

LATHROP GATEWAY BUSINESS PARK

Draft **Specific Plan**

Lathrop, California

May 2010

Acknowledgements

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

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

Members of the City Council

Staff members of the City of Lathrop

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1.0 Executive Summary

1.1 SPECIFIC PLAN PROCESS

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

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

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

The purpose of the Lathrop Gateway Business Park Specific Plan is to create a comprehensively planned development that provides an appropriate balance of land uses and systematically constructed infrastructure and services to adequately and responsibly support the development. The Specific Plan process provides a planning mechanism by which all of the issues are explored and policies and

standards can be created to guide the build-out of the Plan Area. It allows development standards to be tailored to the unique vision of a particular area, and provides consistency during the build-out of the Plan Area.

1.2 SPECIFIC PLAN ORGANIZATION

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

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

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

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

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

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

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

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

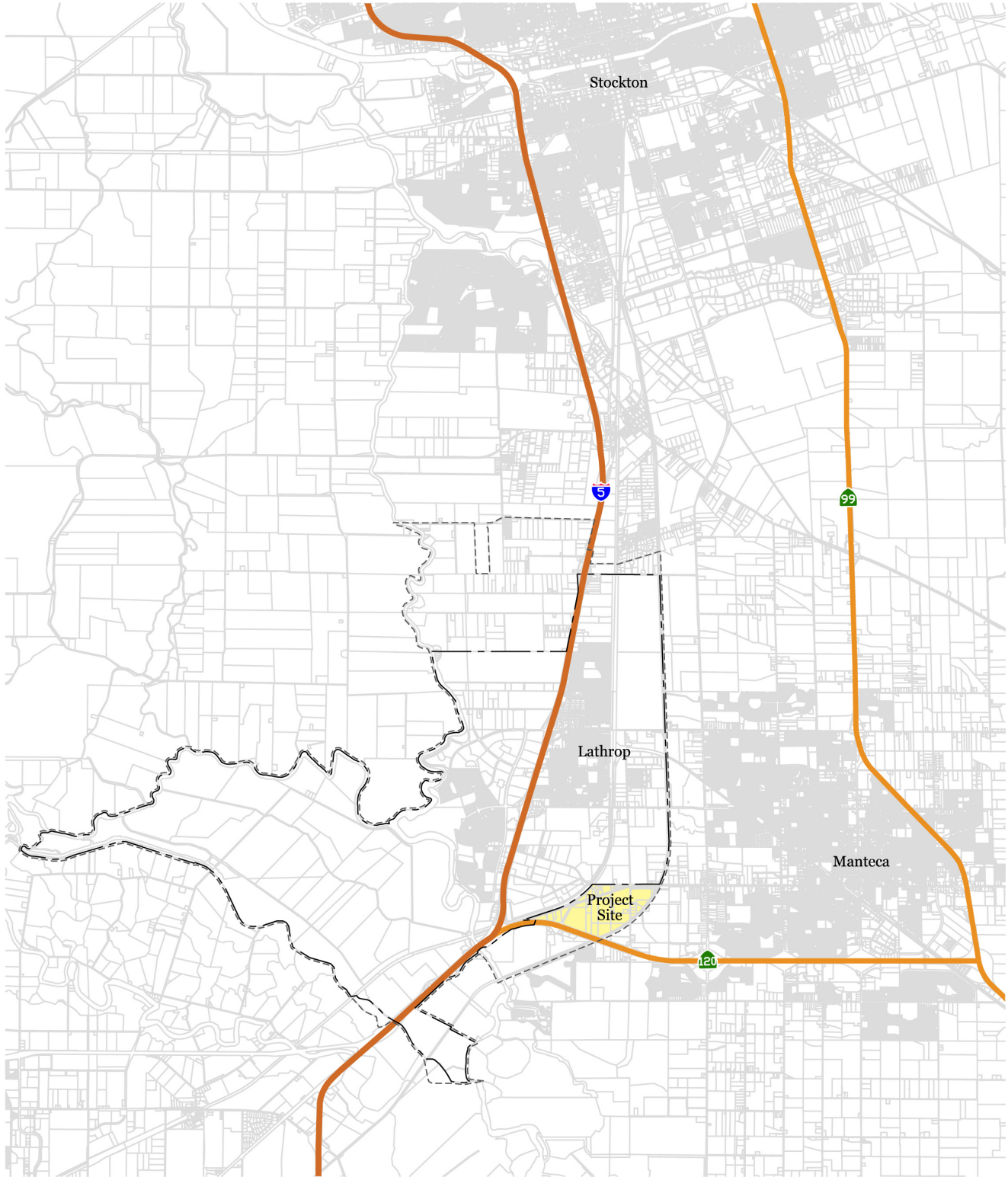
Chapter 8 – Implementation and Administration describes the process and policies by which subsequent submittals are made, or if necessary, how amendments may be made to this plan.

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


1.3 PROJECT LOCATION


The Lathrop Gateway Business Park Specific Plan encompasses approximately 384± gross acres located in an unincorporated area of San Joaquin County, adjacent to the City of Lathrop. The east and west boundaries of the Plan Area are defined by two tracks of the Union Pacific Railroad; the southern boundary is State Highway Route 120 and northern boundary is defined by Vierra Road and Yosemite Avenue. Although the Lathrop Gateway Business Park Specific Plan currently falls under the jurisdiction of San Joaquin County, it is within the City of Lathrop's Sphere of Influence and is included in the 2004 General Plan Update.

Figure 1.1 illustrates the LGBPSP boundary in relation to the city limits of the City of Lathrop.



Legend

 Project Location

 City Limits




 Sphere of Influence

Figure 1.1: Regional Map		Date: April 2010	
Lathrop Gateway Business Park Specific Plan Lathrop, California	NOT TO SCALE		 WOOD RODGERS DEVELOPING INNOVATIVE DESIGN SOLUTIONS

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1.4 SUMMARY OF EXISTING CONDITIONS

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

1.4.1 Property Ownership

The LGBPSP Area encompasses approximately 384± gross acres and a total of 81 parcels, of which there are 2 general ownership groups: sponsoring property owners and non-sponsoring property owners. The sponsoring property owners, who control approximately 215± net¹ acres, or 56% of the Plan Area agreed to financially sponsor the preparation of this Specific Plan document and the supporting infrastructure engineering studies, and provided funding to the City of Lathrop to prepare CEQA related studies.

1.4.2 Existing Land Use

The LGBPSP Area includes a variety of existing land uses: agricultural interspersed with rural residential, service, office, church and industrial uses. Agricultural uses are located in the southern and central Plan Area. Rural homes sites are distributed along McKinley Avenue and Yosemite Avenue in the Plan Area. Other residential and mixed light industrial uses are located on the northern site boundary along Vierra Road and Yosemite Avenue. The industrial uses are located in the western boundary Plan Area, both north and south of Yosemite Avenue. No parcels within the Plan Area are under Williamson Act contracts.

1.4.3 Surrounding Land Use

The LGBPSP Area is surrounded by a variety of existing land uses. To the north, within the City of Lathrop, are industrial uses, the City's Wastewater Treatment Plant, a PG&E electrical substation, agricultural and vacant land, and the existing Lathrop-Manteca Altamont Commuter Express (ACE) Train station. To the south, within San Joaquin County and the City of Manteca, are developing lands: residential, commercial, business, and public uses. Proposed and approved projects for the area include Southwest Manteca Employment Center, an area of approximately 1,408 acres, a high-tech business industrial park, and the Oakwood Lakes Subdivision. To the east, in Manteca, new commercial development is approved for Manteca Big League Dreams Sports Park, a 30 acre City-owned

¹ Net acreage does not include existing and major roadways.

recreational sports complex, with an adjacent regional commercial center. The City of Manteca Wastewater Treatment Plant is also east of LGBPSP. To the west, across the Union Pacific rail line, are existing industrial land uses as well as Interstate 5.

1.4.4 Topography and Drainage

The Plan Area is essentially flat with elevated rail lines and roadways, including State Route 120, located along the eastern, western and southern boundaries of the Plan Area. Elevation contour lines generally trend west through the Plan Area. Based on this observation, the Plan Area generally slopes and drains to the west.

1.4.5 Biological Resources

Existing uses within the LGBPSP Plan Area consist of industrial, rural residential homes, row crops, grazing and orchards. Due to previous development, intensive agriculture, and associated lack of suitable habitat, the likelihood of special-status plants and animals within the Plan Area is considered extremely low. Although no special-status wildlife species were observed, potential habitat for numerous species exist, including the California tiger salamander, vernal pool crustaceans, Burrowing owl, Swainson's hawk, White-tailed kite, and riparian brush rabbit. The proposed storm drain outfall for the Plan Area is within the San Joaquin Delta watershed, which has several wetland and aquatic features. These resources are potentially subject to jurisdiction of the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act. For a comprehensive discussion of the on-site biological resources reference the Environmental Impact Report (EIR) associated with this specific plan effort.

1.5 SUMMARY OF VISION

The Stockton-Tracy-Lathrop-Manteca region has experienced record growth in the past number of years. Lathrop is strategically located, has affordable housing, and will continue to grow. It was projected by San Joaquin Council of Governments (SJCOG) that the City of Lathrop's population will double by 2025.

The Lathrop Gateway Business Park seeks to establish local land uses with a variety of business opportunities that can support the skilled and educated workforce of Lathrop and the local area. Creating a relationship between jobs in the community and housing is paramount. The LGBPSP seeks to expand the San Joaquin County Enterprise Zone. Through the use of potential tax and development incentives and business assistance, the City can draw new business to the region. Attracting businesses

is essential in reducing the need for residents to commute out of the area, generating revenue for the City as well as decreasing carbon emissions from car trips throughout the County and beyond.

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

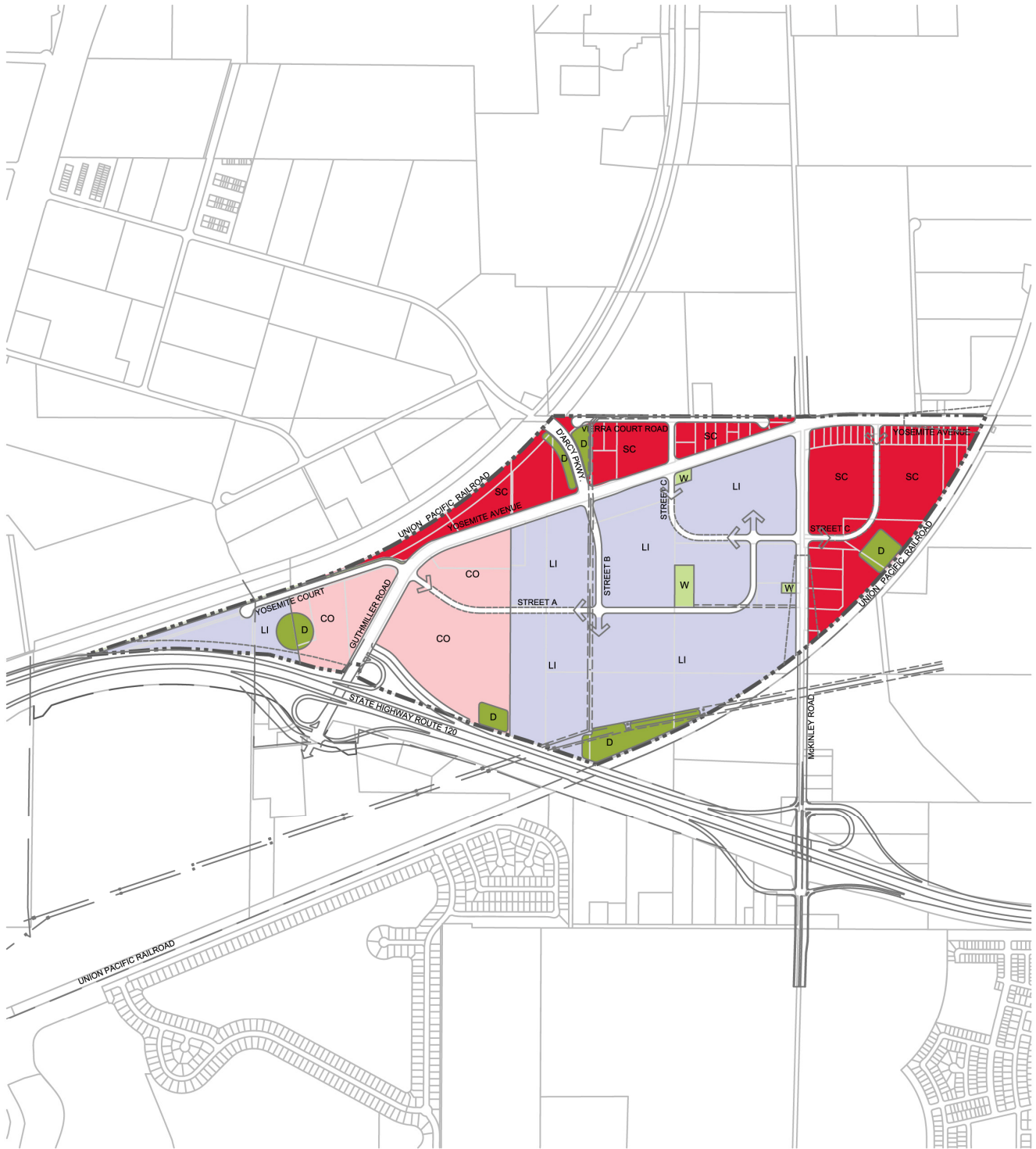
- Encourage long term commercial and employment growth,
- Capitalize on the Lathrop Gateway Business Park location, providing for both regional and local serving businesses,
- Reduce the need for residents to commute out of town for employment opportunities or commercial needs,
- Develop non-motorized transportation networks (i.e., bikeways) and arrange land uses to support alternative modes of transportation, including a link to the ACE station north of the Plan Area,
- Encourage development that is consistent with the General Plan urban boundary and contiguous with current development with the city, and
- Provide flexibility to respond to changes in economic, market and social factors while maintaining land use compatibility and continuity.

1.6 SUMMARY OF LAND USE PLAN

The Land Use Plan proposes 56.7 net acres of new commercial office uses, 167.6 net acres of limited industrial uses, and 83.0 net acres of service commercial uses, which will allow for approximately 5.4 million square feet of developable space at typical densities throughout the site. The Plan also includes 17.2 net acres of open space and detention, and 2.9 net acres divided between three well sites. The final number of acres may vary slightly depending on more accurate survey information and the final alignment of roadways. The following table provides a summary of the land uses including a proposed FAR Target that was used to generate the maximum square footage of buildable area allowable in the Plan Area among the three development uses:

Table 1.1: Land Use Summary



Land Use		Acreage [Net] ¹	Total Sq. Ft. Per Land Use	FAR Range	FAR Target	Max. Sq. Ft.
Commercial Office	CO	56.7	2,469,852	.20 to .60	0.30	740,956
Limited Industrial	LI	167.6	7,300,656	.15 to .65	0.43	3,139,282
Service Commercial	SC	83.0	3,615,480	.15 to .66	0.43	1,554,656
Well Site	W	2.9				
Detention	D	15.6				
Open Space	OS	1.6				
Subtotal		327.4				
Major & Existing Roads ²		56.5				
TOTAL		383.9				5,434,894
¹ Net acreage does not include existing/major roadways and detention basin facilities.						
² Major and existing roads include pedestrian and bicycle multi-use paths within the right-of-way.						



Legend

- | | |
|---|---|
|  Limited Industrial |  Well Site |
|  Commercial Office |  Open Space |
|  Service Commercial |  Potential Future Right-of-Way |
|  Detention (Approximate Location)* |  Project Boundary |

*Basin locations and size shown are conceptual and subject to additional land planning and engineering. Basins may be relocated and reconfigured within each drainage area.

Figure 1.2: Land Use Plan		Date: April 2010	
Lathrop Gateway Business Park Specific Plan Lathrop, California		NOT TO SCALE	 

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1.7 SUMMARY OF CIRCULATION SYSTEM

The LGBPSP proposes a well-structured network of streets and pathways to serve the Plan Area. The creation of a well-connected hierarchy of roadways allows for the efficient flow of vehicular traffic, and also encourages walking, biking and public transit alternatives to single occupancy vehicles.

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

Major and Minor Arterial streets (which includes six-lane, five-lane and four-lane roads) serve to convey significant “cross-town” traffic. These streets will provide for efficient access through the City of Lathrop, and connections to major commercial uses, employment centers, and amenities. Four arterial streets exist in the plan area: Yosemite Avenue, Guthmiller Road, D’Arcy Parkway and McKinley Avenue. These arterials may need improvements or upgrades due to this Specific Plan effort. These streets have been excluded from the calculations of developable acres in the Land Use Plan.

Primary and secondary collector streets provide connections into the development, linking to office, commercial and industrial uses. Generally located on ¼ mile spacing, these streets have also been excluded from the calculations of developable acres in the Land Use Plan.

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

The LGBPSP also includes a comprehensive plan for bikeways and pedestrian pathways. All arterial streets will have Class I separated multi-use bike paths. This comprehensive system promotes non-motorized connectivity both within the Plan Area and connects to the City of Lathrop’s Bicycle Transportation Plan with destinations throughout the City and beyond.

1.8 SUMMARY OF DESIGN GUIDELINES

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

1.9 SUMMARY OF PUBLIC SERVICES AND INFRASTRUCTURE

1.9.1 Public Services

Currently, fire protection is provided to the City of Lathrop by Lathrop-Manteca Fire Protection District (LMFPD). LMFPD will provide service to the Plan Area once it is annexed into the City.

Currently, law enforcement service to the unincorporated Lathrop Gateway Business Park Specific Plan area is provided by the San Joaquin County Sheriff's Department for police protection services. The Lathrop Police Department functions as an arm of the Sheriff's Department, with those deputies assigned to the City only working within City limits. As a part of the annexation process, the Plan Area will be served by the Lathrop Police Department once incorporation is complete.

Animal services will be provided by the City of Lathrop for the Plan Area. Animal Service Officers protect the health and safety of humans and animals, including, but not limited to, patrol, stray/abandoned animal pick-up, aggressive animal impounds, and humane investigation.

1.9.2 Infrastructure

Sewer

The proposed Plan Area will be served by the City of Lathrop. At project build-out, the entire Plan Area will be served by a combination gravity sewer system, sewage lift stations and force mains that will be utilized to direct flows to a treatment facility. There are two treatment facility options: 1) the City of Lathrop's Water Recycling Plant (WRP) #1 and/or #2, or 2) the regional treatment plant located in Manteca.

If the treatment occurs at WRP #1 or #2 the treated recycled water will be required to be disposed of through land application. Parcels within the northwest part of Lathrop have been identified for disposal purposes as shown in Chapter 6, Figure 6.3. The parcels were previously identified in the City's Report of Waste Discharge (RWD) and Waste Discharge Requirements (WDR) issued by the Regional Water Quality Control Board (RWQCB). Land application will consist of lined storage basins to hold recycled water during non-irrigation periods and agricultural fields to dispose of the water during irrigation periods. Flood irrigation and perimeter berms around the fields will be utilized to avoid any offsite runoff. A purple pipeline system will be required to deliver the water from the treatment plant to the storage basins as shown in Chapter 6 (Figure 6.4) of which a portion of the pipeline has already been constructed. An annual water balance design will need to be completed during the design phase of the project to verify that sufficient storage and application area are available.

The City of Lathrop currently has plans to install a new forcemain in McKinley Avenue and Yosemite Avenue which will provide an improved connection between the Lathrop "O" Street pump station and the Manteca treatment plant. If sewer treatment for the Lathrop Gateway Business Park occurs at the Manteca plant, the onsite pump and forcemain will connect to the forcemain that is planned to be constructed by the City of Lathrop at the Yosemite Avenue and McKinley Avenue intersection. Treatment at the Manteca plant would not require the need for recycled water disposal. Treatment capacity at the Manteca plant would need to be provided through future planned expansions.

Water

The City of Lathrop will be responsible for providing water service to the Plan Area. The sources of water shall be groundwater from existing wells and/or an expansion of the City's well field with the possible development of surface water sources from Phase 1/Phase 2 expansion of the South County Surface Water Supply Program (SCSWSP) by the South San Joaquin Irrigation District (SSJID). Surface water will be treated off-site at a central facility outside of the City of Lathrop. Groundwater may be treated at the existing Well #21 site within the project area or possibly at the new well heads. It is also possible that arsenic treatment of groundwater could occur at an offsite central facility.

The Plan Area has included the use of reclaimed water to irrigate public open space areas and landscape corridors. A separate distribution system is proposed to allow the use of this non-potable water as a measure to conserve potable water supplies.

Storm Drainage

The Plan Area is essentially flat, with surface flows moving roughly in a westerly direction. Site development will necessitate the need for the Plan Area to construct detention basins, pump stations, forcemains and an outfall structure into the San Joaquin River. An offsite pipeline will need to be constructed between the project site and the San Joaquin River.

1.10 SUMMARY OF PHASING AND FINANCING

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

1.11 SUMMARY OF IMPLEMENTATION AND ADMINISTRATION

The Implementation and Administration chapter establishes the procedures by which subsequent submittals are made to allow the development of the Plan Area. As development applications are brought forward they will be reviewed by the Community Development Department for consistency with this Specific Plan and other City documents and standards, and will determine if the application requires any amendment. No further environmental review is necessary following the approval of this specific plan, unless an amendment is necessary. If an amendment is required, additional environmental review may be required to comply with CEQA requirements. Development applications will be processed through to the appropriate approval body following the Community Development Departments consistency review.

2.0 Context and Setting

2.1 OVERVIEW

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

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

2.2 PROJECT HISTORY

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

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

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

Although a specific plan document has never been formally submitted for the Plan Area, other development projects have been considered. This specific plan has relied, in part, on information and due diligence gleaned from previous planning efforts.

Subsequent to that time, the applicant representing the southern portion of that specific plan effort dropped out of the process. The representatives for the northern portion, the parcels north of SR 120, have elected to continue. The current specific plan process, for the northern Plan Area only, proposes a plan under the name Lathrop Gateway Business Park Specific Plan.

2.3 REGULATORY AUTHORITY AND COMPLIANCE

2.3.1 Specific Plan Authority

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

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

- (1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.*
- (2) The proposed distribution, location and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land use described by the plan.*
- (3) Standards and criteria by which development will proceed, and standards for the conservation, development and utilization of natural resources, where applicable.*

- (4) *A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out paragraphs (1), (2) and (3)."*

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

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

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

2.3.2 Sequence and Tiering of Entitlements

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

2.3.3 Compliance with California Environmental Quality Act (CEQA)

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

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

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

2.3.4 Severability

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

2.4 POLICY SETTING - THE CITY OF LATHROP GENERAL PLAN

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

2.4.1 General Plan Land Use Map

The Gateway Business Park Specific Plan area currently falls under the jurisdiction of San Joaquin County, but is within the Sphere of Influence of the City of Lathrop's revised 2008 General Plan Map. The existing General Plan Land Use Map (Figure 2.1) identifies three land uses for the Lathrop Gateway Business Park Specific Plan area in anticipation of its eventual development: Service Commercial (SC), Freeway Commercial (FC), and General Industrial (GI). The LGBPSP Land Use Map (Figure 3.1) differs slightly from the General Plan Land Use Map. Therefore, Lathrop Gateway Business Park Specific Plan will require a number of City approvals, including annexation, environmental compliance with CEQA, a General Plan Amendment, and zoning.



Figure 2.1: Existing General Plan Land Use Map

2.4.2 General Plan Policy Analysis

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

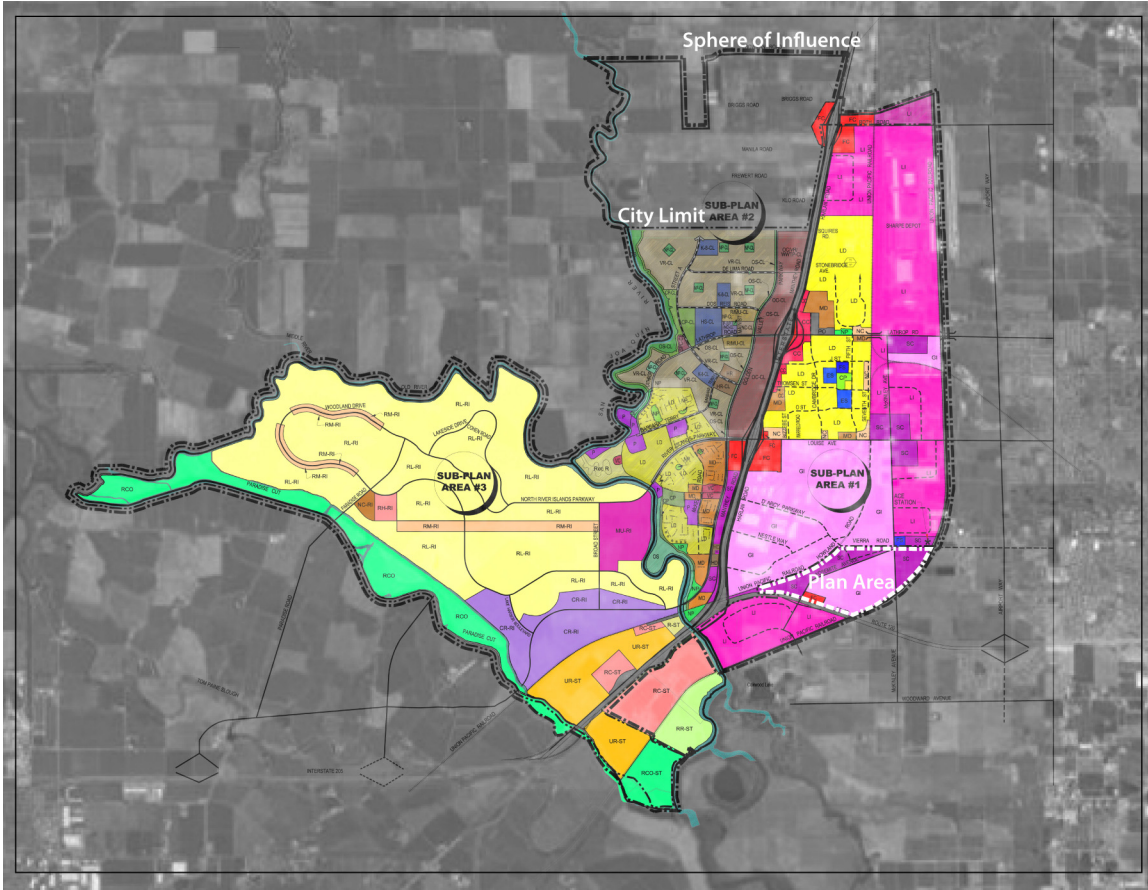


Figure 2.2: Lathrop General Plan, Planning Area and Sphere of Influence

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

2.5 ZONING ORDINANCE

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

2.6 EXISTING CONDITIONS AND SITE ANALYSIS

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

2.6.1 Property Ownership

The LGBPSP area encompasses 384± gross acres divided among 81 parcels. Appendix B provides a complete map and table of the Plan Area ownership. Ownership within the plan area has been categorized in the following groups:

- **Sponsoring Property Owners** – This ownership group, comprised of South Lathrop LLC and TCN Properties, L.P., is providing funds for drafting of the LGBPSP and accompanying EIR. This group owns approximately 215± net¹ acres of land, representing 56 percent of land included in the Plan Area. The parcels included in this group range from approximately 5 to 31 acres.
- **Non-Sponsoring Property Owners** – This ownership group represents approximately 169± net¹ acres, accounting for 44 percent of land within the Plan Area. The parcels included in this group range in size from 1/4 to 46 acres.

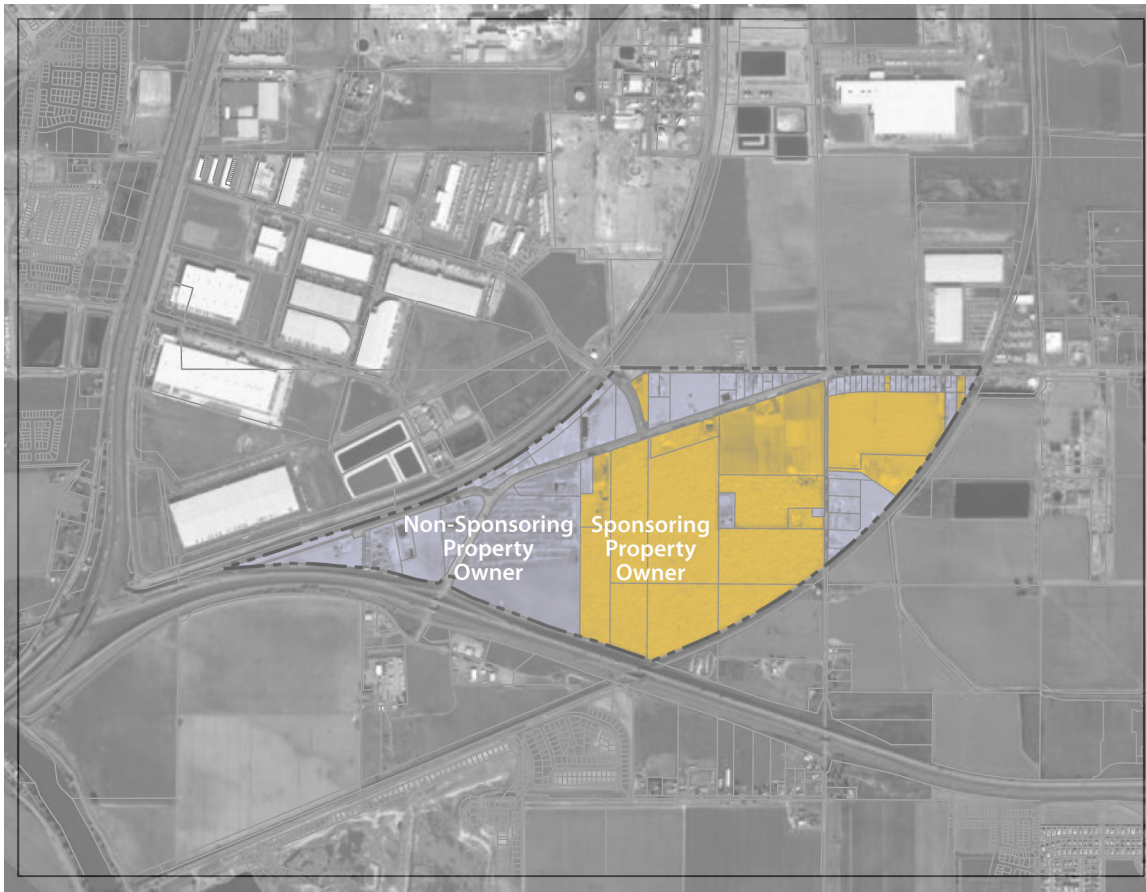


Figure 2.3: Existing Ownership

¹ Net acreage does not include existing and major roadways.

2.6.2 Existing Land Use

The LGBPSP Area includes a variety of existing land uses: agricultural interspersed with rural residential, service, office, church and industrial uses. Agricultural uses are located in the southern and central Plan Area. Rural home sites are distributed along McKinley Avenue in the plan area. Other residential and mixed light industrial uses are located on the northern site boundary along Vierra Road and Yosemite Avenue. The industrial uses are located in the western boundary Plan Area, both north and south of Guthmiller and Yosemite Avenue. No parcels within the Plan Area are under Williamson Act contracts.



Figure 2.4: Existing Land Use

2.6.3 Surrounding Land Use

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

- **North** – Within the City of Lathrop, are industrial uses, the City’s Wastewater Treatment Plant, a PG&E electrical substation, agricultural and vacant land, and the existing Lathrop-Manteca Altamont Commuter Express (ACE) Train station.
- **South** – Directly south of the Plan Area, across SR 120, is vacant, farmed land within the City of Lathrop’s Sphere of Influence. Farther south and southeast, within San Joaquin County and the City of Manteca, are developing lands: residential, commercial, business, and public uses. Proposed and approved projects for the area include Southwest Manteca Employment Center, an area of approximately 1,408 acres, a high-tech business industrial park, and the Oakwood Lakes Subdivision.
- **East** – To the east, in Manteca, new commercial development is approved for Manteca Big League Dreams Sports Park, a 30 acre City-owned recreational sports complex, with an adjacent regional commercial center; Various phases are currently built or under construction. The City of Manteca Wastewater Treatment Plant is also east of LGBPSP.
- **West** – To the west are other industrial uses and Interstate 5.

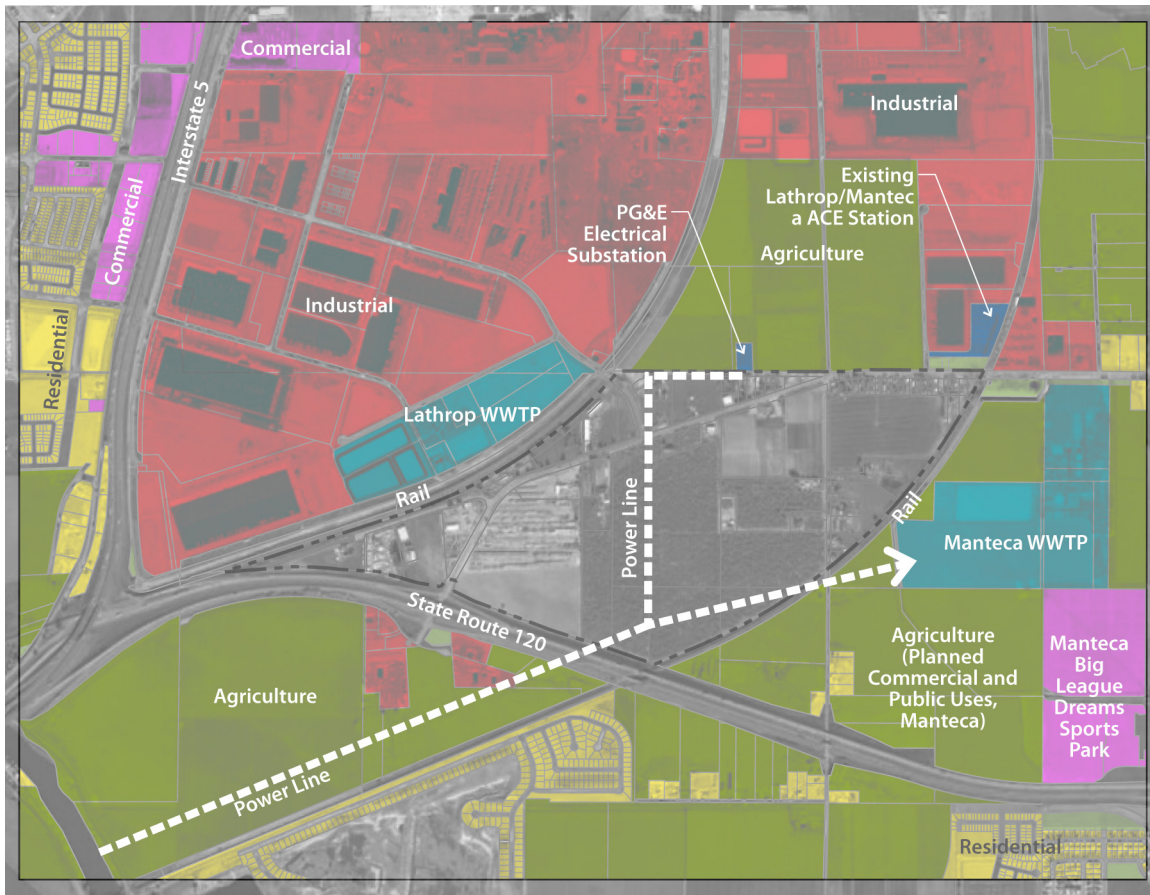


Figure 2.5: Surrounding Land Uses

2.6.4 Topography and Drainage

The Plan Area is essentially flat with elevated rail lines and roadways—State Route 120, along the boundaries of the Plan Area. Elevation contour lines generally trend west, with the highest elevation at 25 feet and the lowest lying areas at 10 feet. Based on this observation, the Plan Area generally slopes and drains towards the west.

2.6.5 Biological Resources

Existing uses within the LGBPSP Plan Area have greatly disturbed on-site biotic resources, including industrial, rural residential homes, row crops, grazing and orchards.

- **Farmland** – With the implementation of the Lathrop Gateway Business Park and conversion of the Plan Area from agricultural practices to urban uses, the California Department of Conservation (CDC) classifications estimates a loss of Prime Farmland, Farmland of Statewide Importance, Farmland of Local Importance, and Unique Farmland.

- **Special Status Species** – Due to previous development, intensive agriculture, and associated lack of suitable habitat, the likelihood of special-status plants and animals within the Plan Area is considered extremely low. Although no special-status wildlife species are anticipated based on Moore Biological Consultants assessment, potential habitat for numerous species exist, including the California tiger salamander, vernal pool crustaceans, Burrowing owl, Swainson’s hawk, White-tailed kite, and riparian brush rabbit.
- **Wetland Resources** – The Plan Area, within the San Joaquin Delta watershed, has wetland and aquatic features. These resources are potentially subject to jurisdiction of the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act. Further study and delineation by Moore Biological Consultants will be completed during the CEQA process associated with this specific plan effort.

A more comprehensive discussion, as well as proposed conservation and mitigation strategies, is included within the EIR document associated with the Lathrop Gateway Business Park Specific Plan.

2.6.6 Cultural Resources

Based on archival records, no previously recorded historic or prehistoric sites are located within the Plan Area. However, field surveys, completed by Gensis Society, have indicated one historic-period archeological site with six isolates. No further research has been completed to determine if the site qualifies as a unique archeological resource as defined by CEQA (Section 21083.2 of CEQA and Section 15064.5 of the State CEQA Guidelines).

Field surveys, completed by Gensis Society, have indicated twenty-two buildings more than 50 years old that may be considered potential historic sites. These buildings include commercial and industrial buildings as well as residences.

A more comprehensive discussion of cultural resources is included within the EIR document associated with the Lathrop Gateway Business Park Specific Plan.

2.6.7 Noise

The identified, primary noise-producing elements associated with the Lathrop Gateway Business Park project include traffic on the local roadway network, trains, and project construction. In addition, on-

site noise exposure is anticipated on the southern Plan Area boundary due to SR 120 traffic. A more comprehensive discussion of noise as well as mitigation measures is included within the EIR document associated with the Lathrop Gateway Business Park Specific Plan.

2.6.8 Circulation

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

Additionally, a McKinley Road Interchange is currently under consideration for the intersection of SR 120 and McKinley Avenue, south of the Plan Area. A California Department of Transportation Project Study Report (PSR) has been approved (June 2008) and is included in the San Joaquin County RTIP.

Local access within the Plan Area consists of Yosemite Avenue/Guthmiller Road, D'Arcy Parkway and McKinley Avenue, all two-lane roads.

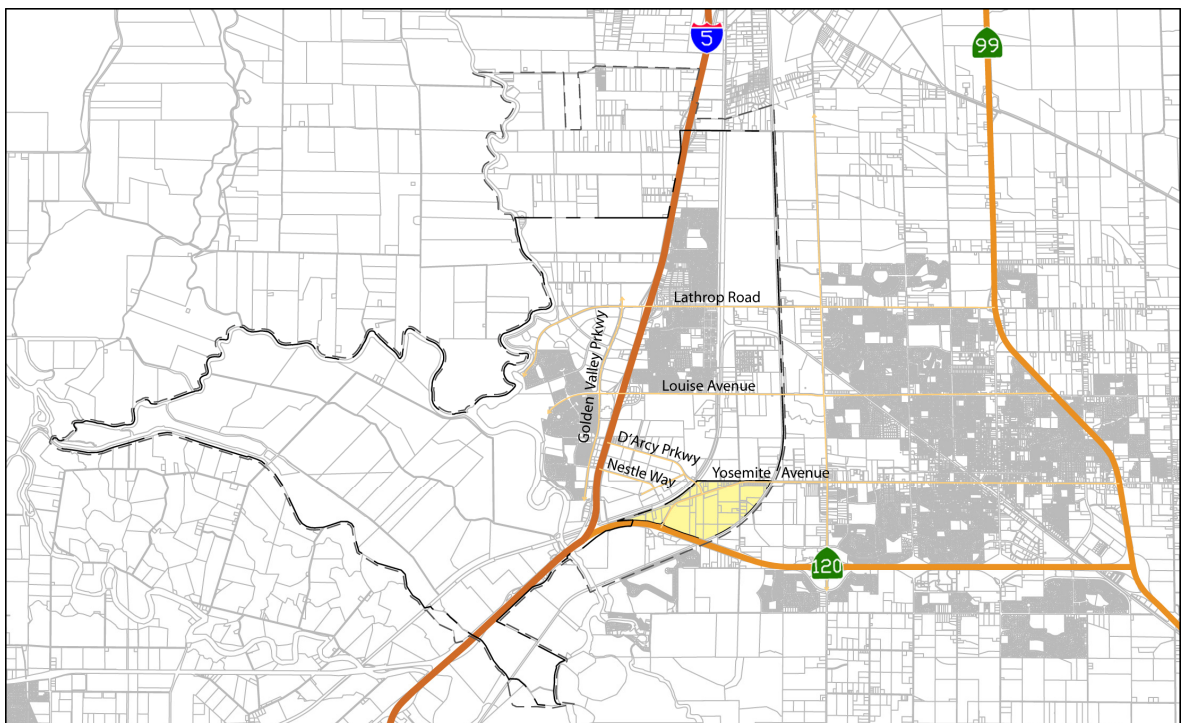


Figure 2.6: Existing Circulation

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

2.6.9 Infrastructure

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

3.0 Land Use

3.1 INTRODUCTION

This chapter discusses and summarizes the different land uses proposed within the Lathrop Gateway Business Park Specific Plan Area, provides policies by general land use type in refinement to the broad direction provided by the General Plan, and lists the development standards for each individual land use category. The Land Use Plan and the land use categories discussed within this chapter describe zoning for all of the properties within the Plan Area. The City of Lathrop General Plan Map and Lathrop Gateway Business Park Land Use Map show the boundary of the Plan Area to indicate that a separate document (i.e. this document) exists, and that all subsequent applications must be prepared to be consistent with this Specific Plan document.

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

The formulation of this Land Use Plan was influenced by a variety of factors including physical site constraints and adjacent land uses as discussed in Chapter 2, Context and Setting. It responds to the desires expressed by property owners, the City of Lathrop, the environmental analyses required by the EIR, and infrastructure studies prepared and reviewed with the appropriate agencies and service providers. The result is a comprehensive Land Use Plan that includes a balanced mix of employment-generating land uses, organized in a logical manner and efficiently served by infrastructure.

The Land Use chapter is to be used in conjunction with other sections that discuss the details of the circulation system, public facilities, infrastructure, financing, and potential phasing. It is acknowledged that this Specific Plan document may evolve over time, and it may periodically be amended in response to market changes and community desires, as discussed in the Implementation and Administration chapter. As property owners and builders elect to develop their properties, they will be required to follow a specified Site Plan review process, submitting entitlements for detailed plan review and

eventual approval. These plans will be designed based on the policies and standards contained in this and other chapters.

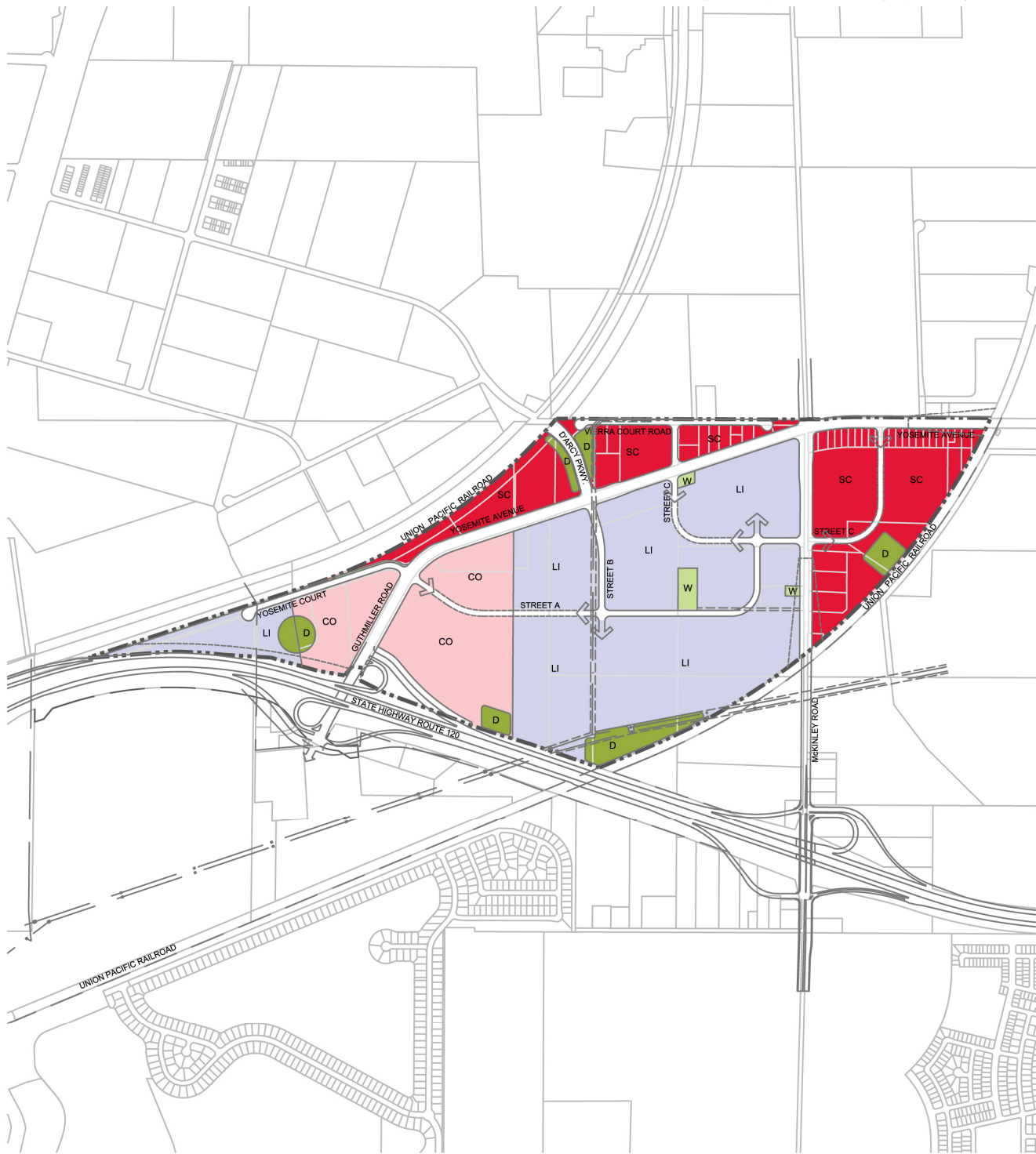
3.2 OVERVIEW OF LAND USES—KEY ELEMENTS OF THE LAND USE PLAN

The Land Use Plan (Figure 3.1) illustrates the distribution of land uses within the Plan Area. Table 3.1 provides a summary of these land uses. The number of acres and therefore allowable square footages of developable areas may vary slightly depending on more accurate survey information and the final alignment of roadways; however, the total acreages and building square footage projections establish an approximate carrying capacity for the Plan Area.

The City of Lathrop is composed of several natural and manmade boundaries—freeways, major roadways, a major river, railroads, and other features—creating logical land use and circulation configurations. The Plan Area, bounded by State Route 120 to the south, the Union Pacific Railroad to the east and west, and Yosemite Avenue/Vierra Road to the north, is a logical 384-acre development area with convenient access for commercial and industrial uses. The Land Use Map establishes a framework for commercial, business park, and industrial land uses with a projected potential of approximately 5,434,894 square feet of employment-generating development. The regionally-oriented Lathrop Gateway Business Park development uses will not only be convenient to City residents, but is also anticipated to draw from nearby cities to aid in reducing business and employment commutes to distant job centers.

Table 3.1: Land Use Summary

Land Use		Acreage [Net]¹	Total Sq. Ft. Per Land Use	FAR Range	FAR Target	Max. Sq. Ft.
Commercial Office	CO	56.7	2,469,852	.20 to .60	0.30	740,956
Limited Industrial	LI	167.6	7,300,656	.15 to .65	0.43	3,139,282
Service Commercial	SC	83.0	3,615,480	.15 to .66	0.43	1,554,656
Well Site	W	2.9				
Detention	D	15.6				
Open Space	OS	1.6				
Subtotal		327.4				
Major & Existing Roads ²		56.5				
TOTAL		383.9				5,434,894
¹ Net acreage does not include existing/major roadways and detention basin facilities.						
² Major and existing roads include pedestrian and bicycle multi-use paths within the right-of-way.						



Legend

- | | |
|--|--|
| LI Limited Industrial | W Well Site |
| CO Commercial Office | OS Open Space |
| SC Service Commercial | ----- Potential Future Right-of-Way |
| D Detention (Approximate Location)* | ----- Project Boundary |

*Basin locations and size shown are conceptual and subject to additional land planning and engineering. Basins may be relocated and reconfigured within each drainage area.

Figure 3.1: Land Use Plan		Date: April 2010	
Lathrop Gateway Business Park Specific Plan Lathrop, California	NOT TO SCALE		

\\sbs\2542_Lathrop Gateway Business Park\Lathrop Gateway Business Park-CA\Planning\Exhibits\SPA\Draft_2009\exhibits\Fig-3.1_LandUse.dwg 4/15/10 9:52am kmoyale

3.2.1 Land Use Sectors

For land use planning purposes this 384-acre community can be considered as three interdependent sectors. Each of the three sectors is defined by its land use, location, size, character, and function. The sectors are united and defined by a system of connecting streets, with multi-use pedestrian and bikeway corridors connecting one district to another.

The land uses within the Lathrop Gateway Business Park Plan are arranged according to mutual compatibility and with those requiring highest visibility and accessibility located nearest to major arterial intersections, highways, or interchanges. Uses requiring less dependence on visibility are generally located inboard from these interchanges and intersections. Following are the three main sectors as defined by this Specific Plan:

Service Commercial Sector

The Service Commercial Sector is located in the eastern and northern portions of the Plan Area, both east of McKinley Avenue and north of Yosemite Avenue. This area is envisioned for uses not as vitally dependent on highway visibility as Commercial Office uses but nevertheless is afforded immediate arterial road access to and from McKinley and Yosemite Avenues in the eastern sector of the Plan Area. In addition, this sector of the Specific Plan Area is immediately accessible to the ACE transit line station at Yosemite Avenue and the Union Pacific Railroad line. This land use area is envisioned to be characterized by service and materials-oriented users such as professional and administrative support services, automotive, truck, boat, and other vehicle sales and services, bicycle shops, building materials businesses, blueprint and photocopying services, carpenters' shops, communications equipment shops, freight forwarding terminals, wineries and wine cellars, eating establishments serving the immediate area, other product sales and services, equipment and machinery repair, general, light, and technology-based industrial-oriented services, warehousing and distribution, and the like. Please refer to the Lathrop Gateway Business Park Zoning Ordinance (LGBPZO) for an itemized list of permitted uses under this land use category.

Table 3.1 summarizes the Service Commercial land use acreage and allowable square footage.

Limited Industrial Sector

Located in the central portion of the Specific Plan Area with immediate access from both Yosemite and McKinley Avenues, the Limited Industrial Sector is comprised entirely of Limited Industrial uses south of Yosemite Avenue, stretching to the Union Pacific Railroad line and SR 120 at the Plan Area's southern boundary and eastward to McKinley Avenue. Envisioned as an important employment-generating land use, this Limited Industrial Sector would allow for a broad range of use types such as industrial, manufacturing, assembly, warehousing/distribution, office, limited ancillary retail sales, supporting retail services, trailer and recreational vehicle sales, research and development, equipment and machinery repair, rental, and other such uses and services necessary to support them. Because it is anticipated that a substantial portion of this Sector's users will likely be warehousing, manufacturing, and the like, this area does not depend as heavily on visibility from major transportation corridors and therefore is located along only a limited portion of the SR-120 highway corridor. However, for the purposes of truck transport of goods and services, easy access to the highway from McKinley and Yosemite Avenues is essential. Please refer to the LGBPZO for the full range of permitted uses under this land use category.

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

Mixed Commercial Office/Limited Industrial Sector

For this Sector, Commercial Office (CO) uses form the main part of this planning area and have been directed toward the State Route 120/Guthmiller interchange and corridor to capitalize on the vehicular access, visibility, and the logical "capture" market for these uses along the freeway corridor. Locating CO uses on the west and east sides of Guthmiller Road, north of SR 120, creates a hub or core of retail commercial land uses around the interchange, with opportunity for office uses to the east and northeast. In addition, a section of Limited Industrial uses is located in the more "isolated" far western corner of the Sector along SR 120 and the Union Pacific Railroad, as this land use is not as heavily dependent on immediate freeway accessibility.

This mix of uses provides regional as well as local-serving business/professional workspace, service, and product sales with an additional opportunity for light industrial type users along the railroad and freeway. The Lathrop Gateway Business Park Zoning Ordinance provides a full description and listing of permitted businesses in this Sector. Sections 3.5.1 and 3.5.2 below, provide a description of

development standards for both land use designations in the Mixed Commercial Office/Limited Industrial Sector.

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

3.2.2 Commercial, Office, and Industrial Uses—Potential White, Blue, and “Green-Collar” Jobs

The Lathrop Gateway Land Use Plan proposes three categories of employment-generating land use categories: Commercial Office (CO), Service Commercial (SC), and Limited Industrial (LI). Considered together, a total of 307.3 acres of employment-based uses are incorporated in the Lathrop Gateway Business Park Plan Area. This allocation of retail commercial, office and industrial land uses is appropriate given the location of the Plan Area in relation to existing roadways, as well as the ability to provide business and other commercial opportunities in proximity to housing and regional transportation. In addition, this Business Park provides for an optimum opportunity for Lathrop and surrounding cities to contribute to a healthy jobs/housing relationship, resulting in fewer vehicle miles traveled and a lessening of the collective carbon footprint for the area.

The Commercial Office (CO) designation provides for an employment community of business centers with both commercial and office components that are dependent on vehicular access and, in some cases, visibility from arterial streets and SR-120.

The Service Commercial (SC) employment community along the McKinley Avenue corridor will provide area-serving commercial and services for the workers of within the Plan Area, other parts of Lathrop, Manteca, Tracy, and beyond.

A light industrial employment community of various potential uses anchors the heart of this employment-based Plan Area. It is designated Limited Industrial (LI) and is envisioned to provide an area for a broad range of light industrial, warehousing, office, research and development jobs in a well-organized landscaped setting. A possible mix of one, two or three story buildings and (limited) support retail jobs (coffee shops, deli shops, etc.) are also seen as potential occupants.

In addition, given its location, together with the State and federal incentive programs currently in progress and anticipated in coming years for “green” and sustainable industry growth, so-called “green-collar” jobs may also become a viable component within the Plan Area. The term “green-collar jobs” here is meant to depict jobs associated with products and services contributing to lessening of “carbon

footprints” in the environment. Examples might be assembly, manufacturing, management within a plant or facility that deals in such energy-saving enterprises as solar panels, wind farm equipment, recycling facilities, businesses related to electric or hybrid automobiles, or other energy-saving products and services. This potential for green business park development and operation is common to all three specific land use categories within the Lathrop Gateway Business Park.

3.2.3 Land Uses near Transit Station

The Lathrop-Manteca ACE station is currently located at the northwest intersection of Yosemite Avenue and the UPRR tracks, just to the north of the project site. This station location, in addition to the provision for a system of walkways, bikeway, and vehicular connections to the station (see Chapter 4 for circulation description), provides a functional multi-modal transportation network accommodating automobiles, bicycles, pedestrians, and other various forms of transit. Service Commercial (SC), Commercial Office (CO), and Limited Industrial (LI) land uses are located such that transit/pedestrian and transit/bicycle trips for future employees and visitors are convenient and highly accessible.

3.2.4 Public and Quasi-Public Uses

The Land Use Plan depicts three public or quasi-public facilities, consisting primarily of the a pedestrian/bicycle multi-use network, detention and retention basins, well sites, open space and other public easements on the site.

Pedestrian/Bicycle Multi-Use Paths: Within the Plan Area, a Class I (8-foot multi-use path, separated from roadway) is planned to traverse the project site from the southwest corner along the south side of the existing UPRR alignment and then within the Yosemite Avenue right-of-way through to the site’s eastern boundary and beyond. In addition, a Class I bikeway is also planned along McKinley Avenue from Yosemite Avenue to the UPRR in the south. This bikeway system will provide access to all main roads on the site, as well as to the Lathrop-Manteca ACE Transit station just off-site to the northeast at Yosemite Avenue and the UPRR line. A Class II bike route is proposed within the right-of-way along D’Arcy Parkway in the Plan Area.

Please see Chapter 4, Circulation, and Chapter 5, Design Guidelines, for more detail and description of the Pedestrian/Biking Greenway system.

Detention/Retention Facilities: Land is allotted within the Plan Area for detention and/or retention facilities for the purpose of managing stormwater runoff and preventing flooding within the site and surrounding communities. Five sites have been proposed for these facilities as indicated in the Land

Use Plan (Figure 3.1). Precise locations and calculations of detention/retention facilities will be confirmed and finalized in later stages of the development process

Please refer to Chapter 6, Public Services and Infrastructure, for more detail on the project storm drainage system.

Well Site Facilities: Within the Plan Area there is a need for as many as three City well sites for a total of 2.9 acres. The location and size of each well site is indicated on the Land Use Plan (Figure 3.1) in this document. In the event that not all well sites are needed within the Plan Area, well sites shall revert to limited industrial uses, or the predominant surrounding land use designation.

Open Space: Within the Plan Area, open space is designated as landscape buffer and slope banks between on-site land uses and major roadways, including SR 120. Other easements and greenways are also considered part of the open space designation.

Sports and Recreation Facilities: Though not required or mandated, provision is made within this Specific Plan for the construction and use of outdoor recreation facilities such as recreation fields, fitness equipment and courses, or other such uses intended for the physical recreation and well-being of the community and/or the employee users.

Please refer to the LGBPZO for the full range of permitted uses under this land use category. Recreation and open space amenities will be included as part of the landscape coverage requirement specified in the development standards of the Lathrop Gateway Business Park Zoning Ordinance. In addition, these facilities should be consistent with Chapter 5, Design Guidelines.

3.2.5 Interim Land Uses

The Lathrop Gateway Business Park Plan Area currently supports existing agricultural uses, such as row crops and orchards, and associated support buildings and facilities. Farm houses and rural ranchettes are also located along McKinley Avenue and Yosemite Avenue. In addition to these uses, existing industrial uses are located in the western most part of the Plan Area, along Guthmiller Road, including equipment sales and other industrial fabrication. Because some of these uses will remain until the property is developed in accord with the Plan Area designated land uses, the agriculture, residential and industrial facilities, uses and lots are referred to in this document as Interim Uses.

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

3.5, Land Use Regulations and Standards, for the Lathrop Gateway Business Park land uses in the three land use areas.

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

Right-to-Farm provisions for the Lathrop Gateway Business Park development are discussed in Section 8.3 of this specific plan document.

3.3 CALCULATION OF LAND USE INTENSITIES AND ALLOWABLE SQUARE FOOTAGES

At time of final development plans the maximum allowable net square footage for a particular parcel or parcels is calculated by multiplying the final (surveyed) net developable area in acres within the parcel by the allowable target Floor Area Ratio (F.A.R.) for that land use designation or zone. The actual acres used in this calculation may vary slightly from the "approximate" acres shown on the Land Use Plan and Table 3 .1 of this Specific Plan and will be determined by more accurate survey and boundary information, as well as final street alignments. The calculation of F.A.R. intensity shall not include arterial and collector streets, (as measured from right-of-way to right-of-way) or other land uses designated on the Land Use Plan (well sites, wetland areas, landscape/bikeway corridors, electrical substations, private recreation facilities, detention areas, etc.) as well as other incidental public facility sites.

The total net square footage quantities identified by the Land Use Map is intended to set an overall "holding capacity" for the Plan Area, and this number has been utilized in the preparation of technical studies, financing plans, and the EIR.

3.4 LAND USE AND SITE LAYOUT FLEXIBILITY

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

The land uses described in this document may be further refined in more detail with future parcel maps and site plan applications, without requiring a Specific Plan Amendment. Given that the Land Use Map is conceptual in nature, allowance is made within this document for flexibility in the City's review of

future more detailed applications. Land Use and Site Design Flexibility might include, but are not limited to, the following:

- Re-locating collector roads and/or intersections to correspond to existing property lines,
- Re-locating collector roads and/or intersections to accommodate a specific development program, building product types, or parcel layout arrangement,
- A change in the alignment of a drainage channel or in the location and size of detention areas,
- Inclusion of a park or public/semi-public gathering area or open space within a parcel or cluster of buildings
- Re-locating collector roads to allow for more efficient use of parcelization for building and parking areas on-site,
- Arrangement, re-configuration, dispersion, or consolidating of buildings, parking and landscape areas,
- Minor deviations in land use intensity (Floor Area Ratio) standards for particular projects, with the concurrence of reviewing agencies,
- Introduction of specific user types not specified in the Lathrop Gateway Business Park Zoning Ordinance, but which are compatible and consistent with the purpose and intent of the land use sector and zoning classification, and/or
- Other such relatively minor deviations from the existing Specific Plan.

Acceptability of final land use and site layouts will be evaluated based upon the following criteria:

- Consistency with the prescribed land use development and design standards, in accord with the Specific Plan,
- Building, parking and site design consistency for each land use parcel as described in the Design Guidelines (Chapter 5),
- A consistent application of the stated principles, as laid out in the Specific Plan and the City General Plan,
- Potential economic benefits of a particular land use, building type, site feature, configuration of buildings, road alignment, or other deviation from the Specific Plan that would outweigh

the benefits of strict adherence to the Lathrop Gateway development standards and Zoning Code, and/or

- The employment benefit of a land use, configuration, or other factor within the Specific Plan area which deviates from the Specific Plan.

3.5 LAND USE REGULATIONS AND DEVELOPMENT STANDARDS

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

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

Land Use per General Plan		per Specific Plan		per LGBPZO
Office	O	Commercial Office	CO	CO-LG
Limited Industrial	LI	Limited Industrial	LI	IL-LG
Service Commercial	SC	Service Commercial	SC	CS-LG
Well Site	W	Public/Quasi-Public	P/QP	P/QP-LG
Open Space	OS	Public/Quasi-Public	P/QP	P/QP-LG



3.5.1 Commercial Office (CO)

3.5.1.1 Purpose and Intent

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

3.5.1.2 Floor Area Ratio

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

3.5.1.3 Allowable Land Uses

Permitted uses within the designation are itemized in the LGBPZO (Lathrop Gateway Business Park Zoning Ordinance). These standards shall supersede any conflicting standards listed in other documents.

3.5.1.4 Commercial Office Development Standards

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



3.5.2 Limited Industrial (LI)

3.5.2.1 Purpose and Intent

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

3.5.2.2 Floor Area Ratio

A maximum F.A.R. range of .15 to .65 is allowed; however, a target F.A.R. of .43 has been used to determine the Plan Area maximum allowable square footage for this Land Use designation.

3.5.2.3 Allowable Uses

Permitted uses within the LI designation are itemized in the LGBPZO (Lathrop Gateway Business Park Zoning Ordinance). These standards shall supersede any conflicting standards listed in other documents.

3.5.2.4 Limited Industrial Development Standards

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



3.5.3 Service Commercial (SC)

3.5.3.1 Purpose and Intent

The SC district is located on a main roadway corridor along McKinley Avenue and Yosemite Avenue, complementing other commercial and industrial uses to the west and south. As described in Section 3.2.1, this district would be characterized by a variety of service-oriented uses, including large-scale service and sales centers, communication centers, storage/warehousing, energy production centers, equipment sales and other service centers, with allowance for a limited number of small support retail stores, and locally-serving eating shops and stores. In addition, other uses may also include professional and administrative support services, automotive, truck, boat, and other vehicle sales and services, building materials businesses, reproduction services, carpenters' shops, communications equipment shops, freight forwarding terminals, and wine-oriented businesses and services.

3.5.3.2 Floor Area Ratio

An F.A.R. range of 0.15-0.66 is permitted within the Service Commercial land use. A target F.A.R. of .43 has been used to determine the Plan Area maximum allowable square footage for this Land Use designation.

3.5.3.3 Allowable Land Uses

Permitted uses within the SC designation are itemized in the LGBPZO (Lathrop Gateway Business Park Zoning Ordinance). These standards shall supersede any conflicting standards listed in other documents.

3.5.3.4 Service Commercial Development Standards

The minimum lot area, lot width, setbacks and other standards for the SC designation are as set forth in the LGBPZO. These standards shall supersede any conflicting standards listed in

other documents. Service Commercial developments shall be subject to design guidelines contained within Chapters 5 and Site Plan/Architectural Design Review.



3.5.5 PUBLIC AND QUASI-PUBLIC FACILITIES (P/QP)

3.5.5.1 Purpose and Intent

The Public and Quasi-Public designation is defined by several sub-categories: pedestrian/bicycle multi-use network, detention and retention facilities, well sites, open space buffers and slope banks, other public easements and any sports recreational facilities, fields, or equipment areas, as described in Section 3.2.4 above.

3.5.5.2 Allowable Uses

Permitted uses within the designation are itemized in the LGBPZO. Descriptions, standards, and guidelines shown in this Specific Plan are consistent with the Lathrop Gateway Business Park P/QP Zoning District and shall supersede any conflicting standards listed in other documents.

3.5.5.3 Public and Quasi-Public Development Standards

Development standards for the P/QP designation can be found in the Lathrop Gateway Business Park Zoning Ordinance, based on each land use sub-category. Public and quasi-public uses may also subject to design guidelines contained within Chapter 5 and Site Plan/Architectural Design Review.

4.0 Transportation and Circulation

4.1 OVERVIEW

This chapter describes the proposed circulation system and transportation alternatives associated with the Lathrop Gateway Business Park and summarizes the information contained in the *Traffic Impact Study* prepared by Wood Rodgers, Inc. The study area extended from the Union Pacific Railroad tracks to the west, Union Pacific Railroad to the east, Vierra Road and Yosemite Avenue to the north and SR 120, contiguous with the southern boundary of the Plan Area.

The Circulation Plan is designed to provide for the efficient movement of goods and people and allows for several modes of transportation including automobile, truck, bus transit, bicycle, and pedestrian. This chapter provides the requirements of Plan Area roadways, bikeways, and walkways as well as public transit. The implementation of the Lathrop Gateway Business Park Specific Plan will provide additional roadway, bus transit, bicycle, and pedestrian linkages between the project area and the surrounding communities, improving connectivity within this portion of the City.

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

4.2 EXISTING ROADWAYS

The Plan Area is bounded on the west by Union Pacific Railroad (UPRR) tracks, on the north by Vierra Road and Yosemite Avenue, on the south by SR 120, and on the east by a second track of Union Pacific Railroad. McKinley Road runs north-south through the Plan Area.

Regional access to the Plan Area is provided primarily by SR 120, an east-west facility contiguous with the southern boundary of the project site. Access to and from SR 120 and the plan area is provided via the Guthmiller Road/SR 120 interchange. Interstate 5 is located approximately 1 mile west of the site.

Local access within the region is provided by a network of arterial, collector streets and minor roads.

These roadways are described below:

- **Yosemite Avenue** is an east-west two-lane arterial, beginning from Guthmiller Road and continuing east through Manteca. Yosemite Avenue transitions to West Yosemite Avenue east of McKinley Avenue intersection, eventually becoming a collector roadway, East Yosemite Avenue, in Manteca. Yosemite Avenue has an extension that begins at Guthmiller/Yosemite intersection and heads westward along the UPRR. Yosemite Avenue has two signalized intersections within the Plan Area: McKinley Avenue and D'Arcy Parkway intersections. The roadway is paved with shoulders, but does not have curbs and gutters. Yosemite Avenue is a truck route for commercial and industrial uses north of the Plan Area via D'Arcy Parkway and McKinley Avenue.
- **Guthmiller Road** runs southwest to northeast, connecting between SR 120 and Yosemite Avenue. As a two-lane arterial, Guthmiller Road provides regional access for commercial and industrial truck traffic to sites north of the Plan Area in Lathrop as well as to sites east in the City of Manteca. The roadway is paved with shoulders, but does not have curbs and gutters. There are no signalized intersections, including at the SR 120 interchange.
- **McKinley Avenue** is a two-lane arterial providing north/south connection through the Plan Area and extending to Lathrop Road in the north. The roadway is paved with minimal paved shoulders and no curbs and gutters.
- **D'Arcy Parkway**, a paved two-lane collector roadway, provides a northern connection between the Plan Area and Interstate 5 through the Crossroads Commerce Center Industrial Business Park. The roadway has shoulders, curbs and gutters, and an at-grade crossing of the UPRR north of Yosemite Avenue. The intersection of D'Arcy Parkway and Yosemite Avenue is signalized.
- **Vierra Road** is an east/west minor roadway that parallels the northern boundary of the Plan Area. Vierra Road creates a five-point intersection with Yosemite Avenue and

McKinley Avenue at the east terminus and a substandard cul-de-sac at the western end adjacent to D'Arcy Parkway. This roadway has minimal shoulders and no curbs and gutters.

4.3 PLANNED HIGHWAY INTERCHANGE IMPROVEMENTS

Improvements are currently planned for SR 120/Guthmiller Road interchange to provide more efficient vehicular circulation through the Plan Area. Additionally, a new interchange at SR 120 and McKinley Avenue was approved in June 2008. Both interchanges will greatly improve accessibility and safety to and from the Plan Area.

SR 120/Guthmiller Road Interchange improvements include:

- Signalized intersection at the on/off-ramp,
- Tight diamond interim interchange, transitioning to a single cloverleaf and widened diamond configuration at ultimate build-out,
- Eastbound and westbound SR 120 off-ramp widened from one to three lanes, and
- Existing westbound on-ramp will be replaced with a two-lane loop on-ramp and will merge to one lane westbound SR 120.

McKinley Avenue Interchange is an approved future new interchange, proposed and studied through a Project Study Report (PSR) by the California Department of Transportation. The future interchange is programmed as a Tier 1 improvement in the San Joaquin County RTIP. With an anticipated completion of 2020, the interchange will initially provide diagonal on/off-ramps in each direction of SR 120. In later phases, as projected build-out warrants, a two loop on-ramp will be constructed to provide capacity to serve the Cities of Lathrop and Manteca.

4.4 PROPOSED CIRCULATION SYSTEM

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

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

Connecting to the off-street bicycle and pedestrian paths of the City of Lathrop's Bicycle Transportation Plan, Class I (off-street) and Class II (on-street) bike routes have been designated along all arterial and minor arterial roadways. To encourage pedestrian trips within the Plan Area and to surrounding areas, all arterial and local streets include sidewalks. Sidewalks are provided along both sides of all streets within the Plan Area, except along Vierra Road where a southern sidewalk is provided, to accommodate pedestrian travel and to allow convenient access to curbside parking.

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

4.4.1 Roadways

The new roadway system for the Lathrop Gateway Business Park is based on a pattern of streets that organizes and provides access into and through the Plan Area. The roadway system calls for expansion of existing roads, construction of new roads, and the addition of signals at various intersections. Generally, the proposed Phasing and Capital Improvement Program will install full roadway improvements curb-to-curb and required street lighting for arterial roadways from intersection to intersection as these roadway segments are triggered by development. The approach to and the timing of roadway improvements should be logical and comprehensive as to accommodate development phases and demands, while avoiding piecemeal improvements. Phasing is discussed in more detail in Chapter

7, Project Financing Plan. Public and private financing, fee programs and other financing mechanisms will be utilized to ensure the early completion of roadways.

Arterial Streets include either six, five, and four-lane facilities. This category of street will serve to convey "cross-town" traffic. These streets will provide for efficient access through the City of Lathrop, and connections to major commercial uses, employment centers, and amenities. These streets have been excluded from the calculations of developable acres in the Land Use Plan. The following is a summary of the proposed roadway improvements:

- Yosemite Avenue will be expanded to 5 traffic lanes from Yosemite Court to D’Arcy Parkway and will be expanded to 4 traffic lanes from D’Arcy Parkway east to the Manteca city limits.
- Guthmiller Road will be expanded to 6 traffic lanes from SR 120 to the intersection of Yosemite Avenue.
- McKinley Avenue may be expanded depending on state funding and Caltrans determination of the needs for the area.

Minor Arterial Streets will provide secondary access to the Plan Area from other development areas within the City.

Local Streets will connect to arterial and minor arterial roadways. These connections allow access into development areas and discourage an internal street pattern of through traffic. The internal network of streets allows employees and patrons to circulate between land uses without traveling on arterial streets.

4.4.1.1 Arterial Streets

Arterials include Yosemite Avenue, Guthmiller Road, and McKinley Avenue. All arterials include provisions for two-way traffic, most with a dividing median, and a Class I off-street pedestrian/bicycle multi-use path. No on-street parking is allowed.

4.4.1.2 Arterial Street Standards

1. A minimum Level of Service (LOS) C shall be maintained on all roadways with the exception of those roadway segments on which the City makes a finding of over-riding consideration.
2. Arterial street intersections should provide designated left and right turn lanes to facilitate optimal traffic flow.

3. Individual development site driveway cuts should be limited on all arterial streets to facilitate optimal traffic flow.
4. Arterials shall be designed for their dual roles as vehicular and non-vehicular transportation corridors, with landscaped off-street multi-use pedestrian and bicycle paths.
5. The City Engineer or the Community Development Department may allow alternatives to the proposed roadway sections or landscape corridors subject to design review.
6. Streetscapes shall be designed in accordance with final street section details and the design guidelines found in Chapter 5.

4.4.1.3 Minor Arterial Streets

Minor arterial streets are located in the Plan Area. All minor arterial streets include provisions for two-way traffic, none with a dividing median, and a Class II on-street bicycle route. On-street parking has been omitted.

4.4.1.4 Minor Arterial Street Standards

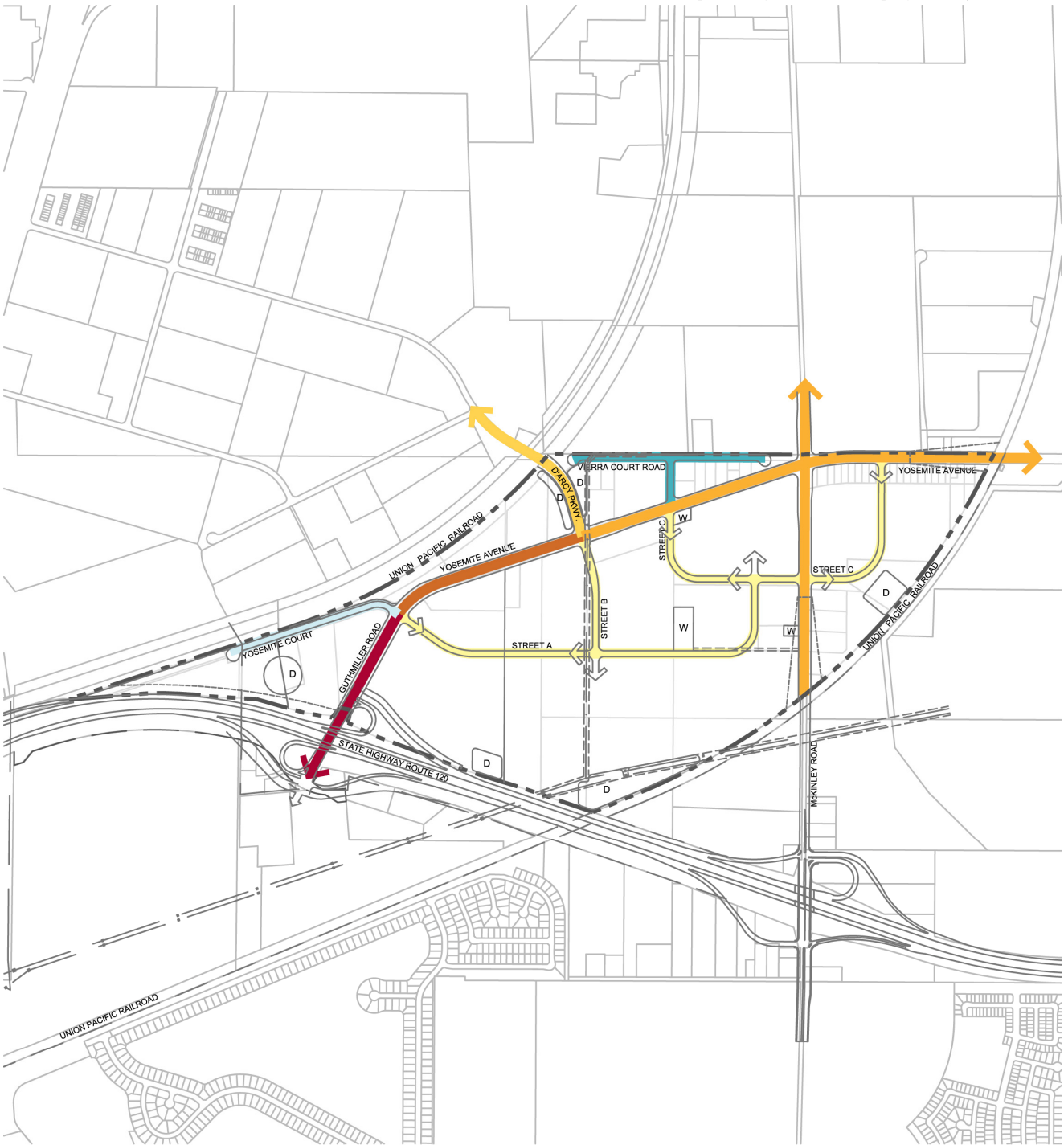
1. A minimum Level of Service (LOS) D shall be maintained on all minor arterials, with the exception of those roadway segments on which the City makes a finding of over-riding consideration.
2. A minimum intersection spacing of 900 to 1,000-feet shall be provided between Minor Arterial Streets intersecting Arterial Streets.
3. The City Engineer or the Community Development Department may allow alternatives to the proposed roadway sections, roundabout prototypes, or landscape corridors, subject to design review.
4. Streetscapes shall be designed and landscaped in accordance with final street section details and the design guidelines found in Chapter 5.

4.4.1.5 Local Streets

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

4.4.1.6 Local Street Standards

1. Districts should be designed with internal connecting streets to encourage a more open and accessible network and to improve the distribution of traffic throughout the roadway network.
2. Multiple points of access to development areas are encouraged, to maximize the number of streets that carry traffic and the distribution of traffic loads from each development area.
3. The City Engineer or the Community Development Department may allow alternatives to the proposed roadway sections, alleys, or landscape corridors, subject to design review.
4. With respect to the portion of Street C connecting Yosemite Avenue to Vierra Court, this street shall be aligned such that its eastern right-of-way runs along the western boundary of parcels “Espinosa” and “3-Dog Chicks” (APNs 241-280-01 and 241-280-02). See Appendix B for the Ownership Map.
5. Streetscapes shall be designed in accordance with final street section details and the design guidelines found in Chapter 5.

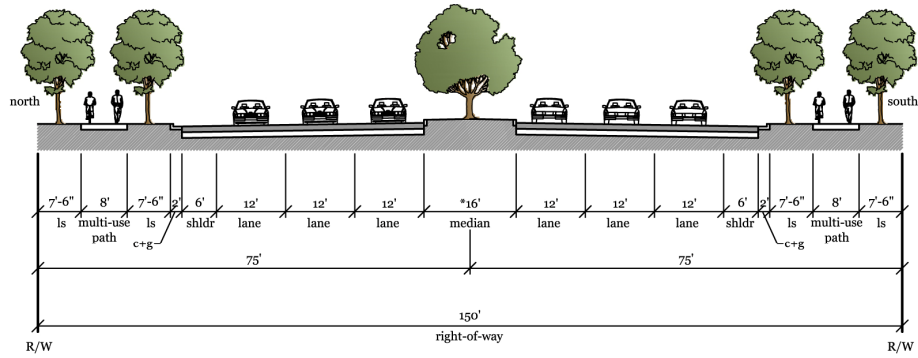


Legend

- 6-Lane Arterial
- 5-Lane Arterial
- 4-Lane Arterial
- 4-Lane Minor Arterial
- Vierra Court Road/Street C
- Yosemite Court
- Project Boundary

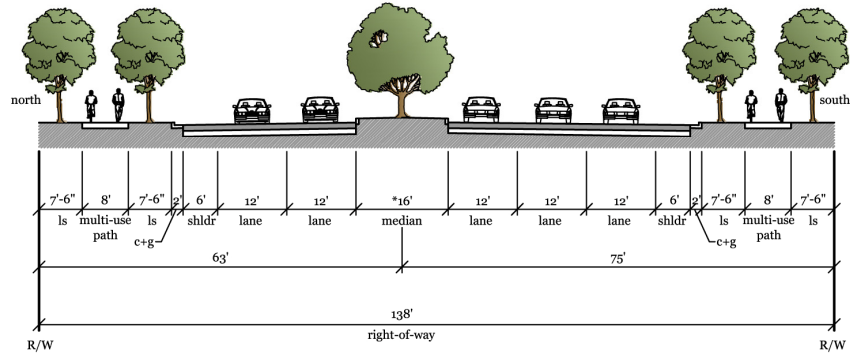
Figure 4.1: Circulation - Vehicular		Date: April 2010
Lathrop Gateway Business Park Specific Plan Lathrop, California	NOT TO SCALE	

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6-Lane Arterial

(Guthmiller/Yosemite Avenue, Highway 120 to Yosemite Court)
150' Right-of-Way



5-Lane Arterial

(Yosemite Avenue, Yosemite Court to D'Arcy Parkway)
138' Right-of-Way

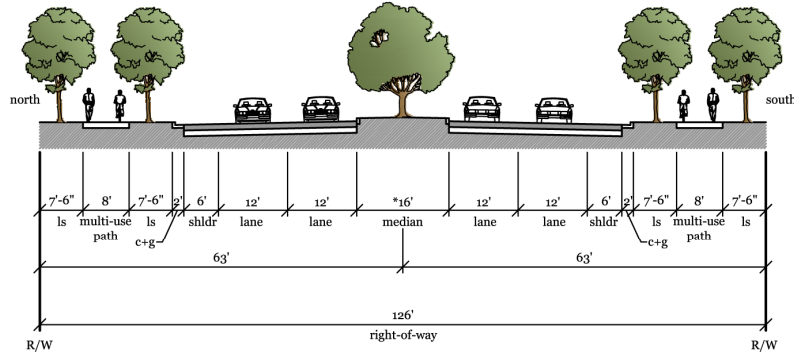
* Median to be reduced from 16' to 4' where turn lanes are required.

Legend

- sw sidewalk
- ls landscape
- c+g curb and gutter
- bl bike lane
- lane driving lane
- shldr shoulder
- R/W right-of-way

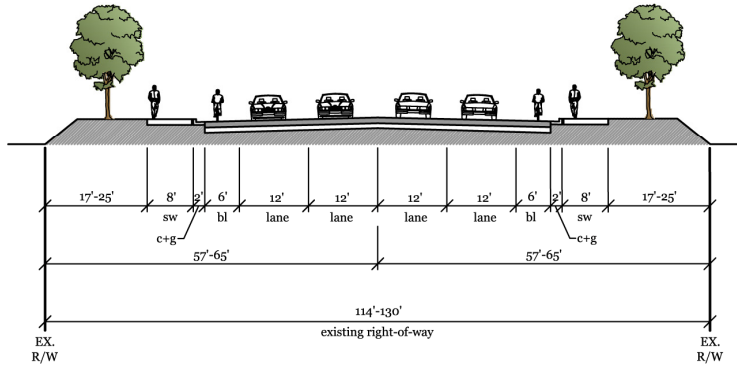
Figure 4.2: 6-Lane & 5-Lane Arterial Sections		Date: April 2010
Lathrop Gateway Business Park Specific Plan Lathrop, California	NOT TO SCALE	

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4-Lane Arterial

(Yosemite Avenue, east of D'Arcy Parkway to eastern property boundary, and McKinley Avenue)
126' Right-of-Way



4-Lane Minor Arterial

(D'Arcy Parkway, on-street bike lane and no parking)
114' to 130' Right-of-Way

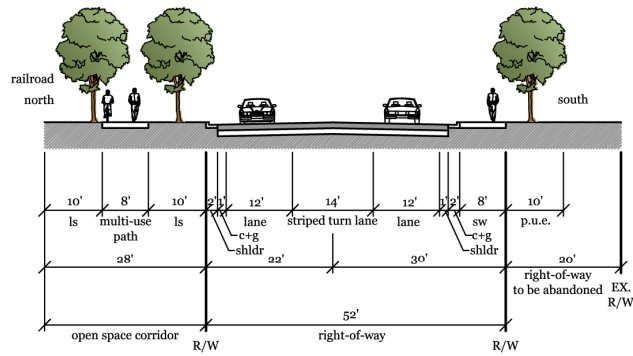
Legend

- sw sidewalk
- ls landscape
- c+g curb and gutter
- bl bike lane
- lane driving lane
- shldr shoulder
- R/W right-of-way
- EX. R/W existing right-of-way

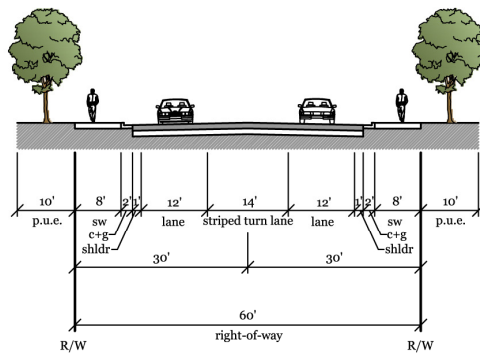
* Median to be reduced from 16' to 4' where turn lanes are required.

Figure 4.3: 4-Lane Arterial & Minor Arterial Sections			Date: April 2010
Lathrop Gateway Business Park Specific Plan Lathrop, California	NOT TO SCALE		

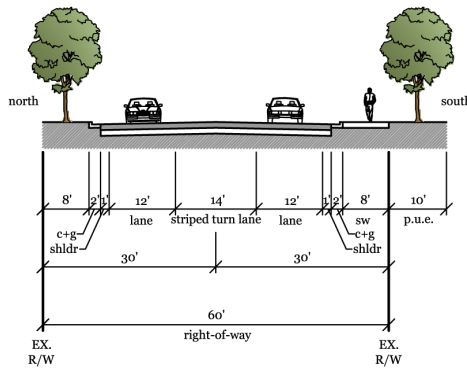
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Yosemite Court
 (2-lanes, multi-use path on north side)
 52' Right-of-Way



Local Commercial/Industrial
 (Internal collector, no parking)
 60' Right-of-Way



Vierra Court
 (No parking)
 60' Right-of-Way

- Legend**
- sw sidewalk
 - ls landscape
 - c+g curb and gutter
 - bl bike lane
 - lane driving lane
 - shldr shoulder
 - R/W right-of-way
 - EX. R/W existing right-of-way

Figure 4.4: Local Sections		Date: April 2010	
Lathrop Gateway Business Park Specific Plan Lathrop, California	NOT TO SCALE	N ⊕	WOOD RODGERS DEVELOPING INNOVATIVE DESIGN SOLUTIONS

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4.4.2 Bikeways

A comprehensive system of bikeways is proposed for the Plan Area that will allow for convenient access between land uses, thereby encouraging bicycling as an alternative mode of transportation (Figure 4.8). There are two fundamentally different types of bikeways: those in dedicated open space corridors and those along streets. Both serve the primary function of providing bike connections between major activity centers in the plan. All bikeways within the Plan Area will be consistent with and become an extension of the City of Lathrop Bicycle Transportation Plan; the bikeway plan identified in this specific plan should be implemented to the maximum extent possible.

Bicycle facilities are generally categorized into three distinct classes.

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

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

Within the Lathrop Gateway Business Park Specific Plan Class I bike paths, providing 8-foot of pavement, shall be provided along the open space adjacent to Union Pacific Railroad, continuing on Yosemite Avenue (south side only) to the eastern boundary of the Plan Area. In addition, Class I bike paths will be provided along the south side of Guthmiller Road, to connect to Yosemite Avenue, and along McKinley Avenue. These paths will provide off-street connections throughout the Plan Area, exceeding the mandate of the City of Lathrop's Bicycle Transportation Plan.

Class II bike lanes shall be located adjacent to minor arterial streets, providing a 6-foot striped lane adjacent to the 2-foot curb and gutter. Class II bike lanes will connect to the off-street, Class I bike path, serving as an extension of the bikeway network in the City of Lathrop. Separated 8-foot sidewalks are located adjacent to all streets, to provide a safe and attractive environment that encourages pedestrian activity throughout the Plan Area.

Class III bike routes can be designated on local streets to provide further connectivity between key land uses and between individual project areas. Class III routes can be analyzed, identified, and designated during the review of more detailed future site plans.

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

4.4.2.1 Bikeway Standards

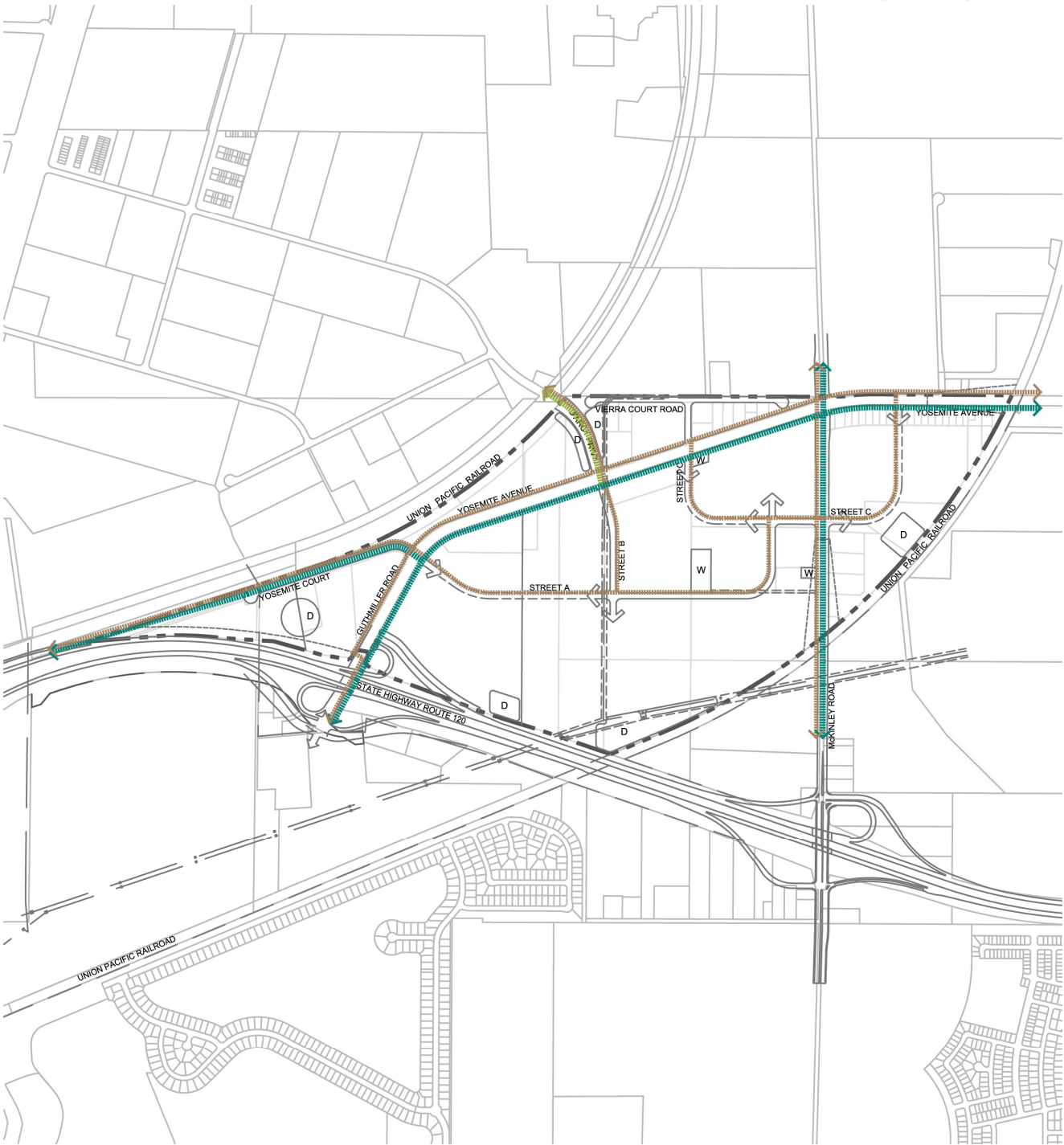
1. The off-street bicycle/pedestrian network shall include an informational signage program (e.g., “1/2 mile to town center”).
2. Class I bike lanes shall be provided as identified by (Figure 4.5).
3. Class I bike lanes shall be provided as connection to regional trails and transit facilities within and outside the Plan Area.
4. Private developers shall incorporate Class I bike lanes that are within their proposed tentative maps as identified on the trail diagram (Figure 4.5), including Yosemite Avenue.
5. Class II bike lanes shall be located within the right-of-way of other minor arterial streets.

4.4.3 Walkways

A comprehensive hierarchy of pedestrian walkways is proposed (Figure 4.5). Sidewalks shall be provided along all streets within the Plan Area, providing a pleasant and comfortable walking experience. This comprehensive system of pedestrian walkways will encourage walking or biking to work and will allow convenient connections within the business park to other areas. Employees and patrons will be able to walk between commercial and office centers, thereby encouraging an alternative to vehicular travel.

4.4.3.1 Walkway Standards

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



Legend

- Proposed Bicycle Path, Off-Street (Class I)
- Proposed Bicycle Path, On-Street (Class II)
- Proposed Pedestrian Path
- Project Boundary

Figure 4.5: Circulation - Bicycle & Pedestrian		Date: April 2010	
Lathrop Gateway Business Park Specific Plan Lathrop, California	NOT TO SCALE		

\\jobs\2542_Lathrop Gateway Business Park\Lathrop Gateway Business Park-04\Planning\Exhibits\SPA\Draft_2009\exhibits\Fig-4.5_Circulation-Site-Pad.dwg 4/15/10 9:58am lbicylls

4.5 ALTERNATIVE TRANSPORTATION MODES

4.5.1 Bus Transit

The Plan Area currently has no bus service. It is anticipated that San Joaquin Regional Transit District (SJRTD) will provide bus service to the Plan Area. With the build-out of the Lathrop Gateway Business Park, bus service will likely be expanded to serve new businesses through a re-routing of the Intercity services between Tracy, Manteca, and Stockton. Generally, routes are anticipated along Yosemite Avenue within the Plan Area. Although it is considered unlikely, expanded bus service may also include routes that link internally through the Plan Area to provide connections to employment or shopping areas.

To support public transit and the likelihood that bus routes will follow arterial roadways, the Land Use Plan has been configured to place highest-intensity land uses adjacent to Yosemite Avenue/Guthmiller Road. This type of configuration will maximize the potential for ridership. Proposed stops are illustrated on Figure 4.6. Final locations for bus stops and bus routes within the Plan Area will be determined as development occurs and in conjunction with SJRTD.

4.5.1.1 Bus Transit Standards

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

4.5.2 Rail Transit

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

4.5.3 Park-and-Ride Facility

A Park-and-Ride facility may also be considered within the Plan Area due to the ideal location close to a major highway intersection. If a facility of this kind is located in the Plan Area, SJRTD may serve the

facility as a regional Park-and-Ride location for San Joaquin Commuter bus services. Additional coordination with SJRTD, as development occurs, will be necessary in determining the benefit of a Park-and-Ride facility.








- Legend**
-  Existing ACE Transit Stop
 -  Possible Transit Stop (per Specific Plan)
 -  Project Boundary

Figure 4.6: Circulation - Transit		Date: April 2010	
Lathrop Gateway Business Park Specific Plan Lathrop, California	NOT TO SCALE		

\\jobs\2542_Lathrop Gateway Business Park\Lathrop Gateway Business Park-04\Planning\Exhibits\SPA\Draft_2009\exhibits\Fig-4.6_Circulation-Transit.dwg 4/15/10 10:00am lbojlls

5.0 Design Guidelines

5.1 INTRODUCTION

The Design Guidelines give form to the vision for the Lathrop Gateway Business Park development. By establishing minimum standards for character, building design, and landscape elements, this document, together with the City's zoning code, ensures a coherent design language that exemplifies the contemporary planning ideals: diversity, connectivity and sustainability.

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

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

5.2 PURPOSE

The purpose of the guidelines and standards for commercial, office, and industrial development is to ensure consistency of design and district compatibility across a wide range of uses within the three Lathrop Gateway Business Park development designations.

These guidelines provide clear standards for the development of a well-designed project: compatibility with adjacent land uses, contribution to the character of the streetscape and community-wide vision, and a vibrant community that encourages alternative modes of transportation.

The Lathrop Gateway Business Park Specific Plan encourages a blending and overlapping of different land use types. Therefore, these guidelines are general and apply to all three districts. Projects should

not be designed as secluded developments, but should be conceived in relation to the context of the surrounding community.

5.3 SECTOR VISION

To follow is a brief description and vision of each sector within the Plan Area:

SERVICE COMMERCIAL SECTOR

The Service Commercial Sector is envisioned to allow for a wide spectrum of employment uses, while providing flexibility for office, light industrial, and the possibility of some retail uses. Some limited commercial uses can take advantage of proximity to major roadways, creating visibility and easy access from the road. These could be located closer to the corner of Yosemite and McKinley Avenues. It is recognized that signage and corporate identity is likely to be important to most tenants. Buildings may be designed to vary in scale, massing, material, and color, however, they should achieve a visual compatibility with each other. Varying material, color, and scale often serves to avoid a “mega-store” appearance. Secondary and tertiary buildings may be located away from major roadways, and although these buildings are not focal features of the site, consideration to scale, massing, material and color is essential. Buildings in the Service Commercial Sector should stand alone as exemplary objects of commercial architecture, considering all elevations of a building, and should also function and aesthetically coalesce as a unified whole with other buildings in the area.

LIMITED INDUSTRIAL SECTOR

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

MIXED COMMERCIAL OFFICE/LIMITED INDUSTRIAL SECTOR

The Commercial Office area of this mixed sector, the western region of the site, capitalizes on access and visibility from State Route 120. The Limited Industrial site, though it enjoys high freeway visibility along SR 120, need not be as accessible from the freeway as the office and commercial uses. Envisioned as a campus style development, with buildings arranged in an orderly landscaped setting, office and commercial buildings are encouraged to be clustered on the site to the extent practical, and located in close proximity to the SR 120 interchange and Guthmiller/Yosemite Avenue corridor. With the proximity to major corridors and SR 120, the Mixed Commercial Office/Limited Industrial Sector should attract visitors, both local and regional, with opportunity for freeway-oriented retail uses in southeast Lathrop. The architecture should be of high quality and thematically compatible, helping to anchor the area, providing a pleasing image and visual entryway to the Lathrop Gateway Business Park development. Where feasible, parking should be placed behind buildings or landscaped areas. Groupings of buildings should be located to take advantage of landscaping, visibility, and potential gathering or entry spaces for employees and visitors. Clearly identified walkways should connect buildings to each other and to the surrounding site and other sectors. Opportunities for either horizontal mixed-use, office adjacent to commercial, or vertical mixed-use, office over commercial, may be considered where feasible and practical.

5.4 ORGANIZATION

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

5.5 LATHROP GATEWAY BUSINESS PARK PRINCIPLES, STANDARDS AND GUIDELINES

The Lathrop Gateway Business Park Specific Plan (LGBPSP) strives for a realistic and attractive development. The Lathrop Gateway Business Park, within the existing and surrounding landscape, will continue to advance the economic vitality and job growth in Lathrop by creating a development of

quality site design and architecture. To achieve these goals, the following planning and design principles have been developed to assist designers and developers in meeting the City's preference.

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

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

5.5.1 SITE DESIGN

The Lathrop Gateway Business Park is intended to be a vibrant mix of uses dispersed throughout three coherent and organized districts. Due to the wide variety of uses allowed within the Plan Area, circulation, site planning, landscaping, and architecture should be the key elements that unify all districts. Projects are encouraged to provide a safe and functional environment for all users and patrons, including pedestrian, bicycle, and automobile. Development should reflect quality and visual appeal as it relates to adjacent streets and surrounding development.

The site design section is divided into two sub-sections:

- Site Planning
- Architecture

5.5.1.1 SITE PLANNING



A. CIRCULATION

The objective of the Lathrop Gateway Business Park Specific Plan circulation is to promote efficient and safe movement of goods and people throughout the site. The circulation design should take into account all types of users: vehicle, pedestrian and bicycle.

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

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

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

The following circulation design guidelines apply to all districts of the Lathrop Gateway Business Park Specific Plan:

1. Land uses that are automobile dependent should be designed to minimize the conflict between pedestrians, bicycles, and automobiles, by the following means:
 - Place buildings at the setback from public rights-of-way and use the public sidewalk to create pedestrian entries;
 - Create pedestrian-only connections between public sidewalk and buildings, avoiding crossing drive-thru lanes wherever possible; or
 - Place vehicle entrances and drive-thru areas away from main pedestrian entries.
2. Each district should provide pedestrian and bicycle connection to adjacent uses within the Lathrop Gateway Business Park Specific Plan. This would include public sidewalk connection to internal project circulation for pedestrians and public right-of-way bicycle paths to internal on and off-street routes for bicycles. These connections should be well lit and marked for the safety of its users.



B. BUILDING PLACEMENT & PARKING

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

The following building placement and parking design guidelines apply to the all districts of the Lathrop Gateway Business Park Specific Plan:

1. Where feasible and desirable, buildings should maintain close proximity to streets;
2. Buildings should be sited to attract users:
 - Entrances should be designed to accommodate safe pedestrian travel;
 - Parking should have close proximity to buildings;
 - Create spaces with gathering areas, plantings, bicycle parking, or other amenities between or adjacent to buildings;
 - Minimize excessive setbacks that detract from the streetscape, or else optimize excessive setback areas in distinctive landscaping; and
 - Building elevations should consider the human-scale design elements on ground floor facades and specifically at building entrances.

3. Parking areas should be designed for circulation efficiency and safety of all users:
 - Large areas of parking should be screened from view as much as possible and placed away from major rights-of-way, behind buildings, or obscured with landscape treatments, such as berms, tall shrubs, and trees;
 - Shared parking between projects and districts is encouraged;
 - Landscaping should be provided in parking areas as specified by the landscaping section in this chapter; and
 - Pedestrian pathways and walkways, clearly marked with enhanced paving material, should be provided through parking areas as direct routes to building entries.
4. Loading and delivery areas should be located appropriately to minimize their visibility, potential circulation, noise, and light conflicts. Screening these areas with landscaping, buildings, fences or walls is encouraged.
5. Corner and mid-block buildings should be oriented towards the public right-of-way and should be designed to achieve the following:
 - Where feasible and desirable, driveway entrances and stacking lanes should be separated from public pedestrian spaces and crossings.



C. REFUSE, STORAGE & EQUIPMENT AREAS

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

The following design guidelines apply to all districts of the Lathrop Gateway Business Park Specific Plan as it relates to refuse, storage and equipment areas:

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



D. LANDSCAPING

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

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

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

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



parking lot. (Estimated shade diameter is projected at 15 years from time of planting.) Parking lot shade trees shall conform, at a minimum, to standards and requirements shown in the Municipal Code.

Irrigation and water conservation is mandatory. Irrigation systems should be designed to ensure the efficient use of water and avoidance of overspray and overwatering. To help ensure an efficient irrigation system, plants should be grouped in Hydrozones, which is a combination of plants with similar water needs. The use of low-water native and adaptive plants is highly encouraged. All landscape areas must be irrigated with an automatic irrigation system controlled by a timer. Use of drip irrigation is encouraged where practical and most effective, especially in shrub and tree areas.

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

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

The following design guidelines apply to all districts of the Lathrop Gateway Business Park Specific Plan as it relates to landscaping:

1. Landscaping should be used to define outdoor spaces, softening and complementing structures, and should also be used for utilitarian qualities:
 - Become a backdrop to pedestrian outdoor gathering places;
 - Screening parking, loading, storage, and equipment areas;

- Provide shade and enhancement to the streetscape, parking lots, and pedestrian outdoor gathering places; and
 - Directional, defining entries and pedestrian ways.
2. Landscaping and trees should be employed in parking areas to break up expanses of hardscape and to minimize heat island effect;
 3. Where feasible and desirable, mature trees and plantings should be maintained and incorporated into the landscape design;
 4. Natural and existing vegetation should be preserved where possible and incorporated into the new landscaping. Retention and detention areas should be planted to create the appearance of natural vegetation. Careful selection of plant types is necessary to ensure survival and be compatible with the proper functioning of the drainage system;
 5. Conservation and efficient use of water is at the forefront of the Lathrop Gateway Business Park Specific Plan landscaping objective:
 - Plants should be selected and grouped according to their maintenance and water use profile. In all cases, low-maintenance and drought tolerant plantings are highly encouraged;
 - Planting of turf areas should be kept at a minimum. A maximum of 10% of the total landscaped site area may be irrigated turf. Drought-tolerant ground covers and shrubs are lower maintenance and seen as more desirable;
 - All landscaped areas should be designated for maximum water efficiency and irrigated through automatic irrigation system controlled by a timer. Non-potable or recycled water should be used to the extent feasible;
 - Use alternative and porous paving options for pedestrian pathways and non-vehicular and bicycle circulation to maximize infiltration of water runoff;
 - Curb, headerboards, pavers, and other materials should be used to minimize water run-off and define landscaped areas; and

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



E. WALLS & FENCES

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

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

1. Walls and fences will not be permitted if they aren't necessary for specific screening, gateway, aesthetic, or security purposes;
2. Tall walls and fences are discouraged along arterial and collector roadways, as they diminish the street scene. Fences and walls should not exceed a maximum height of six feet, unless special screening and/or security issues are demonstrated and require a building permit and design review.

Low decorative or auto-screening walls, 2 to 4-feet in height, may serve to enhance a building area or streetscape, if tastefully designed;

3. Walls and fences, used at property frontages or for screening, should be designed as an extension of a building's architecture; top caps on masonry walls and wood fences are encouraged. Self clinging or supported vines shall be planted at regular intervals along walls to ensure coverage within 5 years in order to discourage graffiti and soften the overall appearance of the wall;
4. Where long expanses of wall or fence are unavoidable, articulation in the form of wall offsets or landscaping should be implemented; and
5. Where security fencing is required, a combination of solid and open grill work is encouraged. Barbed or razor wire fences are prohibited.



F. PUBLIC SPACES AND PEDESTRIAN AMENITIES

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

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

The following design guidelines apply to all districts of the Lathrop Gateway Business Parkway Specific Plan as it relates to public spaces and pedestrian amenities:

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

- Within the Service Commercial District, gathering places should be placed where appropriate to encourage employee and visitor interaction.
3. Pedestrian connections should be established within projects and districts, where logical and practical. Areas for respite for users should be encouraged.



G. LIGHTING & FURNITURE

Lighting is an important element in the landscape and should be used to contribute to a safe and attractive environment. Natural areas will need little light while street intersections will require illumination levels safe for pedestrian crossings. Lighting is also used to reinforce the development's overall design theme and create a consistent sense of place by adding a common, thematic element that is repeated along all major roadways. It is recommended that one street light product type be specified for the entire Plan Area. The height of lights will vary depending on application. Light standards will typically be higher along roadways, and will be lower in pedestrian areas.

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

The following design guidelines apply to all districts of the Lathrop Gateway Business Parkway Specific Plan as it relates to lighting and furniture:

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



5.5.1.2 ARCHITECTURE

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

The architecture section is divided into two sub-sections:

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



A. MASSING, SCALE, AND FORM

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



B. STYLE AND DESIGN DETAILS

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



C. ROOFLINE

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



D. ENTRIES

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





E. MATERIALS & COLORS

1. All building elevations must include architectural patterns that include at least (2) of the following elements:
 - Color change;
 - Texture change;
 - Material change; and/or
 - A wall offset, reveal, or projection of at least 12 inches in depth.
2. Exterior materials should be durable and high quality to prevent degradation and for the ease of maintenance:
 - Large expanses of smooth material such as concrete should be broken up with expansion joints, reveals, recesses, or changes in texture and color;
 - Large expanses of highly reflective surface and mirror glass exterior walls should be avoided to prevent heat and glare impacts on the adjacent public streets and properties; and
 - High quality metal may be used as exterior siding or in large expanses only if approved by planning staff. It may be used for minor architectural features and trims.

3. Colors should be compatible throughout each district, while allowing for individuality to each development area. A varied and rich color palette is encouraged, although it should be noted that color should not be used as an attention-seeking device. Colors should be used to enhance a building's presence and bring together other materials throughout the project; and
4. Building trim and other accent elements may feature brighter colors, if desired, but should always compliment the base color. Neon tubing is prohibited from building trim or accent areas.



F. WINDOWS & DOORS

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





G. FACADES

1. Facades of 100-feet or more in length are encouraged to break-up the elevation using one of the following techniques:
 - Wall and/or second floor offsets; or
 - Recessed entries or windows.
2. Facades that face public streets should create visual interest by using one or more of the following techniques:
 - Human-scale elements, like awnings or overhangs;
 - Arcades or recesses; or
 - Entry areas.





H. SIGNAGE

1. Color and material options for signs should always compliment the architectural style of the building;
2. Signage should be scaled appropriately for its given location;
3. Building signage should be located near to the related business entry, or as identity feature as seen from major travelways;
4. Signing should maintain a visual consistency throughout a project area. When more than one sign is required for a given business or area, both signs should maintain visual compatibility with one another;
5. Signage text should be kept to a minimum and scaled appropriately for placement and legibility purposes;
6. Wall signs, monument signs, and low-profile freestanding signs are encouraged;
7. Signage for pedestrian and bicycle way-finding is encouraged; and

8. Lighting is allowed to illuminate signage at night. Lighting should be designed appropriately as to not create hazardous glare for pedestrians, bicyclists, and vehicles. Both externally and internally illuminated signage is allowed.
9. Neon signs are not permitted.
10. At key entry areas along Guthmiller Road and Yosemite Avenue, project-wide decorative entry features and monument signs shall be located to identify and enhance the image of the Lathrop Gateway Business Park. Developers and builders of the project shall work with City Staff to establish appropriate locations and criteria for this project-wide monumentation and signage.

5.6 DESIGN REVIEW

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

6.0 Public Services and Infrastructure

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

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

Details relating to phasing and financing are discussed in section 6.3 of this chapter and Chapter 7, Financing, with specific improvement and other obligations provided for in the Lathrop Gateway Business Park Specific Plan development agreements.

6.1 PUBLIC SERVICES

6.1.1 Open Space & Recreation

The City of Lathrop does not have adopted park/open space dedication or fee requirements for non-residential development. Such requirements are associated with residential uses which create the primary demand for, and benefit from proximity to, recreational facilities. Although open space and recreation facilities are not required or mandated, provision is made within Chapter 3, Land Use, and Chapter 5, Design Guidelines, for the construction of outdoor amenities.

6.1.2 Police Protection

The City of Lathrop contracts with the San Joaquin County Sheriff's Department for police protection services. The Lathrop Police Department acts as a division of the Sheriffs Department, with those

deputies assigned to the City only working in the City limits and receiving specialized training reflective of the needs of an incorporated city. Administrative offices for the Department are located on 7th Street within Lathrop, approximately two miles north of the Plan Area. The Lathrop Police Department provides services such as emergency law enforcement, routine patrol, traffic enforcement, a Crime Stoppers program, and a Crime Prevention Through Environmental Design program. The Police Department has a service goal of 1.5 officers per 1,000 residents.

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

6.1.3 Animal Services

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

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

6.1.4 Fire Protection and Emergency Services

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

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

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

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

6.2 INFRASTRUCTURE

6.2.1 Potable Water

6.2.1.1 Supply

Potable water will be supplied to the Lathrop Gateway Business Park Specific Plan by the City of Lathrop. Funding will be provided by the developers. The City is expected to provide potable groundwater from an expansion of the City's well field and potable surface water from Phase 1 and/or the Phase 2 expansion of the South County Surface Water Supply Program (SCSWSP) by the South San Joaquin Irrigation District (SSJID). It is anticipated that ultimately approximately two-thirds of the water needed for the Plan Area will come from the SCSWSP, with the remainder coming from the expansion of City wells. There is an identified need for as many as three City well sites within the Plan Area (wells Number 21 through 23). As shown on Figure 6.1, Well Number 21 is constructed along with a water treatment facility within the Plan Area. The City has purchased a site for future Well 22 within the Plan Area, but has not yet constructed the well. A portion of the Well 22 site will be needed for right-of-way in order to widen McKinley Road to its ultimate width. The proposed site plan accommodates additional land for Well 22 that may be needed when McKinley Road is widened. The site for Well 23 has not yet been purchased, but has been identified.

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

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

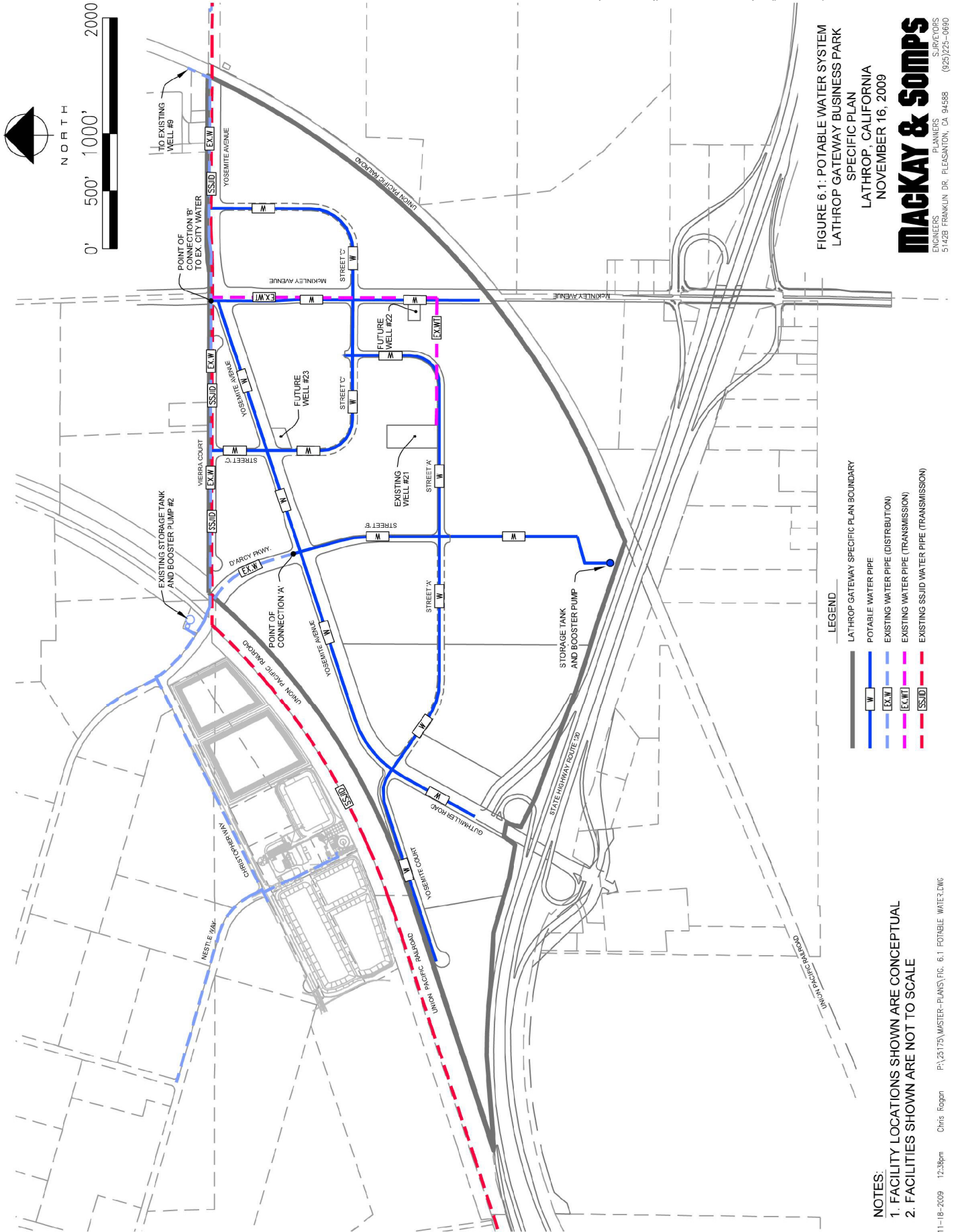
In addition to the potable supply, the Lathrop Gateway Business Park Specific Plan makes maximum use of recycled wastewater for the irrigation of public rights of way and open space. Further, the potential exists for the irrigation of private open space areas and other

landscaping with the use of recycled wastewater (See Section 6.2.3 for further discussion on recycled water).

Table 6.1: Estimate Water Demand

WATER DEMAND BY PHASE													
Land Use Description	Average Demand Factor (gpd/ac)	PHASE 1		PHASE 2		PHASE 3		PHASE 4		PHASE 5		PHASE 6	
		Acres	Average Demand (gpd)	Acres	Average Demand (gpd)	Acres	Average Demand (gpd)	Acres	Average Demand (gpd)	Acres	Average Demand (gpd)	Acres	Average Demand (gpd)
Commercial Office	2000	0.0	0	0.0	0	0.0	0	0.0	0	41.3	82,660	15.4	30,820
Limited Industrial	2000	80.4	160,860	18.9	37,700	55.4	110,780	0.0	0	0.0	0	12.9	25,700
Service Commercial	1500	0.0	0	0.0	0	0.0	0	48.7	73,035	0.0	0	34.3	51,495
Well Site	0	2.4	0	0.5	0	0.0	0	0.0	0	0.0	0	0.0	0
Detention Basins	300	6.5	1,950	0.0	0	0.0	0	2.5	738	1.6	471	5.1	1,530
Open Space	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	1.6	0
Major Roads (ROW)	0	41.8	0	0.4	0	3.7	0	5.0	0	8.8	0	-3.1	0
Total		131.1	162,810	19.8	37,700	59.1	110,780	56.2	73,773	51.7	83,131	66.2	109,545

CUMULATIVE WATER DEMAND BY PHASE													
Land Use Description	Average Demand Factor (gpd/ac)	PHASE 1		PHASE 2		PHASE 3		PHASE 4		PHASE 5		PHASE 6	
		Acres	Average Demand (gpd)	Acres	Average Demand (gpd)	Acres	Average Demand (gpd)	Acres	Average Demand (gpd)	Acres	Average Demand (gpd)	Acres	Average Demand (gpd)
Commercial Office	2000	0.0	0	0.0	0	0.0	0	0.0	0	41.3	82,660	56.7	113,480
Limited Industrial	2000	80.4	160,860	99.3	198,560	154.7	309,340	154.7	309,340	154.7	309,340	167.5	335,040
Service Commercial	1500	0.0	0	0.0	0	0.0	0	48.7	73,035	48.7	73,035	83.0	124,530
Well Site	0	2.4	0	2.9	0	2.9	0	2.9	0	2.9	0	2.9	0
Detention Basins	300	6.5	1,950	6.5	1,950	6.5	1,950	9.0	2,688	10.5	3,159	15.6	4,689
Open Space	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	1.6	0
Major Roads (ROW)	0	41.8	0	42.2	0	45.9	0	50.9	0	59.6	0	56.5	0
Total		131.1	162,810	150.8	200,510	209.9	311,290	266.1	385,063	317.7	468,194	383.9	577,739



**FIGURE 6.1: POTABLE WATER SYSTEM
LATHROP GATEWAY BUSINESS PARK
SPECIFIC PLAN
LATHROP, CALIFORNIA
NOVEMBER 16, 2009**

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- LEGEND**
- LATHROP GATEWAY SPECIFIC PLAN BOUNDARY
 - POTABLE WATER PIPE
 - EXISTING WATER PIPE (DISTRIBUTION)
 - EXISTING WATER PIPE (TRANSMISSION)
 - EXISTING SSJID WATER PIPE (TRANSMISSION)

- NOTES:**
1. FACILITY LOCATIONS SHOWN ARE CONCEPTUAL
 2. FACILITIES SHOWN ARE NOT TO SCALE

6.2.1.2 Treatment

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

6.2.1.3 Planned Potable Water Pipe Network

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

6.2.1.4 Storage and Pressure

The City's Water Master Plan identifies three components of water storage including emergency, fire and equalization. Emergency storage is intended to provide water supply in the event there is a problem with the typical daily supply. Emergency supply can consist of "emergency only" wells and/or tank storage. Fire storage is intended to provide water supply to fight fires and must be accommodated by tank storage. Equalization storage is intended to help dampen out the impact of daily fluctuations in demand and must be accommodated by tank storage. While the City Master Plan does not explicitly indicate a storage tank is required in the Lathrop Gateway Business Park Specific Plan area it is anticipated that a tank will be needed. Based on a draft update to the City Master Plan, 25% of the maximum day demand is required to be provided by each new development in the City to accommodate equalization storage. It is also possible that some amount of emergency storage will be required. Based on the draft update, 75% of the maximum day demand is required to be provided for emergency storage of which 50% of it may be required to be accommodated by tank storage with the remaining amount to be accommodated through "emergency only" wells. The Master Plan as well as the draft update indicate that no additional fire storage is required in the City. Therefore based on the draft update to the City Master Plan a tank and booster pump may be required for the

Lathrop Gateway Business Park Specific Plan to store between 0.30 million-gallons and 0.75 million-gallons. The timing and size of the water storage tank and booster pump will be determined with future planning efforts such as during tentative map processing. The water tank could potentially be located anywhere within the Plan Area. The exact location of the water tank will be determined when more detailed development proposals are submitted. It may also be possible to expand the capacity of the existing tank and booster pump located along D'Arcy Parkway just north of the Plan Area.

6.2.2 Wastewater

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

6.2.2.1 Estimated Wastewater Generation

The estimated wastewater generation from the Plan Area is approximately 318,480 gallons per day average dry weather flow (ADWF). Table 6.2 summarizes the estimated wastewater generation by phase.

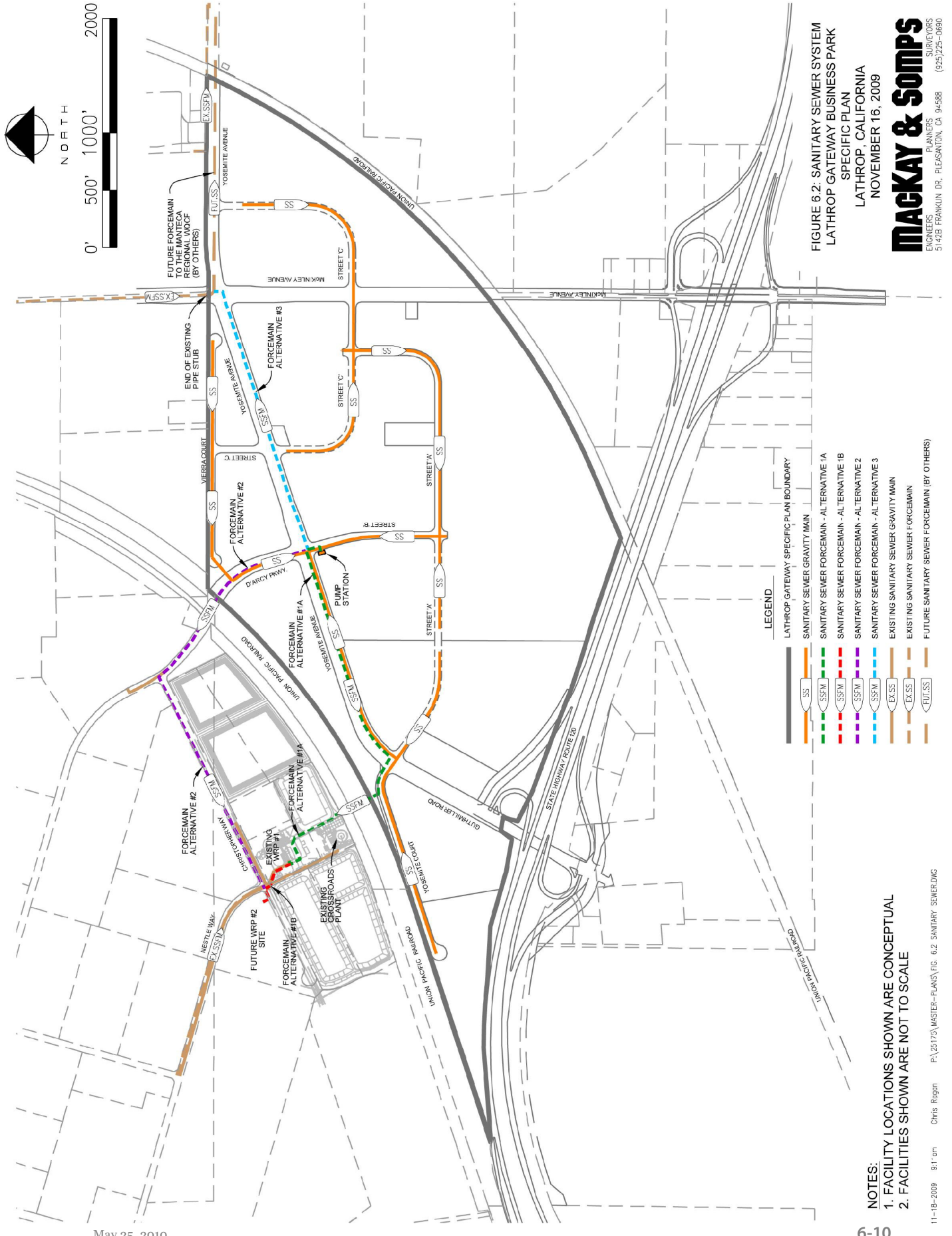
6.2.2.2 Planned Collection System

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

Table 6.2: Estimate Wastewater Flows

SEWER DEMAND BY PHASE													
Land Use Description	Average Demand Factor (gpd/ac)	PHASE 1		PHASE 2		PHASE 3		PHASE 4		PHASE 5		PHASE 6	
		Acres	Average Demand (gpd)	Acres	Average Demand (gpd)	Acres	Average Demand (gpd)	Acres	Average Demand (gpd)	Acres	Average Demand (gpd)	Acres	Average Demand (gpd)
Commercial Office	1200	0.0	0	0.0	0	0.0	0	0.0	0	41.3	49,596	15.4	18,492
Limited Industrial	900	80.4	72,387	18.9	16,965	55.4	49,851	0.0	0	0.0	0	12.9	11,565
Service Commercial	1200	0.0	0	0.0	0	0.0	0	48.7	58,428	0.0	0	34.3	41,196
Well Site	0	2.4	0	0.5	0	0.0	0	0.0	0	0.0	0	0.0	0
Detention Basins	0	6.5	0	0.0	0	0.0	0	2.5	0	1.6	0	5.1	0
Open Space	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	1.6	0
Major Roads (ROW)	0	41.8	0	0.4	0	3.7	0	5.0	0	8.8	0	-3.1	0
Total		131.1	72,387	19.8	16,965	59.1	49,851	56.2	58,428	51.7	49,596	66.2	71,253

CUMULATIVE SEWER DEMAND BY PHASE													
Land Use Description	Average Demand Factor (gpd/ac)	PHASE 1		PHASE 2		PHASE 3		PHASE 4		PHASE 5		PHASE 6	
		Acres	Average Demand (gpd)	Acres	Average Demand (gpd)	Acres	Average Demand (gpd)	Acres	Average Demand (gpd)	Acres	Average Demand (gpd)	Acres	Average Demand (gpd)
Commercial Office	1200	0.0	0	0.0	0	0.0	0	0.0	0	41.3	49,596	56.7	68,088
Limited Industrial	900	80.4	72,387	99.3	89,352	154.7	139,203	154.7	139,203	154.7	139,203	167.5	150,768
Service Commercial	1200	0.0	0	0.0	0	0.0	0	48.7	58,428	48.7	58,428	83.0	99,624
Well Site	0	2.4	0	2.9	0	2.9	0	2.9	0	2.9	0	2.9	0
Detention Basins	0	6.5	0	6.5	0	6.5	0	9.0	0	10.5	0	15.6	0
Open Space	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	1.6	0
Major Roads (ROW)	0	41.8	0	42.2	0	45.9	0	50.9	0	59.6	0	56.5	0
Total		131.1	72,387	150.8	89,352	209.9	139,203	266.1	197,631	317.7	247,227	383.9	318,480



**FIGURE 6.2: SANITARY SEWER SYSTEM
LATHROP GATEWAY BUSINESS PARK
SPECIFIC PLAN
LATHROP, CALIFORNIA
NOVEMBER 16, 2009**

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6.2.2.3 Treatment

Wastewater generated by the Plan Area will be treated to meet federal, State, and City standards before it is disposed of. As shown on Figure 6.2, wastewater will be treated by future expansions to the City of Lathrop's Water Recycling Plant #1 and/or at future Water Recycling Plant #2. Alternatively, all or a portion of the Plan Area's sewage could be routed to the Regional Water Quality Control Facility located in the City of Manteca under an agreement between the two cities. Figure 6.2 shows alternative forcemain alignments for the wastewater to be routed to each location.

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

6.2.3 Recycled Water

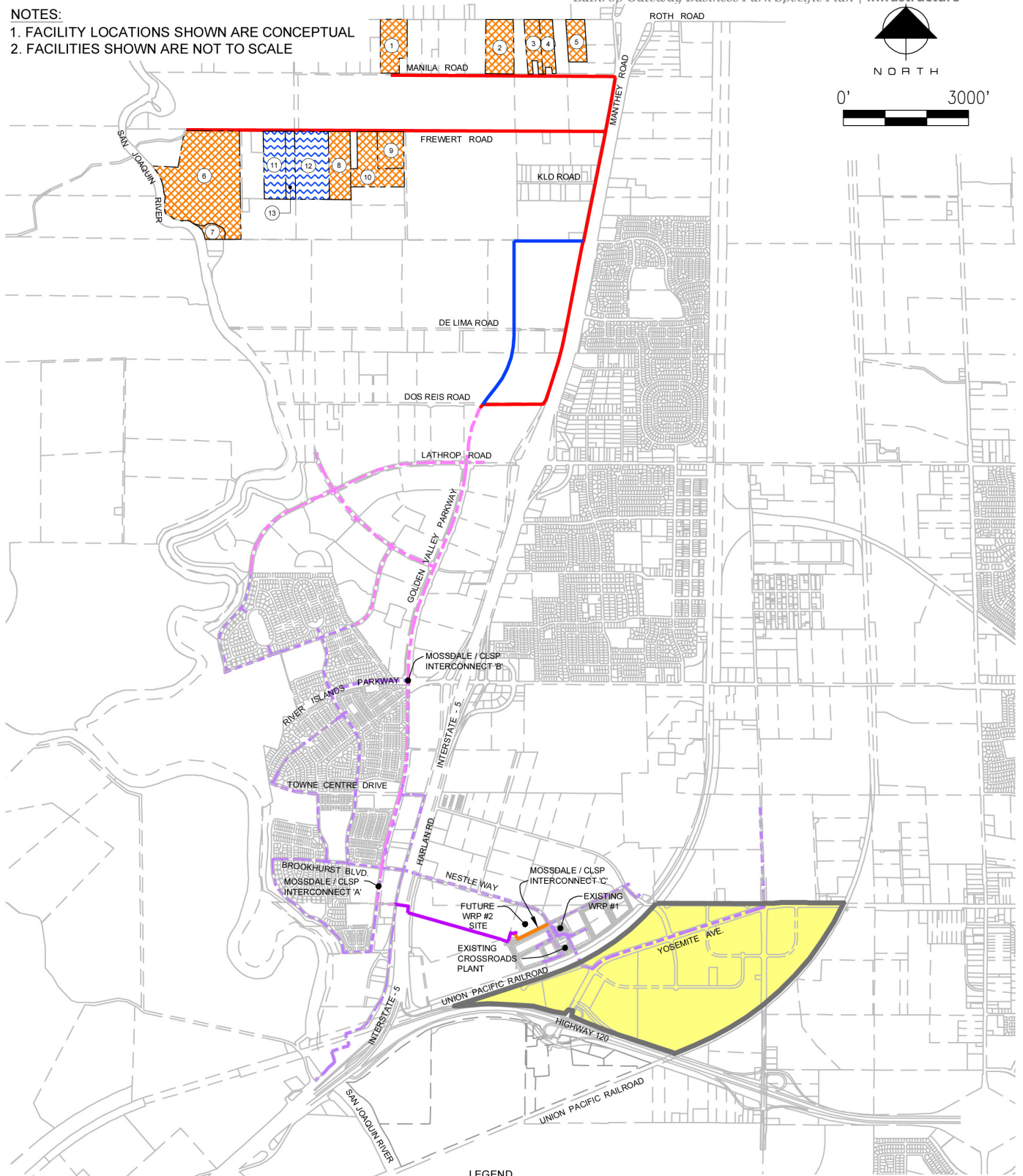
The Lathrop Gateway Business Park Specific Plan will maximize reuse opportunities for recycled water. The term "recycled water" refers to wastewater that has been treated and disinfected to tertiary levels. Water treated to this level has been determined by governmental regulations to be acceptable for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

The use of recycled water for irrigation serves to conserve potable water for other uses. In addition, in the event the potable water supply is limited at any time, such as a "dry year" situation, the use of recycled water ensures a supply for landscaped areas and reduces the likelihood that potable water would be needed for this purpose.

The Lathrop Gateway Business Park Specific Plan proposes to make recycled water available for public irrigation uses. This includes irrigation of landscaped areas within street rights-of-way and open space. In addition, there may be potential for the use of recycled water for private irrigation uses as well, such as common open space areas and landscaping around buildings.

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

NOTES:
 1. FACILITY LOCATIONS SHOWN ARE CONCEPTUAL
 2. FACILITIES SHOWN ARE NOT TO SCALE



LEGEND

- LATHROP GATEWAY SPECIFIC PLAN AREA
- RECYCLED WATER DISPOSAL FIELD
- RECYCLED WATER STORAGE BASIN
- RECYCLED WATER PIPE - SEGMENT 1 - ALTERNATIVE A
- RECYCLED WATER PIPE - SEGMENT 1 - ALTERNATIVE B
- RECYCLED WATER PIPE - SEGMENT 2
- RECYCLED WATER PIPE - "MOSSDALE / CLSP" INTERCONNECT
- EXISTING RECYCLED WATER PIPE "MOSSDALE SYSTEM"
- EXISTING RECYCLED WATER PIPE "CENTRAL LATHROP SYSTEM"

FIGURE 6.3: RECYCLED WATER DISPOSAL
 LATHROP GATEWAY BUSINESS PARK
 SPECIFIC PLAN
 LATHROP, CALIFORNIA
 NOVEMBER 16, 2009



6.2.3.1 Recycled Water Storage Basins and Disposal Fields

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

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

It is estimated that approximately 9.0 acres of land will be irrigated with recycled water within the developed portion of the Lathrop Gateway Business Park Specific Plan as listed in Table 6.3, if approved by the RWQCB. A preliminary estimate indicates that the minimum overall off-site basin area to serve full build-out of the Lathrop Gateway Business Park Specific Plan is approximately 21 acres, assuming an average basin depth of 14 feet with an additional two feet of freeboard (berms 12 feet above ground and basin bottom four feet below ground) and assuming 93 acres of off-site irrigated disposal fields. Sites that are under consideration to be used for basins and/or disposal fields are listed in Table 6.4 and are shown on Figure 6.3. Basins and disposal fields located in the North Lathrop area were approved with previous CEQA documents, the City's "5-year plan for wastewater capacity" and ultimately by the RWQCB in the City's Report of Waste Discharge (RWD) and Waste Discharge Requirements (WDR's). An annual water balance analysis will be prepared to determine the actual recycled water storage volume and irrigation area required. The water balance will be prepared with future planning efforts such as during tentative map processing. Verification that the disposal sites are available for the Lathrop Gateway Business Park Specific Plan will be included with the water balance analysis. In addition, it will be determined what is needed to "perfect" the

disposal sites as required by the City discharge permit and in the Waste Discharge Requirements (i.e. groundwater monitoring work plan, design plans, etc.).

Table 6.3: Irrigated Area

Land Use Description	Assumed Landscape Factor	Total Acres	Estimated Landscape Area
Major Road Landscape	90%	8.8	7.9
Open Space	70%	1.6	1.1
Total		10.1	9.0

Table 6.4: Possible Recycled Water Basins and Disposal Field Sites

APN	Owner	North Village (Acres)	Approved in RWD	RWD Area I.D.
191-150-07	McFall	1.4	YES	7
191-250-03	Cabebe	8.8	YES	3
191-250-06	Bacay	10.3	YES	5
191-250-12	Corales	9.5	YES	4
191-260-13	Luckey	19.5	YES	2
191-260-17	Hensley	22.9	YES	10
191-260-21	Lakeside DM LLC	20.0	YES	8
191-260-22	Sanchez	31.4	YES	12
191-260-23	Reedy	12.8	YES	9
191-260-25	Bechtholds	18.1	YES	1
191-270-04	Sanchez	7.6	YES	13
191-270-05	Sanchez	20.0	YES	11
191-270-21	McFall	92.4	YES	6
Total		274.6		

6.2.3.2 Off-site Improvements

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

Two separate recycled water systems have been constructed in the City of Lathrop that may potentially be utilized to deliver recycled water to the North Lathrop disposal fields and basins. The first system was constructed with the Mossdale Landing project and is connected to the existing WRP #1 treatment plant. The second system was partially constructed with the Central

Lathrop Specific Plan project and was intended to be connected to the future WRP #2 treatment plant. Some of the pipelines to the North Lathrop disposal fields were previously approved and partially designed and constructed with the Central Lathrop Specific Plan project. The two systems may need to be connected to provide for the most flexible, efficient and economical system. Three potential interconnection points are shown on Figure 6.3. A recycled water model will be prepared with future planning efforts such as during tentative map processing.

6.2.3.3 Planned Recycled Water Pipe Network

An existing recycled water pipeline is located in Yosemite Avenue that was constructed with the Mossdale Landing project. A new pipeline will be constructed in McKinley Avenue, which will connect to the existing pipe. The recycled water pipes will enable public landscaping to be irrigated with recycled water. The internal roadways within the Lathrop Gateway Business Park Specific Plan area will not contain public landscaping and therefore recycled water pipes are not required in these streets.

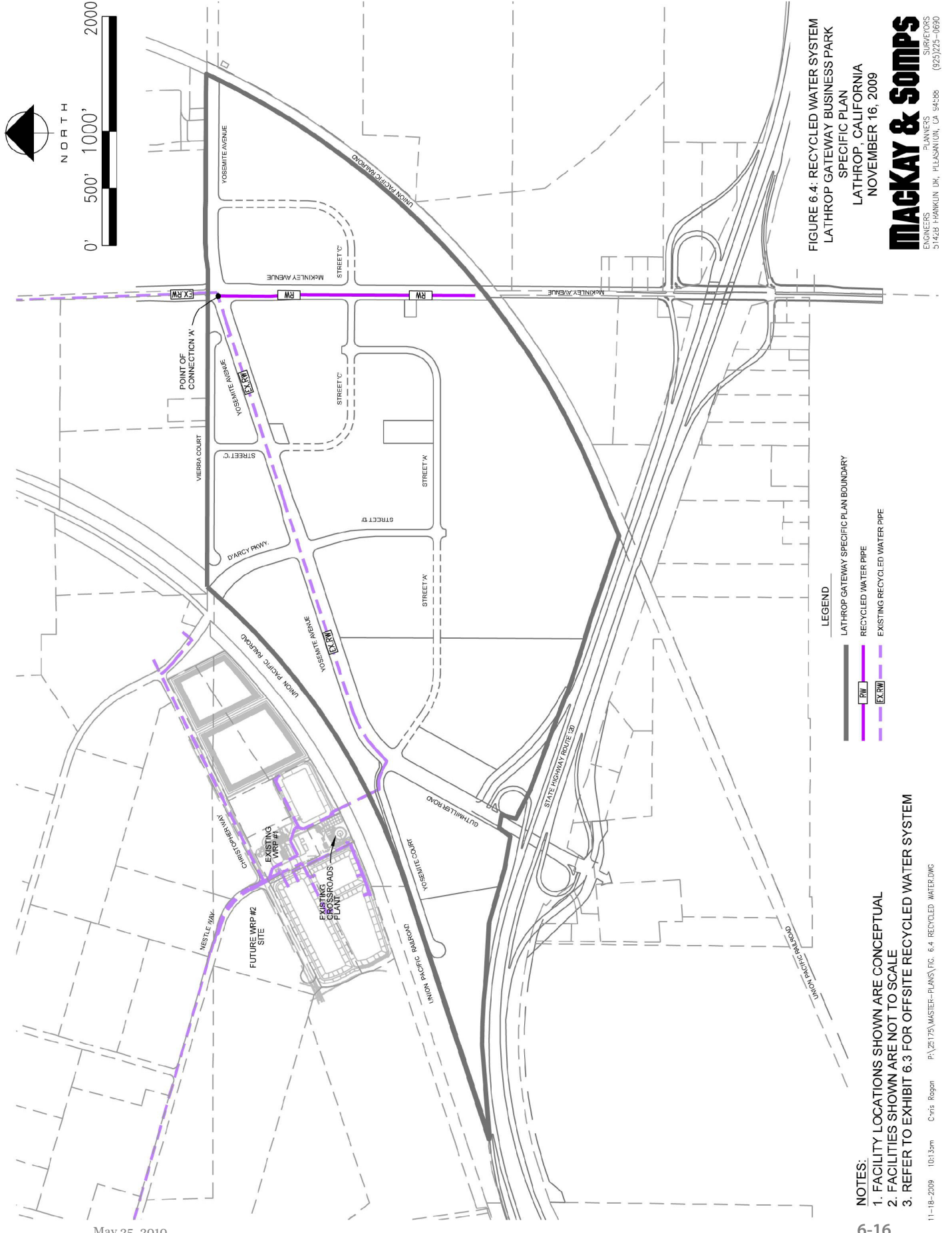


FIGURE 6.4: RECYCLED WATER SYSTEM
LATHROP GATEWAY BUSINESS PARK
SPECIFIC PLAN
LATHROP, CALIFORNIA
NOVEMBER 16, 2009

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LEGEND
 LATHROP GATEWAY SPECIFIC PLAN BOUNDARY
 RECYCLED WATER PIPE
 EXISTING RECYCLED WATER PIPE

NOTES:
 1. FACILITY LOCATIONS SHOWN ARE CONCEPTUAL
 2. FACILITIES SHOWN ARE NOT TO SCALE
 3. REFER TO EXHIBIT 6.3 FOR OFFSITE RECYCLED WATER SYSTEM

6.2.4 Drainage and Flood Control

6.2.4.1 Existing Levee Conditions

An existing levee along the San Joaquin River protects the property from flooding. . The Federal Emergency Management Agency (FEMA) has categorized the property as being in Zone X as shown on Flood Insurance Rate Map (FIRM) number 06077C0620F. The Zone X definition relevant to the Lathrop Gateway Business Park Specific Plan area is “areas protected by levees from 1% annual chance flood”. The FIRM map indicates that the levee has been provisionally accredited.

The levee is maintained by Reclamation District 17 (RD 17). RD17 is working with the Department of Water Resources, the Army Corps of Engineers, the Central Valley Flood Protection Board and FEMA to make improvements to the levee system to mitigate potential seepage concerns with the goal of achieving a fully accredited levee. FEMA is ultimately responsible for accrediting the levee. They provided a letter to RD 17 dated August 31, 2009 regarding the current status. The following are excerpts from the letter:

...”This letter is to document the intent of the July 30, 2009 meeting in the city of Stockton, California, attended by representatives from RD 17, the cities of Stockton, Manteca and Lathrop, to discuss the Provisionally Accredited Levees (PALs) in San Joaquin County, California for the levee systems maintained by RD 17”...

...”The purpose of this letter is to declare FEMA’s position regarding the certification of the levee systems maintained by RD 17. It is our understanding that we will receive a complete data and documentation submission that meets the criteria stated in the Code of Federal Regulations, Title 44, Section 65.10 (44 CFR 65.10). That being the case, FEMA anticipates full accreditation of the levees listed above after the 44 CFR 65.10 data and documentation are provided and accepted”...

6.2.4.2 Existing Local Drainage Conditions

At the time of Specific Plan approval, runoff from within the Plan Area was collected in a system of shallow agricultural ditches, roadside ditches and retention basins. Public storm drain facilities were not available.

With development of the Plan Area, both the total volume of runoff and the peak discharge rate into the San Joaquin River will increase. New drainage infrastructure improvements will be constructed to meet these needs.

The Lathrop Gateway Business Park Specific Plan project area drainage plan has been designed in cooperation with the City. A high degree of design flexibility is incorporated into the drainage program to allow sufficient latitude for each new development within the Plan Area to design an internal system that meets its site-specific needs, so long as the design is consistent with the overall Lathrop Gateway Business Park Specific Plan Project Area Drainage Plan.

6.2.4.3 Planned Storm Collection System

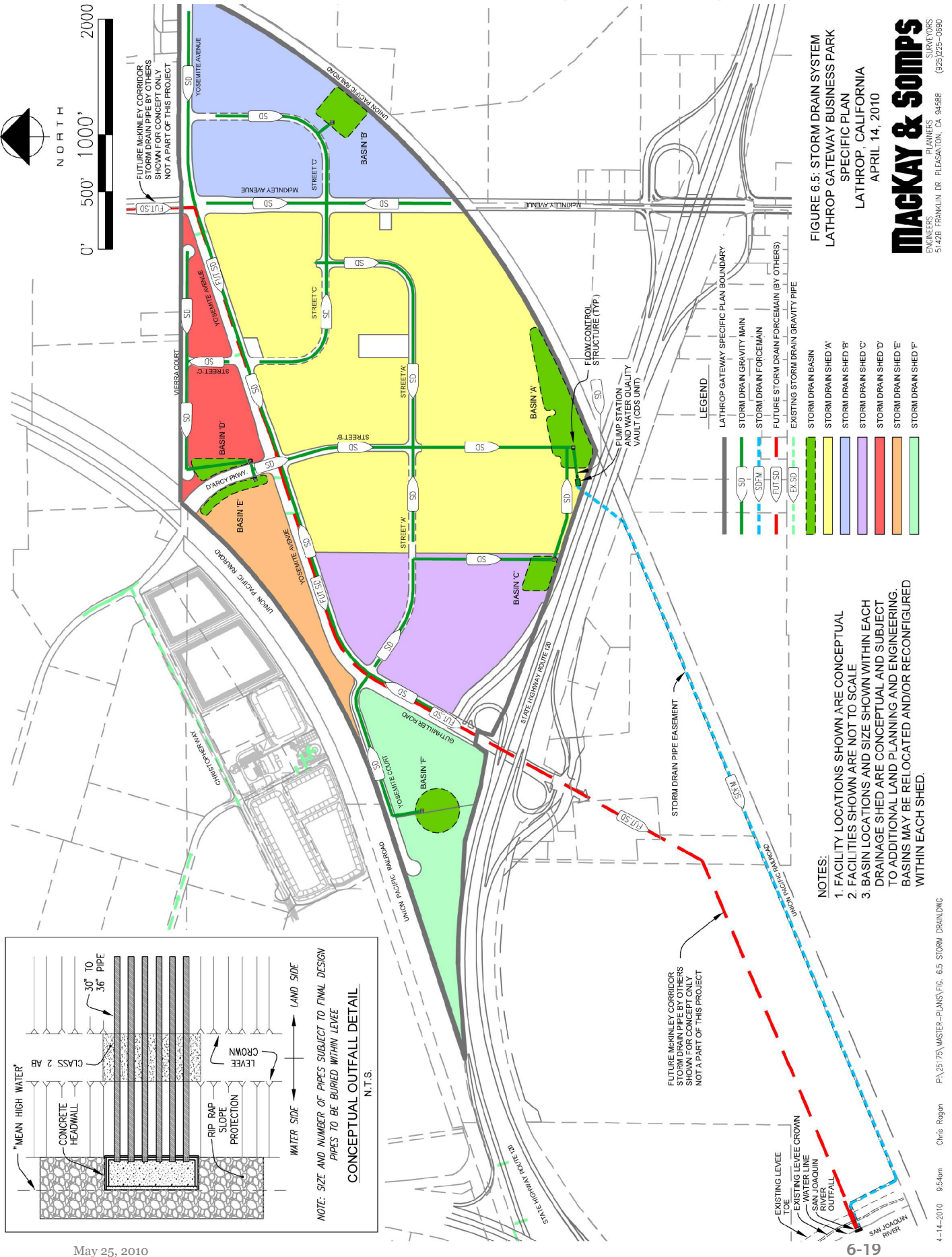
The Plan Area site is lower than the top of the San Joaquin River levee. Therefore, runoff must be pumped over the levee. To avoid adverse impacts to the levees near the Plan Area, peak discharge rates from development projects in the City of Lathrop have been limited to 30 percent of the 100-year flow rate. However, in an effort to minimize environmental impacts as well as reduce construction costs, the peak discharge from the Lathrop Gateway Business Park Specific Plan has been substantially reduced through the use of detention basins. The total peak discharge rate from the Lathrop Gateway Business Park Specific Plan area will be limited to 30 cubic feet per second (cfs), which is less than 10% of the peak 100-year flow rate. As shown on Figure 6.5, the Plan Area will consist of a system having the following three integrated components.

- Gravity lines that collect and deliver surface runoff;
- “Watershed” detention facilities that hold the runoff; and
- A pump station and force main that conveys water to a proposed San Joaquin River outfall structure.

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

FIGURE 6.5: STORM DRAIN SYSTEM
LATHROP GATEWAY BUSINESS PARK
SPECIFIC PLAN
LATHROP, CALIFORNIA
APRIL 14, 2010

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PLANNERS
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- NOTES:**
1. FACILITY LOCATIONS SHOWN ARE CONCEPTUAL
 2. FACILITIES SHOWN ARE NOT TO SCALE
 3. BASIN LOCATIONS AND SIZE SHOWN WITHIN EACH DRAINAGE SHED ARE CONCEPTUAL AND SUBJECT TO ADDITIONAL LAND PLANNING AND ENGINEERING. BASINS MAY BE RELOCATED AND/OR RECONFIGURED WITHIN EACH SHED.

May 25, 2010

The Plan Area consists of six drainage sheds, sheds A through F. Each shed contains a detention basin to limit the overall discharge from the Plan Area to the San Joaquin River. Shed A contains a pump station in addition to the detention basin. The pump station is sized to accommodate the entire Plan Area. Sheds B through F will all discharge a limited amount of runoff into the collection system that connects to the Shed A basin and pump station. The basin sizes and locations as shown on Figure 6.5 are conceptual and subject to change based on future planning and engineering efforts so long as the overall maximum discharge rate from each sub-shed is not exceeded.

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

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

Table 6.5: Watershed Detention Basins and Discharge Rates

Watershed	Maximum Discharge Rate (CFS)	Approximate Basin Area (acres)	Basin Storage (acre-feet)
A	30	6.5	22.3
B	4.9	2.4	9.3
C	3.3	1.5	2.8
D	1.6	1.2	2.5
E	1.5	1.2	2.3
F	2.5	2.6	5.9

Relatively shallow groundwater exists throughout the Plan Area and is influenced by the water level in the river, sub-surface flow from areas of higher elevation to the east, and local irrigation practices. Even though the groundwater level may decline with a reduction in farming activities, it is possible that this high ground water condition will generally persist after development, impacting both the construction and future operation of the storm drain

system. Infiltration into the storm pipes through joints and underground structures can result in excessive pumping demands throughout the life of the Lathrop Gateway Business Park Specific Plan. This impact will be reduced by proper installation of pipes having rubber gasket sealed joints.

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

Initial development phases may utilize interim retention basins until the pump station, forcemain and outfall are constructed.

A storm drain pipeline corridor in Yosemite Avenue has been identified for future development along McKinley Road north of the project site. Drainage from the McKinley corridor is not a part of this project.

6.2.4.4 Flood Protection

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

- **10-year Event** - The underground system of pipelines is designed with capacity to accommodate the drainage flows anticipated to occur as a result of a 10-year storm event.
- **10 to 100-year Event** - When the capacity of the underground system is exceeded during an intense storm event (in excess of a ten-year event), water flows in the streets. By means of a descending gradient directing surface flow toward the proposed detention basin. This design method keeps the surface flow depth within acceptable limits (ie. one foot below floor elevations) and the threat of flooding posed to private property is minimized. An alternative design may be to incorporate underground pipes designed for the 100-year storm event. This type

of design would not require flow in the streets, although the street profile will still be required to descend toward an overland release point (e.g., a basin).

- **10 to 100-year Event with Pump Discharge Limited** - The Lathrop Gateway Business Park Specific Plan storm drain system is also designed to provide flood protection in circumstances requiring a reduction in flow rates of the system pumps that discharge into the San Joaquin River. Reclamation District 17 (RD-17) and the City may limit river discharge to pre-development levels whenever the river stage exceeds certain flood elevations. When pump discharge is limited, the Plan Area must be able to accommodate the volume of a 100-year, 48-hour storm without flooding buildings. Under these extreme circumstances, the volume of water that must be stored in the Plan Area may exceed the capacity of the detention facilities and will be held in the streets, parking lots and/or other areas.

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

6.2.4.5 Stormwater Quality

The Lathrop Gateway Business Park Specific Plan drainage system will include features designed to ensure that the water quality of runoff meets current water quality standards in conformance with Phase II National Pollutant Discharge Elimination System (NPDES) regulations. Because the Plan Area discharges into the San Joaquin River, runoff quality must also meet standards of the regulatory agencies (RD-17, USACE, etc).

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

- Basins
- Underground water quality vaults (ie. oil/water separator system)

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

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

6.2.5 Dry Utilities

6.2.5.1 Electric Service

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

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

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

6.2.5.2 Natural Gas

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

6.2.5.3 Communications

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

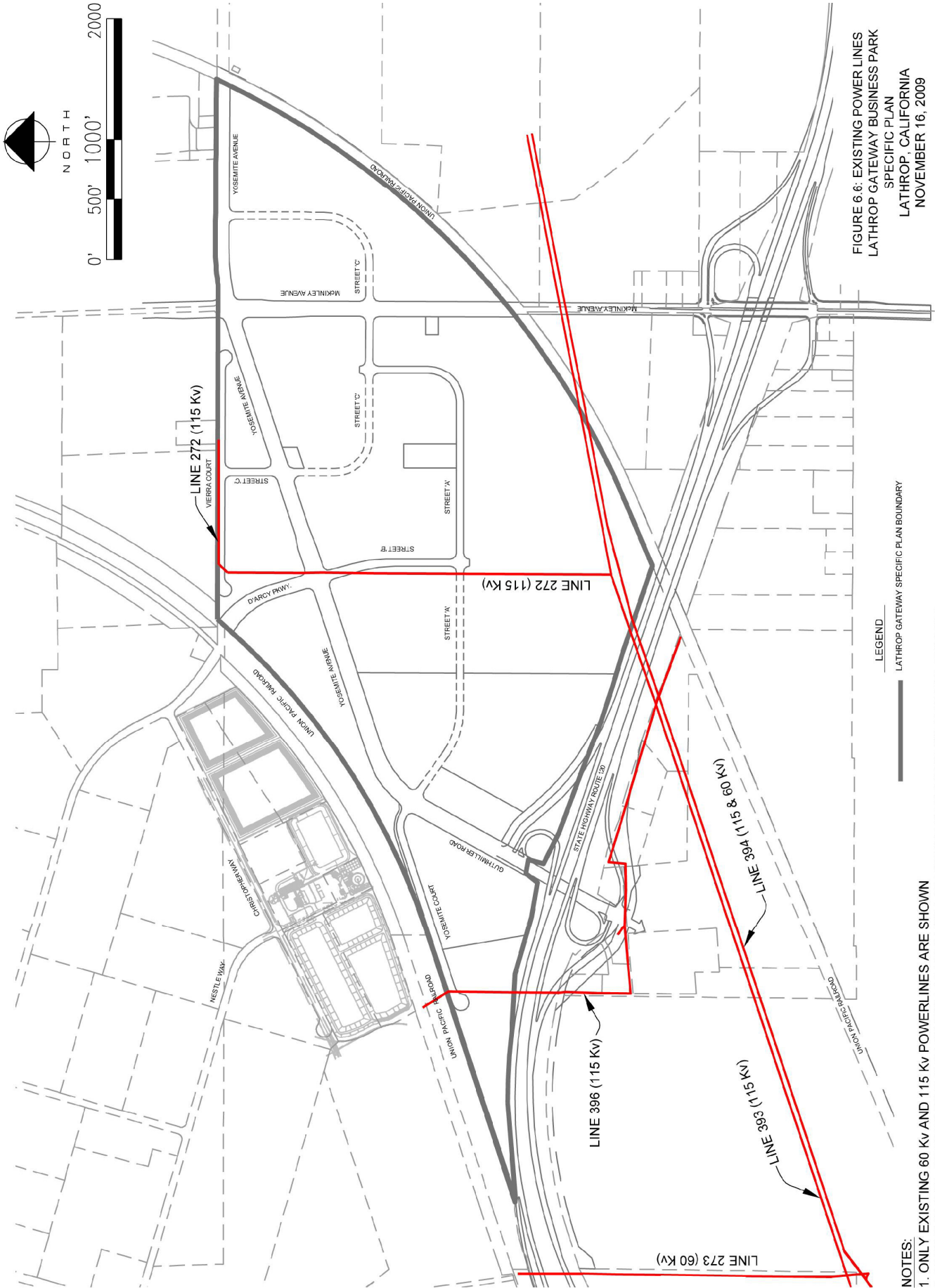


FIGURE 6.6: EXISTING POWER LINES
LATHROP GATEWAY BUSINESS PARK
SPECIFIC PLAN
LATHROP, CALIFORNIA
NOVEMBER 16, 2009

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LEGEND
LATHROP GATEWAY SPECIFIC PLAN BOUNDARY

- NOTES:
1. ONLY EXISTING 60 Kv AND 115 Kv POWERLINES ARE SHOWN
 2. EXISTING 17 Kv POWERLINES NOT SHOWN AS THEY WILL BE UNDERGROUNDED WITH DEVELOPMENT
 3. POWERLINES 272, 393, 394, 396 TO REMAIN IN-PLACE

11-18-2009 10:24am Chris Rogan P:\25173\MASTER-PLANS\FIG. 6.6 EX. POWER LINES.DWG

6.2.6 Solid waste

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

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

6.3 PHASING PROGRAM

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

Phasing is a critical component of the Lathrop Gateway Business Park Specific Plan for the following reasons:

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

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

6.3.1 Phasing Overview

The Lathrop Gateway Business Park Specific Plan land uses, and the backbone infrastructure required to serve these uses, are shown in this scenario to be developed in six phases. The intent is to develop the site sequentially beginning with Phase 1 and continuing through Phase 6. However, a high degree of flexibility has been built into the plan which will allow the project to be developed in a different sequence and in larger or smaller phases. The phase boundaries are shown on Figure 6.7, with land use by phase summarized on Table 6.6.

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

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

Table 6.6: Land Use By Phase

LAND USE SUMMARY BY PHASE													
Land Use Description	Average FAR	PHASE 1		PHASE 2		PHASE 3		PHASE 4		PHASE 5		PHASE 6	
		Acres	Square Feet	Acres	Square Feet	Acres	Square Feet	Acres	Square Feet	Acres	Square Feet	Acres	Square Feet
Commercial Office	0.30	0.0	0	0.0	0	0.0	0	0.0	0	41.3	540,100	15.4	201,378
Limited Industrial	0.43	80.4	1,506,518	18.9	353,076	55.4	1,037,499	0.0	0	0.0	0	12.9	240,691
Service Commercial	0.43	0.0	0	0.0	0	0.0	0	48.7	912,003	0.0	0	34.3	643,028
Well Site		2.4	0	0.5	0	0.0	0	0.0	0	0.0	0	0.0	0
Detention Basins		6.5	0	0.0	0	0.0	0	2.5	0	1.6	0	5.1	0
Open Space		0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	1.6	0
Major Roads (ROW)		41.8	0	0.4	0	3.7	0	5.0	0	8.8	0	-3.1	0
Total		131.1	1,506,518	19.8	353,076	59.1	1,037,499	56.2	912,003	51.7	540,100	66.2	1,085,097

CUMULATIVE LAND USE SUMMARY BY PHASE													
Land Use Description	Average FAR	PHASE 1		PHASE 2		PHASE 3		PHASE 4		PHASE 5		PHASE 6	
		Acres	Square Feet	Acres	Square Feet	Acres	Square Feet	Acres	Square Feet	Acres	Square Feet	Acres	Square Feet
Commercial Office	0.30	0.0	0	0.0	0	0.0	0	0.0	0	41.3	540,100	56.7	741,478
Limited Industrial	0.43	80.4	1,506,518	99.3	1,859,594	154.7	2,897,093	154.7	2,897,093	154.7	2,897,093	167.5	3,137,784
Service Commercial	0.43	0.0	0	0.0	0	0.0	0	48.7	912,003	48.7	912,003	83.0	1,555,031
Well Site		2.4	0	2.9	0	2.9	0	2.9	0	2.9	0	2.9	0
Detention Basins		6.5	0	6.5	0	6.5	0	9.0	0	10.5	0	15.6	0
Open Space		0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	1.6	0
Major Roads (ROW)		41.8	0	42.2	0	45.9	0	50.9	0	59.6	0	56.5	0
Total		131.1	1,506,518	150.8	1,859,594	209.9	2,897,093	266.1	3,809,095	317.7	4,349,196	383.9	5,434,293

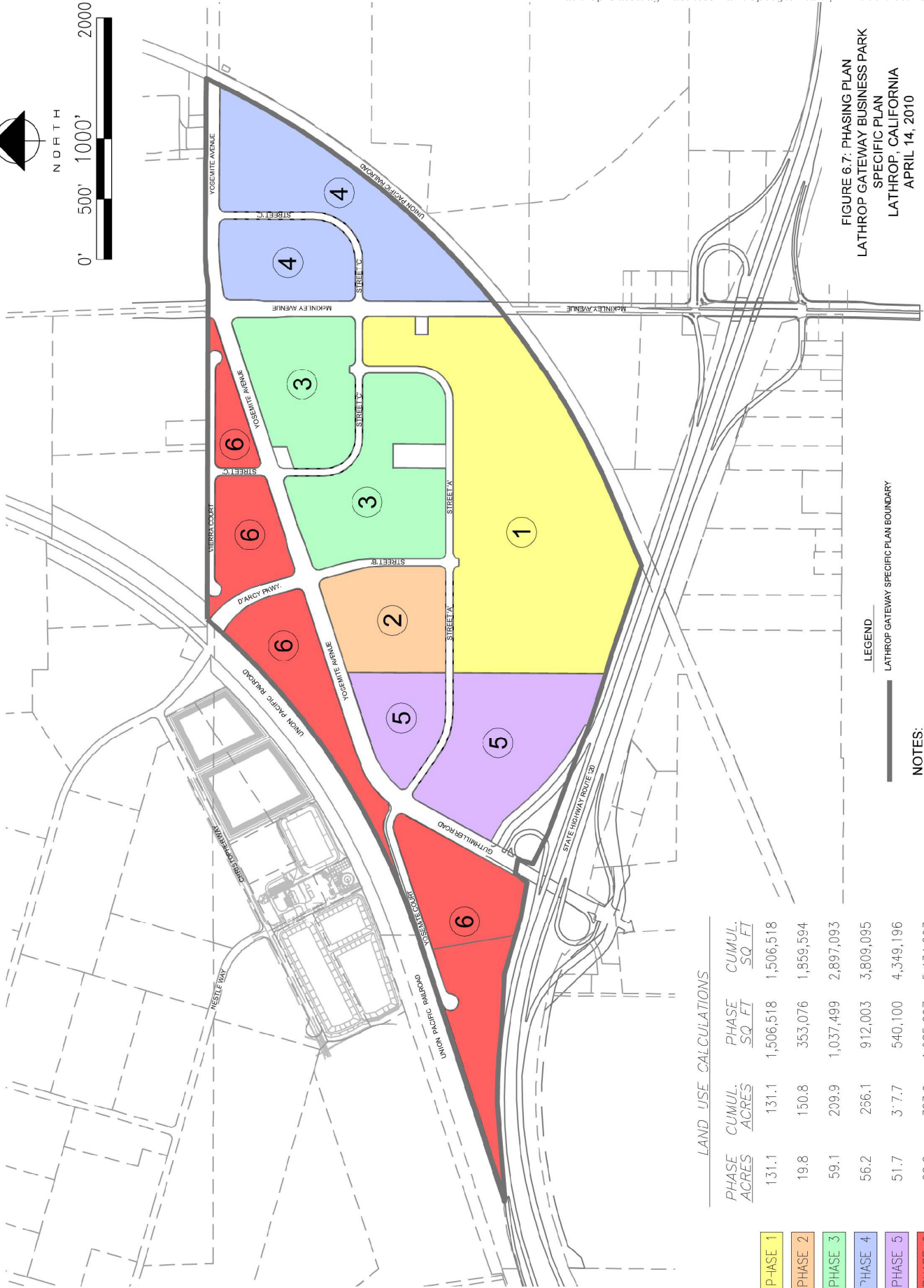
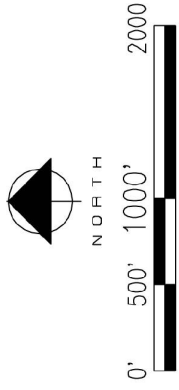


FIGURE 6.7: PHASING PLAN
LATHROP GATEWAY BUSINESS PARK
SPECIFIC PLAN
LATHROP, CALIFORNIA
APRIL 14, 2010

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LEGEND
LATHROP GATEWAY SPECIFIC PLAN BOUNDARY

- NOTES:
1. PHASING PLAN IS CONCEPTUAL AND SUBJECT TO CHANGE
2. DEVELOPER RESERVES THE RIGHT TO MODIFY PHASING

LAND USE CALCULATIONS

PHASE	CUMUL. ACRES	CUMUL. SQ. FT.	PHASE SQ. FT.	CUMUL. SQ. FT.
PHASE 1	131.1	1,506,518	1,506,518	1,506,518
PHASE 2	19.8	150.8	353,076	1,859,594
PHASE 3	59.1	209.9	1,037,499	2,897,093
PHASE 4	56.2	256.1	912,003	3,809,095
PHASE 5	51.7	3-7.7	540,100	4,349,196
PHASE 6	66.2	383.9	1,085,097	5,434,293

04-14-2010 1038am Chris Rogan P:\201705\MASTER-PLANS\FIG. 6.7 PHASING PLAN.DWG

6.3.2 Infrastructure Administration

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

Examples of permitted changes to phasing may include, but is not limited to, the following:

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

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

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

7.0 Financing

7.1 INTRODUCTION

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

7.2 PROJECT DESCRIPTION

The Lathrop Gateway Business Park Specific Plan creates a planning framework and set of regulations for the creation of a new business park in Lathrop. The land use plan, as described in Chapter [3], will include commercial/office, limited industrial (e.g., warehouse and distribution uses) and service commercial uses. The project is strategically located along Highway 120 with good access to both the I-5 and US 99 corridors and is expected to be developed over the next 10 to 20 years.

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

7.3 INFRASTRUCTURE

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

- Roadways including improvements or expansions to the Guthmiller/SR 120 Interchange, Guthmiller Road, Yosemite Avenue, McKinley Avenue, D’Arcy Parkway, and Streets A-C
- Traffic signals including signals at Yosemite and Street “A”, D’Arcy Parkway, McKinley, and Street “C”
- Sanitary sewer pump and force main
- Storm drain detention basin, pump station, and outfall to San Joaquin River
- Water system and recycled water system

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

7.4 FINANCING PRINCIPLES AND POLICIES

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

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

Policy 1.1: New development shall pay costs of major public facilities required for development of the area, as identified in this Specific Plan.

Policy 1.2: Existing landowners should only be required to pay fees, assessments or taxes associated with the LGBPSP public facilities proportional to benefits received. If required

infrastructure costs exceed benefits, and the related ability of the City to impose costs through map conditions, ordinance-based fees, or special benefit assessments, costs will need to be reduced and/or other sources of funding applied (e.g. City-wide sources, grants, etc.)

- Policy 1.3: Development shall pay all existing City-wide impact fees and fund additional off-site mitigation as may be specified by the Specific Plan EIR.
- Policy 1.4: Properties outside the Plan Area that benefit from infrastructure created pursuant to the Plan should bear a proportional financial obligation to the extent possible.
- Policy 1.5: Landowners and the City will actively pursue applicable outside funding for infrastructure improvements within the Plan Area, e.g., State and federal funding sources, etc.

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

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

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

Policy 3.1: The City will apply land use regulations and financing mechanisms that encourage full development of the Plan Area in a timely manner.

Policy 3.2: The financing mechanisms applied should be flexible to account for project-specific circumstances, changing market conditions, and more refined facility and cost data that will become available over time.

Policy 3.3: Fee burdens and assessments should be calculated upon maximum or near-maximum permitted densities to promote consistency with the Plan and a disincentive to underutilization.

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

Policy 4.1: Utilize financing mechanisms and related measures that assure that infrastructure cost burden borne by new development in the Plan Area is feasible from a market perspective. Such measures include construction and reimbursement agreements which can lower costs generally associated with public construction projects.

Policy 4.2: Develop an infrastructure phasing schedule that links the timing of infrastructure construction to the timing of commercial building development and related facility demand to the extent possible.

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

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

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

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

7.5 FINANCING MECHANISMS AND RESOURCES

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

Table 1. Major Infrastructure Items and Potential Funding Mechanisms

Infrastructure Item	Potential Funding Sources			
	Area Development Impact Fee or CFD Funding [1]	Existing City Fee Programs [2]	Rate-based funding	Other [3, 4]
Roadways	X	X		X
Traffic Signals	X	X		
Sanitary Sewer	X	X	X	
Storm Drain [5]	X	X	X	

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

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

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

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

[5] Includes pump and force main.

Source: MacKay and Soms; Economic & Planning Systems

7.5.1 Area-Specific Fees, Dedications and Exactions

7.5.1.1 Area Development Impact Fees

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

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

7.5.1.2 Dedications and Exactions

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

7.5.1.3 Development Agreements

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

7.5.2 Assessment and Special Tax Secured Financing

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

California law provides procedures to levy assessments against benefiting properties and issue tax-exempt bonds to finance public facilities and infrastructure improvements. Assessment districts, also known as improvement districts, are initiated by the legislative body (e.g., city council), subject to majority protest of property owners. Assessments are distributed in proportion to the benefits received by each property as determined by engineering analysis, and form a lien against property. Special assessments are fixed dollar amounts and may be prepaid, although they are typically paid back with interest over time by the assessed property owner. Only improvements with demonstrable property-specific benefits (e.g., roads, sewer, and water improvements) may be financed with assessments.

7.5.2.2 Mello-Roos Community Facilities Districts

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

7.5.2.3 Landscape and Lighting Maintenance Districts

Landscaping and lighting maintenance districts (LLMDs) may be used for installation, maintenance, and servicing of landscaping and lighting through annual assessments on benefiting properties. LLMDs may also provide for construction and maintenance of appurtenant features, including curbs, gutters, walls, sidewalks or paving, and irrigation or

drainage facilities. They may also be used to fund and maintain parks above normal park standards maintained from General Fund revenues.

7.5.3 Utility Rate Surcharges

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

7.5.4 Citywide Sources

The City has a number of existing impact fees. These fees are not expected to provide significant funding to offset the costs of developing backbone infrastructure in the Lathrop Gateway Business Parkway Specific Plan; however, further investigation is appropriate to determine the extent of funds that may be committed to Plan Area infrastructure costs. In addition, it may be appropriate to provide fee credits to Plan Area developers to the extent that Plan Area developer-constructed improvements and public facilities provide City-wide benefits.

7.5.5 Impact Fees and Connection Charges

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

7.5.6 Federal and State Grants

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

7.6 IMPLEMENTATION ACTIONS

Implementation of the Specific Plan financing principles and policies will occur through a series of actions as described below. These actions can be modified to respond to varying circumstances, including variations in the infrastructure financed and the timing and intensity of Specific Plan development. The sequence of actions presented reflects their general priority.

1. Finalize Cost and Phasing Assumptions

- Action 1.1: The City must provide final direction concerning the backbone infrastructure and facilities to be financed as a part of the Lathrop Gateway Business Parkway Specific Plan. A decision regarding the inclusion of one facility or another may have significant consequences for the financial feasibility of development in the Plan Area as a whole and for the potential to provide other needed facilities.
- Action 1.2: The City should establish a financing program that includes a final set of infrastructure costs that will be financed within the Specific Plan. The City should assemble a local basic improvement program for the Lathrop Gateway Business Parkway Specific Plan as a part of the adoption of financing mechanisms, such as an area impact fee or a land secured financing district. This improvement program should be based upon the major public facilities listed in the Specific Plan, but would reflect more detailed cost estimates that become available over time.
- Action 1.3: As part of the City's Capital Improvement Program or the area-specific financing program the City will establish a schedule of infrastructure phasing based upon a realistic development scenario. The timing and magnitude of costs will determine to what extent bonding is required and the degree to which it will be possible to fund improvements on a pay-as-you-go basis. This task serves to ensure that a financially feasible and acceptable infrastructure program is achieved.

2. Establish a Financing Program

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

3. Implement and Administer Financing Program

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

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

8.0 Implementation & Administration

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

8.1 PLAN REVIEW PROCESS

8.1.1 Community Development Department Review

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

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

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

8.1.2 Public Improvement Plans

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

8.1.3 Environmental Review

The EIR prepared for the Lathrop Gateway Business Park Plan will serve as the master environmental assessment document for development within the Plan Area. Individual project applications will be reviewed for consistency with the Specific Plan EIR. If consistency is determined and the project meets the criteria established in Section 15182 of the CEQA guidelines no subsequent environmental review is necessary. The intent of the EIR associated with the specific plan is to cover all development consistent with this document, stream-lining the permitting and review process.

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

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

In some cases, where an individual project application is deemed inconsistent with the specific plan or EIR, additional environmental information may be required. For example, a more detailed traffic study may be required for an individual project application. Upon review of this additional information, the

City will make a determination as to whether or not the more detailed information provides evidence that the proposed individual project will cause more significant environmental impacts beyond the scope originally anticipated during the master program analysis. If the City determines that there would be environmental impacts beyond the scope originally anticipated during the original study, further environmental review and a separate environmental document may be required. Conversely, the City may make a determination that the additional information does not raise new environmental issues and is within the scope of the original EIR, and therefore compliant with CEQA requirements.

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

8.2 Development Agreements

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

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

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

- Specify how the Specific Plan and General Plan will be implemented in connection with the Development Agreement,

- Provide the terms for reimbursement in the event that a developer provides advance funding for facilities which have community benefit,
- Provide for adequate public facilities for each project phase in a timely manner,
- Shorten the approval process by consolidating and coordinating various discretionary approvals, and
- Specify the monetary responsibilities of the developers.

8.3 RIGHT-TO-FARM PROVISIONS

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

8.4 AMENDMENT PROCEDURES

In order to ensure consistency between the Specific Plan and the General Plan, there is a necessity for adoption of an amendment to the City General Plan. The General Plan is amended for the purpose of adding Specific Plan land use designations that will accommodate the types and densities of development envisioned for the Lathrop Gateway Business Park Plan Area. This is for the purpose of fulfilling the long term goals of the City for this area and establishing a more detailed description of this vision for the City of Lathrop.

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

8.4.1 Applicants

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

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

8.4.2 Scope of Amendment

Amendments to an adopted Specific Plan should be categorized as either minor or major. This determination is to be made by the Community Development Director or his/her designee. The Community Development Director or his/her designee shall administratively make a written determination as to whether or not a requested amendment is major or minor within 10 working days of receipt of the application. Those amendments considered major will be processed as set forth in 8.4.3 below. If the Community Development Director determines that a requested amendment is minor, the Director will either approve or deny the request using the criteria established in section 8.4.4. The Director's decision may be appealed to the Planning Commission within 10 working days of the decision.

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

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

8.4.3 Major Amendments

The following are examples of what could be considered major amendments:

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

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

Application Requirements for Major Amendments:

All Specific Plan Amendments shall be consistent with the City's General Plan. Major amendments may therefore require an accompanying General Plan Amendment and Zoning Ordinance revision.

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

8.4.4 Minor Amendments

An amendment shall be considered a minor amendment when it is determined that it does not have a significant impact on the character of the plan or on the environment. The following are examples of what could be considered minor amendments:

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

Application Requirements for Minor Amendments:

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

8.4.5 Findings

The Community Development Director or hearing body when acting upon any minor or major amendment requests to the Specific Plan shall consider the following findings:

- Significant changes to the character of the project area have occurred subsequent to the adoption of the Specific Plan which warrants amendments as requested,
- The requested amendment will benefit the Specific Plan Area and/or the City,
- The amendment is consistent with the General Plan,

- The amendment will not adversely affect adjacent properties and can be properly serviced,
- Where applicable, the physical constraints of the property area are such that the requested amendment is warranted, and
- The amendment is consistent with the EIR, or subsequent amendments.

8.5 ENFORCEMENT

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

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

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

8.6 MITIGATION MONITORING

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

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

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

8.7 SPECIFIC PLAN FEE

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

As discussed in Chapter 2, the Plan Area contains multiple property owners each with their own unique desires and goals. At the time this plan was formulated a group of property owners controlling approximately 215± acres or 56% of the Plan Area agreed to financially sponsor the preparation of this

specific plan effort, and all of the required engineering and environmental studies needed to evaluate the project.

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

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

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

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

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

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

Appendix A

General Plan Consistency Chart

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

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

<u>General Plan Goals, Objectives, and Policies</u>	<u>General Plan page</u>	<u>General Plan Compatible</u>	<u>Compatibility Analysis</u>
<u>II. GOALS, MAJOR POLICIES AND MAJOR PROPOSALS OF THE GENERAL PLAN</u>			
Goal #1: Balancing the Social and Economic Costs and Benefits of Urbanization-- ...development of job-creating activities...to assure a reasonable balance with the growth of Latherop's economic base.	2-11	Yes	The project creates major areas of employment-generating land uses, including commercial, office, and limited industrial uses, in accordance with the overall intent of Sub-Plan Area #1 as expressed in the General Plan
Goal #2: Equality of Opportunity-- ...provision and availability of public services and facilities and in meeting employment and housing needs.	2-11	Yes	Even though this Goal refers to "growth centers west of Interstate 5" this project nevertheless greatly aids in "meeting employment...needs" by the nature of the land uses being implemented in accord with the General Plan Goal #1

<p>Goal #3: Community Identity--It is a goal of the General Plan that the old and new centers of development which lay east and west of I-5...make a strong contribution toward the identity of the entire City of Lathrop.</p>	2-11	Yes	Through both the Specific Plan intent and vision, as expressed in Chapters 1 and 3, as well as in the Design Guidelines, Chapter 5, a coherent approach to the character and organization of the Plan Area is established and will further implement the General Plan goal and policy of establishing a quality approach to the future development and identity of each parcel on the project site.
<p>Goal #5: Enhancing the Quality of Life and Biological Resources--...to enhance the quality of living by preventing the degradation of the natural environment, and by taking steps to off-set and alleviate the effects of that degradation...</p>	2-12	Yes	By providing for a major area of development on lands that are already disturbed by existing land uses, consolidated and away from sensitive biological resources, the project allows for these other more sensitive areas within and on the outskirts of the City to be preserved and protected from degradation. Also, the SP mandates compliance with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Although this Plan is typically voluntary, project proponents are required to participate in the conservation plan by contributing impact fees as part of project mitigation.
<p>Goal #6: Transportation and Circulation--...development of an integrated system of transportation and internal circulation, and to provide access to other parts of San Joaquin County and the region.</p>	2-12	Yes	By following the General Plan's stated concepts on circulation patterns, street designations, and road sections, plus by working closely with the City's Engineering staff, safety, economy, and efficiency of movement of people and goods is accomplished as intended by the GP.
<p>Goal #7: Seismic Hazards</p>	2-12	Yes	The project is expected to comply with all seismic goals and policies expressed in the General Plan at such time that site improvements and building plans are required and processed for City approval.
<p>Goal #8: Public Safety Hazards</p>	2-13	Yes	The project is expected to comply with all goals and policies related to fire safety, law enforcement and "large scale conditions of emergency" expressed in the General Plan at such time that site improvements and building plans are required and processed for City approval.
<p>Goal #9: Noise Hazards--...to protect citizens from the harmful effects of exposure to excessive noise, and to protect the economic base of the City by preventing the encroachment of noise sensitive land uses by sources of adverse noise...as vehicular freeway traffic, railroad traffic and industrial operations</p>	2-13	Yes	In accord with the intent and provisions of the General Plan, the project locates less-noise-sensitive land uses, such as industrial, service commercial, and retail commercial uses adjacent to Highway 120, arterial streets, and the Union Pacific Railroad lines. In addition, no residential units are planned for the project area, once the entire site has been built out.
<p>Goal #10: Water Supply, Wastewater and Surface Water Management--...to provide for a secure source of fresh water for existing and future residents, and for the reuse of wastewater and surface water so that there is no net increase in water pollution including point and non-point sources.</p>	2-13	Yes	The project will participate in funding its share of SSJID surface water, groundwater wells, wastewater treatment and disposal and recycled water. The project will also include stormwater quality features/facilities to treat surface water runoff prior to discharging it into the San Joaquin River.

MAJOR POLICIES OF THE GENERAL PLAN			
<p>Annexation through phased development-- ...avoid a disjointed pattern of urbanization, to avoid creating unnecessary conflicts with continuing agricultural operations, and to avoid adverse impacts of the provision and maintenance of public services and facilities.</p>	2-13	Yes	Annexation and Phasing for the project is planned and organized in a logical, coherent sequence and pattern, avoiding excessive and untenable financial burden on the developing infrastructure and support system as the project builds out. Provision is also made for future Development Agreement(s) with the City to ensure that both the City and the development interests and land owners are able to successfully implement the project in a cost-effective, timely manner.
<p>Limitations upon the timing of development: ...availability of and capability for financing public services and facilities</p>	2-13	Yes	Through effective phasing, financing, and implementation of the Specific Plan elements as expressed in Chapter 7, as well as " <i>provision for mutually acceptable Development Agreement(s)</i> ," the project has been planned in the most advantageous manner to allow for methods between City and development interests to implement adequate financing of public services and facilities.
<p>Achieving visual and functional quality in new development--</p>			
<p>1. Architectural design review should be required of all Planned Developments (PD's) and of all multi-family, office, commercial, institutional and industrial uses.</p>	2-14	Yes	Specific Design Guidelines are established in this Specific Plan and provisions are made for a design review system to ensure that the standards of quality envisioned for this Plan Area are achieved.
<p>4. ...a pedestrian and bike trail linking all three Sub-Plan areas...landscaped corridors on either side of expressways and some arterial streets...A corridor for eventually combining bike and pedestrian circulation...</p>	2-14	Yes	The Project plan provides in Chapter 4 for a biking/pedestrian trail system, both off and on street, that will allow safe and efficient passage to, from, and through the project site with minimum conflict between automobile traffic and bicyclers/walkers.
<p>Commercial Features of the Plan--Service Commercial areas provide for the location of such service-connected user as auto sales and repairs, building materials supply, equipment service, and storage...Freeway Commercial uses would cater primarily to the needs of the highway traveler, including hotels, motels, inns, restaurants and auto services.</p>	2-16	Yes	The Project includes a substantial component of service commercial and office/commercial uses comprising approximately 45% of the development land area on site, in accordance with the vision of the General Plan.
<p>Industrial Features of the Plan--...confined to lands east of Interstate 5 and north of State Route 120 in areas traditionally planned (and partially developed) for such use, where rail and highway accessibility is assured and where conflicts with established and planned residential areas can be avoided.</p>	2-17	Yes	The Project includes a substantial component of industrial uses comprising 166 acres, or approximately 54% of the development land area on site, in accordance with the vision of the General Plan. Accessibility to rail and highway transportation is optimally available to the industrial block of land uses. In addition, large components of both service commercial and commercial/office uses satisfy "Commercial Features of the (General) Plan."

<p>Transportation Features of the Plan-- ...objective of the total transportation system is to de-emphasize reliance on the automobile to the extent possible while continuing to recognize its practical necessity as a dominant mode of surface transportation.</p>	2-17	Yes	Multi-modal transportation characterizes a large part of the intent of the project Specific Plan. Proximity and direct access to a major existing ACE station on Yosemite Ave., the provision of bus transit stops and pick up locations on-site, and a system of off-street and on-street bicycle corridors to and through the site, all are tailored to encourage modes of travel other than the automobile.
<p><u>IV. COMMUNITY DEVELOPMENT ELEMENT</u></p>			
<p>A. LAND USE</p>			
<p>Commercial Land Use Policies and Proposals</p>			
<p>Service Commercial Centers--...located primarily north of Roth Road and along Yosemite and McKinley Avenues south of Yosemite in S-P Area #1</p>	4-A-10	Yes	Provision for Service Commercial Centers located on site fall in the locations itemized in the General Plan, e.g., along Yosemite and McKinley Avenues in S-P Area #1
<p>Industrial Land Use Policies and Proposals--</p>			
<p>1. Areas designated for industrial land uses are intended to take advantage of rail and freeway access.</p>	4-A-12	Yes	See Item #15, "Industrial Features," above
<p>2. ...long term availability of industrial land to expand the City's economic base and capability for meeting the on-going costs of public services required by the community.</p>	4-A-12	Yes	See Item #15, "Industrial Features," above
<p>3. Industrial proposals should be located where possible within an industrial park designed for the accommodation of a community of industries that are compatible in terms of operational characteristics, aesthetic qualities, utility service requirements and street circulation.</p>	4-A-13	Yes	All planned industrial parcels have been consolidated in an industrial park in the center portion of the Specific Plan area, with the exception of one small parcel on the far western corner of the site. Design Guidelines and a coherent utility and street circulation plan ensure the aesthetics and the operational needs of these parcels.
<p>4. Industries are to be developed and operated in such manner as to avoid damage, destruction or degradation of the environment.</p>	4-A-13	Yes	Industrial uses are located in already-disturbed areas, including existing agricultural areas, with no encroachment into any existing environmentally sensitive areas. Also, permitted uses in the Lathrop Gateway Zoning Ordinance provide for exclusion of inappropriate uses that would degrade the surrounding environment.
<p>Office Commercial--...provide regional as well as local serving retail and business/professional workspace. These uses are located along Interstate 5 for greater visibility and freeway access. Land Use Intensity 0.17-0.6 FAR</p>	4-A-20	Yes	Located around the highly-visible Guthmiller/SR 120 interchange, the Commercial Office land use area is structured to accommodate both regional and local retail and professional users. The LGBPSP provides for a FAR ranging from 0.2-0.6.

B. TRANSPORTATION AND CIRCULATION			
Interstate and State Route Freeways			
1. The City should protect the through traffic functions of Interstate and State Route Freeways serving the Lathrop area by planning arterial street alignments which will avoid the need or desire to utilize freeway sections for short, local area interval trips...	4-B-4	Yes	Between Guthmiller Road, Yosemite Avenue, McKinley Road, and Darcy Parkway, local and area connections are made to and from the site for all points east, west, and north, without the necessity to use Interstate and State Route Freeways.
2. Land use designations along freeway sections should take into consideration the visual and noise impacts associated with existing and future traffic levels on these major traffic carrying facilities.	4-B-4	Yes	See Item #8, "Noise Hazards," above
3. Freeway interchanges should be improved to carry the demands of traffic generated by development in Lathrop in keeping with the principle that responsibility for improvements must reflect the fair apportionment of traffic to existing and future regional demands v. local demands.	4-B-4	Yes	The project will participate in funding its share of regional transportation improvements through fees and/or other mitigation identified in the Environmental Impact Report.
Arterial Streets			
2. Arterials are to be typically constructed for 4-6 lanes of traffic with left turn lanes provided at intersections, although infrequently arterials may be 2 lanes wide...Street trees should be provided along all arterial streets.	4-B-5	Yes	Section 4.4.1 of the LGBPSP specifies sections for major and minor arterial streets on the project site, ranging from 4-6 lanes. Ultimate street lane characteristics have been coordinated with City planning and engineering staff to maintain consistency with the General Plan and be properly sized for the traffic loads and types of vehicles to be carried on these roads, in concert with the recommendations of the project EIR and traffic impact studies.
3. Arterial streets serving Service Commercial and Industrial areas are to be designed and constructed to standards which reflect heavy truck traffic and the need for longer turning radii for trucks at intersections. On-street parking shall be prohibited.	4-B-5	Yes	Lane and pavement dimensions have been sized to accommodate the truck traffic envisioned by the General Plan, and future construction designs will be required to meet specifications for the vehicle traffic consistent with industrial and commercial areas. No on-street parking is allowed on arterial streets within the Specific Plan area.
Collector Streets			

1. Collector streets are to be designed to carry from 500 to 5000 vehicles per day. Where average daily traffic is projected to be less than 4,000, a ROW of 60' may be sufficient.	4-B-8	Yes	Project EIR traffic impact studies and projections, based on land uses within the project, determine anticipated levels of vehicles per day, and the streets within the SP are required to be sized to accommodate these levels. Applicant has coordinated, and will continue to coordinate, with City staff in light of EIR traffic data to determine road sizes and sections.
2. Where ADT is projected above 4,000 to 5,000 in residential areas, a 64' right-of-way may be required. In commercial and industrial areas, four lanes may be required.	4-B-8	Yes	Traffic studies and projections, based on land uses within the project, will determine anticipated levels of vehicles per day, and the streets within the SP are shown to be sized to accommodate these levels. Applicant has coordinated, and will continue to coordinate, with City staff and EIR traffic data to determine road sizes and sections.
Bicycle Routes --Within Sub-Area #1, bicycle routes would be included as part of the street system...	4-B-15	Yes	See Item #16, "Transportation Features," above
Regional Transit --Regional transit capability potentially exists by utilizing the (former) Southern Pacific and the Union Pacific Railroad lines/rights-of-way which connect with the Bay Area to the west, the Stockton and Sacramento metro areas to the north and major cities of the San Joaquin Valley and Southern California.	4-B-15	Yes	See Item #16, "Transportation Features," above
Local Transit --Planning for an integrated bus system should be made a requirement of Specific Plan preparation so as to identify the streets requiring turnouts for bus stops.	4-B-16	Yes	The project envisions and allows for an integrated bus system with designated stops and turnouts. In subsequent stages of development, the Applicant will work with local transit authorities to confirm locations and design of future bus facilities.
D. WATER, SEWERAGE, DRAINAGE & FLOOD CONTROL			
A Strategy and Program for Meeting Requirements for Municipal Water Supplies	4-D-1	Yes	The project is planned to be consistent with the City Master Utility Plan by funding its share of SSJID surface water, groundwater wells, treatment facilities and storage/pressure facilities.
Wastewater Management Requirements	4-D-4	Yes	The project is planned to be consistent with the City Master Utility Plan by planning a wastewater system with the ability to connect to the regional Manteca WQCF.
Surface Water Drainage and Flood Control	4-D-6	Yes	The project is planned to be consistent with the City Master Drainage Plan by planning a stormwater system to protect the area from flooding as well as protecting water quality.
<u>V. RESOURCE MANAGEMENT</u>			
Agricultural Land Policies			

1. ...preserve environmental qualities rather than the potential of Lathrop to grow beyond its planning area boundaries.	5-3	Yes	The Plan boundaries are within the Lathrop General Plan limits for Sub-Area #1.
2. Exclusive agricultural zoning shall be continued on agricultural lands outside the boundaries of the three sub-plan areas.	5-3	Yes	The Plan boundaries are within the Lathrop General Plan limits for Sub-Area #1.
4. ...develop a comprehensive approach to the cancellation of Williamson Act contracts on lands needed for early phases of urban development.	5-3	N/A	There are no parcels within the Plan Area that are currently under Williamson Act contracts.
Open Space for Natural and Human Resources			
2. The objective of habitat enhancement calls for: the creation of new habitat within multi-purpose open space areas designated for reuse of treated wastewater for wildlife management and recreation.	5-8	Yes	As expressed in the LGBPSP EIR, "The project is expected to participate in the SJMHCP." (San Joaquin Multi -Species Habitat Conservation and Open Space Plan)... "Both the San Joaquin County General Plan and the Lathrop General Plan contain policies designed to reduce the impacts of development on biological resources. The project would be in compliance with these policies with participation in the SJMHCP."
3. ...It is the intent of the City of Lathrop to be a good steward of its biological resources for the benefit of its citizens and the general public.	5-8	Yes	The LGBPSP EIR has identified a certain small environmental features, areas of (potential) environmental impact in the eastern sector of the property adjacent to the UPRR tracks. Should any area on site be confirmed as habitat, prior to developing such properties, project proponents will comply with required mitigation measures by "paying any required fee, implementing required 'take avoidance' standards and procedures and taking any other actions required by the adopted San Joaquin County Multi-Species Habitat Conservation and Open Space Plan."
4. Developments proposed in sensitive biological areas shall be required to provide site-specific analysis of the impacts of the project on fish and wildlife habitat.	5-9	Yes	The LGBPSP EIR further states that the habitat present in the Plan Area is highly disturbed and is not capable of supporting the diversity of species that are present in less disturbed habitats in the region. The Plan Area is designated and zoned for future development, and the loss of habitat at this location was assumed in the SJMHCP.
Landscape Features			
1. Appropriate trees within public rights-of-way are to be retained and new street trees planted and maintained in accordance with policies and procedures of a Master Street Tree Plan and Street Tree Ordinance...	5-10	Yes	Unless they are diseased or declining, existing trees within public rights-of-way are to be retained as and where possible and new trees planted and maintained as per City Ordinance.

2. The installation of street trees shall be made a condition of approval of residential, commercial, industrial and institutional development along such streets.	5-10	Yes	The project Landscape Guidelines and Circulation Plan call for street trees in all public rights-of-way, commercial, industrial, and office.
Open Space for Health, Welfare, and Well-Being			
Air Quality and Solid Waste Management Policies		Yes	The project will comply with City policies as expressed in the General Plan relating to Air Quality and Solid Waste Management section.
1. ...design and construction of an efficient system of arterial and collector streets and interchange and freeway improvements...	5-11	Yes	See Item 5, "Goal # 6," above.
2. ...development of a regional rail transit service to be incorporated into early stages of development.	5-11	Yes	See Item 16, "Transportation Features," and Items 23-29, under "Transportation and Circulation," above.
...compliance with State air quality and water quality standards...periodic monitoring of industrial processes which may have an adverse effect on water of air quality.	5-11	Yes	The project is required by the Specific Plan to comply with City and State standards for clean air and water.
4. ...positive control of dust particles during project construction activities...	5-11	Yes	The project is required by the Specific Plan to comply with City and State standards for clean air and water.
5. ...Heavy plantings of trees are encouraged to assist in maintaining oxygen levels.	5-11	Yes	Project Design Guidelines, as shown in Chapter 5 of the LGBPSP, prescribe landscape standards, tree and shrub sizes, and quality of planting, to insure consistency with General Plan goals for landscaping and air quality.
6. ...reduce levels of vehicle emissions of air pollutants...	5-11	Yes	The project proponents and applicants will comply with all State standards, especially as indicated in the City General Plan and Mitigation Measures in the project EIR.
Archaeological and Cultural Resources			
1. Existing known archaeological and cultural resources are to be protected...	5-12	Yes	The project EIR is mandated to conduct an extensive records search as well as an on-site reconnaissance to determine the presence of these resources. Should any such resources be discovered, the project applicants will comply with mitigation measures and procedures set forth in Appendix K of CEQA Guidelines.
2. The potential loss of as yet unknown archaeological and cultural resources shall be avoided by close monitoring of the development process...	5-12	Yes	The project will comply with all City construction, development, and consultation requirements as expressed in the City General Plan and found in the project EIR Mitigation Measures.
Open Space for Outdoor Recreation			

<p>Landscaped Open Space Corridor--The landscaped open space corridor can take several forms, including the pedestrian parkway separate from auto traffic, a combined vehicle and pedestrian parkway...connecting with other components of the park and recreation system or located separate from other areas...</p>	18-5	Yes	The project Circulation system (see Chapter 4) and Design Guidelines provide for landscaped pedestrian/bicycle corridors which allow off-road multi-use paths which traverse the project site and facilitate safe access to and from all of the sectors of the Lathrop Gateway Business Park.
<p><u>VI. HAZARD MANAGEMENT</u></p>			
<p>Seismic Goals and Policies</p>	6-2	Yes	The project is expected to comply with all seismic goals and policies expressed in the General Plan at such time that site improvements and building plans are required and processed for City approval.
<p>Safety Goals and Policies</p>	6-4	Yes	The project is expected to comply with all goals and policies related to fire safety, law enforcement and "large scale conditions of emergency" expressed in the General Plan at such time that site improvements and building plans are required and processed for City approval. Development in the Lathrop Gateway Business Park Specific Plan will pay all applicable fire service fees and assessments required to fund its fair share of LMFPD facilities and services. In addition, all development is required to conform to the California Fire Code, the City's Fire Sprinkler Ordinance, fire flow standards, and other applicable requirements. Project measures affecting planning level issues can be found in Chapter 6, Section 1 of the Specific Plan.
<p>Noise Abatement and Control</p>	6-7	Yes	The project will comply with all City policy requirements and noise level performance standards as expressed in the City General Plan relating to noise abatement as well as those found in the project EIR Mitigation Measures.

Appendix B

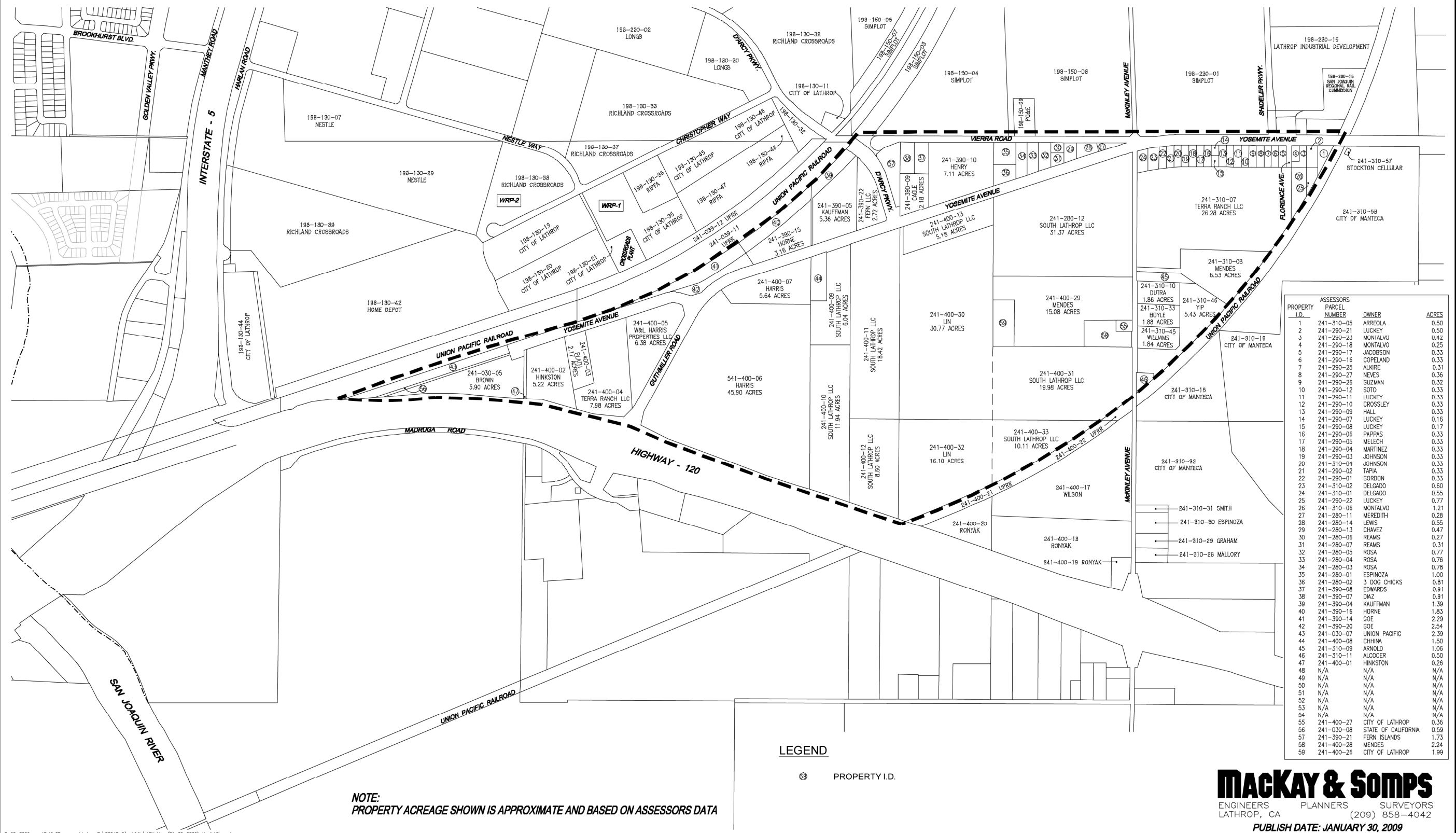
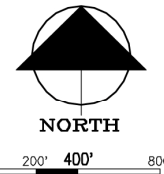
Property Ownership

APN#	Owner's Name	Owner's Address	Site Address	Acres	Sponsoring Property Owners	
					TC N	S. Lathrop LLC
241-030-05	Brown, Michael A. & Karel M.	4100 Yosemite Ave. Lathrop, CA 95330	4100 West Yosemite Ave. Lathrop, CA 95330	5.90		
241-030-08	California, State of	n/a	n/a	0.59		
241-030-07	Union Pacific	1416 DODGE ST ROOM 830 OMAHA NE 68179	T2S R6E 3 & 10 Lathrop, CA	2.39		
241-280-01	Espinoza, Jose M & R D	2080 Vierra Rd. Lathrop, CA 95330	2080 East Vierra Rd. Lathrop, CA 95330	1.00		
241-280-02	3 Dog Chicks, LLC	3221 West Yosemite Ave. Lathrop, CA 95330	3221 West Yosemite Ave. Lathrop, CA 95330	0.81		
241-280-03	Rosa, Joe & Rose	3155 Yosemite Ave. Lathrop, CA 95330	2118 East Vierra Rd. Lathrop, CA 95330	0.78		
241-280-04	Rosa, Joe & Rose	2211 Easy Highway 120 Lathrop, CA 95330	2211 East State Route 120 Lathrop, CA 95330	0.76		
241-280-05	Rosa, Joe & Rose	3155 Yosemite Ave. Lathrop, CA 95330	3155 West Yosemite Ave. Lathrop, CA 95330	0.77		
241-280-06	Reams, Robert	PO Box 748 Manteca, CA 95336	2222 East Vierra Rd. Lathrop, CA 95330	0.27		
241-280-07	Reams, Robert	PO Box 748 Manteca, CA 95336	3133 West Yosemite Ave. Lathrop, CA 95330	0.31		
241-280-11	Meredith, Peter T & Pearl M	5432 Almondwood Rd. Manteca, CA 95337	3049 West Yosemite Ave. Lathrop, CA 95330	0.28		
241-280-12	South Lathrop LLC	P.O. Box 310 Lathrop, CA 95330	3128 West Yosemite Ave. Lathrop, CA 95330	31.37		X
241-280-13	Chavez, Raul Sr. & Maribel M/Chavez, Raul Jr. & Dora B	226 East Vierra Rd. Lathrop, CA 95330	2286 East Vierra Rd. Lathrop, CA 95330	0.47		
241-280-14	Lewis, Jack & Jane M	20319 South Union Rd. Manteca, CA 95337	3091 West Yosemite Ave. Lathrop, CA 95330	0.55		
241-290-01	Gordon, Lawrence W & Bernice	2414 Telegraph Ave. Apt. 600 Berkeley, CA 94704	2950 West Yosemite Ave. Manteca, CA 95337	0.33		
241-290-02	Tapia, Robert & Janice	2938 West Yosemite Ave. Manteca, CA 95337	2938 West Yosemite Ave. Manteca, CA 95337	0.33		
241-290-03	Johnson, Linda Mae	1736 Houston St. New Albany, IN 47150	2914 West Yosemite Ave. Manteca, CA 95337	0.33		
241-290-04	Martinez, Zeferino & Iris T	2900 West Yosemite Ave. Manteca, CA 95337	2900 West Yosemite Ave. Manteca, CA 95337	0.33		
241-290-05	Melech, William & Illa	2886 West Yosemite Ave. Manteca, CA 95337	2886 West Yosemite Ave. Manteca, CA 95337	0.33		
241-290-06	Papas Charlene	1073 TOPAZ CT MANTECA CA 95336	2874 West Yosemite Ave. Manteca, CA 95337	0.33		
241-290-07	Luckey, Cathie A	PO Box 317 Lathrop, CA 95330	2862 West Yosemite Ave. Manteca, CA 95337	0.16	X	
241-290-08	Luckey, Cathie A	PO Box 317 Lathrop, CA 95330	2866 West Yosemite Ave. Manteca, CA 95337	0.17	X	

241-290-09	Hall, Donnell	2848 West Yosemite Ave. Manteca, CA 95337	2848 West Yosemite Ave. Manteca, CA 95337	0.33		
241-290-10	Crossley, Dane C & Brenda E	2834 West Yosemite Ave. Manteca, CA 95337	2834 West Yosemite Ave. Manteca, CA 95337	0.33		
241-290-11	Luckey, Cathie A	PO BOX 317 LATHROP CA 95330	2818 West Yosemite Ave. Manteca, CA 95337	0.33	X	
241-290-12	Soto, George L	PO Box 454 Lathrop, CA 95330	2806 West Yosemite Ave. Manteca, CA 95337	0.33		
241-290-16	Copeland, Jimmy & Marsha	PO Box 4450 Anaheim, CA 92803	2754 West Yosemite Ave. Manteca, CA 95337	0.33		
241-290-17	Jacobson, Howard I & Kathryn M	1481 Ridgecrest Dr. Manteca, CA 95336	2748 West Yosemite Ave. Manteca, CA 95337	0.33		
241-290-18	Montalvo, Samuel P & Alice A	2722 West Yosemite Ave. Manteca, CA 95337	2712 West Yosemite Ave. Manteca, CA 95337	0.25		
241-290-21	Luckey, Cathie A	1481 Manila Rd. Lathrop, CA 95330	2690 West Yosemite Ave. Manteca, CA 95337	0.50	X	
241-290-22	Luckey, Cathie A	1481 Manila Rd. Lathrop, CA 95330	2694 West Yosemite Ave. Manteca, CA 95337	0.77	X	
241-290-23	Montalvo, Samuel P & Alice A	2722 West Yosemite Ave. Manteca, CA 95337	2722 West Yosemite Ave. Manteca, CA 95337	0.42		
241-290-25	Alkire, Frank & Kathy	2768 West Yosemite Ave. Manteca, CA 95337	2768 West Yosemite Ave. Manteca, CA 95337	0.31		
241-290-26	Guzman, Miguel	2792 West Yosemite Ave. Manteca, CA 95337	2792 West Yosemite Ave. Manteca, CA 95337	0.32		
241-290-27	Neves, Luciana & Alice Trust	1803 Castra St. San Leandro, CA 94577	2780 West Yosemite Ave. Manteca, CA 95337	0.36		
241-310-01	Delgado, Raudel & A G	501 Heartland Dr. Manteca, CA 95337	2978 West Yosemite Ave. Manteca, CA 95337	0.55		
241-310-02	Delgado, Raudel & A G	501 Heartland Dr. Manteca, CA 95337	2964 West Yosemite Ave. Manteca, CA 95337	0.60		
241-310-04	Johnson, Linda Mae	1736 Houston St. New Albany, IN 47150	2926 West Yosemite Ave. Manteca, CA 95337	0.33		
241-310-05	US BANK NATIONAL ASSN TR	4708 MERCANTILE DRIVE NORTH FORT WORTH TX 76137-3605	2672 West Yosemite Ave. Manteca, CA 95337	0.50		
241-310-06	Montalvo, Samuel P & Alice A	2722 West Yosemite Ave. Manteca, CA 95337	2724 West Yosemite Ave. Manteca, CA 95337	1.21		
241-310-07	Terra Ranch LLC	5151 Almondwood Rd. Manteca, CA 95337	18200 South McKinley Ave. Manteca, CA 95337	26.28		X
241-310-08	Mendes, Frank & L	18389 McKinley Ave. Manteca, CA 95337	18328 South McKinley Ave. Manteca, CA 95337	6.53		X
241-310-09	ARNOLD DAREN	18366 MCKINLEY AVE MANTECA CA 95337	18366 South McKinley Ave. Manteca, CA 95337	1.06		
241-310-10	Dutra, Diane L	18389 McKinley Ave. Manteca, CA 95337	18398 South McKinley Ave. Manteca, CA 95337	1.86		
241-310-11	Alcocer, Alex/Slaugenhaupt, Shelby	18656 McKinley Ave. Manteca, CA 95337	18656 South McKinley Ave. Manteca, CA 95337	0.50		
241-310-33	Boyle, Daniel & Mary	PO Box 492 Lathrop, CA 95330	18424 South McKinley Ave. Manteca, CA 95337	1.88		
241-310-45	Williams, Thomas D Sr. & Debra A	18554 McKinley Ave. Manteca, CA 95337	18554 South McKinley Ave. Manteca, CA 95337	1.84		
241-310-46	Yip, Bruce	18600 McKinley Ave. Manteca, CA 95337	18600 South McKinley Ave. Manteca, CA 95337	5.43		
241-390-04	Kauffman, Melvin E	3515 Yosemite Ave. Lathrop, CA 95330	1700 East Vierra Rd. Lathrop, CA 95330	1.36		
241-390-05	Kauffman, Melvin E	3515 Yosemite Ave. Lathrop, CA 95330	3515 Yosemite Ave. Lathrop, CA 95330	5.36		
241-390-07	Diaz, Mario & Noy	PO Box 1024 Lathrop, CA 95330	1866 East Vierra Rd. Lathrop, CA 95330	0.91		
241-390-08	Edwards, Harold & Betty	PO Box 1245 Manteca, CA 95336	1970 East Vierra Rd. Lathrop, CA 95330	0.91		
241-390-09	Cagle, Evelyn A	3401 Yosemite Ave. Lathrop, CA 95330	3401 West Yosemite Ave. Lathrop, CA 95330	2.18		
241-390-10	Henry, Wynona Lee	340 Laurel Way Mill Valley, CA 94941	3303 West Yosemite Ave. Lathrop, CA 95330	7.11		

241-390-14	Goe, Thomas H	1501 East Highway 120 Lathrop, CA 95330	1501 Street Route 120 Lathrop, CA 95330	2.26		
241-390-15	Horne, Howard V & Dorothy K	219 Casitas Blvd. Los Gatos, CA 95030	n/a	3.16		
241-390-16	Horne, Howard V & Dorothy K	219 Casitas Blvd. Los Gatos, CA 95030	n/a	1.83		
241-390-20	Goe, Thomas H	3737 Yosemite Ave. Lathrop, CA 95330	3737 West Yosemite Ave. Lathrop, CA 95330	2.54		
241-390-21	Fern Islands, LLC	6280 Amante Ct. Stockton, CA 95212	n/a	1.73	X	
241-390-22	Fern Islands, LLC	6280 Amante Ct. Stockton, CA 95212	n/a	2.72	X	
241-400-01	Hinkston Charles & Jeani	PO Box 350, Lathrop CA 95330	4076 West Yosemite Ave. Manteca, CA 95337	0.26		
241-400-02	HINKSTON CHARLES J & JEANINE	PO BOX 350 LATHROP CA 95330-0350	4052 West Yosemite Ave. Lathrop, CA 95330	5.22		
241-400-03	Plath, Richard & Susan	3964 Yosemite Ave. Lathrop, CA 95330	3964 West Yosemite Ave. Lathrop, CA 95330	2.17		
241-400-04	Terra Ranch LLC	3938 Yosemite Ave. Lathrop, CA 95330	3938 West Yosemite Ave. Lathrop, CA 95330	7.98		
241-400-05	W&L Harris Properties, LLC	5151 East Almondwood Manteca, CA 95336	3870 West Yosemite Ave. Lathrop, CA 95330	6.38		
241-400-06	Harris, William R & Lucille	308 Hansen Ave. Manteca, CA 95336	3756 West Yosemite Ave. Lathrop, CA 95330	45.90		
241-400-07	Harris, William R & Lucille	308 Hansen Ave. Manteca, CA 95336	3600 West Yosemite Ave. Lathrop, CA 95330	5.64		
241-400-08	Chhina, Rajbir	3552 Yosemite Ave. Lathrop, CA 95330	3552 West Yosemite Ave. Lathrop, CA 95330	1.50		
241-400-09	SOUTH LATHROP LLC	634 N SANTA CRUZ AVE #100 LOS GATOS CA 95030	3530 West Yosemite Ave. Lathrop, CA 95330	6.04		X
241-400-10	SOUTH LATHROP LLC	634 N SANTA CRUZ AVE #100 LOS GATOS CA 95030	6926 East Woodward Rd. Manteca, CA 95336	11.94		X
241-400-11	SOUTH LATHROP LLC	634 N SANTA CRUZ AVE #100 LOS GATOS CA 95030	3458 West Yosemite Ave. Lathrop, CA 95330	18.42		X
241-400-12	SOUTH LATHROP LLC	634 N SANTA CRUZ AVE #100 LOS GATOS CA 95030	3464 West Yosemite Ave. Lathrop, CA 95330	8.60		X
241-400-13	SOUTH LATHROP LLC	634 N SANTA CRUZ AVE #100 LOS GATOS CA 95030	3356 West Yosemite Ave. Lathrop, CA 95330	5.18		X
241-400-26	Lathrop, City of	16775 Howland Rd. Lathrop, CA 95330	n/a	1.99		
241-400-27	Lathrop, City of	16775 Howland Rd. Lathrop, CA 95330	n/a	0.36		
241-400-28	Mendes	18401 S MCKINLEY AVE MANTECA CA 95337	18401 MCKINLEY AVE MANTECA CA 95337- 8650	2.24		X
241-400-29	Mendes	18389 S MCKINLEY AVE MANTECA CA 95337		15.08		X
241-400-30	Lin	PO BOX 2370 WALNUT CREEK CA 94595		30.77		X
241-400-31	South Lathrop LLC	634 N SANTA CRUZ AVE #100 LOS GATOS CA 95030- 4361		19.98		X
241-400-32	Lin	PO BOX 2370 WALNUT CREEK CA 94595		16.10		X
241-400-33	South Lathrop LLC	634 N SANTA CRUZ AVE #100 LOS GATOS CA 95030- 4361		10.11		X

ASSESSORS PARCEL NUMBER EXHIBIT LATHROP GATEWAY BUSINESS PARK SPECIFIC PLAN SOUTH LATHROP LLC



PROPERTY I.D.	ASSESSORS PARCEL NUMBER	OWNER	ACRES
1	241-310-05	ARREOLA	0.50
2	241-290-21	LUCKEY	0.50
3	241-290-23	MONTALVO	0.42
4	241-290-18	MONTALVO	0.25
5	241-290-17	JACOBSON	0.33
6	241-290-16	COPELAND	0.33
7	241-290-25	ALKIRE	0.31
8	241-290-27	NEVES	0.36
9	241-290-26	GUZMAN	0.32
10	241-290-12	SOTO	0.33
11	241-290-11	LUCKEY	0.33
12	241-290-10	CROSSLEY	0.33
13	241-290-09	HALL	0.33
14	241-290-07	LUCKEY	0.16
15	241-290-08	LUCKEY	0.17
16	241-290-06	PAPPAS	0.33
17	241-290-05	MELECH	0.33
18	241-290-04	MARTINEZ	0.33
19	241-290-03	JOHNSON	0.33
20	241-310-04	JOHNSON	0.33
21	241-290-02	TAPIA	0.33
22	241-290-01	GORDON	0.33
23	241-310-02	DELGADO	0.60
24	241-310-01	DELGADO	0.55
25	241-290-22	LUCKEY	0.77
26	241-310-06	MONTALVO	1.21
27	241-280-11	MEREDITH	0.28
28	241-280-14	LEWIS	0.55
29	241-280-13	CHAVEZ	0.47
30	241-280-06	REAMS	0.27
31	241-280-07	REAMS	0.31
32	241-280-05	ROSA	0.77
33	241-280-04	ROSA	0.76
34	241-280-03	ROSA	0.78
35	241-280-01	ESPINOZA	1.00
36	241-280-02	3 DOG CHICKS	0.81
37	241-390-08	EDWARDS	0.91
38	241-390-07	DAZ	0.91
39	241-390-04	KAUFFMAN	1.39
40	241-390-16	HORNE	1.83
41	241-390-14	GOE	2.29
42	241-390-20	GOE	2.54
43	241-030-07	UNION PACIFIC	2.39
44	241-400-08	CHHINA	1.50
45	241-310-09	ARNOLD	1.06
46	241-310-11	ALCOCKER	0.50
47	241-400-01	HINKSTON	0.26
48	N/A	N/A	N/A
49	N/A	N/A	N/A
50	N/A	N/A	N/A
51	N/A	N/A	N/A
52	N/A	N/A	N/A
53	N/A	N/A	N/A
54	N/A	N/A	N/A
55	241-400-27	CITY OF LATHROP	0.36
56	241-030-08	STATE OF CALIFORNIA	0.59
57	241-390-21	FERN ISLANDS	1.73
58	241-400-28	MENDES	2.24
59	241-400-26	CITY OF LATHROP	1.99

LEGEND
 PROPERTY I.D.

NOTE:
 PROPERTY ACREAGE SHOWN IS APPROXIMATE AND BASED ON ASSESSORS DATA

Mackay & Somps
 ENGINEERS PLANNERS SURVEYORS
 LATHROP, CA (209) 858-4042
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