CENTRAL LATHROP

DESIGN GUIDELINES

AND MASTER SIGNAGE PLAN

NOVEMBER 9, 2004

CITY OF LATHROP

EIP ASSOCIATES

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CENTRAL LATHROP DESIGN GUIDELINES AND MASTER SIGN PLAN ERRATA

The following amendments have been made to the Central Lathrop Design Guidelines and Master Sign Plan, dated November 9, 2004.

Central Lathrop Design Guidelines and Master Sign Plan			
Section	Date	Page Reference	Comment
I.	Substantial Conformance Approval, dated April 20, 2020.	3-6	**3.2.1: *Golden Valley Parkway.*** Update Street Tree table to include five (5) varieties of Street Trees for this roadway.
		3-10	**3.2.2: *Lathrop Road.*** Update Street Tree table to include four (4) varieties of Street Trees for this roadway.
		3-20	**3.2.4: *Collector Streets.*** Update Street Tree table for "Street A" to include three (3) varieties of Street Trees for this roadway.
		3-40	**Section 3.2.6: *Residential Streets.*** Various revisions to the Neighborhood Street Tree list to 1) add recommended tree species; and 2) remove trees that too large and/or have invasive root systems.
		3-40	**Section 3.2.6: *Residential Streets.*** Revise *Shrubs and Groundcover* language to allow groundcover and eliminate the use of turf.
		3-46	**Section 3.2.9: *Plant Palette.*** Various revisions to the Plant Palette as it relates to Trees to be consistent with the Neighborhood Street Tree list.
		3-52	**Section 3.3.1: *Community Gateways. A. Primary Community Gateway.*** Revise text to allow the square footage to exceed twelve (12) square feet if reviewed and approved by the CLDRB.

Section	Date	Page Reference	Comment
I.	Substantial Conformance Approval, dated April 13, 2020.	3-54	**Section 3.3.1: *Community Gateways. B. Secondary Community Gateway.*** Revise text to allow the square footage to exceed twelve (12) square feet if reviewed and approved by the CLDRB.
		5-4	**5.4.1: *Primary Community Gateway Signs.*** Add text to No. 1 to allow the square footage to exceed twelve (12) square feet if reviewed and approved by the CLDRB.
		5-5	**5.4.1: *Secondary Community Gateway Signs.*** Add text to No. 1 to allow the square footage to exceed twelve (12) square feet if reviewed and approved by the CLDRB.

Section I – Substantial Conformance Approval, dated April 20, 2020

3.2.1 GOLDEN VALLEY PARKWAY

Golden Valley Parkway is a major thoroughfare that runs north - south parallel to Interstate 5. The design, plant materials, and site furniture of the area between the multi-use trails on either side of the street within Central Lathrop should be consistent with other segments of Golden Valley Parkway. Plantings, walls and other elements behind the multi-use trail may vary between projects.

The landscape character for Golden Valley Parkway will reflect:

- Canopy street trees alternating on either side of the multi-use trail.
- Street trees placed in a linear row and located centrally in the greenway strip and median, and behind back of walk.
- Tree spacing as regular as possible, taking into account utilities and cross streets.
- Walkways typically parallel to the street to maintain a consistent and identifiable pattern of street trees.
- Berms are prohibited within the landscape and greenway areas.

Trees: The street tree planting design for this arterial alternates the street tree on either side of the multi-use trail. The right-of-way tree pattern and species shall be continued into the open space corridor, however the pattern may be widened so as to not interfere with the surface linear detention function of the basin(s).

STREET, MEDIAN, PEDESTRIAN AND OPEN SPACE CORRIDOR TREES:

Tree:	Fraxinus Americana 'Rose Hill' – Rose Hill Ash
	Brachychiton populneus – Bottle Tree
	Carpinus betulus 'Fastigiata' – European Hornbeam
	Lagerstroemia indica – Crape Myrtle
	Pinus canariensis – Canary Island Pine
	Platanus x acerifolia 'Bloodgood' – London Planetree

SPACING:

Tree:	30'- 40' on center

3.2.2 LATHROP ROAD

Lathrop Road is the primary east-west thoroughfare in Central Lathrop, and provides access from Interstate 5 through the core of the community including the main street district, Lathrop High School, community parks, and housing to culminate at the San Joaquin River, commercial uses, and a roundabout.

The landscape image of Lathrop Road shall adhere to the following:

- Canopy street trees alternating on either side of the multi-use trail.
- Street trees placed in a linear row and located centrally in the greenway strip and median, and behind back of walk.
- Tree spacing as regular as possible, taking into account utilities and cross streets.
- Walkways typically parallel to the street to maintain a consistent and identifiable pattern of street trees.
- The use of consistent tree species and understory plants to unite the landscape theme along the street's length.
- Berms are prohibited within the landscape and greenway areas.

Trees: The street tree planting design for this arterial alternates the street tree on either side of the multi-use trail. The right-of-way tree pattern and species shall be continued into the open space corridor, however the pattern may be widened so as to not interfere with the surface linear detention function of the basin(s).

STREET, MEDIAN, AND OPEN SPACE CORRIDOR TREE:

Tree: Aesculus carnea, Red Horsechestnut
Brachychiton populneus – Bottle Tree
Carpinus betulus 'Fastigiata' – European Hornbeam
Lagerstroemia indica – Crape Myrtle
Pinus canariensis – Canary Island Pine

SPACING:

Tree: 30'- 40' on center

and fences to soften these elements, provide human-scale, and create a foundation for the street trees.

Median: The median, if provided, will have a central single line of windrow trees. Street light standards will be aligned with the median tree row. The primary understory plantings in the median will be low shrubs and ground covers. Larger massings of shrubs and ground covers are preferred over many small groupings. Refer to the Plant Palette for shrub, ground cover, and vine species.

Walls and Fences The community wall will extend the length of each street where residential uses side or back onto the street. No walls are permitted along non-residential uses. If a fence is desired along a school for security, a 6' tall metal rail fence is encouraged to be provided along the edge of the right-of-way, on the public side of the property line. Chain link fencing is prohibited.

The following provides additional detail in collector street landscape design:

STREET AND PEDESTRIAN CORRIDOR TREES:

Street A Tree: Platanus acerifolia 'Bloodgood', London Plane Tree

Acer rubrum 'Armstrong II' – Armstrong Red Maple

Lagerstroemia indica – Crape Myrtle

Laurus nobilis 'Saratoga' – Bay Laurel

SPACING:

Tree: 30'- 40' on center

Street Name	ROW	Curb to Curb	No. Of Lanes	Parking	Median	Bike Lane	Walk/Trail	Greenway	Planting Behind Walk	Adjacent Open Space Corridor
Street A With School Condition on Pedestrian Corridor Side	84-94'	40'	2	8'	N/A		8'	14'	0-10' South West Side / 21' North East Side	N/A
Street A With Community Park not on Pedestrian Corridor Side	97'	40'	2	8'	N/A		8'	14'	21' South West Side	N/A
Street A With Community Park Both Sides	68'	40'	2	8'	N/A		8'	14'	0	N/A
Street A with Community Park on Pedestrian Corridor Side	76'-86'	40'	2	8'	N/A		8'	14'	0-10' East/ 21' West	N/A
Street A with Residential Both Sides	105-115'	40'	2	8'	N/A		8'	14'	21 South East Side / 0-10 North West Side	N/A
Street A with School Condition Not On Pedestrian Corridor Side	105'	40'	2	8'	N/A		8'	14'	21' North West Side	N/A

Botanical Name	Common Name	Typical Spacing
Acer rubrum 'Armstrong II'	Amstrong Red Maple	20' – 40'
Acer rubrum 'October Glory'	October Glroy Maple	20' – 40'
Aesculus 'Briotii'	Red Horsechestnut	30' - 40'
Aesculus x carnea	Red Horsechestnut	20' – 40'
Brachychiton populneus	Bottle Tree	20' – 40'
Carpinus betulus species	European Hornbeam	20' - 40'
Celtis australis	European Hackberry	30' - 40'
Chionanthus retusus	Chinese Fringe Tree	25' - 35'
~~Fraxinus 'Raywood'~~	~~Raywood Ash~~	~~30' - 40'~~
~~Fraxinus americana 'Rose Hill'~~	~~Rose Hill Ash~~	~~30' - 40'~~
Geijera parviflora	Australian Willow	20' – 40'
Gingko biloba cultivars	Maidenhair Tree	25' - 30'
Gleditsia t. inermis cultivars	Honey Locust	30' - 40'
Koelreuteria bipinnata	Chinese Flame Tree	30' - 40'
Koelreuteria paniculata	Goldenrain Tree	30' - 40'
Lagerstroemia indica	Crape Myrtle	20' – 40'
Laurus nobilis 'Saratoga'	Bay Laurel	20' – 40'
Liquidambar styraciflua	American Sweetgum	20' – 40'
~~Magnolia g. 'Samuel Sommer'~~	~~Southern Magnolia~~	~~30' - 40'~~
~~Magnolia g. 'St. Marys'~~	~~Southern Magnolia~~	~~30' - 40'~~
~~Magnolia g. 'Little Gem'~~	~~Southern Magnolia~~	~~30' - 40'~~
Pinus canariensis	Canary Island Pine	20' – 40'
Pistacia chinensis	Chinese Pistache	30' - 40'
Platanus acerifolia 'Bloodgood'	Plane Tree	30' - 40'
Platanus acerifolia 'Yarwood'	Plane Tree	30' - 40'
Podocarpus gracilior	Fern Pine	20' – 40'
Quercus coccinea	Scarlet Oak	20' – 40'
Quercus ilex	Holly Oak	30' - 40'
Quercus lobata	Valley Oak	30' - 40'
Quercus macrocarpa	Bur Oak	30' - 40'
Quercus suber	Cork Oak	30' - 40'
Quercus robur species	English Oak	25' - 40'
Quercus virginiana	Southern Live Oak	30' - 40'
Rhus lancea	African Sumac	25' - 35'
Tipuana tipu	Tipu tree	25' - 35'
Ulmus parvifolia	Evergreen Elm	20' – 40'
Zelkova serrata cultivars	Sawleaf Zelkova	30' - 40'

Shrubs and Ground covers: The planting area between the sidewalk and the curb will be ground cover~~turf~~. Shrubs, ground covers, and vines will be planted adjacent to walls and fences to soften these elements, provide human-scale, and provide screening.

Walls and Fences: A privacy fence will extend the length of each residential street where residential lots side or back onto it. If a barrier is desired along a school, a 6' tall metal rail fence is encouraged to be provided. Chain link fencing is prohibited. Picket fences, 36" or lower, are permitted in front and side yard areas. Refer to the Fence and Wall section for further information.

Trees

Botanical Name	Common Name	Typical Spacing	Notes
Acer rubrum 'Armstrong II'	Amstrong Red Maple	20' – 40'	
Acer rubrum 'October Glory'	October Glroy Maple	20' – 40'	
Aesculus 'Briotti'	Red Horsechestnut	30' - 40'	
Aesculus x carnea	Red Horsechestnut	20' – 40'	
Alnus rhombifolia	White Alder	25' - 35'	
Alnus cordata	Italian Alder	25' - 35'	
Arbutus 'Marina'	Pink Strawberry Tree	20' - 30'	
Brachychiton populneus	Bottle Tree	20' – 40'	
Carpinus betulus 'Fastigiata'	Fastigiate European Hornbeam	20' - 40'	
Cedrus deodara	Deodar Cedar	30' - 40'	Not for street tree
Celtis australis	European Hackberry	30' - 40'	
Cercis canadensis 'Oklahoma'	Eastern Redbud	25' - 30'	
Chionanthus retusus	Chinese Fringe Tree	25' - 35'	
Crategus phaenopyrum	Washington Hawthorn	20' - 30'	
Crategus laevigata	English Hawthorn	20' - 30'	
~~Fraxinus 'Raywood'~~	~~Raywood Ash~~	~~30' - 40'~~	
~~Fraxinus Americana 'Rose Hill'~~	~~Rose Hill Ash~~	~~30' - 40'~~	
Geijera parviflora	Australian Willow	20' – 40'	
Gingko biloba cultivars	Maidenhair Tree	25' - 30'	
Gleditsia t. inermis cultivars	Honey Locust	30' - 40'	
Koelreuteria bipinnata	Chinese Flame Tree	30' - 40'	
Koelreuteria paniculata	Goldenrain Tree	30' - 40'	
Lagerstroemia indica	Crape Myrtle	20' – 40'	
Laurus nobilis 'Saratoga'	Sweet Bay	25' - 35'	
Liquidambar styraciflua	American Sweetgum	20' – 40'	
~~Magnolia g. 'Samuel Sommer'~~	~~Southern Magnolia~~	~~30' - 40'~~	
~~Magnolia g. 'St. Marys'~~	~~Southern Magnolia~~	~~30' - 40'~~	
~~Magnolia g. 'Little Gem'~~	~~Southern Magnolia~~	~~30' - 40'~~	
Malus species	Flowering Crabapple	20' - 30'	
Pinus canariensis	Canary Island Pine	20' – 40'	
Pistacia chinensis	Chinese Pistache	30' - 40'	
Platanus x acerifolia 'Bloodgood'	Plane Tree	30' - 40'	
Platanus x acerifolia 'Yarwood'	Plane Tree	30' - 40'	
Podocarpus gracilior	Fern Pine	20' – 40'	
Prunus species	Flowering Plum	20' - 25'	
Populus fremontii	Western Poplar	30' - 40'	Male trees only, Not for street tree
Populus alba 'Bolleana'	Poplar	10' - 25'	Not for street tree
Quercus coccinea	Scarlet Oak	20' – 40'	
Quercus ilex	Holly Oak	30' - 40'	
Quercus lobata	Valley Oak	30' - 40'	
Quercus macrocarpa	Bur Oak	30' - 40'	
Quercus suber	Cork Oak	30' - 40'	
Quercus robur species	English Oak	25' - 40'	
Quercus virginiana	Southern Live Oak	30' - 40'	
Rhus lancea	African Sumac	25' - 35'	
Tipuana tipu	Tipu tree	25' - 35'	
Ulmus parvifolia	Evergreen Elm	20' – 40'	
Zelkova serrata cultivars	Sawleaf Zelkova	30' - 40'	

A. Primary Community Gateway

The primary community gateway is located at the intersection of Lathrop Road and Golden Valley Parkway. This gateway is designed to emphasize the importance of this crossroads to Central Lathrop and identify this as the major point of entrance into the community.

Background columnar trees frame a grove of accent trees at each corner. Depending upon the function of the adjacent uses, the ground plane materials may change, as long as the same forms and materials are used throughout. Thus, the more active pedestrian western corners utilize greater areas of accent paving, while the less active corners to the east are carpeted in a large plane of turf, ground covers, and/or low shrubs. To emphasize the importance of this gateway, trees within the greenway are to be eliminated along the length of the community gateway area. A low wall shall provide enclosure around each gateway, and be extended out to the curb, with paired entry columns sited to provide identity and act as an entry portal.

For all gateways, the following shall apply:

- The entry columns will be 42 inches square and 12 feet tall. Materials and colors should be similar to and relate to those used in the community wall, but may also incorporate smooth plaster finish or precast concrete. Signage shall consist of a precast concrete or metal sign no larger than 12 square feet ~~within the column~~ to announce the community's name. Sign square footage may exceed 12 square feet in scale with the entry feature and as determined by the CLDRB. ~~Signage should be simple and in scale with the column.~~

- Enhanced pavement shall be used within the gateway areas. This may include stone, concrete pavers, special finishes or coloring admixtures, decomposed gravel and other similar materials. Special paving within the intersection and crosswalks are encouraged. Paving may be concrete or asphaltic pavers, or colored and/or stamped concrete. Stamped and/or colored asphalt is prohibited.

- Low walls with entry columns placed on either side of the trailway shall be incorporated to provide human scale, define the gateway area, and provide a sense of passage for both pedestrians and automobile drivers. Walls shall be set back 12" from the back of curb.

- Entry trees should be matched in size and form. All trees, and hardscape materials and colors are to be consistent between the different gateways.

B. Secondary Community Gateway

Secondary community gateways are located at the northwest corner of the River Islands Parkway and Golden Valley Parkway intersection, the two western corners of the Street A and Golden Valley Parkway intersection, and the two western corners of the De Lima Road and Golden Valley Parkway intersection and Dos Reis Road and Golden Valley Parkway intersection. These gateways will have greater landscape areas than hardscape. Again, the gateway design should be formal, with tree groves or rows interspersed with hardscape, turf and low ground covers.

- The entry columns will be 42 inches square and 12 feet tall. Materials and colors should be similar to and relate to those used in the community wall, but may also incorporate smooth plaster finish or precast concrete. Signage shall consist of a precast concrete or metal sign no larger than 12 square feet ~~within the column~~ to announce the community's name. Sign square footage may exceed 12 square feet in scale with the entry feature and as determined by the CLDRB. ~~Signage should be simple and in scale with the column.~~

- Enhanced pavement shall be used within the gateway areas. This may include stone, concrete pavers, special finishes or coloring admixtures, decomposed gravel and other similar materials. Special paving within the intersection and crosswalks are encouraged. Paving may be concrete or asphaltic pavers, or colored and/or stamped concrete. Stamped and/or colored asphalt is prohibited.

- Low walls with entry columns placed on either side of the trailway shall be incorporated to provide human scale, define the gateway area, and provide a sense of passage for both pedestrians and automobile drivers. Walls shall be set back 12" from the back of curb.

- Entry trees should be matched in size and form. All trees, and hardscape materials and colors are to be consistent between the different gateways.

- Landscape, and gateway and neighborhood entry signage lighting shall be well concealed and subtle.

5.4 COMMON ELEMENT SIGNAGE

5.4.1 PRIMARY COMMUNITY GATEWAY SIGNS

A primary community gateway is identified at the intersection of Lathrop Road and Golden Valley Parkway. The gateway encompasses all four corners of the intersection. The specific design requirements for this gateway are included in Section 3.3 of the Design Guidelines. The gateway includes entry columns, 42 inches square and 12 feet tall, upon which community identification signage may be placed.

The primary community gateway signage shall comply with the following requirements:

1. Primary community gateway signage shall consist of a precast concrete, bronze or other metal plaque with an area no larger than 12 square feet ~~located~~ centered within or upon the entry feature~~column~~. ~~The signage should be centered at approximately two-thirds of the column height.~~ Sign square footage may exceed 12 square feet ~~Signage should be simple and~~ in scale with the ~~column.~~ Entry feature and as determined by the CLDRB.
2. Primary community gateway signage shall be limited to identification of the community's name and/or logo and may identify the City of Lathrop.
3. The number of primary community gateway signs is limited to one for each street frontage of each corner, for a maximum of 2 signs per corner and 8 total signs for the overall primary community gateway.
4. Primary community gateway signs may be back lit or include concealed ground mounted exterior lighting.
5. Primary community gateway entry signs shall be uniform in style, materials, colors and size on all four corners of the gateway.
6. All primary community gateway signs shall be approved by the Central Lathrop Design Review Board (CLDRB) through the General Sign Approval Process defined in Section 5.8.

No temporary sign within the public right-of-way is permitted unless an encroachment permit from the City of Lathrop has been obtained prior to placement.

SECONDARY COMMUNITY GATEWAY SIGNS

Secondary community gateways are identified at the northwest corner of River Islands Parkway and Golden Valley Parkway, the two western corners of Street A and Golden Valley Parkway, the two western corners of De Lima Road and Golden Valley Parkway, and Dos Reis Road and Golden Valley Parkway. The specific design requirements for these gateways are included in Section 3.3 of the Design

Guidelines. The gateway includes entry columns, 42 inches square and 12 feet tall, upon which community identification signage may be placed. The gateways include entry columns upon which community identification signage may be placed.
The secondary community gateway signage shall comply with the following requirements:

1. Secondary community gateway signage shall consist of a precast concrete or metal sign with an area no larger than 12 square feet ~~located~~ centered within or upon the entry feature~~column~~. ~~The signage should be centered at approximately two-thirds of the column height.~~ Sign square footage may exceed 12 square feet ~~Signage should be simple and~~ in scale with the ~~column.~~ entry feature and as determined by the CLDRB.
2. Secondary community gateway signage shall be limited to identification of the community's name and/or logo and may identify the City of Lathrop.
3. The number of secondary community gateway signs is limited to one for each street frontage of each corner, for a maximum of 2 signs per corner.
4. Secondary community gateway signs may be back lit or include concealed ground mounted exterior lighting.
5. Secondary community gateway entry signs shall be uniform in style, materials, colors and size at all locations, and should be consistent with the character of the primary community gateway entry signage.
6. All secondary community gateway signs shall be approved by the CLDRB through the General Sign Approval Process defined in Section 5.8.

No temporary sign within the public right-of-way is permitted unless an encroachment permit from the City of Lathrop has been obtained prior to placement.

5.4.3 NEIGHBORHOOD ENTRY SIGNS

Neighborhood entries may occur at various locations within Central Lathrop and are intended to mark primary points of neighborhood access. The specific design requirements for neighborhood entries are included in Section 3.3 of the Design Guidelines. These gateways include columns, 3 feet square and 8 feet tall, upon which neighborhood identification signage may be placed.

The neighborhood entry signage shall comply with the following requirements:

1. Neighborhood entry signage shall consist of a precast concrete or metal sign with an area no larger than 4 square feet located within or upon the entry column. The signage should be located within the upper one-third of the column. Signage should be simple and in scale with the column.
2. Neighborhood entry signage shall be limited to identification of the neighborhood or project.

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Section 1

Introduction

1.1 PURPOSE

The Central Lathrop Design Guidelines provide direction for the design, review, and approval of projects within the Central Lathrop Specific Plan (CLSP) area. Planning and design concepts are defined to create a clear and common understanding of the design expectations for the area, and to contribute towards the creation of a community that is characterized by high-quality, diverse, attractive, and functional development.

THE GUIDELINES DEFINE DESIGN CONCEPTS AND REQUIREMENTS INTENDED TO ENSURE A CLEAR AND COMMON UNDERSTANDING OF THE DESIGN EXPECTATIONS FOR THE CENTRAL LATHROP SPECIFIC PLAN AREA

The Design Guidelines support the goals of the Central Lathrop Specific Plan and strengthen the important role that urban design plays in establishing the ultimate character of the community. Particular emphasis is placed on the design of common spaces – public streetscapes, parks and open areas - and on the project's central activity core – Lathrop Center.

The Design Guidelines encourage creativity in addressing solutions to specific design opportunities, and are structured to emphasize flexibility in satisfying the intent of particular goals and provisions. This flexibility complements the CLSP land uses and zoning, which provide for a range of variable residential densities, mixed uses and potential development standard exceptions. The Guidelines are structured to allow design innovation and choices to accommodate the diversity of dwelling types and land uses anticipated by the CLSP, and to create a vibrant and livable community.

1.2 APPLICABILITY

The Design Guidelines apply to all development in the CLSP area (see *Figure 1-1*). The Guidelines may be amended periodically to retain the unique character and level of quality intended for the CLSP, and to accommodate new and innovative building designs and types. Prior to proceeding with any design work, the most current version of the Design Guidelines should be confirmed with the City.

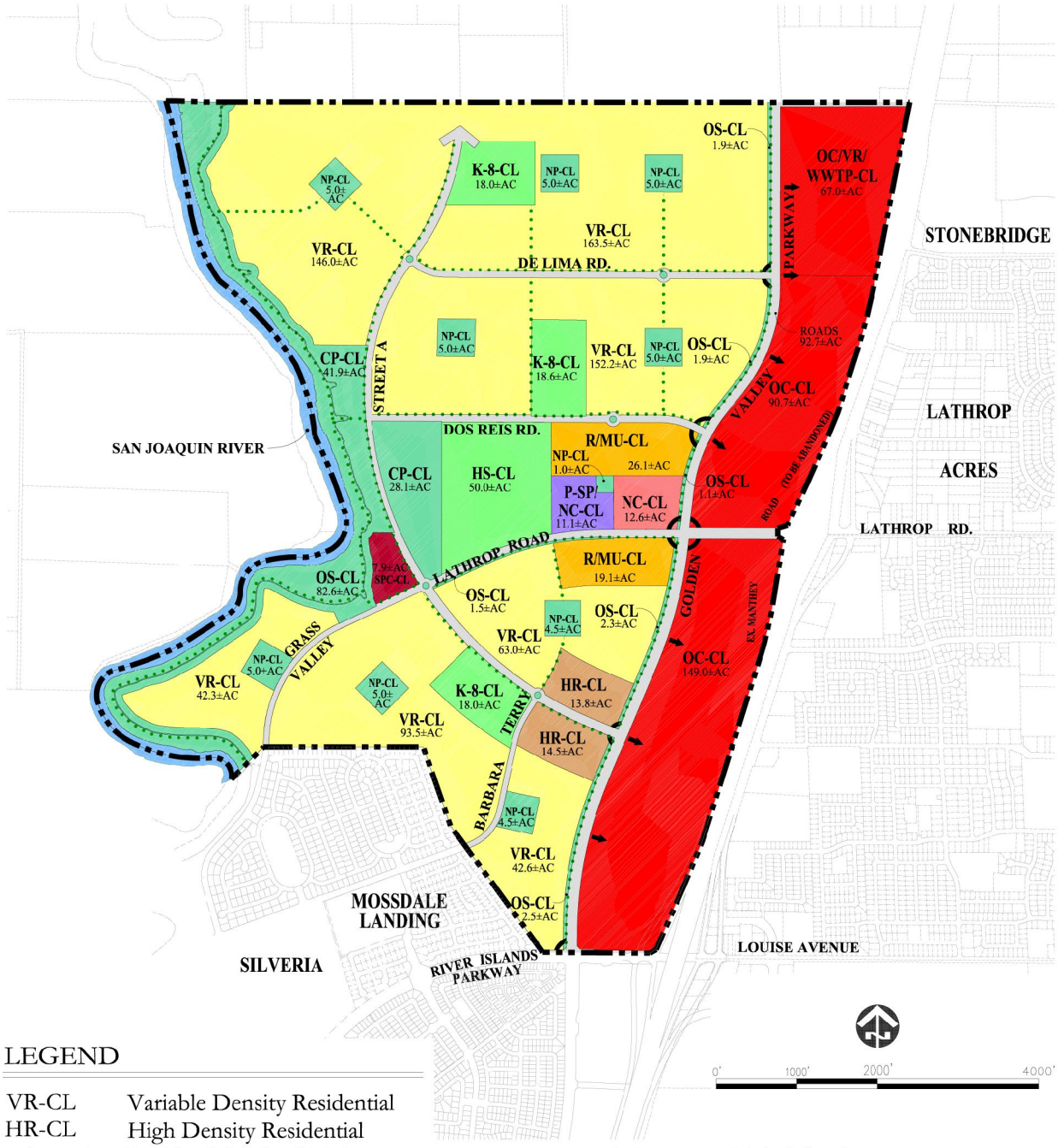
1.3 DOCUMENT ORGANIZATION

The Central Lathrop Design Guidelines are organized into two primary components: *Common Design Elements* – those elements that extend throughout the Plan area and define the public realm; and, *District Specific Design Elements* – those elements unique to specific districts and uses within the CLSP area. In addition, the Guidelines incorporate a *Master Signage Plan* prepared and adopted in accordance with Section 17.84.100 of the Lathrop Municipal Code.

The Design Guidelines contain the following sections:

Section 1	INTRODUCTION
Section 2	COMMUNITY DESIGN APPROACH
Section 3	COMMON DESIGN ELEMENTS n STREETSCAPES n ENTRIES n WALLS AND FENCES n STREET FURNISHINGS AND LIGHTING n PARKS AND OPEN SPACE n TRAIL SYSTEM
Section 4	DISTRICT SPECIFIC DESIGN ELEMENTS n LATHROP CENTER n RESIDENTIAL NEIGHBORHOODS n COMMUNITY OFFICE AND RETAIL
Section 5	MASTER SIGN PLAN
Section 6	ADMINISTRATION

Figure 1-1: Central Lathrop Specific Plan



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

1.4 RELATIONSHIP TO OTHER REQUIREMENTS

Other standards and guidelines applicable to the CLSP are set forth in the Central Lathrop Specific Plan and City of Lathrop Municipal Code. These include prescriptive development standards and criteria provided in the CLSP Zone Districts (Section 17.62.000 et. seq.). Development standards in the Lathrop Municipal Code not otherwise set forth in these Guidelines include: lot size, width, depth, and coverage; yard setbacks; garage setbacks; lot frontage; useable private yard space; building heights; and parking ratios. These requirements should be referenced in the design of all projects within the Plan area.

The Central Lathrop Specific Plan, Zoning Code and Design Guidelines shall govern development within the CLSP except where silent, in which case other relevant City regulations shall apply.

Section 2

Community Design Approach

2.1 COMMUNITY VISION

The Central Lathrop Specific Plan (CLSP) is designed to create a vibrant and livable community that offers a range of residential, employment, retail, service, educational, civic, and recreational uses linked to and complementing the existing City. Central Lathrop will be distinguished by high quality, attractive, and functionally efficient design that establishes a sense of community character and identity. This combination of use and design will result in an innovative community that emphasizes diversity, individuality, cohesiveness, and tradition.

THE DESIGN GUIDELINES COMPLEMENT AND SUPPORT THE KEY UNDERLYING CONCEPTS OF VARIETY, CREATIVITY AND FLEXIBILITY EMBODIED IN THE CLSP LAND USE PLAN AND IMPLEMENTING ZONING DISTRICTS

To achieve this community vision, the CLSP land use is organized around six principal form and design elements. These elements are influenced by and reflective of "Smart Growth" values that promote the creation of walkable mixed-use communities. The form and design elements include:

1. A pedestrian-oriented *central town core* (Lathrop Center) that incorporates neighborhood serving commercial, higher density residential opportunities, civic and cultural uses, a community park, and a high school all designed to establish a community centerpiece and create a focal point for Central Lathrop.

2. A band of *regional and local serving commercial* (retail, office, service, and other similar uses) adjacent to the I-5 freeway corridor that makes use of the visibility and prime freeway access, while buffering the residential neighborhoods to the west from freeway related impacts.

3 Traditional *residential neighborhoods* organized around interior neighborhood parks and schools, featuring a variety of dwelling types and overall higher residential densities that promote pedestrian orientation, scale, and accessibility.

4 An extensive interconnected *pedestrian and bicycle pathway system* that links the neighborhoods to the central town core, parks, and schools as well as to each other, and provides a pedestrian friendly environment for those who live and work in Central Lathrop.

5 A comprehensive *park and open space system* comprised of linear park and open space located along and providing access and views to the San Joaquin River, supplemented by neighborhood and community parks scattered throughout the Plan area maximizing access to recreational opportunities.

6 Quality *design* that emphasizes common areas such as streetscapes, open space corridors, parks, and other public spaces as key organizing and community character elements, with the integration of diverse architectural styles and dwelling types to establish an aesthetic standard for Central Lathrop.

These six principal form and design elements are illustrated on *Figure 2-1*.

2.2 DESIGN PHILOSOPHY

To execute the community vision, the Guidelines promote a design philosophy centered upon the underlying concepts of variety, creativity, and flexibility:

Variety

A DIVERSE MIX OF DWELLING AND BUILDING TYPES, USES, ADJACENCIES, AND DESIGNS

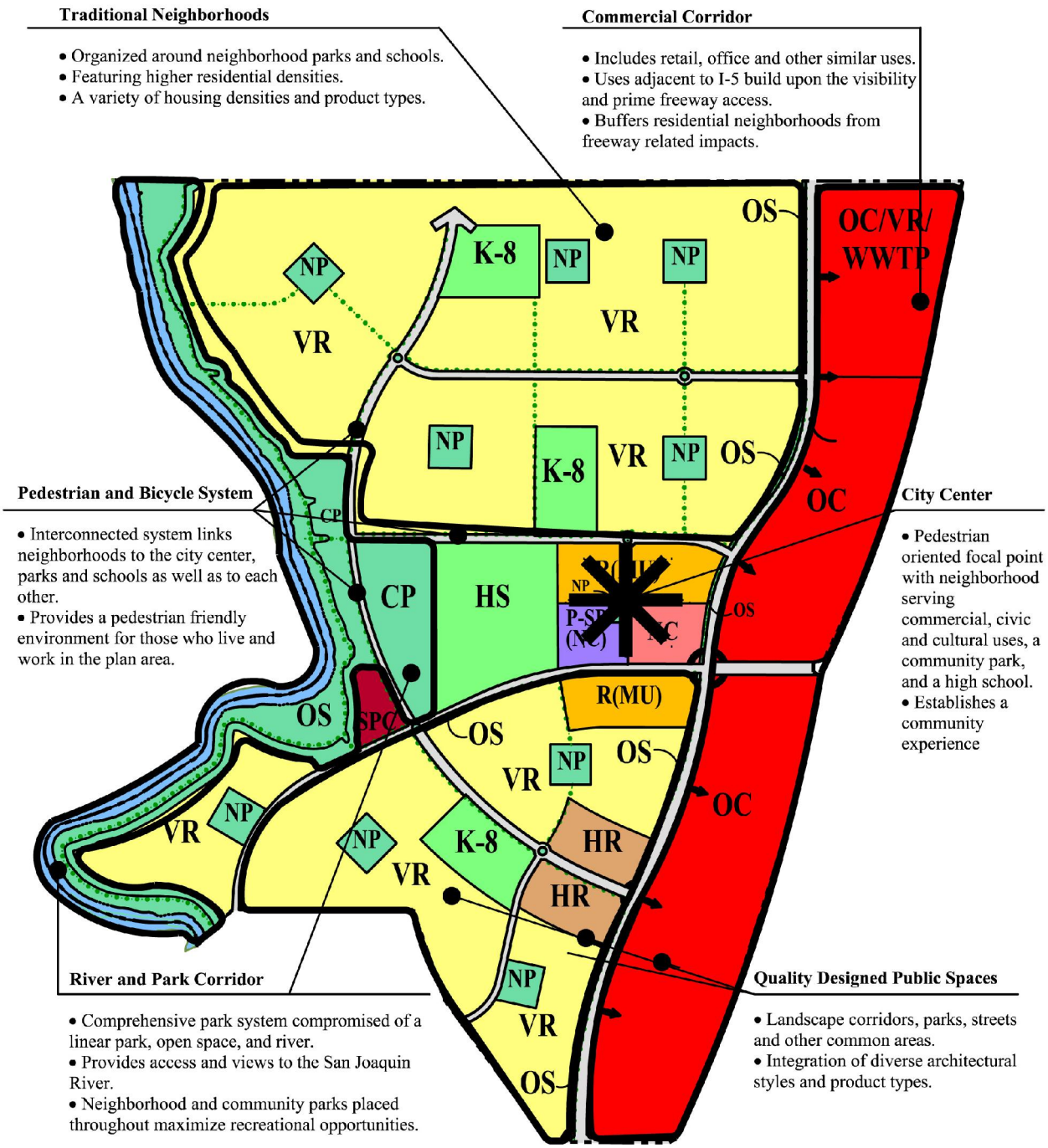
Creativity

DESIGN SOLUTIONS THAT ARE VARIED, UNIQUE, INNOVATIVE, AND ATTRACTIVE

Flexibility

DESIGN IMPLEMENTATION FOCUSED ON PERFORMANCE OPTIONS AND RESULTS

Figure2-1: Community Form and Design Elements



These underlying design concepts are essential to allow for the realization of the diverse mix and interrelationship of uses, dwelling, and building types envisioned by the Specific Plan.

Given the dynamic nature of potential uses and new and evolving dwelling and building types, it is not practical or desirable to dictate a "one size fits all" design approach. Such an approach could limit the ability to accommodate the variety envisioned, and inhibit creativity in addressing planning and design opportunities. As a result, flexibility in achieving design objectives is a key component of these Design Guidelines. Where determined by the Central Lathrop Design Review Board, focus is to be placed on achieving performance objectives rather than prescriptive standards, with an eye towards ensuring compatibility between uses and consistency in quality.

The underlying concepts of *variety, creativity, and flexibility*, complement and support the direction articulated in the Central Lathrop Specific Plan and corresponding zoning code. Most notably, these concepts are embodied in the CLSP Variable Density and Mixed Use land use designations, and further implemented by the Development Standard Overlay zone district. All of these elements build upon the planning premise that variety in terms of architecture and site design make for a more interesting and exciting built environment, and create a catalyst for socialization and activity.

2.3 OVERALL DESIGN OBJECTIVES

The Overall Design Objectives summarize the key concepts as previously discussed in this section. These objectives have directed the development of the Design Guidelines, and supplement the goals and intent of the Central Lathrop Specific Plan. The Overall Design Objectives should be referenced as a general guide in the application and interpretation of the guidelines contained herein.

	Overall Design Objectives
1	Provide for a diversity of dwelling and building types, uses, adjacencies, designs, and architectural styles.
2	Promote creativity and design solutions that are varied, unique, and innovative.
3	Allow flexibility in the application of development standards and design concepts to accommodate new and varied dwelling and building types.
4	Emphasize common spaces – public streetscapes, parks, trails, and open space areas – and the pedestrian oriented central town core - Lathrop Center - as key organizing and focal elements within Central Lathrop.
5	Encourage neighborhood designs that are diverse, encourage higher densities, promote pedestrian orientation and accessibility, and integrate "Smart Growth" principles.
6	Ensure compatibility, balance, cohesiveness, and interconnectivity between various uses, projects, and designs.
7	Establish consistent implementation and enforcement of high quality, attractive, functional, and efficient design.

Section 3

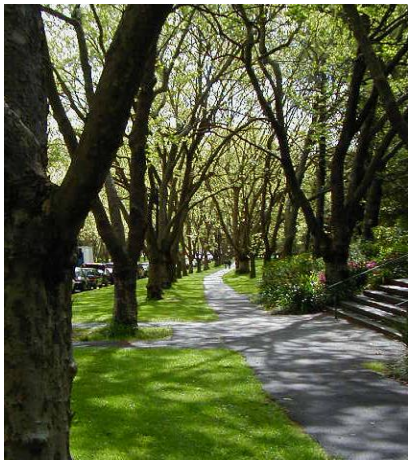
Common Design Elements

3.1 OVERVIEW

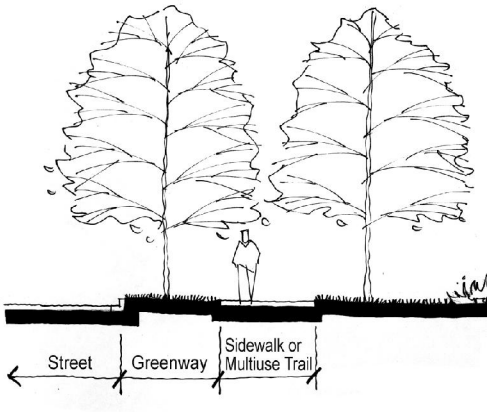
THE COMMON DESIGN ELEMENTS HELP TO UNIFY THE DIVERSE MIX OF USES AND DWELLING TYPES ENVISIONED, AND ESTABLISH A COMMON AND COHESIVE CHARACTER FOR CENTRAL LATHROP

The Common Design Elements section describes the design character of the streetscapes, entries, street furnishings and lighting, walls and fences, open space, parks, trails and other components of the public realm. These are highly visible community elements that extend throughout the Plan area, and unify the diverse mix of uses, enhance the living environment, and help to establish a common and cohesive character throughout the Plan area and dwelling types envisioned for Central Lathrop. The intent is to establish a distinct, well defined, livable, and interesting community.

3.2 STREETSCAPES



Street trees and other plantings within rights of way are the most visible and significant landscape elements of a community's character. Central Lathrop's streetscape design will provide and strengthen the overall structure and identity of the community by creating visual and physical linkages between neighborhoods, parks, schools, and other areas of the community. The landscape character of Central Lathrop streets is determined by the significance and function of each street, with more heavily traveled and regionally oriented streets receiving a greater landscape treatment than streets with lower traffic volumes.



The primary streetscape theme is based upon locally and regionally established neighborhoods that are characterized by formal, large canopy trees arching over the street and sidewalks separated from the street by landscaped greenways. Traditional street trees are predominantly deciduous so as to provide shade in the summer and permit sunlight during the winter. Secondary influences, particularly for the streets that contain widened landscape areas for pedestrian corridors and possible storm water detention, are the lush parks and landscapes found along watercourses in the area, and the agrarian planting formations of orchard groves and vertical windrows.

In general, the landscape area between back of curb and sidewalk/trail will typically consist of turf with street trees, and the landscape area between back of walk and adjacent project boundary will typically consist of alternative ground covers, shrubs and secondary street trees. The consistency of tree spacing, and the use of the same species along the length of the street, will establish a significant community identity. Accent trees and plantings are used to highlight unique areas and as landmarks in locations such as project entries. The use of consistent plantings, wall treatments, and site furnishings shall occur along each street's length.

Once the recycled water plant is constructed and functioning, the recycled water shall be analyzed to determine its chemical composition. Prior to selecting and planting landscape materials, a horticulturist, arborist, or other plant specialist shall review all proposed plant materials for tolerance of the specific chemical composition of this recycled water.

Key streetscape elements and typical requirements include:

Street Trees are located within the greenway, or on either side of the sidewalk and provide each street with its scale and form:

- Primary street trees are planted in a regular linear pattern spaced 25 to 40-feet on center, in accordance with the tables found on pages 3-40, 3-42, and 3-46.
- Primary street trees are to be planted centrally within the greenway.
- All street trees are to be a minimum of 15-gallon containers.
- Tree locations are to be coordinated with all underground utilities.

Shrubs and ground covers are to be selected for shape and form, color and texture, seasonal interest, and practical maintenance considerations:

- Shrubs are to be used to provide a visual screen to fences, walls, and utility equipment, soften the ground plain, and visually link landscape materials.
- Shrubs are to be minimum 5-gallon containers.
- Shrubs are to be placed to not obstruct important pedestrian or vehicular site lines.
- Ground covers and vines are to be a minimum 1-gallon container unless the ground cover is non-woody, in which 4" containers are acceptable with City approval.
- A mix of plant materials shall be used in the greenway, the area between the curb and sidewalk, and in the landscape area between the sidewalk and right of way line.
- Turf may be installed in areas with slopes of 6:1 or flatter. Non-turf ground covers may be installed on slopes of 4:1 or flatter. In special circumstances (such as areas where linear detention is proposed) ground covers on slopes steeper than 4:1 may be allowed subject to the approval of the Public Works Director. Special planting considerations may be required in linear detention basins.
- Turf and ground cover areas are to be defined with concrete mow strips.
- Within arterial street and collector street rights-of way, the grass seed mix shall be Central Valley Fine-Fescue Blend applied at 125 lbs/acre. This blend is comprised of 60% Festuca rubra var. rubra ("Dawson Slender Red Fescue), 20% Festuca rubra Molate (Molate Red Fescue), and 20% Festuca glaucus glaucus (Blue Fescue). Where units front onto a collector and a mown grass is desired in the parkway, or where surface linear detention

basins are located, other grass seed mixes may be used. Contact the Community Development Department for the prescribed seed mix.

- Mulch is to be layered on all shrub and ground cover areas.

Medians are to be planted with trees, low shrubs and ground cover selected to provide seasonal variations:

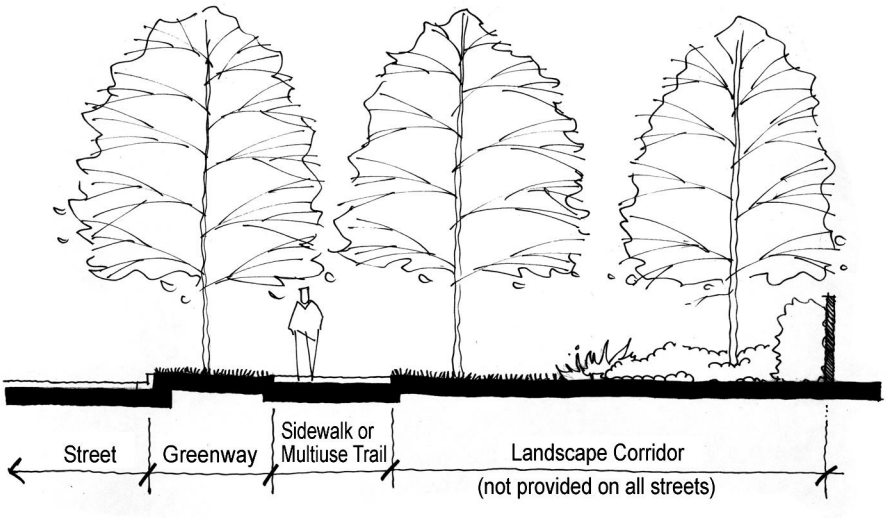
- Medians are to include street trees planted to match the spacing of trees behind the curb outside of the traffic lanes.
- Accent trees may be used to provide visual interest.
- Turf shall typically not be planted in medians. If used, the turf blend shall match that noted above in the Shrubs and ground covers section.
- Ground cover and shrubs shall typically not exceed 30-inches in height to ensure that vehicular site lines are maintained.
- Interlocking pavers, stone, or stamped concrete may be used in medians that are less than 4' in width (between outside curb face to outside curb face) and for an 18" mow or separator band behind the curb elsewhere along the median if present. This hardscape character shall be consistent in design, placement, material, and color throughout the Central Lathrop area.

- Median breaks should be spaced to provide sufficient area for median landscaping and to prevent the creation of small islands that cannot have landscaping due to size constraints.

Landscape Corridor Widths shall be as specified for each roadway. Landscape corridor is a generic term to encompass open space corridors and pedestrian corridors. These corridors enhance and increase the landscape areas along streets, provide a buffer to residential uses, extend open space areas into the community, permit storm water retention, and provide improved pedestrian and bicycle facilities. Refer to Section 3.6 and Figure 3-39 for additional information.

- Widened landscape corridor areas within rights of ways and open space corridors along rights of way should continue the planting scheme established for the street trees within the greenways.

- Where acceleration lanes, deceleration lanes or bus turnouts are provided, the landscape corridor width may be reduced accordingly. In no case, however, may the corridor width be reduced to less than 10-feet.



3.2.1 GOLDEN VALLEY PARKWAY

Golden Valley Parkway is a major thoroughfare that runs north - south parallel to Interstate 5. The design, plant materials, and site furniture of the area between the multi-use trails on either side of the street within Central Lathrop should be consistent with other segments of Golden Valley Parkway. Plantings, walls and other elements behind the multi-use trail may vary between projects.

The landscape character for Golden Valley Parkway will reflect:

- Canopy street trees alternating on either side of the multi-use trail.
- Street trees placed in a linear row and located centrally in the greenway strip and median, and behind back of walk.
- Tree spacing as regular as possible, taking into account utilities and cross streets.
- Walkways typically parallel to the street to maintain a consistent and identifiable pattern of street trees.
- Berms are prohibited within the landscape and greenway areas.

Trees: The street tree planting design for this arterial alternates the street tree on either side of the multi-use trail. The right-of-way tree pattern and species shall be continued into the open space corridor, however the pattern may be widened so as to not interfere with the surface linear detention function of the basin(s).

Street Tree Updated Refer to Errata Index

STREET, MEDIAN, PEDESTRIAN AND OPEN SPACE CORRIDOR TREES:	
Tree:	Fraxinus Americana 'Rose Hill' – Rose Hill Ash
SPACING:	
Tree:	30'- 40' on center

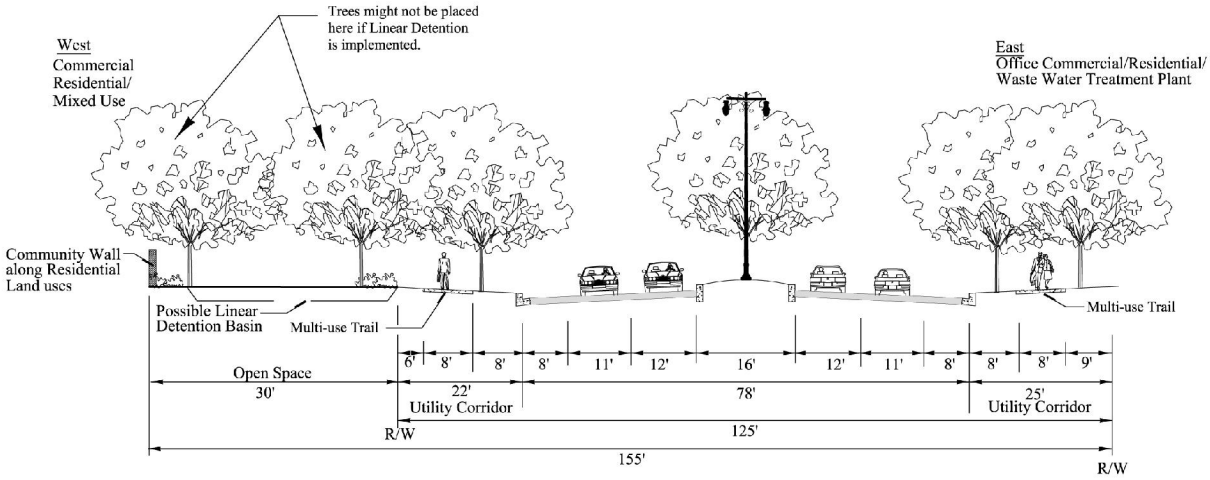
Shrubs and Ground covers: Although the ground cover within the Mossdale Landing greenway strips and other right-of-way landscaping is specified to be predominantly taller native or ornamental grasses, low shrubs and ground covers are permitted to be introduced into Central Lathrop to better reflect the project's character. Ground covers, including grasses, should be the primary cover within the storm water detention basins. Refer to the Plant Palette for shrub, ground cover, and vine species.

Median: The median will have a central single line of trees. Street light standards will be aligned with the median tree row. While the ground cover within the Mossdale Landing median landscaping is specified to be predominantly grasses, clover, and/or wildflowers and left natural; low shrubs and ground covers are permitted to be introduced in the Central Lathrop area. Refer to the Plant Palette for shrub, ground cover, and vine species.

Walls and Fences: Where residential areas side or back onto Golden Valley Parkway, the community wall shall be utilized. No walls or fences are permitted along non-residential uses except for those associated with community gateways. (Refer to the Walls and Fences section of this document for greater detail). Shrubs, ground covers, and/or vines should be planted adjacent to the wall to soften it and provide a foundation for the trees.

Street Name	ROW	Curb to Curb	No. of Lanes	Parking	Median	Bike Lane	Walk/Trail	Greenway	Planting Behind Walk	Adjacent Open Space Corridor
Golden Valley Parkway (Between Lathrop and Northern CLSP Boundary)	125'	78'	4	N/A	16'	NA	8'	8'	9' East Side / 6' West Side	30' West Side
Golden Valley Parkway (Between Louise and Lathrop Rd.)	147'	100'	6	N/A	16'	NA	8'	8'	9' East Side / 6' West Side	30' West Side

Figure 3-1: Golden Valley Parkway Street Section



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

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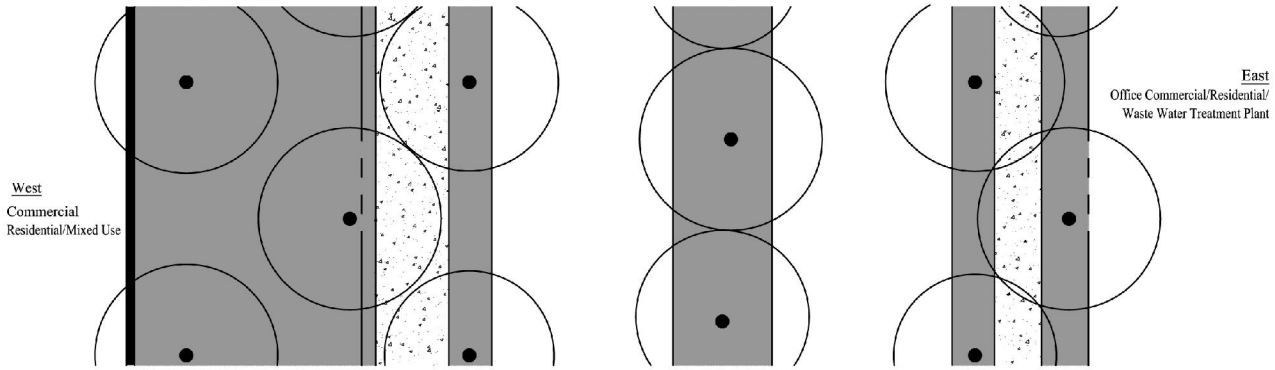
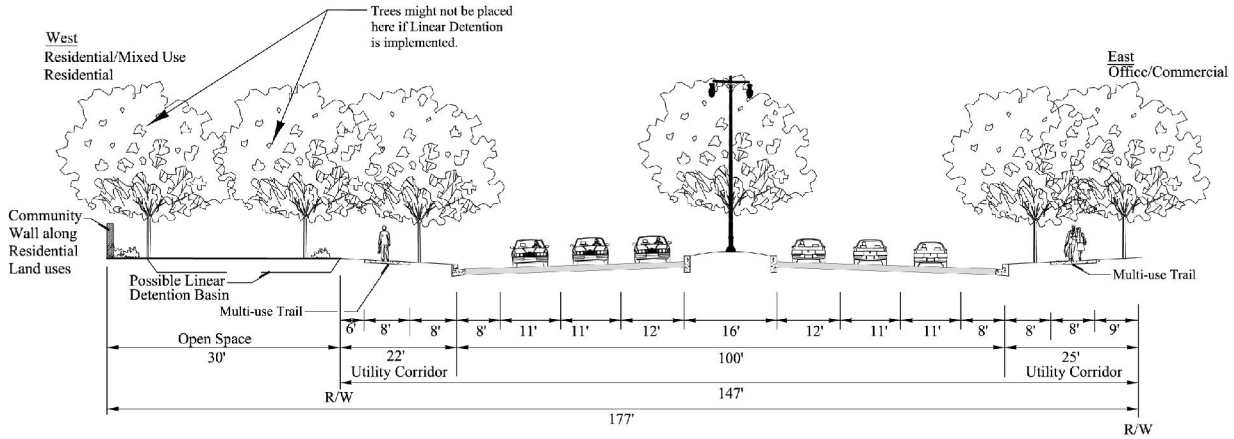


Figure 3-2: Golden Valley Parkway Street Sections



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

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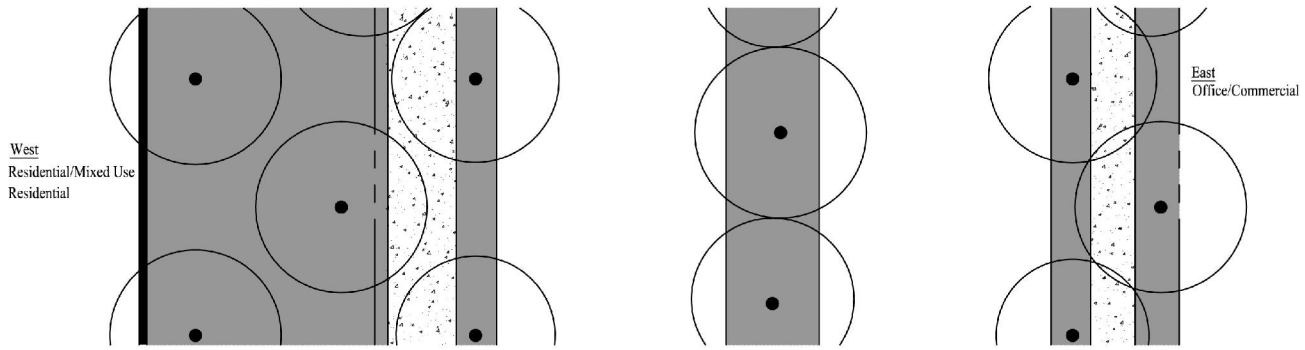


3.2.2 LATHROP ROAD

Lathrop Road is the primary east-west thoroughfare in Central Lathrop, and provides access from Interstate 5 through the core of the community including the main street district, Lathrop High School, community parks, and housing to culminate at the San Joaquin River, commercial uses, and a roundabout.

The landscape image of Lathrop Road shall adhere to the following:

- Canopy street trees alternating on either side of the multi-use trail.
- Street trees placed in a linear row and located centrally in the greenway strip and median, and behind back of walk.
- Tree spacing as regular as possible, taking into account utilities and cross streets.
- Walkways typically parallel to the street to maintain a consistent and identifiable pattern of street trees.
- The use of consistent tree species and understory plants to unite the landscape theme along the street's length.
- Berms are prohibited within the landscape and greenway areas.

Trees: The street tree planting design for this arterial alternates the street tree on either side of the multi-use trail. The right-of-way tree pattern and species shall be continued into the open space corridor, however the pattern may be widened so as to not interfere with the surface linear detention function of the basin(s).

Street Tree Updated Refer to Errata Index
STREET, MEDIAN, AND OPEN SPACE CORRIDOR TREE: Tree: Aesculus carnea, Red Horsechestnut
SPACING: Tree: 30'- 40' on center

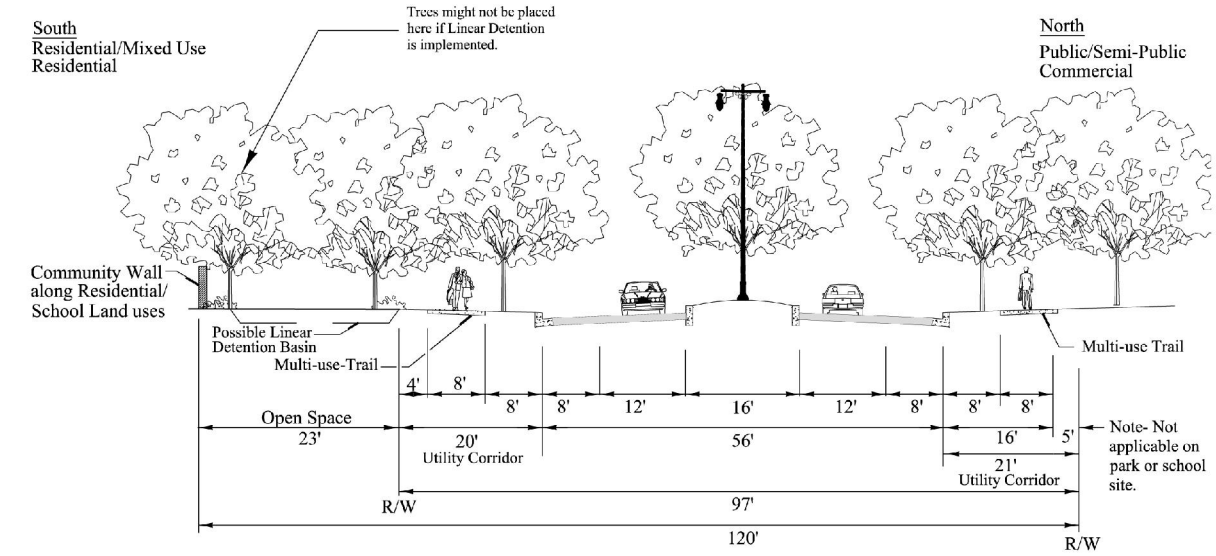
Shrubs and Ground covers: The primary understory plantings in the greenways should be low shrubs and ground covers. Ground covers, including grasses, should be the primary cover within the linear storm water detention basins of the open space corridor, if provided. Larger massings of shrubs and ground covers are preferred over many small groupings. Shrubs, ground covers, and vines will be planted behind the multi-use trail and adjacent to the walls and fences to soften these elements, provide human-scale, and create a foundation for the street trees. Plantings in proximity of the freeway and along the core area should be more formal in appearance.

Median: The median will have a central single line of windrow trees set within low shrubs and ground covers. Street light standards will be aligned with the median tree row. Refer to the Plant Palette for shrub, ground cover, and vine species.

Walls and Fences: The community wall will extend the length of Lathrop Road where Variable Residential uses side or back onto the street, except where neighborhood entries occur. Where High Density Residential projects abut Lathrop Road, the use of no fence or wall, a low wall or fence (such as 3'-4' tall), or a metal rail fence is encouraged instead. No walls or fences are permitted along non-residential uses, with the exception of schools. If a fence is desired along the high school, a 6' tall metal rail fence is encouraged to be utilized. This fence type will extend views of open space within the community and provide security into the facility. Chain link fencing is prohibited along Lathrop Road.

Street Name	ROW	Curb to Curb	No. Of Lanes	Parking	Median	Bike Lane	Walk/ Trail	Greenway	Planting Behind Walk	Adjacent Open Space Corridor
Lathrop Road (Between Main St. and Street A)	97'	56'	2	N/A	16'	N/A	8'	8'	5' North Side / 4' South Side	23' on South side
Lathrop Road (Between Main St. and Street A (Park/School Condition)	84'	56'	2	N/A	16'	N/A	8'	8'	4' South Side	28' on South side
Lathrop Rd. (Between Golden Valley Parkway and Main Street)	104'	68'	4	N/A	16'	N/A	8'	8'	2'	N/A
Lathrop Road (Between Golden Valley Parkway and I-5)	142'	90'	6	N/A	16'	N/A	8'	8'	8' North Side / 8' South Side	N/A

Figure 3-3: Lathrop Road Street Section



LATHROP ROAD BETWEEN MAIN STREET AND STREET A - 97' ROW

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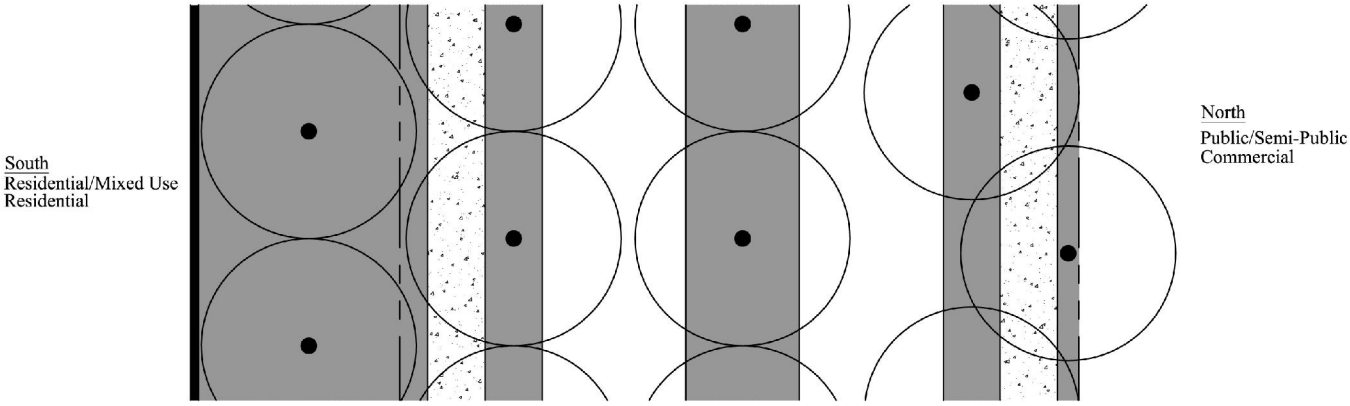
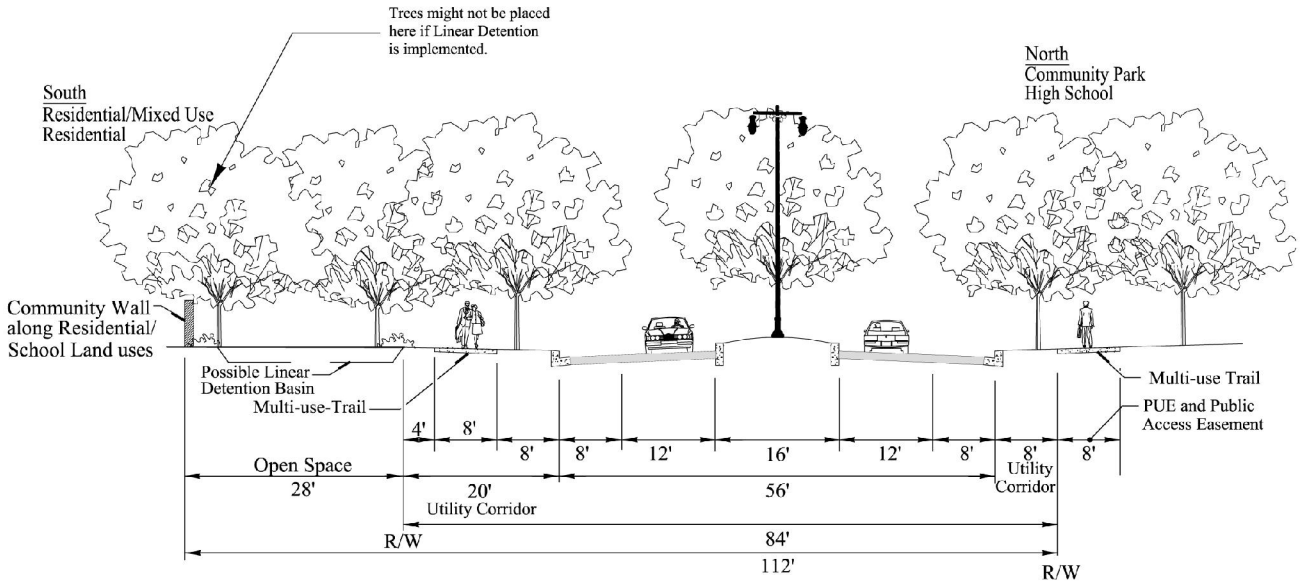


Figure 3-4: Lathrop Road Street Section



LATHROP ROAD BETWEEN MAIN STREET AND STREET A (PARK/SCHOOL CONDITION) - 84' ROW

N.T.S.

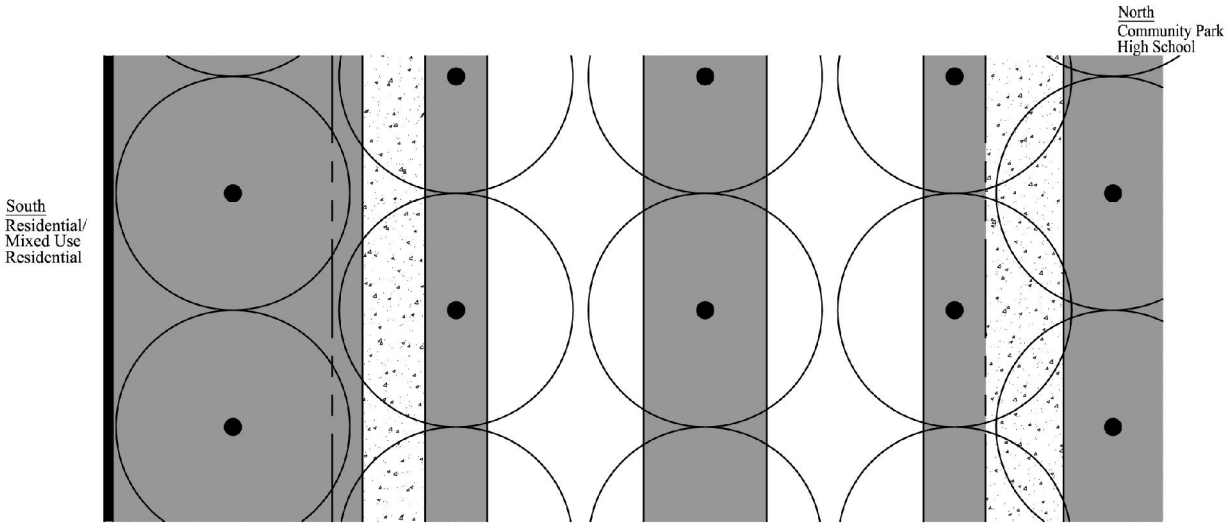
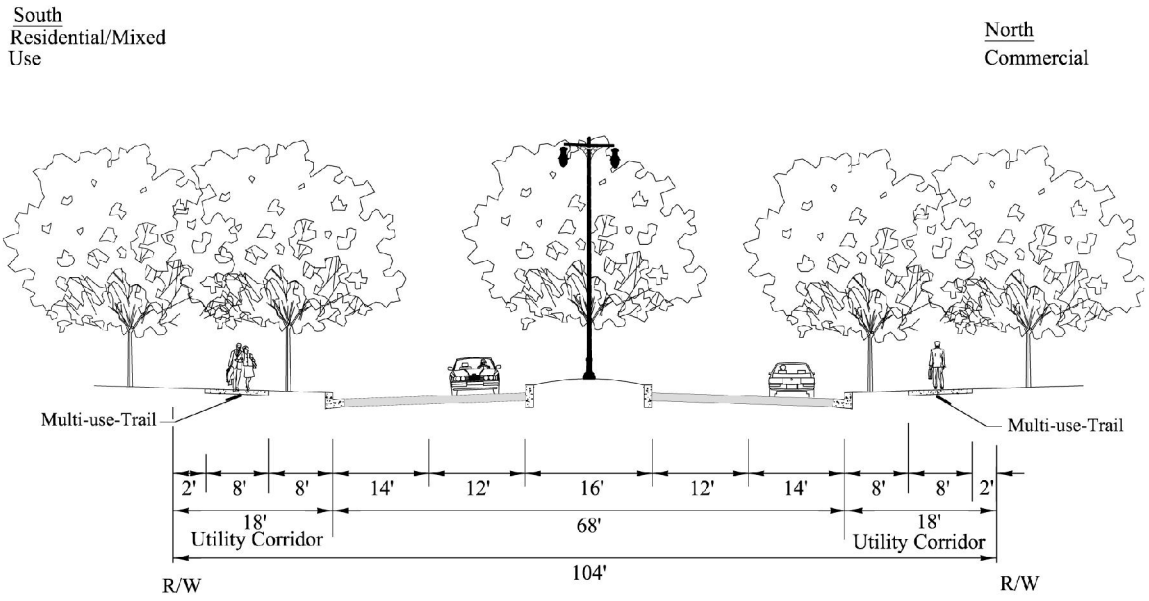


Figure 3-5: Lathrop Road Street Section



LATHROP ROAD BETWEEN GOLDEN VALLEY PARKWAY AND MAIN STREET - 104' ROW

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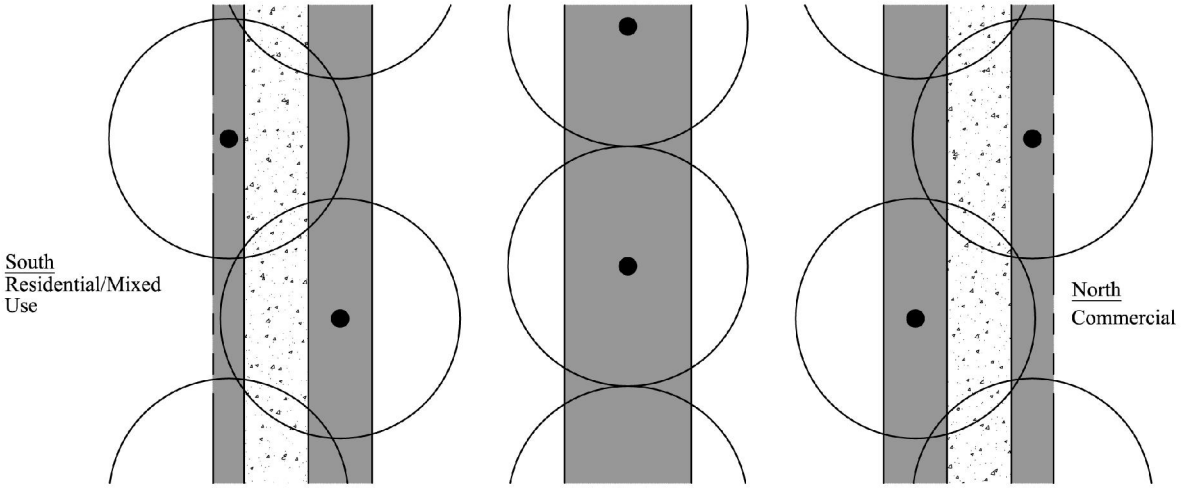
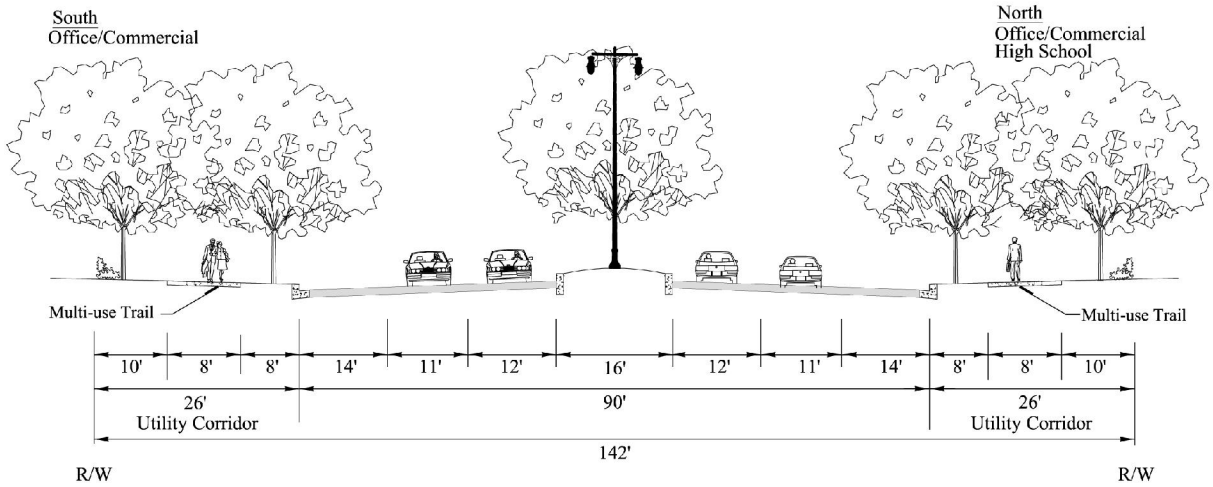


Figure 3-6: Lathrop Road Street Sections



LATHROP ROAD BETWEEN GOLDEN VALLEY PARKWAY AND I-5 - 142' ROW

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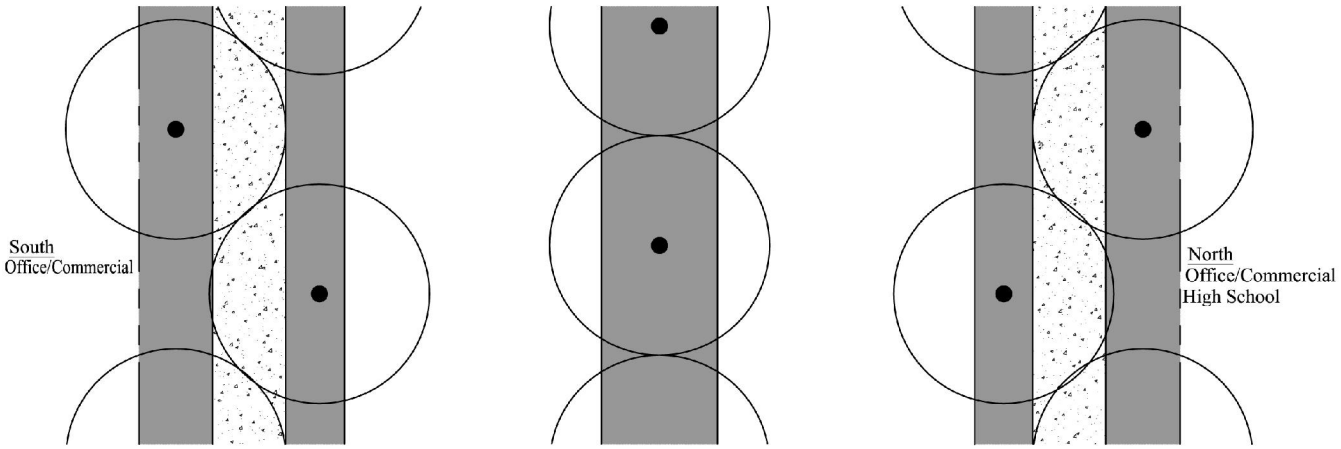


3.2.3 RIVER ISLANDS PARKWAY

River Islands Parkway is a major east-west thoroughfare that is adjacent to the southern tip of Central Lathrop. It travels through Mossdale Landing and will connect to River Islands on the west side of the San Joaquin River. The design, plant materials, and site furniture of this street within Central Lathrop shall generally match that specified in the Mossdale Landing Urban Design Concept. Prior to designing this street segment, the Mossdale Landing improvement plans shall be reviewed to determine that the same plant species and planting design are used here to be consistent.

Large canopy street trees will separate the vehicular and pedestrian zones and will unify the streetscape. The following shall be implemented to achieve this:

- Canopy street trees are paired on either side of the multi-use trail.
- Street trees placed in a linear row and located centrally in the greenway strip and median, and behind back of walk.
- Tree spacing as regular as possible, taking into account utilities and cross streets.
- One variety of tree species will be used for the entire length of this arterial, including medians.
- Walkways parallel to the street to maintain a consistent and identifiable pattern of street trees.
- The use of consistent tree species and understory plants will unite the landscape theme along the street's length.
- Berms are prohibited within the landscape and greenway areas.

Trees: Street trees are paired on either side of the walkway along the length of the street.

STREET AND MEDIAN TREES:	
Tree:	Zelkova serrata 'Green Vase', 'Green Vase' Zelkova

SPACING:	
Tree:	30'- 40' on center

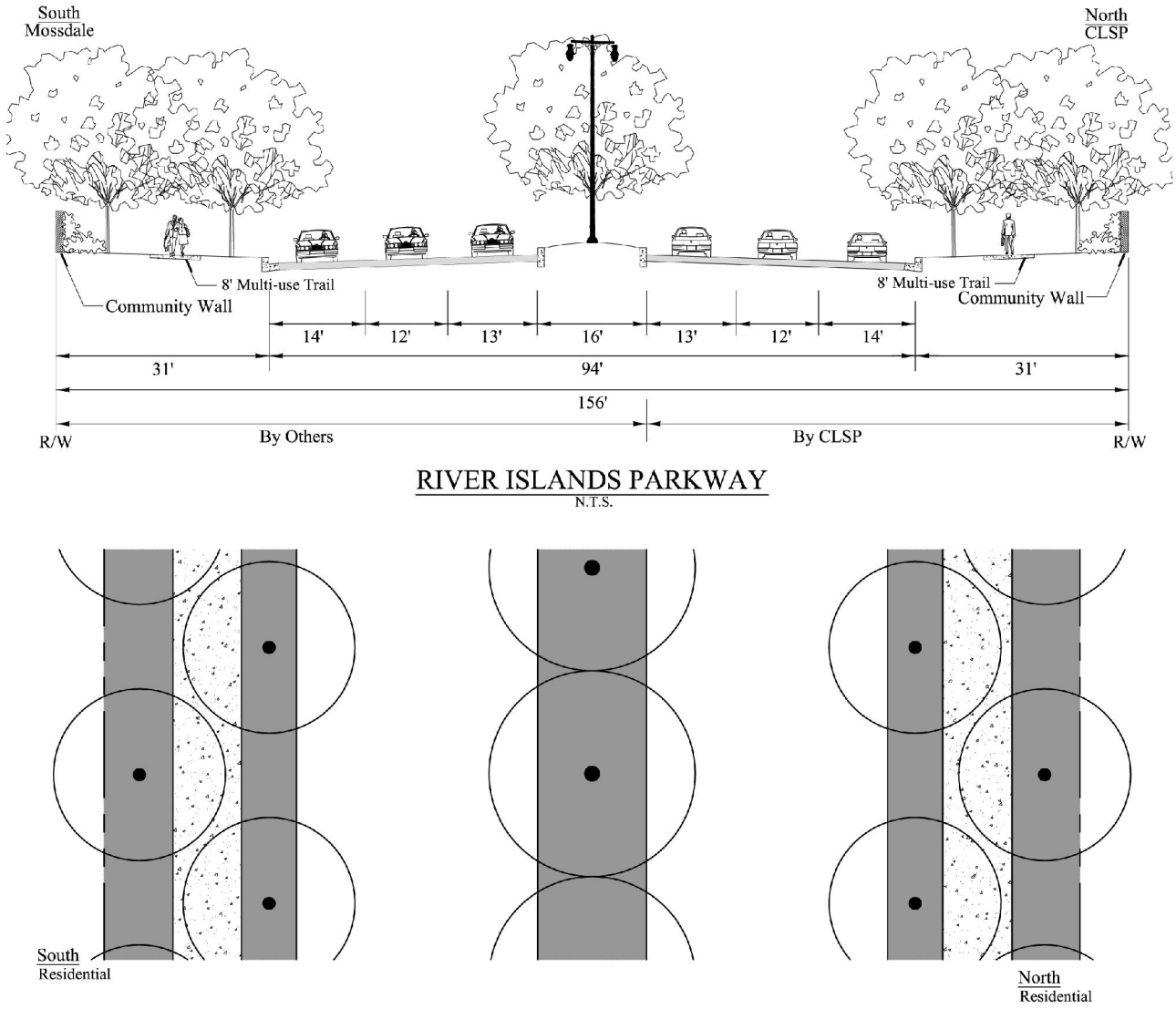
Shrubs and Ground covers: The predominant understory planting in the greenways will be taller native or ornamental grasses, clover, wildflowers or a mix of these ground covers. Larger massings of shrubs and ground covers are preferred over many small plantings. Shrubs, ground covers, and vines should be planted behind the multi-use trail and adjacent to the wall to soften it, create pedestrian scale, and provide a foundation for the street trees. Plantings in proximity of the freeway and along the core area should be more formal in appearance.

Median: The median will have a central single line of windrow trees. Street light standards will be aligned with the median tree row. The ground cover treatment of the Mossdale Landing median landscaping, being predominantly taller native and ornamental grasses, clover, and/or wildflowers and left natural; shall be continued within the Central Lathrop area. Refer to the Plant Palette for shrub, ground cover, and vine species.

Walls and Fences: The Mossdale Landing community wall will extend the length of River Islands Parkway where Variable Residential uses side or back onto the street, except where neighborhood entries occur.

Street Name	ROW	Curb to Curb	No. Of Lanes	Parking	Median	Bike Lane	Walk/Trail	Greenway	Planting Behind Walk	Adjacent Open Space Corridor
River Islands Parkway	156'	94'	4-6	N/A	16'	N/A	8'	8'	15'	N/A

Figure 3-7: River Islands Parkway Street Section



3.2.4 COLLECTOR STREETS

Collector streets provide a transition between high speed and large scale arterials to small scale residential streets. Where lots front onto a collector, an 8' wide tree planting and maintenance easement shall be placed behind the multi-use trail. No tree planting and maintenance easement is required in side- and back-on street conditions as a planting area is already provided behind the walkway as part of the right-of-way.

Large canopy street trees will delineate the vehicular and pedestrian zones and unify the streetscape. The following shall be implemented to achieve this:

- Canopy street trees alternating on either side of the multi-use trail.
- Street trees placed in a linear row and located centrally in the greenway strip and median, and behind back of walk.
- Tree spacing as regular as possible, taking into account utilities and cross streets.
- One variety of tree species will be used for the entire length of a collector, including medians.
- Walkways typically parallel to the street to maintain a consistent and identifiable pattern of street trees.
- The use of consistent tree species and understory plants along the street's length.
- Berms are prohibited within the landscape and greenway areas.

Trees: The street tree design for collectors have trees alternating on either side of the multi-use trail. The right-of-way tree pattern and species shall be continued into the open space or pedestrian corridor if present, however the pattern may be widened so as to not interfere with the surface linear detention function of the basin(s).

Shrubs and Ground covers: The planting area between the sidewalk and either the community wall or the neighborhood fence (refer to the Fence and Wall Plan) will be a combination of shrubs, ground covers, and vines. The primary understory plantings in the greenways should be low shrubs and ground covers. Ground covers, including grasses, should be the primary cover within the linear storm water detention basins of the open space corridor, if provided. Larger massings of shrubs and ground covers are preferred over many small groupings. Shrubs, ground covers, and vines will be planted adjacent to the walls

and fences to soften these elements, provide human-scale, and create a foundation for the street trees.

Median: The median, if provided, will have a central single line of windrow trees. Street light standards will be aligned with the median tree row. The primary understory plantings in the median will be low shrubs and ground covers. Larger massings of shrubs and ground covers are preferred over many small groupings. Refer to the Plant Palette for shrub, ground cover, and vine species.

Walls and Fences The community wall will extend the length of each street where residential uses side or back onto the street. No walls are permitted along non-residential uses. If a fence is desired along a school for security, a 6' tall metal rail fence is encouraged to be provided along the edge of the right-of-way, on the public side of the property line. Chain link fencing is prohibited.

The following provides additional detail in collector street landscape design:

STREET AND PEDESTRIAN CORRIDOR TREES:

Street A Tree: Platanus acerifolia 'Bloodgood', London Plane Tree

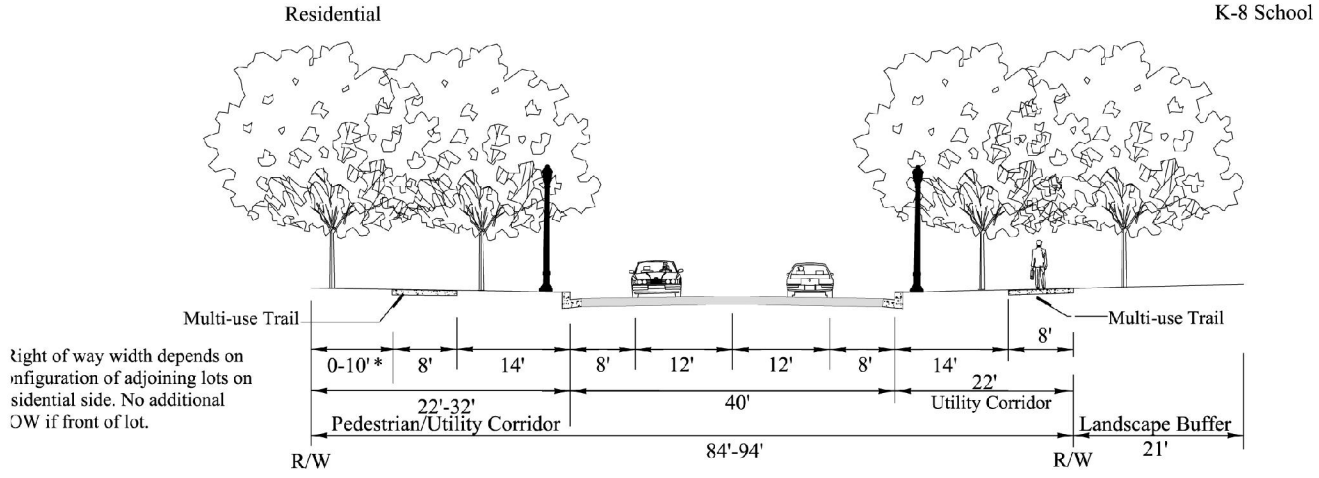
SPACING:

Tree: 30'- 40' on center

Street Tree Updated Refer to Errata

Street Name	ROW	Curb to Curb	No. Of Lanes	Parking	Median	Bike Lane	Walk/Trail	Greenway	Planting Behind Walk	Adjacent Open Space Corridor
Street A With School Condition on Pedestrian Corridor Side	84-94'	40'	2	8'	N/A		8'	14'	0-10' South West Side / 21' North East Side	N/A
Street A With Community Park not on Pedestrian Corridor Side	97'	40'	2	8'	N/A		8'	14'	21' South West Side	N/A
Street A With Community Park Both Sides	68'	40'	2	8'	N/A		8'	14'	0	N/A
Street A with Community Park on Pedestrian Corridor Side	76'-86'	40'	2	8'	N/A		8'	14'	0-10' East/ 21' West	N/A
Street A with Residential Both Sides	105-115'	40'	2	8'	N/A		8'	14'	21 South East Side / 0-10 North West Side	N/A
Street A with School Condition Not On Pedestrian Corridor Side	105'	40'	2	8'	N/A		8'	14'	21' North West Side	N/A

Figure 3-8: Street A Street Section



STREET A WITH SCHOOL CONDITION ON PEDESTRIAN CORRIDOR SIDE - 84-94' ROW

N.T.S.

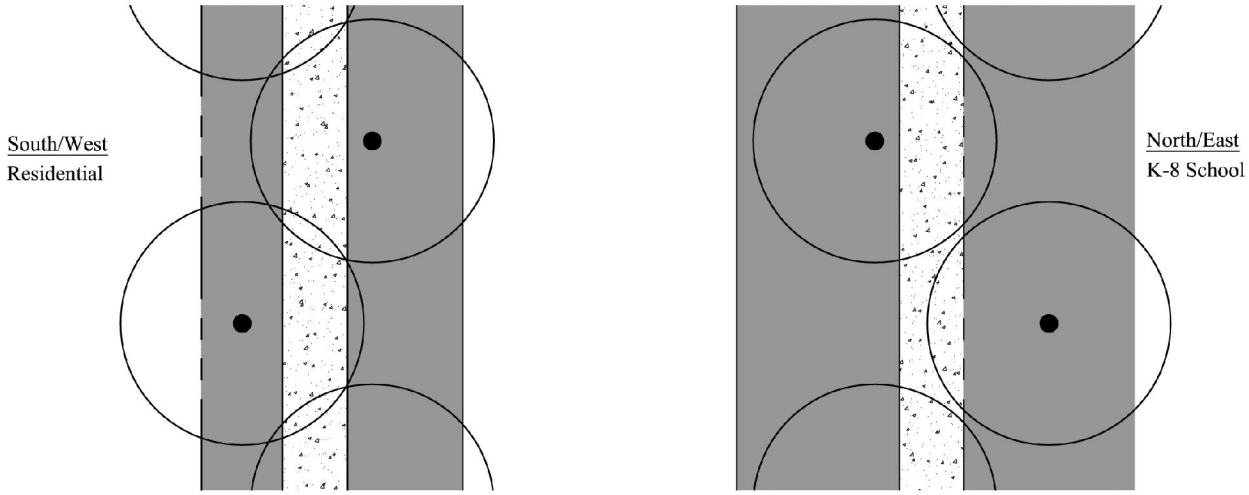
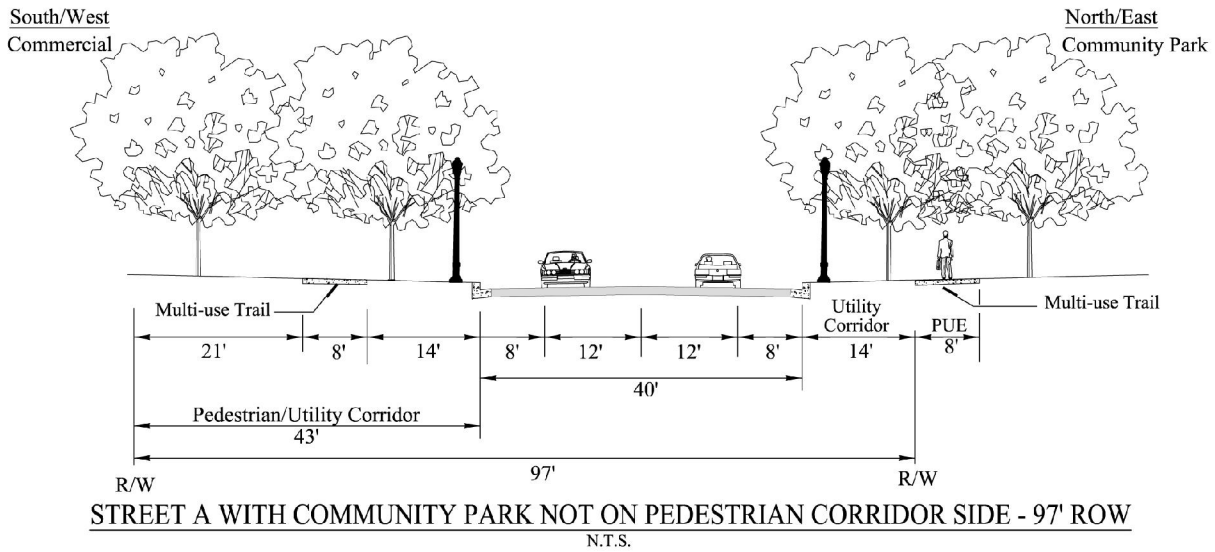


Figure 3-9: Street A Street Section



STREET A WITH COMMUNITY PARK NOT ON PEDESTRIAN CORRIDOR SIDE - 97' ROW

N.T.S.

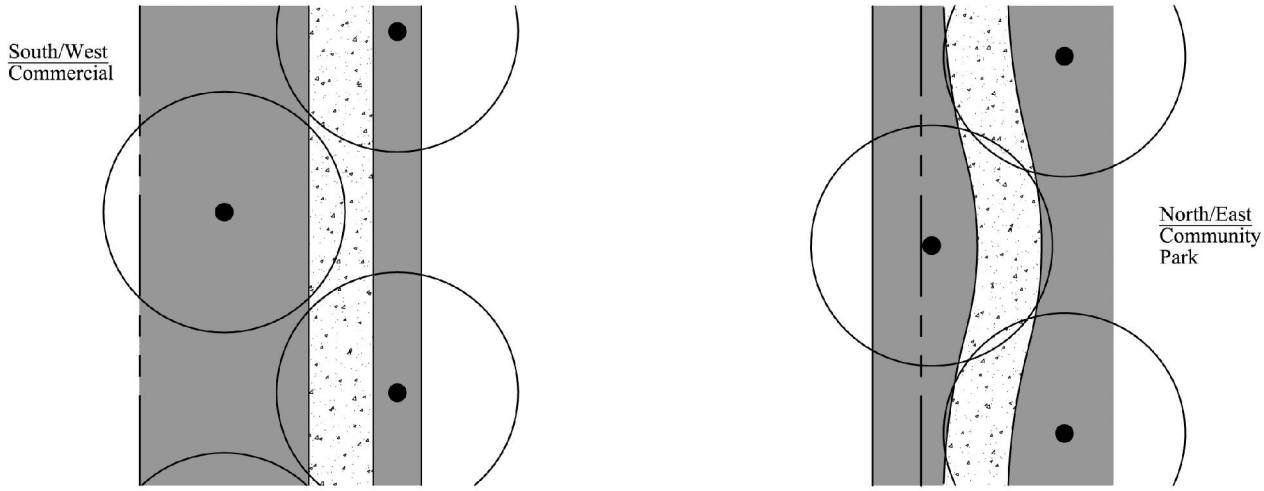


Figure 3-10: Street A Street Sections

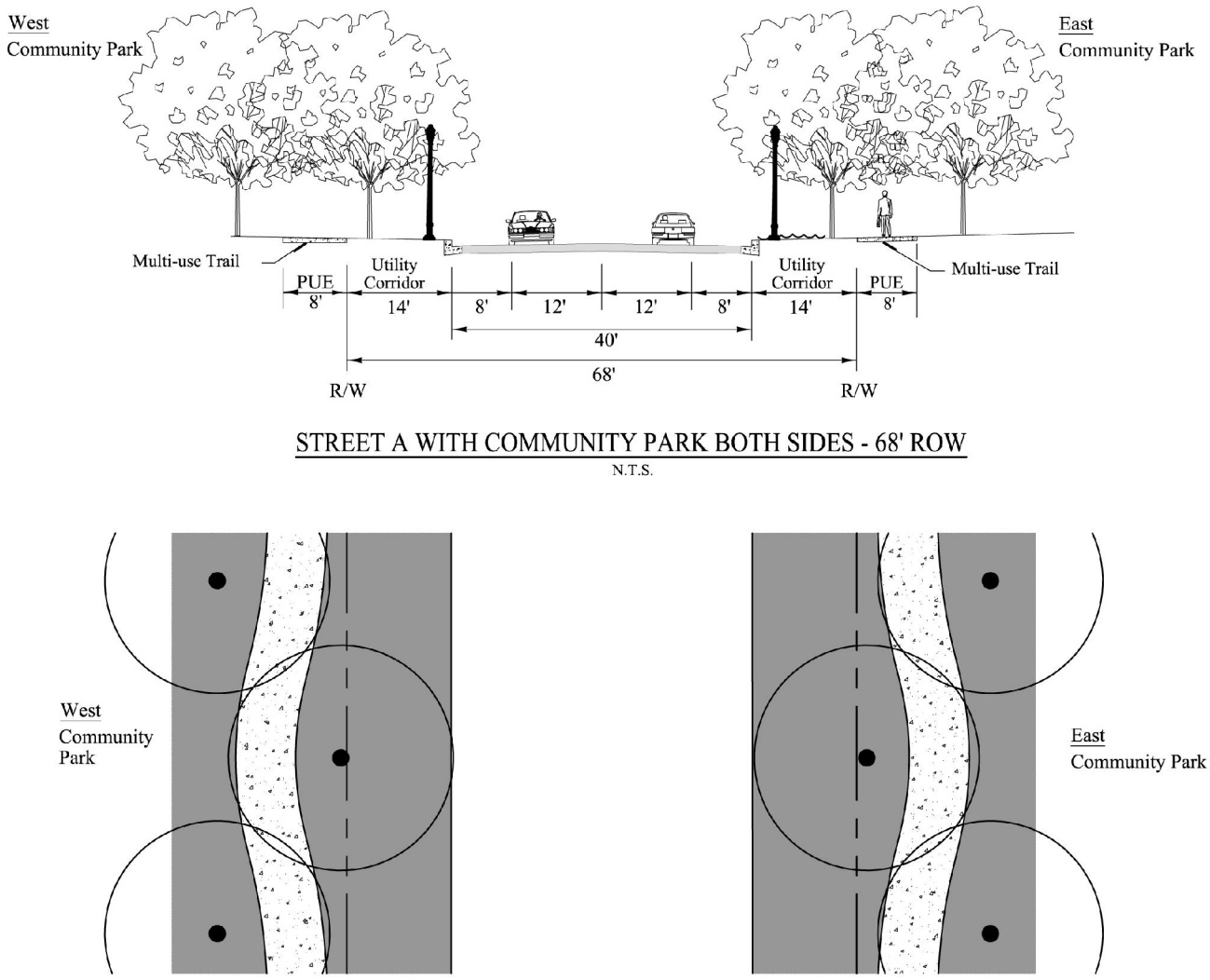
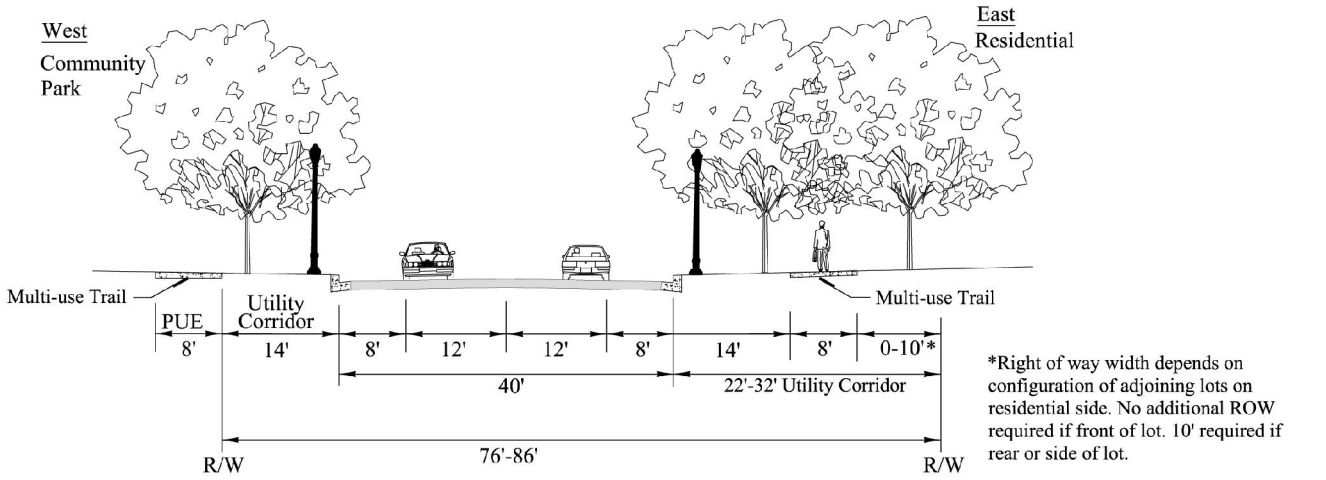


Figure 3-11: Street A Street Section



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

N.T.S.

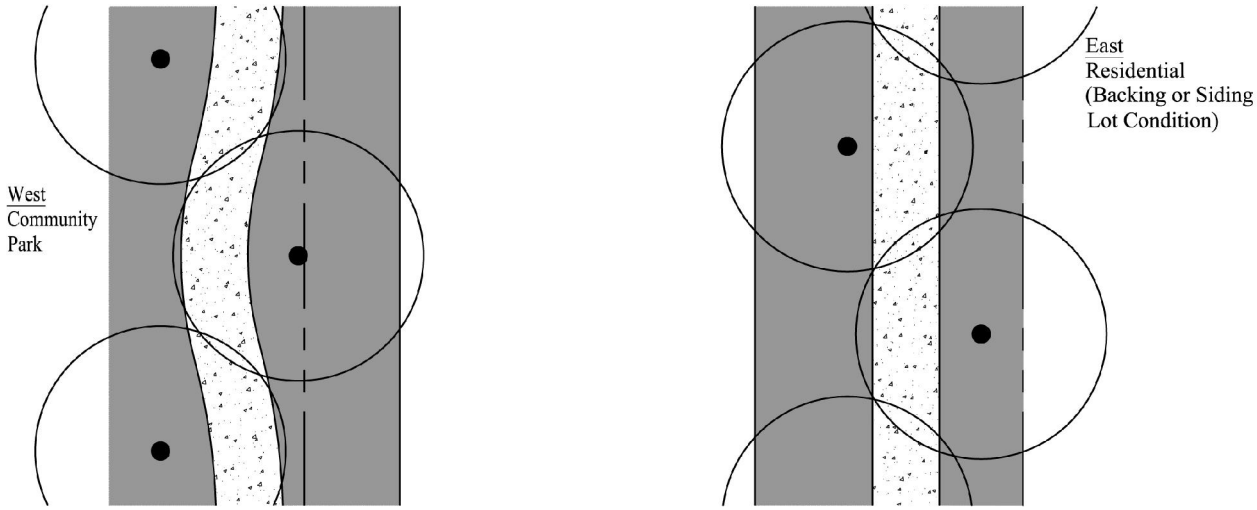


Figure 3-12: Street A Street Section

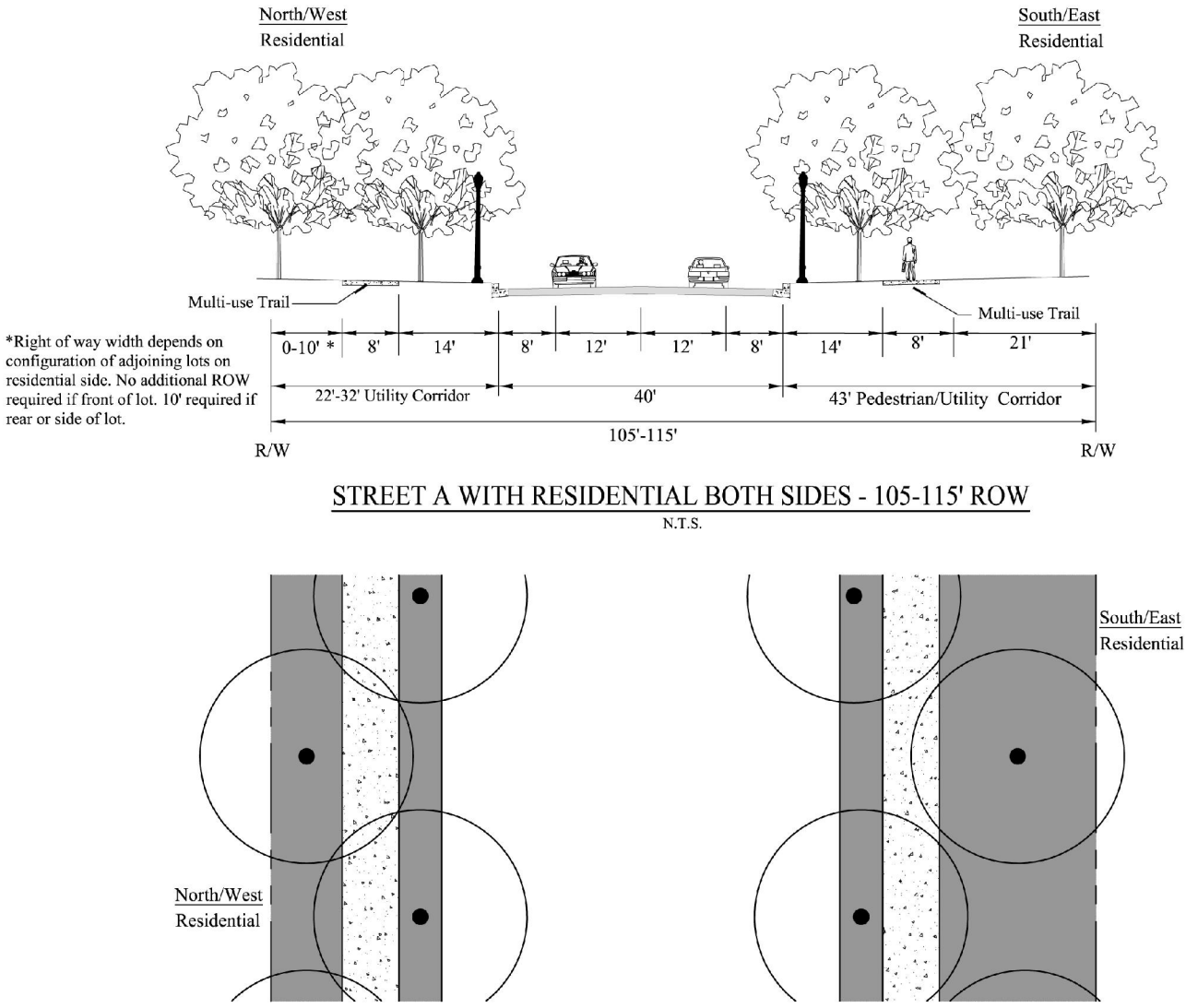
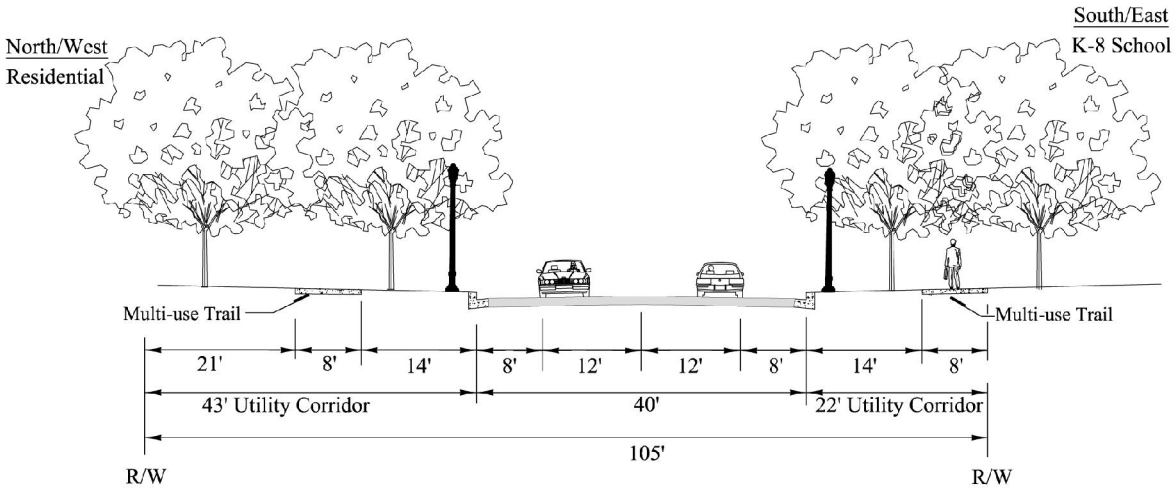
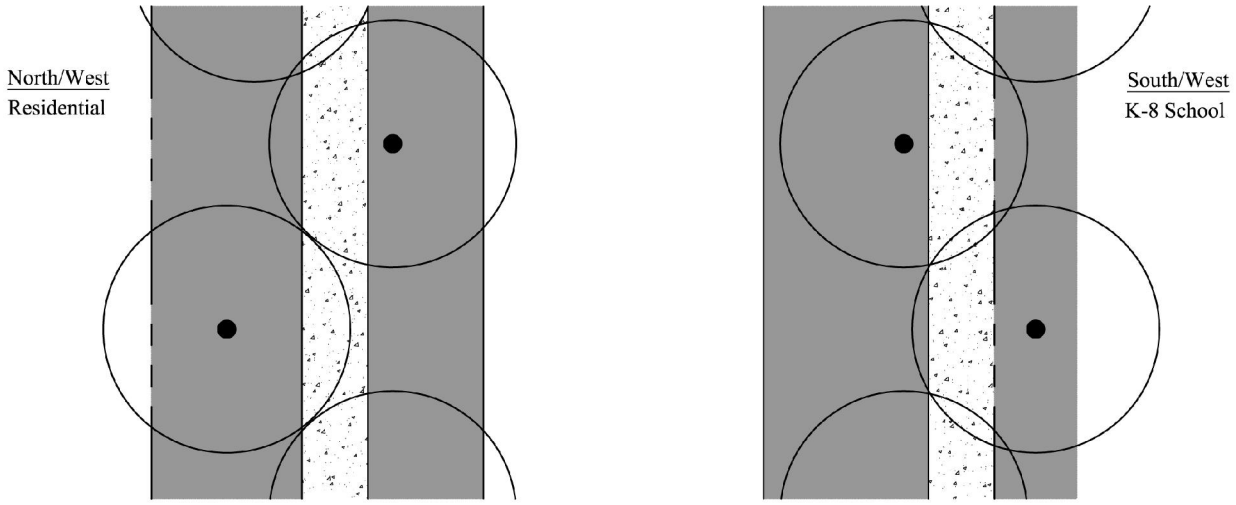


Figure 3-13: Street A Street Section



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

N.T.S.



STREET, PEDESTRIAN CORRIDOR, AND MEDIAN TREES:

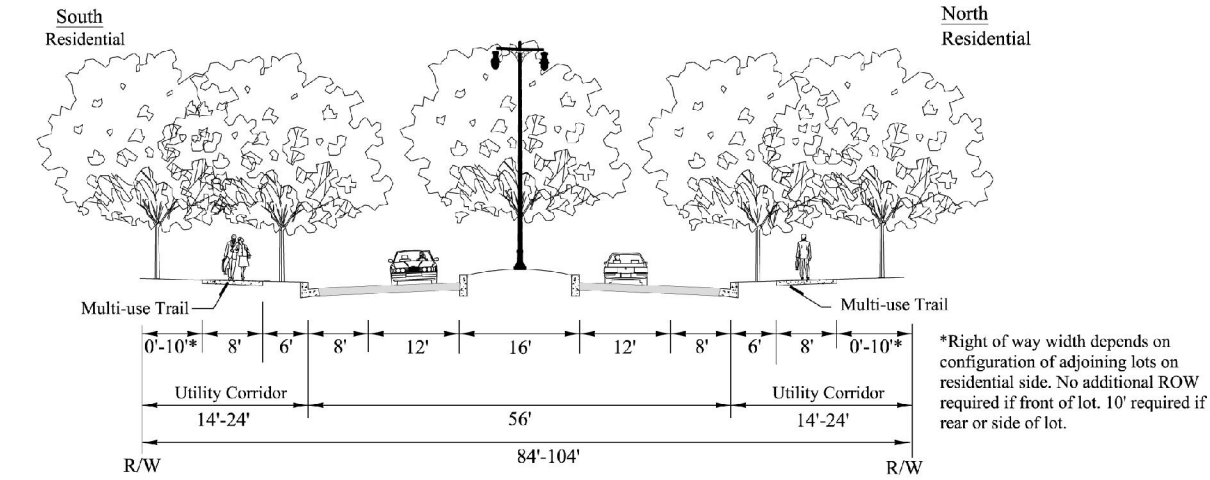
De Lima Tree: Zelkova serrata 'Halka', 'Halka' Zelkova

SPACING:

Tree: 30'- 40' on center

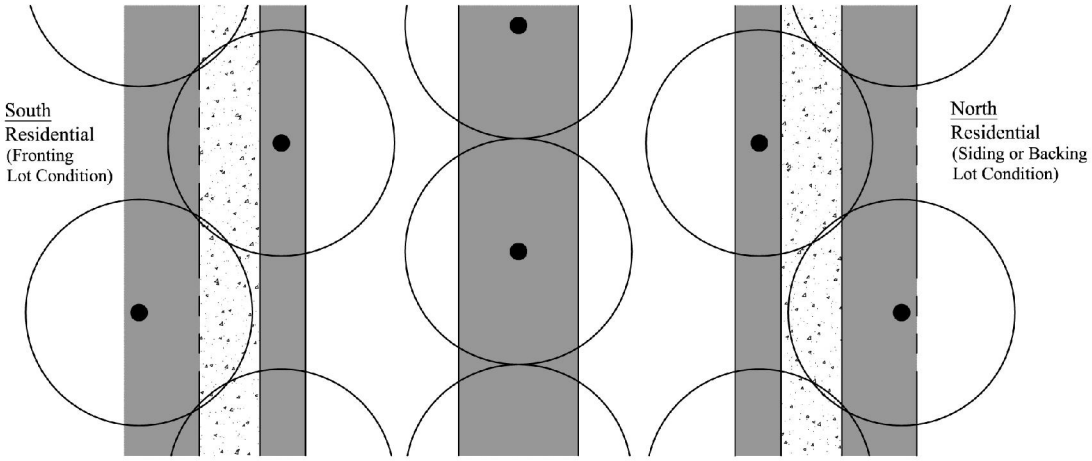
Street Name	ROW	Curb to Curb	No. Of Lanes	Parking	Median	Bike Lane	Walk/Trail	Greenway	Planting Behind Walk	Adjacent Open Space Corridor
De Lima Road	84'-104'	56'	2	8'	16'		8'	6'	10' North	N/A

Figure 3-14: De Lima Street Section



DE LIMA ROAD - 84'-104' ROW

N.T.S.



STREET AND PEDESTRIAN CORRIDOR TREES:

Dos Reis Tree: Koelreuteria bipinnata, Chinese Flame Tree

SPACING: Tree: 30'- 40' on center

Street Name	ROW	Curb to Curb	No. of Lanes	Parking	Median	Bike Lane	Walk/Trail	Greenway	Planting Behind Walk	Adjacent Open Space Corridor
Dos Reis Road	82'-92'	38'	2	8'	N/A		8'	6'	0-10' South Side / 14' North Side	N/A
Dos Reis Road With K-8 School	66'-76'	38'	2	8'	N/A		8'	6'	0-10' South Side / 16' North Side	N/A
Dos Reis Road Along Community Park	74'	38'	2	8'	N/A		8'	6'	14' North	N/A

Figure 3-15: Dos Reis Street Section

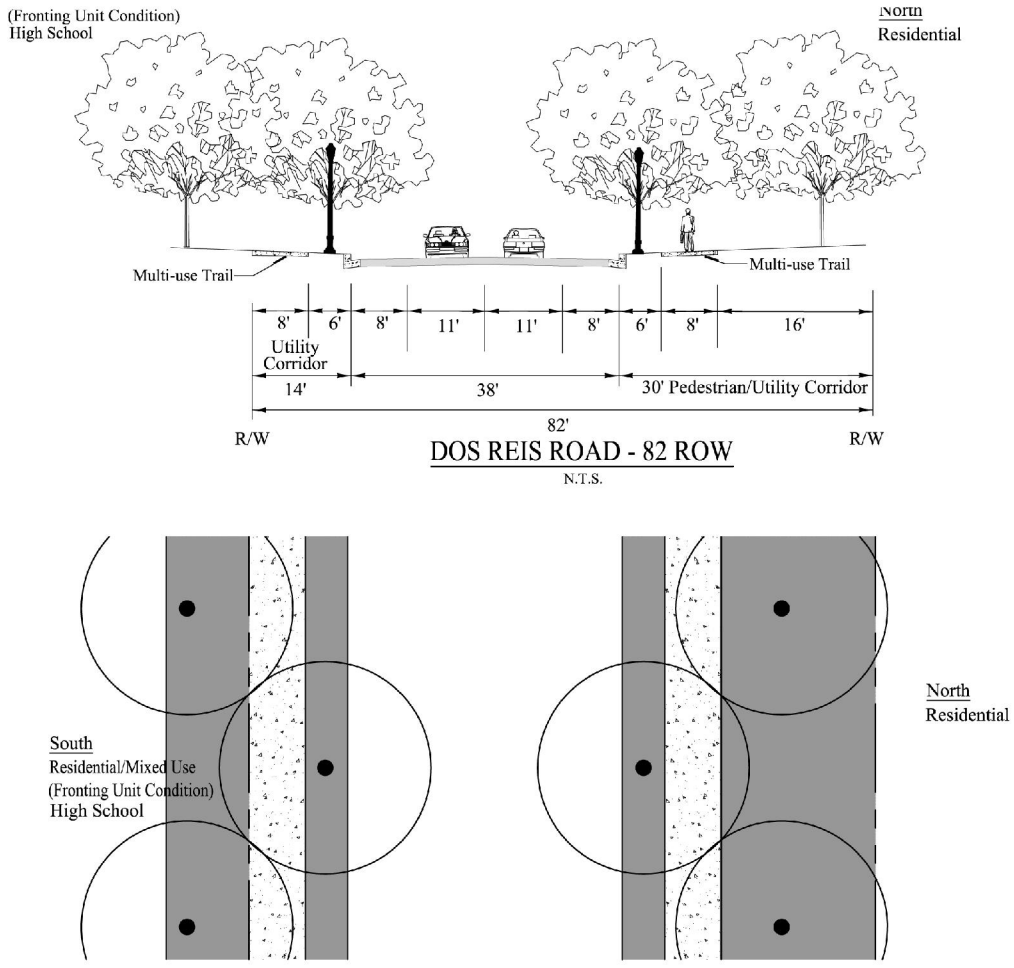
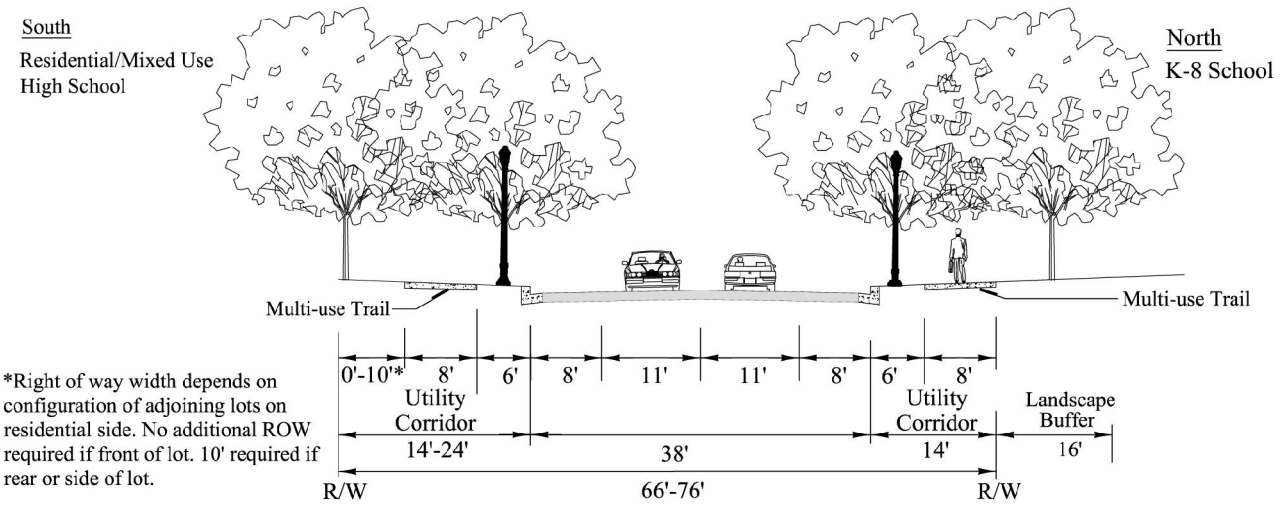


Figure 3-16: Dos Reis Street Section



DOS REIS ROAD WITH K-8 SCHOOL - 66-76' ROW

N.T.S.

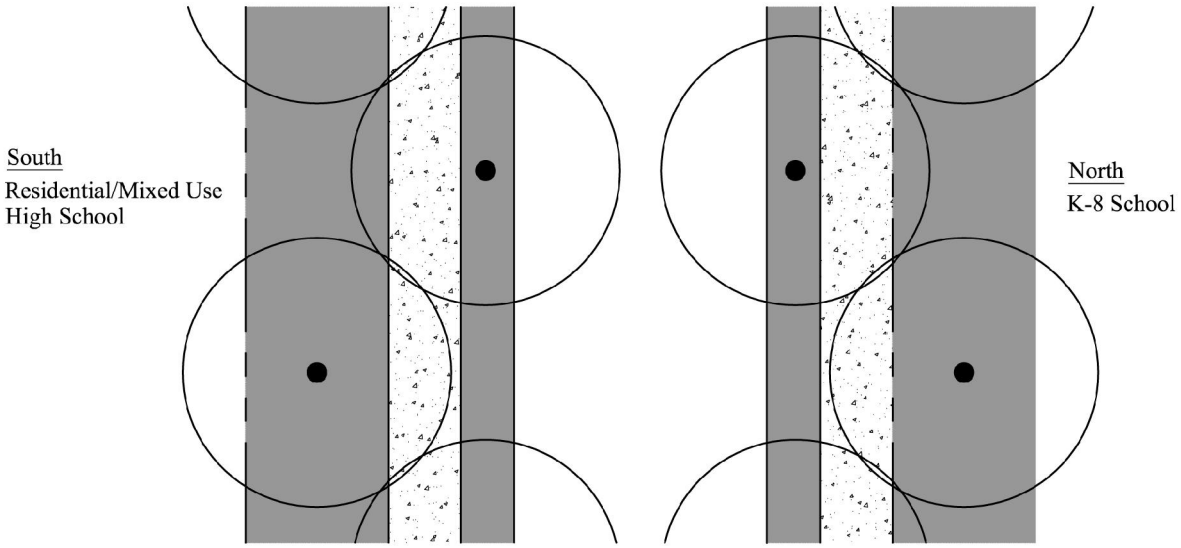
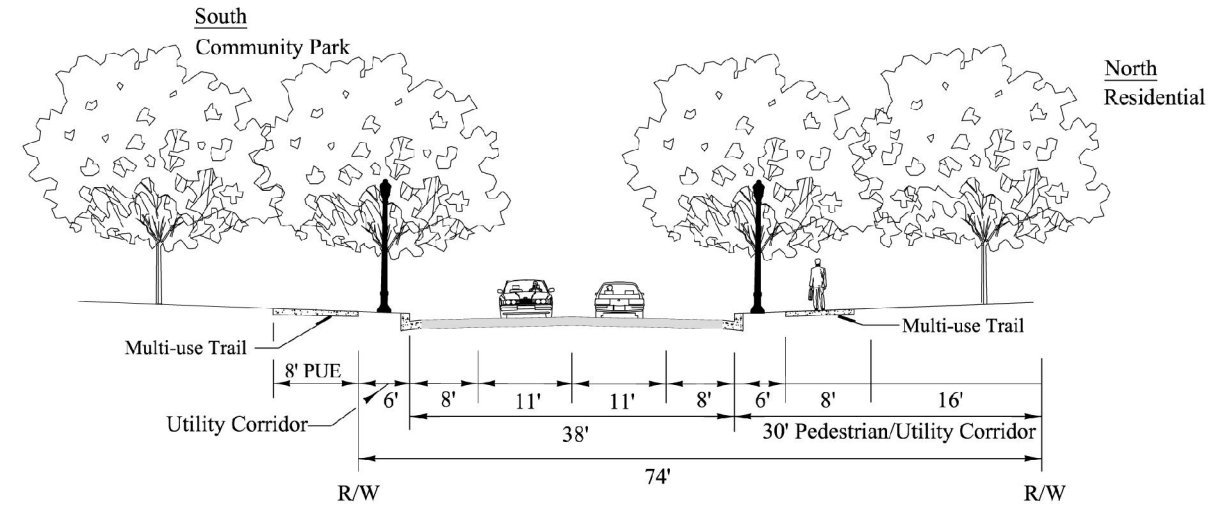
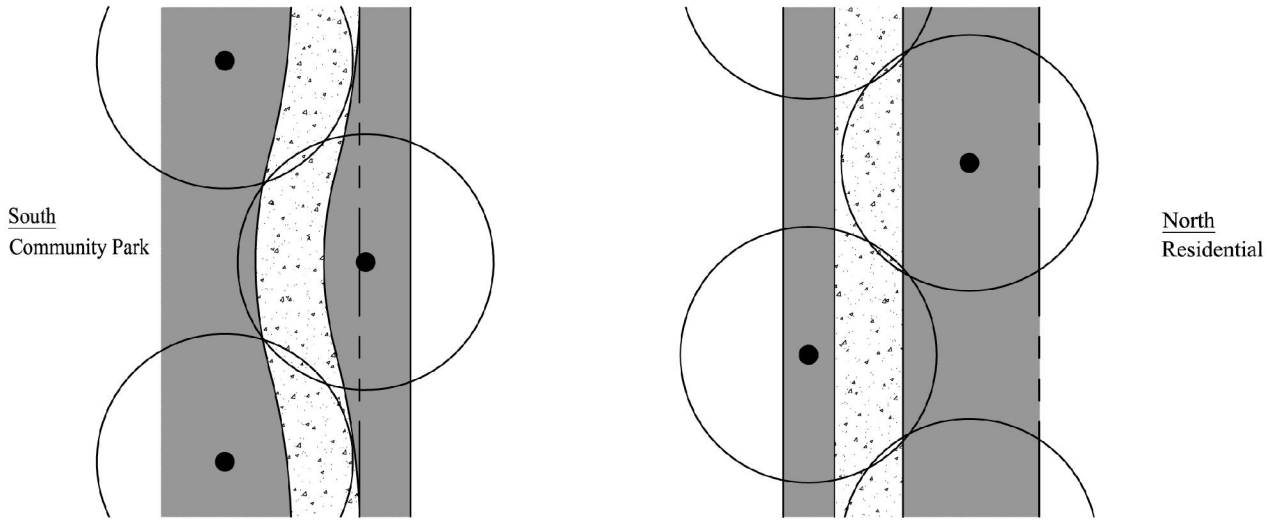


Figure 3-17: Dos Reis Street Section



DOS REIS ROAD ALONG COMMUNITY PARK - 74' ROW

N.T.S.



STREET AND MEDIAN TREES:

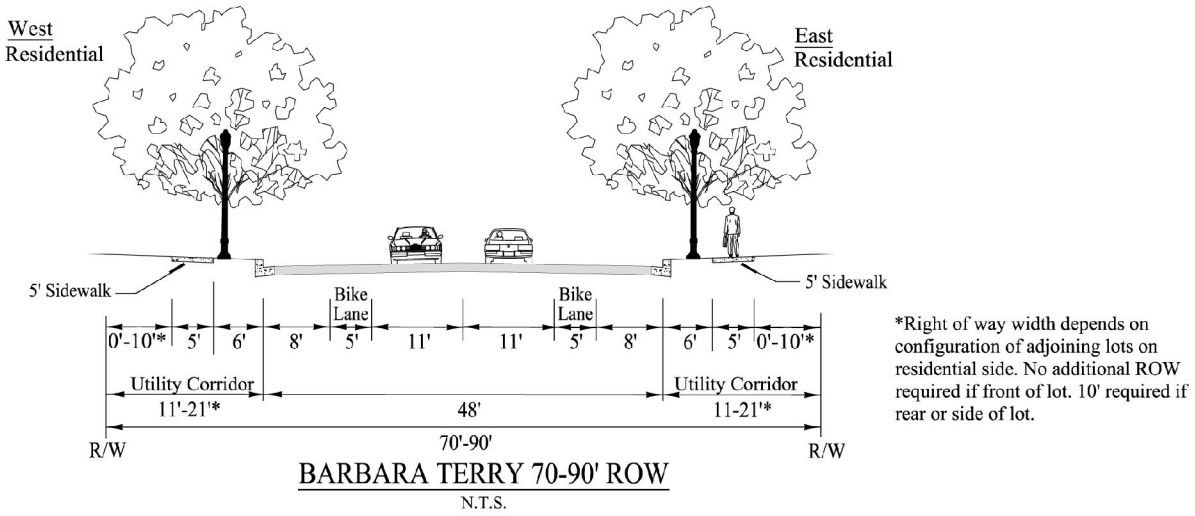
Barbara Terry Tree: Platanus acerfolia 'Yarwood', London Plane Tree

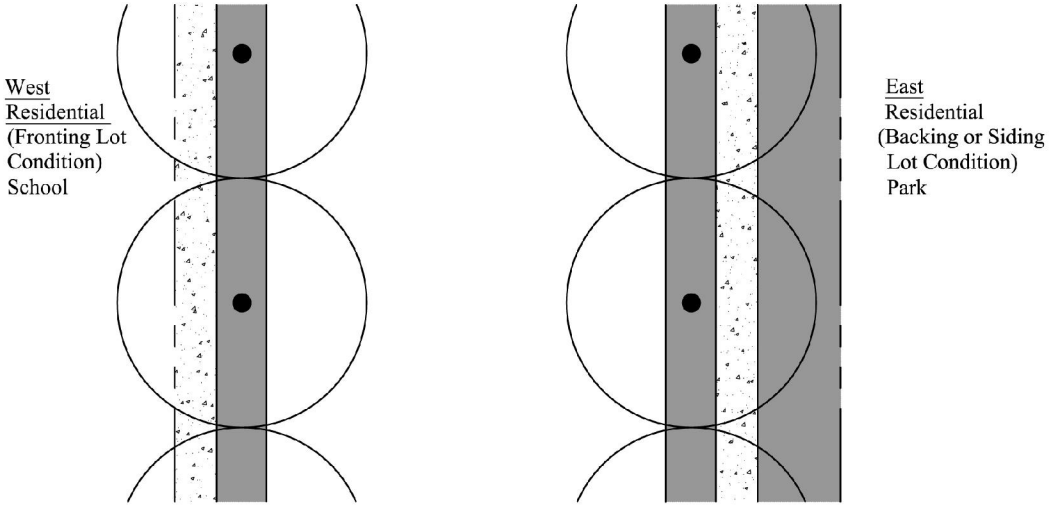
SPACING:

Tree: 30'- 40' on center

Street Name	ROW	Curb to Curb	No. Of Lanes	Parking	Median	Bike Lane	Walk/Trail	Greenway	Planting Behind Walk	Adjacent Open Space Corridor
Barbara Terry Blvd.	70-90'	48'	2	8'	N/A	5'	5'	6'	10' East	N/A

Figure 3-18: Barbara Terry Street





STREET AND PEDESTRIAN CORRIDOR TREES:

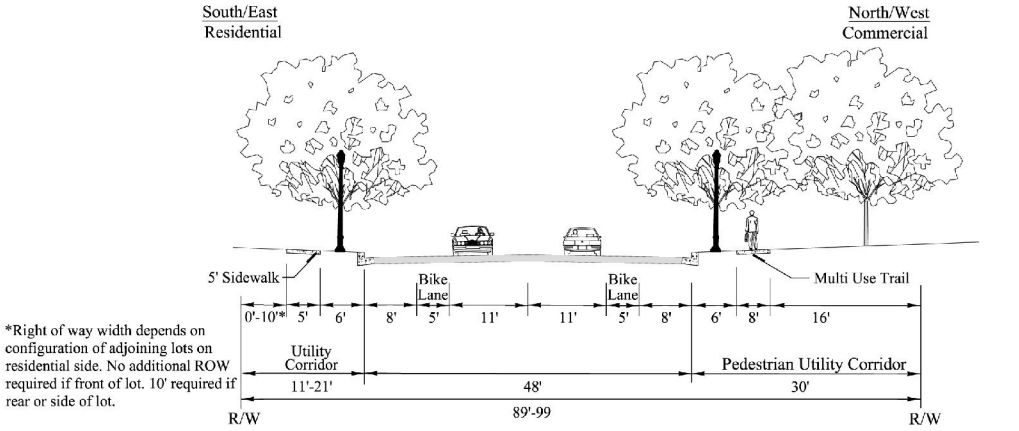
Grass Valley Tree: Quercus robur 'Skymaster', Skymaster Oak

SPACING:

Tree: Typically 25' on center

Street Name	ROW	Curb to Curb	No. Of Lanes	Parking	Median	Bike Lane	Walk/Trail	Greenway	Planting Behind Walk	Adjacent Open Space Corridor
Grass Valley Along Commercial Site on Pedestrian Corridor Side	89'-99'	48'	2	8'	N/A	5'	5'	6'	0'-10' North West Side / 14' North Side	N/A
Grass Valley Along Community Park	65'-75'	48'	2	8'	N/A	5'	8' SW Side / 5' SE Side	6'	0-10' South East Side	N/A
Grass Valley South of Community Park	70'-90'	48'	2	8'	N/A	5'	5'	6'	0-10' South East Side	N/A

Figure 3-19: Grass Valley Street Section



GRASS VALLEY ALONG COMMERCIAL SITE ON PEDESTRIAN CORRIDOR SIDE- 89'-99' ROW

N.T.S.

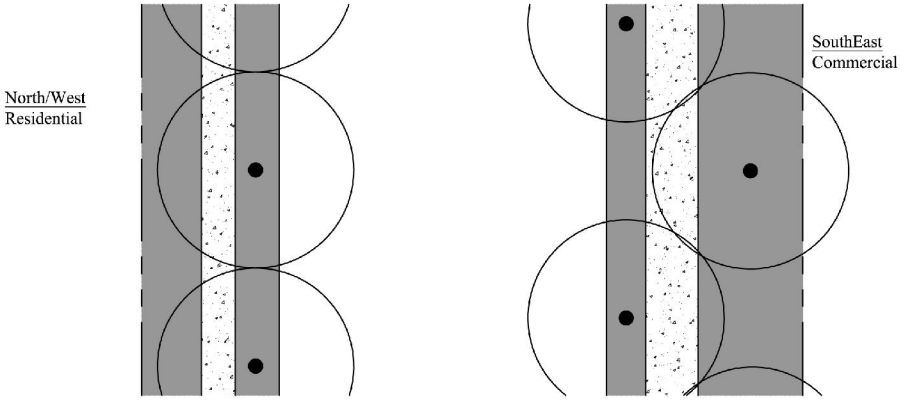


Figure 3-20: Grass Valley Street Section

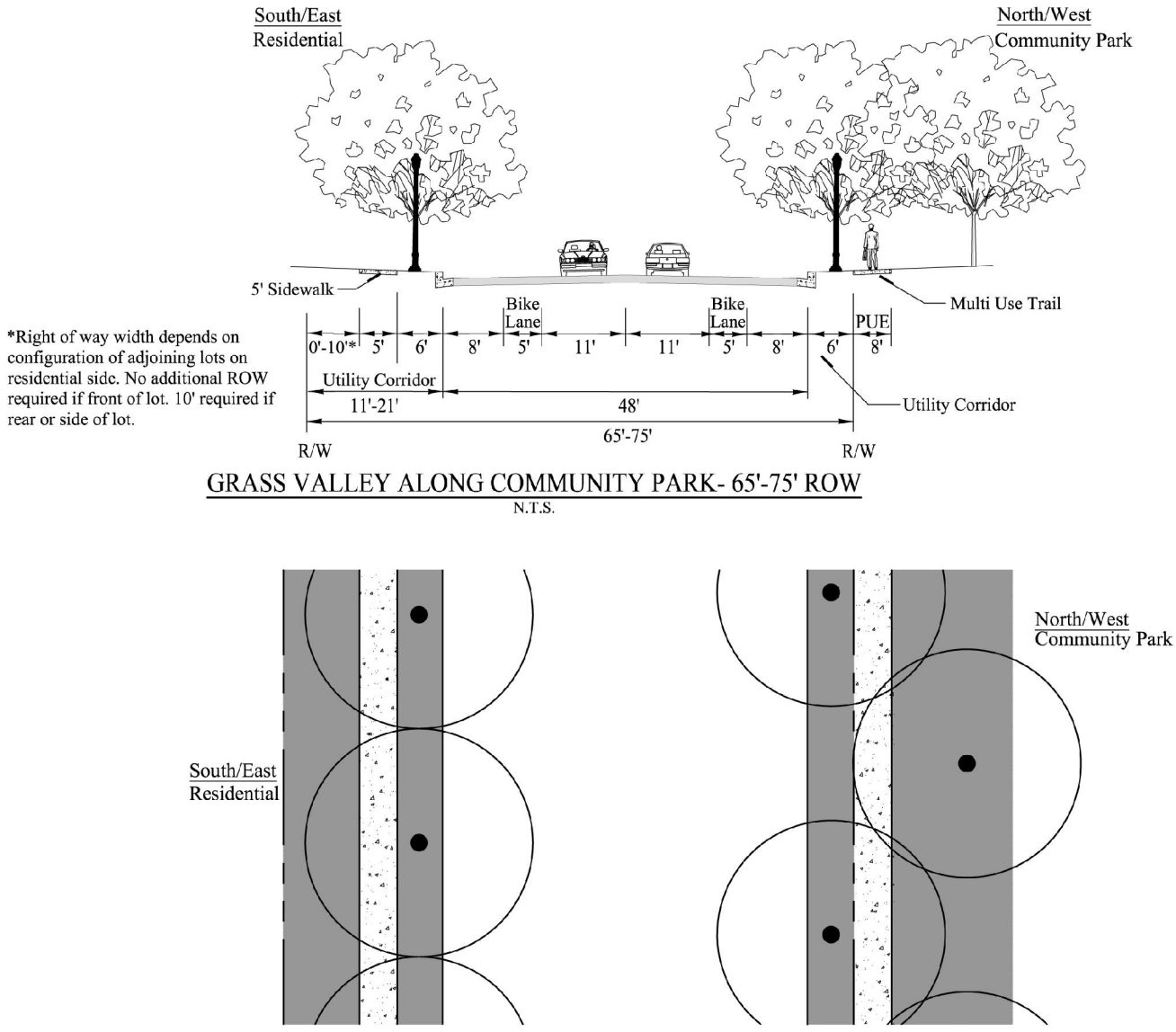
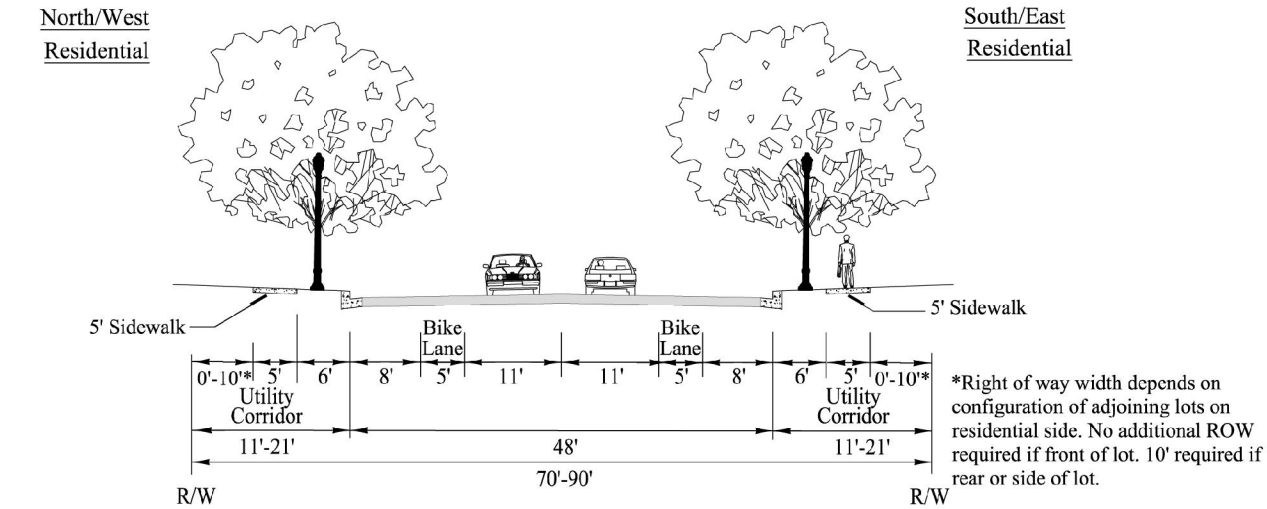
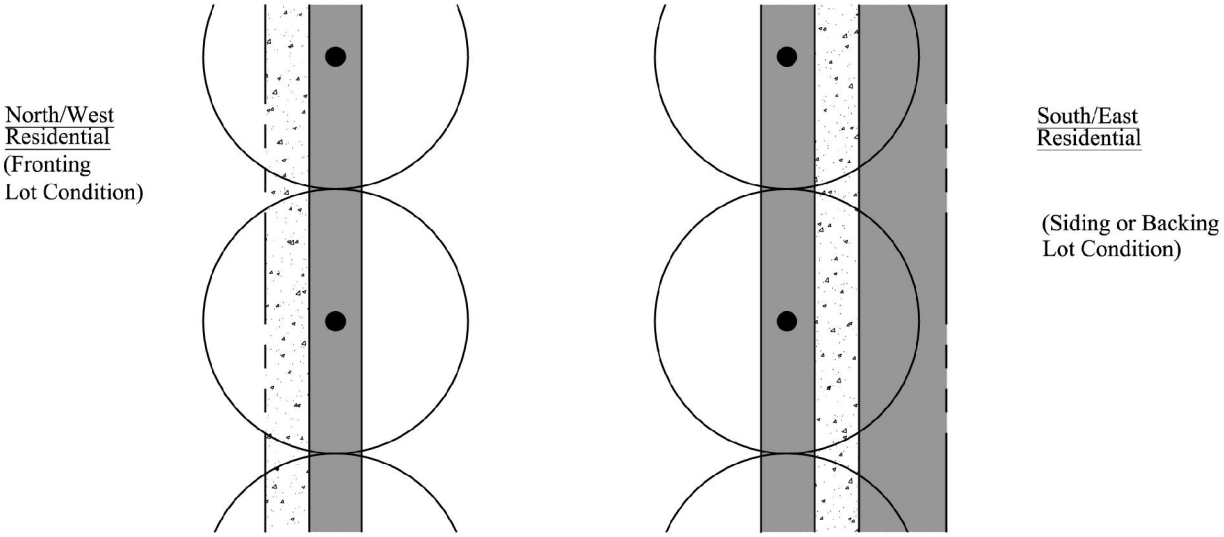


Figure 3-21: Grass Valley Street Section



GRASS VALLEY SOUTH OF COMMUNITY PARK -70'-90' ROW

N.T.S.

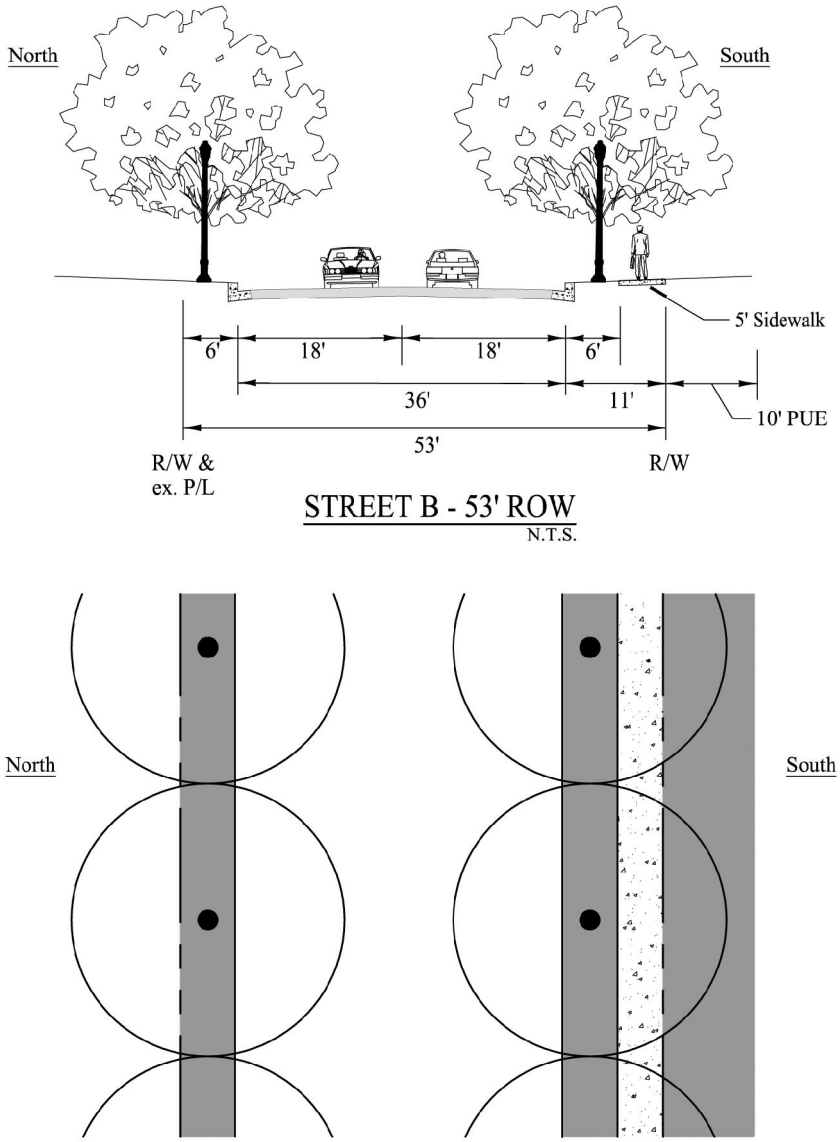


STREET AND MEDIAN TREES:
Street B Tree: Fraxinus Americana 'Rose Hill', Rose Hill Ash

SPACING:
Tree: 30'- 40' on center

Street Name	ROW	Curb to Curb	No. Of Lanes	Parking	Median	Bike Lane	Walk/Trail	Greenway	Planting Behind Walk	Adjacent Open Space Corridor
Street B	53'	36'	2	N/A	N/A		5' South Only	6'	N/A	N/A

Figure 3-22: Street B Street Section



3.2.5 MAIN STREET DISTRICT STREETS

Main Street District Streets are intended as mixed-use, pedestrian-oriented, traditional main streets for residents and visitors of Central Lathrop. These streets encourage slow vehicular speeds to enhance the pedestrian experience. Wide sidewalks will permit a variety of street trees, lighting, and other street furniture. Main Streets are located in Lathrop Center. The primary "Main Street" runs perpendicular between Dos Reis Road and Lathrop Road. Depending upon the final plan of Lathrop Center, a secondary "Main Street" may be located perpendicular to the primary "Main Street", between the residential/mixed use and public/semi-public uses, and the neighborhood commercial sites, and may run generally from the high school to Golden Valley Parkway.

The following shall be implemented to achieve this:

- Trees will be placed in tree wells with grates, cobbles with decomposed granite, or other acceptable walkable surface. Any selection must meet ADA requirements as needed.
- A secondary tree species may be integrated if an accent is desired at corners, pedestrian entries, or elsewhere. If a second species is used, that street tree species shall be reviewed and approved by the Central Lathrop Design Review Board.
- Tree wells shall provide a minimum of 24 square feet of pervious area to maintain an adequate root zone area for the tree.
- Tree spacing as regular as possible, taking into account utilities and cross streets.
- Extensive use of site furniture and other amenities will be integrated into the streetscape including benches, trash receptacles, street lights, bollards, raised planters that double as seating, signage, public art, and outdoor seating areas associated with food establishments.
- The use of enhanced paving is required to provide an attractive surface. Paving may be interlocking concrete pavers, asphaltic pavers, colored concrete, textured concrete and/or special finishes or saw cut score line patterns. Colored and/or stamped asphaltic concrete is prohibited.
- Street intersection corners along these streets shall be bumped out into the parking lane to increase the pedestrian realm and shorten street crossings. Mid-block crossings (pedestrian crosswalks between street crossings) are

encouraged. If provided, mid-block crossings shall also be bumped out into the main street parking lane. The paving of mid-block crossings shall be of an enhanced material to caution cars to slow down.

- Tree wells separating diagonal parking stalls along main streets are encouraged. Tree guards shall be provided for any tree planted within this parking zone.
- Diagonal parking stalls are required. Special paving is permitted within the parking area.
- Driveway cuts and other such elements that cross the sidewalk shall match the materials, design, and color of the adjoining sidewalk.

Trees: Street trees will be placed in a linear row and located within the walkway.

Shrubs and Ground covers: Shrub, vine, and groundcover plantings within tree wells or planting bays are permitted.

Walls and Fences: Prohibited except for the screening of loading, storage, and refuse areas.

STREET TREES:

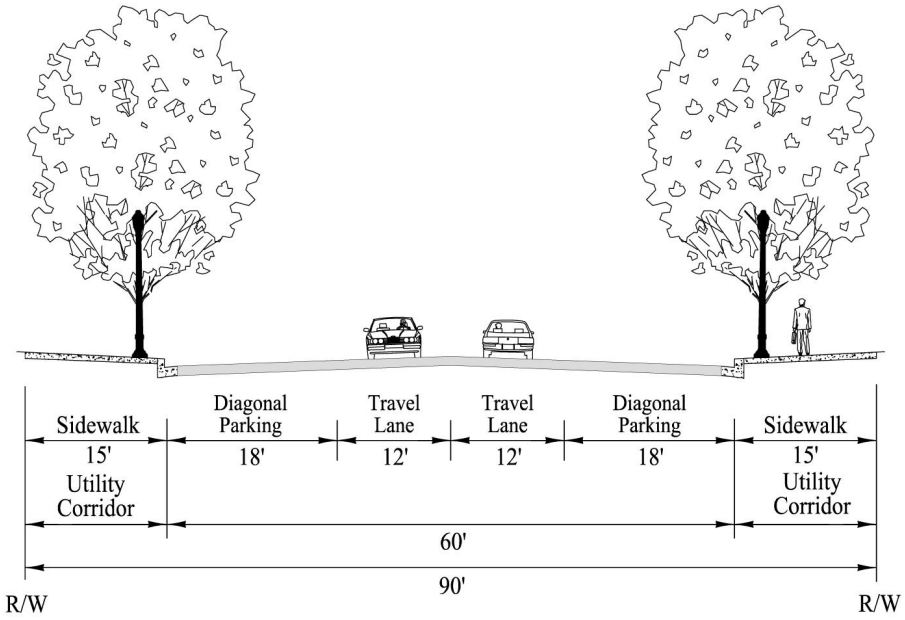
Tree: Zelkova serrata 'Musashino', Musashino Zelkova

SPACING:

Tree: 25' - 30' on center

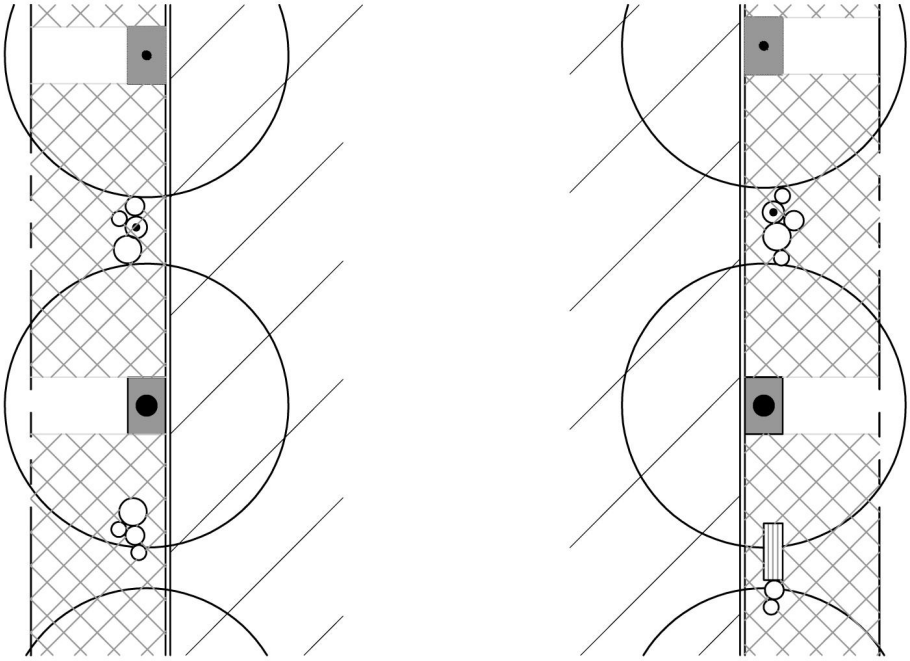
Street Name	ROW	Curb to Curb	No. Of Lanes	Parking	Median	Bike Lane	Walk/Trail	Greenway	Planting Behind Walk	Adjacent Open Space Corridor
Main Street District Streets	90'	60'	2	18' (Diagonal)	N/A	N/A	15'	0'	Min. 5' at parking lot	N/A

Figure 3-23: Main Street District Street Section



MAIN STREET DISTRICT STREETS - 90' ROW

N.T.S.



3.2.6 RESIDENTIAL STREETS

Residential streets are pedestrian oriented in scale and character. A different street tree species shall be planted in each neighborhood. There shall be only one species of street tree per neighborhood, with the exception being for streets that extend between two or more neighborhoods or at neighborhood entries. In the former exception, tree species should be used along the entire length of that street. This variation in tree species will provide diversity and interest throughout the community. Refer to the Plant Palette for approved tree species.

Large canopy street trees provide human scale, shade and define the pedestrian zone, while unifying the streetscape. The following will be implemented:

- Large to medium sized canopy street trees centered within the greenway.
- Tree spacing as regular as possible, taking into account utilities and cross streets.
- One variety of tree species will be used for subdivision or project, except where a residential street transects more than one subdivision. In this case, the street tree species of that street shall be consistent along its entire length.
- Walkways parallel the street.
- Berms are prohibited within the landscape and greenway areas.
- Greenways should be planted with grass.

Trees: Street trees will be placed in a linear row and located centrally in the greenway strip. There will be a minimum of one tree per interior lot, and a minimum of two trees per corner lot. Following is a list of acceptable tree species for use as neighborhood trees. Additional species may be utilized if they met the intent of the neighborhood vision and are approved by the Central Lathrop Design Review Board.

Street Tree Updated Refer to Errata Index

Botanical Name	Common Name	Typical Spacing
Aesculus 'Briotii'	Red Horsechestnut	30' - 40'
Carpinus betulus species	European Hornbeam	20' - 40'
Celtis australis	European Hackberry	30' - 40'
Chionanthus retusus	Chinese Fringe Tree	25' - 35'
Fraxinus 'Raywood'	Raywood Ash	30' - 40'
Fraxinus americana 'Rose Hill'	Rose Hill Ash	30' - 40'
Gingko biloba cultivars	Maidenhair Tree	25' - 30'
Gleditsia t. inermis cultivars	Honey Locust	30' - 40'
Koelreuteria bipinnata	Chinese Flame Tree	30' - 40'
Koelreuteria paniculata	Goldenrain Tree	30' - 40'
Magnolia g. 'Samuel Sommer'	Southern Magnolia	30' - 40'
Magnolia g. 'St. Marys'	Southern Magnolia	30' - 40'
Magnolia g. 'Little Gem'	Southern Magnolia	30' - 40'
Pistacia chinensis	Chinese Pistache	30' - 40'
Platanus acerifolia 'Bloodgood'	Plane Tree	30' - 40'
Platanus acerifolia 'Yarwood'	Plane Tree	30' - 40'
Quercus ilex	Holly Oak	30' - 40'
Quercus lobata	Valley Oak	30' - 40'
Quercus macrocarpa	Bur Oak	30' - 40'
Quercus suber	Cork Oak	30' - 40'
Quercus robur species	English Oak	25' - 40'
Quercus virginiana	Southern Live Oak	30' - 40'
Rhus lancea	African Sumac	25' - 35'
Tipuana tipu	Tipu tree	25' - 35'
Zelkova serrata cultivars	Sawleaf Zelkova	30' - 40'

Shrubs and Ground covers: The planting area between the sidewalk and the curb will be turf. Shrubs, ground covers, and vines will be planted adjacent to walls and fences to soften these elements, provide human-scale, and provide screening.

Walls and Fences: A privacy fence will extend the length of each residential street where residential lots side or back onto it. If a barrier is desired along a school, a 6' tall metal rail fence is encouraged to be provided. Chain link fencing is prohibited. Picket fences, 36" or lower, are permitted in front and side yard areas. Refer to the Fence and Wall section for further information.

STREET TREES:

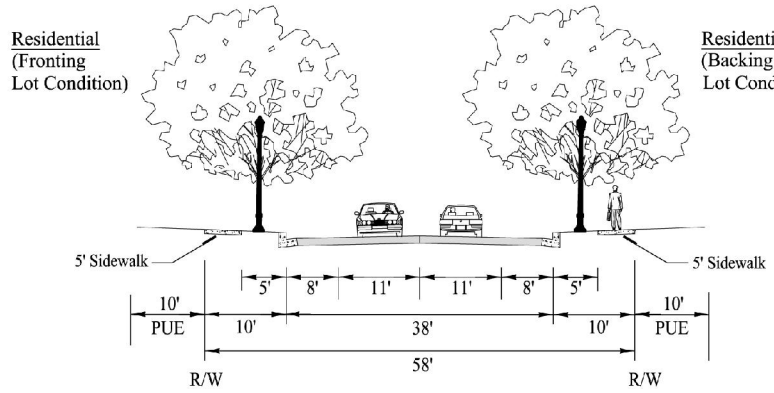
Tree: Refer to Plant Palette

SPACING:

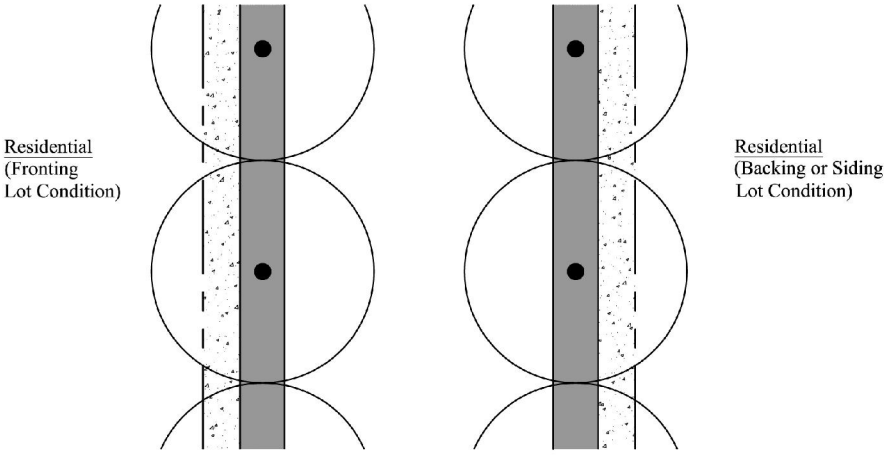
Tree: Refer to Plant Palette

Street Name	ROW	Curb to Curb	No. Of Lanes	Parking	Median	Bike Lane	Walk/Trail	Greenway	Planting Behind Walk	Adjacent Open Space Corridor
Residential Street	58' Row	38'	2	8'	N/A		5'	5'	N/A	N/A

Figure 3-24: Residential Street Section



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



3.2.7 LANES, ALLEY, AND DRIVES

Lanes, alleys, and drives are minor streets or access ways that primarily permit vehicular access to garages, but may also permit pedestrian access to unit entries or commercial service and loading areas. These elements may have frequent curb cuts and/or driveway aprons along their length. Turf block or low ground cover strips are encouraged at the edge or center of the vehicular pavement section to reduce the hardscape appearance of these elements; fire department approval is required.

Trees that are smaller and more columnar in form provide screening between yards and the alley, allow access for emergency and service vehicles, while adding definition and color in a primarily utilitarian area. The following shall be incorporated to achieve this:

- Tree spacing as regular as possible, taking into account utilities and cross streets.
- One variety of tree species will be used for the entire length of each street.

Trees: Trees, if provided, will be placed in a linear row and located centrally in the planting strip. There will be a minimum of one tree per lot or approximately every 50' of building if attached units, and a minimum of two trees per corner lot. Below is a list of acceptable tree species for use along alleys, lanes, and drives. Additional species may be utilized if they met the intent of the neighborhood vision and are approved by the Central Lathrop Design Review Board.

Botanical Name	Common Name	Typical Spacing	Notes
Arbutus 'Marina'	Pink Strawberry Tree	20' - 30'	
Carpinus betulus species	European Hornbeam	20' - 40'	Columnar forms
Cercis canadensis 'Oklahoma'	Eastern Redbud	25' - 30'	
Crategus phaenopyrum	Washington Hawthorn	20' - 30'	
Crategus laevigata	English Hawthorn	20' - 30'	
Crategus species	Hawthorne Tree	20' - 30'	
Laurus nobilis 'Saratoga'	Sweet Bay	25' - 35'	
Malus species	Flowering Crabapple	20' - 30'	
Prunus species	Flowering Plum	20' - 25'	

Shrubs and Ground covers: Where planting areas occur along these elements in residential conditions, they are typically limited to small sites between units and garages. Shrubs, ground covers, and vines should be included in the planting areas. Trellises for vines are encouraged to be provided adjacent to a garage, on fencing, and over the garage door to provide additional detail and landscape.

Walls and Fences: Where buildings or structures are not present in a side on or back on condition, privacy fence or picket fence will extend the length of each residential alley, drive or lane.

\

STREET TREES:

Tree: Refer to Plant Palette. Shorter and/or narrower varieties preferred

SPACING:

Tree: Refer to Plant Palette

Street Name	ROW	Curb to Curb	No. Of Lanes	Parking	Median	Bike Lane	Walk/Trail	Greenway	Planting Behind Walk	Adjacent Open Space Corridor
Public Lane or Alley	20' - 21'	20'	2	N/A	N/A		N/A	0'	N/A	N/A

3.2.8 ROUNDABOUTS

Roundabouts provide efficient vehicular circulation, traffic calming, points of interest, and open space features at important crossroads. These features occur at the intersections of Lathrop Road/Grass Valley and Street A, Barbara Terry and Street A, Dos Reis Road and "Main" Street, Street A and De Lima Road, and De Lima Road and an interior residential street/neighborhood entry.

The following general design considerations shall include:

- Roundabouts and associated road dividers will be predominantly landscaped. Street utilities shall "skirt" the roundabout so that there is adequate room for tree placement.
- May include focal elements such as a monument, fountain, or low walls.
- A curb should define roundabouts and associated road dividers.
- Accent plantings of shrubs, ground covers, and flowers less than 30" will be incorporated to maintain sight views for safety.
- No parking is permitted within these roundabouts.
- The paved roadway width between the roundabout and the outer drive lanes shall be kept to a minimum.
- Appropriate signage for vehicular and pedestrian circulation will be included.
- Lighting is permitted within the roundabout, however the light source shall be hidden from view.
- Enhanced paving is encouraged within pedestrian crosswalks.

3.2.9 PLANT PALETTE

Central Lathrop's landscape theme relies upon and expands the character of memorable and eclectic local and regional traditional neighborhoods. These places feature memorable streets, broad shade trees arching over streets and separated sidewalks that define the public realm and provide an enjoyable pedestrian experience, in addition to cooling parks and greenways with expanses of turf and broad trees.

Plant materials should unify the project and provide a recognizable character and identity, while reinforcing the styles, materials, and scale of the community vision. Evergreen trees are to be planted selectively within developed and open space areas to reflect the native plant context of deciduous trees.

To emphasize the numerous parks, trails, and open spaces intertwining through the community, lush and identifiable landscape plantings are encouraged in these features. For open spaces and parks paralleling the San Joaquin River, a more riparian theme should be integrated into the plant palette.

The following plant palette for Central Lathrop has been selected for the plant's appropriateness to the community theme, climatic conditions, ability to tolerate recycled water, and low maintenance qualities. Due to the various constraints present within the Plan area, including the use of recycled water and climate conditions, other plant species may be proposed and must be approved by the Central Lathrop Design Review Board.

Once the recycled water plant is constructed and functioning, the recycled water shall be analyzed to determine its chemical composition. Prior to selecting and planting landscape materials, a horticulturist, arborist, or other plant specialist shall review all proposed plant materials for tolerance of the specific chemical composition of this recycled water.

Planting, staking, and the installation of root barriers should be performed in accordance with City standards.

Tree Palette Updated Refer to Errata Index

Trees

Botanical Name	Common Name	Typical Spacing	Notes
Aesculus 'Briotti'	Red Horsechestnut	30' - 40'	
Alnus rhombifolia	White Alder	25' - 35'	
Alnus cordata	Italian Alder	25' - 35'	
Arbutus 'Marina'	Pink Strawberry Tree	20' - 30'	
Carpinus betulus 'Fastigiata'	Fastigiate European Hornbeam	20' - 40'	
Cedrus deodara	Deodar Cedar	30' - 40'	Not for street tree
Celtis australis	European Hackberry	30' - 40'	
Cercis canadensis 'Oklahoma'	Eastern Redbud	25' - 30'	
Chionanthus retusus	Chinese Fringe Tree	25' - 35'	
Crategus phaenopyrum	Washington Hawthorn	20' - 30'	
Crategus laevigata	English Hawthorn	20' - 30'	
Fraxinus 'Raywood'	Raywood Ash	30' - 40'	
Fraxinus Americana 'Rose Hill'	Rose Hill Ash	30' - 40'	
Gingko biloba cultivars	Maidenhair Tree	25' - 30'	
Gleditsia t. inermis cultivars	Honey Locust	30' - 40'	
Koelreuteria bipinnata	Chinese Flame Tree	30' - 40'	
Koelreuteria paniculata	Goldenrain Tree	30' - 40'	
Laurus nobilis 'Saratoga'	Sweet Bay	25' - 35'	
Magnolia g. 'Samuel Sommer'	Southern Magnolia	30' - 40'	
Magnolia g. 'St. Marys'	Southern Magnolia	30' - 40'	
Magnolia g. 'Little Gem'	Southern Magnolia	30' - 40'	
Malus species	Flowering Crabapple	20' - 30'	
Pistacia chinensis	Chinese Pistache	30' - 40'	
Platanus x acerifolia 'Bloodgood'	Plane Tree	30' - 40'	
Platanus x acerifolia 'Yarwood'	Plane Tree	30' - 40'	
Prunus species	Flowering Plum	20' - 25'	
Populus fremontii	Western Poplar	30' - 40'	Male trees only, Not for street tree
Populus alba 'Bolleana'	Poplar	10' - 25'	Not for street tree
Quercus ilex	Holly Oak	30' - 40'	
Quercus lobata	Valley Oak	30' - 40'	
Quercus macrocarpa	Bur Oak	30' - 40'	
Quercus suber	Cork Oak	30' - 40'	
Quercus robur species	English Oak	25' - 40'	
Quercus virginiana	Southern Live Oak	30' - 40'	
Rhus lancea	African Sumac	25' - 35'	
Tipuana tipu	Tipu tree	25' - 35'	
Zelkova serrata cultivars	Sawleaf Zelkova	30' - 40'	

Tall Shrubs

Botanical Name	Common Name
Arbutus unedo	Strawberry Tree
Cercis occidentalis	Western Redbud
Cotoneaster species	Cotoneaster
Dodonaea viscosa 'Atropurpurea	Purple Hopseed Bush
Eleagnus pungens 'Malculata"	Siverberry
Feijoa sellowiana	Pineapple Guava
Hetermeles arbutifolia	Toyon
Juniperus species	Juniper
Ligustrum j. 'Texanum'	Texas Waxleaf Privet
Leucophyllum texanum	Texas Ranger
Osmanthus fragans	Sweet Olive
Phormium tenax species	New Zealand Flax
Prunus species	Evergreen Laurel
Rhamnus californica 'Eve Case'	Coffeeberry
Viburnum species	Viburnum

Medium Shrubs

Botanical Name	Common Name
Berberis species	Evergreen Barberry
Buxus microphylla japonica	Japanese Boxwood
Callistemon 'Captain Cook'	Dwarf Bottlebrush
Euonymous japonicus	Japanese Euonymous
Grewia ossicentalis	Lavender Starflower
Ilex vomitoria	Yaupon
Juniperus species	Juniper species
Lantana species	Lantana
Lavandula species	Lavander
Myrtus communis compacta	Compact Myrtle
Myrsine africana	African Box
Phormium tenax species- Dwarfs	Dwarf New Zealand Flax
Viburnum tinus 'Spring Bouquet'	Compact Laurestinus

Goundcovers

Botanical Name	Common Name
Aptenia 'Red Apple'	No common name (use in limited applications)
Baccharis p. 'Pigeon Point'	Coyote Brush
Berberis species	Evergreen Barberry
Carex species	Sedge
Carpobrotusn edulis	Hottentot Fig (use in limited applications)
Chondropetalum tectorum	Cape Rush
Coprosma kirkii	Creeping Mirrorplant
Cotoneaster species	Cotoneaster
Delosperma species	Trailing Iceplant (use in limited applications)
Eriogonum fassiculatum	California Buckwheat
Euryops pectinatus 'Viridis'	Greenleaved Euryops
Festuca species	Fescue/Turf
Gazania species	Trailing Gazania (avoid clumpers)
Hemerocallis species	Daylily
Hypericum calycinum	Aaron's Beard
Iberis sempervirens 'Snowflake'	Candytuft
Kniphofia uvaria	Red Hot Poker
Lampranthus spectabilis	Trailing Iceplant (use in limited applications)
Lavendar	Lavandula species
Leymus species	Wild Rye
Lonicera japonica	Honeysuckle
Muehlenbergia rigens	Deer Grass
Native grasses	Varies
Ornamental grasses	Varies
Osteospermum fruticosum	Trailing African Daisy
Pennisetum sataceum 'Rubrum'	Purple Fountain Grass
Potentilla fruiticosa	Cinquefoil
Ribes viburnifolium	Evergreen Current
Rosa species	Carpet Rose
Rosmarinus species	Rosemary
Scaevola species	Purple Fan Flower
Thymus species	Creeping and Wooly Thyme
Trifolium species	Scarlet Clover
Verbena peruviana	Verbena
Wildflower hydroseed mix	Wildflower

Vines

Botanical Name	Common Name
Clystotomia callistegioides	Purple Trumpet Vine
Ficus pumila	Creeping Fig
Macfadyena unguis-cati	Cat's Claw
Parthenocissus quinquefolia	Virginia Creeper
Parthenocissus tricuspidata	Boston Ivy
Vitis species	Wild Grape
Wisteria sinensis	Chinese Wisteria

3.2.10 MECHANICAL EQUIPMENT AND UTILITY PLACEMENT

To create pleasant and uncluttered streetscapes, mechanical equipment and utilities will be placed underground as specified by the City's Subdivision Regulations, Section 16.28.080. Utilities constructed in rights-of-way or public utility easement shall place all facilities underground and terminate in flush to grade enclosures except where utility demonstrates to the Public Works Director's satisfaction that the design and functional requirements cannot meet this standard. All other utilities are encouraged to be placed underground. Above ground utilities and utility structures shall be screened by landscape, walls and/or fencing, and are subject to Central Lathrop Design Review Board review and approval regarding their placement and design.

A. Utility Equipment Placement

- Where practical, traffic signal light bases, light controller boxes, back flow preventers, and other above ground utilities will be located at the periphery of gateways, entries, and other corner conditions, and major streets.
- Utilities shall be consolidated as feasible at sites that are generally inconspicuous to pedestrian views and access.
- Landscape plantings or low walls should be utilized to screen these utilities from public view.
- These utilities shall be coordinated with the street tree and streetlight plans along public streets. Tree and lighting plans should be completed in conjunction with joint trench and utility placement plans to ensure the best spacing and location for street trees and lights.

3.3 GATEWAYS AND ENTRIES

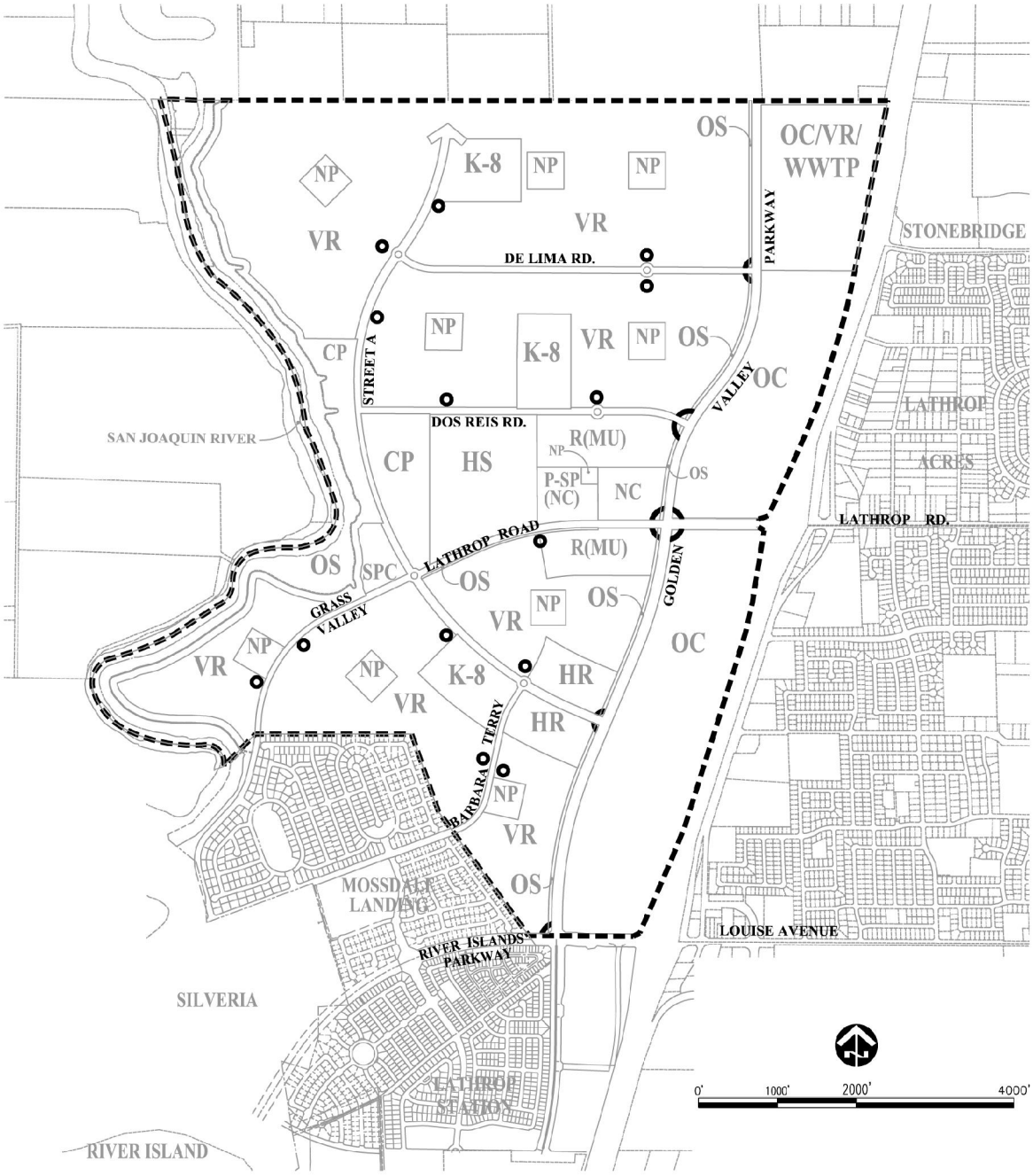
Community gateways and neighborhood entries will be located at important points within Central Lathrop as designated on the Gateway and Entry Plan exhibit. These elements are designed to establish a sense of arrival to the community and its neighborhoods, provide places of identity through one's passage in the community, and reinforce its distinct character. A hierarchy of scale should be established, appropriate with the importance of each element and its location. Consistent design, materials, and colors should be incorporated throughout. The design theme is based strongly upon that of the traditional local historic communities and the surrounding agrarian uses. Trees and other vegetation are required to be upsized at gateways and entries to create an initial physical emphasis at these locations. Trees shall be a minimum of 24" boxes. Areas within community gateways and neighborhood entries shall be part of the right of way of public streets.

The exact arrangement, layout, and size of community gateways may vary from the images provided here due to future final precise alignment plans required for the streets. This includes the possible inclusion of right turn lanes and additional left turn lanes. The CLDRB, Community Development Director, and City Public Works Department shall review and approve any changes to community gateway design.

3.3.1 COMMUNITY GATEWAYS

These gateways establish and identify significant points of entry into the community and reinforce the character of Central Lathrop. As such, the design and scale of these gateways reflect the importance of their location.

Figure 3-25: Community Gateway and Neighborhood Entry Plan



LEGEND

- Community Gateway
- Neighborhood Entry (may shift once final lotting of neighborhoods take place)
- Boundary

A. Primary Community Gateway

The primary community gateway is located at the intersection of Lathrop Road and Golden Valley Parkway. This gateway is designed to emphasize the importance of this crossroads to Central Lathrop and identify this as the major point of entrance into the community.

Background columnar trees frame a grove of accent trees at each corner. Depending upon the function of the adjacent uses, the ground plane materials may change, as long as the same forms and materials are used throughout. Thus, the more active pedestrian western corners utilize greater areas of accent paving, while the less active corners to the east are carpeted in a large plane of turf, ground covers, and/or low shrubs. To emphasize the importance of this gateway, trees within the greenway are to be eliminated along the length of the community gateway area. A low wall shall provide enclosure around each gateway, and be extended out to the curb, with paired entry columns sited to provide identity and act as an entry portal.

Sign Text Updated Refer to Errata Index

For all gateways, the following shall apply:

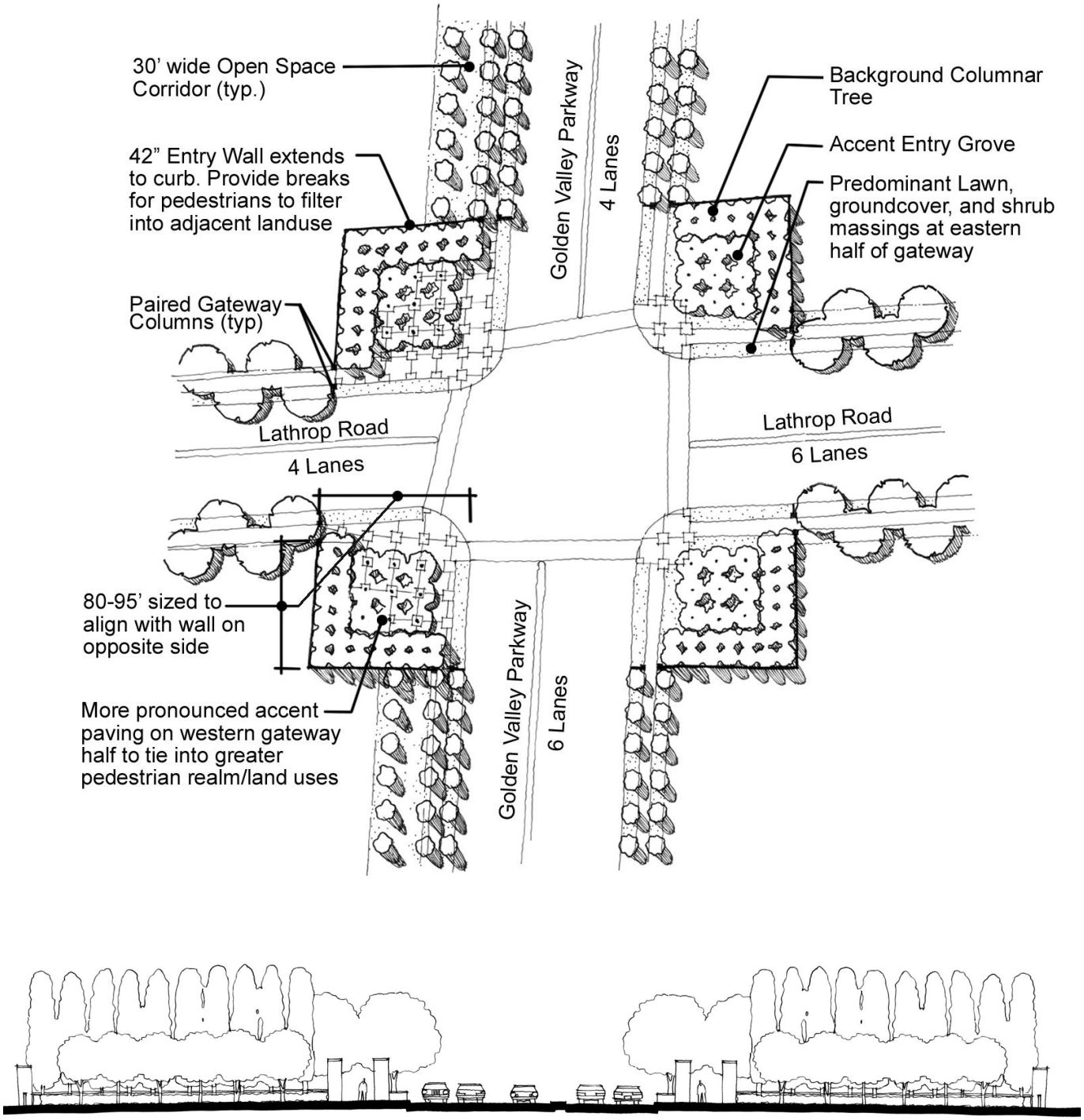
- The entry columns will be 42 inches square and 12 feet tall. Materials and colors should be similar to and relate to those used in the community wall but may also incorporate smooth plaster finish or precast concrete. Signage shall consist of a precast concrete or metal sign no larger than 12 square feet within the column to announce the community's name. Signage should be simple and in scale with the column.

- Enhanced pavement shall be used within the gateway areas. This may include stone, concrete pavers, special finishes or coloring admixtures, decomposed gravel and other similar materials. Special paving within the intersection and crosswalks are encouraged. Paving may be concrete or asphaltic pavers, or colored and/or stamped concrete. Stamped and/or colored asphalt is prohibited.

- Low walls with entry columns placed on either side of the trailway shall be incorporated to provide human scale, define the gateway area, and provide a sense of passage for both pedestrians and automobile drivers. Walls shall be set back 12" from the back of curb.

- Entry trees should be matched in size and form. All trees, and hardscape materials and colors are to be consistent between the different gateways.

Figure 3-26: Primary Community Gateway Plan and Elevation



B. Secondary Community Gateway

Secondary community gateways are located at the northwest corner of the River Islands Parkway and Golden Valley Parkway intersection, the two western corners of the Street A and Golden Valley Parkway intersection, and the two western corners of the De Lima Road and Golden Valley Parkway intersection and Dos Reis Road and Golden Valley Parkway intersection. These gateways will have greater landscape areas than hardscape. Again, the gateway design should be formal, with tree groves or rows interspersed with hardscape, turf and low ground covers.

Sign Text Updated Refer to Errata Index

- The entry columns will be 42 inches square and 12 feet tall. Materials and colors should be similar to and relate to those used in the community wall, but may also incorporate smooth plaster finish or precast concrete. Signage shall consist of a precast concrete or metal sign no larger than 12 square feet within the column to announce the community's name. Signage should be simple and in scale with the column.

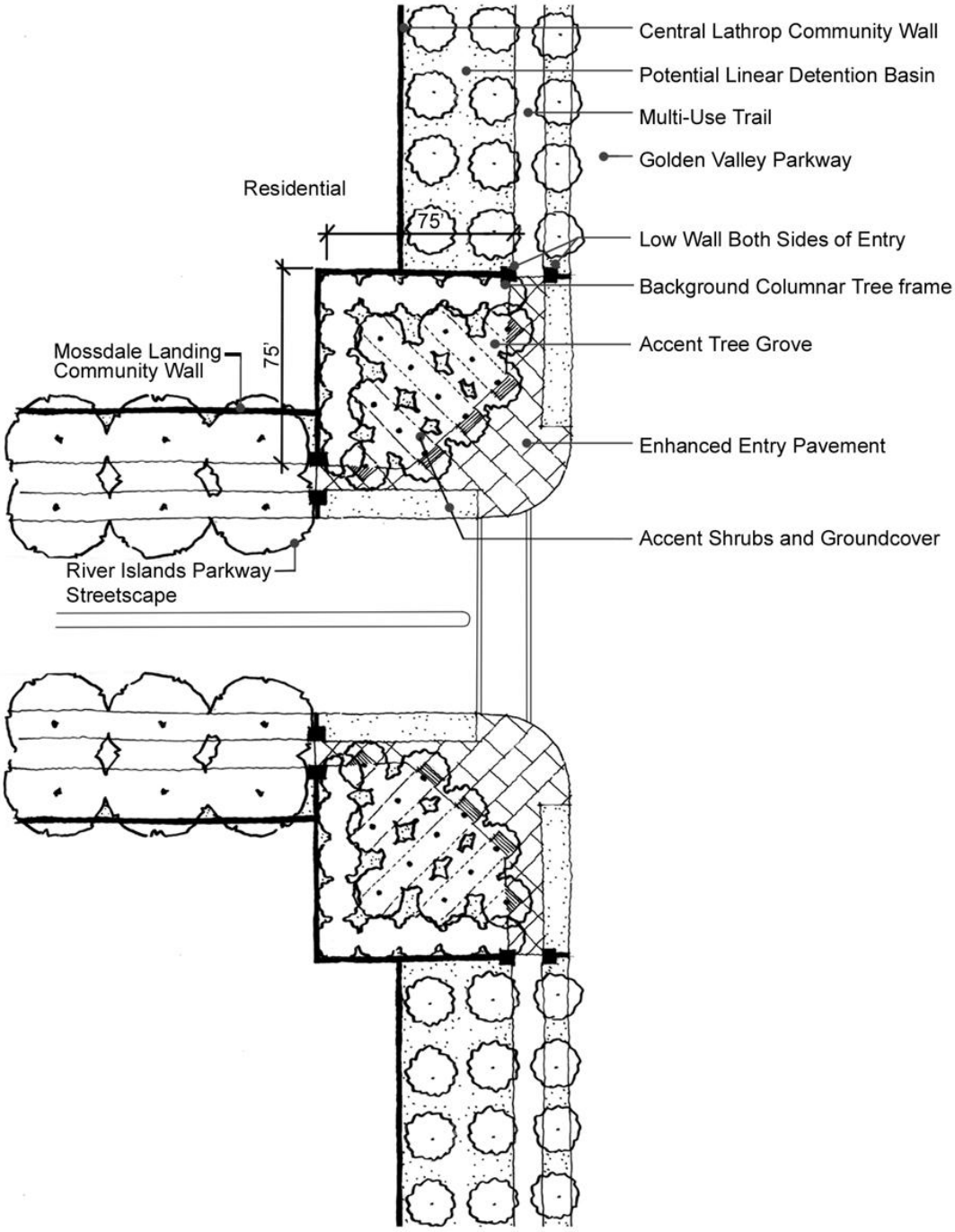
- Enhanced pavement shall be used within the gateway areas. This may include stone, concrete pavers, special finishes or coloring admixtures, decomposed gravel and other similar materials. Special paving within the intersection and crosswalks are encouraged. Paving may be concrete or asphaltic pavers, or colored and/or stamped concrete. Stamped and/or colored asphalt is prohibited.

- Low walls with entry columns placed on either side of the trailway shall be incorporated to provide human scale, define the gateway area, and provide a sense of passage for both pedestrians and automobile drivers. Walls shall be set back 12" from the back of curb.

- Entry trees should be matched in size and form. All trees, and hardscape materials and colors are to be consistent between the different gateways.

- Landscape, and gateway and neighborhood entry signage lighting shall be well concealed and subtle.

Figure 3-27: Secondary Community Gateway Plan



3.3.2 NEIGHBORHOOD ENTRIES

Neighborhood entries should reflect the community character and be human-scaled. These entries mark primary points of neighborhood access and establish the identity of that neighborhood.

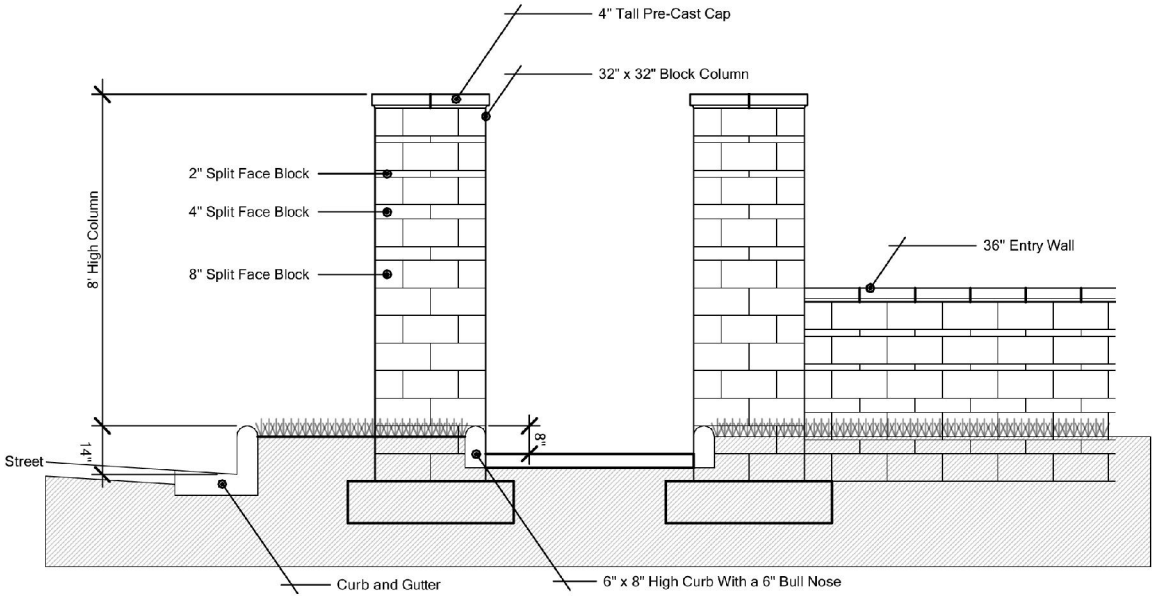
Two design conditions are possible. The first situation is where residential lots either front onto or side onto the neighborhood entry road. This condition requires that one column be placed within the greenway, adjacent to the sidewalk, and outside the vehicular safety view cone. The second condition is where lots back onto the neighborhood entry street. In this instance, a pair of entry columns is required. Columns are to be placed on either side of the sidewalk, adjacent to the walk, and outside the vehicular safety view cone.

Entry columns and planting areas shall be enclosed with a raised curb. The entry shall be framed with a 36" tall wall with foreground accent planting set behind the walk.

While the entry tree species should be that of the adjacent street tree species, a special accent tree may be placed at the neighborhood entry. Refer to the plant palette or specific street design section for permitted species. Trees should be matched in size and form. Turf, ground covers, and/or low shrubs are permitted within the raised curb areas, but should be consistent at each specific neighborhood entry. Hedges and vines are encouraged adjacent to the 6' tall walls and fences in the back on condition.

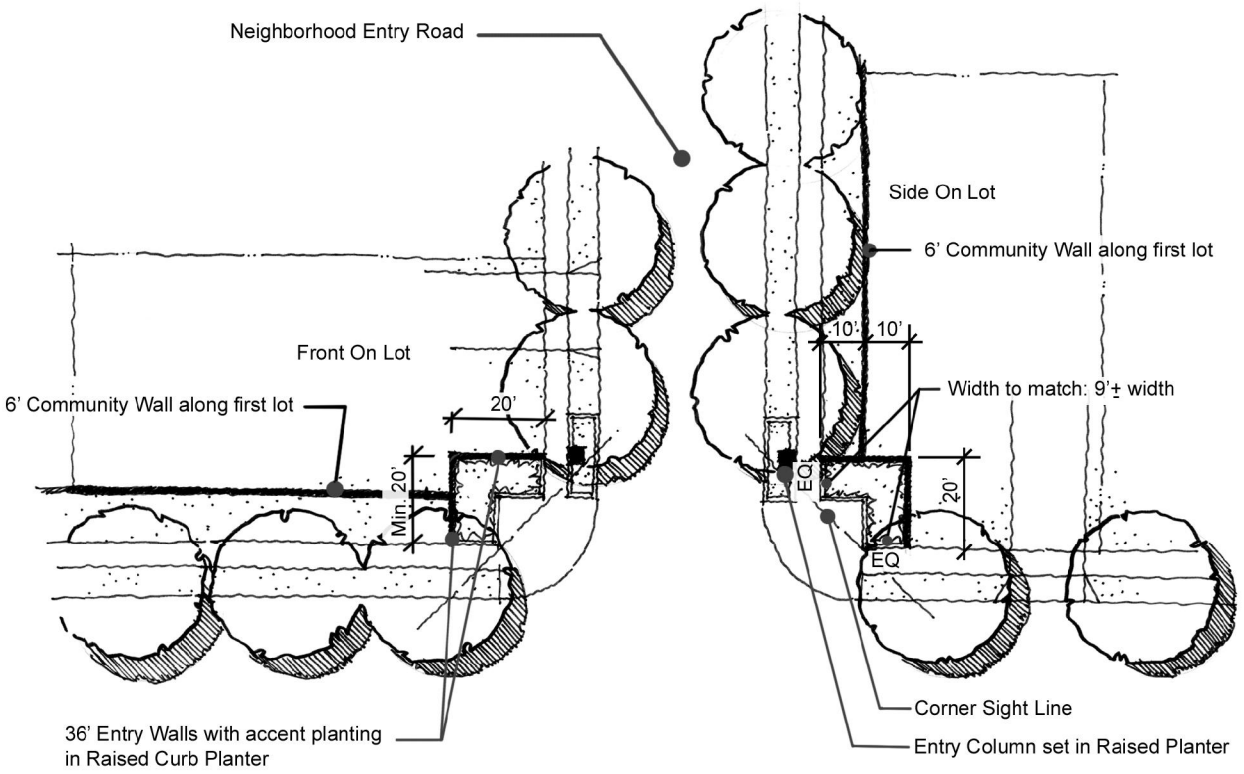
Neighborhood entry columns will be 3 feet square and 8 feet tall. Materials and colors incorporated in the columns and entry wall should be similar to and relate to those employed at the community gateways.

Figure 3-28: Neighborhood Entry Detail



Raised curbing at entry

Figure 3-29: Neighborhood Entry for Front-on and Side-on Lots- Plan and Elevation



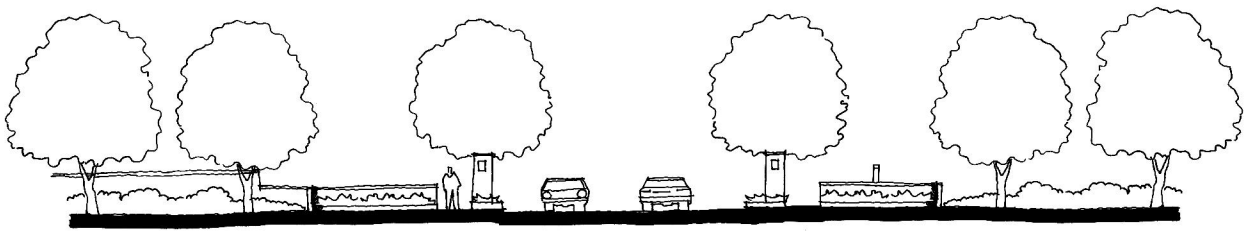
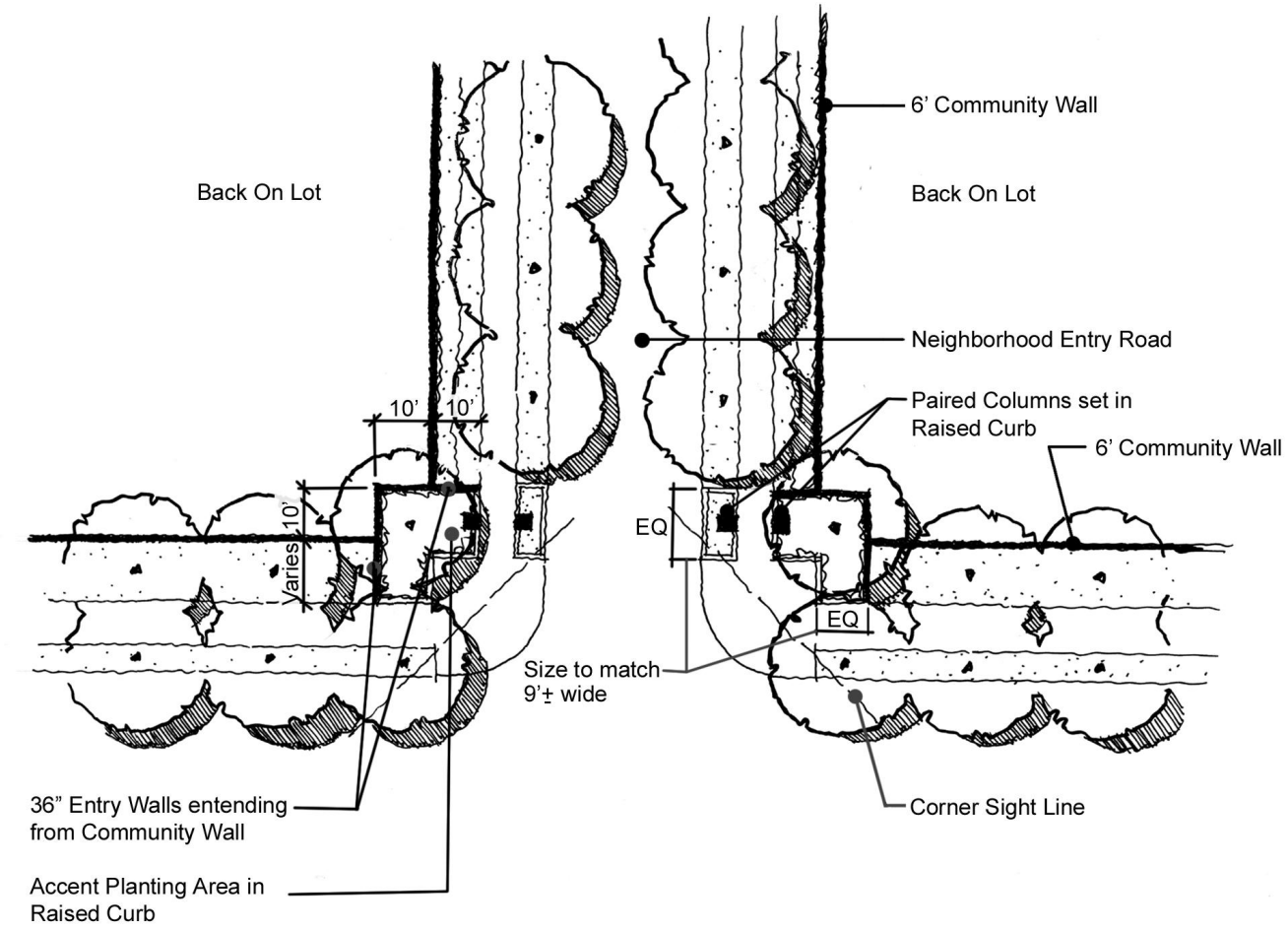
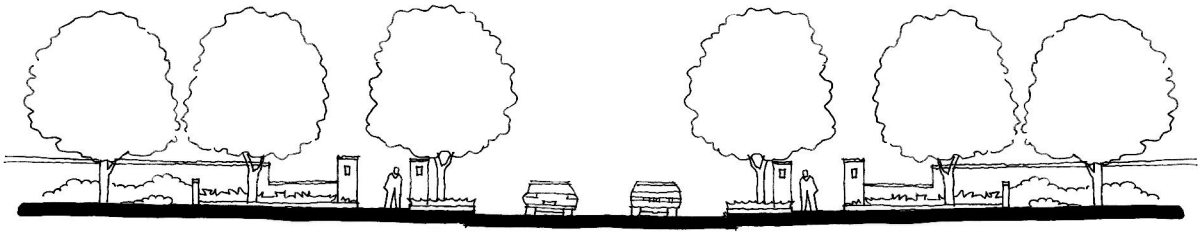


Figure 3-30: Neighborhood Entry for Back-on Lots- Plan and Elevation





Enhanced pavement may be located at these entries within the corner/sidewalk area and within the crosswalks to emphasize the entry procession and reduce traffic speeds. The materials, colors, and finish should be compatible with the neighborhood entry and neighborhood architecture.

Signage at these locations is discouraged, however a precast concrete or metal sign no larger than 4 square feet is permitted within the column to announce the neighborhood or project's name. Signage should be simple and in scale with the column.

3.4 STREET FURNISHINGS AND LIGHTING

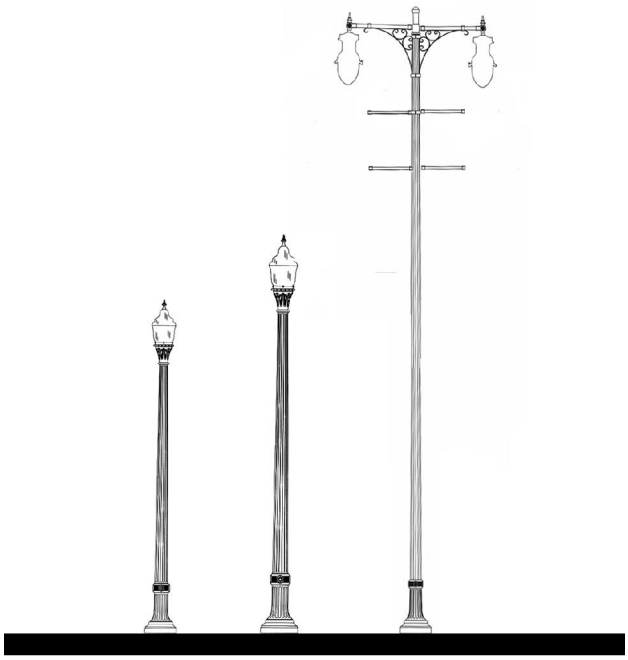
Due to the high visibility and prevalent nature along streets and the public realm, the design and placement of site furnishings are important in establishing and supporting the character of Central Lathrop. Site furnishings should be human-scaled, vandal resistant, low maintenance, and attractive.

3.4.1 STREET LIGHTING

Because street lighting is an integral part of the streetscape, its design, placement, and height should reinforce the community character and its desired function. Central Lathrop's lighting design concept is to minimize the ambient light levels while maintaining safety standards to be consistent with the City's goals, emphasize significant locations and intersections, minimize glare and light trespass into adjacent areas, and be durable and energy efficient.

Street, parking, school, and park fixtures shall integrate a shielding device to prevent light from intruding into adjacent residential units.

Metal halide, high-pressure sodium, and incandescent light types are preferred. Low-pressure sodium light sources are prohibited. Mercury vapor and fluorescent light types are strongly discouraged and only may be utilized if located in the Office Commercial corridor and approved by the Central Lathrop Design Review Board.



The Mossdale Landing street light poles, bases, and fixtures will be continued into Central Lathrop to provide design consistency within the area of the City between Interstate 5 and the San Joaquin River.

All public street poles and bases will be steel, with light fixtures to be high-pressure sodium. All street light bases, poles, fixtures, and other accessories shall be the color black green, (RAL 6012).

Figure 3-31: Street Lights

Location	Pole Type	Pole Height	Placement	Spacing	Lamp Type
Arterial Streets	Double armed pendant: Visco VI-A9-S2-F/30'- 4' twin arms (22SL-22D), 11 GA, 9" base diameter, fluted tapered pole (0.14"/ft taper)	30'	Centered in median	200' Typical	Lumec 250 HPS-RN20-THB3-PC-QT/240-SMA-PHB/240
Collector Streets	Acorn: Visco VI-A7-F/20'-3" tenon, 11 GA, 7" base diameter, fluted tapered pole (0.14"/ft taper)	21'-9"	Alternating either side of street, in greenway	180' Typical	Lumec 150 HPS-L57-3AC-QT/240-SFO-HS-PH7/240-FN2
Neighborhood Streets	Acorn: Visco VI-A7-F/20'-3" tenon, 11 GA, 7" base diameter, fluted tapered pole (0.14"/ft taper)	20'	Alternating either side of street, in greenway	180' Typical	Lumec 150 HPS-L57-3AC-QT/240-SFO-HS-PH7/240-FN2
Gateway Entries	Double armed pendant and Acorn: Visco VI-A9-S2-F/30'- 4' twin arms (22SL-22D), 11 GA, 9" base diameter, fluted tapered pole (0.14"/ft taper)	30'	Paired on either side of street, in greenway, and centered in median	Typical 200' and 180', depending upon light fixture type	Lumec 250 HPS-RN20-THB3-PC-QT/240-SMA-PHB/240
Neighborhood Entries	Acorn: Visco VI-A7-F/20'-3" tenon, 11 GA, 7" base diameter, fluted tapered pole (0.14"/ft taper)	20'	Paired on either side of street, in greenway	180' Typical	Lumec 150 HPS-L57-3AC-QT/240-SFO-HS-PH7/240-FN2
Lathrop Center/ Main Street District	Acorn	10'-18'	Paired, located behind curb and aligned with street trees	Varies	Varies

3.4.2 LATHROP CENTER/MAIN STREET DISTRICT LIGHTING

Light poles and fixtures within the Main Street District of the Town Center may differ in style, color, and materials from the rest of Central Lathrop. Light pole and fixture design should be human-scaled, attractive, and vandal resistant. Street light pole height may vary between 10' and 18', but must be consistent within the district; however, a different pole height is acceptable at intersection corners and other important places.

All pole bases should be outfitted with convenient electrical outlets to support street fairs and additional holiday lighting in trees or across walkways and streets.

Strings of lights across the right of way and other permanent festive or functional lighting are permitted with Central Lathrop Design Review Board review and approval. Temporary festive or functional lighting shall be reviewed and approved by the Community Development Director.

3.4.3 STREET FURNISHINGS

Street furniture includes elements such as moveable tables and chairs, benches, umbrellas, art, planters, bus shelters, receptacle cans, bollards, tree guards, newspaper racks, and streetlights. Public street furniture shall be black green (RAL 6012) unless design or availability considerations warrant the use of other color(s) and is approved by the Design Review Board. Tree well covers many incorporate an exposed metal finish. Proposed site furnishings not specified here shall be submitted to the Design Review Board for review and approval.

Colors, materials and styles of site furnishings within the main street district, parks, and individual high density residential and commercial projects may vary from those used along public streets. However, where a public street is adjacent to an edge of one of these uses, the street furnishings, including lighting of that street, shall be used on that edge. Site furniture within each of these individual areas shall reflect a cohesive project theme and may vary throughout the Plan.

A. Bus Shelters and Benches

Bus stop and shelter site furnishings in Central Lathrop shall utilize those specified for the Mossdale Landing projects. As directed by the San Joaquin Regional Transit District, major bus stops shall include a bus shelter with integrated receptacle can and 6' bench. Minor bus stops shall be comprised of an 8' bench and receptacle can. Refer to the City of Lathrop's Public Works Standard Details for additional information.

Element	Manufacturer	Model Number	Color
Bus Shelter with integrated receptacle bin	Tolar Manufacturing Company, Inc. 1-800-339-6165	13' bus shelter Model # 13NALP-PM-LATH; Model includes shelter, map case, and trash receptacle. If ordering separately shelter Model # 13NALP-PM; Map case Model # Schedule holder 1; Trash receptacle Model #TC-SMOOTH-20-LID	"Black Green" RAL 6012
6' Bench for Bus Shelter	Wabash Valley Manufacturing	Estate Series, Rib pattern, ER4525 w/central arm rest in Estate Series style or equal.	Green
8' Bench for Bus Stop	Wabash Valley Manufacturing	4' bench with 4' bench add-on to create an overall 8' bench. Estate Series, Rib pattern, ER4520/ER4521 w/central arm rest in Estate Series style or equal.	Green
Receptacle can for Bus Stop	Wabash Valley Manufacturing	32 gallon, Flare top, Rib pattern, LRR32F. Flat top lid FLT02 . Surface Leg Mount 10057	Green

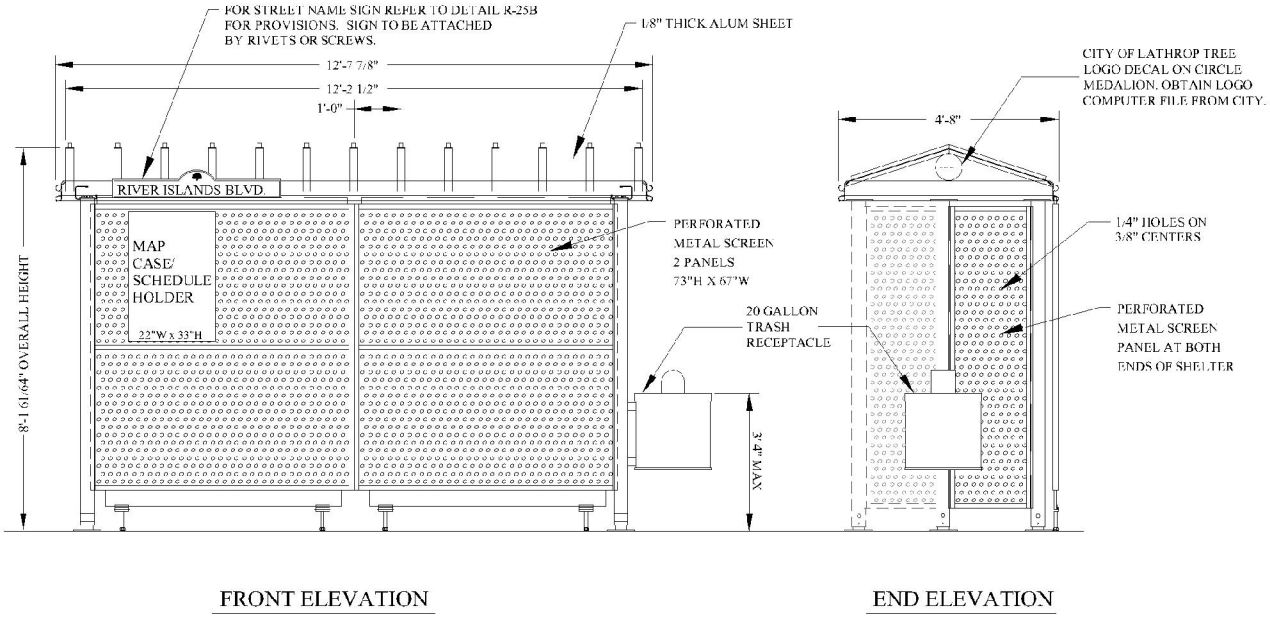


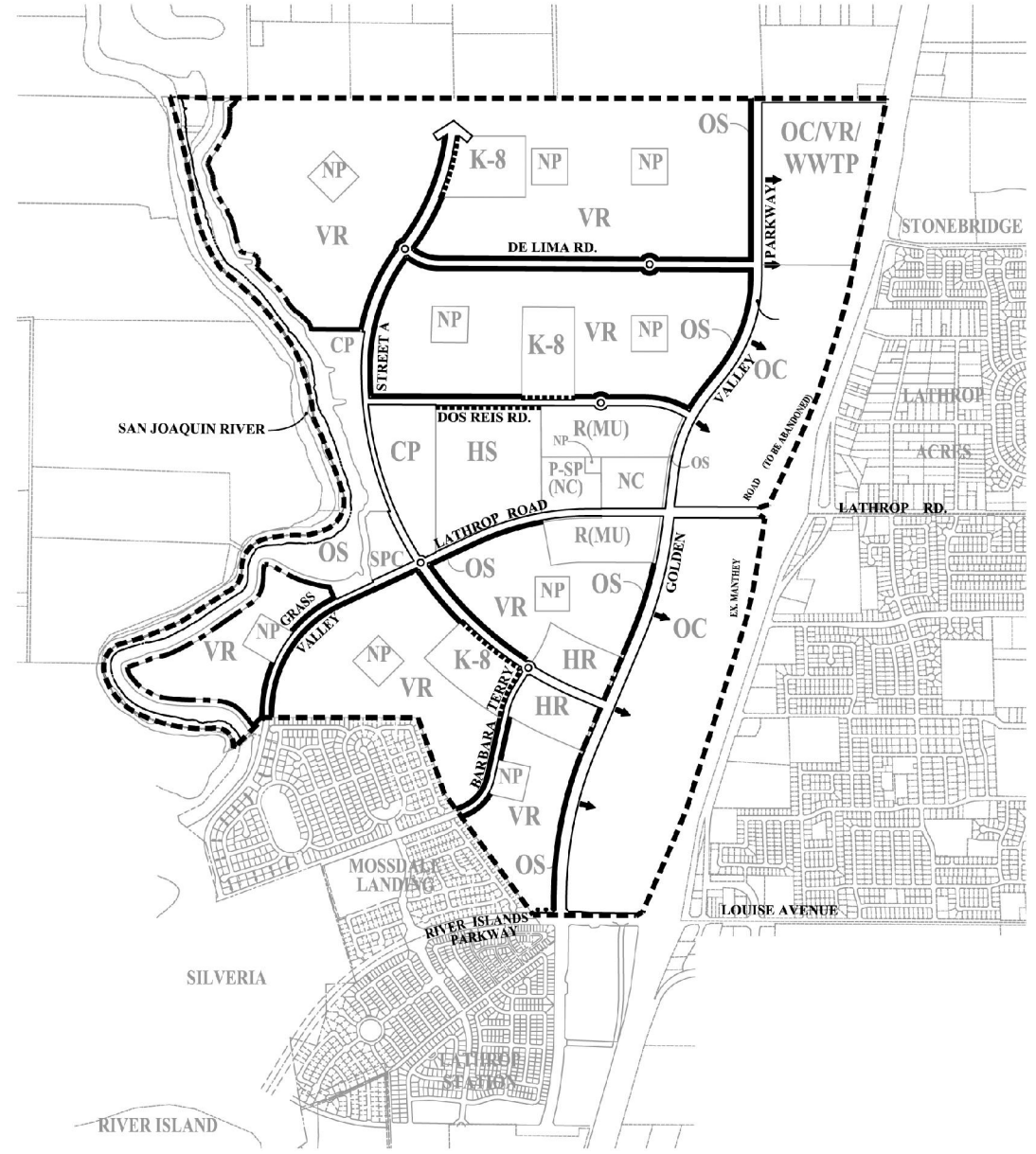
Figure 3-32: Bus Shelter

3.5 WALLS AND FENCES

Several different types of walls and fences will be used throughout Central Lathrop to provide an attractive edge along streets and residential lots. These elements affect the quality and character of a street scene due to their extensive presence throughout the community. Permitted types of walls and fences are described below to maintain a consistency of function, design, color, and materials. To reduce their visual prominence, wall and fence materials and colors should be subtle and used in conjunction with landscape plantings. “Green” walls, those planted with vines to conceal the wall surface, are encouraged on long lengths of walls to de-emphasize the wall.

Long continuous lengths of wall should be avoided. Walls are encouraged to be offset periodically, or have breaks via pedestrian passages at the terminus of cul-de-sac bulbs, or between lots to allow for pedestrian access, or through the provision of cross streets.

Figure 3-33: Wall and Fence Concept Plan



LEGEND

- Community Wall, View Fence or Metal Rail Fence
- Metal Fence
- Community Wall if back or side on unit condition View or Metal Fence encouraged instead
- Mossdale Landing Community Wall
- Boundary

Note: If front on lot/unit condition exists, no wall/fence is required.

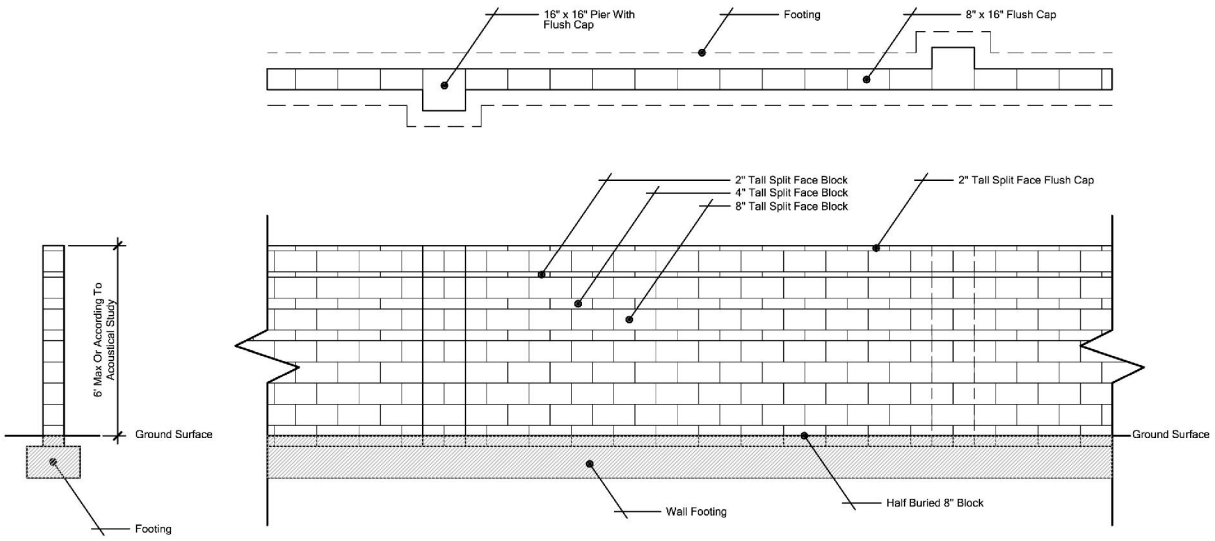
0' 1000' 2000' 4000'

3.5.1 COMMUNITY WALL- ALL STREETS EXCEPT RIVER ISLANDS PARKWAY

A community wall will be incorporated into high visibility areas such as along arterials and collectors, at community gateways, and at neighborhood entries as shown on the " Wall and Fence Plan." The community wall will be 6 feet tall. The wall will be placed at property line on the public side of the property line. If sound attenuation is required, the community wall may be increased to 8 feet tall based upon site specific acoustic analysis. Berming is encouraged to minimize the height of the actual wall panel.

The wall will be comprised of split face concrete masonry units. Masonry columns, matching the design, materials, and colors of the community wall, shall be placed approximately every 100 feet. Columns should be placed at points of major direction changes and at the ends of the fence. A continuous cap will be provided along the wall. The color shall be an integrally mottled mix in the brown, tan, and gray tones.

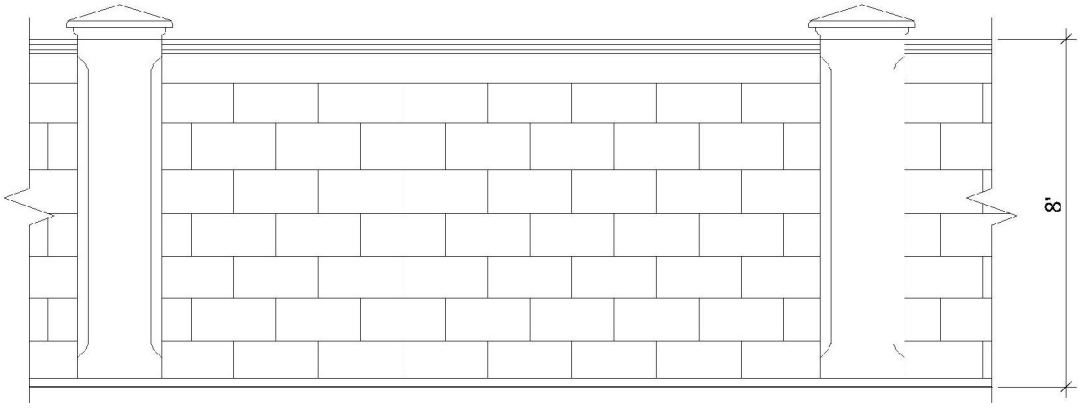
Figure 3-34: Community Wall with exception of River Islands Parkway



3.5.2 COMMUNITY WALL- RIVER ISLANDS PARKWAY

Along River Islands Parkway, the Mossdale Landing sound attenuation wall shall be utilized to continue the character of the wall along this street. This wall is 8' tall, and formed from precast concrete panels with enhanced columns provided at significant locations of directional changes in the wall and at all ends of the wall. All other columns will be simple and uncapped. The wall will be placed at the /property line, on the public side of the property line. Refer to the Mossdale Landing improvement plans at the City of Lathrop for details concerning manufacturer, model number, and color.

Figure 3-35: Community Wall at River Islands Parkway



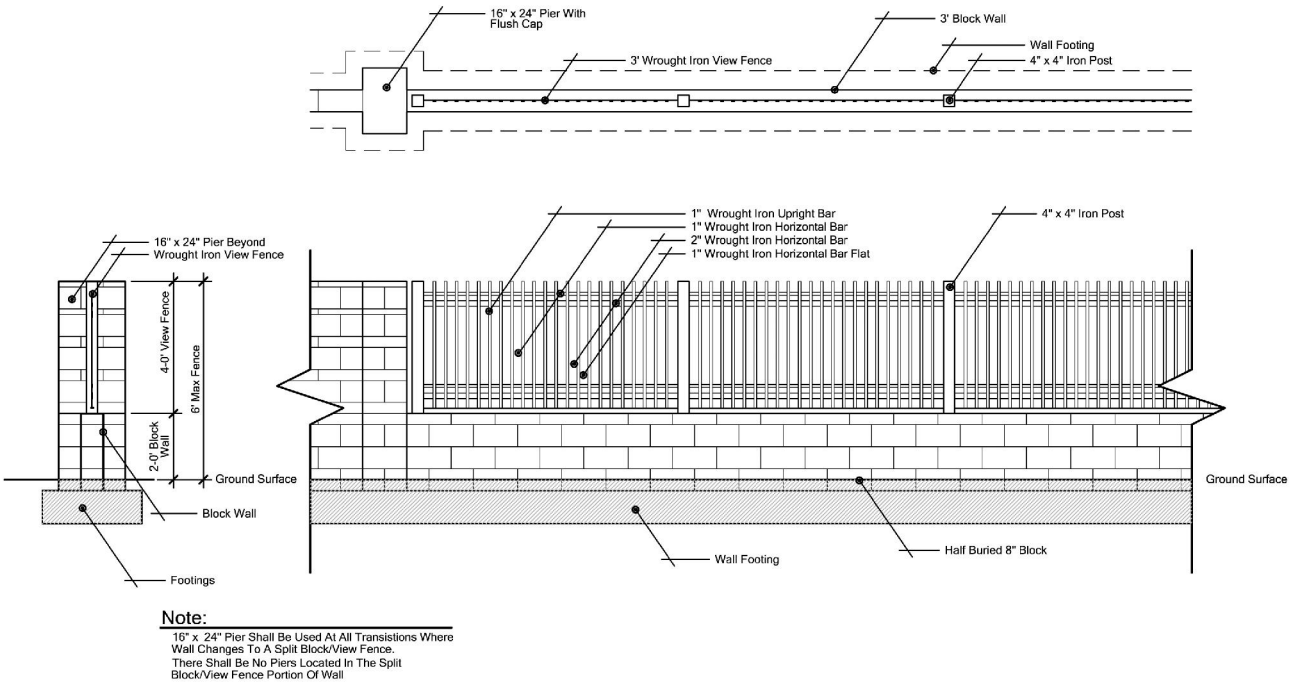
3.5.3 VIEW FENCE

The view fence may be utilized at locations where residential lots back or side onto the linear community park and the landscape, and open space corridors, and where project specific acoustical studies identify no noise impacts. The view fence has a split face concrete masonry unit base and upper metal rail fence. This fence should follow the design, materials and colors established for the community wall and metal rail fence.

Masonry columns, matching the design, materials, and colors of the community wall, shall be placed approximately every 100 feet. Columns should be placed at points of major direction changes and at the ends of the fence.

A continuous cap will be provided along the wall segments. The masonry base will be a 2 feet tall, with a 4' tall metal rail fence sized to create an overall 6' fence height. The view fence will be placed on the public side of the property line or right of way.

Figure 3-36: View Fence



3.5.4 METAL RAIL FENCE

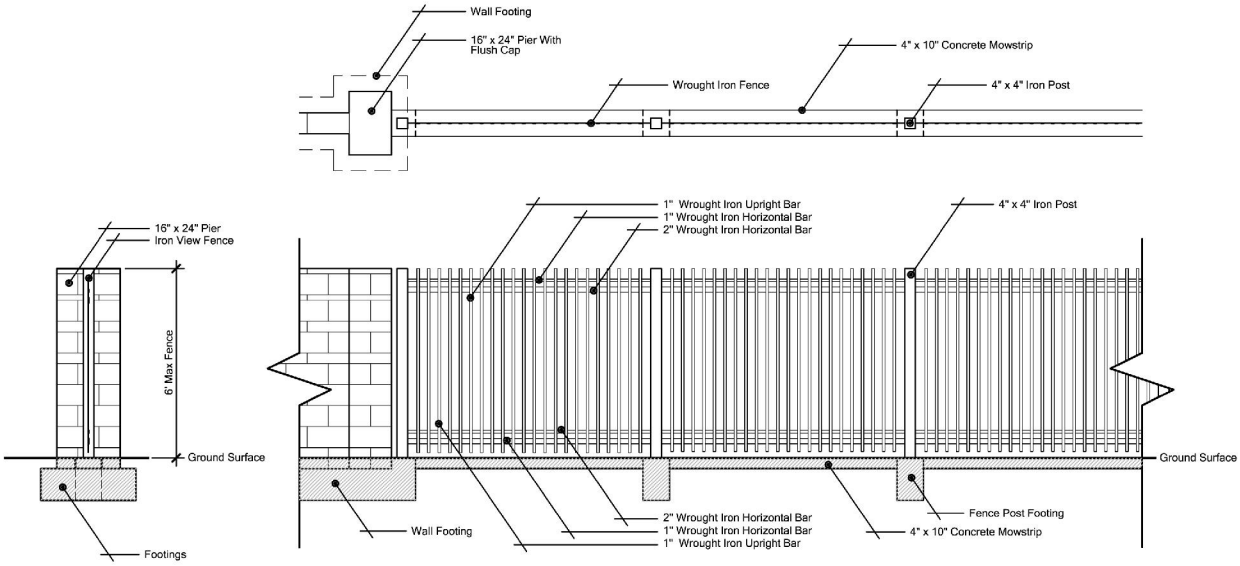
Where fencing is desired at high density projects; along the freeway; where open fencing is desired elsewhere; or where schools are placed adjacent to streets, a 6' tall metal rail fence will be provided. If fencing is desired between parks and schools, a 4-6' metal rail fence is encouraged to be provided, along with intermittent gates. Fencing will consist of solid metal pickets and tubular metal rails and posts and shall make use of tubular steel, wrought iron, or other approved metal materials. Chain link components are prohibited.

Masonry columns, matching the design, materials, and colors of the community wall, shall be placed approximately every 100 feet. Columns should be placed at points of major direction changes and at the ends of the fence. Intermediate posts should be spaced equally at intervals not to exceed approximately 8 feet. Gates

are encouraged to be inset within the rail fence to provide pedestrian access. The color should be matte black or "black green" (RAL 6012).

If security fencing is desired around attached residential projects, a 6' tall metal rail fence is permitted, and should be located at least 5' behind the façade of the building(s) facing a public street. Gates for pedestrian access shall be integrated into the fence. Landscape materials may be planted adjacent to the fence to provide for privacy.

Figure 3-37: Metal Rail Fence



3.5.5 NEIGHBORHOOD PRIVACY FENCE

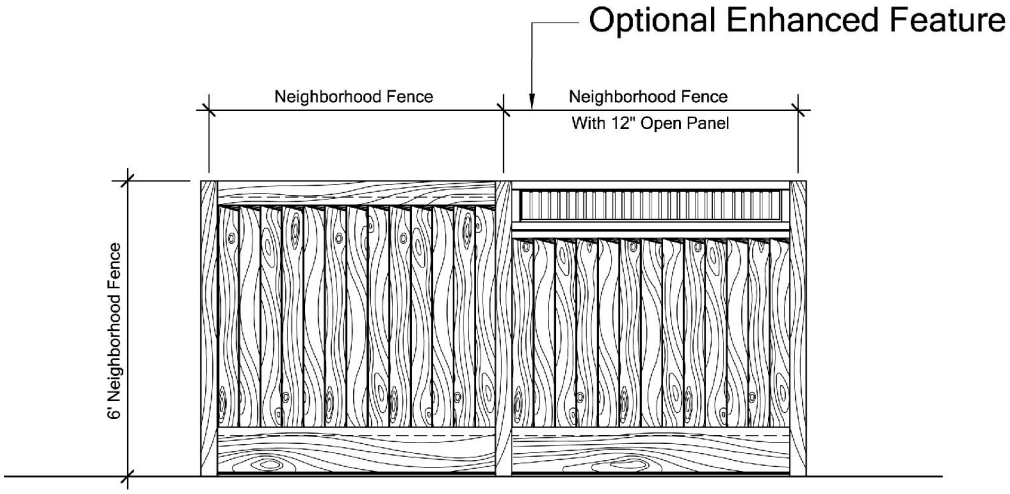
In residential areas, a neighborhood privacy fence will be used along rear and side yards. Fences will be located on the rear and side property lines of the residential lot and perpendicular between units to enclose side yards, except at neighborhood entries and other locations where the community wall is specified to be used. On corner conditions, the fence will return back to the residential unit at a logical point related to the specific architecture of the unit. However, these elements are encouraged to vary between neighborhoods to provide interest and diversity throughout the community.

While the design, materials, and colors of fences and walls along arterials, collector streets, and the riverfront linear park should be consistent along their length, neighborhood fences are encouraged to differ in style between individual neighborhoods to provide interest and diversity throughout the community. "Green" walls, those planted with vines to conceal the wall surface, are encouraged along long lengths of walls to de-emphasize the wall along public rights of way.

Neighborhood fences will be 6 feet high. Twelve-inch lattice panels incorporated into the overall height are a permitted enhancement. Fences shall consist of cedar, fir, or redwood. Wood may have a matte varnish or a semi-transparent stain in natural tones of light browns and grays.

Low wood fences and picket fences (between 30" and 36" in height) are permitted along front yards and at side yard property lines within the front yard, or along corner side yards. Sight lines at corners shall be preserved. The design and height of these fences are encouraged to vary within each neighborhood to provide interest and diversity. In the case of the low fences, white paint or stain is permitted.

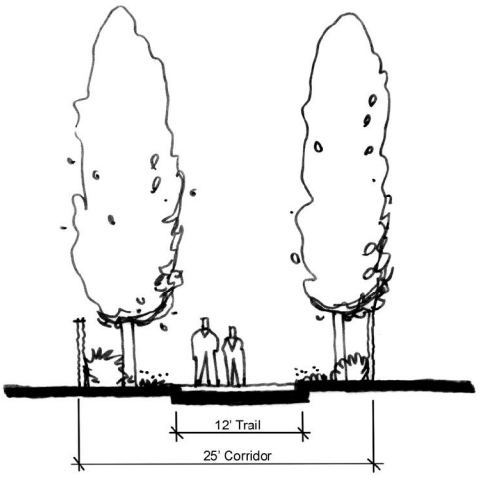
Figure 3-38: Neighborhood Fence



3.5.6 OTHER WALLS AND FENCES

Low wood privacy fences and picket fences (between 30" and 42" in height) are encouraged along alleys, within courtyard and small lot dwelling types, multifamily projects, and elsewhere to define yard areas and provide enclosure. Sight lines at corners shall be preserved.

If additional walls, including retaining, or fences are deemed necessary or desired, they should follow the themes, materials, and colors set forth above and are subject to the approval of the Central Lathrop Design Review Board.



3.5.7 WALL LENGTH

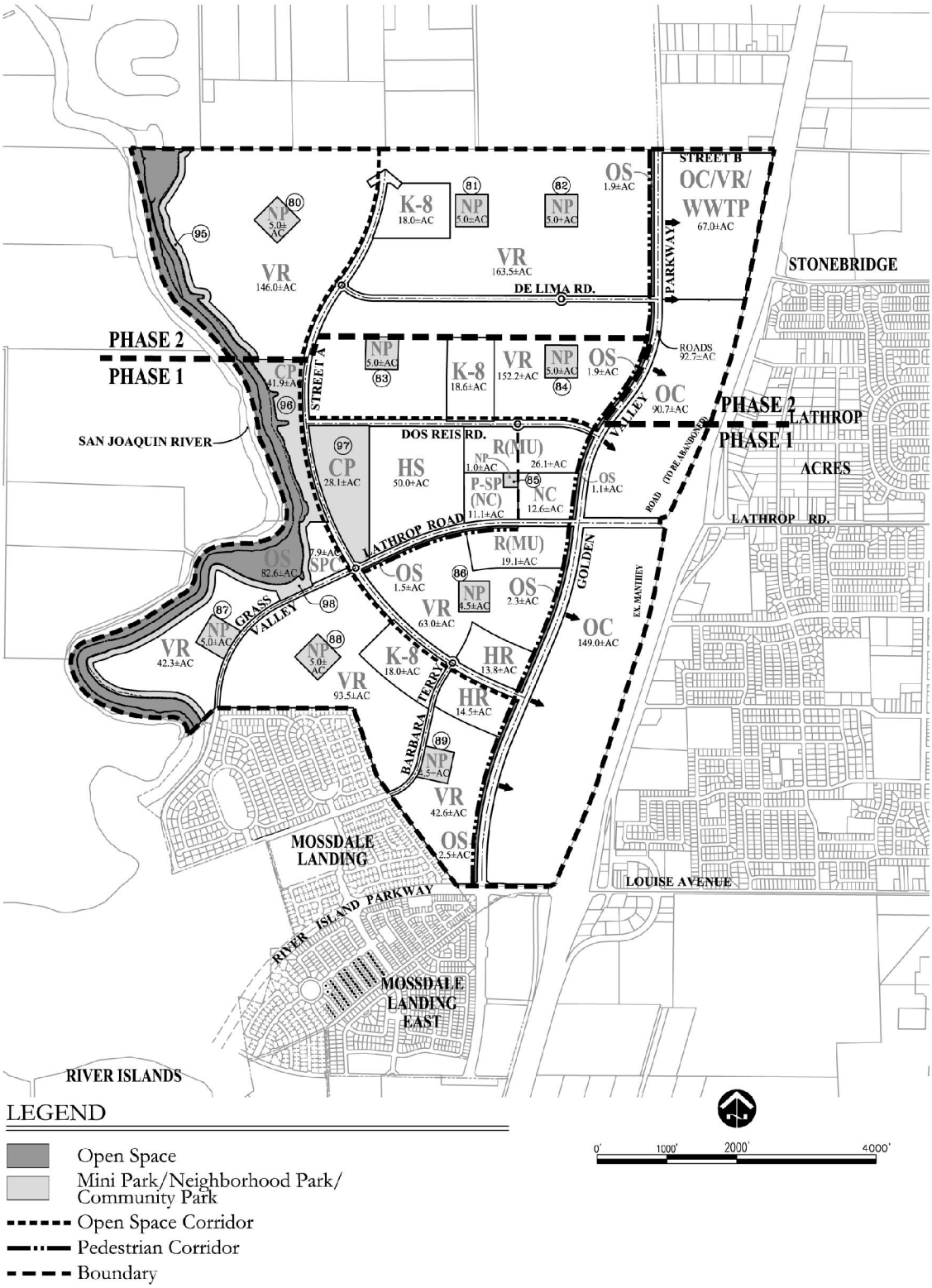
The length of walls should be kept to a minimum as feasible. Wall spans can be reduced by a variety of techniques including creative lot design, the provision of cross streets and alleys, pedestrian passageways between lots, and having "open ended" cul-de-sacs abutting the street. Walls shall be separated by at least a 25-foot separation.

Figure 3-39: Pedestrian Accessway as method for reducing wall length.

3.6 PARKS AND OPEN SPACE

Parks and open space areas provide for a variety of outdoor activities for those living within Central Lathrop. Parks have been centrally located within the community for easy access by residents and provide a visual and physical recreation system throughout the community. Refer to the Central Lathrop Specific Plan for further details regarding park program elements, design, and the park credit process if dual-use storm retention basins are placed within parks.

Figure 3-40: Park and Open Space Plan



Open Space, Levee and River areas provide a significant recreational, visual and aesthetic amenity to Central Lathrop. These areas offer a variety of functions and facilities including passive recreation, scenic corridors, resource preservation, interpretive signage and informal recreation activities (i.e. picnic tables), while improving the interface between urban and natural areas and defining the City's edge. A network of pedestrian walks, bicycle lanes, and multi-use trails connects parks and open space areas.

Design concepts and equipment selection for public parks and open space areas shall be coordinated with the Parks and Recreation Director. Design plans will be subject to the review and approval of the City's Park and Recreation Director, Parks and Recreation Commission, and Planning Commission, and to the City Council as requested. In addition, parks shall be designed in accordance with the General Plan and Chapter 17.92 of the Lathrop Municipal Code with the following exceptions that are based upon standard landscape practices, the character desired for these areas, and to provide flexibility for maintenance, includes:

- Shrubs may be sized between 1 and 5-gallon containers, depending upon the species and use of the plant;
- Street trees will be spaced dependant upon the selected species growth characteristics as noted in the plant palette within the document and centered within the greenways.

3.6.1 COMMUNITY PARKS

While many community parks are present, they form one complete and comprehensive statement within Central Lathrop. These include a park adjacent to the high school, a park that terminates and connects the town center area with the San Joaquin River, and a 2.3-mile linear park that runs parallel to the levee. These parks provide varied facilities and permit a public edge along and access to the levee and San Joaquin River. These parks provide visual, recreational and educational facilities for the community.

Some general considerations for the design of community parks include:

- Plant materials utilized should emphasize and define the different activity areas. Trees should define sports fields and courts, and active play areas from passive or unstructured elements of the park.

- Landscaping should buffer adjacent residential lots from park uses and open space activity areas, but still permit views into the park and open space.

- Windbreak rows should be integrated into facilities as possible and where appropriate to provide visual identity and relief from winds.

- Athletic fields should be centrally located within parks to provide convenient access from all neighborhoods, and to minimize the amount of noise and light that may spill over to the surrounding residences.

- Where provided, parking lots are to be conveniently located. As needed, on- or off-street parking will be provided at one or more locations within or adjacent to the linear community park to facilitate community access to the park and related facilities

- While community parks should generally be more lushly planted, a more natural landscape is encouraged within the linear park along the river's edge to reflect the surrounding delta river character in appearance and species. These areas should be informally planted, and should be a mix of turf, taller unmown grasses, and shrubs. Trees within the linear park should be planted loosely and naturalistically.

- Riverfront linear parks may be used for hiking, jogging, picnic areas, and various other activities. Park activities are restricted to the area beyond 10' of the toe of the outside levee slope. No structures, with the exception of the multi-use trail, are permitted within 60 feet of the levee toe.

- Barbecue, picnic areas, and restroom facilities should be provided, in addition to other elements as requested by the City of Lathrop's Director of Parks and Recreation.

- A 12' wide concrete bicycle and pedestrian trail will be utilized in the parks and connect to other segments of the riverfront linear community park and neighborhoods as they are developed.

3.6.2 NEIGHBORHOOD PARKS

Neighborhood parks are located throughout the project and serve each neighborhood district. These parks provide additional visual and active and passive recreational opportunities. Generally, restrooms will not be provided in neighborhood parks.

Common design considerations for neighborhood parks include:

- Trees should define active play areas from passive and unstructured areas of the park.
- Large shade trees should be included to provide protection from the sun and heat during summer months.
- Where residential lots are adjacent to neighborhood parks and open space activity areas, lots should be buffered with landscaping.
- Windbreak rows should be integrated into neighborhood parks as possible and where appropriate to provide visual identity and relief from winds.
- Barbecue and picnic areas should be provided, in addition to other park facilities as required by the City of Lathrop's Director of Parks and Recreation.
- Off-street parking is discouraged.

3.6.3 MINI PARKS

Mini parks are designed to provide recreational and aesthetic benefit primarily in higher density residential areas or commercial areas with large amounts of pedestrians. Mini parks may be provided within a 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. Refer to the Lathrop Center District Elements section of this document for additional details concerning the mini park in this district.

General design considerations for mini parks include:

- Amenities may include children's playgrounds, plazas, picnic areas, public art, seating, and special features such as a stage or water element.
- Trees and/or architectural elements should define active areas from passive and unstructured areas, while providing interest and place making, and provide protection from the sun and heat during summer months.
- Enhanced paving shall be incorporated.
- Lighting and other site furniture may differ from that of the adjacent streets and Lathrop Center area.
- Off-street parking is prohibited.

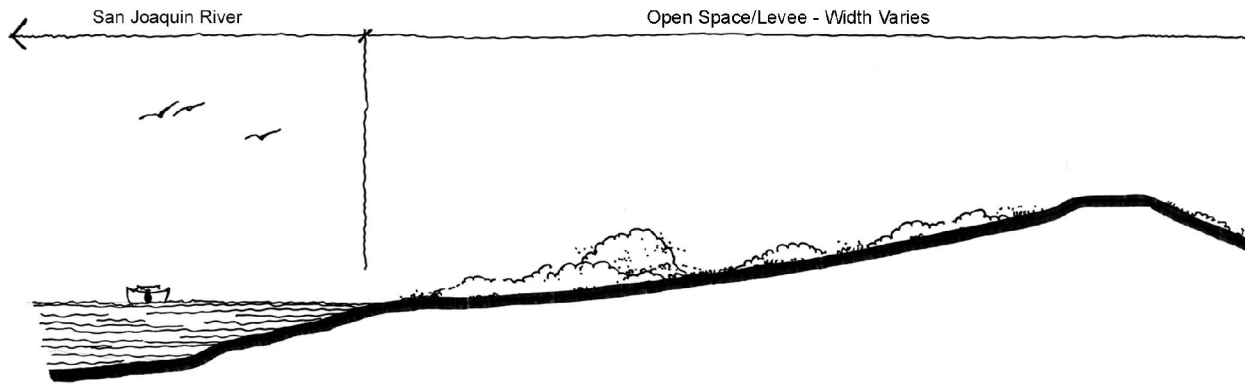
3.6.4 OPEN SPACE, LEVEE, AND RIVER AREAS

Open Space, Levee and River areas provide a significant recreational, visual and aesthetic amenity to Central Lathrop and offer a variety of functions and facilities including passive recreation, scenic corridors, resource preservation, interpretive signage and informal recreation activities (i.e. picnic tables), while improving the interface between urban and natural areas and defining the City's edge. These areas are primarily comprised of the levee and San Joaquin River that border the entire west side of Central Lathrop. The river provides several different recreational opportunities for the community, including fishing, bird watching, scenic views, and boating launch facilities at Dos Reis Park.

Design considerations include:

- 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). See the multi-use trail section for further detail. This trail, if approved, is not required to be constructed, reconstructed, and/or maintained by CLSP developers or builders.

Figure 3-41: Section of San Joaquin River, Levee, Park, and Neighborhood Areas



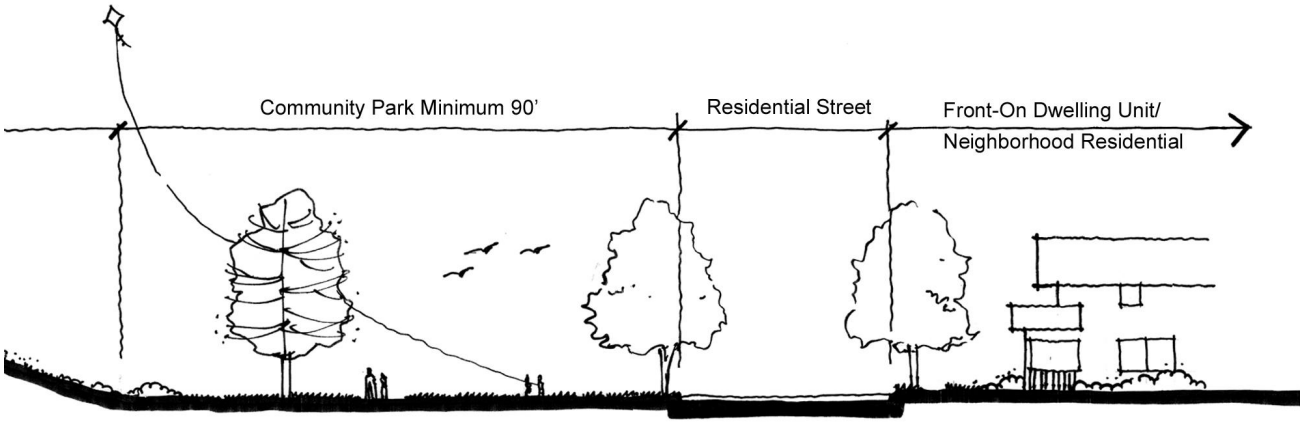
A. Levee Slope Area

The levee slope area functions as a buffer between the river delta system and the linear community park that runs parallel the river, provides a setback to keep construction activities from damaging the integrity of the levee and serves a visual transition between the more formal landscaping of the linear park and the more natural environment of the San Joaquin River. The levee slope area begins 10 feet in front of the toe of slope of the inland side of the levee and encompasses the entire levee down to the water.

General design considerations for levee slope areas include:

- Existing natural grass areas will remain; additional plantings are subject to approval by Reclamation District 17, a State board that regulates activities impacting the levee system.
- The existing gravel maintenance road along the top of the levee may be used as a multi-use trail if approved by Reclamation District 17 and the City of Lathrop.
- Access will be provided in accordance with the provisions specified in Section 3.7.2 of this Chapter.

Pedestrian and bicycle connections between the linear community park and the levee top trail should be located so as to provide resident access to this regional trail and to provide a connection to the community parks and multi-use trail adjacent to the river and levee area.



B. Open Space and Pedestrian Corridors

Open space and pedestrian corridors provide significant community theme elements throughout Central Lathrop, enhanced street parkways, additional buffer areas along residential uses, extends open space areas into the community as greenbelts, provide opportunities to retain storm water flows either in linear detention basins or in underground detention facilities and provides enhanced pedestrian and bicycle facilities. These pedestrian corridors continue the network of open spaces and pedestrian circulation throughout the community to provide access to important destinations.

Open space corridors vary from pedestrian corridors in that they are located adjacent to a street right-of way, as opposed to being within a right-of-way.

Open space corridors occur along the western edge of Golden Valley Parkway and along portions of the southern edge of Lathrop Road. Pedestrian corridors have been designed within the Street A, Dos Reis, and a portion of Grass Valley rights of way.

- Multi-use trails in pedestrian and open space corridors shall parallel the street.
- Refer to the Streetscape section for information detailing the design and plant materials of these features.

3.6.5 WATER QUALITY AND STORM WATER DETENTION PONDS

A. Linear Detention Basins

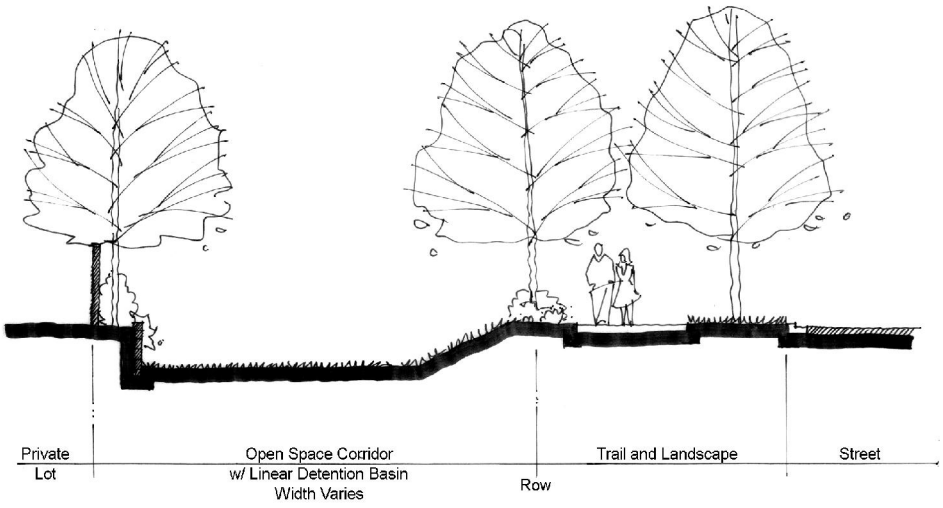
Linear detention basins may occur within the freeway buffer, along certain streets, and within parks.

Considerations for the design of linear detention basins include:

- Linear detention basin will be designed as a wide and shallow feature. Side slopes may not exceed 4:1.
- Due to the low gradient of these slopes, no perimeter fencing is required.
- Retaining walls are permitted in lieu of slopes if they are decorative and approved by the Central Lathrop Design Review Committee.

- Landscape plantings vary by street design; however, the ground plane should predominantly be grass or low ground covers so as not to impact the basin's storm water detention water quality function.

Figure 3-42: Conceptual Linear Detention Basin



B. Detention Ponds and Basins within Parks

Surface or underground water quality and storm water detention ponds and other similar features may be integrated into parks. Where surface basins are utilized, it is assumed the basins will be dual-use with park recreational facilities. The location and design of surface storm water and water quality facilities should be coordinated with open space and park areas to provide for joint use opportunities with park facilities.

A dual-use detention basin is a storm water detention basin designed to provide flood attenuation through ponding as well as providing public recreation elements during non-storm conditions. Water quality ponds and other related facilities may also be included within the parks. 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. Dual use facilities shall allow for periodic storm water detention when it can be established that storage will not damage recreation improvements.

The following design 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's playgrounds, 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.
- 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 to be no steeper than 6:1. Non-turfed landscaped areas within parks shall be no steeper than 4:1 without approval of the Public Works Director.
- 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 1%.
- Due to the gentle slope of these facilities, no fencing around the basin is required.

C. Reclaimed Water Basins

It is anticipated that reclaimed water basins will be located within the project area.

Considerations for the design of linear detention basins include:

- Exterior side slopes of the basins and surrounding area shall be landscaped with grasses, perennials, and other similar species.
- For basins located within the West Lathrop Specific Plan and Central Lathrop Specific Plan areas, a 6' tall metal rail fence shall be located around the basins for security. Color shall be black or black green (RAL 6012). For basins located outside the CLSP area, the fence may be galvanized chain link.

3.7 TRAIL SYSTEMS

The project proposes a network of multi-use trails and bicycle lanes interspersed throughout the community and connecting to important destination sites within Central Lathrop and beyond.

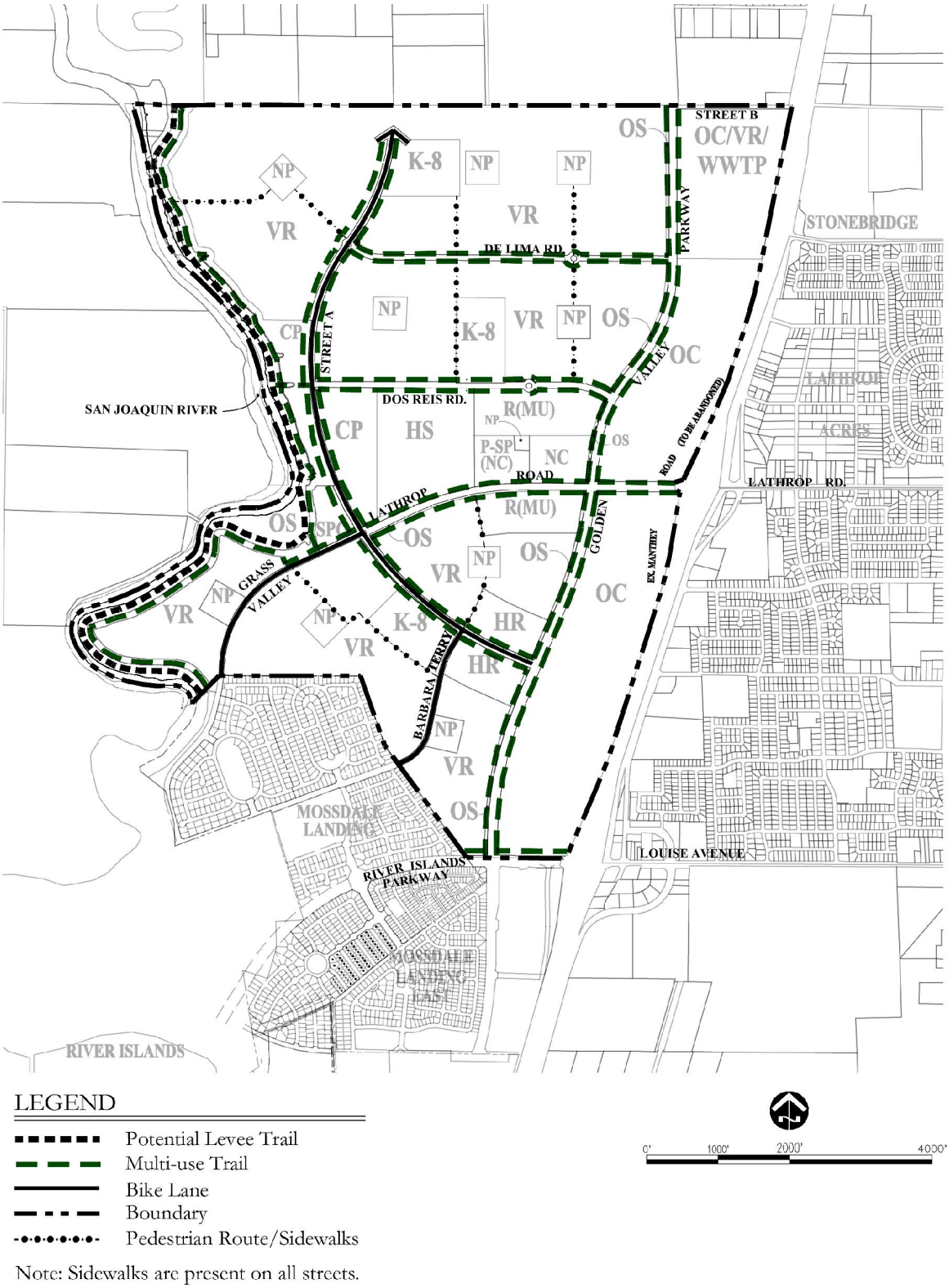
3.7.1 MULTI-USE TRAILS

Multi-use trails are routes shared by pedestrians and bicyclists, and may also be referred to as Class I pedestrian and bicycle ways. These trails are provided to create an enhanced pedestrian environment and to move bicycle traffic off the street for safety and/or aesthetic reasons. Multi-use trails occur along Golden Valley Parkway, Lathrop Road, Dos Reis, De Lima Road, Street A, portions of Grass Valley, and within the linear community park system.

Design considerations for multi-use trails include:

- Multi-use trails within street rights-of-way shall be constructed of concrete and be 8 feet wide.
- The multi-use trail within the linear community park shall be 12' concrete.
- Human scaled lighting such as bollards shall be provided along the multi-use trail within the linear park.
- Creatively designed hammerheads, plazas, turnarounds and so forth shall periodically be provided to allow for emergency vehicle turn around along the linear community park multi-use trail.
- A multi-use trail may be provided atop the levee if approved by Reclamation District 127 (RD-17) and the City. If approved, the existing gravel surface and width shall suffice as the trail. CLSP developers or builders will not be required to reconstruct this trail. Existing access way ramps from the inland areas may be utilized to provide connections to the levee multi-use trail. Any enhancements or modifications required to, or maintenance of, the existing access ramps shall not be required of

Figure 3-43: Pedestrian and Bicycle Plan



- CLSP developers or builders. These access ways shall connect to the multi-use trail within the linear community park to provide a cohesive and integrated trail system.

3.7.2 PEDESTRIAN AND BICYCLIST CONNECTIONS BETWEEN LINEAR PARK AND NEIGHBORHOODS

To ensure convenient pedestrian and bicycle access, the following trails and connections have been incorporated into the linear community park.

- 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 trails shall be 12' wide concrete within a minimum 25' passageway.
- Lockable gates or other access control systems may be utilized to prohibit unauthorized public vehicular access to these areas.
- In instances where a residential street is adjacent to the linear community park, pedestrian, bicycle, and emergency vehicle access will be provided by periodic trail connections along the street.

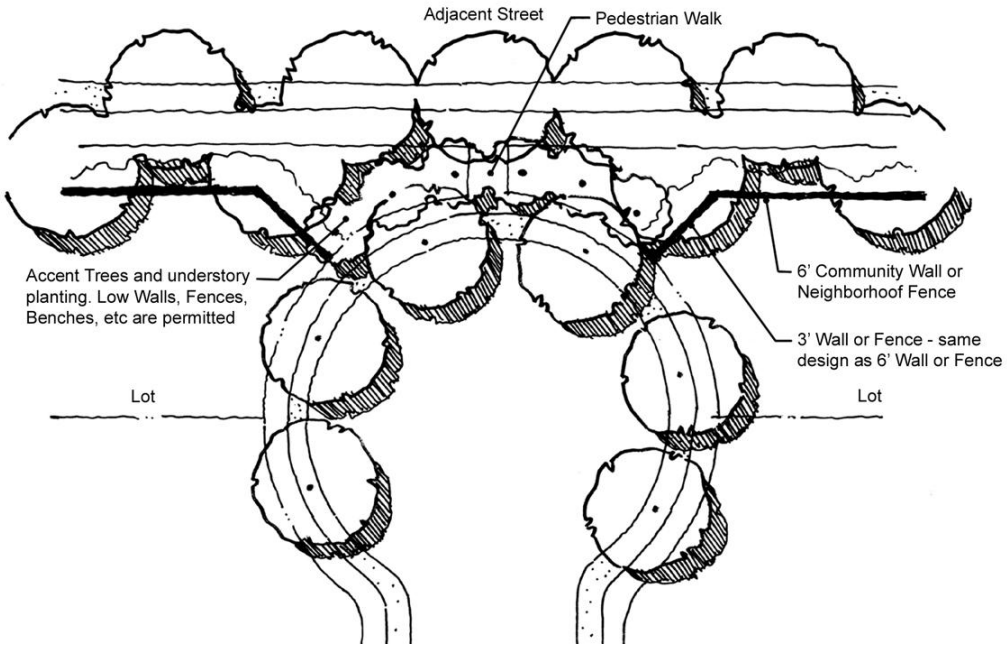
3.7.3 PEDESTRIAN CONNECTIONS BETWEEN NEIGHBORHOODS AND ADJACENT STREETS

Pedestrian connections are passageways to permit convenient pedestrian and bicycle connections between cul-de-sacs, loop streets and other conditions within a neighborhood abutting an adjacent street or parkway. If pedestrian connections are provided, the homebuilder shall be required to disclose to future homeowners that pedestrian access will be allowed between the neighborhood street and the adjacent street or park.

The following design standards shall apply:

- Where pedestrian connections are utilized, they should be located within landscaped corridors at least 25 feet wide.
- Ground covers, shrubs and trees should be incorporated within the landscape area.

- Low walls, benches, fences, and/or columns are permitted to be placed at these pedestrian circulation intersections.



3.7.4 BICYCLE LANES

Designated bicycle lanes, also known as Class II bicycle ways, are present on Barbara Terry, Grass Valley and Dos Reis.

General design standards include:

- Paving shall be asphalt, and a continuation of the street.
- Striping and signage shall occur per City standards.

Section **4**

District Specific Design Elements

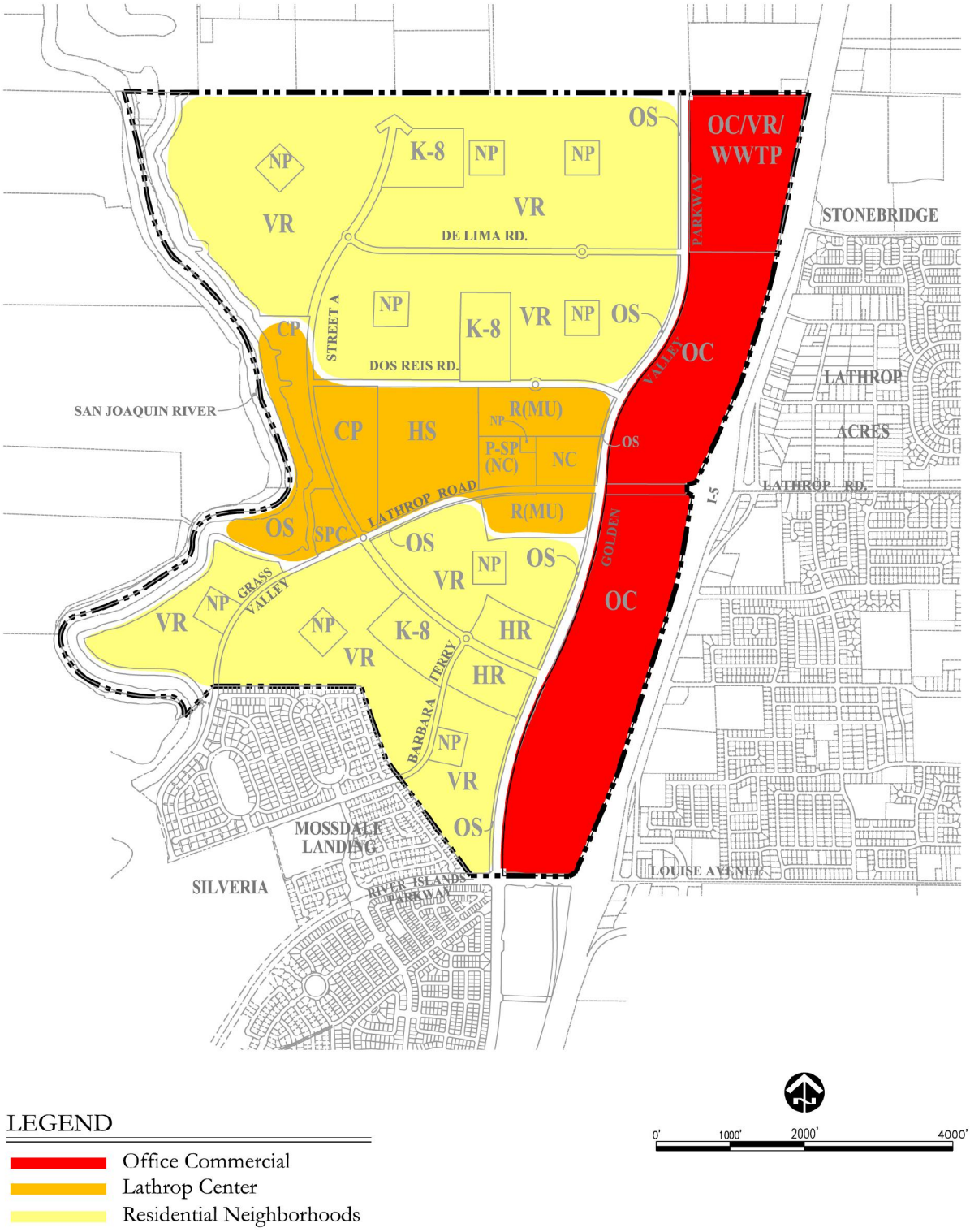
4.1 OVERVIEW

The District Specific Design Elements provide direction for the design of the major distinct use districts in Central Lathrop, being Lathrop Center, Residential Neighborhoods, and Office Commercial.

The District Specific Design Elements section describes the design character of the distinct public and private land use areas within Central Lathrop. These key use areas or districts include: *Lathrop Center*, comprised of public/semi-public, residential/mixed use, neighborhood commercial, specialty commercial, parks, and open space; *Residential Neighborhoods*, comprised of variable residential and high density residential; and *Office Commercial*, comprised of regional and local office, commercial, and office commercial/variable residential/wastewater treatment plant. In conjunction with the Common Design Elements, these District Specific Design Elements serve to promote the establishment of a well defined, cohesive, high quality and high amenity community which will provide a diversity of complementary opportunities for people to live, work and play. .

The first section of each specific district addresses general district-wide design, while the sections that follow address more specific design issues. All development projects, including Public/Semi-Public sites, are subject to the review and approval of the Central Lathrop Design Review Board. If it is found that the following guidelines conflict with ADA requirements, the ADA standards shall take precedence.

Figure 4-1: Major Central Lathrop Districts



4.2 LATHROP CENTER

4.2.1 OVERVIEW

Lathrop Center provides for a unique mix of uses including a pedestrian oriented "Main Street" design detailed to create a vital and active focal point for Central Lathrop and the City

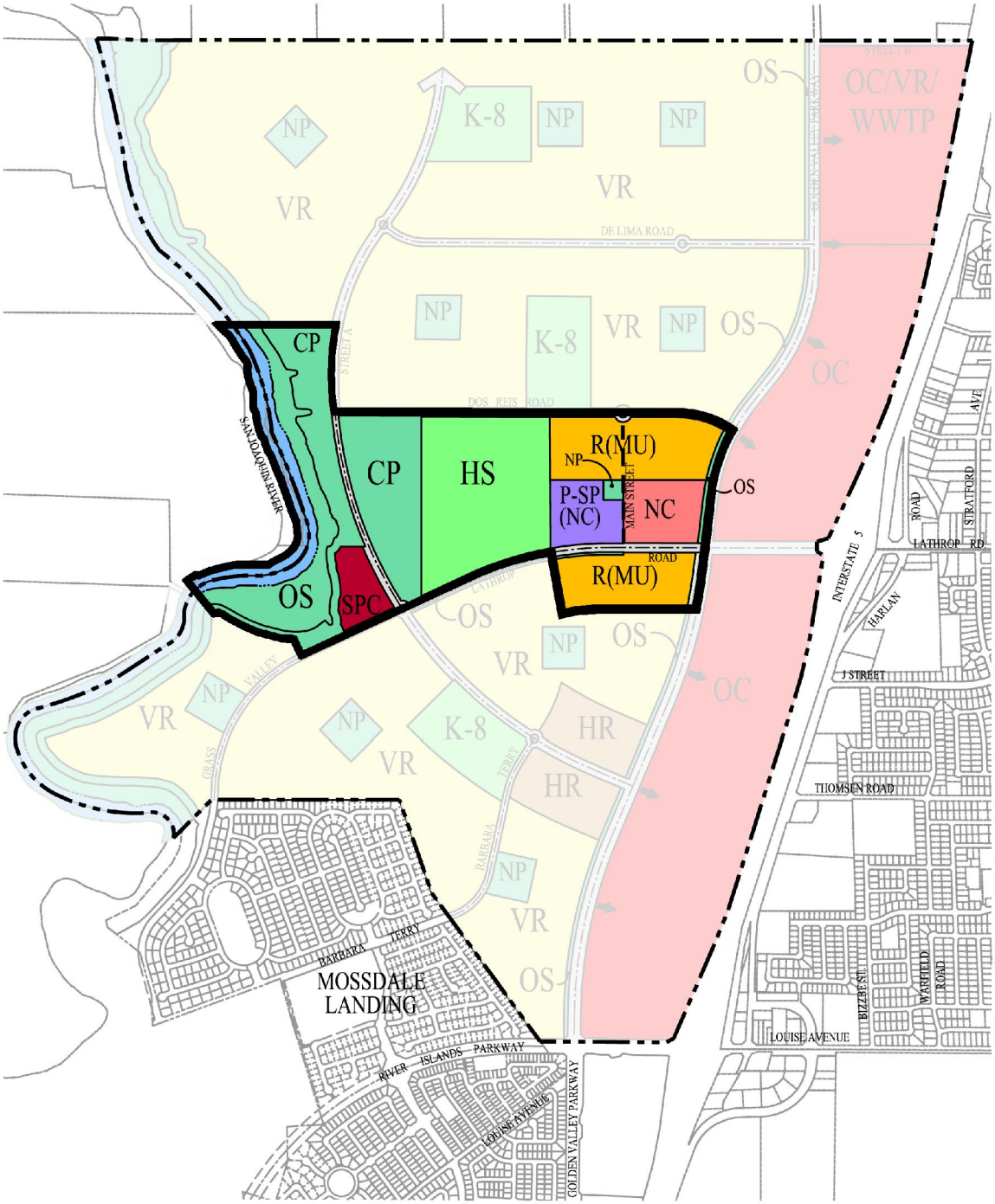
The Lathrop Center district will serve as Lathrop's civic and commercial core by establishing a functional and symbolic center for the community. The mix of uses combined with street-oriented buildings, human-scaled architecture, generous sidewalks, and large canopy trees permit an attractive outdoor pedestrian environment for window-shopping, spontaneous conversations, entertainment, and sidewalk/patio dining opportunities. A central gathering area for public activities such as concerts and street fairs will be provided at the mini-park in the center of the District. The inclusion of diagonal parking along the main street will provide a comfortable buffer between the pedestrian zone and traffic.

Lathrop Center is generally comprised of the area between the San Joaquin River to the west, Dos Reis Road to the north, and Golden Valley Parkway to the east, and Lathrop Road to the south. Land use designations include neighborhood commercial, specialty commercial, residential/mixed use, public/semi-public, high school, community park, and open space.

The Design Guidelines are structured to allow for a diversity of uses, to create a lively pedestrian environment, and to establish a central shopping, dining, social, and civic center for the City.

The design guidelines that address criteria relevant to the entire Lathrop Center District are presented first, followed by supplementary guidelines applicable to specific uses that have unique design considerations. These specific uses include the Main Street District, the Neighborhood Commercial land uses, the Specialty Commercial land use, and the High School.

Figure 4-2: Lathrop Center District



4.2.2 LATHROP CENTER DISTRICT-WIDE GUIDELINES

The following guidelines apply to all uses in Lathrop Center. They are intentionally general to reflect intent and allow for creative design solutions to achieve that intent. Additional "use specific" requirements are included in Section 4.3 for the Main Street District, 4.4 for the Neighborhood Commercial land uses, 4.5 for the Specialty Commercial land uses, and 4.6 for the High School.

A. Land Use Interfaces and Buffers

Edge treatments help to define the relationship of different land uses to surrounding conditions, while providing visual and physical buffers to screen potential impacts and provide security

q Residential Buffers

To protect residential uses from visual, privacy, and noise impacts resulting from other adjacent uses, the following buffers and screening techniques shall occur.

- Where a school, park, or active open space area is sited adjacent to a variable density residential use, a 6' tall community wall shall be placed on the property line between the two uses. Where less intensive uses exist on a school, park, or open space area such as ball fields or passive open space, a 6' view fence is permitted with Design Review Board approval. Refer to Chapter 3 for fence and wall designs.

- Where a Residential Mixed-Use or High Density Residential site abuts a Variable Density Residential site, a 10' wide landscape buffer shall be located within the Residential Mixed-Use or High Density Residential parcel unless waived or modified by the Central Lathrop Design Review Board. The CLDRB may require that a minimum 6' tall community wall or fence be placed on the property line between the two uses.

- Required buffer areas should include tree plantings that emphasize trees for screening purposes. This introduces windrow tree formations to define areas while providing a visual separation.

- Breaks in required walls and buffer areas are permitted where they facilitate access between residential and other uses so long as noise and other issues are adequately addressed.

q Parking, Service, Loading, and Refuse Buffers

To screen visual impacts of parking, service, loading, and refuse areas from public view, the following shall occur:

- There shall be a minimum 5' planting strip between a parking lot and a property line of the project adjacent to a public street.
- Service and maintenance areas, storage areas, loading docks, trash facilities, and refuse bins shall be located away and screened from public view, including views from streets, entries, plazas, major pedestrian areas, and residential uses. Such areas and facilities shall be located in low visibility areas that are accessible to service collectors and shall be screened from public view with walls and landscaping. In larger commercial developments, trash collection, service areas, and loading areas should be separated from main circulation and parking areas. Common use refuse and recycling containers shall be fully enclosed by a solid fence or wall and gate that matches the style, color, and materials of the adjacent building. These elements should incorporate landscape plantings such as shrubs and vines that will provide screening. All landscape buffer planting areas shall be a minimum of 3' wide.
- Service and refuse areas of nearby buildings should be clustered together when practical.
- In highly developed settings or when a proposed refuse area adjoins a residential property, commercial uses that dispose of wet organic refuse shall use odor controlling trash compactors or other comparable systems as approved by the CLDRB.
- Unsightly and/or noise-generating elements of non-residential developments shall be located away from adjacent residential property or incorporate special screening and/or noise attenuation measures.
- Shopping carts shall be stored within the building or in a screened enclosure with a wall that is integral to the architectural design of the adjoining building.

B. Site Planning Concepts

The concepts that follow provide a siting program for the uses located within Lathrop Center. The site planning concepts are designed to work in tandem with the Common Design Element Guidelines (see Section 3) to assure a consistent landscape and siting theme within Central Lathrop that complements and reinforces the design character of the built environment. Flexibility is encouraged to achieve excellence. Key site planning concepts for Lathrop Center include:

- Scale streets and blocks to the comfort of pedestrians.
- Orient storefront and mixed-use residential units and entries towards public streets as practical.
- Encourage freestanding retail and service pad buildings to be located along Golden Valley Parkway.
- Respond to local contextual influences and to the site designs of adjoining developments. Elements to be coordinated between adjacent sites include:
  - Shared driveways for accessing perimeter streets and parking areas, including connecting driveways and reciprocal parking access.
  - Linkages of interior pedestrian systems between adjoining sites.
  - Linkages between or the continuation of open space systems.
  - Perimeter open space and landscape buffers zones.
  - Areas for and access to services and refuse collection.
  - Drainage and retention/detention facilities.
  - Building setbacks.

C. Architecture

The purpose of this section is to provide design criteria and guidance for the design of buildings that promote a unique environment.

q Overall Design and Character

- Emphasize project corners and entries with architectural and landscape elements such as towers, special facade treatments, and formal tree plantings. Building forms and design elements at the corner of key intersections should create gateways and landmarks for the district. These features may include towers and other vertical elements.

- All proposed development shall respond contextually to adjacent existing buildings and uses. This contextual responsiveness may be achieved through the use of height, scale, fenestration, and other architectural detailing.

- Buildings shall be sited to provide functional outdoor spaces that enhance the use of the space surrounding the buildings while reinforcing and framing public open space.

- A diversity of architectural styles is encouraged. "Themed" or stylized architecture that is characteristic of a specific historic period or trend is not encouraged. Later buildings should be harmonious with the character of existing buildings.

- Buildings should respond to solar heat gain, reflectivity and glare through building orientation and/or features such as pronounced eaves and low-reflective material treatments.

- Stairs and other access requirements such as wheelchair ramps shall be well designed and integrated into the overall project design.

- Scale and Massing
  - Buildings with walls over 50 feet in length shall visually divide their elevations into smaller parts to reduce overall bulk. The apparent mass of a building may be reduced by variations in roof form and parapet heights, changes in wall planes, ground level arcades, second floor galleries/balconies, recessed entries, vertical accents, pronounced projections, changes in texture and color of wall surfaces, landscape planter areas, and recessed windows with multi-panel treatments.
  - New development should respect the predominant scale of development in the surrounding area by incorporating elements of a similar scale.
  - The design of a building shall reduce its perceived height by dividing the building mass into smaller scale components. One way to achieve this breakdown is to provide a well-defined base, middle and top to the building:
    - A solid building base may be achieved by elements such as low planters and walls, base planting, a base architectural veneer banding and treatments defined by a different material, texture or color.
    - A well-defined building top may be achieved by using features such as distinct and multiple architectural roof forms, clearly pronounced eaves, and distinct parapet designs and cornice treatments.
    - Other approaches and methods of establishing building definition exist and will be considered if the resulting design achieves a sense of scale and character consistent with the surrounding context.

- Front Facade Articulation
  - Commercial building entrances should be oriented to the street, and onto mid-block walkways, courtyards, and other related spaces as practical.
  - Primary entrances to buildings shall be distinguished with facade and roof variations, porticos, recesses, projections, or other integral building forms to contribute to the character and identity of buildings and improve orientation and ease of use by customers.
  - The following elements may project into the right of way or sidewalk: entry features up to 12 inches, awnings up to 5 feet, bay windows up to 3 feet. Awnings, bay windows, and other similar elements must have a minimum of 8 feet clearance above the sidewalk.

- Variation of storefront design is important. Architectural style, color, door and window treatments including window head and sill heights, patterns, spacing and framing details shall be varied. Window treatments; roof, parapet and plate heights; etc. are ways of achieving this variation.

- Courtyards, patios, arcades, covered walkways, and trellises are encouraged to create opportunities for outdoor interaction and pedestrian use. Businesses should front onto these design features as practical.

- Building transparency should be emphasized at ground level for retail, office, and service buildings. At least 50% of the ground floor facade shall be transparent and allow views into the interior of the use. Windows, doors, and other methods can be used to achieve this effect.

- Buildings at street intersections are to articulate both street facades as front facades.

- Towers and taller building heights, rounded or cut corners, special window display areas, plazas and other strong design elements are encouraged at corner locations in order to define the space as an important location.

- The wall height, cornice, or parapet line between buildings should be coordinated.

- A belt course or other architectural expression line should be used to differentiate building floors. Score lines and recesses should be used to break up large siding areas.

- The following strategies are encouraged to enhance the pedestrian experience and the visual impact of building frontages:
  - Express internal functions or adjacent uses (i.e. bank, deli, and florist) as individually appearing storefronts with separate identities and entries that are accessed from the parking lot rather than accessed from the interior of the larger floor plate establishment.
  - Incorporate more than one usable and unlocked entrance.

- Buildings with flat roofs shall have pitched roof elements or other integrated architectural features such as extended parapets or projecting cornices in order to create a prominent edge when viewed. This is especially important to highlight at major entrances and on parking structures. Architectural elements such as dormers, chimneys, cupolas, clock towers and other elements that add visual interest to the roof plane are also encouraged.

- Architectural projections such as balconies, overhangs and bay windows, columns, awnings, and building facades at entries should be provided, especially along public streets.

- Walk-up ATM's, vending machines and similar automated uses shall be integrated into the building design.

Side and Rear Facade Articulation

- Rear and side facades that are visible from public streets or neighboring properties shall be carefully designed with detailing similar to the front facade. Although the architectural treatment may be simplified and vary according to function, all elevations shall remain consistent through style, use of materials, colors and details.

- All site walls and screen walls shall be architecturally integrated with the building. Blank or unarticulated walls greater than 50 feet long are prohibited.

- Direct secondary pedestrian access to interior uses is allowed.

- Service doors and areas shall be designed and sited as an integral element of the building facade.

Other Building Elements

- Stairwells and corridors, where provided, shall be incorporated into the mass of the building.

- Accessory design elements such as awnings, balconies, light fixtures, canopies, and planter boxes should be provided to create a pedestrian friendly environment with elements that add visual interest.

- Simple awnings and canopies with a single color or limited materials and finishes are preferred.

- All exterior light fixtures that are affixed to the building shall be compatible with the architectural style of the building.

- Signage shall be designed to be consistent with the chosen architectural style for the building. Additional signage criteria governing the location, number, lighting and size of signs is presented in Chapter 5, Master Signage Plan.

- Solid or grilled roll-down or pull gates in front of storefronts are prohibited, as are metal security bars.

- Colors and Materials
  - A diverse palette of materials and/or colors on the wall planes, roofs, and ground plane is required.
  - Selected finish materials shall be appropriate in their use and application, and be durable and of high quality. Basic wall materials include stucco, masonry (brick and stone), siding (wood, synthetic wood composites), metal and cast concrete or synthetic-concrete composites. Roof materials may be of a built-up or membrane type at parapet conditions, and concrete tile, composition shingle tile, or metal roof (flat, standing seam, or corrugated) at roof pitches 3:12 or greater. Metal roofs and their color selection shall be subject to design review and approval by the Central Lathrop Design Review Board. Metal roofs shall be non-reflective
  - Details and ornamentation may be of pre-cast stone, concrete or synthetic materials, metal, wood, masonry, tile and glass. The choice of materials shall be governed by the building style as well as the location of the materials and their proximity to the pedestrian. As an example of this, second story false materials are less visible/detectable than those at street level, and would be more appropriately used in second story locations. Large expanses of metal siding are to be avoided.
  - Changes in material or color should occur at a change in wall plane (i.e.: at inside corners). Piecemeal embellishments and frequent changes in materials and/or colors should be avoided.
  - Building colors should be mainly subtle, neutral or muted earth tones. In general, bright, intense colors should be reserved for minor accent trim, with the body of the building a more muted color. More intense colors may be considered for the purpose of highlighting architectural elements. T-111 and other vertical oriented siding is prohibited.
  - Color variation using compatible hues can be used to reduce the apparent scale and building mass of large buildings.
  - Stains and flat paints are encouraged. High gloss paints and other materials that are highly reflective are discouraged.
  - Stripes or bands of highly contrasting or vibrant colors that are not compatible with the style of architecture shall not be used.

- All vents, gutters, downspouts, flashing, and similar elements shall be painted to match the color of the adjacent surface, unless these elements are being used expressively as a trim or accent element.

- Reflective, colored, and tinted glass should be avoided and only clear, transparent windows shall be used on ground floor elevations.

D. Landscape

Public/Semi-Public, Commercial, and Mixed Use

The following district specific design elements will assist in establishing an attractive and diverse landscape character for the public/semi-public, commercial, and mixed use areas of Central Lathrop.

- Frame district entries with landscaping, architectural features, lighting, and other distinctive entry elements.

- Emphasize the consistent treatment of street, site, and parking lot design throughout the district.

- Thematic and functional site furnishings such as moveable tables, chairs and benches, umbrellas, art, planters, bus shelters, receptacle cans, bollards, newspaper racks, and street lights are encouraged to be used extensively through the project. These elements may encroach into the sidewalk area as long as ADA and safety concerns are meet. The design and colors of these elements shall be consistent within a given area.

- Plazas and other public open spaces are strongly encouraged. The incorporation of enhanced paving, landscaping, and special pedestrian amenities such as potted plants, lighting, signage, and seat walls to provide interest, human scale, capacity for gatherings, and amenity to patrons are also encouraged.

- The placement of patios, plazas, and related spaces shall take into consideration the impact of solar orientation. Spaces having a southern or western orientation should incorporate landscape and/or architectural shading.

- When allowed, display areas for newspapers, vending machines, and similar features shall be well organized, located within a designated zone, and not prominent from an off-site viewing perspective.

- Organize the site layout to provide functional pedestrian plazas and amenities between or in front of buildings. Spaces between buildings shall be designed to reflect a positive and secure environment; this can be achieved with plantings, site furniture, and lighting.

- When designing enhanced pedestrian areas, take into account the following features and elements:
  - Site furnishings (including trash receptacles)
  - A focal element
  - Permits views in- and outward
  - Protection and relief from the vehicular environment
  - Landscaping and decorative paving areas
  - Shaded and sunny areas; protection from wind
  - Structured and/or informal seating or waiting opportunities
  - Flexibility for special events, vendors and/or promotions.
  - Active edges and adjoining dining areas
  - Lighting and power

- Innovative parking and street tree solutions and paving patterns and locations are encouraged, especially in the main street district.

- For plant materials, the following minimum sizes are required: 15 gallon for trees, 5 gallon for shrubs, 1 gallon for groundcovers and vines; however for non-woody plants a minimum 4" pot may be used if approved by the City. Plant materials shall be compatible with the climate and soil conditions, accepting of recycled water, and approved by the Central Lathrop Design Review Board prior to installation.

- Integrate into each project required elements and methods to meet the requirements of the National Pollutant Discharge Elimination System (NPDES).

E. Lighting

q General

- Adequate lighting in parking lots shall be provided for safety. Light poles shall not exceed 28 feet in height.
- Parking lot light styles shall complement the adjacent buildings and be consistent throughout a commercial project.
- Architectural lighting should highlight special features and entrances only. Lighting of long blank or expansive walls shall be avoided.
- All lighting fixtures shall integrate a shielding device as appropriate to the light source to prevent light from intruding into adjacent residential areas.
- The incorporation in the lighting program of low bollard-type light fixtures is encouraged in pedestrian areas.

q Open Space and Parks

- Lighting of open space areas or trails within the linear community park should be human scaled, such as bollards.
- Light poles and fixtures may vary between each facility, but be consistent within each site. Pole heights shall be human scaled and designed to provide adequate light.
- If evening sport field lighting standards are utilized, they shall be sited carefully, and installed with shielding devices to protect adjacent residential areas.
- Adequate lighting in parking lots shall be provided for safety. Light poles shall not exceed 28 feet in height.

F. Parking

q General

- Commercial developments are encouraged to seek opportunities and incorporate features intended to reduce the dependence on the automobile (i.e.: enhanced accessibility to transit, shared parking concepts, and pedestrian

connectivity to adjacent projects and the residential neighborhoods to the north and south).

- Where practical, parking areas should not be designed as a single large parking field, but rather should feature a number of smaller interconnected parking lots, defined by project entry roads, planting areas, and other such elements.
- Parking areas shall provide a well organized circulation network and an efficient arrangement of parking stalls. Where practical, parking drive isles should be directed towards the major use on site.
- Locate vehicular access to parking areas to minimize conflicts with pedestrians and through traffic.
- Where parking areas occur adjacent to outdoor activity areas, a landscape buffer should be provided to reduce the impact of the parking area.
- Clearly visible and direct pedestrian paths should be established between neighboring buildings, and between buildings and parking areas, and between buildings and transit facilities.
- Where pedestrian circulation paths cross vehicular routes, a change in paving materials, textures or colors should be provided to emphasize the conflict point, improve visibility, enhance safety and provide added aesthetic appeal.
- Service areas shall be integrated into the circulation pattern so that there are minimal conflicts between pedestrian circulation and vehicular circulation. Separate truck delivery and circulation routes from customer circulation through the site as practical.

q Surface Parking Lot Landscape

Buffering/Edge Treatments

- Interior and peripheral pedestrian circulation should connect to adjacent residential neighborhoods, open space, and pedestrian paths and bicycle routes.
- Around the perimeter of parking lots, a minimum 5' wide landscaped buffer shall be provided along all public street frontages. Parking lots shall incorporate landscaping, low walls or decorative fencing, or other screening methods along street frontages and parking lot edges.

- Both perimeter and interior parking lot trees shall be provided for visual relief to enhance the street edge and to provide shading.

- When landscaping is used for buffering purposes, the landscape screen shall be composed of a combination of groundcovers, shrubs and trees with the plant palate chosen for screens to be selected and planted in a manner that will result in an effective barrier height of a minimum of 30" within three years after being planted.

Interior Lot Landscape

Parking lots shall be designed with adequate landscape treatment to avoid a "sea of asphalt" appearance.

- Parking areas shall provide one medium to large canopy shade tree per six parking spaces, or portions thereof. Trees should be organized in an "orchard" pattern to minimize the expansive appearance of paved parking areas. If individual tree wells are provided, a minimum of 24 square feet shall be provided per well. Medium to large canopy shade trees shall be utilized.

- Pedestrian connections through the parking lots to the commercial buildings entries and public streets should be integrated clearly and conveniently through landscaping, lighting, enhanced paving, circulation design, and building siting.

- If landscaping islands are provided they should be a minimum of five feet (5') wide.

- The interior landscaping will be placed in a way to delineate major driving lanes, define the ends of parking aisles, and generally mitigate the visual impact of parking lots.

q Bicycle Parking Facilities

Bicycle parking is required for all uses with twenty or more parking stalls. One bicycle parking space is required for every twenty parking stalls up to a maximum of five (5) bike stalls. For each additional 100 vehicle parking stalls, one additional bicycle parking stall shall be provided or as otherwise determined by the Central Lathrop Design Review Board for uses such as schools, transit centers, and park and ride lots. Bicycle parking can be provided in a variety of methods.

General design considerations include:

- Conveniently locate bicycle-parking facilities within projects to encourage their use. Parking areas may be placed near buildings, within a sidewalk as long as pedestrian access is not impacted, and within on-street parking stalls or in a parking stall within a parking lot. Bicycle parking facilities shall be situated at least as conveniently as the most convenient automobile parking area.
- Bicycle parking areas shall be paved.
- Bicycle parking shall be illuminated at night to the extent that the land use supports after-hours activities.
- Bicycle parking should be sheltered to the extent practical.
- Racks must support bikes with at least two contact points to prevent damage to the bicycle and provide adequate locking connections.
- Hanging or vertical storage racks are not acceptable.
- Bicycle and automobile parking areas shall be separated by a physical barrier or by a sufficient distance to protect bicycles from potential damage from vehicles.

G. Mechanical Equipment and Utility Placement

The City's Subdivision Regulations, Section 16.28.080, require that certain mechanical equipment and utilities be placed underground. To create pleasant and uncluttered streetscapes and project areas, all other utilities are encouraged to be placed underground where practical. Above ground utilities and utility structures, where required or allowed, shall be screened by landscaping, walls and/or fencing, and are subject to Central Lathrop Design Review Board review and approval regarding their placement and design.

Utilities constructed in rights-of-way or public utility easements shall place all facilities underground and terminate in flush to grade enclosures except where a utility provider demonstrates to the Public Works Director's satisfaction that the design and functional requirements cannot meet this standard.

Utility Placement

- Where practical, traffic signal light bases, light controller boxes, and other above ground utilities should be located at the periphery of gateways, entries, and other corner conditions, and of public spaces along major streets. Utilities should be consolidated at locations that are inconspicuous to pedestrian views and/or do not become obstacles in a prescribed pedestrian path of circulation.

- Landscape plantings or low walls shall be utilized to screen utilities from public view.

- Utility placements shall be coordinated with the street tree and streetlight plans along public streets, as practical.

- Tree and lighting plans shall be completed in conjunction with joint trench and utility placement plans to ensure the best spacing and location for street trees and lights.

Mechanical Equipment Placement

- Locate all mechanical equipment, including air conditioners, gas regulators, and telephone/cable TV pedestals, in visually unobtrusive locations, screened from view, and baffled for noise attenuation where appropriate. Roof top equipment shall be hidden in mechanical wells or screened by mechanical enclosures. Satellite dishes and solar panels shall be integrated to the extent practical, but should be located in visually unobtrusive locations and screened from views from streets and residential areas. All antennas shall be placed in attics or the interiors of the buildings.

- Locate transformers and other above ground utility structures in buildings, or within or adjacent to parking lots or behind buildings where they are screened from public view. Utility structures shall be screened with plantings and or structures such as walls, fences, and trellises that architecturally blend with the style and color of the adjacent buildings.

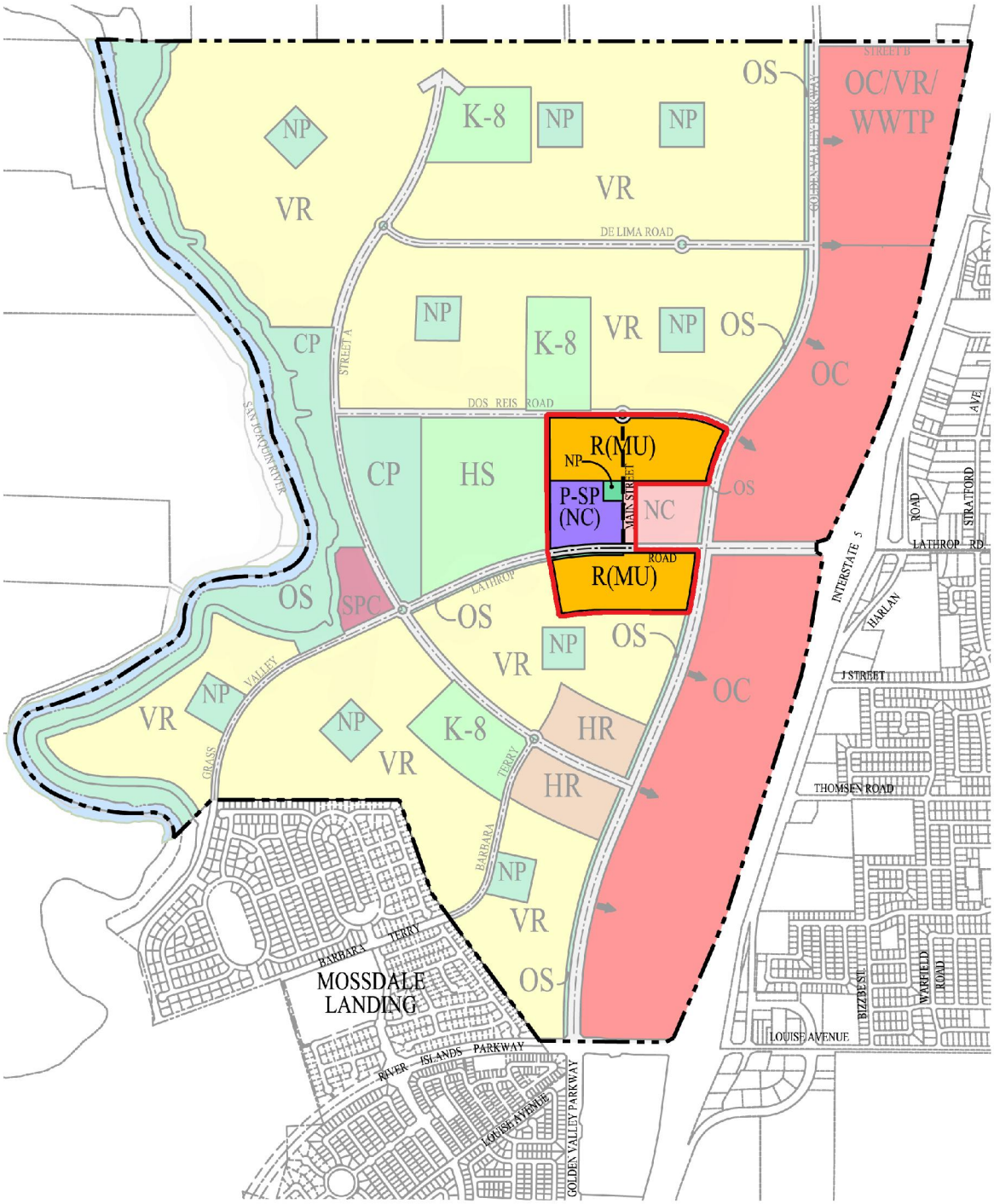
- For residential uses, discourage air conditioning unit pad placement within the side or front yard to minimize visual and noise impacts on private or common open space and from public streets.

4.2.3 MAIN STREET DISTRICT

The Main Street District is located in Lathrop Center. The primary "Main Street" runs perpendicular between Dos Reis Road and Lathrop Road. A secondary "Main Street" may be located perpendicular to the primary "Main Street", between the residential/mixed use and public/semi-public uses, and the neighborhood commercial sites, and may run generally from the high school to Golden Valley Parkway. The Main Street District incorporates a variety of uses including all of the public/semi-public and residential/ mixed-use areas, and that portion of the neighborhood commercial area that fronts onto the Main Street.

The intent of this District is to promote a lively pedestrian oriented place with vibrant retail, social, public, and service areas along the primary and secondary Main Streets. The following guidelines are specific to the Main Street District.

Figure 4-3: Main Street District

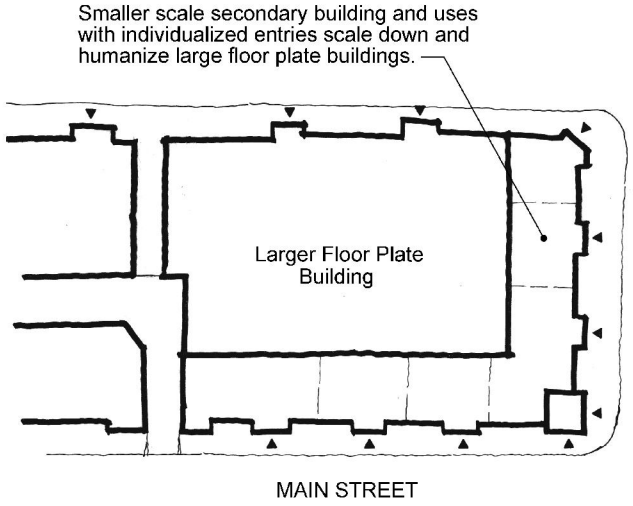


A. Land Use Interfaces and Buffers

- Where a residential mixed-use or non-residential site abuts a Variable Density Residential site, a 10' wide landscape buffer shall be located within the residential mixed-use or non-residential use unless waived or modified by the Central Lathrop Design Review Board. The CLDRB may require that a minimum 6' tall community wall or fence be placed on the property line between the two uses.
- Where attached units are placed adjacent to large lot single-family detached units, the attached unit's windows, balconies, and air conditioners shall be carefully placed to provide privacy, noise attenuation, and visual compatibility between the projects.
- Commercial loading areas shall be placed as far away from residential units and garage access as is practical.

B. Site Planning Concepts

- The entries of civic uses and storefronts should be oriented towards the Main Street(s).
- Rear building facades, service and loading areas, and other non-enriching areas are prohibited along Main Street. To resolve this issue, dual entry buildings (between Main Street and the neighborhood commercial area), freestanding buildings with entries fronting onto Main Street, and/or stores with entries that front onto Main Street and appear as separate and distinct buildings but are physically attached at the rear to another building's rear that is oriented to the neighborhood commercial area, shall be placed and designed to front and enter onto the Main Street District streets.



- Buildings shall be located along street edges (back of walk) and along project entries to create a sense of place and promote pedestrian interest and activity. Setbacks may be provided to accommodate outdoor dining, plazas, and other similar features and amenities.

- Provide pedestrian access to residential units from the public streets, and between parking lots and the residential building(s) to promote pedestrian access.

- Ground floor commercial uses should line the main street and other pedestrian areas to separate parking uses from pedestrians, while providing a lively and usable street scene.

- Minimize the number of vehicular access points from surrounding streets into a site to limit cross traffic movements, minimize disruption of sidewalks, and maximize area available for on-street parking. Shared ingress and egress points and connecting driveways between adjoining projects, and reciprocal parking access across properties is encouraged.

- Curb-side or on street parking spaces provided along and adjacent to streets serving non-residential development shall count towards the required number of guest parking stalls needed to fulfill parking requirements.

- Parking shall be distributed throughout the site to provide parking as close as practical to individual residential buildings.

- Locate garages, carports, and parking areas interior to project sites.

Figure 4-4: Main Street District Images

C. Architecture

q Facade Articulation

- Building transparency shall be emphasized at the ground level for retail and dining opportunities. A minimum of 60% of the ground floor facade shall be transparent and allow views into the interior of the use. Windows, doors, and other methods can achieve this.

- Architectural projections such as balconies, overhangs and bay windows, columns, awnings, and building facades at entries should be provided, especially along public streets.

- Building frontages and sides of buildings oriented to the street or other public areas (i.e. civic uses, parks, and pedestrian passageways) shall incorporate a combination of rooflines, building projections and recesses, arcades, a variety of pedestrian level display windows, and trim, score line, or belt courses.

- Stairwells and access corridors shall be incorporated inside of buildings, and shall not be open air.

- Screening devices, site walls, and enclosed service, loading and refuse areas should be designed to be an integral part of the building architecture. All site walls and screen walls should be architecturally integrated with the building.

- Internalize roof drain equipment within the building or design as an architectural feature.

- Mixed use parking structures shall be designed to the same quality as other buildings within the district.

- Public, governmental, and civic buildings should be readily identifiable within the community. This design prominence can be achieved through the use of unique massing and scale such as the incorporation of a tower or arcade; the reliance on strong architectural style; or the placement of the building at a significant location such as the termination of a vista or thoroughfare, a significant corner, or a site adjacent to a plaza or square. Civic buildings shall be well designed, with upgraded materials and finishes provided.

D. Landscape and Outdoor Spaces

- Thematic and functional site furnishings such as moveable tables, chairs and benches, umbrellas, art, planters, bus shelters, receptacle cans, bollards, newspaper racks, and street lights shall be used extensively through the District. These elements may encroach into the sidewalk area as long as ADA and safety concerns are meet. The colors of these elements may be different from elements located elsewhere in the community, but should be consistent within the District.

- Plazas and other public open spaces shall be incorporated in the Main Street frontages. Where plazas are a featured design element, these gathering spaces should be approximately 300 square feet, and should occur in prominent public areas such as street corners that are intended to be focal points within the Main Street District and other high use/high visibility pedestrian areas. Enhanced paving, landscape, and special elements such as site furnishings and seat walls should be provided.

- Emphasize outdoor areas for public gatherings and seating areas through the provision of plazas, shaded courtyards and similar places.

- Sidewalk paving along Main Street shall be enhanced. Paving may incorporate interlocking concrete pavers, brick pavers, colored concrete, textured concrete, sandblast or other special finishes, and/or special saw cutting score line patterns. Materials, colors, and patterns should be based upon the project theme and support the architectural character.

- Outdoor dining areas are encouraged and when part of the development program, should be used to activate plazas, the edges of open space, building frontages and street frontages.

- Outdoor seating and dining areas that are moveable, and not permanently fixed, may encroach into sidewalk areas, as long as minimum ADA circulation dimensions are maintained. Enclosures such as planter boxes and fences may be allowed if they do not exceed 36” in height and do not obstruct the minimum visibility required at streets and corners.

- Where practical, pedestrian access ways and vehicular driveways that connect Main Street to parking lots or parking structures should be treated to appear as pedestrian use areas, utilizing enhanced hardscape patterns, materials, and colors.

- Provide pedestrian connections between parking lots and the main street to create smaller scale "blocks" and increase pedestrian access. Planting, signage, and/or site furnishings shall be provided in these spaces to provide human scale and an attractive environment.

- Utilize accent landscaping, decorative lighting, and enhanced paving to emphasize the importance of a civic or governmental building.

Residential Landscape Character

The criteria below shall apply if a residential project is designed as a stand alone, single use project within the Residential/Mixed Use designation. Residential district landscapes need to be sensitively and attractively designed to create livable and comfortable environments for residents. The following elements are important in achieving this.

- Interior landscaping, paths, and pedestrian amenities such as seating and lighting shall be woven into the design of each multi-family project to connect parking lots with building sites, individual entries, public streets, recreation facilities, and other important destinations.

- Pedestrian connections through the parking lots to the units or buildings and streets should be clearly marked through the use of landscape and hardscape so as to make them easy to find.

- Landscaping shall be utilized to provide privacy for residents.

- Landscape planting areas are encouraged between attached garages to permit trees, ground cover and shrubs to be planted along common driveways, alleys and other shared access ways.

- Gates, courtyards, and/or arbors placed along the walk to a residential building or unit's entry are encouraged.

E. Lighting

- Light poles and fixtures within Lathrop Center may differ in height, style, color, and materials from the rest of Central Lathrop. Light pole and fixture design shall be human-scaled, attractive, and vandal resistant. Light pole heights along the Main Streets shall be a consistent height along the streets. Exceptions are permitted at intersection corners and other significant places to provide an emphasis at significant locations in the district.

- All pole bases shall be outfitted with convenience electrical outlets to support street fairs and additional holiday lighting in trees or across walkways and streets.

- Strings of lights across the right of way and other permanent or temporary festive or functional lighting are permitted with the Community Development Director's review and approval.

- Provide human scaled safety lighting along pedestrian paths within the project, and from parking lots and streets to unit entries.

F. Parking

General

- "On street" parking shall be permitted on all non-arterial streets. These parking spaces can count towards the required number of stalls needed to fulfill parking requirements for adjacent uses.

- Parking lots should not front the main street; instead, parking areas should be located within the interior of the block, or behind the building frontages to the extent possible. Where this is not practical, limit parking fronting along the Main Street and turn the short side of parking courts toward the street to avoid lengthy parking areas abutting the street.

- Alleys or rear service drives shall be planned where appropriate to minimize the visual impact of parking, loading areas, and garages.

- Drive through aisles should not exit onto a project's main entrance drive.

- Tuck under garages shall be accessed from alleys, lanes or driveways. These garages should not be visible or directly accessed from a public street.

- Tandem parking may be permitted in garages with CLDRB review and approval.
- For residential developments, at least one parking space should be provided within 200' of each unit.
- Adequate lighting in parking lots shall be provided for safety. Light poles shall not exceed 28 feet in height.

Parking Structures

Site Planning

- Parking structures are encouraged to be designed as an integral feature of the buildings they serve and/or incorporate secondary groundfloor retail uses in addition to the primary parking function they provide. Single use parking structures shall be screened from public view as practical. Screening may consist of landscaping, as well as special architectural detailing and materials.
- The number of driveway cuts and access drives shall be minimized. Parking structures shall be designed and sited in a manner that enhances safe pedestrian access and circulation from the parking area to commercial uses.
- Entrance and exit areas shall be designed so that vehicles approaching or leaving the parking structure can queue to enter/exit the traffic without blocking the sidewalk.
- Drive through aisles should be located towards the rear of the building and away from street frontage. Drive through aisles should be screened from adjacent streets and parking areas.
- Where parking structures have a strong relationship to the street or other pedestrian areas, the lower level of the structure should be activated with pedestrian related improvements, storefronts or alternate uses, and/or enhanced landscape treatments to soften the appearance of the structure.

Architecture

- The facade of parking structures shall consist of articulated walls consisting of a base, body (walls and window-like openings), and cap (roofline). This applies to all visible sides of a building. Buildings at street intersections are to articulate both street facades as front facades.

- Parking structures should be integrated with the architectural style of the surrounding buildings. A cornice, frieze, overhang, trellis or other device should be provided to visually cap the structure, and architectural elements should be incorporated into the publicly visible facades.

- Shading elements may be incorporated into the top deck of parking structures. This can be achieved by utilizing overhead trellises and shade structures.

- Stair and elevator elements shall be designed as integral features and as tower elements of a parking garage.

- Special architectural treatments shall be utilized to define pedestrian and vehicular entrances and exits.

- Facades over fifty feet in length shall incorporate vertical and/or horizontal variations in setback, integrate various colors and/or materials, or fenestration design.

- Facades shall not be designed with continuous horizontal openings along parking decks that are not screened.

- Any portion of a parking structure with exposed parking areas on the ground floor adjacent to a public street shall minimize views into the parking structure interior through one or more of the following techniques:

    - Decorative trellis or other screening methods as architectural elements;
    - Different materials and/or color between the base, or ground level, and the upper levels;
    - Glass window display cases incorporated into walls along pedestrian areas;
    - Any other technique that is demonstrated to minimize views, in addition to landscaping, and is approved by the Central Lathrop Design Review Board.

Figure 4-5: Parking Structure Articulation

- § Break up blank walls at the ground level that faces the street. This can be achieved by locating storefronts, doors, windows, or display areas equal to at least 20% of the ground floor wall facing the street. This excludes the portions of the face(s) devoted to driveway entrances and exits, stairwells, elevators and centralized payment booths or machines.
- § Required windows shall have a sill no more than 4' above grade. The openings shall be glazed or grated.

- n Views into the parking structure, and especially the upper floors, shall be minimized by the use of planters integrated into the facade design, decorative trellis and /or other architectural screening elements, and/or the facade designed with a pattern of window-like openings.

- n Top floor wall designs shall conform to at least one of the following treatments:
  - § A top floor focal point that incorporates a prominent wall edge feature such as an elevator and/or stair tower, or trellis structure.
  - § A top floor wall variation, such as a projecting or stepped cornice or articulated parapet.

Landscape

- n The sides of parking structures shall also be landscaped with increasing intensity the more visible the parking structure is from surrounding uses.

- n For portions of parking structures without ground floor commercial uses, a minimum of 5 feet of landscaping is required to buffer the structure.

- n Trees, shrubs, vines, and groundcovers shall be utilized.

Lighting

- n Top deck lighting of parking structures shall strive to eliminate glare and visibility of pole mounted fixtures by employing full cut-off fixtures and minimizing pole heights.

4.2.4 NEIGHBORHOOD COMMERCIAL

This section only applies to the portion of the Neighborhood Commercial area that does not front upon a "Main Street." For those areas that front upon a Main Street, refer to the previous section.

A. Site Planning Concepts

- Retail and service buildings are encouraged to be sited along Golden Valley Parkway and Lathrop Road.
- Buildings shall be sited in an orderly and functional layout. Smaller buildings and storefronts are encouraged over a single large footprint. Buildings are encouraged to be clustered.
- Parking areas are permitted to abut Golden Valley Parkway and Lathrop Road, but shall be screened. Parking areas should be broken down into smaller components through the use of trees, landscaping areas, and building siting and massing.
- Pedestrian connections shall be provided between the project site and buildings, and public streets including Main Street, Lathrop Road and Golden Valley Parkway.

B. Architecture

- The use of scale, materials and architectural treatment should complement existing residential and commercial structures adjacent to the proposed development.
- Building lengths in strip and L-centers should generally not exceed 500 feet; lesser dimensions are preferred.
- All building elevations shall be architecturally enhanced to avoid a simple box-like structure. Wall offsets, projecting wing walls, awnings, roof overhangs, and recessed entries are some ways to enhance the architecture of the structure.
- Mansard style roofing, if used, shall be wrapped around the entire building.
- Landscaping and architectural detailing shall be utilized at the ground level to create human scale and interest.
- Retail commercial buildings should provide a minimum of 50% open exposure onto the street. Windows, doors, and open facades can achieve this.

- The use of arcades, roof overhangs, varying facade setbacks and other similar elements are encouraged to create variety to typical block-like massing.
- The scale and proportions of a center shall be consistent throughout. The scale and rhythm of anchor tenant buildings shall be broken down into units comparable to the predominant unit of the development project.
- Anchor stores should be of a larger mass and height than other stores in the center, and should be balanced by other anchor stores or design treatments.
- A consistent palette of colors and materials shall be used. However, storefront variation is encouraged using a given palette of materials.

Figure 4-6: Neighborhood Commercial Images

C. Use Specific Guidelines

The following design discussion and criteria shall be applied to use specific establishments that may have a greater effect upon the appearance and efficiency of utilization of the Neighborhood Commercial site. Refer to Chapter 5 for signage guidelines.

q Drive-Through Establishments

It is common for various uses such as banks and drug stores to include drive-through services. These establishments provide a unique design challenge due to the variations in site planning, vehicular access, and vehicular and pedestrian on-site circulation. For drive-through requirements involving restaurants and fast food establishments, see the following section.

Site Planning

- For projects that include drive-through service, the predominant visual element along the major street or parcel frontage shall be the main building, not the drive through component.
- The drive-through window should be oriented towards the rear of the building and away from the street frontage.
- Drive through lanes shall not exit directly to the site's main entrance.
- Site circulation shall be designed to allow for adequate length of stacking to accommodate drive-through traffic without blocking parking or interfering with the movement of vehicular or pedestrian traffic (on or off-site).
- Pedestrian walkways shall be designed to avoid crossing drive-through lanes, as practical.

Architecture

- Drive-through windows shall incorporate an architectural projection or covering consistent with the design theme of the building to protect drivers from inclement weather.

Landscape

- Provide landscaping that is sufficient to soften the visual impact of vehicle stacking areas for drive-through windows.
- Drive-through lanes shall be separated from other vehicular circulation by a median or raised planter. This median or planter area should be a minimum of 4 feet wide to ensure adequate planting opportunities.
- Drive-through windows, menu boards, equipment, and associated stacking lanes shall be located to minimize impacts on adjacent residential areas and public streets.

q Fast Food Restaurants

Because fast food restaurants generate significant traffic, typically involve a compact site design, and are commonly sited in visible locations, these convenience-oriented facilities also present unique design challenges which are addressed in the following guidelines. Where a fast food restaurant includes a pick-up window, the guidelines for "Drive-through Establishments" set forth above will also apply.

Site Planning

- The site plan shall accommodate a logical and safe vehicle and pedestrian circulation pattern through the site.
- Freestanding restaurant buildings shall be sited and designed to be compatible with the character of the surrounding area.
- Outdoor seating areas and play equipment areas shall be attractively design, compatible with the main building architecture, and an integral part of the site layout.
- Where practical, the drive-through aisle shall provide a minimum stacking distance of 180 feet measured from the pick-up window and shall be designed to accommodate drive-through traffic without blocking parking or interfering with the movement of vehicular or pedestrian traffic (on or off-site).
- For projects that include drive-through service, the predominant visual element along the major street or parcel frontage shall be the main building, not the drive-through component.

- The drive-through window should be oriented towards the rear of the building and away from the street frontage.
- Drive-through lanes shall not exit directly to the site's main entrance.

Figure 4-7: Fast Food Establishment Design Criteria

Landscape

- Adequate landscaping, including parking area shade trees shall be provided throughout the project site.

Lighting

- Excessive illumination of the signage, building or site shall be avoided. Illuminated awnings are discouraged.

Utilities

- Trash enclosures and other service spaces shall be constructed of materials and finishes which are consistent with the main restaurant building. These spaces shall be placed out of major circulation patterns and away from exterior seating or play areas.
- Outdoor broadcast devices shall be designed and located to minimize impacts upon adjacent uses.
- Cooking odors should be eliminated to the extent practical by installation of the best available ventilation technology.

Architecture

- Franchise or corporate style architecture and/or highly contrasting color schemes are discouraged. If the fast food restaurant is to be a part of a larger project, the restaurant, should be designed to reflect the architecture of the larger project of which it is a part.

4.2.5 SPECIALTY COMMERCIAL

The following design elements shall be implemented in addition to the more general Lathrop Center District-wide Guidelines found in Section 4.2.2.

A. Land Use Interface and Buffer

The following design considerations provide guidance in shaping the interface between different uses.

q Linear Community Park, Open Space, Levee and Neighborhood Edge

The interface between the Specialty Commercial area and the linear community park, open space and levee areas and adjacent residential neighborhoods presents special opportunities for visual and physical connections. This edge shall be designed to allow residents and customer's safe and convenient access between the adjacent neighborhoods and the Specialty Commercial area and access adjacent trails, park facilities, and open space areas. The physical and visual transition between

development areas and the linear community park should be treated sensitively. This transition should be designed to blend the developed areas and the undeveloped park, open space, and levee areas together smoothly with grading and landscaping to emphasis accessibility.

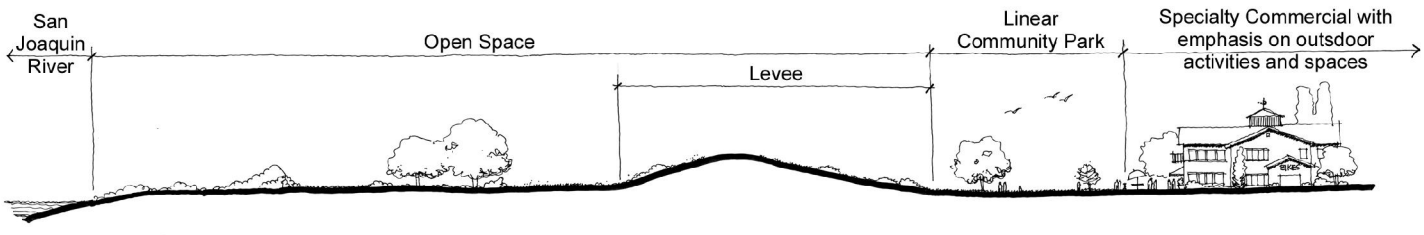
This edge will be varied, utilizing multiple edge treatments to create a diverse park and commercial interface character. These treatments include:

- The site design of the Specialty Commercial parcel should include a strong orientation towards the linear community park and adjacent open space/levee and should emphasize views into and access to these community resources.
- Outdoor patio and balcony dining/gathering areas are encouraged to shift the focus of those visiting the specialty commercial facilities from an indoor setting to the external environment.
- Recreation equipment rentals are encouraged to be located outside to provide a more visible connection between the specialty commercial facilities and the recreational opportunities afforded by the community park and related open space.

Pedestrian access connections can also serve as emergency vehicular access into the linear community park and open space areas. These multi-use connections permit convenient vehicular access for RD-17, police, fire and other emergency and maintenance personnel.

- Emergency and maintenance vehicle access to the multi-use trail within the linear community park will be provided approximately every one-quarter mile.

Figure 4-8: Specialty Commercial Interface with Community Park-Section



B. Site Planning Concepts

Due to the prominence of the Specialty Commercial site as the western terminus of the Lathrop Center area, the site design of this parcel needs to be carefully addressed.

- Buildings and/or other architectural elements should be located close to and frame the intersection.
- Provide pedestrian and bicycle connections to the linear park and trail system.
- Parking areas shall not be located in proximity to the roundabout at the intersection of Lathrop Road and Street A. They should be located to the north, west, and south of the buildings and/or other architectural elements fronting this intersection.
- Parking lots should be located away from the Street A/Lathrop Road intersection.

C. Architecture

The architecture of the Specialty Commercial site shall emphasize the character of the property as the focal point at the crossroads of Lathrop Road and Street A through the use of massing, articulation, and design elements.

- An architectural tower element such as a water tower, windmill, or building element shall be provided to create a visual and physical terminus to Lathrop Center and Lathrop Road.
- This tower element shall be integrated into the design of the larger complex and used to establish an overall theme and create a unified project.
- Outdoor patio and balcony dining areas are encouraged to provide exterior activity centers and views of the river and open space.

D. Landscape

Landscape elements will be utilized to further emphasize the importance of the location of the Specialty Commercial site within the Central Lathrop Specific Plan.

- Accent trees shall be placed to frame the Lathrop Road/Street A intersection.
- If parking lots are located adjacent to the community and/or linear park, landscaping shall be utilized to screen the parking area from park uses.

E. Parking

Parking, driveways, loading, and service areas shall be sensitively located.

- Driveway cuts shall be limited and located away from the roundabout, and generally at the more northern and southern edges of the parcel.
- Loading and service areas should be located away from parks, open spaces, and public streets. Where this is not practical, architectural and landscape features shall be incorporated to screen the areas.

4.2.6 High School

The following design criteria are encouraged to be implemented in addition to the more general district wide guidelines found in the beginning of this section.

A. Land Use Interface and Buffers

- Provide a 6-foot masonry wall where the school abuts residential or commercial uses.
- Provide a 6-foot open metal rail fence along streets, parks, and open space. Gates should be provided periodically for student and employee access.
- Where joint use occurs with an adjacent park, fences and walls are discouraged. However, if fencing is deemed necessary, a 4-foot open metal rail fence and periodic gates should be provided if required by the Manteca Unified School District.
- Refuse, loading, and service areas should not be located in publicly visible areas.

B. Site Planning Concepts

- Sites shall be developed with several buildings as opposed to one very large building.
- Parking and drop off areas shall be sited so that they do not cause conflicts with pedestrian and vehicular access and security.

Parking areas should be designed to consist of a number of smaller components rather than one large area.

C. Lighting

- If evening sport field lighting standards are utilized, they shall be sited carefully, and installed with shielding devices to protect residential uses.

4.3 RESIDENTIAL NEIGHBORHOODS

4.3.1 Overview

Central Lathrop is designed to provide traditional neighborhoods organized around interior neighborhood parks and schools. The Specific Plan emphasizes higher densities and a wide diversity of product types in order to provide more efficient land use, better use of public infrastructure, and to expanded purchase and rental opportunities to households at a broad range of economic levels.

Traditional neighborhoods organized around interior neighborhood parks and schools, and featuring a wide variety of housing types with overall higher residential densities

The basic design elements and criteria included in the following guidelines are intended to provide creative new approaches to the challenge of creating high quality, high amenity neighborhoods. The underlying objective of these guidelines is that neighborhood form not only follows function but also provides a visually interesting and exciting stimulus to function. By pulling living spaces towards the street, de-emphasizing garages, and encouraging a variety of architectural styles which make use of a board range of materials and colors, a more friendly and sustaining community character can be achieved for residents and visitors alike. Neighborhoods are composed of assembled residential subdivisions and projects.

Design concepts applicable to overall neighborhood design are provided first, followed by more detailed guidelines that apply specifically to Conventional Single Family Detached, CLSP Variable Density Residential, and High Density Residential land uses.

Figure 4-9: Residential Neighborhood District

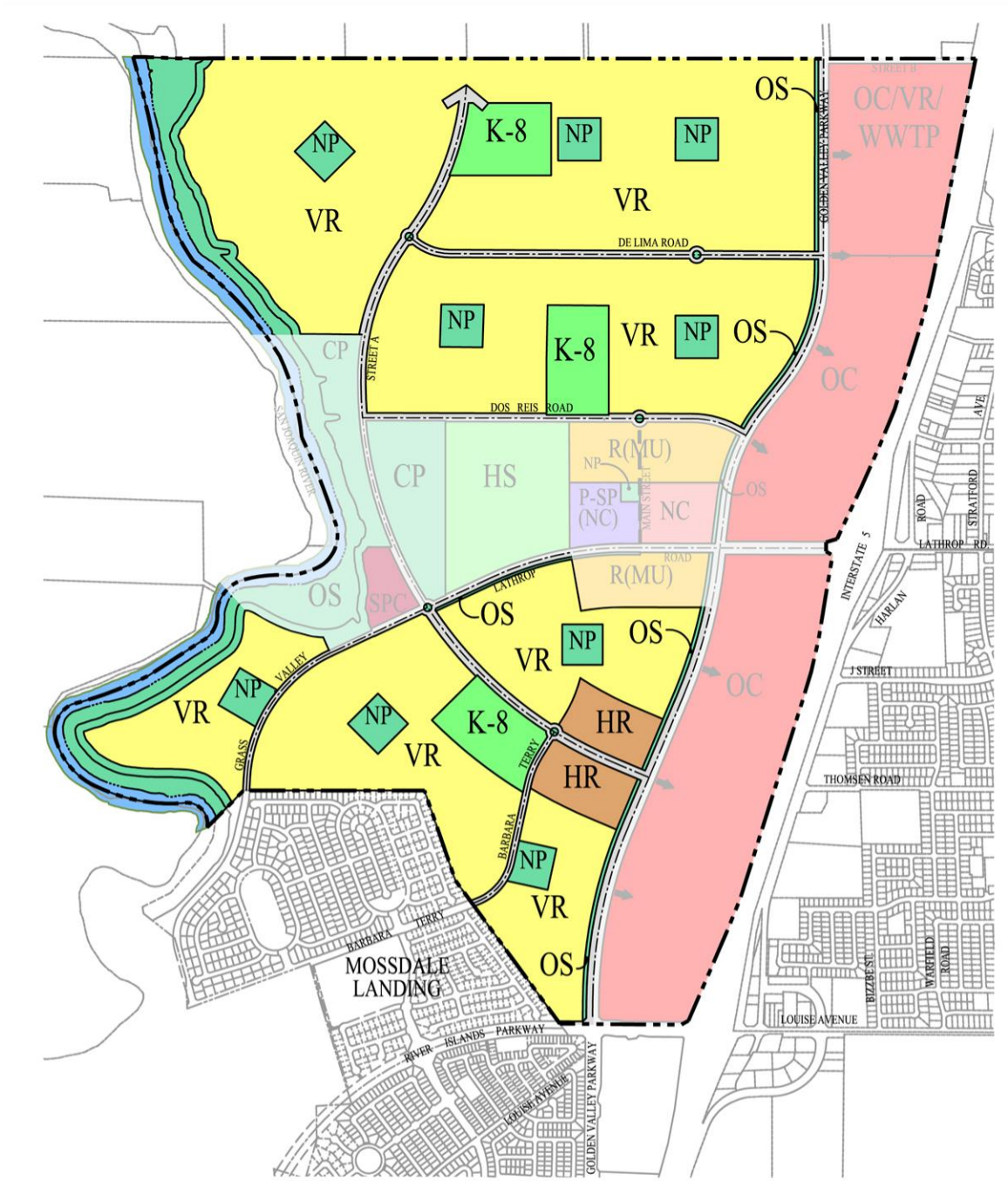
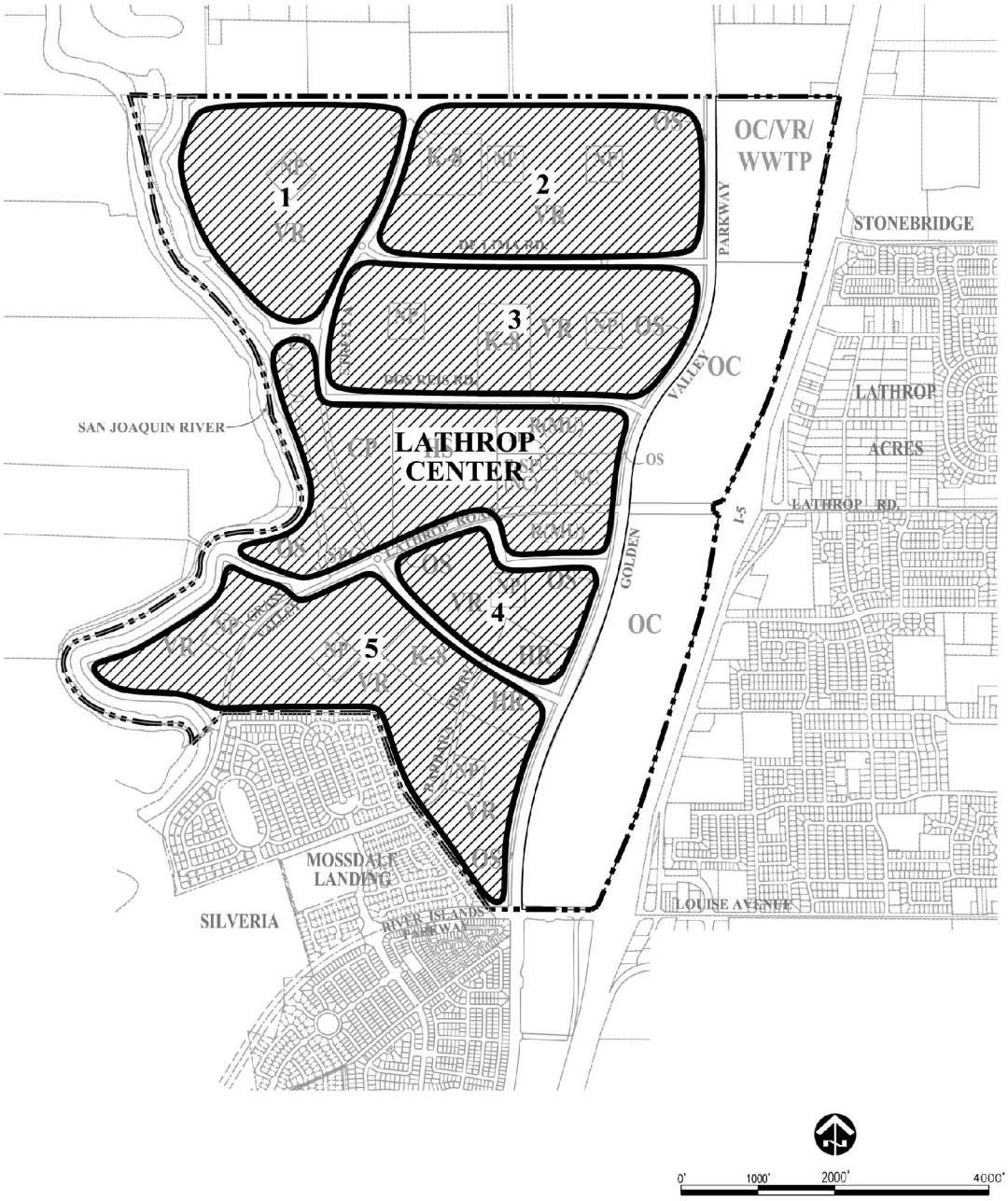


Figure 4-10: Residential Neighborhoods



4.3.2 District -Wide Neighborhood and Subdivision Design Guidelines

The following design concepts apply to Conventional Single Family Detached, Variable Density, and High Density residential uses that, together, form the Central Lathrop residential neighborhoods and subdivisions. Information on neighborhood and subdivision streets, entries and other common elements are included in Section 3.

A. Land Use Interfaces and Buffers

The use of interfaces and buffers between differing land uses provides a visual and/or physical screen, contributes a sense of separation and a defined edge, and serves to mitigate potentially adverse effects of one land use upon the other.

q Residential Buffers

To protect residential uses from visual, privacy, and noise impacts resulting from other adjacent uses, the following buffers and screening techniques shall occur.

- Where a school, park, or active open space area is sited adjacent to a variable density residential use, a 6' tall community wall shall be placed on the property line between the two uses. Where less intensive uses exist on a school, park, or open space area (i.e. passive open space, general landscape areas), a 6' view fence is permitted with Design Review Board approval.
- Where a Commercial, Residential Mixed-Use or High Density Residential site abuts a Variable Density Residential site, a 10' wide landscape buffer shall be located within the Commercial, Residential Mixed-Use or High Density Residential parcel unless waived or modified by the Central Lathrop Design Review Board. The CLDRB may require that a minimum 6' tall community wall or fence be placed on the property line between the two uses.
- Breaks in required walls and buffer areas are permitted where they facilitate access between residential and other uses so long as noise and other issues are adequately addressed.
- Implement sound attenuation strategies to mitigate noise-generating elements that impact residential uses.

B. Site Planning Concepts

The overall layout of neighborhoods and subdivisions in Central Lathrop is intended to promote a varied yet cohesive residential environment with a strong focus upon the pedestrian and human-scale streetscapes.

The City requires that each subdivision or project be pre-plotted along each street segment being proposed within each phase of development. This will help the CLDRB and City Staff to better understand the issues and design involved with each subdivision or project.

- The intermixing of residential densities, lot sizes, and product types is encouraged.
- Neighborhood identity and continuity should be defined through elements such as parks, trails, and landscape features that override singular builder/product identity.
- The local street network shall be designed to provide connectivity within and between individual parcels and subdivisions. Multiple entries should be incorporated into neighborhoods and subdivisions.
- Variety in street and residential block layouts should be encouraged, including “soft” or “wavy” grid plans and cul-de-sacs.
- Meaningful, walkable destinations shall be emphasized within each neighborhood by providing convenient pedestrian connections to parks, schools, and open space, as well as pedestrian “networks” that provide choices between routes.
- A continuous wall along streets should be minimized where practical. Rather, front- and side-on plotting with other special treatments are encouraged to provide an “open”, friendly edge. Special treatments to prevent a walled impression includes alleys, cul-de-sac ends abutting a primary street, view fencing, low privacy walls, trail connections, and variable wall alignments.

C. Architecture

- Building envelopes for individual residences should not be maximized without articulated treatment on facades.
- Vary the architecture within each subdivision to create a sense of variety through the use of multiple elevations and facades treatments, as well as varying building orientations and creative site design strategies such as auto courts and green court clusters. (See discussion in Section 4.3.3B for more information on Auto Court and Green Court clusters.) Uniformity of building height, massing and setbacks is allowed within a single-product subdivision provided this sense of variety and interest is achieved through architectural and/or siting applications.
- The style of the home as defined by the front elevation must also be reflected in the side and rear elevations of the home or building.
- Rear and side elevations that face a street or public area shall have a similar level of architectural detailing as the front elevation.

D. Landscape Concepts

Neighborhood and subdivision landscapes need to be sensitively and attractively designed to create livable and comfortable environments for residents.

- Streetscapes shall include landscaping, lighting, entries, fencing and other elements consistent with Section 3.
- Landscaping shall be used to frame, soften, and embellish the quality of the residential environment, to provide privacy between units or buildings, and to buffer units from noise or undesirable views.
- All plant materials shall be appropriate to the site conditions, water conserving, and appropriately spaced to control soil erosion.
- Landscape materials and patterns shall reinforce and complement the styles, materials, and scale of the housing types.
- A variety of landscape materials, complementary to the site, shall be used to enhance visual quality, soften hardscape elements, and add human-scale.
- Landscape buffers shall be used as appropriate to provide separation between different uses or to screen service areas.

E. Utility and Mechanical Equipment Placement

The City's Subdivision Regulations, Section 16.28.080, require that certain mechanical equipment and utilities be placed underground. To create pleasant and uncluttered streetscapes and project areas, mechanical equipment and utilities within the project and associated with each lot or parcel will be placed underground as specified by the City's Subdivision Regulations, Section 16.28.080. All other utilities are encouraged to be placed underground where practical. Above ground utilities and utility structures, where required or allowed, shall be screened by landscaping, walls and/or fencing, and are subject to Central Lathrop Design Review Board review and approval regarding their placement and design.

Utilities constructed in rights-of-way or public utility easements shall place all facilities underground and terminate in flush to grade enclosures except where a utility provider demonstrates to the Public Works Director's satisfaction that the design and functional requirements cannot meet this standard.

- The location of aboveground utility facilities shall be determined early in the design process. Where practical, utility facilities should be located where they do not conflict with featured views. Facilities shall be accessible for maintenance and service requirements and shall not interfere with site circulation.

- Above ground utilities and utility structures within public view shall be screened by landscaping, trellises, low walls and/or fencing that blend with the style and color of the adjacent buildings. Screening methods are subject to Central Lathrop Design Review Board review and approval regarding their placement and design. Screening methods shall be coordinated with the street tree and streetlight plans along public streets.

- Utility cabinets, pedestals and other above ground utility infrastructure shall be clustered and screened to the extent allowable by operation requirements and should be painted or integrally colored a tone that is neutral to the setting.

- Tree and lighting plans should be completed in conjunction with joint trench and utility placement plans to ensure the best spacing and location for street trees and lights.

- All mechanical equipment, including utility meters, junction boxes, air conditioners, gas regulators, and telephone/cable TV pedestals shall be located

in visually unobtrusive locations, screened from view, and baffled for noise attenuation where appropriate.

- Transformers and other above ground utility structures shall be located in buildings, within or adjacent to parking lots, or behind buildings. Utility structures should be screened with plantings and or structures such as walls, fences, and trellises that blend with the style and color of the adjacent buildings.

4.3.3 Variable Density Residential

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, 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 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. Variable Density Residential housing shall be provided at a density between 3 and 16 units per acre.

Along with conventional single family detached, many of the product types proposed for this new zoning designation are a combination of detached and attached units arranged in various cluster layouts, courtyards, or other drive aisle configurations. Many of these products do not have typical front side and rear conditions. Rather, any building elevation that faces onto a paseo, courtyard, drive aisle, or any community open space is as important as street-facing elevations and should be well- articulated in accordance with the design criteria. Along with alley and other rear loading housing types, these housing types will be referred to as "non-conventional single family and multi-family" units.

A. Land Use Interfaces and Buffers

The following guidelines apply to all residential uses in the VR district. Multiple family dwelling units located in the Variable Density Residential district are also required to comply with the guidelines included in Section 4.3.5.

q Linear Community Park, Open Space, Levee and Neighborhood Edge

- Because the adjacent residential neighborhoods will provide an important means of access to the linear community park, related open space and levee, and because these park and open space resources will provide an important source of recreation for the residents of the adjacent neighborhoods, special care must be taken to assure that this reciprocal relationship is reflected in the interface between these two land uses. Accordingly, at least 50% of the length of this interface must be designed with lots that front or side onto the park. This interface can be accomplished with single loaded streets or cul-de-sac openings onto the park as illustrated by Figures 4-11 and 4-12. Other treatments may be proposed and should be reviewed for consistency with the intent of the Central Lathrop Specific Plan.

- The pedestrian access connections between the linear community park and open space areas and the adjacent neighborhoods can also serve to provide emergency vehicular access. Emergency and maintenance vehicle access to the multi-use trail within the linear community park will be provided approximately every one-quarter mile. These access points permit convenient vehicular access for RD-17, police, fire and other emergency and maintenance personnel. The paved access connections shall be 12 feet wide within a minimum 25' wide accessway. Additional drivable surfaces such as decomposed granite, gravel, and turf-block may be required by the Fire Department adjacent to the paved accessway. Landscaping, trellises, and/or other architectural elements shall be used to screen adjacent houses.

- A 6' tall community wall, view fence, or metal rail fence shall be placed on the property line of the residential lot.

- The physical and visual transition between development areas and the adjacent linear community park should be treated sensitively. These transition areas should be designed, landscaped, and graded to blend development and the park together smoothly.

Figure 4-11: Residential Interface with Community Park- Plan

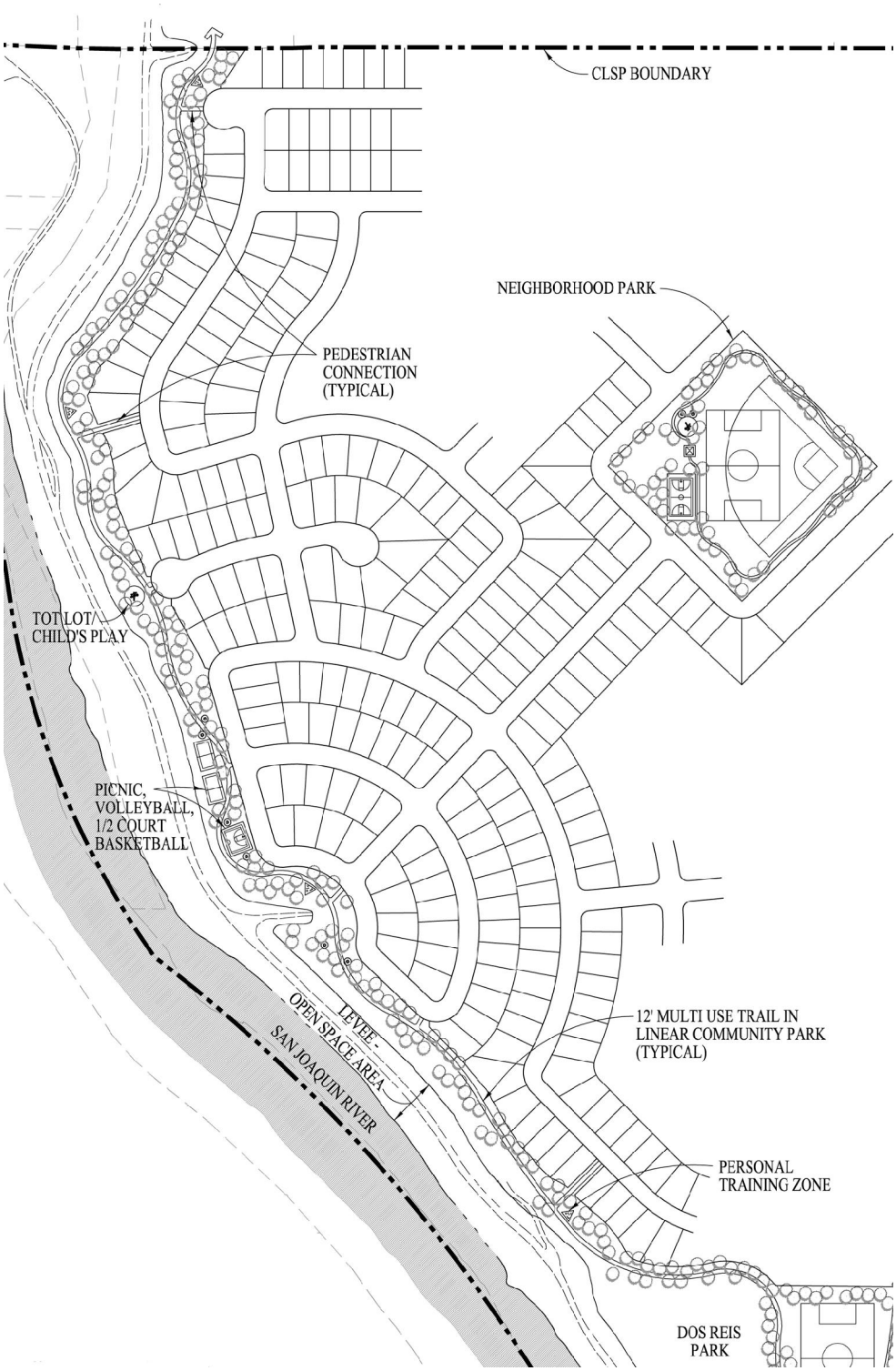
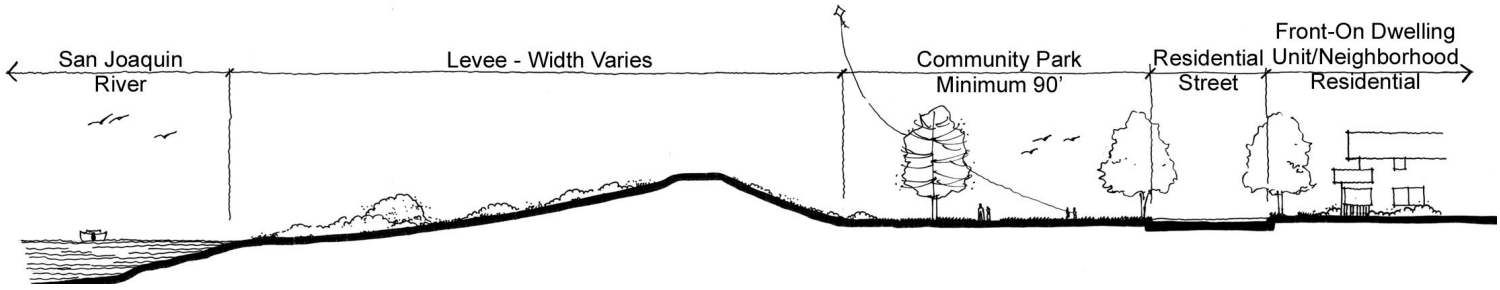


Figure 4-12: Residential Interface with Community Park- Section



q Dos Reis Regional Park Edge

Where residential areas abut Dos Reis Regional Park, the following guidelines shall apply to the edge condition.

- A minimum 25' wide landscape corridor shall be provided within the residential area along the common boundary with Dos Reis Regional Park and counted towards linear park acreage and uses. The multi-use trail that parallels the levee shall be placed in this corridor to connect to the trail systems within Dos Reis Regional Park, within the Central Lathrop community park, and along Street A.
- A 6' high community masonry wall, view fence, or metal rail fence shall be built along the developed edge of the residential neighborhood where it abuts the Dos Reis Regional Park.
- Landscape treatment within any 25' landscape corridors shall match that of the linear park. Trees, shrubs and vines should be placed along the wall to provide privacy and screening to adjacent residents.

B. Conventional Single Family Detached

The following guidelines apply to all Conventional Single Family Detached units.

q Site Planning Concepts

- In general, a variable front yard setback is encouraged within each block. Staggered offsets will be measured from the standard setback.
- The plotting of residences should be done in a manner that achieves diversity and visual interest to the subdivision.

q Architecture

It is the intent for all architecture in Central Lathrop to achieve a high level of quality in function and visual appearance, to assure variety and compatibility in architectural character, and to enhance the community's overall value.

- An important design goal in residential communities is to develop varied and interesting street scenes. In order to achieve this objective, every neighborhood will be comprised of several subdivisions, which will afford an opportunity for a variety of architectural styles and product types.

Scale, Massing, and Facade Articulation

Creating streetscapes that are visually interesting is a primary objective of these design guidelines. The following basic design elements and criteria are intended to elicit variations in appearance and a sense of individuality for each dwelling unit so that the combination of units presents an appealing exposure to the street. To improve the street scene the following scale and massing techniques should be used:

- Plans should be reversed and plotted so that garages and entries are adjacent to each other to create an undulating setback. This pattern should be broken occasionally to avoid monotony.
- Flat two and three story wall planes are discouraged, especially on side and rear elevations.

- One unit floor plan per subdivision shall be designed primarily for use on corner lots. This plan should have the ability to be easily altered for use on interior lots.

- Provide single story elements to establish human scale and add variety to the street scene, especially on units located at corners and those that front onto or are adjacent to parks and trails. Single story elements include:
  - Living spaces
  - Garages
  - Porch or covered entry form
  - Second story offsets from first story

- Building mass and roof forms shall be articulated to minimize repetitious flat planes, similar building profiles, and similar ridge heights. The effect of this articulation can be enhanced through the use of a variety of building orientations as well as a variety of roofs, and one-story elements.

- Adjoining residences shall make use of varying roof treatments, including rooflines, ridge heights, roof forms, and the direction of gables to create visual interest.

- Repetitious gable ends framed side to side on rear elevations visible from roads and public areas are not permitted.

- The upper story portions of the rear and side elevations of homes that front on roads, parks, trails, or public open space shall be enhanced. This can be achieved by:
  - A variety of window treatments including window surrounds, trim, and multi-paned glass;
  - A variety of hipped and gabled roof forms;
  - Detailing such as varying accents, materials, and colors; and
  - Changes in wall planes between first and second floors.

- Provide stylistic diversity through the use of a mix of plan forms and elevations and a variety of materials.

Building Elements

Entries

- The entry of residential dwellings should be articulated as a focal point of the building's front elevation through the appropriate use of roof elements, columns, porticos, recesses or projections, window or other architectural features. An entry can also be articulated through the use of front porches courtyards.
- Buried side-facing entries behind the front-on garage plane are not permitted.

Porches

- If provided, porches shall be a minimum of 50 square feet in size, and a minimum of 6 feet deep.
- Side porches should be a minimum of 5 feet in depth.
- Broken rooflines over porches are encouraged.

Windows

Typically the location of windows is determined by the practical considerations of room layout, views, and privacy. Because windows play an important role in the exterior architectural character of single family units, special emphasis shall be given to the way in which windows are used for design effect.

- Where appropriate to style and window form, use of multi-paned windows is encouraged.
- Windows shall be finished as appropriate to style, including full trim surrounds, headers and sill. In the case of recessed windows, trim is not necessary.
- Unique window treatments should be incorporated, such as shutters, awnings, window boxes and flower pot shelves.

Figure 4-13: Conventional Single Family Detached Articulation and Massing Concepts

Figure 4-14: Conventional Single Family Detached Residential Examples

Garages

Attached or detached garages shall be designed to de-emphasize their architectural prominence. To achieve this desired effect, these structures shall incorporate the following:

- Vary garage door pattern, windows and/or color as appropriate to individual architectural styles. The use of two single doors instead of one large one can help to reduce the visual impact of a doublewide garage.
- Provide sectional garage doors with automatic door openers. Garage door windows are encouraged, but not required.
- Use the same architectural style, massing elements, roof forms, wall materials and finish, design details and colors as the residential dwelling units.
- Tandem garages may be used to accommodate parking stalls if not used towards fulfilling the minimum two required parking stalls. The CLDRB may consider and approve the use of tandem garages to meet parking standards if requested by a builder or developer, and approved by the Community Development Director.
- A variety of garage placements should be provided in each single family detached home subdivision and along each street, with the exception of projects that are alley-loaded, courtyards, or combine alley-loaded with front-loaded placements. No subdivision may use a Garage Forward and/or Shallow Recessed Garage placement more than 50% within each subdivision.

  Following are garage placement options:

  - *Shallow Recessed Garage*
    Shallow recessed garages are located a minimum of 5’ behind the front elevation/ living space.
  - *Mid Recessed Garage*
    Mid-recessed garages are located 10 feet or more behind the front elevation/living space. Mid-recessed garages can be detached.

§ *Deep Recessed Garage*
Deep recessed garages are located 20 feet or more behind the front elevation/living space. Deep recessed garages can be detached.

§ *Corner Lot with Side-street Entry Garage*
This garage placement allows the option of entering from the side street, thereby eliminating the garage and driveway from the front face of the house. Side-street Entry Garage can be detached.

§ *Garage Forward*
This garage placement is located forward of the home's front facade. Extra attention and treatments shall be applied when using this garage location. For example, a decorative garden fence, low wall with gates, trellis, porte cochere, or additional landscaping.

§ *Forward Swing-In Garage or Split Garages*
These garage placements may be located at the front, side or rear of a plan. Swing-in garages greatly reduce the impact of garage door faces on the streetscape. Split and swing-in garages are prohibited on lots less than 55' wide.

§ *Alley-Loaded Garage*
Alley-loaded garages are accessed from a rear or side alley, drive, or lane. Some garages may have operable doors on both the rear and front facades with vehicular access available on both sides.

§ *Detached Garages*
Detached garages are located toward the rear of the lot behind the primary structure. The same architectural details found on the home shall be applied to them.

§ *3-Car Front-Facing Garage Requirements*
3-car garages with all doors facing front are limited to lots that are 55' wide or greater. When a 3-car front-facing garage is used, in addition to standard garage requirements, at least one of the following front-facing plan elements is required: A minimum 6 foot deep by 10 foot wide porch on the front elevation.

- An offset at single door of at least 2 feet from the double door.
- Three single garage doors each separated by at least 1 foot of wall mass between doors.

- The garages are located at least 5 feet behind the front façade of the dwelling's living space.

§ *4-car Garages*
Portions of four car garages may be located forward of the house. In no case may all four-garage doors face the street. If garage doors are located forward of the living space they are subject to the design criteria listed above under "Garage Forward". If there are front facing 3-car garages, the above "3-car front-facing garage requirements" shall apply. 4-car garages are limited to lots that are 7,000 SF or greater and a minimum of 70' wide.

n Provide optional treatments such as a trellis or porte cochere that occur forward of the garage to buffer the view impact of garages and garage doors from the sidewalk or street. A recessed garage plan with a porte cochere can create an additional, partially covered, parking space and also can serve as an outdoor private space.

n All garage doors shall be recessed a minimum of 12 inches behind the garage wall plane.

Balconies

The use of balconies is encouraged to create visual interest, add human scale to the building, and create outdoor living areas.

n Balconies may be covered or open. They may be either recessed into the mass of the building or designed as a projecting element.

n Where balconies are provided, they shall be designed as an integral element of the building with details, eaves, supports, and railings in keeping with the architectural style and other elements of the building's design.

n Usable balconies shall be a minimum 5 feet deep and a minimum of 50 square feet.

n Decorative balconies may be also be used as an architectural detail to provide visual relief to the building façade. Since decorative balconies are not usable, they are not required to meet the minimum dimensions specified for usable balconies.

Roofs

- Vary the height of ridgelines and fascias in combination with different architectural styles.
- Vary roof massing, in addition to pitches and directions. Roof types shall be appropriate to style.
- Mansard roofs are prohibited. Flat roofs are permitted in limited applications.

Exterior Stairs

- Exterior stairs shall be compatible in type and material to the deck and landing. Use of open stair treads is only permitted where the balcony or landing element is a projecting element.

Colors and Materials

The colors and materials used throughout Central Lathrop are to reflect a general theme of environmental harmony within neighborhoods and subdivisions. New interpretations using compatible combinations of materials and colors are encouraged.

- Individual color schemes must be appropriate to the architectural styles with a harmonious selection of accent materials, roof profiles and colors.
- The color palette should be selected with the design objectives of avoiding monotony, providing a variety of colorful schemes and promoting visual diversity.
- Use a variety of natural looking accent materials and nature-based colors to provide visual interest.
- When aluminum windows are used, they shall be trimmed with either wood, cementitious simulated wood, stucco surrounds, shutters or recessed openings as appropriate to the style of the house. Aluminum windows shall have an anodized finish.
- All material changes must occur on an inside corner or other meaningful location.

- Selected finish materials shall be appropriate in their use and application, and be durable and of high quality. Basic wall materials include stucco, masonry (brick and stone), siding (wood and synthetic wood composites), metal and cast concrete or synthetic-concrete composites. T1-11 and other similar vertical siding is prohibited; this does not include upgrades such as board and batten.

- No homes adjacent to each other or immediately across the street from each other shall have the same color scheme or same body color.

Plans and Styles

- An important goal in this community is to develop varied and interesting street scenes. In order to achieve this, the following architectural style and plan requirements must be met. In all subdivisions provide:

  - For all Subdivisions:
    Up to 119 units: 3 plans, 3 elevations per plan
    120 or more units: 4 plans, 3 elevations per plan

  - Minimum of three different color schemes per elevation (four preferred). Each color scheme shall consist of one body color, one trim color and two accent colors.

- No homes adjacent to each other or immediately across the street from each other shall have the same elevation.

q Landscape Concepts

Neighborhood and subdivisions landscapes need to be sensitively and attractively designed to create livable and comfortable environments for residents.

General

- Landscaping shall be used to frame, soften, and embellish the quality of the residential environment and to buffer units from noise or undesirable views.
- All plant materials shall be appropriate to the site conditions, water conserving, and appropriately spaced to control soil erosion. .
- Trees should be planted to provide solar benefits, such as summer shading to units and outdoor spaces in the warmer months, and sun exposure in the cooler months.
- Tree plantings within the Central Lathrop Specific Plan shall emphasize the use of deciduous trees to reflect the native plant context of the area; evergreen trees are to be planted in limited and selective applications.
- Use layered tree shrub/turf plants and decorative hardscape features complementary to the site and architectural style to enhance the visual quality, soften the structural elements, provide screening, and add human-scale.
- Each front yard shall have a minimum of one 15-gallon tree. Shrubs shall be a minimum of 5 gallons, and groundcovers and vines shall be a minimum of one gallon. Non-woody plants may be from 4" pots with City approval. Plant materials shall be compatible with the climate and soil conditions, accepting of recycled water, and approved by the Central Lathrop Design Review Board prior to installation.
- Landscape planting areas are encouraged between adjacent non-attached garages to permit the planting of trees, ground covers and shrubs.
- Landscape buffers shall be used as appropriate between incompatible uses or to screen service areas.

Access

- Interior pedestrian pathways should be a minimum of 4' wide.
- Pedestrian connections through the parking lots to the units or buildings and streets should be clearly delineated with landscape and hardscape treatments.

Driveways

- Driveway widths should be minimized.
- Driveway cuts at the street curb shall match the width of the driveway.
- Hollywood drives (driveways with an interior band of low groundcovers or turf) are permitted.

Fences

Fencing constructed of wood or metal railing is considered a "temporary" structure, and thus can be located within a public utility easement. Walls comprised of stucco, masonry, and other similar products are considered "permanent" and cannot be placed within a public utility easement.

- The design of fencing shall be uniform throughout each subdivision. Fencing designs, materials, and colors may vary between subdivisions.
- Neighborhood fences will be 6 feet high and be comprised of cedar, fir, or redwood. Wood may be left natural, have a matte varnish, or have a semi-transparent stain in natural tones of light browns and grays applied. Chain link fencing is prohibited.
- Low wood fences and picket fences (between 30 inches and 36 inches in height) are permitted along front yards and at side yard property lines within the front yard, or along corner side yards. Fencing within a designated front yard area should be open and of a "rail fence" nature. The design and height of these fences are encouraged to vary within each subdivision to provide interest and diversity. In the case of the low fences, white paint or stain is permitted. Fencing 36 inches or lower may be placed immediately behind the walk.

- Side yard fencing higher than 36 inches shall be placed no closer than 5 feet behind the sidewalk.
- Fences are to be located on the rear and side property lines of residential lots, except at neighborhood entries and other locations where the community wall is used. With respect to corner conditions, the fence will return back to the residential unit at a logical point related to the specific architecture of the unit.
- A minimum 3-foot wide planting area is to be provided between walls or fences and sidewalks or trails.
- The use of metal rail fences or view fences within a community wall adjacent to open space corridors is encouraged to break up the length of the wall and provide interest.
- Gates, courtyards, and/or arbors placed along the walk to a unit's entry are encouraged.
- Where alleys, drives, and lanes are provided, a gate should be incorporated into the rear fence for resident access.

Mailboxes

- Mailboxes shall be harmonious with the character of the architecture.
- Mailboxes should be placed behind the sidewalk. The "doors" of the mailbox should open onto the sidewalk. These facilities shall be carefully located so as to not affect dwelling unit entry and driveway access, resident privacy, or views from units.
- The U.S. Postal Service shall approve mailboxes.

Lighting

- Light fixtures shall be shielded or otherwise located or designed to prevent light intrusion into units.
- Exterior lighting shall complement the style of the architecture.
- Site lighting, if provided, shall be human scaled.

C. Un-Conventional Single Family and Multi Family

q Site Planning Concepts

Along with conventional single family detached, many of the product types proposed for the Variable Density Residential designation are a combination of detached and attached units arranged in various cluster layouts, courtyards, or other drive aisle configurations. Many of these products do not have typical front side and rear conditions. Rather, any building elevation that faces onto a paseo, courtyard, drive aisle, or any community open space is as important as street-facing elevations and should be well- articulated in accordance with the design criteria.

- Unconventional plotting, such as using alleys and courts to load garages, are encouraged throughout the CLSP neighborhoods.
- When used, conventionally plotted lots should respect the site plan standards set forth in Section B- Conventional Single Family Site Planning Concepts.
- Mixing alleys, courts, and conventional product can lend to a more diverse and visually interesting streetscene and is encouraged in the VDR zone.
- The intermixing of residential densities, lot sizes, and product types is also encouraged.

q Architecture

It is the intent for all architecture in Central Lathrop to achieve a high level of quality in function and visual appearance, to assure variety and compatibility in architectural character, and to enhance the community's overall value.

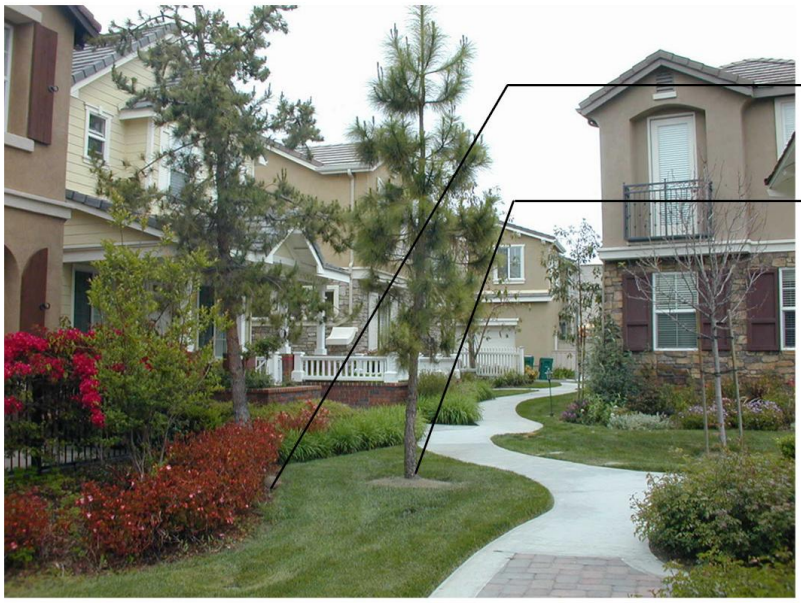
- An important design goal in residential communities is to develop varied and interesting street scenes. In order to achieve this objective, every neighborhood will be comprised of several subdivisions that will afford an opportunity for a variety of architectural styles and product types.

Scale, Massing and Facade Articulation

Creating streetscapes that are visually interesting is a primary objective of these design guidelines. The following basic design elements and criteria are intended to provide variations in appearance and a sense of individuality for each dwelling unit so that the combination of units presents an appealing exposure to the street. To improve the street scene the following scale and massing techniques should be used:

- Where feasible, provide single story elements to establish human scale and add variety to the street scene, especially on units located at corners and those that front onto or are adjacent to parks and trails. Single story elements include:
  - Living spaces
  - Garages
  - Porch or covered entry form
  - Second story offsets from first story
- Building mass and roof forms shall be articulated to minimize repetitious flat planes, similar building profiles, and similar ridge heights. The effect of this articulation can be enhanced through the use of a variety of building orientations as well as a variety of roofs, and one-story elements.
- Adjoining residences shall make use of varying roof treatments, including rooflines, ridge heights, roof forms, and the direction of gables to create visual interest.
- Repetitious gable ends framed side to side on rear elevations visible from roads and public areas are not permitted.
- Provide stylistic diversity through the use of a mix of plan forms and elevations and a variety of materials.

Figure 4-15: Variable Density Residential- Unconventional Articulation and Massing Concepts



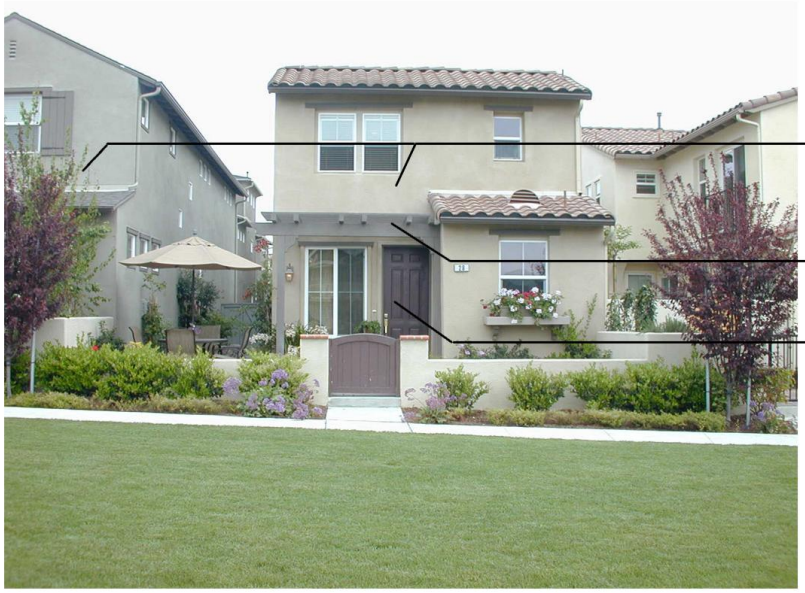


Figure 4-16: Variable Density Residential Unconventional Examples

Building Elements

Entries

- The entry of residential dwellings should be articulated as a focal point of the building's front elevation through the appropriate use of roof elements, columns, porticos, recesses or projections, window or other architectural features. An entry can also be articulated through the use of front porches and courtyards.

Porches

- If provided, porches shall be a minimum of 50 square feet in size, and a minimum of 5 feet deep.
- Broken rooflines over porches are encouraged.

Windows

Typically the location of windows is determined by the practical considerations of room layout, views, and privacy. Because windows play an important role in the exterior architectural character of single family units, special emphasis shall be given to the way in which windows are used for design effect.

- Where appropriate to style and window form, use of multi-paned windows is encouraged.
- Windows shall be finished as appropriate to style, including full trim surrounds, headers and sill. In the case of recessed windows, trim is not necessary.
- Unique window treatments should be incorporated, such as shutters, awnings, window boxes and flowerpot shelves.

Garages

Attached or detached garages shall be designed to de-emphasize their architectural prominence. To achieve this desired effect, these structures shall incorporate the following:

- Vary garage door pattern, windows and/or color as appropriate to individual architectural styles. The use of two single doors instead of one large one can help to reduce the visual impact of a doublewide garage.

- Provide sectional garage doors with automatic door openers. Garage door windows are encouraged, but not required.

- Use the same architectural style, massing elements, roof forms, wall materials and finish, design details and colors as the residential dwelling units.

- Tandem garages may be used to accommodate parking stalls if not used towards fulfilling the minimum two required parking stalls. The CLDRB may consider and approve the use of tandem garages to meet parking standards if requested by a builder or developer, and approved by the Community Development Director.

- Decorative treatments such as a trellis or porte cochere that occur forward of the garage can be used to buffer the view impact of garages and garage doors from the sidewalk or street.

- Detached units plotted conventionally along neighborhood and subdivision streets are encouraged to incorporate a variety of garage placement designs, where feasible.

    - *Shallow Recessed Garage*
      Shallow recessed garages are located a minimum of 5' behind the front elevation/ living space.

    - *Mid Recessed Garage*
      Mid-recessed garages are located 10 feet or more behind the front elevation/living space. Mid-recessed garages can be detached.

    - *Deep Recessed Garage*
      Deep recessed garages are located 20 feet or more behind the front elevation/living space. Deep recessed garages can be detached.

    - *Corner Lot with Side-street Entry Garage*
      This garage placement allows the option of entering from the side street, thereby eliminating the garage door and driveway from the front elevation of the house. Side-street Entry Garage can be detached.

§ *Garage Forward*
A garage forward design locates the garage forward of the home's front facade. Extra attention and treatments shall be applied when using this garage location. For example, a decorative garden fence, low wall with gates, trellis, porte cochere, or additional landscaping may be incorporated to shield, shift attention away from or otherwise reduce the extent to which the garage becomes the dominant design of the house because of its forward location.

§ *Forward Swing-In Garage or Split Garages*
These garage placements may be located at the front, side or rear of a plan. Swing-in garages greatly reduce the impact of garage door faces on the streetscape. Split and swing-in garages are prohibited on lots less than 55' wide.

§ Where split or sing-in garages result in a street-facing garage wall, this wall shall be articulated with the same level of detail as the front facade of the home including windows, trim, etc.

§ *Alley-Loaded Garage*
Alley loaded garages are accessed from a rear or side alley, drive, or lane. Some garages may have operable doors on both the rear and front facades with vehicular access available on both sides.

§ *Detached Garages*
Detached garages are located toward the rear of the lot behind the primary structure. The same architectural details use in the design of the home shall be used in the design of the detached garage.

§ *3-Car Front-Facing Garage Requirements*
3-car garages with all doors facing front are limited to lots that are 55' wide or greater. When a 3-car front-facing garage is used, in addition to standard garage requirements, at least one of the following front-facing plan elements is required:

- A minimum 6-foot deep by 10-foot wide porch on the front elevation.
- An offset at single door of at least 2 feet from the double door.
- Three single garage doors each separated by at least 1 foot of wall mass between doors.

- The garages are located at least 5 feet behind the front façade of the dwelling's living space.

- For garages accessed off an alley our court, garage placement may be designed as any of the alternatives listed above but only require a minimum 6-inch offset behind the garage wall plane.

Balconies

The use of balconies is encouraged to create visual interest, add human scale to the building, and create outdoor living areas.

- Balconies may be covered or open. They may be either recessed into the mass of the building or designed as a projecting element.

- Where balconies are provided, they shall be designed as integral elements of the building with details, eaves, supports, and railings in keeping with the architectural style and other elements of the building's design.

- Usable balconies shall be a minimum 5 feet deep and a minimum of 50 square feet.

- Decorative balconies may be also be used as an architectural detail to provide visual relief to the building façade. Since decorative balconies are not usable, they are not required to meet the minimum dimensions specified for usable balconies.

Roofs

- Vary the height of ridgelines and fascias in combination with different architectural styles.

- Vary roof massing, in addition to pitches and directions. Roof types shall be appropriate to style.

- Mansard roofs are prohibited. Flat roofs are permitted in limited applications.

Exterior Stairs

- Exterior stairs shall be compatible in type and material to the deck and landing. Use of open stair treads is only permitted where the balcony or landing element is a projecting element.

Colors and Materials

The colors and materials used throughout Central Lathrop are to reflect a general theme of environmental harmony within neighborhoods. New interpretations using compatible combinations of materials and colors are encouraged.

- Individual color schemes must be appropriate to the architectural styles with a harmonious selection of accent materials, roof profiles and colors.
- The color palette should be selected with the design objectives of avoiding monotony, providing a variety of colorful schemes and promoting visual diversity.
- Use a variety of natural looking accent materials and nature-based colors to provide visual interest.
- When aluminum windows are used, they shall be trimmed with either wood, cementitious simulated wood, stucco surrounds, shutters or recessed openings as appropriate to the style of the house. Aluminum windows shall have an anodized finish.
- All material changes must occur on an inside corner or other meaningful location.
- Selected finish materials shall be appropriate in their use and application, and be durable and of high quality. Basic wall materials include stucco, masonry (brick and stone), siding (wood and synthetic wood composites), metal and cast concrete or synthetic-concrete composites. T1-11 and other similar vertical siding is prohibited; this does not include upgraded siding such as board and batten.
- No homes adjacent to each other or immediately across the street from each other shall have the same color scheme or same body color.

Plans and Styles

- An important goal in this community is to develop varied and interesting street scenes. In order to achieve this, the following architectural style and plan requirements must be met. All single family subdivisions should provide:

  - For Medium and Large Lot Subdivisions:
    Up to 119 units: 3 plans, 3 elevations per plan
    120 or more units: 4 plans, 3 elevations per plan

  - For Small Lot Subdivisions:
    Up to 119 units: 3 plans, 3 elevations per plan
    120 or more units: 3 plans, 3 elevations per plan

  - Minimum of three different color schemes per elevation (four preferred). Each color scheme shall consist of one body color, one trim color and two accent colors.

  All multi-family subdivisions should provide:

  - Minimum of two plans
  - Minimum of two elevations per plan using a minimum of two styles.
  - Minimum of two different color schemes per elevation (three preferred). Each color scheme shall consist of one body color, one trim color and two accent colors.

- No homes or buildings adjacent to each other or immediately across the street from each other shall have the same elevation.

q Landscape Concepts

Neighborhood and subdivision landscapes need to be sensitively and attractively designed to create livable and comfortable environments for residents.

General

- Landscaping shall be used to frame, soften, and embellish the quality of the residential environment and to buffer units from noise or undesirable views.
- All plant materials shall be appropriate to the site conditions, water conserving, and appropriately spaced to control soil erosion.
- Trees should be planted to provide solar benefits, such as summer shading to units and outdoor spaces in the warmer months, and sun exposure in the cooler months.
- Tree plantings within the Central Lathrop Specific Plan shall emphasize the use of deciduous trees to reflect the native plant context of the area; Evergreen trees are to be planted in limited and selectively applications. .
- Use layered trees, shrubs, and turf plants with decorative hardscape features complementary to the site and architectural style to enhance the visual quality, soften these structural elements, provide screening, and add human-scale.
- Landscape planting areas are encouraged between adjacent non-attached garages to permit the planting of trees, ground covers and shrubs.
- Landscape buffers shall be used as appropriate between incompatible uses or to screen service areas.

Access

- Interior pedestrian pathways should be a minimum of 4' wide.
- Pedestrian connections through the parking lots to the units or buildings and streets should be clearly delineated with landscape and hardscape treatments.

Driveways

- Driveway widths should be minimized.
- Driveway cuts at the street curb shall match the width of the driveway.
- Hollywood drives (driveways with an interior band of low groundcovers or turf) are permitted.
- In multi-family and courtyard projects, enhanced paving such as concrete pavers and colored, scored, or textured concrete is encouraged.

Fences

Fencing constructed of wood or metal railing is considered a "temporary" structure, and thus can be located within a public utility easement. Walls comprised of stucco, masonry, and other similar products are considered "permanent" and cannot be placed within a public utility easement.

- The design, of fencing shall be uniform throughout each subdivision. Fencing designs, materials, and colors may vary between subdivisions.
- Neighborhood fences will be 6 feet high and be comprised of cedar, fir, or redwood. Wood may be left natural, have a matte varnish, or have a semi-transparent stain in natural tones of light browns and grays applied. Chain link fencing is prohibited.
- Low wood fences and picket fences (between 30 inches and 36 inches in height) are permitted along front yards and at side yard property lines within the front yard, or along corner side yards. Fencing within a designated front yard area should be open and of a "rail fence" nature. The design and height of these fences are encouraged to vary within each subdivision to provide interest and diversity. In the case of the low fences, white paint or stain is permitted. Fencing 36" or lower may be placed immediately behind the walk.
- Side yard fencing higher than 36 inches shall be placed no closer than 3 feet behind the sidewalk.
- Fences are to be located on the rear and side property lines of residential lots, except at neighborhood entries and other locations where the community wall is used. With respect to corner conditions, the fence will

return back to the residential unit at a logical point related to the specific architecture of the unit.

- The use of metal rail fences or view fences within a community wall adjacent to open space corridors is encouraged to break up the length of the wall and provide interest.
- Gates, courtyards, and/or arbors placed along the walk to a unit's entry are encouraged.
- Where alleys, drives, and lanes are provided, a gate should be incorporated into the rear fence for resident access.

Mailboxes

- Mailboxes shall be harmonious with the character of the architecture.
- Mailboxes shall be grouped together, and located at central, logical locations to provide easy access. Within detached residential subdivision, mailboxes should be placed behind the sidewalk. The "doors" of the mailbox should open onto the sidewalk. These facilities shall be carefully located so as to not affect dwelling unit entry and driveway access, resident privacy, or views from units. Where practical, mailbox units should be located at side yard property lines or in side yards.
- Mailboxes shall have a decorative monument base or overhead trellis or other similar design feature, and be placed on a concrete pad. Mailbox design and color should be uniform within a subdivision; however, they may vary between subdivisions or attached projects.
- The U.S. Postal Service shall approve mailboxes.

Lighting

- Light fixtures shall be shielded or otherwise located or designed to prevent light intrusion into units.
- Exterior lighting shall complement the style of the architecture.
- Site lighting, if provided, shall be human scaled.
- If parking lots are provided with higher density residential units, light poles shall not exceed 28 feet in height and provide adequate lighting levels.

4.3.5 HIGH DENSITY RESIDENTIAL

By the very nature of the product, attached high density projects function as small villages or communities. Each project should be designed for internal compatibility, using a blend of building types, harmonious architectural styles and a tastefully balanced palette of colors and materials. The following criteria shall apply to high density residential subdivision in addition to those guidelines presented earlier in the section addressing District-wide Neighborhood Design Guidelines. High Density Residential housing shall be provided at a density between 15 and 40 units per acre.

q Land Use Interfaces and Buffers

- Where high density residential uses abut a variable density residential use, either a minimum 10' wide landscape buffer or a minimum 3' wide landscape buffer where combined with an adjacent single story carport or garage shall be located within the higher density project, behind a 6' tall masonry wall.

- When adjacent to variable residential areas, upper story window and balcony locations shall be considered in relation to providing privacy to the variable density project. Where façade design cannot be adjusted, landscaping shall be utilized for screening purposes.

- Enclosures shall be provided to accommodate the numbers and types of trash containers as required by the disposal company. These enclosures shall be positioned in a centrally located area away from the periphery of the project to maximize convenience for project residents and minimize the impact on adjacent residences.

- Service entries and maintenance areas, where provided, shall be located at the side or rear of buildings and be screened from view from public streets, project entries, and major pedestrian areas.

- Where practical, eliminate perimeter fencing or provide gates to permit pedestrian access between projects.

Parking, Service, and Refuse Buffers

To screen visual impacts of parking, service, and refuse areas from public view, the following shall occur:

- There shall be a minimum 5' planting strip between a parking lot and a property line of the project.
- Locate trash facilities and refuse bins away from public view, in low visibility areas that are accessible to service collectors. Service and refuse areas of nearby buildings shall be clustered together when possible. If not located within a building. Refuse and recycling containers should be fully enclosed by a solid fence or wall and gate that match the architectural style, color and materials of the adjacent building. Landscaping should be used to soften the wall or fence. All landscape buffer planting areas shall be a minimum of 3' wide.

q Site Planning Concepts

The following general concepts should be considered when planning for and designing attached and multifamily housing.

- Buildings should be designed and plotted with a strong physical relationship to public areas and streets.
- Garages, carports, and parking areas should be located on the interior of the site and not along streets.
- Garage access off alleys and auto courts are preferred while front loading garages are discouraged.
- Fronting units onto parks and other recreations and open spaces is encouraged.
- Each high density project shall include common recreation facilities such as pools, spas, clubhouses, tot lots, picnic areas, barbecues and/or other facilities as appropriate.

q Architecture

It is the intent of these design guidelines that the architecture within the Central Lathrop Specific Plan area achieves a high level of quality in function and visual appearance, assures variety and compatibility in architectural character, makes use of various styles combined with modern technology and architectural innovation, and enhances the community's overall value.

The following criteria have been created to help develop architecture that will reflect quality in design and simplicity in form and that will contribute charm and hometown appeal to the residential neighborhoods of Central Lathrop.

Massing, Scale and Articulation

- In effort to create visual interest, building setbacks should vary along neighborhood and project streets and public open space.
- Single story elements are encouraged to create visual interest and add variety to the streetscene.
- Architectural elements and projections should be used on all sides of the building; this may include horizontal or vertical offsets, balconies, and porches.
- All elevations of a building shall be given treatment similar in detailing, materials, and quality as that on the primary façade.
- Special attention should be given to second and third story building elements adjacent to roads, parks, trails, or public open spaces. This can be achieved by:
    - A variety of window treatments including window surrounds, trim, and multi-paned glass;
    - A variety of hipped and gabled roof forms;
    - Detailing such as varying accents, materials, and colors, and
    - Changes in wall plane.
- Rooflines and forms shall be varied to provide smaller scale massing and interest.
- Buildings along arterials and collectors should provide spatial definition between the building facade and street. This can be achieved by:

- § Utilizing predominantly two-story or greater massing.
- § Selecting architectural styles that provide strong massing and presence on the street.

- n The relationship between indoor and outdoor spaces is an important design consideration in CLSP. Higher density residential buildings that create a logical and functional relationship between spaces are encouraged. Strong form, massing, and authentic detailing should be used to articulate the architectural style of the building. The use of paste-on details and superficial elements is discouraged.

- n A variety of rooflines and plate heights should be used, where appropriate, to de-emphasize the impact of the building's roofline. This variation can also be achieved using a variety of building orientations, roof types, and through the introduction of some single story elements to break up the building mass.

Building Elements

Entries

- n The entry of residential buildings should be articulated as a focal point of the building's elevation through the appropriate use of roof elements, columns, porticos, recesses or projections, window or other architectural features. An entry can also be articulated through the use of front porches courtyards.

- n Where appropriate, front doors and entries should be oriented towards the neighborhood and/or project street and/or public open space.

- n Porches and covered entries should be used to accentuate entries and create transition between the building and courtyards or public spaces.

- n Individual unit entries are preferred over a lobby or single building entry. Where appropriate, entries shall be visible from the street or public open space.

Figure 4-17: High Density Residential Massing and Articulation Concepts

Figure 4-18: High Density Residential Examples

Porches

- If provided, porches shall be a minimum of 50 square feet in size, and a minimum of 6 feet deep.
- Side porches should be a minimum of 5 feet in depth.
- Broken rooflines over porches are encouraged.

Windows

Typically the location of windows is determined by the practical considerations of room layout, views, and privacy. Because windows play an important role in the exterior building facades, special emphasis shall be given to the way in which windows are used for design effect.

- Where appropriate to style and window form, use of multi-paned windows is encouraged.
- Windows shall be finished as appropriate to style, including full trim surrounds, headers and sill. In the case of recessed windows, trim is not necessary.
- Unique window treatments should be incorporated, such as shutters, awnings, window boxes and flowerpot shelves.

Garages

Where attached or detached garages are included in high density residential projects, these facilities shall be tied into the overall project design in a manner that de-emphasizes their architectural prominence. To achieve this desired effect, these structures shall incorporate the following:

- Utilize the same architectural style, similar or compatible roof forms, massing elements, wall materials and finish, design details and colors as the residential dwelling units.
- End wall conditions that are visually prominent from the street should receive special architectural attention.

- All garage doors shall be recessed a minimum of 6 inches behind the garage wall plane. In addition, the wall plane may be broken with building jogs in limited applications.
- Provide sectional garage doors with automatic door openers. Garage door windows are allowed, but not required.
- Tandem garages may be used to accommodate parking requirements.

Carports

- Where carports are included in high density projects, the style, color and materials of these structures shall be compatible with that of the primary buildings.
- Continuous, uninterrupted fields of paved parking shall be avoided through careful placement of sidewalks, landscape elements, and other design features.
- When used, carports should be clustered in effort to help minimize the negative visual impacts of parking areas. The number of continuous side-by-side carport parking spaces shall not exceed ten.

Balconies

The use of balconies is encouraged to create visual interest, add human scale to the building, and create outdoor living areas.

- Balconies may be covered or open. They may be either recessed into the mass of the building or designed as a projecting element.
- Where balconies are provided, they shall be designed as integral elements of the building with details, eaves, supports, and railings in keeping with the architectural style and other elements of the building's design.
- Usable balconies shall be a minimum 5 feet deep and a minimum of 50 square feet.
- Decorative balconies may be also be used as an architectural detail to provide visual relief to the building façade. Since decorative balconies are not usable, they are not required to meet the minimum dimensions specified for usable balconies.

Roofs

- Roof height, ridgelines, form and pitches should be designed appropriate to the architectural style of the building.
- Mansard roofs are prohibited.
- Breaks in roof planes and building elevations are encouraged.

Exterior Stairs

- Exterior stairs should be compatible in type and material to the deck and landing. Use of open stair treads is only permitted where the balcony or landing element is a projecting element.
- Exterior stairwells should be designed as an integral feature of the building.

Colors and Materials

The colors and materials used throughout Central Lathrop are to reflect a general theme of environmental harmony within neighborhoods. New interpretations using compatible combinations of materials and colors are encouraged.

- Individual color schemes must be appropriate to the architectural styles with a harmonious selection of accent materials, roof profiles and colors.
- The color palette should be selected with the design objectives of avoiding monotony, providing a variety of colorful schemes and promoting visual diversity.
- Use a variety of natural looking accent materials and nature-based colors to provide visual interest.
- When aluminum windows are used, they shall be trimmed with either wood, cementitious simulated wood, stucco surrounds, shutters or recessed openings as appropriate to the style of the house. Aluminum windows shall be anodized.
- All material changes must occur on an inside corner or other meaningful location.

- Selected finish materials shall be appropriate in their use and application, and be durable and of high quality. Basic wall materials include stucco, masonry (brick and stone), siding (wood and synthetic wood composites), metal and cast concrete or synthetic-concrete composites. T1-11 and other similar vertically oriented siding is prohibited; however, this does not included upgraded siding such as board and batten.

Plans and Styles

- An important goal in this community is to develop varied and interesting street scenes. In order to achieve this, the following architectural style and plan requirements must be met. All multi-family subdivisions should provide:

  - Minimum of two plans
  - Minimum of two elevations per plan using a minimum of two styles.
  - Minimum of two different color schemes per elevation (three preferred). Each color scheme shall consist of one body color, one trim color and two accent colors.

Landscape

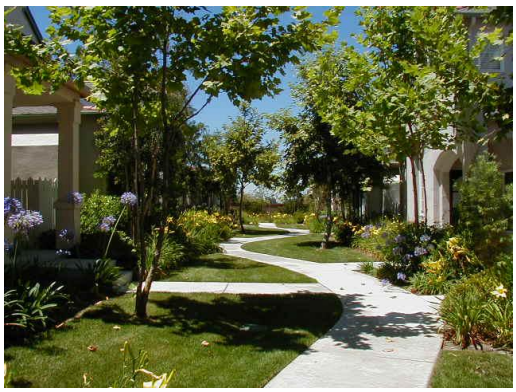
General

- Layered landscaped massing is encouraged within the public areas and along access ways within higher density projects.

- Landscaping, paths, and pedestrian amenities such as seating and lighting should be woven into the design of multi-family projects. Paths should connect parking areas and public streets to unit entries.

- Provide interior pedestrian pathways through parking lots to access and connect building sites, individual entries, public streets, recreation facilities, and other important destinations.

- Landscaping should be utilized to provide privacy between units or buildings.



- At least one 15-gallon tree should be provided per every unit in the areas between or around the buildings, excluding street rights of way. Shrubs shall be a minimum of 5 gallons, and groundcovers and vines shall be a minimum of one gallon. Non-woody plants may be from 4" pots with City approval. Plant materials shall be compatible with the climate and soil conditions, accepting of recycled water, and approved by the Central Lathrop Design Review Board prior to installation.

- Locate service areas and refuse bins away from streets and major pedestrian areas in low visibility areas that are accessible to service collectors and screen them from view with walls and landscaping. Common use refuse and recycling containers shall be fully enclosed by a solid fence or wall and gate that match the style, color, and materials of the adjacent buildings.

- The score and joint lines of sidewalks are encouraged to be of smaller scale work patterns to enhance the pedestrian nature and human scale of this element.

- Use layered tree shrub/turf plants and decorative hardscape features complementary to the site and architectural style to enhance the visual quality, soften the structural elements, provide screening, and add human-scale.

- Landscape planting areas are encouraged between adjacent non-attached garages to permit the planting of trees, ground covers and.

- Landscape buffers shall be used as appropriate between incompatible uses or to screen service areas.

Access

- Interior pedestrian pathways should be a minimum of 4' wide.

- Pedestrian connections through the parking lots to the units or buildings and streets should be clearly delineated with landscape and hardscape treatments.

- Provide individual entry walks to all units.

Fences

Fencing constructed of wood or metal railing is considered a "temporary" structure, and thus can be located within a public utility easement. Walls comprised of stucco, masonry, and other similar products are considered "permanent" and cannot be placed within a public utility easement.

- If security fencing is used with high density residential projects, a 6' tall metal rail fence is permitted, and should be located at least 5' behind the façade of the building facing a public street. Gates for pedestrian access may be integrated into the fence. Landscape materials may be planted adjacent to the fence to provide for privacy.
- The design, materials, and colors used on interior project fences shall be uniform throughout each high density residential project. Designs, materials, and colors are permitted to vary between projects.
- Gates, courtyards, and/or arbors placed along the walk to a residential building or unit's entry is encouraged.
- Where alleys, drives, and lanes are provided, a gate should be incorporated into the rear fence for resident access.
- A minimum 3-foot wide planting area is to be provided between walls or fences and sidewalks or trails.

Driveways

- In high density residential projects, enhanced paving such as concrete pavers and colored, scored, or textured concrete is encouraged at primary project entries.
- Landscaping pockets are encouraged along alleys, drives, and private lanes.

Mailboxes

- Mailboxes shall be harmonious with the character of the architecture styles.
- Mailboxes shall have a decorative monument base or overhead trellis or other similar design features, and be placed on a concrete pad. Mailbox

design and color should be uniform within a high density residential project, however, they may vary between projects.

- Mailbox units within high density residential projects should be located near building entries or at common gathering areas such as recreation facilities or commons, including:
  - Grouped together, and located at central, logical locations to provide easy access. Mailboxes should be placed behind the sidewalk. The "doors" of the mailbox should open onto the sidewalk. These facilities shall be carefully located so as to not affect dwelling unit entry and driveway access, resident privacy, or views from units. Where practical, mailbox units should be located at side yard property lines or in side yards;
  - Incorporated in a separate mail facility structure within the project such as a gazebo;
  - Integrated into a wall; or
  - Placed within a mailroom.
- Mailboxes shall be approved by the United States Postal Service.

Parking Lots

The following criteria shall be used for parking lots within townhome, flat, condominium, and apartment housing developments.

Design

- Each attached high density residential project is encouraged to make use of interior and rear oriented parking solutions to address as large a portion of the project's parking requirements as practical.
- Guest parking is to be provided within 200' of each unit. Group unassigned or guest parking in evenly distributed locations.
- Parking lots should be limited along public streets. Where parking is located adjacent to a public street, enhanced landscape treatments shall be incorporated to screen the visual impact of the parking area on the streetscape appearance. The short side of parking courts should be turned toward the public street to de-emphasize the presence of these hardscape elements.
- Parking should be distributed throughout the site to provide parking as close as practical to individual units or buildings.

- Large parking clusters should be avoided; rather smaller parking clusters should be distributed across the site.

Landscape Concepts

- Parking areas should include landscaping with one tree per six parking spaces. Canopy trees should be organized in an "orchard" pattern within a parking lot. Landscaped areas with street trees shall be incorporated along all streets frontages.
- Parking lots shall incorporate a minimum 30-inch tall landscape screen, low walls or decorative fencing, or other screening methods along public street frontages.
- A minimum of five feet of landscaping area shall be provided between the parking lot and back of sidewalk along all street frontages.
- Use landscaping to provide privacy between units or buildings.

Lighting

- Adequate lighting in parking lots shall be provided for safety. Light poles shall not exceed 22 feet in height.
- Parking lot light styles shall complement the building architecture and be consistent throughout each residential project.
- All light fixtures shall be shielded or otherwise located or designed to prevent light intrusion into units.

q Bicycle Parking Facilities

Bicycle parking is required for all non-variable density residential uses with twenty or more parking stalls. One additional bicycle parking space is required for every twenty parking stalls up to a maximum of five (5) bike stalls. For each additional 100 vehicle parking stalls, one additional bicycle parking stall shall be provided or as otherwise determined by the Design Review Board. Central Lathrop Design Review Board for uses such as schools, transit centers, and park and ride lots. Bicycle parking can be provided in a variety of methods.

General design considerations include:

- Conveniently locate bicycle-parking facilities within projects to encourage their use. Lockers and racks shall be visible and as close as practical to the destination's main entrance. Parking areas may be placed near buildings, within a sidewalk as long as pedestrian access is not impacted, and within on-street parking stalls or in a parking stall within a parking lot. Bicycle parking facilities shall be situated at least as conveniently as the most convenient automobile parking area.
- Bicycle parking areas shall be paved.
- Bicycle parking shall be illuminated at night to the extent that the land use supports after-hours activities.
- Bicycle parking should be sheltered to the extent practical.
- Racks must support bikes with at least two contact points to prevent damage to the bicycle and provide adequate locking connections.
- Hanging or vertical storage racks are not acceptable.
- Bicycle and automobile parking areas shall be separated by a physical barrier or by a sufficient distance to protect bicycles from potential damage from vehicles.

q Community Recreation and Common Facilities

Each high density residential project shall include common recreation facilities such as a pool, spa, clubhouse, barbecue area, and/or other common-use facilities.

- These facilities should be sited either centrally to the high density residential project or used as an entry feature to the project.
- Clubhouses and other common-use buildings shall exhibit four-sided architecture.
- Site design shall consider safety, security and local climates.
- Colors, massing, roof pitch and materials shall be compatible with and conform to the architectural themes established by residential buildings.
- The design of common area elements, such as street furnishings, benches, lighting standards and trash receptacles, shall be consistent with the overall architectural character of the project.

- Area and parking lot lighting shall reflect a human scale, meet City illumination standards, and be fitted with cut-off shields to prevent light intrusion into residential units.

- Project perimeter fencing should be 6' tall metal rail fencing, painted to be compatible with the building color palette.

4.4 OFFICE-COMMERCIAL

4.4.1 OVERVIEW

The Office-Commercial District capitalizes on the visibility and access provided by the I-5 corridor, affording a synergy of local and regional uses and activities.

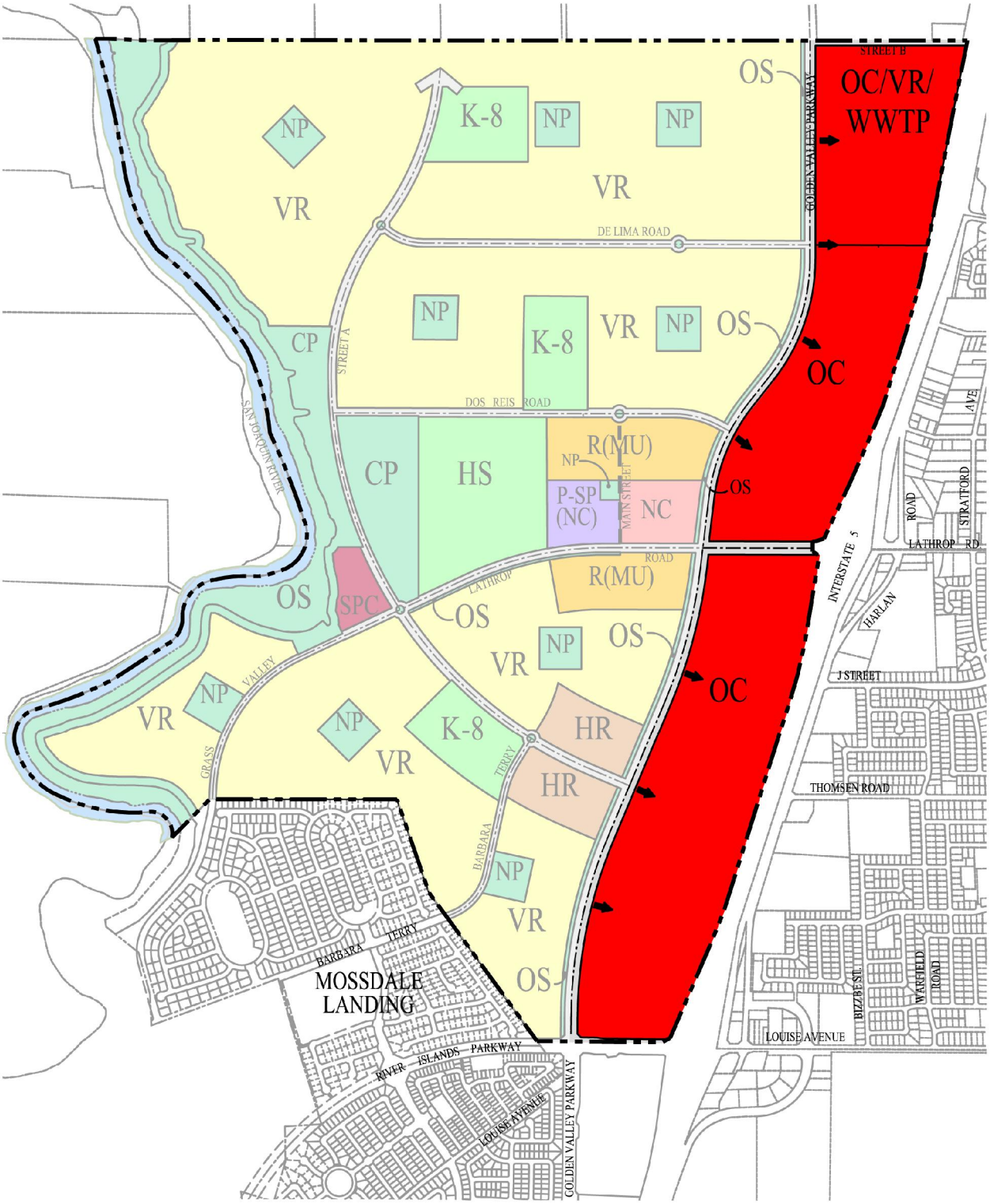
The Office-Commercial District is comprised of a corridor of retail and employment generating land uses, paralleling Interstate 5. This corridor provides convenient regional freeway access to and visibility for the commercial and office land uses located within the Office-Commercial District. This District is directly served by two major freeway interchanges located at I-5/Louise Avenue and I-5/Lathrop Road. The non-residential development that will occupy this corridor will provide a synergy of uses, activities and employment opportunities to serve residential development within the City of Lathrop and the region. The Office-Commercial District corridor will also buffer the CLSP neighborhoods located to the west from the impacts associated with freeway traffic on I-5.

These Design Guidelines are structured to encourage design diversity, while promoting high quality, high amenity, aesthetically appealing, and complementary architectural treatments. The intent of these guidelines is to create an active and engaging business environment that facilitates a variety of commercial and office development opportunities.

In addition to the Office-Commercial uses, this portion of the Central Lathrop includes an area that is designated for Office-Commercial/Variable Residential/Wastewater Treatment Plant use. This use provides a potential location for a City wastewater treatment plant, with an alternative land use that allows Office-Commercial and/or variable density residential.

In the text that follows, guidelines applicable to the mix of office-commercial uses are provided first, followed by additional guidelines applicable to specific uses that have unique design considerations. These specific uses include automobile dealerships, drive-through establishments, fast food restaurants, automobile/service stations, and big box/large floor plate retail. This section concludes with guidelines applicable to the Office-Commercial/Variable Residential/Wastewater Treatment Plant use.

Figure 4-19: Office-Commercial District



4.4.2 OFFICE-COMMERCIAL DISTRICT-WIDE GUIDELINES

Office-commercial development includes, but is not limited to, large and medium size "box" or footprint stores, "strip" (inline, multiple tenant) retail, multiple tenant shopping centers that incorporate inline shops and larger anchor tenant spaces, commercial pad sites associated with a larger center and/or freestanding single or multiple tenant retail uses, as well as office, light industrial and other allowed uses.

A. Land Use Interfaces and Buffers

Edge treatments define and establish the character of a project and relate the project to surrounding conditions, while providing visual and physical buffers between different land uses to screen potential impacts and provide security.

q Land Use Interfaces

- Elements that should be coordinated between projects on adjacent sites include:
  - Shared driveways for accessing perimeter streets.
  - Internal vehicular circulation systems and pedestrian circulation systems.
  - Linkages with open space systems.
  - Perimeter open space and landscape buffers.
  - Areas for and access to services and refuse collection.
  - Drainage and retention/detention facilities.
  - Linkages between other network systems and functional areas where a coordinated approach to site design will benefit result in a more cohesive interface.

q Freeway Edge

This section addresses the architectural character of both buildings and landscaping visible along the Interstate 5 corridor. Also refer to section below "Parking, service, storage, loading, and refuse areas".

Landscape

- Landscape areas along the freeway shall provide a buffer between parking and shopping areas and the freeway allowing for views into the project from the freeway and signage opportunities along the freeway. There shall be a minimum 20' landscape buffer between commercial buildings, parking, or service and loading areas, and the property line adjacent to the freeway.

- Trees may be placed in a grid, arranged in rows angled from the freeway, or naturally clustered to permit view corridors into the project while screening the uses along the freeway. Valley oaks (Quercus lobata) shall be planted in any formation as long as a minimum of one tree per every 75 linear feet of development site frontage along the freeway is provided. Accent trees of any variety shall be provided at a ratio of one tree per every 50 linear feet of development site frontage along the freeway. Shrubs, groundcovers, and/or vines shall also be utilized. Trees shall be a minimum of 15 gallons, shrubs a minimum of 5 gallons, and groundcovers and vines a minimum of 1 gallon. This landscape edge contributes to the establishment of and helps to reinforce the City's image from the perspective of those using the Interstate 5 freeway.

- Security fencing consisting of a minimum 6' tall metal rail fence may be placed along the property line.

- Berms are permitted within the landscape buffer. Developers of commercial land uses within the I-5 corridor are encouraged to utilize landscaping and building design and/or siting to limit the need for sound walls along the freeway, thereby allowing views into the commercial projects and creating a friendlier environment.

Architecture

- Side and rear facades visible to the freeway should make use of high quality materials as well as articulation and architectural detail that is complementary to and consistent with the design theme established by the building's front elevation. Design elements that can help to create more interesting side and

rear elevations include one story height shed roof details attached to facades, projecting lower and/or tiered cornice lines, mass offsets, column projections, deep score line recesses, wing walls, and overhangs.

- Buildings shall respond to reflectivity and glare through building orientation and/or features such as pronounced eaves and low-reflective material treatments.

Buffers between Different Uses

To protect pedestrian areas and sensitive uses from visual, privacy, and noise impacts from other uses, the following buffers and screening techniques shall occur.

- Outdoor broadcast devices shall be designed and located to minimize impacts upon adjacent uses.
- Where office or commercial uses are sited adjacent to residential uses, a 6' tall masonry wall and a 10' wide landscape buffer shall be installed along the property line between the two uses. Both the masonry wall and the landscape buffer shall be located on the non-residential property.

Parking, Service, Storage, Loading, and Refuse Buffers

The following techniques shall be utilized to screen visual impacts of parking, service, storage, loading, and refuse areas from public view.

- There shall be a minimum 5' planting strip between a parking lot and public street rights of way, and between parking areas and major internal drives.
- Service and maintenance areas, storage areas, loading docks, trash facilities, recycling and storage areas, and refuse bins shall be located away and screened from public view, including views from streets, entries, plazas, major pedestrian areas, and residential uses. Such areas and facilities shall be located in low visibility areas that are accessible to service collectors and shall be screened from public view with walls and landscaping. In larger commercial developments, trash collection, service and loading areas should be separated from main circulation and parking areas. Common use refuse and recycling containers shall be fully enclosed by a solid fence or wall and gate that matches the style, color, and materials of the adjacent building. These elements should incorporate landscape planting such as shrubs and vines that will provide screening.

- Trash enclosures shall be located either in buildings, within or adjacent to the parking lot, or behind buildings. These facilities should not be placed near project entries or major pedestrian traffic or gathering areas. They shall be enclosed with structures such as walls, fences, and trellises that blend with the architectural style, materials, and colors of the adjacent buildings.

- Service areas, storage areas and refuse enclosures should be oriented away from direct public view and screened from public areas. In larger commercial developments, trash collection, service and loading areas should be separated from main circulation and parking areas. Service areas, utilities, and refuse areas should be clustered together when practical.

- Service entries, maintenance areas, and loading docks, where provided, shall be located at the side or rear of buildings and be screened from view from public streets, project entries, and major pedestrian areas.

- Sufficient buffer space, landscape treatments, enclosures, and barriers shall be provided to mitigate noise, visual clutter, or other negative impacts of service, storage, loading, and refuse areas. All landscape buffer planting areas shall be a minimum of 3' wide.

- Where commercial uses that dispose of wet organic refuse are located near pedestrian areas or residential properties, these establishments shall utilize odor controlling trash compactors.

- Unsightly and/or noise-generating elements of non-residential development shall be located away from adjacent residential property or incorporate special screening and/or noise attenuation measures.

- Shopping carts shall be stored within the building or in a screened enclosure with a wall that is integral to the architectural design of the adjoining building.

B. Site Planning Concepts

The guidelines that follow provide a siting program for uses within the Office-Commercial District to complement and reinforce the design character of other districts within Central Lathrop.

- Emphasize project corners and entries with architectural and/or landscape elements such as towers, special façade treatments, and formal tree plantings. The primary access to each project shall convey a sense of entry that is

defined by buildings, architectural elements such as walls and monuments, and/or landscaping.

- Encourage retail and service buildings to be located along Golden Valley Parkway, River Islands Parkway, and Lathrop Road, especially at corners and project entries to contribute to and strengthen the streetscape, and present a pedestrian scale frontage.

- Orient buildings, and entries as feasible, toward public streets and major interior vehicular circulation routes.

- Large lots put to multi-tenant use should be developed with several buildings (attached and/or detached) rather than a single monolithic structure. Where a site plan makes use of a single large building footprint, to house multiple tenants, "linear uses" should be incorporated along the structures front and/or side elevations. The intent of these site planning concepts such as linear uses is to encourage the orientation of smaller scale uses and storefronts to the street/major circulation features of the site.

- Buildings should be oriented towards and/or be used to frame significant public open space features including entries, plazas, and other pedestrian gathering places in front of and between buildings.

- Where buildings are set back from public streets, a strong pedestrian and visual connection shall be provided to the street edge to promote connectivity to nearby neighborhoods, transit, and pathway systems.

- Because the number of vehicular access points from Golden Valley Parkway will be limited, developers of adjoining projects should coordinate their site planning efforts to enhance and share project vehicle and pedestrian entries and access, landscape areas, parking, and loading areas.

- Where practical, the major vehicular entry aisle on each side should align with the primary building entry of the most prominent building in the site.

- Distribute parking throughout the site to provide parking as close as practical to individual buildings or uses.

C. Architecture

q Overall Design and Style

- All proposed development shall respond contextually to adjacent existing buildings and uses. This may be achieved through the use of height, scale, fenestration, and other architectural detailing.

- A diversity of architectural styles is encouraged. "Corporate" or franchise prototype design, or stylized architecture that is characteristic of a specific historic period or trend is discouraged. Later buildings should be harmonious with the character of existing buildings. The use of "stock" building plans is discouraged.

- Building forms, design elements and/or architectural features at the corner of key intersections shall create gateways for each project. These elements shall announce the project by incorporating features that provide interest and identify entries.

- Stairs, wheelchair ramps and other access elements shall be well designed and integrated into the overall project design.

q Scale and Massing

- Dividing the building mass into smaller scale components can reduce the perceived height and size of a building. This can be achieved by providing a well-defined base, middle and top to the building:

  - A well-defined building base may be achieved by incorporating elements such as architectural veneer banding and treatments defined by different materials, textures or colors, or by projecting the dimension of the base beyond the middle section of the building.

  - A well-defined building top may be achieved by using features such as distinct and multiple architectural roof forms, pronounced eaves, distinct parapet designs and cornice treatments.

  - Other approaches to and techniques for providing building definition exist and will be considered if the resulting design achieves a sense of scale and character consistent with surrounding context.

- Plazas, courtyards, patios, covered walkways, and enclosed gardens are encouraged to create opportunities for outdoor interaction and pedestrian use. Businesses and entries should front these elements and other related spaces where practical.
- Towers and taller building heights are encouraged at corner locations provide a focal point of reference and lend a sense of prominence to these sites. Buildings located at street corners shall articulate both street facades as front facades. Architectural elements such as dormers, chimneys, cupolas, clock towers and other elements that add visual interest to the roof plane are also encouraged.
- A unified architectural design and/or stylistic direction shall be incorporated into each project site.

Facade Articulation

- Building frontages and sides of buildings oriented to the street or other public areas (i.e., plazas, patios, courtyards, pedestrian walkways, etc.) shall incorporate a combination of arcades, pedestrian level display windows, detailed storefronts, building or shop entrances, specially enhanced pedestrian areas, landscaped areas, and raised planters, variations in massing, materials and colors, and other design treatments along ground floor areas that emphasize human scale and activate building frontages.
- Rear and side facades visible from public streets, the freeway, or the fronts or active sides of neighboring properties and buildings shall be designed with detailing similar to the front façade and shall be articulated to reduce the building's scale and minimize blank walls over 50 feet in length. Building articulation can be achieved through the use of a wide variety of architectural elements including attaching shed roof details one story in height to facades, projecting lower and/or tiered cornice lines, mass offsets, column projections, deep score line recesses, wing walls, ground level arcades, second floor galleries/balconies, recessed entries, vertical accents, pronounced projections, massing changes in wall planes and significant variations in the cornice treatments, changes in the texture and color of wall surfaces, and recessed windows with multi-panel treatments and overhangs.

Figure 4-20: Office-Commercial Building Articulation

- Where practical, address significant differences in the actual and apparent height between adjacent buildings. It is encouraged that the wall height, cornice, or parapet line between buildings match or at least recognize its elements. Additional design techniques that can achieve this include placing window lines, belt courses, and other horizontal elements in a pattern that reflect the same elements or placement on a neighboring building.

- Mid- to large size multi-use buildings that incorporate a single dominant commercial use and one or more smaller, secondary uses should consider expressing these secondary internal functions (i.e., bank, deli, florist, etc.) as separate and individual appearing storefronts uses attached to the front or side of the dominant retail use.

- Emphasize building transparency at ground level for retail, office, and service buildings. Buildings frontages should have windows and other openings along the ground floor that provide views into lobbies and other business activity areas as well as merchandise and artwork displays.

- Buildings with flat roofs shall have pitched roof elements or other integrated architectural features, such as extended parapets or projecting cornices that function to create a prominent edge and more interesting roofline. Design treatments to activate flat rooflines are especially important where buildings are located at major entrances.

- Architectural projection, such as balconies, overhangs and bay windows, columns, awnings, and entry facades, should be incorporated in the design of the front facades of buildings in the Office-Commercial District, especially where the building fronts on a public street.

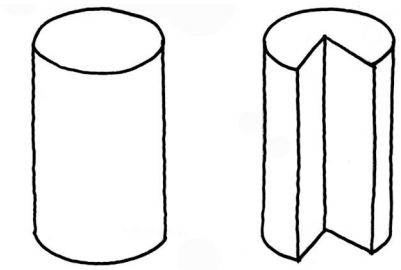
- Walk-up ATM's, vending machines and similar automated uses shall be integrated into the building design.

- Direct secondary pedestrian access to interior uses is allowed at side and rear facades.

Building Elements

- Main building entries should be emphasized through building articulation and form so the entry is easily identifiable, is visible from public streets and parking lots, and is conveniently accessible for pedestrians. Where practical, incorporate more than one usable and unlocked entrance.

- Elements such as turrets and towers shall be designed and constructed as full volumes, and not as parapet walls or partial volumes.



This *Not This*

- Building architecture and site layout shall make use of building orientation and/or design features such as pronounced eaves and low-reflective material treatments to reduce solar heat gain, reflectivity and glare.

- Stairwells and access corridors shall be designed as internal building features and shall not be open air. External covered walkways are allowed and encouraged.

- Accessory design elements such as awnings, balconies, light fixtures, canopies, and planter boxes, shall be utilized to create a pedestrian friendly environment and to add visual interest. Awnings and canopies shall have a minimum of 8 feet height clearance from the sidewalk.

- All exterior light fixtures that are affixed to the building shall be compatible with the architectural style of the building.

- Screening devices, site walls, and enclosed service loading and refuse areas shall be designed to be an integral part of the building architecture. All site walls and screen walls shall be architecturally integrated into the design of the building.

- Solid or grilled roll-down or pull gates in front of storefronts are prohibited, as are metal security bars on doors and windows.
- Roof drain equipment shall be internalized within the building or designed as an architectural feature of the building.

Colors and Materials

- A diverse palette of materials and/or colors on the wall planes, roofs, and ground plane is required.
- Selected finish materials shall be appropriate in their use and application, and be durable and of high quality. Basic wall materials include stucco, masonry (brick tile, terra cotta, and stone), siding (wood and synthetic wood composites), metal, and precast/cast in place concrete or synthetic-concrete composites. Roof materials may be of a built-up or membrane type at parapet conditions, and concrete tile, composition shingle tile, or metal roof (flat, standing seam, or corrugated) at roof pitches 3:12 or greater. Metal roofs and their color selection shall be subject to design review approval by the Central Lathrop Design Review Board. Large expanses of metal siding are to be avoided. Metal roofs shall be non-reflecting.
- Details and ornamentation may be of pre-cast stone, concrete or synthetic materials: metal, wood, masonry, tile and glass. The choice of materials shall be governed by the building style as well as the location of the materials and their proximity to the pedestrian. As an example of this, second story false materials are less visible/detectable than those at street level, and would be more appropriately used in second story locations.

- Reflective, colored, and tinted glass shall be avoided and only clear, transparent windows shall be used on ground floor elevations.
- Changes in material or color should occur at a change in wall plane, (i.e.: at "inside" corners). Piecemeal embellishments and frequent changes in materials and/or colors should be avoided.
- All vents, gutters, downspouts, flashing, and similar design features shall be painted to match the color of the adjacent surface, unless these elements are being used expressively as a trim or accent element.
- Building colors should be mainly subtle, neutral or earth tones. In general, bright, intense colors should be reserved for minor accent trim, with the body of the building a more muted color. More intense colors may be considered for the purpose of highlighting architectural elements.
- The use of highly reflective or glossy materials should be limited and is not appropriate in many contexts.
- Color variation using compatible hues can be used to reduce the apparent scale and building mass of large buildings.
- Stains and flat paints are encouraged. High gloss paints and other materials, which are highly reflective, are discouraged.
- Stripes or bands of highly contrasting or vibrant colors that are not compatible with the style of architecture should not be used.

Figure 4-21: Office-Commercial Examples


23
CORPORATE PLAZA


STAPLES

D. Landscape

q General

The following design elements will assist in establishing an attractive and diverse landscape character while providing a comfortable, convenient and functional development for the public.

- Frame project entries with landscaping architectural features, lighting, and other distinctive entry elements.
- Connect open spaces among large projects. When projects abut one another, the open spaces should be organized to maximize their utility.
- Site layouts should be designed to provide pedestrian access from the off-site pedestrian circulation system to main building entrances and all pad building entrances, parking lots, sidewalks, and other pedestrian spaces, and minimize conflicts with vehicles.
- Organize the site layout to provide functional pedestrian plazas and amenities between and/or in front of buildings. Spaces between buildings should be designed to provide an attractive and secure environment.
- Office uses shall generally have more landscape area than commercial uses, such as retail or services.
- A minimum of 15% of the gross acreage of the site shall be landscaped within each project. Landscaping within a public right-of-way adjacent to the site shall count towards this requirement.
- Incorporate pedestrian amenities such as potted plants, lighting, signage, site furnishings, patios, plazas, and outdoor seating into the project to provide interest, human scale, gathering areas, and amenities to patrons.
- Encourage planting areas, raised planters, and/or potted plants adjacent to or at the base of buildings along publicly visible elevations to soften the building's appearance and to provide human scale and comfort.
- When allowed, display areas for newspapers, vending, etc. should be well organized, within a designated zone, and not prominent from an off-site viewing perspective.

- Trees, shrubs, groundcovers, perennials, and annuals shall be placed to provide a varied and interesting planting design. Utilize massing, color, texture, and form to create an attractive space for the pedestrian.

- When a proposed planting design abuts an existing portion of the same development, the design should be compatible with the planting program and/or pattern of the existing development in order to create a unified landscape theme.

- The landscape design shall utilize plantings, grading, and/or fencing to provide a visual screen from elements that are less attractive.

- Tree plantings along sidewalks or other hardscape shall be properly sited to avoid damage to both the tree and hardscape based on the type of tree and it natural characteristics.

- Proposed trees shall be a minimum of 15 gallons, shrubs a minimum of 5 gallons, and ground covers and vines a minimum of 1 gallon. Four-inch pots for non-woody low shrubs, ground covers and perennials are permitted with City approval. Plant materials shall be compatible with the climate and soil conditions, accepting of recycled water, and approved by the Central Lathrop Design Review Board prior to installation.

- The landscape grading shall be designed so that water from irrigation or rain does not flow across paved surfaces such as plazas, sidewalks, parking lots, and other pedestrian spaces.

- Irrigation systems shall be designed so as to minimize spray on building and paved surfaces.

- Minimum 5' wide landscaped buffers shall be provided along all public streets beyond the right of way.

- Integrate into each project required elements and methods to meet the requirements of the National Pollutant Discharge Elimination System (NPDES).

Pedestrian Spaces

- The landscape concept shall emphasize the consistent treatment of street, site, and parking lot design, and the placement of theme trees and/or architectural features at project entries and corners. Accent plantings shall be provided near building entries, outdoor seating areas, and other significant areas.

- Plaza, patios, enhanced over-width walkways, outdoor pedestrian courts, and other public open spaces are strongly encouraged, especially at street corners, along street edges, in front of or between buildings, and at building entries. Such public open space areas shall be active in nature and incorporate a combination of accent materials, site furniture, shade structures, accent lighting, art and/or other focal elements. Pedestrian spaces shall be scaled to the size and demands of the particular use. In designing these spaces, consideration should be given to providing protection and relief from the vehicular environment, flexibility for special events, vendors and/or promotions, active edges, and adjoining dining areas. Plazas should be a minimum of 300 square feet.

- Sidewalk paving within projects should be enhanced to provide an attractive surface. Paving may incorporate interlocking concrete pavers, brick pavers, colored concrete, textured concrete, sandblasted finishes, or other special treatments, and/or saw cutting score line patterns. Materials, colors, and patterns shall be based upon the project theme and support the project's architectural character.

- Thematic and functional site furnishings such as moveable tables, chairs and benches, umbrellas, focal elements such as fountains and art, planters, street clocks, bus shelters, receptacle cans, bollards, newspaper racks, landscaping, paving, and street lights are encouraged to be used extensively through each project. These elements may encroach into the sidewalk area as long as ADA and safety concerns are meet. The colors of these elements may be different from elements located elsewhere in the Office-Commercial District, but shall be consistent within a given project area.

- Outdoor dining areas are encouraged and, when part of the development program, shall be used to activate plazas, patios, outdoor pedestrian courts, over-width enhanced walkways, and in general, the edges of public open space areas, building frontages and street frontages. Outdoor dining areas should be oriented away from off-site uses that are sensitive to noise or nighttime activity.

- Outdoor seating and dining areas that are moveable, and not permanently fixed, may encroach into sidewalk areas of the rights-of-way. Temporary enclosures such as planter boxes and fences may be allowed if they do not exceed 36" in height and do not obstruct the minimum visibility required at streets and corners.

- The placement of patios, plazas, pedestrian courts, enhanced over-width walkways and other outdoor gathering areas shall take into consideration the impact of solar orientation and wind protection. Spaces having a southern or western orientation should incorporate landscape and/or architectural shading.

- Pedestrian access shall be clearly defined by sidewalk corridors with a minimum unobstructed width of 4 feet.

- On-site sidewalk corridors should be separated in elevation from vehicular parking areas where practical.

- Enhanced pedestrian walkways from parking lots to streets and building entries are encouraged. Landscaping, decorative lighting, enhanced paving, etc. should be utilized to direct and accommodate pedestrians.

- Landscape lighting shall be provided for safety and security at entries, pedestrian corridors, plazas, and other pedestrian spaces.

- Landscape lighting should be scaled to pedestrian use, to address safety concerns, be aesthetically interesting, provide the required illumination necessary, and minimize light encroachment on sensitive receptors.

E. Parking

General

- Parking areas shall provide a well organized and safe circulation network and an efficient arrangement of parking stalls. Where practical, parking drive aisles should be directed towards the major use on site.

- Commercial developments are encouraged to seek opportunities and incorporate features intended to reduce the dependence on the automobile (i.e.: enhanced accessibility to transit and pedestrian connectivity to adjacent projects and the residential neighborhoods to the west).

- Where practical, parking areas should not be designed as a single large parking field, but rather should feature a number of smaller interconnected parking lots, defined by project entry roads, planting areas, and other such elements.

- Parking areas should be located within the interior of the block, or behind the building frontages to the extent possible. Large parking areas and service areas along the street and sidewalk frontages are discouraged.

- Parking areas should avoid lengthy parking areas abutting the street; rather, turn the short side of parking courts toward the street.

- Locate vehicular access to parking areas to minimize conflicts with pedestrians and through traffic.

- Pedestrian connections through the site and parking lots to building entries and public streets shall be an integral part of the site design and shall be clearly marked utilizing a combination of enhanced paving and landscape.

- Drive-through aisles of establishments with drive-through services should not exit onto a project's main entrance drive. Drive-through aisles should be located towards the rear of the building and away from street frontage. Drive through aisles shall be screened from adjacent streets and parking areas.

- Drives should allow for and facilitate emergency access to the entire site and all buildings located on the site.

- On-site circulation should be designed to discourage speeding, especially where conflicts with pedestrians or parked cars may occur.

- Separate truck delivery and circulation routes as well as service areas from customer circulation through the site, as practical.

- Cart storage or "corrals" shall be integrated into the parking plan.

Parking Lots

- Parking spaces shall be limited on primary vehicular routes within parking lots.

q Parking Lot Landscape

Buffering/Edge Treatments

- Both perimeter and interior parking lot trees shall be provided for visual relief to enhance the street edge and to provide shading.
- Parking lots shall incorporate landscaping, low walls, or other screening elements along street frontages and where parking areas occur adjacent to outdoor activity areas. The screening features shall only be broken at points where vehicular and pedestrian access is provided.
- When landscaping is used for buffering purposes, the landscape screen shall be composed of a combination of groundcovers, vines, shrubs and trees with the plant palette to be selected and planted in a manner that will result in an effective barrier height of a minimum of 30" within three years of being planted.

Interior Lot Landscape

- Parking lots shall be designed with adequate landscape treatment to avoid a "sea of asphalt" appearance.
- The interior landscaping shall be placed in a way to delineate driving lanes, define rows of parking stalls, and to mitigate generally the visual impact of parking lots.
- Parking areas shall provide a minimum of one medium to large canopy shade tree per every six parking spaces, or portion thereof. Trees should be organized in an "orchard" pattern to minimize the expansive appearance of paved parking areas.
- Primary sidewalk corridors in parking lots should have a minimum of 5 feet of landscaping on at least one side of the walkway or alternating from one side to the other.

- Landscape planting areas within parking lots should be typically a minimum of five feet wide. If individual tree wells are provided, a minimum of 24 square feet shall be provided per well.

- Where pedestrian circulation paths cross primary vehicular routes, a change in height (raised crossing), paving materials, textures or colors should be provided to emphasize the conflict point, improve visibility, enhance safety and provide added aesthetic appeal.

Parking Structures

Site Planning Concepts

- Parking structures shall be designed and sited in a manner that enhances safe pedestrian circulation from the parking structure to commercial uses.

- Parking structure design is encouraged to be an integral feature of the building or buildings they serve and/or incorporate secondary ground floor retail uses in addition to the primary parking function they provide.

- Where parking structures have a strong relationship to the street or other pedestrian areas, the lower level of the structure should be activated with pedestrian related improvements, storefronts, or alternate uses, and/or enhanced landscape treatments to soften the appearance of the structure. All sides of parking structures should also be landscaped.

- Where practical, parking structures should be sited so that the short side is adjacent to the primary street.

- Entrance and exit areas shall be designed so that vehicles approaching or leaving the parking structure can queue to enter and exit the structure without blocking the sidewalk.

- The number of driveway access drives into and out of a parking structure shall be minimized.

Architecture

- Articulating the facades and integrating various colors and/or materials should humanize the scale of parking structures.
- Parking structure design should be consistent with the architectural style of the surrounding buildings; should include a visual cap consisting of a cornice, frieze, overhang, trellis or other device; and should incorporate architectural elements that will serve to articulate the publicly visible facades.
- Parking facades over fifty (50) feet in length shall incorporate vertical and/or horizontal variations in setback, material, color, and/or fenestration design.
- Parking structures shall be designed to minimize views into the interior parking areas of the structure's ground floor through the use of:
  - Decorative trelliswork, grilles, and/or other architectural screening elements in addition to landscape screening;
  - Weather protection for pedestrians between ground and upper levels;
  - Glass window display cases incorporated into parking garage exterior walls along pedestrian areas equal to at least 20% of the ground floor wall facing the street.
  - Liner commercial storefronts; and/or
  - Ground floor windows or wall openings along the street frontages equal to at least 20% of the ground floor wall facing the street. This percentage calculation excludes the portions of the wall face(s) devoted to driveway entrances and exits, stairwells, elevators and centralized payment booths. Required windows shall have a sill no more than 4' above grade. The openings shall be glazed or grated.
- The views into the upper floors of the parking structure shall be minimized by the use of planters integrated into the facade design, decorative trelliswork grilles and/or other architectural screening elements; and/or incorporating in the design of upper parking floors a pattern of window-like openings with in the facade.
- In order to create a more finished appearance, parking structure design is encouraged to incorporate full roofs, varied parapet heights, articulated

parapets, projecting cornices, a top floor trellis structure, and/or other suggestive roof form variations.

- Special consideration should be given to the use of stair and elevator towers as a major focal point of parking structure design.
- Special architectural treatments should be utilized to define vehicular entrances and exits. Pedestrian entrances into the garage shall be emphasized in terms of prominence by location and design.

Landscape

- For portions of parking garages without ground floor retail/commercial uses or driveway/sidewalks along the edge of the structure, a minimum of 5' of landscape buffering is required adjacent to the parking structure.
- Plant materials such as screen trees and vines shall be emphasized.

Lighting

- Top deck lighting shall strive to eliminate glare and visibility of pole mounted fixtures by employing full cut-off fixtures and minimizing pole heights.
- Lighting within the structure other than the top deck shall be shielded so as to minimize the extent to which the light extends beyond the facade of the building.

q Bicycle Parking Facilities

Bicycle parking is required for all non-variable density residential uses with twenty or more parking stalls. One additional bicycle parking space is required for every twenty parking stalls up to a maximum of five (5) bike stalls. For each additional 100 vehicle parking stalls, one additional bicycle parking stall shall be provided or as otherwise determined by the Central Lathrop Design Review Board for uses such as schools, transit centers, and park and ride lots. Bicycle parking can be provided in a variety of methods.

General design considerations include:

- Conveniently locate bicycle-parking facilities within projects to encourage their use. Lockers and racks shall be visible and as close as practical to the destination's main entrance. Parking areas may be placed near buildings, within a sidewalk as long as pedestrian access is not impacted, and within on-street parking stalls or in a parking stall within a parking lot. Bicycle parking facilities shall be situated at least as conveniently as the most convenient automobile parking area.
- Bicycle parking areas shall be paved.
- Bicycle parking shall be illuminated at night to the extent that the land use supports after-hours activities.
- Bicycle parking should be sheltered to the extent practical.
- Racks must support bikes with at least two contact points to prevent damage to the bicycle and provide adequate locking connections.
- Hanging or vertical storage racks are not acceptable.
- Bicycle and automobile parking areas shall be separated by a physical barrier or by a sufficient distance to protect bicycles from potential damage from vehicles.

F. Lighting

- Architectural lighting shall highlight special features and entrances only. Lighting of long or expansive walls should be avoided.
- Lighting associated with commercial area sites, signage, and parking lot fixtures shall include shielding devices as appropriate to prevent light from intruding onto the freeway.
- Adequate lighting in parking lots shall be provided for safety. Light poles shall not exceed 30 feet in height.
- Adequate lighting levels within pedestrian areas shall be provided for safety and clarity.
- Parking lot light styles shall complement the adjacent buildings and be consistent throughout a commercial project.
- Pole bases around building entries, plazas, patios, outdoor pedestrian courts, over width enhanced walkways and other public gathering areas are

encouraged to be outfitted with convenience electrical outlets to support event and additional holiday lighting

- The use of low or bollard type light fixtures are encouraged in pedestrian areas.
- Lighting fixtures shall make use of durable and vandal resistant materials and construction.

G. Equipment and Utility Placement

The City's Subdivision Regulations, Section 16.28.080, require that certain mechanical equipment and utilities be placed underground. To create pleasant and uncluttered project areas, all other utilities are encouraged to be placed underground, where practical. Above ground utilities and utility structures shall be screened by landscaping, walls and/or fencing, and are subject to Central Lathrop Design Review Board review and approval regarding their placement and design.

Utilities constructed in rights-of-way or public utility easements shall place all facilities underground and terminate in flush to grade enclosures except where a utility provider demonstrates to the Public Works Director's satisfaction that the design and functional requirements cannot meet this standard.

Utilities

- The location of above ground utility facilities should be identified early in the design process. Where practical, locate and consolidate utility facilities where they do not conflict with featured views or site circulation and are generally inconspicuous to public view. Facilities shall be accessible for maintenance and service requirements.
- Any potential need for wireless communication facility sites should also be considered early in the design process. Current proposed facilities and future facilities should be fully screened and integrally designed with the site and in buildings. Where this is not feasible, other mitigating techniques such as faux-trees and other methods shall be implemented.
- Utility cabinets, pedestals, backflow preventers, and other above ground utility infrastructure should be consolidated or clustered, shall be screened to the extent allowable by operation requirements, and shall be painted or integrally colored a tone that is neutral to their settings.

- Utility cabinets and pedestals should not be located within parking lot landscape islands or public rights-of-way where they cannot be screened and shall not be exposed to damage from vehicles and/or present a visual hazard to drivers or pedestrians.

- Transformers and other above ground utility structures should be located in self-contained utility rooms within a building, or at the periphery of the parking lot, or behind buildings. Utility structures should be screened with plantings and or structures such as walls, fences, and trellises that architecturally blend with the style and color of the adjacent buildings.

- Where practical, traffic signal light bases, light controller boxes, and other above ground utilities should be located at the periphery of gateways, entries, and other corner conditions, and of public spaces along major streets.

- Landscape plantings or low walls shall be utilized to screen utilities from public view. Utility placements shall be coordinated with the street tree and streetlight plans along public streets.

- Tree and lighting plans should be completed in conjunction with joint trench and utility placement plans to ensure the best spacing and location for street trees and lights.

Mechanical Equipment

- Locate all mechanical equipment, including air conditioners, gas regulators, and telephone/cable TV pedestals, in visually unobtrusive locations, screened from public views including streets and the freeway as practical, and baffled for noise attenuation where appropriate.

- Fully screen from public view, including views from the freeway as practical, public streets, and pedestrian areas, all roof-mounted mechanical equipment. Roof top equipment shall be hidden in mechanical wells or screened by mechanical enclosures, designed to match and complement the building.

- Screening for equipment shall be an integral part of the building and roof design and shall incorporate compatible materials, colors, and forms.

- Satellite dishes and solar panels shall be integrated into building design to the extent practical, but should be located in visually unobtrusive locations and screened from views from streets and residential areas.

- All antennas shall be placed in attics or the interiors of the buildings.

4.4.3 USE-SPECIFIC DESIGN GUIDELINES

Within the Office-Commercial District there are specific uses that have individualized design issues that warrant consideration separate and apart from the preceding discussion of District-wide guidelines. The following design criteria shall be applied on a use-specific basis:

A. Automobile Dealerships

- Automobile Dealerships specialize in the sale or servicing of new or used automobiles. The major portion of the land area of these sites is dedicated to outdoor storage and display of vehicles while a smaller portion of the site is used for buildings and customer parking. Design of these sites shall minimize the extent of which outdoor broadcast devices are audible offsite.

q Site Planning Concepts

- The showroom shall be oriented toward the street frontage or major point of access.
- Outdoor vehicle displays that are oriented towards the street shall be limited to permanent at-grade display areas, the design of which is compatible with the project architecture.
- The service area and/or service bays should be screened and/or sited so as to minimize visibility from the street.
- Vehicles under repair should be kept either inside a structure or in an area that is screened from views from the street.
- Service and drop-off areas shall provide adequate queuing space that does not impede vehicle circulation through the site or result in vehicles stacking into the street.
- No potentially noisy activity such as vehicle repair, cleaning or testing shall be located near residential areas unless acceptable noise attenuation is provided and approved by the City.
- Adequate service and customer parking shall be provided and clearly identified. Refer to the Municipal Code for parking standards.

Architecture

- The architecture of the buildings shall be well designed and may provide a strong and unique visual identity for the auto dealership while still maintaining the district character.
- Buildings architecture should be consistent on all sides and well articulated.

Landscape

- The vehicle display parking areas may remain relatively open if balanced by substantial landscaping and tree planting on other visually prominent areas of the site.
- Landscaping and special paving treatments should be used to provide an attractive appearance from the street frontage, with particular attention to be given to all display perimeters.
- Exterior auto sales areas should be inviting and take on the character of an outdoor public plaza.
- Perimeter fencing, security fencing, and gates, if provided, shall be constructed of attractive materials that are compatible with the design, materials, and colors used throughout the project. The material used shall have a degree of transparency and an open feel. Razor wire, electric fencing and chain link fencing are prohibited. Fencing shall not exceed 6 feet in height.

Lighting

- Night and security lighting shall be sensitively designed to ensure that no off-site glare is directed into neighboring parcels, streets, or the freeway and that the overall intensity of the site lighting is not excessive.
- The use of excessive nighttime security lighting is prohibited. Other security measures shall instead be considered.
- Light poles shall not exceed 30’ in height.

B. Drive-Through Establishments

It is common for various uses such as restaurants, banks and drug stores to include drive-through services. These establishments provide a unique design challenge due to the variations in site planning, vehicular access, and potential vehicular/ pedestrian on-site circulation conflicts. For drive-through requirements involving restaurants and fast food establishments, refer to the following section.

q Site Planning Concepts

- For projects that include drive-through services, the predominant visual element along the major street or parcel frontage shall be the main building, and not the drive through component.
- The drive-through window should be oriented towards the rear of the building and away from the street frontage.
- Drive through lanes should not exit directly onto the site's main entrance.
- Adequate queuing for drive-through facilities shall be provided so that vehicle staking does not interfere with traffic and/or pedestrian circulation. Where a fast food restaurant includes a drive-through service, the drive-through aisle shall provide a minimum stacking distance of 180 feet, measured from the pick-up window.
- Drive-through windows, menu boards, equipment, and associated stacking lanes shall be located to minimize impacts on outdoor public gathering areas such as plazas, patios, pedestrian courts, and over-width enhanced walkways.

q Architecture

- All building elevations of drive-through establishments shall be architecturally enhanced.
- Drive-through windows shall incorporate an architectural covering consistent with the design theme of the building.

q Landscape

- The drive-though lane should be separated from other vehicular circulation routes by a raised curb with planting. Drive-through aisles shall be screened from adjacent streets and parking areas.

C. Fast Food Restaurants

Due to the high customer demand and turn over at fast food restaurants and the fact that these uses are often sited in highly visible locations, specific design guidelines are warranted. Also refer to the drive through establishment section above for additional criteria applicable to fast food restaurants offering drive-through services.

q Land Use Interface and Buffers

- Cooking odors shall be eliminated to the extent feasible by installation of the best available ventilation technology.

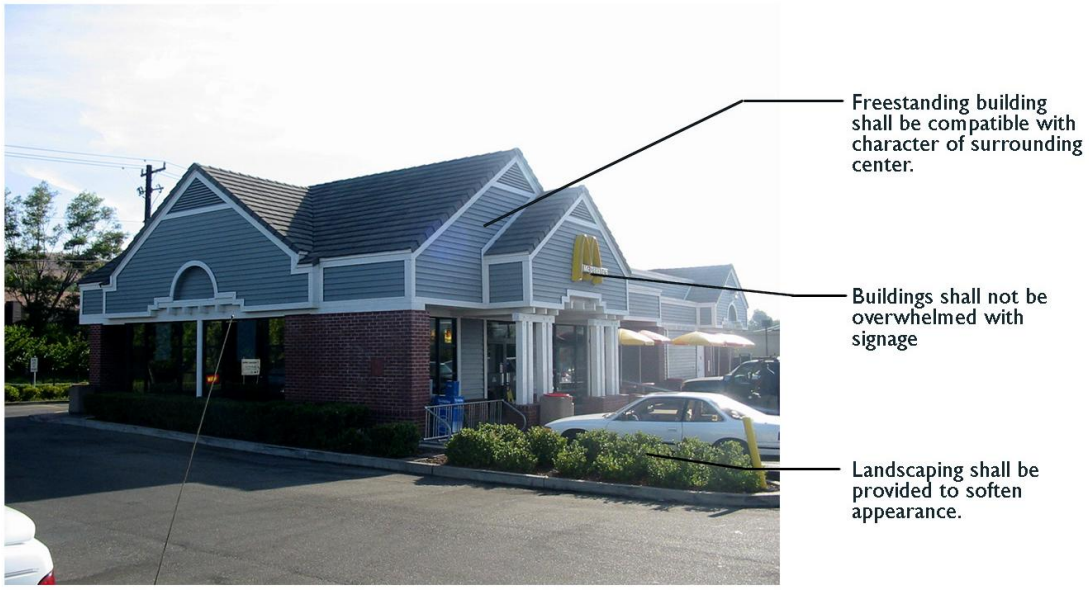
q Site Planning Concepts

- The site plan shall accommodate a logical and safe vehicle and pedestrian circulation pattern through the site.
- Freestanding restaurant buildings shall be sited and designed to be compatible with the character of the surrounding area.
- Outdoor seating and play equipment areas shall be attractively designed, compatible with the main building architecture, and an integral part of the site layout.

q Architecture

- Franchise or corporate style architecture and/or highly contrasting color schemes are discouraged. If the restaurant is to occupy a pad within a larger complex, the building should be designed to be consistent with the style or design of the larger complex of which it is a part.

Figure 4-22: Fast Food Use Criteria



- **Lighting**
  - Excessive illumination of the building or site shall be avoided. Illuminated awnings are discouraged.

- **Utilities**
  - Trash enclosures and other service spaces shall be constructed of materials and finishes which are consistent with the main restaurant building. These spaces shall be placed out of major circulation patterns and away from exterior seating or play areas.

D. Automobile/Service Stations

Automobile/service stations may provide mini-mart, restroom and service elements in addition to the provision of fuel. Fueling and service stations for semi-trucks are prohibited.

Land Use Interface and Buffers

- A minimum 5' landscape buffer will be provided between the service station and other uses.

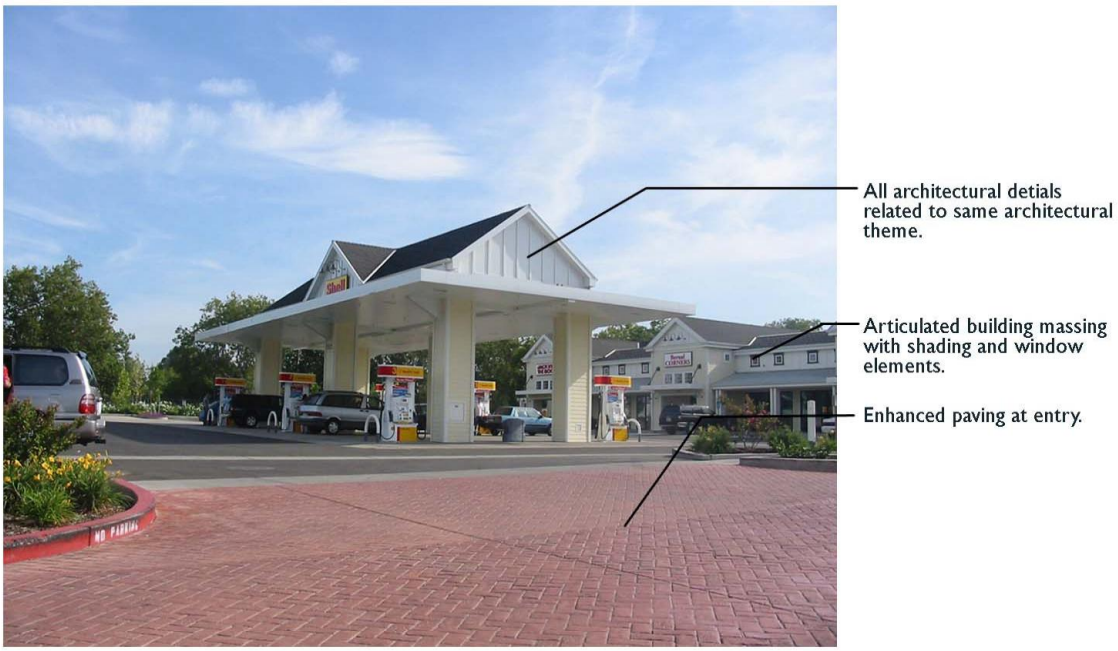
Site Planning Concepts

- Automobile/service stations located at street corners should provide a prominent design element to visually anchor the corner. This can be accomplished by incorporating building elements such as a tower, utilizing an architectural element such as a column, or introducing accent landscaping and/or trees. Signage does not meet this requirement.
- The on-site circulation pattern of service stations shall include adequate driving space to maneuver vehicles around cars parked at the pumps, with special attention paid to the circulation of vehicles not involved in the pumping of fuel.
- The retail market/sales area of the facility is encouraged to be sited at the street frontage.
- A car wash, if provided, shall be integrated into the overall site design. The car wash openings should be located so that they are not directly visible as the dominant view from the primary public street.

Architecture

- Building architecture shall be designed to provide an attractive appearance and be compatible with the surrounding area. All architectural details shall be related to an overall architectural theme.
- Detached or freestanding structures (canopy, car wash, cashiers booth, restrooms, mini-mart, etc.) on the site shall have consistent architectural detail and design elements.

Figure 4-23: Architectural Techniques for Automobile/Service Stations



q Landscape

- n The site design should strive to de-emphasize the paved area through the use of enhanced landscaping and varied pavement treatments. The use of enhanced paving is particularly important at project entries and egresses.
- n Extensive landscape treatments shall be installed at the edges of the project.
- n Tank vents that are particularly visible should be screened or incorporated into the building architecture.

q Lighting

- Canopies should not be illuminated. Light fixtures should be recessed into the canopy and should be oriented downward.

q Utilities

- Dumpsters and service areas shall be fully enclosed by a solid fence or wall with solid doors that match the architectural style, color and materials used for the station buildings.

E. Big Box/Large Floor Plate Buildings

Big box/large floor plate retail stores are typically housed in large single story structures. The following criteria shall be applied to maximize the visual appearance and functional aspects of this building type.

q Site Planning Concepts

- A pedestrian plaza at the main entry should be provided.
- Merchandise pick-up areas shall be located so as not to impact major site circulation or parking areas.
- Where practical, a fully enclosed service area should be positioned so that it can be accessed from a secondary street or route.

q Architecture

- The base, middle and top of the building shall be designed to be easily discernable on front and side elevations.
- In structures that house more than one user, the building design should acknowledge this fact by incorporating more than one apparent building facade.
- Large floor plate buildings are encouraged to use more than one user, that is, to incorporate “liner shops” along the front and/or side facades with separate, individual entrances facing the street or parking areas.

- Shopping carts shall be stored within the building or in a screened enclosure with a wall that is integral to the architectural design of the adjoining building.

- Buildings shall have significant front facade articulation where visible to the public from the site, from public streets and the freeway, and from adjacent properties. These architectural treatments include mass offsets, recessed or projected entries, arcades, column projections, porticos, colonnades, deep score line recesses, and wing walls.

- Front ground floor facades shall have arcades, display windows, entry areas, grille work, trellises, canopies, awnings or other similar features that should take up no less than 50% of the horizontal length of the façade.

- Variations in the roofline, cornice, or parapet height shall be used to add interest to and reduce the scale of large floor plate buildings.

- Pedestrian entries shall be highlighted with entry elements and features that include: canopies, porticos, overhangs, recesses, projections, peak roof forms and gables, etc.

- Auxiliary outdoor storage and service areas, automobile shops, and/or garden areas shall be integrated into the design of the building. The design of these areas shall complement the main building architecture.

- Large floor plate buildings shall incorporate various patterns, materials, and colors that provide visual interest, reduce the perceived scale of the building, and are compatible with materials and colors used in adjoining buildings.

Landscape

- The base of large floor plate buildings shall be enhanced with landscape areas, raised planters, trellises, other architectural elements, and/or potted plants on the front and sides of the building.

- Planters shall incorporate a mix of trees, shrubs, vines and ground covers.

- Enhanced paving shall be utilized at building entries.

- Trashcans and benches should be provided near the primary entries of the building.

- Crosswalks leading from the parking lot to the primary building entry should make use of enhanced paving.

Miscellaneous Uses

- Outdoor display and sales areas (i.e. propane sales, firewood displays, news racks, vending machines and amusements) are allowed as per the Lathrop Municipal Code. These areas shall be well organized, attractively designed, and sited in locations that are not visually prominent from off-site.

4.4.4 OFFICE-COMMERCIAL/VARIABLE RESIDENTIAL/ WASTEWATER TREATMENT PLANT

This portion of the design guidelines is applicable to those properties within the Office-Commercial District that are designated for Office-Commercial/Variable Residential/Wastewater Treatment Plant land use. This designation allows local and regional commercial and office uses singly, or mixed with either variable residential or wastewater treatment plant uses. The following guidelines are specifically provided to address the Wastewater Treatment Plant use. Refer to the previous sections of this chapter for criteria applicable to Office-Commercial uses and to Section 4.3 for criteria applicable to Variable Density Residential uses if either of these uses is proposed for development upon this site.

A. Wastewater Treatment Plant

q Land Use Interface and Buffers

- Service, loading and other more mechanical uses shall be located away from the facility entry.
- Noise generating uses shall be enclosed and/or acoustically screened.
- A landscape buffer and security wall shall be provided between the wastewater treatment plant and adjacent development areas or public street and freeway rights-of-way. The wall shall be 8 feet tall, unless security reasons dictate a taller wall. The wall shall consist of masonry, precast concrete, or other similar material. The wall shall be placed at the back of a 20-foot wide landscape buffer behind public street rights-of-way (wall to be located 20' beyond the edge of right-of-way) or in front of a 20-foot wide landscape buffer area adjacent to development areas and freeway frontage (wall to be located on the inside of the property line). Walls and landscaping shall be reviewed and approved by the Central Lathrop Design Review Board.
- Landscape buffers shall consist of a mix of trees, shrubs, groundcovers, and vines. Large canopy or columnar trees shall be emphasized to screen the wastewater treatment plant facilities. Trees shall be a minimum of 15 gallons, shrubs shall be a minimum of 5 gallons, and groundcovers and vines shall be a minimum of 1-gallon.

- Chain link, razor wire, and similar fencing materials are prohibited.

Site Planning Concepts

- The facility entry and egress locations shall be sited so as not to create undue conflicts with surrounding uses and circulation routes.
- Vehicle circulation routes and loading areas shall be designed efficiently and provide safety to personnel.
- If water storage or water quality ponds or basins are included at this facility, the following guidelines shall apply:
  - Ponds, basins, and tanks should be placed away from the entrance to the site.
  - Buildings should be sited so as to provide a buffer between the ponds and views from public streets and the freeway as practical.
  - Ponds should be positioned nearer to the freeway.
  - The more public uses, such as office and administration buildings, should be located near the facility entry.

Architecture

- The wastewater treatment plant buildings shall be aesthetically pleasing and complement the surrounding buildings within the Office-Commercial District where publicly visible from streets, adjoining properties, or the freeway.

Lighting

- No excessive lighting should be used on the site. Night lighting should be limited to safety and operational purposes.

Parking and Circulation

- Adequate stacking of trucks and other vehicles shall be accommodated within the project's entry drive to prevent traffic backing up on public streets.
- Employee parking should be located to provide convenient access to facilities.
- Truck traffic and loading areas should be separated from common vehicular circulation to the extent practical.

Section 5

Master Signage Plan

5.1 PURPOSE

Signs are an essential element of any community. As such, their location, number, size, design, and relationship to each other and to other structures have a significant influence upon a community's appearance and welfare, and a resultant effect upon a viewer's perception of the community. Signs serve a useful purpose in communicating a message, whether commercial or otherwise. Where signs are not properly regulated, they can contribute to clutter, confusion, create an unpleasant impression and may fail to achieve their original objective of communication.

The purpose of this Master Signage Plan is to establish standards for the number, size and placement of signs within Central Lathrop. The intent is to create a balanced system of signs that:

- Facilitate efficient communication.
- Encourage a desirable urban character and appearance consistent with the Central Lathrop Specific Plan and the Central Lathrop Design Guidelines.
- Promote commerce.
- Provide fair and equal treatment of sign users.
- Promote ease of administration.

5.2 AUTHORITY

The Central Lathrop Master Signage Plan has been prepared in accordance with Section 17.84.100 of the City of Lathrop Municipal Code. Unless otherwise stated, the Master Signage Plan is intended to supersede any existing or future regulations, standards or ordinances of the City of Lathrop regulating number, size, design or placement of signs within Central Lathrop. All proposed signs within Central Lathrop shall comply with this Master Signage Plan.

5.3 MEASUREMENT OF SIGNS

5.3.1 AREA OF A SIGN

The area of signs regulated by this Master Signage Plan shall be calculated as follows:

1. The area of a single unit cabinet, panel or similar sign shall consist of the area within the smallest square, rectangle, or other common geometric shape that encompasses the entire display surface, including all structures framing the sign.
2. The area of a sign consisting of individual letters and logos shall consist of the area within the smallest square, rectangle, or other common geometric shape that encompasses the outside dimensions of the letters and logos.
3. The area of a multi-faced sign with two opposite facing equally sized parallel display surfaces shall consist of the area of one of the display surfaces.
4. The area of a multi-faced sign with two display surfaces that are not parallel, or that contains more than two display surfaces, shall consist of the combined total of each display surface.
5. The area of a spherical or cylindrical shaped sign shall consist of 75 percent of the surface area of such a sign.
6. The area of signs shall not include embellishments such as monuments, supports or poles, assuming there is no advertising copy attached directly on such embellishments.

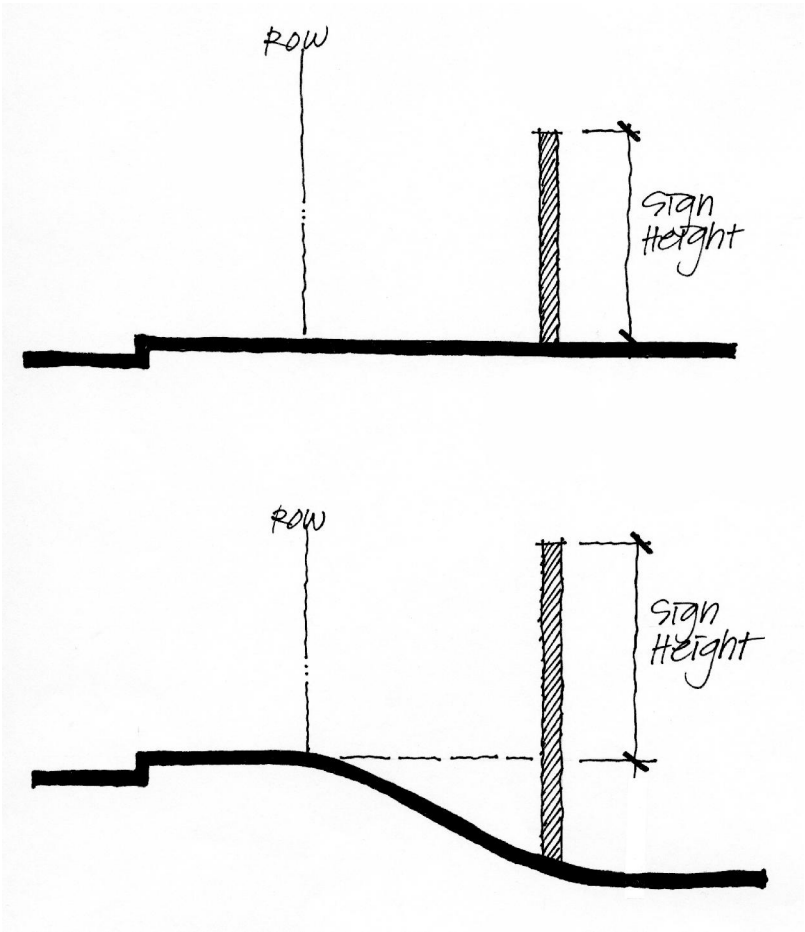
Figure 5-1: Sign Area (within dashed line)

5.3.2 DETERMINING HEIGHT OF A FREESTANDING SIGN

The height of freestanding signs regulated by this Signage Master Plan shall be calculated as follows:

1. The height of freestanding sign erected within 30 feet of a road right-of-way shall consist of the distance from the grade at the nearest edge of the right-of-way along which a sign is placed or oriented onto to the highest point of the sign, or any structural or architectural component of the sign. When the grade at the edge of the right-of-way is higher than the site on which the sign is placed, that portion of the sign below the grade at the edge of the right-of-way shall not be included in determining the sign's overall height.
2. The height of a freestanding sign erected more than 30 feet from a road right-of-way shall be measured from the finished grade level immediately adjacent to where the sign is constructed, to the highest point of the sign, or any structural or architectural component of the sign.

Figure 5-2: Sign Height



5.4 COMMON ELEMENT SIGNAGE

5.4.1 PRIMARY COMMUNITY GATEWAY SIGNS

A primary community gateway is identified at the intersection of Lathrop Road and Golden Valley Parkway. The gateway encompasses all four corners of the intersection. The specific design requirements for this gateway are included in Section 3.3 of the Design Guidelines. The gateway includes entry columns, 42 inches square and 12 feet tall, upon which community identification signage may be placed.

Sign Text Updated Refer to Errata Index

The primary community gateway signage shall comply with the following requirements:

1. Primary community gateway signage shall consist of a precast concrete, bronze or other metal plaque with an area no larger than 12 square feet located within or upon the entry column. The signage should be centered at approximately two-thirds of the column height. Signage should be simple and in scale with the column.
2. Primary community gateway signage shall be limited to identification of the community's name and/or logo and may identify the City of Lathrop.
3. The number of primary community gateway signs is limited to one for each street frontage of each corner, for a maximum of 2 signs per corner and 8 total signs for the overall primary community gateway.
4. Primary community gateway signs may be back lit or include concealed ground mounted exterior lighting.
5. Primary community gateway entry signs shall be uniform in style, materials, colors and size on all four corners of the gateway.
6. All primary community gateway signs shall be approved by the Central Lathrop Design Review Board (CLDRB) through the General Sign Approval Process defined in Section 5.8.

No temporary sign within the public right-of-way is permitted unless an encroachment permit from the City of Lathrop has been obtained prior to placement.

SECONDARY COMMUNITY GATEWAY SIGNS

Secondary community gateways are identified at the northwest corner of River Islands Parkway and Golden Valley Parkway, the two western corners of Street A and Golden Valley Parkway, the two western corners of De Lima Road and Golden Valley Parkway, and Dos Reis Road and Golden Valley Parkway. The specific design requirements for these gateways are included in Section 3.3 of the Design

Guidelines. The gateway includes entry columns, 42 inches square and 12 feet tall, upon which community identification signage may be placed. The gateways include entry columns upon which community identification signage may be placed.

Sign Text Updated Refer to Errata Index

The secondary community gateway signage shall comply with the following requirements:

1. Secondary community gateway signage shall consist of a precast concrete or metal sign with an area no larger than 12 square feet located within or upon the entry column. The signage should be centered at approximately two-thirds of the column height. Signage should be simple and in scale with the column.
2. Secondary community gateway signage shall be limited to identification of the community's name and/or logo and may identify the City of Lathrop.
3. The number of secondary community gateway signs is limited to one for each street frontage of each corner, for a maximum of 2 signs per corner.
4. Secondary community gateway signs may be back lit or include concealed ground mounted exterior lighting.
5. Secondary community gateway entry signs shall be uniform in style, materials, colors and size at all locations, and should be consistent with the character of the primary community gateway entry signage.
6. All secondary community gateway signs shall be approved by the CLDRB through the General Sign Approval Process defined in Section 5.8.

No temporary sign within the public right-of-way is permitted unless an encroachment permit from the City of Lathrop has been obtained prior to placement.

5.4.3 NEIGHBORHOOD ENTRY SIGNS

Neighborhood entries may occur at various locations within Central Lathrop and are intended to mark primary points of neighborhood access. The specific design requirements for neighborhood entries are included in Section 3.3 of the Design Guidelines. These gateways include columns, 3 feet square and 8 feet tall, upon which neighborhood identification signage may be placed.

The neighborhood entry signage shall comply with the following requirements:

1. Neighborhood entry signage shall consist of a precast concrete or metal sign with an area no larger than 4 square feet located within or upon the entry column. The signage should be located within the upper one-third of the column. Signage should be simple and in scale with the column.
2. Neighborhood entry signage shall be limited to identification of the neighborhood or project.

3. The number of neighborhood entry signs is limited to one for each side of the entry, for a maximum 2 signs per entry.
4. Neighborhood entry signs may be back lit or include concealed ground mounted exterior lighting.
5. Neighborhood entry signs shall be uniform in style, materials, colors and size throughout Central Lathrop, and should be consistent with the character of the primary and secondary community gateway entry signage.
6. All neighborhood entry signs shall be approved by the CLDRB through the General Sign Approval Process defined in Section 5.8.

No temporary sign within the public right-of-way is permitted unless an encroachment permit from the City of Lathrop has been obtained prior to placement.

5.4.4 DISTRICT STREETLIGHT BANNER SIGNS

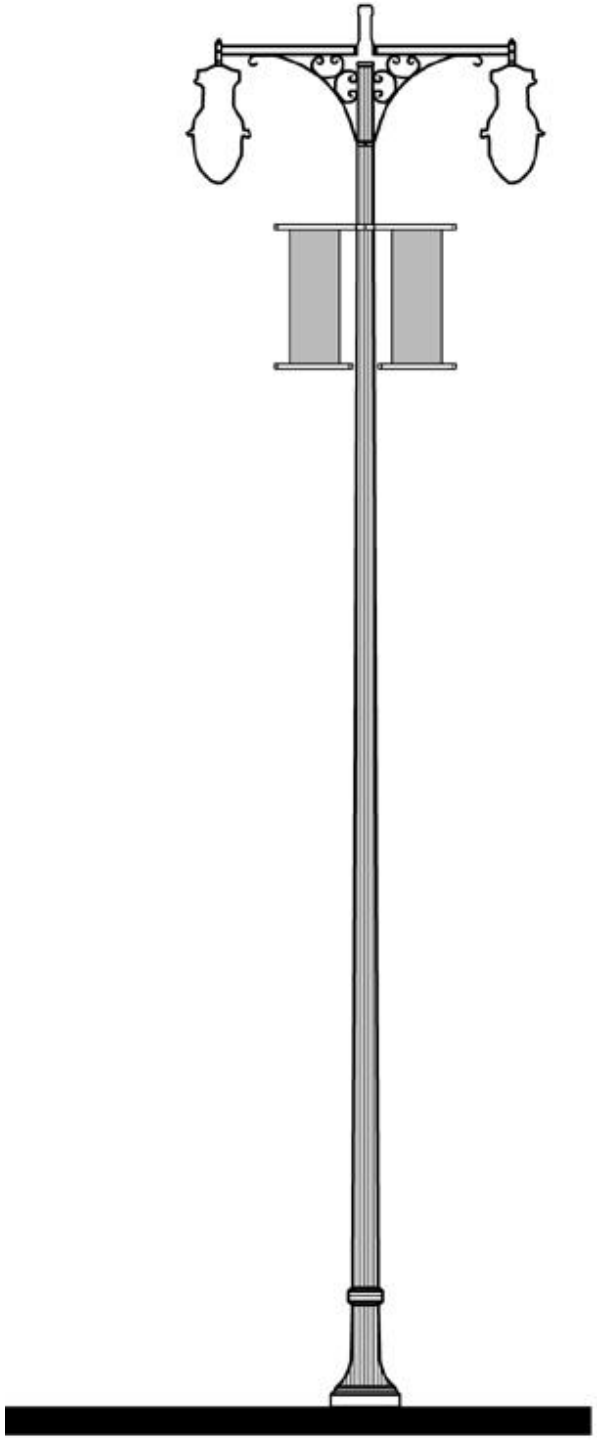
District streetlight banner signs are intended to promote and help define the identity of a business area. In Central Lathrop, such signage is permitted within Lathrop Center and the Office-Commercial area. Streetlight banner signs may be used to identify the name or theme of the district, identify special district-wide events, or seasonal/holiday periods. Streetlight banner signs shall not be used for individual businesses, corporations, or subdivisions except as to identify sponsorships. The district streetlight banner signs shall be applied throughout the defined business area.

District streetlight banner signs shall comply with the following requirements:

1. The proposed signs shall be located only on city streetlight standards.
2. Signs shall be limited in size to 3 feet by 8 feet, or as otherwise approved based upon a specific showing of appropriateness and adequate structural design.
3. Signs shall be constructed of canvas or plastic and be weather resistant.
4. Proposed signs shall be maintained by the applicant in a neat and uniform fashion. If the applicant fails to maintain banners City may, at its election, remove the banners and charge the cost thereof to the applicant. Signs shall be insured by the applicant according to the City's then current standards.
5. District streetlight banner signs shall be approved by the CLDRB through the General Sign Approval Process defined in Section 5.8. Approval shall include the number and location of the signs, the display period and schedule for installation and removal, and sign design.

No temporary sign within the public right-of-way is permitted unless an encroachment permit from the City of Lathrop has been obtained prior to placement.

Figure 5-3: District Streetlight Banner Sign



5.4.5 STREET AND REGULATORY SIGNS

Street and other regulatory signage shall be installed in accordance with City of Lathrop requirements and other applicable regulations. No modified area specific street or regulatory sign program is proposed.

5.4.6 PUBLIC SIGNS

Signs on public lands and public buildings should be compatible with the types, materials, heights and sizes of signs permitted for adjacent uses in Central Lathrop. The signage should clearly identify and reflect the design theme of the use. Signs for public lands and public buildings in residential areas, such as neighborhood parks, shall maintain the scale of the adjacent neighborhood and typically not be lit. Signs on City lands and buildings shall be approved by the CLDRB. Signs proposed by other public entities shall also be approved by the CLDRB to the extent permitted by law. All public signs shall be approved through the General Sign Approval Process defined in Section 5.8.

No temporary sign within the public right-of-way is permitted unless an encroachment permit from the City of Lathrop has been obtained prior to placement.

5.5 DISTRICT SPECIFIC SIGNAGE

This section identifies signs permitted for uses within Central Lathrop. The number, area and types of signs permitted differ depending upon the type of use, underlying zone district, location, and whether the sign is associated with an individual user or a building complex.

The following terms and definitions are critical to interpreting this section:

"*Building Complex*" means a non-residential development of two or more buildings, tenants, or uses, intended to function in a joint manner, regardless of sequence of buildout. Characteristics of a building complex may include, but are not limited to, shared parking facilities, reciprocal access, and common building design. A building complex may include multiple tenants or owners, freestanding pad buildings, and may be situated on one or more lots or parcels.

"*Primary Frontage*" means that lineal extent of a building or tenant space (as applicable) that contains the main public entry to the building or tenant. Typically the primary frontage is that frontage directly facing a public roadway and/or the primary parking area for the building or tenant. While a building or tenant may have more than one frontage with a public entry, only one such frontage shall be defined as the primary frontage.

"*Secondary Frontage*" means that frontage not containing the primary public entry to the building or tenant (as applicable), but a frontage directly facing a public roadway, highway, parking area, pedestrian access corridor or alley. A secondary frontage may or may not have a public or other entry.

Permitted informational signs are addressed in Section 5.6, permitted temporary signs are addressed in Section 5.7, signs exempt from this Master Signage Plan are identified in Section 5.9, and signs that are specifically prohibited are listed in Section 5.10.

Certain uses in Central Lathrop may have unique signage needs that are not fully contemplated by this Master Signage Plan. Additional signage types and requirements not addressed herein may be considered and approved by the CLDRB if determined consistent with the purpose and intent of this Master Signage Plan.

5.5.1 RESIDENTIAL PROJECT IDENTIFICATION SIGNAGE

Table 5-1 identifies permitted permanent identification signs for residential uses. Signage within residential projects is to be limited and shall maintain the scale and character of the adjacent neighborhood. For single family residential projects and multi-family residential complexes of less than 25 units, identification signage is limited to neighborhood entry signs as provided in Section 5.4.3 of this Master Signage Plan. For multi-family residential complexes of 25 units or more, additional identification signage is permitted. All permitted residential identification signs shall be approved by the CLDRB.

In addition to the permitted signage on Table 5-1, residential projects may erect: informational signage, such as directories, in accordance with Section 5.6; temporary signage, such as real estate signs, in accordance with Section 5.7; and, exempt signage, such as address numbers and nameplates, in accordance with Section 5.9.

TABLE 5-1: PERMITTED RESIDENTIAL IDENTIFICATION SIGNS

Definition

"*Residential Identification Sign*" means a sign identifying a residential project or complex.

Use	Number	Height and Area	Design Criteria
Single family residential projects and multi-family residential complexes of less than 25 units	Identification signage is limited to neighborhood entry signs as provided in Section 5.4.3 of this Master Signage Plan		Wall Signs: 1. Wall signs may be attached flat against or pinned away from a building wall or community wall, but shall not extend or protrude more than one (1) foot from the wall and shall not extend above the upper edge of the building façade or wall. 2. Wall signs should be compatible with the architecture, construction materials and other design features of the building or wall and shall not cover or interrupt major architectural features, including doors, windows, embellishments, reveal lines and wall caps. 3. Wall signs shall have a maximum of two rows of copy. Freestanding Signs: 6. Freestanding signs shall not be erected any closer than three (3) feet to any building or wall. 7. Freestanding signs shall maintain a setback, measured from that part of the sign that is closest to the nearest property line of the parcel on which it is placed, equal to at least one-half (1/2) the sign height. No freestanding sign may be placed closer than ten (10) feet from the back of curb of a public roadway.
Multi-family complexes of 25 units or more	One wall sign and one freestanding sign identifying the name of the complex is permitted per street frontage with a project entrance	Wall Sign: Maximum area 32 square feet Freestanding Signs: Maximum area 40 square feet Maximum height 5 feet	

Use	Number	Height and Area	Design Criteria
			8. No freestanding sign shall be placed within thirty (30) feet of the intersecting curb lines of a street intersection to maintain vehicular sight lines. 9. Freestanding signs shall not be located within a utility easement. 10. Freestanding signs shall be located within a planted landscape area encompassing a minimum of 3-feet around the entire outside edge of the sign or base, whichever is greater. 11. Freestanding signs should be compatible with the architecture, construction materials and other design features of the adjacent building(s). 12. The base of freestanding signs shall be constructed of durable materials such as concrete, rock or brick to improve the aesthetic quality of the sign. <u>All Residential Identification Signs:</u> 13. Sign colors should be compatible with the color schemes of the immediate and surrounding buildings. Extremely bright colors and sharply contrasting color combinations should be avoided. 14. Signs may be back lit or include concealed ground mounted exterior lighting.

Figure 5-4: Residential Project Identification Signs

5.5.2 BUSINESS IDENTIFICATION SIGNAGE

Tables 5-2 through 5-5 identify permitted permanent identification signs for businesses and other entities. Permanent identification signs are located on premises and serve the purpose of identifying specific buildings, building complexes and business activities within Central Lathrop.

In accordance with Section 17.84.100(C)(4) of the City of Lathrop Municipal Code, the total maximum aggregate area of signage permitted by a master signage plan may not exceed that provided for in the Municipal Code. To ensure consistency with the Municipal Code, the aggregate area of signs for each business permitted by this Master Signage Plan, and/or subsequently permitted by the CLDRB, may not exceed the following:

Primary Frontage – A maximum total sign area not to exceed five hundred (500) square feet.

Secondary Frontage – A maximum sign area not to exceed two hundred (200) square feet.

The total aggregate area shall include the sum of all signs, or portions of signs, that advertise the name of the business and its services, with the exception of freestanding highway oriented signs, vehicle fuel pricing signs, and informational signs.

Unless otherwise stated, business identification signs for individual businesses, Building Complex Sign Programs, and freestanding highway signs shall be approved by the CLDRB. A Building Complex Sign Program is required for all building complexes to ensure coordination of signage and compliance with this Master Signage Plan. Upon approval of a Building Complex Sign Program, individual business signs may be approved administratively by the Community Development Department if determined consistent with the adopted program. See Section 5.8, Sign Approval Process, for additional detail.

In addition to the following permitted signs, businesses may erect: informational signage, such as directories, in accordance with Section 5.6; temporary signage, such as real estate signs, in accordance with Section 5.7; and, exempt signage, such as address numbers and nameplates, in accordance with Section 5.9.

TABLE 5-2: PERMITTED WALL SIGNS

Definition

"*Wall Sign*" means a sign attached to or erected against the exterior wall of a building or structure with the exposed face of the sign in a plane approximately parallel to the plane of the building or structure.

<table>
<tr><th>Use</th><th>Number</th><th>Area</th><th>Design Criteria</th></tr>
<tr><td rowspan="4">Neighborhood Commercial, Specialty Commercial and Office/Commercial Land Use Districts - Retail, service, commercial, offices, hotels and motels, restaurants, recreational, educational, quasi-public and other uses of a similar nature.</td><td colspan="2">Building Complex Identification Signs</td><td rowspan="4">1. Wall signs may be attached flat against or pinned away from a building wall, but shall not extend or protrude more than one (1) foot from the wall and shall not extend above the upper edge of the building facade.
2. Wall signs should be compatible with the architecture, construction materials and other design features of the building and shall not cover or interrupt major architectural features, including doors, windows, embellishments and reveal lines.
3. Wall signs placed between window spandrels and on fascias shall not exceed two-thirds (2/3) of the height of the area to which the sign is attached.
4. The length of a wall sign shall not exceed 70% of the length of the applicable tenant frontage.
5. Wall signs should generally be centered vertically on the spandrel or fascia. The minimum distance a wall sign may be placed from the edge of a wall or tenant space is 18 inches.

A. Wall sign colors should be compatible</td></tr>
<tr><td>One wall sign per building complex identifying the name of the complex on each street or highway frontage of that complex, with a maximum of two.</td><td>Maximum 100 square feet per sign.</td></tr>
<tr><td colspan="2">Tenant Identification Signs</td></tr>
<tr><td>Individual Use:
One wall sign per street or highway frontage.

Building Complex:
One wall sign per tenant.
Exceptions
1) Major commercial tenants of 25,000 square feet or more are allowed one main wall sign identifying the business, and up to two secondary wall signs identifying the type of services, all located provided on the primary frontage of the building.
2) Tenants on a corner of a building are permitted two wall signs, provided each sign is located on a different side of the building and faces a public entrance, a public street or a parking lot.</td><td>Neighborhood Commercial and Specialty Commercial District:
1) Primary Tenant Frontage - Allowable sign area is one square foot of total wall signage for each lineal foot of tenant frontage on which a sign is permitted, with a maximum sign area of 100 square feet per primary tenant frontage. An allowable minimum sign area of up to 20 square feet is permitted.
2) Secondary Tenant Frontage - Allowable sign area is .5 square foot of total wall signage for each lineal foot of tenant frontage on which a sign is permitted, with a maximum sign area of 50 square feet per secondary tenant frontage. An</td></tr>
</table>

Use	Number	Area	Design Criteria
	3) Freestanding pad buildings with one tenant are permitted three wall signs, provided each sign is located on a different side of the building and face a public entrance, a public street or a parking lot. 4) Freestanding pad buildings with two or more tenants are permitted two wall signs per tenant, provided the signs for each tenant are located on a different side of the building and face a public entrance, a public street or a parking lot. 5) Tenants with rear or side direct highway frontage are allowed one wall sign along such frontage. This highway frontage shall be considered a secondary frontage for purposes of determining permitted sign area.	allowable minimum sign area of up to 20 square feet is permitted. Office/Commercial District: 1) Primary Tenant Frontage - Allowable sign area is two square feet of total wall signage for each lineal foot of tenant frontage on which a sign is permitted, with a maximum sign area of 150 square feet per primary tenant frontage. An allowable minimum sign area of up to 30 square feet is permitted. 2) Secondary Tenant Frontage - Allowable sign area is .75 square foot of total wall signage for each lineal foot of tenant frontage on which a sign is permitted, with a maximum sign area of 75 square feet per secondary tenant frontage. An allowable minimum sign area of up to 30 square feet is permitted.	
Theaters, Auditoriums and other Similar Uses	Theaters, auditoriums or other similar uses may include changeable copy (manual or electronic) on a permitted wall sign to display the name and times of current motion picture, theatrical or on-site other events.		
Residential/Mixed Use Land Use District.	In general, residential uses within the Residential/Mixed Use land use district are permitted signage in compliance with Section 5.5.1. Non-residential uses within the Residential/Mixed Use land use district are permitted signage in compliance with the Neighborhood Commercial and Specialty Commercial districts as specified above.		
Other	Permitted wall signage for uses not specifically addressed above shall require approval of the CLDRB (see Section 5.8)		

Figure 5-5: Wall Signs

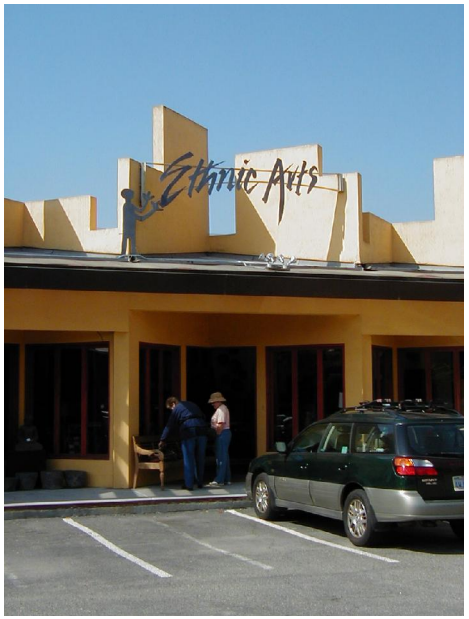


TABLE 5-3: PERMITTED AWNING/CANOPY AND UNDER CANOPY SIGNS

Definitions
"*Awning/Canopy Sign*" shall mean a sign painted on or attached to the outside surface of a building awning or canopy.
"*Under Canopy Sign*" shall mean any sign hanging below a canopy, awning or building overhang.

<table>
<tr><th>Use</th><th>Number</th><th>Area</th><th>Design Criteria</th></tr>
<tr><td rowspan="4">Neighborhood Commercial, Specialty Commercial and Office/Commercial Land Use Districts - Retail, service, commercial, offices, hotels and motels, restaurants, recreational, educational, quasi-public and other uses of a similar nature.</td><td colspan="2">Awning/Canopy Sign</td><td rowspan="4"><u>Awning/Canopy Signs</u>
1. Awning/canopy signs shall be parallel to the building façade upon which they are placed.
2. Awning/canopy sign area shall be calculated on the sign copy area, not the area of the awning/canopy.
3. Awning/canopy signs may not be placed on a building/tenant façade that also includes a projecting sign.
4. Awning/canopy signs shall not extend above the top of the awning or canopy.
<u>Under Canopy Signs</u>
5. An under canopy sign shall be perpendicular to façade of the building to which it is attached, and shall be located along the primary frontage near the building/tenant entry.
<u>Both Awning/Canopy and Under Canopy Signs</u>:
6. Awning/canopy and under canopy signs shall have a minimum vertical clearance of eight (8) feet above grade.
7. Awning/canopy and under canopy signs should be compatible with the architecture, construction materials</td></tr>
<tr><td>One awning/canopy sign per frontage where a wall sign is permitted. The awning/canopy sign is permitted <u>*in addition*</u> to the allowed wall sign.</td><td>An awning/canopy sign may not exceed:
1) Height - A single row of text a maximum of 12 inches in height
2) Length - 70 percent of the canopy length or 16 feet, whichever is less
3) Area – Maximum of 16 square feet
The area of an awning/canopy sign <u>*shall*</u> be calculated toward the permitted area for wall signs.</td></tr>
<tr><td colspan="2">Under Canopy Sign</td></tr>
<tr><td>One under canopy sign per use/ tenant. The under canopy sign is permitted <u>*in addition*</u> to the allowed wall and awning/canopy sign.</td><td>Maximum of six square feet.
The area of an under canopy sign <u>*shall not*</u> be calculated toward the permitted area for wall signs.</td></tr>
<tr><td>Residential/Mixed Use Land Use District.</td><td colspan="2">In general, residential uses within the Residential/Mixed Use land use district are permitted signage in compliance with Section 5.5.1. Non-residential uses within the Residential/Mixed Use land use district are permitted awning/canopy and under canopy signage as specified above.</td></tr>
<tr><td>Other</td><td colspan="2">Permitted signage for uses not specifically addressed above shall require approval of the CLDRB (see Section 5.8).</td></tr>
</table>

Use	Number	Area	Design Criteria
			and other design features of the building. 8. Awning/canopy and under canopy sign colors should be compatible with the color schemes of the immediate and surrounding buildings. Extremely bright colors and sharply contrasting color combinations should be avoided. 9. Awning/canopy and under canopy signs shall not be illuminated. 10. In general, all awning/canopy and under canopy signs shall be limited to the name of the building/complex and the property owner/business owner trade name, division, business description and/or logo. 11. Where there is more than one awning/canopy and/or under canopy sign on a building or within a building complex, all signs should be compatible including type of construction materials.

Figure 5-6: Awning/Canopy and Under Canopy Signs

TABLE 5-4: PERMITTED PROJECTING SIGNS

Definition
"*Projecting Sign*" shall mean a sign that is supported by an exterior wall of a building and which is constructed and displayed perpendicular to the face of the building so that both sides of the sign are visible.

Use	Number	Area	Design Criteria
Neighborhood Commercial and Specialty Commercial Land Use Districts- Retail, service, commercial, offices, restaurants, quasi-public and other uses of a similar nature.	Individual Use and Building Complex		1. Projecting signs may not project from the exterior wall of a building more than six (6) feet. 2. Projecting signs shall not project onto a public or private street, alley or service drive. 3. Projecting signs may project a maximum of six (6) feet over public sidewalks within the Main Street District of Lathrop Center. 4. The base of projecting signs shall be no less than eight (8) feet above grade. 5. Projecting signs shall not be installed within five (5) feet of the edge of a tenant space. 6. Projecting signs shall only be located on building walls, and may not project above the top of the façade they are attached to. 7. The outside edge dimension (edge parallel to building) of projecting signs shall not exceed 12 inches.
	One projecting sign per primary frontage in-lieu of a permitted wall sign.	One square foot of projecting signage for each lineal foot of primary building frontage or primary tenant frontage to which the sign is attached, not to exceed 50 square feet (measured as one side of the display surface).	
Office/Commercial Land Use District - Retail, service, commercial, offices, hotels and motels, restaurants, recreational, educational, quasi-public and other uses of a similar nature.	Individual Use and Building Complex		
	One projecting sign per primary frontage in-lieu of a permitted wall sign.	Two square feet of projecting sign per each lineal foot of primary building frontage or primary tenant frontage to which the sign is attached, not to exceed 75 square feet (measured as one side of the display surface).	
Theaters, Auditoriums and other Similar Uses	Theaters, auditoriums or other similar uses may include changeable copy (manual or electronic) on a permitted projecting sign to display the name and times of current motion picture, theatrical or on-site other events.		
Residential/Mixed Use Land Use District	Projecting signs are not permitted for residential uses within the Residential/Mixed Use land use district. Non-residential uses within the Residential/Mixed Use land use district are permitted projecting signage in compliance with the Neighborhood Commercial and Specialty Commercial districts as specified above.		

Use	Number	Area	Design Criteria
Other	Permitted signage for uses not specifically addressed above shall require approval of the CLDRB (see Section 5.8).		8. Projecting signs should be compatible with the architecture, construction materials and other design features of the building and shall not cover or interrupt major architectural features, including doors, windows, embellishments and reveal lines. 9. Projecting sign colors should be compatible with the color schemes of the immediate and surrounding buildings. Extremely bright colors and sharply contrasting color combinations should be avoided. 10. Where there is more than one projecting sign on a building or within a building complex, all signs should be compatible including type of construction materials and method of illumination. 11. Projecting signs may be internally or externally illuminated. All lighting sources shall be inconspicuous. Exterior fixtures shall be shielded to reduce glare and control light spillage. 12. In general, all projecting signs shall be limited to the name of the building/complex and the property owner/business owner trade name, division, business description and/or logo.

Figure 5-7: Projecting Signs

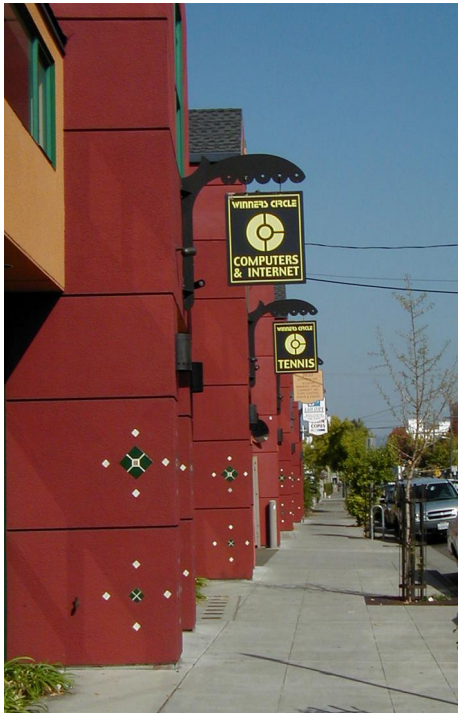


Table 5-5: Permitted Freestanding Signs

Definition

"*Freestanding Sign*" means a sign permanently affixed the ground on a foundation supported by one or more uprights, poles, posts or braces which are not connected to another building or structure. This definition includes the terms "monument sign", "pole sign" and "ground sign".

Use	Number	Height and Area	Design Criteria
Neighborhood Commercial and Specialty Commercial Land Use Districts- Retail, service, commercial, offices, hotels and motels, restaurants and other uses of a similar nature.	Individual Use and Building Complex A maximum of one on-site freestanding sign per public street frontage with an entrance (driveway) to the building or complex (as applicable).	Maximum Height: 12 feet Maximum Area: 100 square feet per permitted freestanding sign (per side if double sided) excluding base and embellishments.	1. Freestanding signs shall not be erected any closer than three (3) feet to any building. 2. Freestanding signs shall maintain a setback, measured from that part of the sign that is closest to the nearest property line of the parcel on which it is placed, equal to at least one-half (1/2) the height of the sign. No freestanding sign may be placed closer than ten (10) feet from the back of curb of a public roadway. 3. No freestanding sign shall be placed within thirty (30) feet of the intersecting curb lines of a street intersection to maintain vehicular sight lines. 4. No freestanding sign may be placed closer than fifty (50) feet from the property line of an adjacent residence. 5. Freestanding signs shall not be located within a utility easement, or
Office/Commercial Land Use District - Retail, service, commercial, offices, hotels and motels, restaurants and other uses of a similar nature.	Individual Use and Building Complex 1) A maximum of one on-site freestanding sign per public street frontage with an entrance (driveway) to the building or complex (as applicable). 2) Where the street frontage exceeds 500 lineal feet, one additional freestanding sign is permitted for each additional 500 feet of lineal frontage (beyond the initial 500 feet). The minimum distance between freestanding signs along a given frontage is 300 feet.	Maximum Height: 18 feet Maximum Area: 160 square feet per permitted freestanding sign (per side if double sided) excluding base and embellishments.	

Use	Number	Height and Area	Design Criteria
Gasoline Service Stations	Vehicle fuel and service stations shall comply with all applicable provisions of this Master Signage Plan. In addition, the following regulations apply: 1) Freestanding Identification Sign – Each motor vehicle fuel or service station may erect one freestanding sign for the purpose of identifying the brand of gasoline sold at such station. The freestanding sign shall comply with all height, area, location and other criteria for permitted freestanding signs in the zone in which it is located. 2) Vehicle Fuel Price Sign – A changeable copy sign indicating the current price of fuel dispensed on the premises may be incorporated into the permitted freestanding identification sign. The area of the sign devoted to fuel pricing may not exceed 40 square feet (per side if double sided). The area of the vehicle fuel price signs shall not count towards other permitted sign area or the total aggregate area allowed under Section 5.5.2. The sign shall comply with the provisions of Business and Professional Code Section 13531 regarding display requirements. Use of programmable electronic signs is permitted, but shall be limited to the portion of the sign structure devoted exclusively to display of motor vehicle fuel price information.		erected or located in a manner which will reduce the vertical or horizontal clearance from communication and electrical lines as required by applicable regulations. 6. Freestanding signs shall be located within a planted landscape area encompassing a minimum of 3-feet around the entire outside edge of the sign or base, whichever is greater. 7. Freestanding signs should be compatible with the architecture, construction materials and other design features of the adjacent building(s). Freestanding signs with a top-heavy appearance are discouraged. 8. The base of freestanding signs shall be constructed of durable materials such as concrete, rock or brick to improve the aesthetic quality of the sign. 9. Freestanding sign colors should be compatible with the color schemes of the immediate and surrounding
Theaters, Auditoriums and other Similar Uses	Theaters, auditoriums or other similar uses may include changeable copy (manual or electronic) on a permitted freestanding sign to display the name and times of current motion picture, theatrical or on-site other events.		
Residential/Mixed Use Land Use District	In general, residential uses within the Residential/Mixed Use land use district are permitted signage in compliance with Section 5.5.1. Non-residential uses within the Residential/Mixed Use land use district are permitted signage in compliance with the Neighborhood Commercial and Specialty Commercial districts as specified above. Freestanding signs are discouraged on Main Street within Lathrop Center.		

Use	Number	Height and Area	Design Criteria
Other	Permitted signage for uses not specifically addressed above shall require approval of the CLDRB (see Section 5.8).		buildings. Extremely bright colors and sharply contrasting color combinations should be avoided. 10. In general, all freestanding signs shall be limited to the name of the building/complex, tenants and address. Within a building complex, multiple tenants may be identified on a single freestanding sign. 11. Freestanding signs may be internally or externally illuminated. All lighting sources shall be inconspicuous. Exterior fixtures shall be shielded to reduce glare and control light spillage. Freestanding signs are encouraged to use illuminated letters rather than illuminated sign backgrounds. 12. Where there is more than one freestanding sign within a building complex, all signs shall have the same design including type of construction materials and method of illumination. 13. Freestanding signs may be installed only on the street frontage used for determining the number of freestanding signs allowed.

Figure 5-8: Freestanding Signs

Figure 5-9: Vehicle Fuel Price Sign

5.5.3 FREESTANDING INTERSTATE 5 ORIENTED SIGNAGE

Table 5-6 identifies permitted freestanding highway oriented signage. This is a unique sign type that may be erected by Office-Commercial uses along the Interstate 5 corridor to advertise multiple tenants or uses. Given the intent to be identifiable and attract interest from the interstate, freestanding I-5 oriented signs are considerably taller and larger than other permitted business identification signs. Freestanding I-5 oriented signage is allowed in addition to other permitted business identification signage and does not count toward the total aggregate area allowed under Section 5.5.2. All freestanding I-5 oriented signs shall be approved by the CLDRB through the General Sign Approval Process defined in Section 5.8.

TABLE 5-6: PERMITTED FREESTANDING INTERSTATE 5 ORIENTED SIGNS

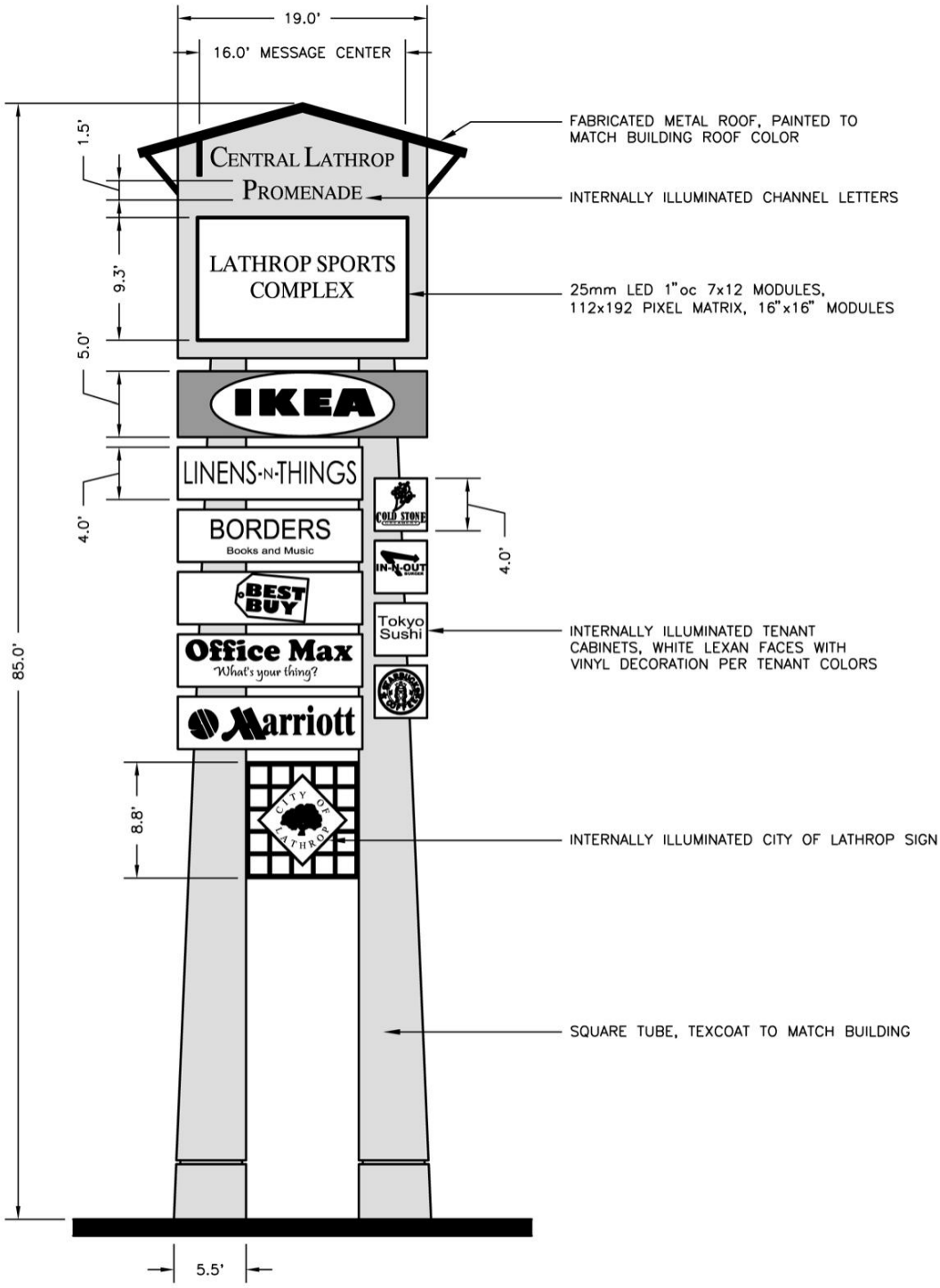
Definition

"*Freestanding Interstate 5 Oriented Sign*" means a freestanding sign advertising multiple uses or tenants located on property abutting I-5 whose height, location and sign copy is designed in a manner which permits identification from the adjacent I-5.

Use	Number	Height and Area	Design Criteria
Office Commercial District - Business complex, or combination of business complexes and individual businesses, totaling 10 or more separate tenants.	A maximum of one freestanding highway oriented signs is permitted for each 1,000 lineal feet of Office-Commercial frontage along Interstate 5.	Height and Width: Freestanding highway oriented signs, including any structural or architectural components of the signs, shall be a maximum of 85 feet in height and 26 feet in width. Area: Each freestanding highway oriented sign may have a maximum cumulative sign area of 800 square feet as measured on one side of the sign, excluding City logo. All sign area on a freestanding highway oriented sign shall be in addition to other business identification signage permitted by this Master Signage Plan and shall not count toward the total aggregate area allowed under Section 5.5.2.	1. While the tenants may be on parcels separate from the sign advertising their use, all of the uses must be located within the Office-Commercial district and generally adjacent to the sign. 2. Freestanding highway oriented signs may not be located closer than 750 feet from each other. 3. All freestanding highway oriented signs shall be located no closer than 5 feet, and no more than 100 feet, from a property line adjacent to the edge of highway right-of-way. In addition, no freestanding highway oriented sign shall be located closer than 50 feet from a property line adjacent to a City roadway, or 10 feet from an adjacent building. 4. Freestanding highway oriented signs shall be two sided, and may advertise different tenants on each side of the sign. A maximum of one sign per tenant is permitted on each side of the sign. 5. Freestanding highway oriented signs shall be designed in substantial conformance with Figure 5-12, and shall include the following: a. District or building complex identification consisting of internally illuminated channel letters a maximum of 1.5 feet in height. b. Programmable LED sign (optional, but included in sign area total) a maximum of 10 feet high and 16 feet wide, with advertisement limited to on-site businesses and announcement of community events.

Use	Number	Height and Area	Design Criteria
			c. A combination of internally illuminated individual tenant cabinet signs ranging in size from a maximum of 5 feet high and 19 feet wide, to a minimum of 4 feet high and 4 feet wide. d. City of Lathrop logo internally illuminated with backing structure a maximum of 9 feet high by 9 feet wide. 6. Freestanding highway oriented signs shall be located within a planted landscape area encompassing a minimum of 5-feet around the entire outside edge of the sign or base, whichever is greater. 7. Freestanding highway oriented sign colors should be compatible with the color schemes of the immediate and surrounding buildings. Extremely bright colors and sharply contrasting color combinations should be avoided. 8. Freestanding highway oriented signs shall not be located within a utility easement, or erected or located in a manner which will reduce the vertical or horizontal clearance from communication and electrical lines as required by applicable regulations.

Figure 5-10: Freestanding Highway Oriented Sign



5.6 INFORMATIONAL SIGNAGE

Informational signage conveys non-advertising information to guide vehicular and pedestrian traffic within a site (e.g., entrances, exits, one-way drive-throughs, parking lots, etc). It also includes advertising directories indicating the names and locations of buildings on a parcel or within a complex (e.g., list of businesses/building number, map). Informational signage types may be combined. Table 5-7 identifies permitted directional signs and Table 5-8 permitted directory signs.

Directional and directory signage may be erected subject to approval of the Community Development Department. When included in a building complex, such signage shall be addressed in the Building Complex Sign Program (see Section 5.8).

In addition to directional and directory signage, exempt informational signage such as address numbers, nameplates, warning signs ("no parking") and other similar signs may be erected if each sign does not exceed 2 square feet in area (see section 5.9).

TABLE 5-7: PERMITTED DIRECTIONAL SIGNS

Definition

"*Directional Sign*" means an on-site sign designed to guide vehicular or pedestrian traffic that does not promote or advertise a business or product.

Use	Number	Height and Area	Design Criteria
Non-residential Uses - Retail, service, commercial, offices, hotels and motels, restaurants, recreational, educational, quasi-public and other uses of a similar nature; and, Residential Uses – Multi-family residential complexes of 25 units or more	Building Complex or Individual Use		1. Directional signs shall be permanently attached wall signs or permanent ground-mounted freestanding signs. Projecting signs permanently affixed to an exterior wall may be used if a health and safety need is demonstrated. 2. Freestanding Directional signs shall be mounted on solid (e.g., concrete) material or poles. 3. No advertising, including enterprise logo, is permitted. 4. Directional signs that resemble regulatory
	Directional signs are permitted *in addition* to other allowed signs and do not count towards other permitted sign area or the total aggregate area allowed under Section 5.5.2. Directional signs may be located throughout a project as needed including entrances, drive aisles, drive through aisles and service or delivery entrances.	Directional signs shall not exceed 6 square feet per face of sign. Freestanding directional signs shall not exceed 4 feet in height, including the base.	

Use	Number	Height and Area	Design Criteria
Other	Permitted directional signage for uses not specifically addressed above shall require approval of the CLDRB (see Section 5.8).		traffic control signs, signals, or devices are not permitted. 5. Directional signs shall not be located where they would impair vision of the driver or a vehicle traveling either into, out of, or through the site. 6. Freestanding directional signs shall be set back from any property line at least one-half the height of the sign. 7. Directional signs should be compatible with the architecture, construction materials and other design features of the building. 8. Directional sign colors should be compatible with the color schemes of the immediate and surrounding buildings. Extremely bright colors and sharply contrasting color combinations should be avoided. 9. Directional signs may be internally or externally illuminated. All lighting sources shall be inconspicuous. Exterior fixtures shall be shielded to reduce glare and control light spillage.

Figure 5-11: Directional Signs

TABLE 5-8: PERMITTED DIRECTORY SIGNS

Definition

"*Directory Sign*" means an on-site sign listing the names and locations of occupants or activities conducted within a building or group of buildings that does not otherwise promote or advertise a business or product.

Use	Number	Area	Design Criteria
Non-residential Uses - Retail, service, commercial, offices, hotels and motels, restaurants, recreational, educational, quasi-public and other uses of a similar nature.	Building Complex or Individual Use		1. Directory signs may be wall signs or ground-mounted freestanding signs. 2. Walls directory signs should be flush-mounted at or near a main entry, although in some instances may be attached to a freestanding kiosk within a building courtyard or lobby area. 3. Freestanding directory signs shall be mounted on solid (e.g., concrete) material or poles. 4. Directory sign information shall be limited to building name, building logo, address, business tenant names and suite numbers or letters. 5. Letter height on a directory sign shall not exceed 4 inches. 6. Directory signs shall not be located where they would impair vision of the driver of a vehicle traveling either into, out of, or through the site. 7. Directory signs should be compatible with the architecture, construction materials and
	Directory signs are permitted *in addition* to other allowed signs and do not count towards other permitted sign area or the total aggregate area allowed under Section 5.5.2. The number of permitted signs is subject to the following: 1) One directory sign outside each building with more than two tenants 2) One directory sign per entrance from a public street to a project with more than two buildings.	Directory signs shall not exceed 16 square feet per face of sign. Freestanding directory signs shall not exceed six 6 feet in height, including the base.	
Residential Uses – Multi-family residential complexes of 25 units or more	One directory sign per primary entrance	Directory signs shall not exceed 16 square feet per face of sign. Freestanding directory signs shall not exceed 6 feet in height, including the base.	

Use	Number	Area	Design Criteria
Other	Permitted directory signage for uses not specifically addressed above shall require approval of the CLDRB (see Section 5.8).		other design features of the building. 8. Directory sign colors should be compatible with the color schemes of the immediate and surrounding buildings. Extremely bright colors and sharply contrasting color combinations should be avoided. 9. Directory signs may be internally or externally illuminated. All lighting sources shall be inconspicuous. Exterior fixtures shall be shielded to reduce glare and control light spillage.

Figure 5-12: Directory Sign

5.7 TEMPORARY SIGNAGE

A temporary sign is any non-permanently affixed sign intended to be displayed on a specific property for a limited period of time. Examples include construction signs, real estate sales and leasing signs, and advertising for special or temporary events. Temporary signs may be used when a permanent sign is not appropriate or permitted, and are intended to be removed after the temporary purpose has been served. Temporary signs are to be constructed of durable materials, may not be directly lighted, and shall be maintained in good repair. All temporary signs shall be located not to impair vehicular or pedestrian visibility, and shall not be placed within thirty (30) feet of the intersecting curb lines of a street intersection to maintain vehicular sight lines.

Most temporary signs do not require sign approval. Exceptions include community off-site subdivision signs which require approval of the CLDRB, and highway oriented real estate signs which require approval by the Community Development Department. All other temporary signs are regulated and enforced by the City of Lathrop Community Development Department.

5.7.1 CONSTRUCTION SIGN

Construction signage is used to identify the parties involved in the design and construction of a specific project, and shall comply with the following requirements:

1. Construction signs may only be placed on the construction site, with one sign permitted per each street frontage.
2. Construction signs shall face parallel to the street and may be located no closer than 5 feet behind right-of-way.
3. Constructions signs shall be limited to a maximum area of 32 square feet and a maximum height of 10 feet.
4. Construction signs shall be limited to identifying project name, owner, designers, contractors, financier, scheduled completion date and other related material.
5. Construction signs shall only be erected when construction begins and must be removed by the time the permanent on-premises sign is erected, or a certificate of occupancy for the building is issued, whichever occurs first.

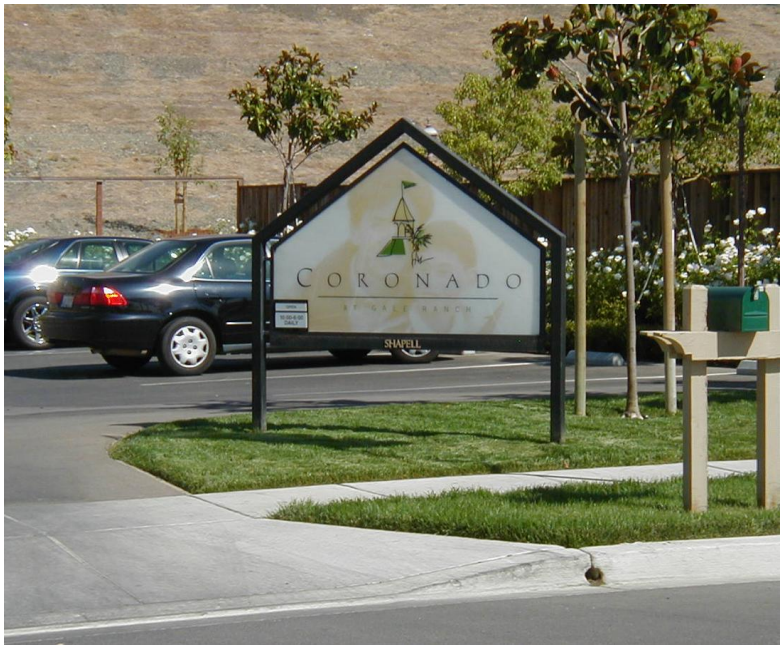
Figure 5-13: Construction Signs

5.7.2 ON-SITE SUBDIVISION SIGNS

On-site subdivision signs provide sales information to potential homeowners, and shall comply with the following requirements:

1. No more than two on-site subdivision signs are permitted for each subdivision entrance. Signs may be freestanding or wall mounted. No on-site subdivision sign shall be permitted for an entrance from another subdivision.
2. The maximum area of each on-site subdivision sign shall be 32 square feet.
3. The maximum height of a freestanding on-site subdivision sign is 8 feet. The sign shall be setback a minimum of 5 feet behind right of way, and shall not be located where it would impair vision of the driver of a vehicle traveling either into, out of, or through the site.
4. On-Site subdivision wall signs may be mounted on an entry or community wall, and may not extend above the top of the wall

Figure 5-14: On-site Subdivision Signs



5.7.3 COMMUNITY OFF-SITE SUBDIVISION SIGNS

Off-site subdivision signs provide sales and directional information to potential buyers. In Central Lathrop, all off-site subdivision signs shall be grouped on community off-site subdivision sign structures. Such structures advertise multiple subdivisions, and shall be coordinated throughout Central Lathrop. Community off-site subdivision signs shall be approved by the CLDRB (see Section 5.8), and shall comply with the following:

1. Community off-site subdivision signs shall be freestanding and contain no more than 2 sides.
2. The maximum height of a community off-site subdivision sign shall be 12 feet with a maximum width of 8 feet.
3. The maximum display area of a community off-site subdivision shall be 80 square feet per side, with a maximum display area of 16 square feet for each advertised subdivision per side.
4. A community off-site subdivision signs shall not be located within 1/8 mile (660 feet) from any other community off-site subdivision sign as measured along existing roads.
5. Community off-site subdivision signs shall be setback a minimum of 5 feet behind right of way, and shall not be located where they would impair vision of the driver of a vehicle.
6. Community off-site subdivision signs shall only advertise subdivisions located with Central Lathrop. Copy related to specific subdivisions shall be limited to subdivision name, logo, and a directional arrow or directions to the subdivision.
7. No community subdivision sign shall be erected until at least one subdivision is advertised on the sign. A subdivision may not be advertised on the sign before a building permit is issued for the subdivision, and shall be removed from the sign within 30 days if no model homes or lots are available for viewing or sale. The community off-site subdivision sign shall be removed if no subdivision meeting the above criteria has been advertised for a period of 90 days.

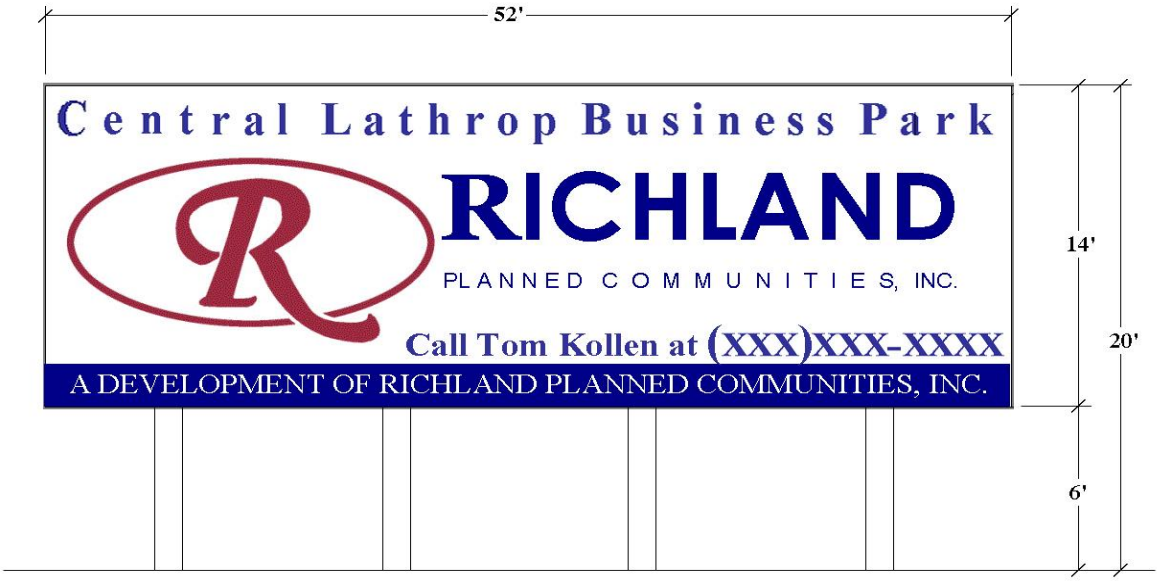
Figure 5-15: Community Off-site Subdivision Signs

5.7.3 HIGHWAY ORIENTED REAL ESTATE SIGNS

Highway oriented real estate signs may be erected on property immediately adjacent to Interstate 5 to advertise sale of land in Central Lathrop. Given the intent to be identifiable and attract interest from the interstate, highway oriented real estate signs are larger than other permitted real estate signs. All highway oriented real estate signs shall be approved by the Community Development Department, and shall comply with the following:

1. Highway oriented real estate signs may only be located on undeveloped parcels in Central Lathrop immediately adjacent to Interstate 5.
2. Highway oriented real estate signs shall be freestanding, with a single face of copy parallel to and facing the Interstate.
3. A maximum of one highway oriented real estate sign is permitted for each 1,000 lineal feet of frontage along Interstate 5, and may be placed no closer than 500 feet from each other.
4. Highway oriented signs may be have a maximum display area of 14 feet high by 52 feet wide, with an overall maximum height of 20 feet.
5. Highway oriented real estate signs may only advertise sale of land in Central Lathrop and may include area/project name, type and amount of land for sale, landowner and broker contact and other similar information.
6. Highway oriented real estate signs shall be removed upon development of the property on which they are located, or within 30-days of settlement of sale of the last undeveloped large lot parcel in Central Lathrop, whichever occurs first.

Figure 5-16: Highway Oriented Real Estate Sign



5.7.4 OTHER REAL ESTATE SALES/LEASING SIGNS

With the exception of permitted highway oriented real estate signs, display of signs for advertising real estate sales, leasing, or rental opportunities shall be limited to:

1. Residential: One per property a maximum of 8 square feet in area.
2. Non-Residential: One per street frontage a maximum of 16 square feet in area.

Real estate sale/leasing signs shall be removed within thirty (30) days of settlement of property.

5.7.5 SPECIAL-EVENT BANNER

Any business, individual, or organization may display a special-event banner. Special events include, but are not limited to, grand openings, new management, going-out-of-business sales, fairs and other similar events. Regular sales and semi-annual sales, introduction of new products and similar are not considered special events. Special-event banners shall comply with the following requirements:

1. A maximum of one special-event banner may be displayed for each primary and secondary frontage on the premises where the event is taking place for up to 7 days prior to the special event, and shall be removed no later than 7 days following the event.
2. Special event-banners shall not exceed 24 square feet in area each and shall be removed immediately following the event.
3. No business or entity is permitted to display special-event banners for a single or multiple events for more that 30 cumulative days in a calendar year.
4. Special-event banners shall be placed only upon building walls and shall not cover or interrupt major architectural features, including doors, windows, and embellishments.

Figure 5-17: Special Event Banner

5.7.6 GARAGE/YARD SALES

Signs advertising garage sales or yard sales are permitted, provided that no sign shall exceed 4 square feet in area and be erected more than 2 days prior to the event. One (1) yard sale sign shall be allowed on-site. All signs shall be removed one (1) day after the close of the garage or yard sale.

5.7.7 OTHER TEMPORARY SIGNS

Temporary signs for uses and events not specifically addressed above shall require approval of the Community Development Department (see Section 5.8).

No temporary sign within the public right-of-way is permitted unless an encroachment permit from the City of Lathrop has been obtained prior to placement.

5.8 SIGN APPROVAL PROCEDURES

5.8.1 APPROVAL REQUIRED

Unless otherwise stated, signs permitted by this Master Signage Plan require approval as specified in Table 5-9. Change of copy on previously approved and permitted signs does not require additional sign approval. No sign shall be erected inconsistent with this Master Signage Plan.

TABLE 5-9: SIGN APPROVAL AUTHORITY

Sign Type	Central Lathrop Design Review Board	Community Development Department
Common Element Signage		
Primary Community Gateway Signs	G	
Secondary Community Gateway Signs	G	
Neighborhood Entry Signs	G	
District Streetlight Banner Signs	G	
Public Signage	G	
District Specific Signage		
Residential Identification Signage	G	
Business Identification Signage (Individual Use)	G	
Business Identification Signage (Building Complex)	BC	
Freestanding I-5 Highway Oriented Signage	G	
Informational Signage		
Directional/Directory Signs (Individual Use)	G	
Directional/Directory Signs (Building Complex)	BC	
Temporary Signage		
Community Off-Site Subdivision Signs	G	
Highway Oriented Real Estate Signs		G
All other Temporary Signs		T
Signage Subsequent to an Approved Business Complex Sign Program		G
Signage for Uses not Specifically Addressed by this Master Signage Plan	G	

G = General Sign Approval (Section 5.8.2)
BC = Building Complex Sign Program Approval (Section 5.8.3)
T = Temporary Sign Regulations (Section 5.8.4)

5.8.2 GENERAL SIGN APPROVAL

Applications submitted for sign approval pursuant to this Master Signage Plan, shall be filed with the Central Lathrop Design Review Board (CLDRB) or Community Development Department as required in accordance with Table 5-9, upon forms provided for that purpose. The application shall be accompanied by applicable established fees.

The application for sign approval shall contain:

1. The name, address and telephone number of the owners(s) of the property upon which the sign(s) is to be placed and the owner's signed consent to application;
2. The signature, name, address and telephone number of the applicant, if other than the owner;
3. Required number of copies of a site plan for the property depicting where the sign(s) is to be located;
4. Required number of copies of a building elevation plan indicating sign location (signs to be attached to walls only);
5. Required number of copies of a sign plan depicting the sign(s) including dimensions, colors, materials, and type of illumination;
6. A description of the business area and display period (district banner streetlight signs only); and
7. Any additional information necessary for the processing and review of the sign(s).

The CLDRB or Community Development Department, as applicable, shall approve signs determined consistent with this Master Signage Plan. Decisions of the CLDRB or Community Development Department may be appealed to the Planning Commission in accordance with applicable City application and fee requirements.

5.8.3 BUILDING COMPLEX SIGN PROGRAM APPROVAL

A Building Complex Sign Program is required for all building complexes and as otherwise specified in the Master Signage Plan. Applications submitted for approval of a Building Complex Sign Program pursuant to this Master Signage Plan, shall be filed with the CLDRB as required upon forms provided for that purpose. The application shall be accompanied by applicable established fees.

The application for a Building Complex Sign Program approval shall contain:

1. The name, address and telephone number of the owners(s) of the property upon which the sign(s) is to be placed and the owner's signed consent to application;

2. The signature, name, address and telephone number of the applicant, if other than the owner(s);
3. Required number of copies of a site plan for the property depicting where the signs are to be located;
4. Required number of copies of a building elevation plan indicating sign locations (signs to be attached to walls only);
5. Required number of copies of a sign plan depicting the signs including dimensions, colors, materials, and type of illumination;
6. A detailed statement of criteria for the proposed signs, including, but not limited to: number, type, size, height, materials, letter style, colors and illumination;
7. A description of the property to be governed by the Building Complex Sign Program; and
8. Any additional information necessary for the processing and review of the sign(s).

The CLDRB shall approve Building Complex Sign Programs determined consistent with this Master Signage Plan. Decisions of the CLDRB may be appealed to the Planning Commission in accordance with applicable City application requirements.

Upon approval of a Building Complex Sign Program, all future signs erected in the area governed by the Building Complex Sign Program may be approved by the Community Development Department if determined consistent with the Building Complex Sign Program. Applications for such signs shall be made in accordance with Section 5.8.2. Relief from the provisions or criteria of the Building Complex Sign Program may be granted only through amendment of the Building Complex Sign Program requiring approved of the CLDRB.

5.8.4 TEMPORARY SIGN REGULATIONS

Most temporary signs do not require sign approval if consistent with this Master Signage Plan. Exceptions include community off-site subdivision signs and highway oriented real estate signs. Community off-site subdivision signs require approval by the CLDRB, and highway oriented real estate signs approval by the Community Development Department, both in accordance with Section 5.8.2. All other temporary signs are regulated and enforced by the City of Lathrop Community Development Department.

5.8.5 APPROVAL OF ADDITIONAL SIGNAGE TYPES

Certain uses and events in Central Lathrop may have unique signage needs that are not fully contemplated by this Master Signage Plan. Additional signage types and requirements not addressed herein may be considered and approved by the CLDRB

if determined consistent with the purpose and intent of this Master Signage Plan. Such signage shall be approved in accordance with Section 5.8.2, General Sign Approval.

5.9 EXEMPT SIGNAGE

The following signs are exempt from the provisions of this Master Signage Plan:

1. City, county, state or federal traffic control signs.
2. Decals affixed to windows or glass doors such as those indicating membership in a business group, hours of operation, or identifying credit cards accepted.
3. Flags of any nation, state or municipality.
4. Holiday lights and decorations.
5. Interior signs within a building or activity which are not visible from offsite.
6. Nameplates, house number, address, warning and other informational signs that do not exceed two square feet in area each.
7. Public utility signs erected or maintained by a public agency or official, or required by law to be displayed for directional, warning or informational purposes.
8. Signs used exclusively for the posting of display of official notices by a public agency or official, or by a person giving legal notice.

5.10 PROHIBITED SIGNAGE

All signs which are not specifically permitted by this Master Signage Plan, including but not limited to the following types of signs, shall be prohibited:

1. Abandoned or dilapidated signs as regulated by the City of Lathrop Municipal Code.
2. Animated, flashing, moving, revolving, audible, intermittent and similar signs (except those that portray solely public service information such as time, date and temperature).
3. Balloons and other inflatable signs.
4. Billboards.
5. Electronic reader board signs except as otherwise permitted by this Master Signage Plan.
6. Glaring signs with a light source, reflection or brightness that constitute a hazard or nuisance.
7. Off-site signs, except those expressly permitted by this Master Signage Plan.
8. Portable signs.
9. Posters and handbills.
10. Roof signs.

11. Signs painted upon any surface except windows and glass doors.
12. Signs in the public right-of-way, except as expressly permitted by this Master Signage Plan.
13. Signs that by color, wording, design, location, or illumination resemble or conflict with any traffic control device.
14. Signs that create a safety hazard by obstructing clear view of pedestrian and vehicular traffic.
15. Signs that project above a building parapet.
16. Vehicle mounted signs, where the primary purpose of the vehicle is to advertise a business, product or service and is not related to the vehicles lawful making of deliveries of sales or of merchandise or rendering of services.

5.11 CONSTRUCTION AND MAINTENENCE

All permitted signs shall comply with the following criteria:

1. Signs shall be constructed and installed in accordance with the provisions of the California Building Code and other applicable codes as enforced by the City of Lathrop.
2. Sign materials shall be of high quality, durable, and require low maintenance. Such materials include, but are not limited to, metal, glass, and acrylic material with UV inhibitors.
3. No exposed conduits, tubing or raceways shall be permitted and all cabinets, conductors, transformers and other equipment shall be concealed.
4. Sign illumination systems shall minimize the energy needed by utilizing practical energy saving techniques while still fulfilling the goals of the sign.
5. All signs, and their supports, braces and anchors, shall be maintained in good structural condition and appearance and in compliance with all applicable building and electrical codes.

5.12 DEFINITIONS

The terms used in this Master Signage Plan shall have the meaning ascribed to them below:

1. "*Abandoned or Dilapidated Sign*" means a sign abandoned or physically dilapidated in accordance with Section 17.84.070 of the City of Lathrop Municipal Code.
2. "*Area of a Sign*" means the entire area included within the outer dimensions of the sign as specified in Section 5.3.1.
3. "*Awning/Canopy Sign*" means a sign painted on or attached to the outside surface of a building awning or canopy.

4. "*Banner*" means a temporary sign constructed of a strip of cloth, paper, plastic, or other material upon which copy is fastened to a building.
5. "Billboard" means a sign which advertises any business, product, person, event or service not conducted, sold, manufactured or located on the premises where the sign is located. "Billboard" does not include freestanding highway-oriented signs, community off-site subdivision signs or highway-oriented real estate signs.
6. "*Building Complex*" means a non-residential development of two or more buildings, tenants, or uses, intended to function in a joint manner, regardless of sequence of buildout. Characteristics of a building complex may include, but are not limited to, shared parking facilities, reciprocal access, and common building design. A building complex may include multiple tenants or owners, freestanding pad buildings, and may be situated on one or more lots or parcels.
7. "*Building Complex Sign Program*" means a sign criteria established for proposed signs in a building complex.
8. "*Building Wall*" means the exterior elevation of a building.
9. "Cabinet Sign" means a sign incorporating a rigid frame, which supports and retains the signs, face panel(s) and/or background and which has an internal light source.
10. "*Central Lathrop*" means the area defined and encumbered by the Central Lathrop Specific Plan.
11. "*Central Lathrop Design Review Board*" (CLDRB) means the Design Review Board established to review the design of projects in Central Lathrop.
12. "*Channel Letters*" means three dimensional individually cut letters or figures.
13. "*Community Development Department*" means the City of Lathrop Community Development Department.
14. "*Community Wall*" means a masonry wall erected along arterial and collectors as specified in Section 3.5 of the Central Lathrop Design Guidelines.
15. "*Construction Sign*" means a temporary sign identifying the parties involved in the design and construction of a specific project.
16. "*Directional Sign*" means an on-site sign designed to guide vehicular or pedestrian traffic that does not promote or advertise a business or product.
17. "*Directory Sign*" means a sign listing the names and locations of occupants or activities conducted within a building or group of buildings that does not otherwise promote or advertise a business or product.
18. "*Display Surface*" means the surface made available by the structure for the mounting of material to carry advertising, message, trademark or emblem.
19. "*District Streetlight Banner Sign*" means a banner sign attached to a City streetlight standard intended to promote and help define the identity of a business area.
20. "*Electronic Readerboard*" means a changeable copy illuminated sign upon which the copy is displayed or changed by electronic means.

21. "*Flashing Sign*" means any sign which is designed to intermittently blink on and off, or which creates the illusion of blinking on and off, or which contains running, traveling, animation or scintillating lights upon the sign structure or within the sign area; such term shall not include time and temperature displays or electronic readerboard signs.
22. "*Freestanding Pad Building*" means a building within a building complex not attached to a major commercial tenant.
23. "*Freestanding Sign*" means an on-site sign permanently affixed the ground on a foundation supported by one or more uprights, poles, posts or braces which are not connected to another building or structure. This definition includes the terms "monument sign", "pole sign" and "ground sign".
24. "*Garage or Yard Sale Sign*" means a temporary sign advertising a garage or yard sale.
25. "*Grade*" means the elevation of the finished surface of the ground or paving.
26. "*Grand Opening*" means a promotional activity used by newly established businesses to advertise to the public their location and services.
27. "*Height of a Freestanding Sign*" means the greatest vertical distance measured from grade directly beneath the sign to the top of the sign as specified in Section 5.3.2.
28. "*Highway*" means Interstate 5.
29. "*Illuminated Sign*" means a sign illuminated in any manner by an artificial light source, whether internally or externally.
30. "*Individual User*" means a nonresidential use of property not located in a building complex.
31. "*Inflatable Sign*" means any object enlarged or inflated which floats, is tethered by air, or is located on the ground or a building.
32. "*Informational Sign*" means a sign erected for the safety or convenience of the public that does not promote or advertise a business, property or product.
33. "*Lathrop Center*" means that portion of Central Lathrop designated as Lathrop Center by the Central Lathrop Specific Plan.
34. "*Main Street District*" means that portion of Lathrop Center designated as the Main Street District by the Central Lathrop Specific Plan.
35. "*Major Commercial Tennant*" means a primary tenant of a building complex with a total square footage of 25,000 square feet or more.
36. "*Maximum Aggregate Area of Signage*" means the total maximum aggregate area of signage permitted for each business as specified by Section 5.5.2.
37. "*Municipal Code*" means the City of Lathrop Municipal Code.
38. "*Neighborhood Entry Sign*" means a sign erected at a neighborhood entry as specified in Section 5.4.3.
39. "*Off-site Sign*" means a sign which advertises any business, product, person, event or service not conducted, sold, manufactures or located on the premises where the sign is located.

40. "*On-site Sign*" means a sign which advertises any business, product, person, event or service conducted, sold, manufactures or located on the premises where the sign is located.
41. "*Permanent Sign*" means a sign constructed of durable materials intended to be placed on a permanent basis.
42. "*Planning Commission*" means the City of Lathrop Planning Commission.
43. "*Political Sign*" means a sign pertaining to an election to any public office, any ballot measure, or containing any social, ideological, or religious information of a non-commercial nature.
44. "*Primary Community Gateway Sign*" means a sign erected at a primary community gateway as specified in Section 5.4.1.
45. "*Primary Frontage*" means that lineal extent of a building or tenant space (as applicable) that contains the main public entry to the building or tenant. Typically the primary frontage is that frontage directly facing a public roadway and/or the primary parking area for the building or tenant. While a building or tenant may have more than one frontage with a public entry, only one such frontage shall be defined as the primary frontage.
46. "*Projecting Sign*" means a sign that is supported by an exterior wall of a building and which is constructed and displayed perpendicular to the face of the building so that both sides of the sign are visible.
47. "*Real Estate Sign*" means a temporary sign which is used to offer sale, lease or rent the premises upon which it is located.
48. "*Residential Identification Sign*" means a sign identifying a residential project or complex.
49. "*Roof Sign*" means a sign which is erected, constructed, and maintained on or above the roof, or upon a structure that appears to be a roof, of a building.
50. "*Secondary Community Gateway Sign*" means a sign erected at a secondary community gateway as specified in Section 5.4.2.
51. "*Secondary Frontage*" means that frontage not containing the primary public entry to the building or tenant (as applicable), but a frontage directly facing a public roadway, highway, parking area, pedestrian access corridor or alley. A secondary frontage may or may not have a public or other entry.
52. "*Setback*" means the distance from the exterior of the nearest building wall or property line (as applicable) to the closest edge of the sign.
53. "*Sign*" means any device for visual communication or attraction including any announcement, declaration, demonstration, display, illustration, insignia or symbol used to advertise or promote the interest of any business entity or person; together with all parts, material, frame and background.
54. "*Subdivision Sign*" means a sign providing subdivision sales and directional information to potential buyers

55. "*Temporary Sign*" means a sign displayed for a fixed, terminable length of time. Temporary signs are intended to be removed after the temporary purpose has been served.
56. "*Under Canopy Sign*" means any sign hanging below a canopy, awning or building overhang.
57. "*Vehicle Fuel Pricing Sign*" means a changeable copy sign indicating the current price of fuel dispensed at a business selling vehicle fuel.
58. "*Vehicle Mounted Sign*" means a sign mounted on a vehicle where the primary purpose of the vehicle is to advertise a business, product or service and is not related to the vehicles lawful making of deliveries of sales or of merchandise or rendering of services.
59. "*Wall Sign*" means a sign attached to or erected against the exterior wall of a building or structure with the exposed face of the sign in a plane approximately parallel to the plane of the building or structure.
60. "*Window Sign*" means a permanent or temporary sign, exposed to public view that is attached, painted, or posted on the interior or exterior of a window.

Section 6

Administration

6.1 SUBSEQUENT ENTITLEMENTS

Individual development projects within Central Lathrop are subject to review and approval of subsequent permits and entitlements. The level and type of review will depend on the type of entitlement. The review process has been structured to balance the need to protect the public interest, with the desire to ensure a streamlined and efficient process. All subsequent development projects shall be consistent with the Central Lathrop Specific Plan, these Design Guidelines and Master Signage Plan, the Central Lathrop Development Agreement, and all applicable City of Lathrop policies, requirements and standards.

6.2 APPLICATION

The City of Lathrop shall be the lead agency for the processing of subsequent development projects. Applications shall be made to the Community Development Department on a form provided for such purpose, and shall include all required information as established by the Community Development Department. Required information shall include, but is not limited to, the following:

a. Processing fees as established by the City Council.

b. A description including maps, plans and other relevant data, of the proposed development, project site and vicinity sufficient to determine whether the project complies with the CLSP, these Design Guidelines and other applicable City requirements.

c. A dated signature by the property owner, or owners, authorizing the processing of the application, and if so desired by the property owner, authorizing a representative to bind the property owner to matters concerning the application.

d. Such other additional information as may be deemed necessary by the Community Development Director for the processing of the application.

The Community Development Department will review all applications for compliance with the submittal requirements, and shall refer copies of the application to any City Department, local, state or federal agency or other individual or group that may have relevant expertise or interest in the project. Upon completion of the referral period, the Community Development Department shall send a letter to the applicant finding that all the submittal requirements have been satisfied and that the application has been accepted as complete, or itemizing any information that is necessary to complete the application.

The Community Development Department shall promptly commence and complete the steps necessary to accept and act upon the application. To this end, the applicant shall promptly provide to the Community Development Department all information that is reasonably requested to assist in the consideration of such application.

6.3 REVIEW AND REFERRAL

Once an application is determined to be complete, the Community Development Department shall evaluate the application for compliance with the Central Lathrop Specific Plan, these Design Guidelines and Master Signage Plan, the Central Lathrop Development Agreement, and all applicable City of Lathrop policies, requirements and standards. Based on such evaluation, the Community Development Department shall:

a. Determine, prepare and circulate the appropriate environmental document in accordance with CEQA, if required (see Section 6.5.5).

b. Prepare and circulate a staff report to the appropriate approving authority discussing any compliance issues that have been identified, recommended actions, applicable findings, and conditions of approval.

All staff review and issuance of CEQA documentation and staff reports shall be completed within thirty (30) days following a determination that the application is complete. Once review and associated documentation are complete, the application shall be scheduled for the next available meeting of the approving authority.

6.4 APPROVING AUTHORITY

Applications for Design Review in Central Lathrop shall be approved by the Central Lathrop Design Review Board as specified herein. Development applications for which the CLDRB is not specifically the approving authority, or where actions of the CLDRB are appealed, shall be acted upon by the appropriate City approving authority (Community Development Director, Planning Commission or City Council) as specified by and in accordance with the Lathrop Municipal Code.

6.5 CENTRAL LATHROP DESIGN REVIEW BOARD

6.5.1 PURPOSE

The Central Lathrop Design Review Board (CLDRB) is created by authority of the Central Lathrop Specific Plan. All development proposals involving "permitted uses" and "administratively permitted uses" under the Lathrop Municipal Code shall be subject to review and approval by the CLDRB. Design Review is required for all proposed structures (whether residential or non-residential) together with related site plans, architectural plans, landscaping plans, public improvements and other project elements associated with new development within Central Lathrop.

6.5.2 COMPOSITION

The CLDRB shall be composed of three members, two of which shall be appointed by the City Manager and one of which shall be appointed by and serve under the direction of the Master Developer, Richland Planned Communities or Richland's designated successor.

6.5.3 AUTHORITY

The role of the CLDRB shall be to review development proposals to determine whether the proposal is in conformity with the Lathrop General Plan, the Central Lathrop Specific Plan, these Central Lathrop Design Guidelines and Master Signage Plan, the terms and conditions of a project development agreement where applicable, and the provisions of the Lathrop Municipal Code that are applicable to the CLSP.

The CLDRB shall be the approving authority for the following actions:

a. Design Review of all residential and non-residential projects. 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.

b. The establishment and/or modification of development standards in association with the application of the Development Standard Overlay District in accordance with Section 17.62.130 of the Lathrop Municipal Code.

c. Sign approvals as specified in the Central Lathrop Master Signage Plan.

The CLDRB shall be an advisory authority on all other discretionary entitlements.

6.5.4 ACTIONS

The CLDRB shall consider all applications for development subject to its review at a regular meeting at a time and place to be determined. Although approval shall not require a public hearing pursuant to applicable state and local law, all agendas shall be made available to the public a minimum of seventy-two (72) hours in advance of the meeting. No other notice of scheduled items shall be required.

The CLDRB may approve, continue or deny scheduled items brought before it for its consideration. Actions of the CLDRB shall be based upon necessary findings and may include conditions of approval as are reasonably necessary to ensure that the project is in compliance with all applicable plans and regulations.

In the case of projects where the CLDRB has advisory authority, the CLDRB's actions shall be a recommendation to the approving authority (Planning Commission or City Council). In cases where the CLDRB is the approving authority, the CLDRB's action shall be final unless appealed to the Planning Commission in accordance with the Lathrop Municipal Code.

Because Design Review is not an entitlement for use, the CLDRB shall not normally deny a project for which design review is required. Rather, the CLDRB shall work with the project applicant in an effort to resolve any compliance issues administratively through modifications to the design of the proposed project. Where the CLDRB and project applicant are unable to agree on appropriate modifications, the CLDRB shall either deny the application or approve it with conditions requiring the modifications the CLDRB determines to be appropriate.

In the event that a Design Review application is denied by the CLDRB 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 CLDRB prior to appealing the denial or conditional approval to the Planning Commission. Appeals and Requests for Reconsideration shall be filed with the Community Development Department within ten (10) calendar days following the CLDRB action. No action shall be final until the appeal/reconsideration period has expired, or until final action on an appeal/reconsideration has been rendered.

The approval of a permit authorizes the applicant to proceed with the proposed project upon the final approval date of the permit, subject to all conditions and restrictions imposed by the CLDRB; provided, however, that all other permits, licenses, certificates and other grants of approval to which the proposed development project is subject must be secured before the development may commence.

Approvals of the CLDRB shall expire 24 months from the final approval date of the permit, unless the permit has been effectuated. The effectuation of a permit involving a building or structure occurs when the City issues a building permit. The Community Development Director may extend the approval for a period not to exceed 12 additional months upon written request of the applicant. The permit as extended, may be conditioned to comply with any development standards that may have been enacted since the permit was originally approved. All CLDRB approvals shall run with the land and are transferable upon change of ownership.

6.5.5 ENVIRONMENTAL DETERMINATIONS

The CLDRB Design Review process described above involves the application of the design standards and criteria adopted as part of the CLSP and these CLSP Design Guidelines and Master Signage Plan. Since no land use discretion is involved, it is found that the Design Review process is ministerial in character and complies with the provisions of Section 15268 of the Administrative Code (CEQA Guidelines). Applications for Design Review that are consistent with the CLSP and these Design Guidelines and Master Signage Plan are, therefore, exempt from the provisions of CEQA and no further environmental document shall be prepared.

Where it is determined that a development application for Design Review is not consistent with the CLSP and these Design Guidelines and Master Signage Plan and/or substantial evidence exists that supports the occurrence of any of the

events set forth in CEQA Guidelines Section 15183, additional environmental analysis may be required.

6.6 AMENDMENTS AND INTERPRETATIONS OF THE DESIGN GUIDELINES AND MASTER SIGNAGE PLAN

These Guidelines and Master Signage Plan may be amended and are subject to interpretation in accordance with Chapter 8 of the CLSP. To promote flexibility and creativity, variations to architectural styles, building materials, plant palettes, and other design elements may be considered without a formal amendment where a specific development proposal is determined by the Community Development Director to be in "substantial conformity" with these Design Guidelines and Master Signage Plan.

Section 7

Appendix

7.1 SOIL PREPARATION

Adequate soil depth, quality, and drainage capacity of the areas for landscape plantings will need to be addressed. Soils that have been compacted as part of the grading operation for streets, parking lots, and development pads may require rework to assure that landscape materials, and in particular trees, will develop and endure. Additionally, in many instances excess trench and roadway spoils from the street are placed within medians and landscape greenways, and sometimes where narrow medians are located, the roadbed gravel base is extended across the median. These circumstances may be detrimental to the health and growth of trees and other vegetation. If roadbed gravel is found within planting areas in significant quantities, it shall be removed to a depth of 24 inches prior to planting.

7.2 ROOT BARRIERS

Only linear root barrier panels shall be utilized along streets where root barriers are required, except where tree wells are located. Where tree wells exist, the root barrier “box” or other similar enclosure shall be sized to be at least the same size as the tree well; the linear root barrier panel may be utilized to form root containment if adequately formed and edges are attached. The intent is to provide as large of an area for tree root development as possible for the health of the tree while preventing root damage.

7.3 IRRIGATION

Recycled water will be utilized to irrigate all greenway strips, medians, other planting areas within street rights of way, all parks and schools, all common landscape areas within multi-family and commercial areas, and private front yards, with the potential also of private side and rear yards. Irrigation will be accomplished by means of automatically controlled spray, bubbler and drip irrigation systems. The design will incorporate water saving techniques and

equipment, and shall follow the water conservation requirements of the City's Municipal Code 17.92.060.

In addition, the following shall apply:

- Drip or other water conserving irrigation systems are encouraged.
- Minimize irrigation water use by incorporating mulching.
- Pop up heads should be utilized along walks and trails, along curbs and driveways, and in play areas, including parks and schools.

All issues discussed in this section are subject to Regional Water Quality Control Board permit requirements.

7.4 STREET DESIGN STANDARDS-EXCEPTIONS

The Central Lathrop Specific Plan area requires different design standards for streets and utilities than the typical City of Lathrop design standards. The following notes the special standards allowable in Central Lathrop to better address planning goals and anticipated needs of future development.

7.4.1 GENERAL STREET STANDARDS

- Residential street radii curves may be a minimum of 150', with the approval of the City Engineer.
- Cul-de-sac radii shall be 50' minimum to right-of-way. Cul-de-sac radii shall be 45' minimum to face of curb.
- In residential streets, the knuckle requirement can be eliminated if it can be shown that vehicular turning movements (including trucks and emergency vehicles) can be made within the travelway. If limitations to on-street parking are necessary to meet the turning requirements, then a plan must be provided to show that parking requirements can be met as defined in the Lathrop Municipal Code as modified for the CLSP.
- Lanes and shared driveways located near street intersections shall be located so as to allow a minimum of 40' of automobile stacking in the street.

- If any street, place or lane becomes private or maintained by a private maintenance agreement, it shall be constructed and maintained to City standards.

7.4.2 UTILITY EASEMENTS

- Utility corridors are permitted between the back of curb and back of sidewalk. Additional utility easement areas may be permitted to extend behind the walk if it can be shown that supplemental areas are needed to place underground utilities. Main line sewer, water, and/or storm drain facilities shall not be placed within a utility corridor unless otherwise approved by the City of Lathrop Public Works Department.

- All above ground utilities shall be placed behind the sidewalk or trail along streets.

- Utility corridor and public utility easement locations shall be placed and sized as illustrated in the street sections in Chapter 3 of these design guidelines.

7.4.2 SIGNAGE

- Temporary signage such as new housing sales, marketing, and special signage is permitted within medians, between the curb and sidewalk, and elsewhere in the right-of-way. No temporary signage within the public right-of-way is permitted unless an encroachment permit from the City of Lathrop has been obtained prior to placement.

7.4.2 PARKING

- Required residential off-street parking for attached residential units or a detached unit or lot that is part of a courtyard or shared driveway, or is located on an inside street radius the City determines is too tight for parking to occur is not required to be located directly in front of or immediately adjacent to the unit or lot. An off-street parking space shall be provided for each unit at no greater than 200 feet from that lot.