-turn lane to exclusive through and right-turn lanes, and the addition of two eastbound through lanes. These improvements are identified in the CFF. The project would pay its fair share of the cost for these improvements through payment of traffic impact fees to the City of Lathrop, as identified by the CFF document.	Determined by TMMP	Project applicant	Verify the payment of traffic impact fees identified by the Capital Facility Fee document	
4.4-a24	**Increase in Traffic of 1% or More at Intersection 9. Lathrop Road/I-5 Northbound Ramps When Operating at LOS E Under the 2020 No Project Scenario.** The mitigation for this impact would be the buildout of the Lathrop Road/I-5 interchange improvements planned for in the City of Lathrop CFF, include adding a northbound shared right/through/left-turn lane, a northbound right-turn lane, a westbound through lane, a westbound right-turn lane, an eastbound through lane, and an eastbound left-turn lane. These improvements are identified in the CFF. The project would pay its fair share of the cost for these improvements through payment of traffic fees to the City of Lathrop, as identified by the CFF document.	Determined by TMMP	Project applicant	Verify the payment of traffic impact fees identified by the Capital Facility Fee document	
4.4-a26	**Increase in Traffic of 1% or More at Intersection 11. Lathrop Road/New Harlan Road When Operating at LOS F Under the 2020 No Project Scenario.** To improve LOS conditions at this intersection under the 2020 Plus Buildout scenario would require the addition of more lanes than can be feasibly accommodated at the	Determined by TMMP	Project applicant and City of Lathrop	Verify payment of fair share of the cost of identified improvements	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	intersection. Although intersection improvements would be constructed consistent with the lane configurations shown in Exhibit 4.4-26a, these would not be sufficient to result in the intersection operating at an acceptable LOS during the AM and PM peak periods.				
4.4-a30	**Increase in Traffic of 1% or More at Intersection 18. Louise Avenue/New Harlan Road When Operating at LOS E Under the 2020 No Project Scenario.** The mitigation for this impact would be the conversion of a southbound shared through/right-turn lane into two right-turn lanes. This improvement is identified in the City of Lathrop CFF. The project would pay its fair share of the cost for this improvement through payment of traffic fees to the City of Lathrop, as identified by the CFF document.	Determined by TMMP	Project applicant and City of Lathrop	Verify payment of traffic impact fees identified by the fee program established by the City	
4.4-a34	**Operation of LOS F at Intersection 36. Main Street (Mossdale Landing)/Golden Valley Parkway Under the 2020 Plus Buildout Scenario.** Mitigation for this impact would be the conversion of the eastbound through lane to a through/left-turn lane. This improvement is identified in the City of Lathrop CFF as part of the construction of Golden Valley Parkway. The project would pay for its fair share of the cost of this improvement through payment of traffic impact fees to the City of Lathrop, as identified in the CFF document.	Determined by TMMP	Project applicant	Verify payment of traffic impact fees identified by the Capital Facility Fee document	
4.4-b1	**Operation at Deficient LOS on Segments of I-5 Under Existing Plus Project Conditions.** The City of Lathrop shall ensure that the project applicant pays its applicable Transportation Impact Fees for its fair share contribution for I-5 freeway improvements. However, because the needed I-5 improvements are not scheduled to be completed by Caltrans by the time demand is anticipated (2010, 2020), and because the development of these improvements by the proposed project is outside the scope of the project (i.e., these are regional improvements), the CLSP project would result in significant unavoidable traffic impacts at the identified freeway segments until necessary improvements are completed.	Before building permits are issued	Project applicant and City of Lathrop	Verify payment of traffic impact fees	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
4.4-b3	**Operation of LOS E on SR 120 Between I-5 and Yosemite Avenue Under Existing Plus Project Conditions.** The City of Lathrop shall ensure that the project applicant pays its applicable Transportation Impact Fees for its fair share contribution for improvements to this segment of SR 120. However, because the needed improvements are not scheduled to be completed by Caltrans by the time demand is anticipated (2010, 2020), and because the development of these improvements by the proposed project is outside the scope of the project (i.e., this is a regional scale improvement), the CLSP project would result in significant unavoidable traffic impacts at the identified freeway segment until necessary improvements are completed.	Before building permits are issued	Project applicant and City of Lathrop	Verify payment of traffic impact fees	
4.4-b4	**Operation of LOS F on segments of I-205 Under Existing Plus Project Conditions.** The City of Lathrop shall ensure that the project applicant pays its applicable Transportation Impact Fees for its fair share contribution for I-205 freeway improvements. However, because the needed I-205 improvements are not scheduled to be completed by Caltrans by the time demand is anticipated (2010, 2020), and because the development of these improvements by the proposed project is outside the scope of the project (i.e., these are regional improvements), the CLSP project would result in significant unavoidable traffic impacts at the identified freeway segments until necessary improvements are completed.	Before building permits are issued	Project applicant and City of Lathrop	Verify payment of traffic impact fees	
4.4-b5	**Operation at Deficient LOS on Segments of I-5 Under the 2010 Plus Phase I Scenario.** See Mitigation Measure 4.4-b1 above. The same mitigation discussion and conclusion of "significant and unavoidable" would apply.	Before building permits are issued	Project applicant and City of Lathrop	Verify payment of traffic impact fees	
4.4-b7	**Operation at Deficient LOS on Segments of SR 120 Under the 2010 Plus Phase I Scenario.** The City of Lathrop shall ensure that the project applicant pays its applicable Transportation Impact Fees for its fair share contribution for SR 120 freeway improvements. However, because the needed SR 120 improvements are not scheduled to be completed by Caltrans by the time demand is anticipated (2010), and because the development of these improvements by the proposed	Before building permits are issued	Project applicant and City of Lathrop	Verify payment of traffic impact fees	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	project is outside the scope of the project (i.e., these are regional improvements), the CLSP project would result in significant unavoidable traffic impacts at the identified freeway segments until necessary improvements are completed.				
4.4-b8	**Operation of LOS F on Segments of I-205 Under the 2010 Plus Phase I Scenario.** See Mitigation Measure 4.4-b4 above. The same mitigation discussion and conclusion of "significant and unavoidable" would apply.	Before building permits are issued	Project applicant and City of Lathrop	Verify payment of traffic impact fees	
4.4-b9	**Operation at Deficient LOS on Segments of I-5 Under the 2020 Plus Buildout Scenario.** See Mitigation Measure 4.4-b1 above. The same mitigation discussion and conclusion of "significant and unavoidable" would apply.	Before building permits are issued	Project applicant and City of Lathrop	Verify payment of traffic impact fees	
4.4-b11	**Operation of LOS F on Segments of SR 120 Under the 2020 Plus Buildout Scenario.** See Mitigation Measure 4.4-b7 above. The same mitigation discussion and conclusion of "significant and unavoidable" would apply.	Before building permits are issued	Project applicant and City of Lathrop	Verify payment of traffic impact fees	
4.4-b12	**Operation of LOS F on segments of I-205 Under the 2020 Plus Buildout Scenario.** See Mitigation Measure 4.4-b4 above. The same mitigation discussion and conclusion of "significant and unavoidable" would apply.	Before building permits are issued	Project applicant and City of Lathrop	Verify payment of traffic impact fees	
4.4-c1	**Operation of LOS F at the Louise Avenue/I-5 Northbound On Ramp Under the 2010 Plus Phase 1 Scenario.** Adding a second lane on the northbound Louise Avenue/I-5 Northbound on ramp would improve the operations within acceptable levels. This additional lane is included in the proposed interchange improvements at Louise Avenue as documented by the City of Lathrop CFF. The project would pay for its fair share of the cost of this improvement through payment of traffic impact fees to the City of Lathrop, as identified by the CFF documents.	Determined by TMMP	Project applicant	Verify payment of traffic impact fees identified by the Capital Facility Fee document	
4.4-c2	**Operation of LOS F at the Louise Avenue/I-5 Southbound On Ramp Under the 2010 Plus Phase 1 Scenario.** Adding a second lane on the Louise Avenue/I-5 southbound on ramp would improve the operations within acceptable levels. This additional lane is included in the proposed interchange improvements at Louise Avenue as	Determined by TMMP	Project applicant	Verify payment of traffic impact fees identified by the Capital Facility Fee document	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	documented by the City of Lathrop CFF. The project would pay for its fair share of the cost of this improvement through payment of traffic impact fees to the City of Lathrop, as identified by the CFF documents.				
4.4-c3	**Operation of LOS F at the Louise Avenue/I-5 Northbound Off Ramp Under the 2010 Plus Phase 1 Scenario.** Adding a second lane on the Louise Avenue/I-5 Northbound on ramp would improve the operations within acceptable levels. This additional lane is included in the proposed interchange improvements at Louise Avenue as documented by the City of Lathrop CFF. The project would pay for its fair share of the cost of this improvement through payment of traffic impact fees to the City of Lathrop, as identified by the CFF documents.	Determined by TMMP	Project applicant	Verify payment of traffic impact fees identified by the Capital Facility Fee document	
4.4-c4	**Operation of LOS F at the Louise Avenue/I-5 Southbound Off Ramp Under the 2010 Plus Phase 1 Scenario.** Mitigation for deficient LOS at the Louise Avenue/I-5 Southbound Off Ramp could be provided by payment of traffic impact fees to be contributed toward improving I-5 adjacent to the ramp area. Adding a second lane to the Louise Avenue/I-5 Southbound off ramp would not produce improved operations; therefore it can be concluded that the operations of the freeway segment is negatively impacting the operations of the ramp. Addition of a second lane at this ramp is included in the CFF, and therefore the project applicant would contribute to this improvement through the payment of fees to the City of Lathrop.	Determined by TMMP	Project applicant and City of Lathrop	Verify payment of traffic impact fees identified by the Capital Facility Fee document	
4.4-c5	**Operation of LOS F at the Roth Road/I-5 Southbound On Ramp Under the 2020 Plus Buildout Scenario.** Mitigation for this impact would be payment of traffic impact fees to be contributed toward improving I-5 adjacent to the ramp area.	Before building permits are issued	Project applicant and City of Lathrop	Verify payment of traffic impact fees	
4.4-c6	**Operation of LOS F at the Roth Road/I-5 Northbound On Ramp Under the 2020 Plus Buildout Scenario.** The discussion and conclusion for this Mitigation Measure are the same as for Mitigation Measure 4.4-c5 above.	Before building permits are issued	Project applicant and City of Lathrop	Verify payment of traffic impact fees	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
4.4-c7	**Increase in Traffic of 1% or More at the Roth Road/I-5 Northbound Off Ramp When Operating at LOS F Under the 2020 No Project Scenario.** The discussion and conclusion for this Mitigation Measure are the same as for Mitigation Measure 4.4-c5 above.	Before building permits are issued	Project applicant and City of Lathrop	Verify payment of traffic impact fees	
4.4-c8	**Increase in Traffic of 1%or More at the LathropRoad/I-5 Southbound On Ramp When Operating at LOS F Under the 2020 No Project Scenario.** Mitigation for this impact would be payment of traffic impact fees to be contributed toward improving I-5 adjacent to the ramp area.	Before building permits are issued	Project applicant and City of Lathrop	Verify payment of traffic impact fees	
4.4-c9	**Increase in Traffic of 1% or More at the Lathrop Road/I-5 Northbound On Ramp When Operating at LOS F Under the 2020 No Project Scenario.** The discussion and conclusion for this Mitigation Measure are the same as for Mitigation Measure 4.4-c8 above.	Before building permits are issued	Project applicant and City of Lathrop	Verify payment of traffic impact fees	
4.4-c10	**Operation of LOS F at the LathropRoad/I-5 Southbound Off Ramp Under the 2020 Plus Project Scenario.** The discussion and conclusion for this Mitigation Measure are the same as for Mitigation Measure 4.4-c8 above.	Before building permits are issued	Project applicant and City of Lathrop	Verify payment of traffic impact fees	
4.4-c11	**Increase in Traffic of 1% or More at the LathropRoad/I-5 Northbound Off Ramp When Operating at LOS F Under the 2020 No Project Scenario.** The discussion and conclusion for this Mitigation Measure are the same as for Mitigation Measure 4.4-c8 above.	Before building permits are issued	Project applicant and City of Lathrop	Verify payment of traffic impact fees	
4.4-c12	**Operation of LOS F at the Louise Avenue/I-5 Southbound On Ramp Under the 2020 Plus Buildout Scenario.** Mitigation for this impact would be payment of traffic impact fees to be contributed toward improving I-5 adjacent to the ramp area.	Before building permits are issued	Project applicant and City of Lathrop	Verify payment of traffic impact fees	
4.4-c13	**Operation of LOS F at the Louise Avenue/I-5 Northbound On Ramp Under the 2020 Plus Buildout Scenario.** The discussion and conclusion for this Mitigation Measure are the same as for Mitigation Measure 4.4-c12 above.	Before building permits are issued	Project applicant and City of Lathrop	Verify payment of traffic impact fees	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
4.4-c14	**Increase in Traffic of 1% or More at the Louise Avenue/I-5 Southbound Off Ramp When Operating at LOS F Under the 2020 No Project Scenario.** The discussion and conclusion for this Mitigation Measure are the same as for Mitigation Measure 4.4-c12 above.	Before building permits are issued	Project applicant and City of Lathrop	Verify payment of traffic impact fees	
4.4-c15	**Operation of LOS F at the Louise Avenue/I-5 Northbound Off Ramp Under the 2020 Plus Buildout Scenario.** The discussion and conclusion for this Mitigation Measure are the same as for Mitigation Measure 4.4-c12 above.	Before building permits are issued	Project applicant and City of Lathrop	Verify payment of traffic impact fees	
4.4-d	**Increased Safety Concerns for Vehicles, Pedestrians, and Bicycle Riders Resulting From Proposed Design Of Roadways.** Crosswalks shall be provided at the roadway crossings at intersections with roundabouts. Signage shall be provided at all roundabouts to indicate the proper flow of vehicle traffic, speed limits through the roundabout, and the appropriate method for bicyclists to cross the intersection.	Determined by TMMP	Project Applicant and City of Lathrop	Verify that crosswalks and signage are provided	
4.4-f	**Construction Traffic.** Before project construction activities begin the project applicant shall prepare a construction traffic control plan that shall be applied to all construction activities associated with the CLSP project. The plan shall include, at a minimum, the following conditions: < No construction delivery truck traffic shall be allowed on the local roadway network before 8:00 AM or after 4:30 PM. < No construction worker traffic shall be allowed on the local roadway network between 7:00 and 8:00 AM and between 4:30 and 6:00 PM. < Local roadways will be jointly monitored by the City and project applicant every six months to determine whether project related construction traffic is degrading roadway conditions. Roadways with potential to be damaged by construction traffic and included in the monitoring effort shall be agreed to by the City and the project applicant. All degradation of pavement conditions because of CLSP	Prior to and during construction activities	Project applicant	Review construction traffic control plan and monitor for compliance	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	related construction traffic will be fully repaired by the project applicant to the satisfaction of the City of Lathrop.				
4.5 AIR QUALITY					
4.5-a	**Increases in Regional Criteria Pollutants during Construction.** The SJVAPCD emphasizes implementation of effective and comprehensive control measures rather than requiring a detailed quantification of construction emissions. The SJVAPCD requires that all feasible control measures (dependent on the size of the construction area and the nature of the construction operations) shall be incorporated and implemented. Based on available information, it appears that the application of standard construction mitigation measures for the control of fugitive dust (i.e., the application of water or soil stabilizers) are effective methods of reducing dust-related impacts on agricultural crops. In accordance with SJVAPCD guidelines (SJVAPCD 2002), the following mitigation measures, which include SJVAPCD Basic, Enhanced, and Additional Control Measures, shall be incorporated into grading plans and construction specifications and implemented by construction contractors. In addition to the mitigation measures identified below, construction of the proposed project is required to comply with applicable SJVAPCD rules and regulations, including the requirement of a California Occupational Safety and Health Administration–qualified asbestos survey before demolition. It is recognized that SJVAPCD Regulation VIII, upon which many of the following control measures are based, has recently undergone revision and that these control measures are subject to future periodic	During construction activities Prior to construction activities	Project applicant Project applicant	Verify control measures are implemented; review proof from project applicant that shows annual consultation with the SJVAPCD Review proof from project applicant that demonstrates the review of new technology	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	revision. Therefore, the project applicant shall submit a dust control plan to the SJVAPCD for approval at least 30 days before construction activities begin. As part of the dust control plan, the applicant shall annually contact the SJVAPCD to identify the most recent fugitive dust control measures required to be implemented by the proposed project and implement them accordingly during project construction. < All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, or vegetative ground cover. < All onsite unpaved construction roads and offsite unpaved construction access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant. In addition, contractors shall construct rock/aggregate base roads and/or apply adequate construction water as appropriate. Paving of haul roads can be considered if it is anticipated that there will be an extensive length of service or to the extent that they will become permanent roadways in the future. The City will monitor construction activity and make recommendations based on the above criteria. < All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking. < During demolition of buildings all exterior surfaces of the building shall be wetted. < When materials are transported offsite, all material shall be covered, effectively wetted to limit visible dust emissions, or at least 6 inches of freeboard space from the top of the container shall be maintained.				

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	< All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.) < Following the addition of materials to, or the removal of materials from, the surfaces of outdoor storage piles, piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant. < Onsite vehicle speeds on unpaved roads shall be limited to 15 mph. < Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1 percent. < Wheel washers shall be installed for all exiting trucks and equipment, or wheels shall be washed to remove accumulated dirt prior to leaving the site. < Excavation and grading activities shall be suspended when winds exceed 20 mph. < The overall area subject to excavation and grading at any one time shall be limited to the fullest extent possible. < Onsite equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. < When not in use, onsite equipment shall not be left idling. < Off-road trucks shall be equipped with on-road engines when possible. In addition, construction contracts shall call for the use of "clean vehicles" (e.g., low emissions, newer engines, alternative fuels) to the degree feasible.				

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	In addition to the measures identified above, the following measures from Table 6-3 of the *Guide for Assessing and Mitigating Air Quality Impacts* shall be implemented: < Install wind breaks at windward sides of construction areas. (This measure will be implemented if the City, in coordination the SJVAPCD, determines that the fugitive dust control measures described above are not sufficiently effective.) < Comply with the NESHAPS during the renovation/demolition of any existing buildings on the project site with the potential to contain asbestos. Consult the SJVAPCD's *Asbestos-Compliance Assistance Bulletin*, dated December 1994, to ascertain whether individual structures on the project site are subject to NESHAPS. The City, after consultation with the applicant, shall require all feasible additional measures to control construction emissions. Such measures may include, but are not limited to the following items from Table 6-4 of the *Guide for Assessing and Mitigating Air Quality Impacts* and other sources: < Use alternative-fueled construction equipment, where reasonably available, such as equipment capable of using biodiesel or emulsified fuel. < Limit the hours of operation of heavy-duty equipment and/or the amount of equipment in use at any one time. < Replace fossil-fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set). < Curtail construction during periods of high ambient pollutant concentration; this may include ceasing of construction activity during the peak hour of vehicular traffic on adjacent roadways (or ceasing/reducing heavy-duty equipment usage on Spare the Air Days).				

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	< Before construction contracts are issued, the project applicant would perform a review of new technology, as it relates to heavy-duty equipment, to determine what (if any) advances in emissions reduction are available for use and are economically feasible. Construction contracts/bid specifications shall require contractors to utilize the available and economically feasible technology on an established percentage of the equipment fleet. This includes the use of Tier I equipment, which is widely available, and Tier II equipment as it becomes available during later phases of the project. It is anticipated that in the near future both NO_X and PM_{10} control equipment will also be available. The SJVAPCD shall be consulted with on this process. < Construction activity will be encouraged during early morning hours during the summer months. The City will review applications for early start on a case-by-case basis and will encourage these practices to the extent there are limited numbers of sensitive noise receptors that would be adversely affected. To the extent that it is economically feasible and acceptable from a noise and light impact perspective, evening and nighttime activity will also be allowed and promoted by the City.				
4.5-b	**Increases in Stationary and Mobile-Source Toxic Air Contaminants.** The SJVAPCD shall impose various permitting conditions for stationary TAC sources. These conditions reflect the stringent application of air quality laws and substantially lessen the severity of potential impacts. However, as discussed above, even with implementation of permit conditions there is a theoretical potential that elements of the public could be exposed to levels of TACs that would exceed SJVAPCD significance thresholds. The only available mitigation to ensure no exposure of sensitive receptors to significant levels of TACs would be to completely separate emission sources from all sensitive receptor. However, many stationary TAC sources (gas stations, dry cleaners, auto repair facilities) are typically integrated with land uses containing sensitive receptors. Restricting the locations of all	During construction activities	Project applicant	Review proof from project applicant demonstrating coordination efforts with SJVAPCD	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	TAC generating facilities to specific areas would not be practical or economically feasible. Thus, implementing the proposed project would result in a significant and unavoidable adverse impact with respect to stationary-source TACs. Where feasible and/or applicable, the applicant shall coordinate the location of proposed land uses to separate sources of toxic air contaminants and sensitive receptors. Sensitive receptors are facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants (e.g., hospitals, schools, convalescent facilities, and residential areas). As the proposed locations of sources of diesel exhaust and other TACs on the project site are identified, the City shall consult with the SJVAPCD to determine on a case-by-case basis whether an HRA shall be performed. The City and SJVAPCD may determine that, for small projects, a screening-level assessment, rather than a full HRA, is adequate to evaluate the potential for exposure of sensitive receptors to TACs. Mobile-source TACs are a relatively new concern for the ARB, so specific guidelines and practices regarding assessing impacts and providing mitigation are not available. It is also unclear what effects the ARB's new diesel engine emission standards and diesel particulate matter regulations would have on the level of impact and the necessity for, or type of, mitigation. Therefore, the specific conditions of mobile-source TAC impacts cannot be determined at this time. The only available mitigation—completely separating emission sources (diesel vehicles) from all sensitive receptor—is not feasible. Therefore, no feasible mitigation is available for Impact 4.5-b to reduce the impact to a less-than-significant level. Thus, implementing the proposed project would result in a significant and unavoidable adverse impact with respect to mobile-source TACs. The project applicant shall coordinate with the SJVAPCD as the project proceeds to assess situations in which toxic risk from diesel PM may occur and to review methodologies that				

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	may become available to estimate the risk.				
4.5-c	**Increases in Odorous Emissions.** The following mitigation measures shall be incorporated into the design and operation of the WRP #2 facility and recycled water storage ponds to reduce potential emissions of airborne odors: < Before final design, the City shall ensure that appropriate engineering controls have been incorporated into the design and construction of the proposed WRP #2 to minimize the production of unpleasant odors. Engineering controls to diminish odors could include, but would not be limited to, covering the headworks and/or perchlorinating at the headworks, using chemical additives to mask odors, installing systems (e.g., air scrubbers) to collect odorous air and remove unpleasant odors, and locating storage facilities (e.g., tanks, vaults, pipes, detention mechanisms) underground. Appropriate engineering controls to minimize odors shall also be incorporated into the design and construction of the recycled water storage ponds, such as aeration equipment and water circulation systems. < During operation of WRP #2 and the recycled water storage ponds, the City shall ensure that engineering controls designed to avoid/suppress odors are functioning properly by periodically evaluating odor levels adjacent to the facilities. Should offensive odors be identified, the City shall take appropriate action to correct them to the extent practical.	Prior to final design approval and during operation	Project applicant	Periodic monitoring to be determined by the City	
4.5-e	**Increases in Long-term Regional Emissions.** The City, after consultation with the applicant, shall require that all feasible emission control measures be incorporated into project design and operation. Such measures may include, but are not limited to, the following items recommended in the SJVAPCD Guide for Assessing and Mitigating Air Quality Impacts (SJVAPCD 1998) and other sources. It should be noted that many of these measures are already included in the proposed	Prior to final design approval	Project applicant	Verify implementation of measures	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	project design (as indicated in parenthetical notes below); however, they are repeated here to allow a complete listing of the SJVAPCD guidelines. < Provide transit enhancing infrastructure that includes transit shelters, benches, street lightening, route signs and displays, and/or bus turnouts/bulbs (already incorporated into project design). < Provide park and ride lots (one park and ride lot is already included in the project design). < Provide pedestrian enhancing infrastructure that includes sidewalks and pedestrian paths, direct pedestrian connections, street trees to shade sidewalks, pedestrian safety designs/infrastructure, street furniture and artwork, street lightening, and/or pedestrian signalization and signs (already incorporated into the project design). < Provide bicycle enhancing infrastructure that includes bikeways/paths connecting to a bikeway system, secure bicycle parking, and/or employee lockers and showers (bicycle lanes and trails already incorporated into the project design). < Use solar, low-emissions, central, or tankless water heaters (residential and commercial), increase wall and attic insulation beyond Title 24 requirements (residential and commercial), orient buildings to take advantage of solar heating and natural cooling and use passive solar designs (residential, commercial, and industrial), replace wood-burning stoves and fireplaces with gas-fired fireplaces or inserts. < Deciduous trees should be planted on the south-facing and west-facing sides of buildings. < Natural gas lines and electrical outlets should be installed in patio areas to encourage the use of gas and/or electric				

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	barbecues. < Businesses or individuals shall be allowed, through the zoning and building permit process, the option of installing electric/natural gas fuel hookups. < If a gasoline service station is developed as part of the proposed project, it is encouraged that natural gas fueling be incorporated as part of the station. < The project applicant shall develop and implement a program to encourage employers to promote the use of low-emission vehicles, thus providing emission reductions. The program may include financial incentives, preferred parking, or other benefits for employees and businesses that use low-emission vehicles. < The City shall encourage the project applicant to develop/participate in a program to provide, or subsidize the purchase cost of electric lawnmowers and electric edgers for project homeowners.				
4.6 NOISE					
4.6-a	**Increases in Short-term Construction-generated Noise.** In accordance with the City Noise Ordinance, construction activities in or within 500 feet of a residential zone (i.e., an area containing occupied residences) shall be permitted only between 7 a.m. and 10 p.m. on Monday through Thursday, between 7 a.m. and 11 p.m. on Friday, between 9 a.m. and 11 p.m. on Saturday, and between 9 a.m. and 10 p.m. on Sunday and legal holidays. These limitations shall be specified in all construction contracts and specifications entered into by the applicant and/or its successors in interest. In addition, all construction vehicles or equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and acoustical shields or shrouds, in accordance with manufacturers' recommendations. Construction equipment and truck routes shall be	Prior to construction activities	Project applicant	Review construction contracts and specifications; monitor site for compliance	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	arranged to minimize travel adjacent to occupied residences. Stationary construction equipment and staging areas shall be located as far as possible from sensitive receptors, and temporary acoustic barriers may be installed around stationary equipment if necessary.				
4.6-b	**Stationary-Source Noise Generated by Onsite Land Uses.** As individual facilities, subdivisions, and other project elements are permitted by the City, the City shall evaluate the element for compliance with the City's Noise Ordinance and noise policies in the City General Plan. Where individual project elements do not clearly comply with interior noise standards included in these guidelines, mitigation measures shall be required to reduce projected interior and exterior noise levels to within acceptable levels. Mitigation measures may include, but are not limited to, the following: < Dual-pane, noise-rated windows; mechanical air systems; exterior wall insulation; and other noise-reducing building materials shall be used. < Mechanical equipment (e.g., air conditioning and ventilation systems) and area-source operations (e.g., loading docks, parking lots, recreational use areas) shall be located at the farthest distance from and/or be shielded from nearby existing and proposed noise-sensitive land uses. In addition, the following measures will apply to noise-generating activities associated with school grounds, neighborhood and community parks, and open space areas: < Onsite landscape maintenance equipment shall be equipped with properly operating exhaust mufflers and engine shrouds, in accordance with manufacturers' specifications. < For maintenance areas located within 500 feet of noise-sensitive land uses, the operation of onsite landscape maintenance equipment shall be limited to the least noise sensitive periods of the day, between the hours of 7 a.m. and 7 p.m. < Outdoor use of amplified sound systems within 500 feet of	Prior to construction activities	Project applicant	Review project elements for compliance with Noise Ordinance and noise policies	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	noise-sensitive land uses shall only be permitted between 7 a.m. and 10 p.m. on Sunday through Thursday, and between 7 a.m. and 11 p.m. on Friday and Saturday. Also, prior to the approval of site development plans for WRP #2, each lift station, and each booster pump station, the City's contractor shall submit a supplemental noise analysis demonstrating that stationary noise sources will be adequately designed and constructed (including the incorporation of shielding or enclosures) to ensure that operational noise levels at the property lines and at the nearest noise-sensitive land uses comply with the City Noise Ordinance.				
4.6-c	**Increases in Existing Traffic Noise Levels.** Noticeable increases in traffic noise (i.e., 3 dBA or more) in and of themselves would not result in an adverse effect on the environment if there are no sensitive receptors in the vicinity of the increased noise levels. Noticeable increases in traffic noise are simply an indication that nearby sensitive receptors could be exposed to higher noise levels, and therefore could be subject to increased potential for disturbance, annoyance, sleep disruption, and other potential adverse noise effects. To determine whether increases in traffic noise attributable to the proposed project would result in a significant adverse effect on nearby sensitive receptors, a traffic noise study shall be conducted at the six roadway segments where the EIR noise modeling indicates that project-related traffic would increase noise by 3 dBA or more: < Manthey Road south of Roth Road, < Harlan Road north of Roth Road, < McKinley Avenue north of Roth Road, < Roth Road west of McKinley Avenue, < Roth Road east of McKinley Avenue, and < Lathrop Road west of Fifth Street. The traffic noise study shall determine whether dBA increases attributable to the proposed project (as shown in Table 4.6-8) would result in, or contribute to, interior or exterior noise levels at nearby receptors exceeding applicable City or County standards. If applicable	Prior to development of 235 acres of traffic-generating land uses in Phase 1	Project applicant	Review traffic noise study; verify implementation of noise attenuation measures if applicable	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	standards would be exceeded as a result of the proposed project, or if existing conditions exceed the applicable standard, the City shall determine whether there are feasible mitigation measures that can attenuate the project's contribution to increased noise levels. Such a determination shall include consideration of the following: the cost of erecting any necessary structures or implementing nonstructural mitigation measures; current availability of land for any proposed structures or vegetation; consistency with regulatory objectives, requirements, and limitations; the existence of any mechanism for obtaining reimbursement from any other parties contributing to the need for mitigation to ensure that the applicant is not required to pay more than its fair share of the cost of mitigation; and the willingness of residents or landowners in the affected area to cooperate with the implementation of mitigation. Potentially feasible mitigation measures might include: < Installation of sound walls, < Planting of vegetative screening, or < Providing existing homes with dual-pane noise-rated windows, exterior wall insulation, improved exterior fencing, or other noise-attenuating structural features. The first noticeable increase in traffic noise attributable to the CLSP project is anticipated to occur some time during the development of Phase 1 (see Table 4.6-8). To ensure that project-generated increases in traffic noise remain below noticeable levels at sensitive receptors, the noise study described above shall be completed and applicable mitigation measures shall be in place, before approval of a final small-lot subdivision map or similar discretionary approval for nonresidential uses (e.g., a use permit) that would permit development of traffic-generating land uses on more than 25% of the Phase 1 area (i.e., before more than 235 acres of the project site are developed with traffic-generating land uses). As noted in the discussion of Impact 4.6-c, increased traffic noise attributed to the proposed project, as shown in Table 4.6-8, may be				

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	overstated in some instances as a result of noise contributed by nearby roadways (i.e., I-5). The noise study conducted to assess traffic noise conditions at the six roadway segments may also revisit and refine the CLSP project's contribution to traffic noise. If this analysis is conducted, the results may be used to define the project's contribution to traffic noise, and hence the extent of noise attenuation measures, if needed.				
4.6-d	**Compatibility of the Proposed Land Uses with Projected Onsite Noise Levels.** As the City considers approval of individual discretionary projects (e.g., tentative small-lot subdivision maps, use permits, and design review approvals), the City shall evaluate such projects for compliance with the City's Noise Ordinance and noise policies in the General Plan. Where individual projects do not clearly comply with the interior noise standards included in these guidelines, mitigation measures such as use of dual-pane windows, mechanical air systems, exterior wall insulation, and other noise-reducing building materials and methods shall be required as appropriate to reduce interior noise exposure to the "normally acceptable" levels identified by the City (Exhibit 4.6-1). Where individual projects do not clearly comply with exterior noise standards included in the City guidelines (Table 4.6-2), mitigation measures such as use of sound walls, vegetative screening, buildings for screening, and setbacks between noise sources and receptors, shall be implemented as appropriate to minimize exterior noise levels. Any outdoor human-made noise barriers shall have an aesthetically pleasing appearance that agrees with the color and character of nearby homes or other facilities. Where there is a question regarding premitigation or postmitigation noise levels in a particular area, site-specific noise studies may be conducted to determine compliance or noncompliance with City guidelines. Title 24 of the California Code of Regulations requires the preparation of an acoustical analysis for multifamily residences that demonstrates how interior noise levels will achieve a 45-dBA CNEL/ L_{dn} in locations where the exterior noise levels exceed 60-dBA CNEL/ L_{dn}. As a result,	During individual project review	Project applicant	Evaluate individual discretionary projects for compliance with Noise Ordinance and noise policies	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	a Title 24 analysis shall be prepared as part of the final design of any proposed multifamily residential dwellings. To the extent necessary, noise control measures shall be designed according to the type of building construction and specified sound rating for each building element to achieve an interior noise level of 45-dBA CNEL/ L_{dn}.				
4.7 GEOLOGY, SOILS, AND MINERAL RESOURCES					
4.7-b	**Ground Shaking.** Project facilities shall be designed for maximum horizontal ground surface accelerations of at least 0.3g. Geotechnical reports completed by ENGEO in 2004 for the proposed project predict that a horizontal ground surface acceleration of 0.3g at the CLSP site would have a 10% probability of being exceeded in a 50-year project design life. This estimate incorporates the possibility of a seismic event associated with the Great Valley Fault System. A surface acceleration of 0.3g exceeds the maximum ground surface accelerations previously recorded in the area (estimated at 0.16g), which occurred during the 1906 San Francisco earthquake. If project facilities are designed to meet minimum safety standards during a seismic event with ground surface accelerations of at least 0.3g, the risk of loss, injury, or death from ground shaking would be substantially reduced.	Prior to project facility approval	Project applicant	Inspect project facilities for design compliance	
4.7-c	**Liquefaction.** A site-specific, design-level geotechnical study shall be completed for each project development component (e.g., housing area, commercial area, school, water recycling plant, group of recycled water storage ponds) before a grading permit is issued. The study shall include an evaluation of liquefaction potential in the area and identify appropriate means to minimize or avoid damage from liquefaction. Geotechnical design recommendations included in each study shall be implemented during project construction. Potential recommendations include over-excavating and recompacting the area with engineered fill or in-place soil densification. In-place densification measures may include deep dynamic compaction, compaction grouting, vibro-compaction, and the use of nonliquefiable caps. Special design features may need to be utilized for foundations (such as post-tensioned mat	Prior to issuance of grading permit	Project applicant	Review geotechnical study	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	foundations for residential structures and stiffening grade beams and reinforced slabs-on-grade). However, other foundation types may be considered if further geotechnical study shows the liquefaction potential to be less than significant or if the effects of liquefaction-induced settlement can be mitigated with earthwork.				
4.7-d	**Shrink-Swell Potential.** A site-specific, design-level geotechnical study shall be completed for each project development component (e.g., housing area, commercial area, school, water recycling plant, group of recycled water storage ponds) before a grading permit is issued. The study shall include an evaluation of expansive soils in the area and identify appropriate means to address these soils and minimize or avoid damage from shrinking and swelling consistent with UBC standards. Methods to address expansive soils include regrading with appropriate soils and adding special design features to foundations and other underground facilities. Measures included in each geotechnical study shall be implemented as appropriate, based on the specific soil conditions and the type of facility being constructed.	Prior to issuance of grading permit	Project applicant	Review geotechnical study	
4.7-e	**Mineral Resources.** The City shall allow recycled water storage and disposal within the project site in areas classified as MRZ-2 or MRZ-3 only with the condition that the City may later approve mineral extraction activities in these areas, as long as equal replacement recycled water storage and disposal capacity is provided elsewhere. Replacement recycled water storage and disposal capacity may be provided by the City, the entity performing the mineral extraction, or others, and must be in place prior to initiating mineral extraction activities in the area in question.	Before approval of recycled water storage and disposal in areas classified MRZ-2 or MRZ-3	City of Lathrop	Incorporate condition of approval stating that City may later approve mineral extraction activities	
4.8 HYDROLOGY AND WATER QUALITY					
4.8-c	**Temporary Construction-related Water Quality Effects.** The project applicant shall consult with the Central Valley RWQCB to acquire the appropriate regulatory approvals that may be necessary to obtain Section 401 water quality certification, SWRCB statewide NPDES stormwater permit for general construction activity, Central	Prior to construction activities	Project applicant	Review proof of consultation with Central Valley Regional Water Quality Control	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	Valley RWQCB NPDES permit for construction dewatering activity, and any other necessary site-specific WDRs or waivers under the Porter-Cologne Act. As required under the NPDES stormwater permit for general construction activity, the project applicant shall prepare and submit the appropriate NOIs and prepare the SWPPP and any other necessary engineering plans and specifications for pollution prevention and control. The SWPPP and other appropriate plans shall identify and specify the use of erosion and sediment control BMPs, means of waste disposal, implementation of approved local plans, nonstormwater management controls, permanent postconstruction BMPs, and inspection and maintenance responsibilities. The SWPPP will also specify the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges. A sampling and monitoring program will be included in the SWPPP that meets the requirements of SWRCB Order 99-08-DWQ to ensure that the BMPs are effective. Construction techniques shall be identified that will reduce the potential for runoff, and the plan shall identify the erosion and sedimentation control measures to be implemented. The SWPPP shall also specify spill prevention and contingency measures, identify the types of materials used for equipment operation, and identify measures to prevent or clean up spills of hazardous materials used for equipment operation and hazardous waste. Emergency procedures for responding to spills shall also be identified. BMPs identified in the SWPPP shall be used in all subsequent site development activities. The SWPPP will identify personnel training requirements and procedures that will be used to ensure that workers are aware of permit requirements and proper installation and performance inspection methods for BMPs specified in the SWPPP. The SWPPP shall also identify the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. All construction contractors shall retain a copy of the approved SWPPP on the construction site. The project applicant shall also prepare and submit an NOI and acquire			Board and review proof that necessary regulatory approvals have been acquired	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	authorization for the Central Valley RWQCB NPDES permit for construction dewatering activities that may be necessary for foundation and utility installations within the CLSP area. Under SWRCB Order 99-08-DWQ, as amended, the SWRCB has determined that implementation of a SWPPP, the BMPs identified in the SWPPP, and the monitoring and sampling program required in the SWPPP are considered to meet the water quality requirements of the Porter-Cologne Act, barring a violation identified by the monitoring or sampling procedures.				
4.9 HAZARDOUS MATERIALS AND PUBLIC HEALTH					
4.9-b	**Hazardous Materials and Public Health – Exposure of Construction Workers, Residents, and Others to Hazardous Materials.** Before excavations in any areas not previously evaluated using the ESA process or before demolition of any structures associated with past and current farming operations (e.g., buildings, aboveground and underground storage tanks), the project applicant shall investigate the extent to which soil and/or groundwater has been contaminated from these operations. This investigation shall follow ESA and/or other appropriate testing guidelines and shall include, as necessary, analysis of soil and/or groundwater samples taken at or near the potential contamination sites. Areas previously evaluated in the Terrasearch (1999) and ENGEO (2003) ESAs shall also receive an evaluation that follows appropriate testing guidelines before excavation begins to determine whether conditions have changed since completion of the previous ESAs. If the results of any evaluation indicate that contamination exists at levels above regulatory action standards, then the SJCEHD shall be notified and the site shall be remediated in accordance with recommendations made by SJCEHD; RWQCB; DTSC; or other appropriate federal, state, or local regulatory agencies. The agencies involved would be dependent on the type and extent of contamination. In addition, the following measures shall apply to construction activities	Prior to any excavations in areas not previously evaluated using the ESA process or before demolition of any structures associated with past or current farming operations; and during construction activities	Project applicant	Review investigation of the extent to which soil and/or groundwater has been contaminated; notify the San Joaquin County Environmental Health Department if evidence of contamination is found	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	as appropriate. (1) The SJCEHD shall be notified if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during excavation and dewatering activities. Any contaminated areas shall be remediated in accordance with recommendations made by SJCEHD; RWQCB; DTSC; or other appropriate federal, state, or local regulatory agencies. (2) Before demolition of any onsite buildings, the project applicant shall hire a qualified consultant to investigate whether any of these buildings contain asbestos-containing materials and lead that could become friable or mobile during demolition activities. If found, the asbestos-containing materials and lead shall be removed by an accredited inspector in accordance with EPA and California Occupational Safety and Health Administration (Cal/OSHA) standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards. The asbestos-containing materials and lead shall be disposed of properly at an appropriate offsite disposal facility.				
4.10 PUBLIC SERVICES					
4.10-a	**Obstruction of Roadways during Construction.** In accordance with City requirements, the applicant/contractor shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plan must follow California Department of Transportation standards and be signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, flagmen to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours being used as necessary during road closures.	Prior to and during construction activities	Project applicant or contractor	Review traffic control plan	

CENTRAL LATHROP SPECIFIC PLAN EIR MITIGATION MONITORING AND REPORTING PROGRAM					
Mitigation Number	**Mitigation Measure**	**Timing/ Schedule**	**Implementation Responsibility**	**Implementation and Verification**	
				Monitoring Action	**Date Completed**
4.10-b	**Increased Demand for Fire Protection Facilities and Services.** As development proceeds in the CLSP area, the City shall authorize occupancy of new structures only if confirmation of 3- to 4-minute average emergency response times to the structures can be provided using LMFPD methodologies. First response may initially be provided by the existing Station 31, or Station 34 planned on the Mossdale Landing site. At some currently undetermined point in project development, a new fire station in the CLSP area would need to be constructed and brought into service to meet the response time requirement in the northern portion of the plan area. The location of the fire station will be determined in consultation with the LMFPD to maximize its ability to meet the response time requirement. The LMFPD would build and equip the fire station, as needed, on land acquired by the LMFPD. The project applicant shall pay all applicable fire service fees and assessments required to fund its fair share of fire district facilities and services required to serve the CLSP project. The City shall not allow or approve construction of structures greater than 50 feet in height or four stories until the LMFPD possesses appropriate equipment (e.g., aerial trucks) to provide fire suppression and emergency services to the upper stories of these buildings. If the CLSP project includes buildings that would exceed this height restriction, the project applicant shall pay to the City all applicable fire service fees and assessments required to fund its share of this equipment.	Prior to authorization of occupancy of new structures	City of Lathrop	Confirm that 3- to 4-minute average response times to the new structures can be provided using the Lathrop-Manteca Fire Protection District methodologies	
4.10-c	**Increase Demand for Fire Flow.** The City shall not authorize the occupancy of any structures until the project applicant has confirmed provision of adequate minimum fire flows as required by the LMFPD and the California Fire Code.	Prior to occupancy of any structures	Project applicant	Review proof of adequate fire flows are provided	
4.10-d	**4.10-d: Increased Demand for Police Protection Facilities and Services.** The project applicant shall pay to the City upon the filing of each final small-lot residential subdivision map its pro rata share (on a per-unit basis) of the total startup costs incurred in the hiring and	Prior to filing each final small-lot residential subdivision map	Project applicant	Verify payment of start-up fees and equipment costs	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	training for each of the new police officer positions needed to serve the project (a total of 28 officers in the CLSP area, assuming the identified target ratio of 1.5 officers to 1,000 residents). This fee shall be incurred once per position (i.e., it shall not be used to train turnover staff). In addition, the following equipment costs shall be paid for by the project applicant: < standard safety equipment for each officer (e.g., sidearm, belt, holster, body armor, mobile radio); and < a fully equipped patrol vehicle for every two officers, including radio, siren, roof lighting, Opticom mobile strobe, mobile computer terminal, and vehicle video recorder. The payment of the above startup fees and equipment costs shall be phased to coincide with the need for new officers generated by project development. Resident generation rates to be used for this calculation are: < variable-density residential—2.9 persons per dwelling unit < high-density residential—2.1 persons per dwelling unit As police officers and support staff members are hired to meet the demand associated with the proposed project, the planned Government Center, or similar or interim facilities, would be completed before Police Department staff exceed available space in the Seventh Street building. The project applicant shall also ensure the use of 3M Addressable Opticom Traffic Control Preemption devices and detectors/reflectors (or equivalent based on Police Department standards) in all traffic lights for which the project is responsible and the City has jurisdiction.				
4.10-e	**Increased Demand for Animal Control Facilities and Services.** The project applicant and the City shall include in the Development Agreement provisions for funding animal control facilities and services, as follows: (a) Animal Control Startup Costs: The Development Agreement shall include a provision that will ensure maintenance of the existing	Prior to project approval	Project applicant and City of Lathrop	Verify that Development Agreement provisions for funding animal control facilities	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	level of animal control service in the City. The agreement shall be designed to ensure that resources are available for animal control facilities and staff to expand to meet demand associated with the proposed project. The project applicant shall pay the one-time startup cost for these animal control services. (b) Animal Control Ongoing Costs: The applicant shall pay a proportionate share of ongoing costs associated with additional services until revenues generated from the project can cover this cost through participation in a community facilities district or an equivalent funding mechanism. (c) Capital Facilities Fees: The applicant shall pay capital facilities fees to defray capital facility costs associated with an animal control facility.			and services have been met	
4.11 PUBLIC UTILITIES					
4.11-a	**Demand for Potable Water.** The applicant or its successor in interest shall comply with the requirements of Government Code Section 66473.7 for all small-lot tentative subdivision map applications of more than 500 lots. In addition, approval of small-lot tentative maps for a lesser number of lots, or for nonresidential projects requiring conditional use permits or similar discretionary entitlements, shall be conditioned to require a showing, prior to final map approval for residential projects or prior to building permit approval for nonresidential discretionary projects, that the City, for a 20-year planning period following the date of approval of the tentative map, conditional use permit, or similar discretionary entitlement, has a sufficient water supply to serve the project, in addition to existing and planned future uses, during normal, single-dry, and multiple-dry years. For purposes of this mitigation measure, "sufficient water supply" has the same meaning found in Government Code Section 66473.7.	Prior to project approval	Project applicant	Review proof of compliance with Government Code Section 66473.7 or incorporate condition of approval	
4.11-d	**Demand for Wastewater Treatment Capacity.** No element of the proposed project (i.e., housing sub-division, commercial area) shall be occupied until both adequate treatment capacity at WRP #2 or another	Prior to occupancy of any project element	Project applicant	Review proof of adequate treatment capacity at WRP #2	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	comparable wastewater treatment facility is available and wastewater infrastructure (e.g., pipelines) is in place to serve that portion of the project site.			or other comparable wastewater treatment facility	
4.13 AGRICULTURAL RESOURCES					
4.13-a	**Conversion of Important Farmland.** The City would participate in the SJMSCP. Fees would be paid by the project applicant to the SJCOG on a per-acre basis for lost agricultural land during development of proposed CLSP and associated offsite utility infrastructure. The SJCOG will use these funds to purchase conservation easements on agricultural and habitat lands in the project vicinity (in the Central Index Zone identified in the SJMSCP). The preservation in perpetuity of agricultural lands through the SJMSCP, a portion of which would consist of Important Farmland, would ensure the continued protection of farmland in the project vicinity, partially offsetting project impacts.	Prior to construction activities	Project applicant	Verify payment of fees to the San Joaquin Council of Governments	
4.13-b	**Williamson Act Contract Cancellations.** Although all Williamson Act contracts in the CLSP area may be cancelled in a single cancellation, the project applicant shall continue to allow/promote farming operations as long as possible on portions of the CLSP plan area until an area is to be developed. This action would minimize impacts on agricultural production associated with the cancellation of Williamson Act contracts. In addition, the project applicant shall participate in the SJMSCP pursuant to Mitigation Measure 4.13-a. Fees would be paid to the SJCOG on a per-acre basis for agricultural lands converted to nonagricultural uses. The SJCOG uses these funds to purchase conservation easements on agricultural and habitat lands in the project vicinity (in the Central Index Zone identified in the SJMSCP). Participation in the SJMSCP would assist in compensating for Williamson Act contract cancellations by placing farmlands under conservation easements, requiring conservation of agricultural lands in perpetuity. These easements provide much more stringent and longer	Prior to construction activities	Project applicant	Verify payment of fees to the San Joaquin Council of Governments	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	lasting protections than Williamson Act contracts. However, because easements are also purchased for land exhibiting benefits to wildlife, including a combination of habitat, open space, and agricultural lands, the overall farmland compensation provided by the fee contribution for the proposed project would not be applied exclusively to agricultural lands. Therefore, fees contributed to the SJMSCP would only partially offset the loss of agricultural lands under Williamson Act contract associated with the CLSP project. In addition, no new farmland would be made available. Therefore, full compensation for losses of Williamson Act contracts would not be achieved.				
4.13-c	**Adjacent Landowner/User Conflicts.** The project applicant shall phase the development of agricultural lands in the CLSP area in such a way as to avoid the fragmentation of continuing agricultural operations. As development occurs in the CLSP area, fencing, walls, or other suitable barriers shall be constructed or established at the interface between development and adjacent agricultural lands. In addition, a buffer zone or barrier, as determined by the City, shall be provided between the edge of residential or commercial development and the adjacent agricultural land. Roads, greenbelts, and similar facilities can function as these buffers. The City shall include the buffer as a condition of development approval, with the buffer being maintained until development of the adjacent agricultural land is initiated. Growers cultivating lands near or adjacent to urban development in the CLSP area can be expected to comply with all necessary federal, state, and local restrictions regarding buffers between pesticide/herbicide applications and sensitive areas, such as schools, residences, and parks. Required buffer distances may vary depending on the type of chemicals used and the method of application. Residents and other individuals purchasing property near agricultural lands shall be provided information on the types of conflicts that may occur and appropriate means to address these conflicts, consistent with the City's Right-to-Farm Ordinance.	Prior to construction activities	Project applicant	Review project application for protection of agricultural lands; incorporate condition of approval requiring buffer	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
4.14 TERRESTRIAL BIOLOGY					
4.14-b	**Terrestrial Biology – Special-Status Plants.** The following is a summary and clarification of SJMSCP incidental take avoidance and minimization measures for special-status plants: (1) Before project construction, surveys for the special-status plants listed in Table 4.14-1 shall be conducted by a qualified botanist at the appropriate time of year when the target species would be in flower or otherwise clearly identifiable. Surveys shall be conducted in accordance with specific methodologies described in Section 5.2.2.5 of the SJMSCP. (2) If special-status plants are found, the following measures shall be implemented: a. Sanford's arrowhead, Delta button-celery, and slough thistle: The SJMSCP requires complete avoidance for these species; therefore, potential impacts on these species could not be covered through participation in the plan. If these species are present in the project area and cannot be avoided, a mitigation plan shall be developed, with review and input from the regulatory agencies (e.g., DFG). The mitigation plan shall identify mitigation measures for any populations affected by the project, such as creation of offsite populations through seed collection or transplanting, preserving and enhancing existing populations, or restoring or creating suitable habitat in sufficient quantities to compensate for the impact. All mitigation measures that the City determines through this consultation to be necessary shall be implemented by the project proponent. These measures shall be designed to ensure that the proposed project does not result in a net reduction in the population size or range of Delta button-celery.	Prior to construction activities	Project applicant	Review proof of special-status plant surveys; if special-status plants are found, implement measures as required	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	b. Mason's lilaeopsis, rose mallow, Suisun Marsh aster, and Delta tule pea: These species are considered widely distributed species by the SJMSCP, and dedication of conservation easements is the preferred option for mitigation. If these species are found in the project area, the possibility of establishing a conservation easement shall be evaluated. If dedication of a conservation easement is not a feasible option, payment of SJMSCP development fees may be used to mitigate impacts on these species. Use of conservation easements or development fees for establishment of habitat preserves, or a combination of the two mechanisms, shall be sufficient to avoid an overall net reduction in the population size or range of Mason's lilaeopsis. c. Wright's trichocoronis: This species is considered a narrowly distributed species by the SJMSCP, and dedication of conservation easements is the preferred option for mitigation. If this species is found in the project area, the possibility of establishing a conservation easement shall be evaluated. If dedication of a conservation easement is not an option, the SJMSCP requires a consultation with the permitting agency representatives on the Technical Advisory Committee to determine the appropriate mitigation measures. These may include seed collection or other measures and would be determined on a population basis, taking into account the species type, relative health, and abundance. After the appropriate mitigation has been determined, it shall be implemented by the project proponent.				
4.14-c	**Terrestrial Biology – Valley Elderberry Longhorn Beetle.** The following is a summary and clarification of SJMSCP incidental take avoidance and minimization measures for VELB: (1) Before project construction, a survey shall be conducted in areas where elderberry shrubs could occur within 50 feet of construction areas, including along the banks of the San Joaquin River and along	Prior to construction activities	Project applicant	Review proof of valley elderberry shrub surveys; if valley elderberry shrubs are to be retained, implement	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	the levee. (2) For all shrubs that are to be retained on the project site, a setback of 20 feet from the dripline of each elderberry shrub found during the survey shall be established. Brightly colored flags or fencing shall be used to demarcate the 20-foot setback area and shall be maintained until project construction in the vicinity is complete. No construction activities shall occur within the setback area. (3) For all shrubs without evidence of VELB exit holes that cannot be retained on the project site, all stems of 1 inch or greater in diameter at ground level shall be counted. Compensation for removal of these stems shall be provided in SJMSCP preserves as provided in SJMSCP Section 5.5.4(B). This is designed to avoid a net reduction in the number of VELB by requiring establishment of three new plants for each stem over 1 inch in diameter that would be removed. (4) All shrubs with evidence of VELB exit holes or other evidence of VELB occupation that cannot be retained in the project area shall be transplanted to VELB mitigation sites during the dormant period for elderberry shrubs (November 1 to February 15). For elderberry shrubs displaying evidence of VELB occupation that cannot be transplanted, compensation for removal of shrubs shall be provided in accordance with SJMSCP Sections 5.5.4(B and C). This is designed to avoid a net reduction in the number of VELB by requiring establishment of six new plants for each stem over 1 inch that displays evidence of VELB occupation but cannot be transplanted.			measures as required	
4.14-d	**Terrestrial Biology – Giant Garter Snake.** The SJMSCP requires full avoidance of known occupied giant garter snake habitat. Based on the low quality of habitat in the CLSP area, giant garter snake is not expected to be present. However, if giant garter snake is discovered in the CLSP area, a separate consultation with USFWS under the FESA and with DFG under the CESA may be required. The following is a summary of SJMSCP and USFWS incidental take avoidance and	Prior to construction activities	Project applicant	Review proof of giant garter snake surveys; if giant garter snake habitat is found, implement measures as required	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	minimization measures for giant garter snake: (1) Construction within 200 feet of suitable aquatic habitat for giant garter snake shall occur during the active period for the snake, between May 1 and October 1. Between October 2 and April 30, the Joint Powers Authority, with the concurrence of the permitting agencies' representatives on the Technical Advisory Committee, shall determine whether additional measures (e.g., daily presence/absence surveys, exclusion fencing) are necessary to minimize and avoid take. (2) Preconstruction surveys for the giant garter snake shall be conducted within 24 hours of ground disturbance. (3) Vegetation clearing within 200 feet of the banks of potential giant garter snake aquatic habitat shall be limited to the minimal area necessary. (4) The movement of heavy equipment within 200 feet of the banks of potential giant garter snake aquatic habitat shall be confined to existing roadways as much as practicable to minimize habitat disturbance. (5) Before ground disturbance, all onsite construction personnel shall be given instruction regarding the presence of the giant garter snake and the importance of avoiding impacts on this species and its habitats. (6) In areas where wetlands, irrigation ditches, or other potential giant garter snake habitats are being retained on the site and are within 200 feet of an active construction area: a. Temporary fencing or other obvious markers shall be installed around potential garter snake habitat; b. Working areas, spoils and equipment storage, and other project activities shall be restricted to areas outside of potential garter snake habitat; and c. Water quality shall be maintained and construction runoff into wetland areas shall be limited through the use of hay bales, filter fences, vegetative buffer strips, or other accepted				

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	equivalents.				
4.14-f	**Terrestrial Biology – Swainson's Hawk.** The following is a summary and clarification of SJMSCP incidental take avoidance and minimization measures for Swainson's hawk: (1) If the project proponent elects to remove nest trees, then nest trees shall be removed between September 1 and February 15, when the nests are unoccupied. (2) If the project proponent elects to retain a tree with an active nest, all construction activities shall remain a distance of two times the dripline of the tree, measured from the nest. This setback shall be maintained during the nesting season for the period encompassing nest building and continuing until fledglings leave the nest. Setbacks shall be marked by brightly colored temporary fencing or other obvious markers.	Prior to construction activities	Project applicant	If project site has nest trees, verify compliance for removing or retaining the nest tree	
4.14-h	**Terrestrial Biology – Burrowing Owl.** The following is a summary and clarification of SJMSCP incidental take avoidance and minimization measures for burrowing owl: (1) Burrowing owls may be discouraged from entering or occupying construction areas by discouraging the presence of ground squirrels. To accomplish this, the project proponent could prevent ground squirrels from occupying the project site by employing one of several methods outlined in Section 5.2.4.15 of the SJMSCP. These include retention of tall vegetation, regular disking of the site, or use of chemicals or traps to kill ground squirrels. (2) Preconstruction surveys for burrowing owls shall be conducted within 75 meters of areas of project activity in locations with potential burrow habitat, including field edges, roadsides, levees, and fallow fields. Actively farmed agricultural fields and regularly disked or graded fields do not provide suitable burrow sites and need not be surveyed. The survey shall be conducted within 1 week before the beginning of construction. If burrowing owls are found, the following measures shall be implemented:	Prior to construction activities	Project applicant	Review proof of burrowing owl surveys, and verify compliance for protecting burrows	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	a. During the nonbreeding season (September 1 through January 31), burrowing owls occupying the project site shall be evicted from the project site by passive relocation as described in the DFG's Staff Report on Burrowing Owls (DFG 1995). b. During the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and shall be provided with a 75-meter protective buffer until and unless the Technical Advisory Committee, with the concurrence of the permitting agencies' representatives on the Technical Advisory Committee, or a qualified biologist approved by the permitting agencies, verifies through noninvasive means that either (1) the birds have not begun egg laying or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. After the fledglings are capable of independent survival, the burrow can be destroyed.				
4.14-j	**Terrestrial Biology – Ground-Nesting or Streamside/Lakeside-Nesting Birds.** The following is the SJMSCP incidental take avoidance and minimization measure for northern harrier: A setback of 500 feet from northern harrier nesting areas shall be established and maintained during the nesting season for the period encompassing nest building and continuing until fledglings leave nests. This setback applies whenever construction or other ground-disturbing activities must begin during the nesting season in the presence of nests that are known to be occupied. Setbacks shall be marked by brightly colored temporary fencing.	Prior to construction activities	Project applicant	Verify that setbacks have been established and maintained	
4.14-k	**Terrestrial Biology – Birds Nesting in Isolated Trees or Shrubs Outside of Riparian Habitat.** The following is the SJMSCP incidental take avoidance and minimization measure for loggerhead shrike: A setback of 100 feet from loggerhead shrike nesting areas shall be established and maintained during the nesting season for the period encompassing nest building and continuing until fledglings leave nests. This setback applies whenever construction or other ground-disturbing	Prior to construction activities	Project applicant	Verify that setbacks have been established and maintained	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	activities must begin during the nesting season in the presence of nests that are known to be occupied. Setbacks shall be marked by brightly colored temporary fencing.				
4.14-l	**Terrestrial Biology – Birds Nesting along Riparian Corridors.** The following are SJMSCP incidental take avoidance and minimization measures for white-tailed kite: (1) Preconstruction surveys shall be conducted to investigate all potential nesting trees on the project site (e.g., especially tree tops 15-59 feet above the ground in oak, willow, eucalyptus, cottonwood, or other deciduous trees), during the nesting season (February 15 to September 15), whenever white-tailed kites are noted on or in the vicinity of the site during the nesting season (2) A setback of 100 feet from white-tailed kite nesting areas shall be established and maintained during the nesting season for the period encompassing nest building and continuing until fledglings leave nests. This setback applies whenever construction or other ground-disturbing activities must begin during the nesting season in the presence of nests that are known to be occupied. Setbacks shall be marked by brightly colored temporary fencing.	Prior to construction activities	Project applicant	Review proof that preconstruction surveys were conducted; verify that setbacks have been established and maintained	
4.14-o	**Terrestrial Biology – Common Raptors.** The following measures are designed to avoid loss of common tree-nesting raptors: (1) If project activity would occur during the raptor nesting season (February 15 through September 15), preconstruction surveys shall be conducted during the nesting season in suitable nesting habitat within 100 feet of areas of project activity. Large trees throughout the project area provide suitable habitat. The survey shall be conducted within 1 week before the beginning of construction or tree removal. (2) A setback of 100 feet from nesting areas shall be established and maintained during the nesting season for the period encompassing nest building and continuing until fledglings leave nests. This setback applies whenever construction or other ground-disturbing activities must begin during the nesting season in the presence of	Prior to construction activities	Project applicant	Review proof that preconstruction surveys were conducted; verify that setbacks have been established and maintained	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	nests that are known to be occupied. Setbacks shall be marked by brightly colored temporary fencing.				
4.14-q	**Terrestrial Biology – Riparian Brush Rabbit.** The SJMSCP requires full avoidance of riparian brush rabbit habitat in areas of known occupied habitat. No conversion of occupied habitat or mortality to individual riparian brush rabbits is allowed under the SJMSCP. For the proposed project to qualify for coverage under the SJMSCP for riparian brush rabbit, a permanent setback of 300 feet from the outer edge of the dripline of riparian vegetation would be required. Because maintenance of such setbacks may not be feasible, a separate consultation with USFWS under the FESA and with DFG under CESA would be conducted, and an Incidental Take Permit would be required. These actions would be separate from the SJMSCP and would require project-specific authorization and permitting. Specific mitigation measures would be developed during the consultation process. Because the limited habitat within the CLSP area is not expected to support a viable long-term population of riparian brush rabbits, it may be most appropriate to provide offsite mitigation for adverse effects on occupied habitat. Potential measures to avoid direct take of individuals may include, but would not be limited to, conducting preconstruction surveys, conducting daily surveys of construction areas, installing exclusion fencing to prevent brush rabbits from entering construction areas, and allowing trapping of riparian brush rabbits at the project site in support of the USFWS captive breeding program to establish new populations in appropriate habitat. These measures to minimize direct take in conjunction with compensation for adverse effects are anticipated to avoid a net reduction in the number of riparian brush rabbits. However, the potential loss of riparian brush rabbit population on the project site could restrict the range of this species because it is currently the northernmost known extent of the population.	Prior to construction activities	Project applicant	Review proof of preconstruction surveys were conducted; if riparian brush rabbit habitat is found, review proof of consultation with the USFWS	
4.14-r	**Terrestrial Biology – Sensitive Habitats.** The following measures are designed to minimize and mitigate impacts on jurisdictional waters of the United States and riparian habitat:	Prior to construction activities	Project applicant	Review delineation of waters of the United States	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	(1) Before project implementation, a delineation of waters of the United States, including wetlands that would be affected by the proposed project shall be made by qualified biologists through the formal Section 404 wetland delineation process. The delineation shall be submitted to and verified by USACE. (2) If, based on the verified delineation, it is determined that fill of waters of the United States would result from CLSP implementation, authorization for such fill shall be secured from USACE through the Section 404 permitting process. (3) A DFG Streambed Alteration Agreement and RWQCB water quality certification are also expected to be required for work within existing levees along the San Joaquin River and may be required for fill of agricultural ditches. (4) The acreage of waters of the United States and riparian habitat that would be removed shall be replaced or restored/enhanced on a "no net loss" basis in accordance with USACE and DFG regulations and Development Title 9-1505. Habitat restoration, enhancement, and/or replacement shall be at a location and by methods agreeable to USACE and DFG, as determined during the permitting processes for CWA Section 404 and California Fish and Game Code Section 1602. (5) Measures to minimize erosion and runoff into the San Joaquin River shall be included in all drainage plans. Appropriate runoff controls such as berms, storm gates, detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants.			including wetlands; if required, verify authorization for fill from the USACE; if required, verify DFG Streambed Alteration Agreement and RWQCB water quality certificate	
4.14-s	**Terrestrial Biology – Wildlife Corridors.** The following measures are designed to address inconsistency with the SJMSCP: (1) Coordination with the Technical Advisory Committee, Joint Powers Authority, and resource agencies (e.g., USFWS and DFG) shall be conducted, as appropriate, to obtain a minor revision, minor amendment, or major amendment to the SJMSCP. No	Prior to construction activities	City of Lathrop	Coordinate with Technical Advisory Committee, Joint Powers Authority, and resource agencies as	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	amendment to the incidental take permit is anticipated, because habitat alteration (with implemented mitigation measures) is not expected to result in significant effects on any state-listed or federally listed species. (2) During this coordination process, it shall be determined whether any compensation would be required. Compensation may include, but would not necessarily be limited to, onsite or offsite habitat improvements along the San Joaquin River, such as restoration of other areas in the corridor that provide limited habitat for terrestrial wildlife.			appropriate	
4.15 FISHERIES					
4.15-b	**Design and Construction of Project Facilities on the River Side of the SJR Levee.** The project applicant shall design and construct open space areas on the riverside of the SJR levee without any ground depressions that could retain/pool high water flows from the SJR which could strand fish, especially juvenile chinook salmon and steelhead, delta smelt, and Sacramento splittail. During construction/grading activities on the riverside of the SJR levee, all applicable erosion avoidance and minimization measures, and erosion control BMPs shall be implemented. In addition, guidelines from Mitigation Measure 4.8-c (included in Section 4.8, Hydrology and Water Quality) and Mitigation Measure 4.15-c below, shall be implemented.	Prior to construction activities and during construction activities	Project applicant	Review design of open space areas; verify that erosion avoidance and minimization measures and erosion control BMPs are implemented	
4.15-c	**Degradation of Aquatic Habitat from the Proposed Stormwater Outfall.** The project applicant, possibly through a permitting process conducted by a federal agency (e.g., the U.S. Army Corps of Engineers) shall consult with NOAA Fisheries and USFWS regarding the design of the proposed outfall station. If required by NOAA Fisheries and/or USFWS, incidental take permits shall be acquired prior to installation of the outfall station. Permits from the U.S. Army Corps of Engineers related to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act shall also be obtained as necessary and all permit requirements shall be implemented. Project engineers shall	Prior to construction activities	Project applicant	Review proof of consultation with NOAA Fisheries and USFWS; verify that required permits have been obtained	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	design the proposed outfall consistent with the NOAA Fisheries Guidelines for Salmonid Passage at Stream Crossings (2000). In addition, the following actions shall be implemented: < Remove the minimum amount of vegetation on the levee to accommodate the outfall facility. < All trees and shrubs that are removed and that shade the SJR shall be replaced. Conceivably, through careful siting of the outfall and various construction practices, most impacts to these canopy species could be avoided. However, any loss of canopy vegetation shall be compensated for by replacement plantings on the river side of the levee on the project site. Each tree or shrub impacted shall be replaced with three trees or shrubs of the same species, or a California native equivalent. Replacement tree/shrub stock shall be in 5 gallon pots or larger. Plantings shall have a temporary irrigation system that shall be maintained a minimum of three years or until the planted trees/shrubs are established. Trees/shrubs shall be planted in the fall, no later than one year after the outfall station is installed, but not before water and electricity is available for the temporary irrigation system. < Flap gates shall be installed on each outfall pipe. < Implement erosion control BMPs during construction. These measures include: (1) revegetation before the rainy season of all barren soils resulting from the outfall construction or any other construction-related activities if the barren areas could contribute silt runoff into the SJR; (2) keep silt and silt laden water from entering the SJR during the construction period (including isolating the outfall work area [i.e., dewatering the work area] from the SJR via construction of a sheet pile wall or similar barrier if needed), pumping silt-laden waters in the isolated work area to a desiltation basin on the land side of the levee; and (3) collection and disposing of silt and water collected in the desiltation basins to land (i.e., use as soil supplements, irrigation				

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	water, etc.). < Restrict construction activity within the river side of the levee to between the dates of June 1 to October 30 when migrating anadromous fish would not be expected to be in the SJR near the project site. < Construct the outfall to follow the topographic contour of the existing levee so as to not reduce the original volume of the SJR. < Remove all surplus material in the channel upon completion of the outfall. < No curing concrete shall have contact with SJR waters. Allow any concrete material installed below the water line of the river to cure a minimum of 30 days without an appropriate sealer, or 7 days with an appropriate sealer, prior to coming in contact with SJR waters. < Restrict all equipment refueling and maintenance to designated containment areas below the outside wall (non-river side) of the levee.				
4.16 CULTURAL RESOURCES					
4.16-a	**Recorded Archaeological Sites.** The northern portions of potential recycled water storage/disposal Area 6 may include a portion of site CA-SJO-3, a prehistoric site found eligible for listing on the NRHP and CRHR. Intact portions of this site have been found below the I-5/State Route 120 interchange embankment and additional portions may extend to the south. Therefore, project-related subsurface disturbances should be avoided in this area. It is recommended that Area 6 be utilized for a sprayfield only. If any subsurface disturbances are required to turn this area into a sprayfield, grading plans and construction specifications shall require that those disturbances shall be monitored by a qualified professional archaeologist. If project planning calls for construction of any facilities other than a sprayfield for Area 6, then the City shall retain a qualified professional	Prior to construction activities	City of Lathrop	Retain qualified professional archaeologist to conduct Phase II testing in Area 6	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	archaeologist to conduct Phase II testing at site CA-SJO-3 to confirm whether site CA-SJO-3 extends into Area 6, the boundary of site CA-SJO-3 in Area 6 (if it extends into this area), and the significance of any resources related to site CA-SJO-3 that may occur in Area 6. The investigations shall be conducted before construction begins at this site. If any archaeological resources found in Area 6 are concluded by the archaeologist to represent deposits from site CA-SJO-3, the archaeologist shall recommend additional actions deemed necessary for the protection of these resources. Such actions may include additional testing, data recovery, mapping, capping, or avoidance of the resource. The City will be responsible for approval of recommended mitigation as it deems appropriate. The City shall ensure that approved protection actions (if needed) are implemented before construction begins at this site.				
4.16-c	**Undiscovered/Unrecorded Archaeological Sites.** Before the initiation of construction or ground-disturbing activities associated with the proposed project, the parcels that have not been surveyed during previous efforts shall be plowed or disked, or the soil surface otherwise exposed as necessary, and surveyed by a qualified professional archaeologist. If any unique archaeological resources or historical resources are found, they will be treated in a manner consistent with the impact evaluation and mitigation measures provided in this section. Grading contracts and construction specifications shall specify that, at the onset of construction, all construction personnel shall be alerted to the possibility of buried cultural resources. If artifacts or unusual amounts of stone, bone, or shell are uncovered during construction activities, work within 50 feet of the specific construction site at which the suspected resources have been uncovered shall be suspended, and the City of Lathrop Community Development Department/Planning Division shall be immediately contacted. At that time, the City or the project proponent shall retain a qualified professional archaeologist who shall conduct a field investigation of the specific site and recommend mitigation deemed necessary for the protection or recovery of any	Prior to construction activities	Project applicant	Review survey conducted by qualified professional archaeologist	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	cultural resources concluded by the archaeologist to represent historical resources or unique archaeological resources. The City will be responsible for approval of recommended mitigation as it deems appropriate. The City or the project proponent shall implement the approved mitigation before the resumption of construction activities at the construction site.				
4.16-d	**Undiscovered/Unrecorded Human Remains.** If human remains are discovered at any project construction sites during any phase of construction, work within 50 feet of the remains shall be suspended immediately, and the City of Lathrop Community Development Department/Planning Division and the county coroner shall be immediately notified. If the remains are determined by the county coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The City or the project proponent shall also retain a qualified professional archaeologist with Native American burial experience who shall conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC who responds in timely manner (i.e., within 24 hours after being notified by NAHC). As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant including the excavation and removal of the human remains. The City will be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of state law, as set forth in State CEQA Guidelines §§15064.5(e) and Public Resources Code §§5097.98. The City or the project proponent shall implement approved mitigation before the resumption of activities at the site where the remains were discovered.	During construction activities	Project applicant	Notify City of Lathrop and County Coroner; retain qualified professional archaeologist as required	

CENTRAL LATHROP SPECIFIC PLAN EIR MITIGATION MONITORING AND REPORTING PROGRAM					
Mitigation Number	**Mitigation Measure**	**Timing/ Schedule**	**Implementation Responsibility**	**Implementation and Verification**	
				Monitoring Action	**Date Completed**
4.17 PALEONTOLOGICAL RESOURCES					
4.17-a:	**Paleontological Resources – Disturbance of Paleontological Resources During Earth-Moving Activities.** For earth-moving activities in the paleontologically sensitive areas identified in Exhibit 4.17-1, the project applicant shall implement the following measures: (1) Before the start of construction activities, construction personnel involved with earth-moving activities shall be informed of the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction activities, and proper notification procedures should fossils be encountered. This worker training shall be prepared and presented by a qualified paleontologist. (2) If paleontological resources are discovered during earth-moving activities, the construction crew shall immediately cease work in the vicinity of the find. The City or the project applicant shall retain a qualified paleontologist to evaluate the resource and prepare a proposed mitigation plan in accordance with Society of Vertebrate Paleontology guidelines (1995). The proposed mitigation plan may include a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations determined by the City to be necessary and feasible shall be implemented by the project applicant before construction activities can resume at the site where the paleontological resources were discovered.	Prior to construction activities	Project applicant	Review proof of compliance with construction personnel education program; retain qualified paleontologist as required	
4.18 AESTHETIC RESOURCES					
4.18-c	**Degradation of Visual Character.** Because of the scale and location of the CLSP, there is no feasible mitigation available to address aesthetic resource impacts associated with the conversion of agricultural land to urban development. Although landscape buffers and design, architectural, development, and maintenance standards are included to	Prior to project approval	Project applicant	Review project for the incorporation of landscape buffers and compliance with design,	

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	ensure that urban development in the plan area remains within certain aesthetic guidelines, there is no mechanism to allow implementation of the project while avoiding the conversion of the local viewshed from agricultural to urban development.			architectural, development, and maintenance standards	