

City of Lathrop, CA



Mossdale Village

Stewart Tract

West Lathrop Specific Plan

October 1, 2002



The 2002 West Lathrop Specific Plan area is located in California's Central Valley, at the inland reaches of the San Joaquin River, on the Stewart Tract. Here, on flat land which is crisscrossed by rural roads and drainage channels, a pattern of hot, dry summers and cool, moist winters is moderated by coastal marine influences.

The plan area is surrounded by leveed existing delta waterways from which expansive long range views are possible. The plan area is readily accessible by regional freeways, rail lines, airports and navigable waterways. Next to the plan area are I-5 interchanges with I-205 and State Route 120. The (former) Southern Pacific and Union Pacific rail lines pass through the site. Presently used for agriculture, the plan area is well situated to play an important role in the economic and cultural growth of the region.

The 2002 West Lathrop Specific Plan area forms the western part of the City of Lathrop. It will be developed as two distinct but closely related areas. Next to I-5, will be Mossdale Village, a 1,161-acre proposed residential development with an associated village center, service commercial and highway commercial. Mossdale Village is



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Executive Summary



Executive Summary

The 2002 West Lathrop Specific Plan area is located in California's Central Valley, in the inland reaches of the San Joaquin River, or "South Delta". Here, on flat land which is crisscrossed by rural roads and drainage channels, a pattern of hot, dry summers and cool, moist winters is moderated by coastal marine influences.

The plan area is surrounded by leveed existing delta waterways from which expansive long range views are possible. The plan area is readily accessible by regional freeways, rail lines, airports and navigable waterways. Next to the plan area are I-5 interchanges with I-205 and State Route 120. The (former) Southern Pacific and Union Pacific rail lines pass through the site. Presently used for agriculture, the plan area is well situated to play an important role in the economic and cultural growth of the region.

The 2002 West Lathrop Specific Plan area forms the western part of the City of Lathrop. It will be developed as two distinct but closely related areas. Next to I-5, will be Mossdale Village, a 1,161-acre proposed residential development with an associated village center, service commercial and highway commercial. Mossdale Village is targeted for more traditional housing for Lathrop residents. Adjoining Mossdale Village is Stewart Tract, a 5,794-acre site proposed as a balanced, mixed use sustainable community comprised of residential and commercial development. Stewart Tract will have two distinct components: River Islands at Lathrop, the 4,880 acres west of the former Southern Pacific Railroad tracks that has been comprehensively planned and Southeast Stewart Tract, the 913 acres east of those railroad tracks designated for existing housing, recreation commercial and primarily urban reserve. (See Figure I-1: Planning Areas.) These two Stewart Tract development areas, together with Mossdale Village, are addressed together in this plan to ensure a compatible pattern of development throughout West Lathrop.

The 1991 Lathrop General Plan and the 1996 West Lathrop Specific Plan proposed theme park/commercial recreation/resort uses for the River Islands portion of Stewart Tract and required that theme park development precede other development on Stewart Tract. Since then, a voter initiative (Measure D) was passed allowing other development to precede theme park development so long as the "Equivalent Development" provides long term community, economic and other benefits substantially



equivalent to those anticipated as a consequence of the development of the first theme park, including the generation of regional-serving uses, the generation of substantial permanent employment opportunities, the expansion of the tax base and the generation of significant new tax and other revenues anticipated as a consequence of the development of the first theme park. (See Chapter VI: Implementation for more information about Measure D.)

As required in Measure D, the West Lathrop Specific Plan was amended previously. In response to this voter approved initiative, the 1991 General Plan has been amended to show land uses that increase City revenues, offer regional-serving uses and adds improved properties to the City's tax base on the River Islands portion. This 2002 Specific Plan proposes a major employment center, a mixed use town center and housing for the River Islands portion, consistent with the amended 2002 General Plan. Until such major revenue and employment generating uses are in place, the City may only approve occupancy permits for residential units when imposing an "Economic Development Fee" of \$5,000 per unit. The City may then use 20% of the fee garnered to support economic development east of Interstate 5 and the construction of public facilities anywhere in Lathrop. The Master Developer may use the 80% for "Acceptable Development" on the Stewart Tract, as mutually agreed upon by the City.

Comprehensive sewer, water and storm drainage systems are part of the 2002 West Lathrop Specific Plan and they will be constructed incrementally. Adequate fire stations will be incorporated within Stewart Tract as well as a potential police substation if the civic center locates here. The development of both Mossdale Village and Stewart Tract will add substantially to Lathrop's economic vitality by providing more local jobs, homes, attractive recreation areas and revenue-generating uses.

A. Mossdale Village

Envisioned as a new Lathrop village comprised of two neighborhoods, Mossdale Village will be predominantly traditional residential for permanent residents. The village as a whole will be organized around a pedestrian-oriented village center. A variety of shops, restaurants and personal and professional services as well as indoor and outdoor gathering places will create a lively village center for community life. The Mossdale Village Development Program is described in Chapter III: Land Use,



Regional Location

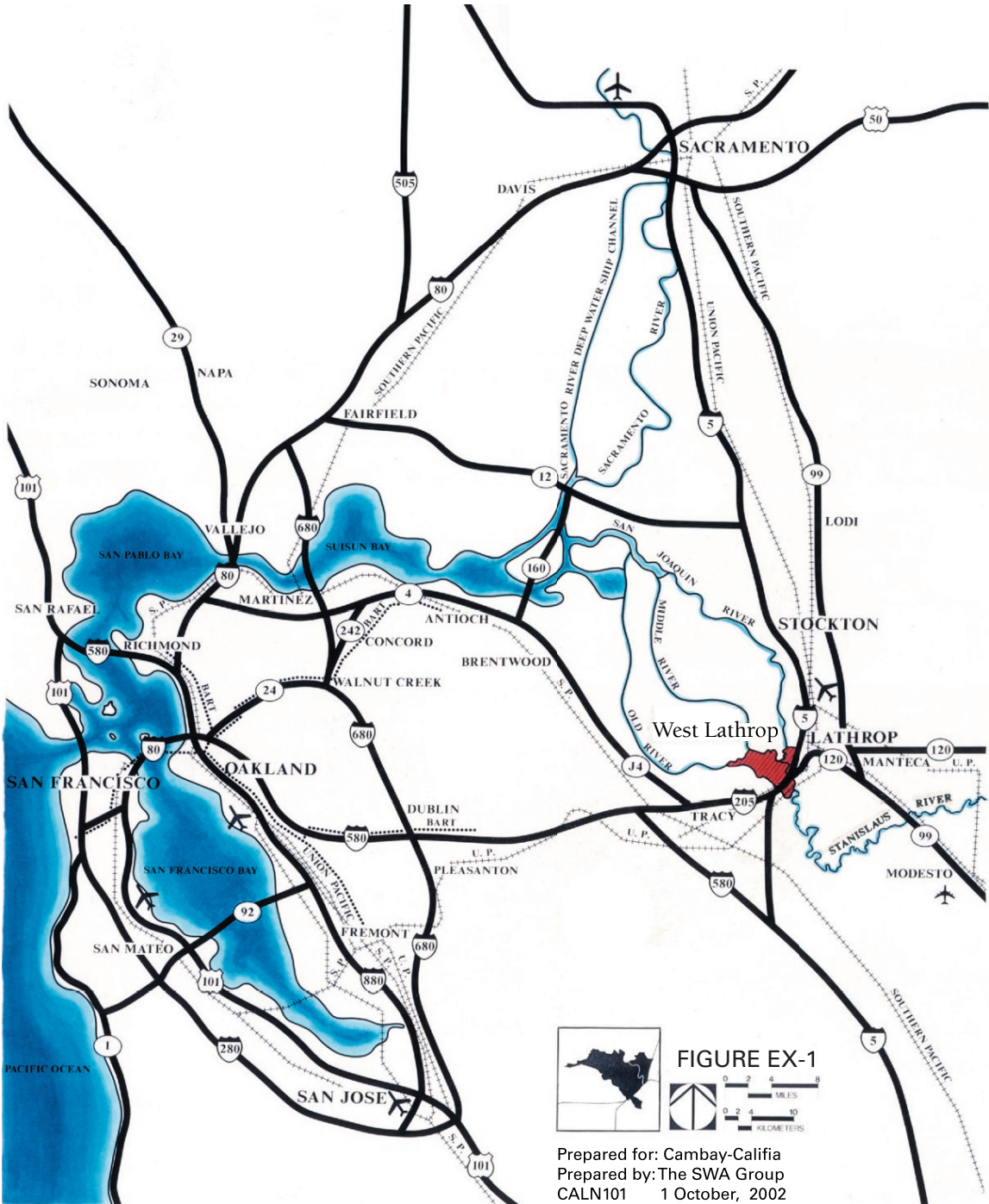


FIGURE EX-1

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Prepared for: Cambay-Califia
 Prepared by: The SWA Group
 CALN101 1 October, 2002

WEST LATHROP SPECIFIC PLAN
CITY OF LATHROP, CA



with approximate acreages for all uses. In addition, all the residents of Mossdale Village will share a system of trails stemming from a broad open space corridor along the site's westerly San Joaquin River edge. On- and off-street trails within the residential areas will link this corridor to the village's several parks, natural areas and schools. These trails, in turn, will connect West Lathrop to the rest of the City.

In the heart of each of the two neighborhoods will be an 18-acre elementary school combined with a park. Centrally located, they are planned to be easily accessible for school children and for neighbors' recreational uses. Although the two neighborhoods will be separated by River Islands Parkway, a limited-access landscaped arterial roadway, they are to be connected by a village loop road, where slower-moving traffic and ample provisions for pedestrian and bicycle travel will allow safe and convenient village travel. A 50-acre high school site is proposed near the loop road and river's edge open space corridor.

A wide variety of housing types will be possible in Mossdale Village. Nearer the village center, medium density housing (8-15 du/ac) is proposed, with a range of lower density (1-7 du/ac) housing around it. Also, along the San Joaquin River, marina housing is proposed so that homeowners can moor their boats in their backyards.

These residential areas will be buffered from I-5 by the landscaped Golden Valley Parkway and service-commercial and highway-commercial uses that will border the freeway. Running north-south through Mossdale Village, Golden Valley Parkway is conceived as an arterial running parallel to I-5. This new parkway will reduce the use of the freeway for local vehicular trips which may decrease the number of accidents associated with complex merge patterns that occur on I-5 adjacent to the plan area. Golden Valley Parkway in addition will ultimately serve Lathrop's potential future civic center and central commercial district planned to the north of Mossdale Village and Stewart Tract, as part of an intercity transit route.

There are multiple landowners in Mossdale Village, so it is assumed development here will be incremental. Development of each phase of the residential areas will include the necessary public rights-of-way, utilities and services as well as convenient parks, schools and retail shopping as provided



by the plan. Special features such as the San Joaquin River open space corridor will be improved in segments as development alongside it is built. Habitat enhancement will occur in phases as well. The Mossdale Village levees have been improved to meet Federal Emergency Management Agency (FEMA) standards for the 100-year flood but levee improvements are still required for Stewart Tract.

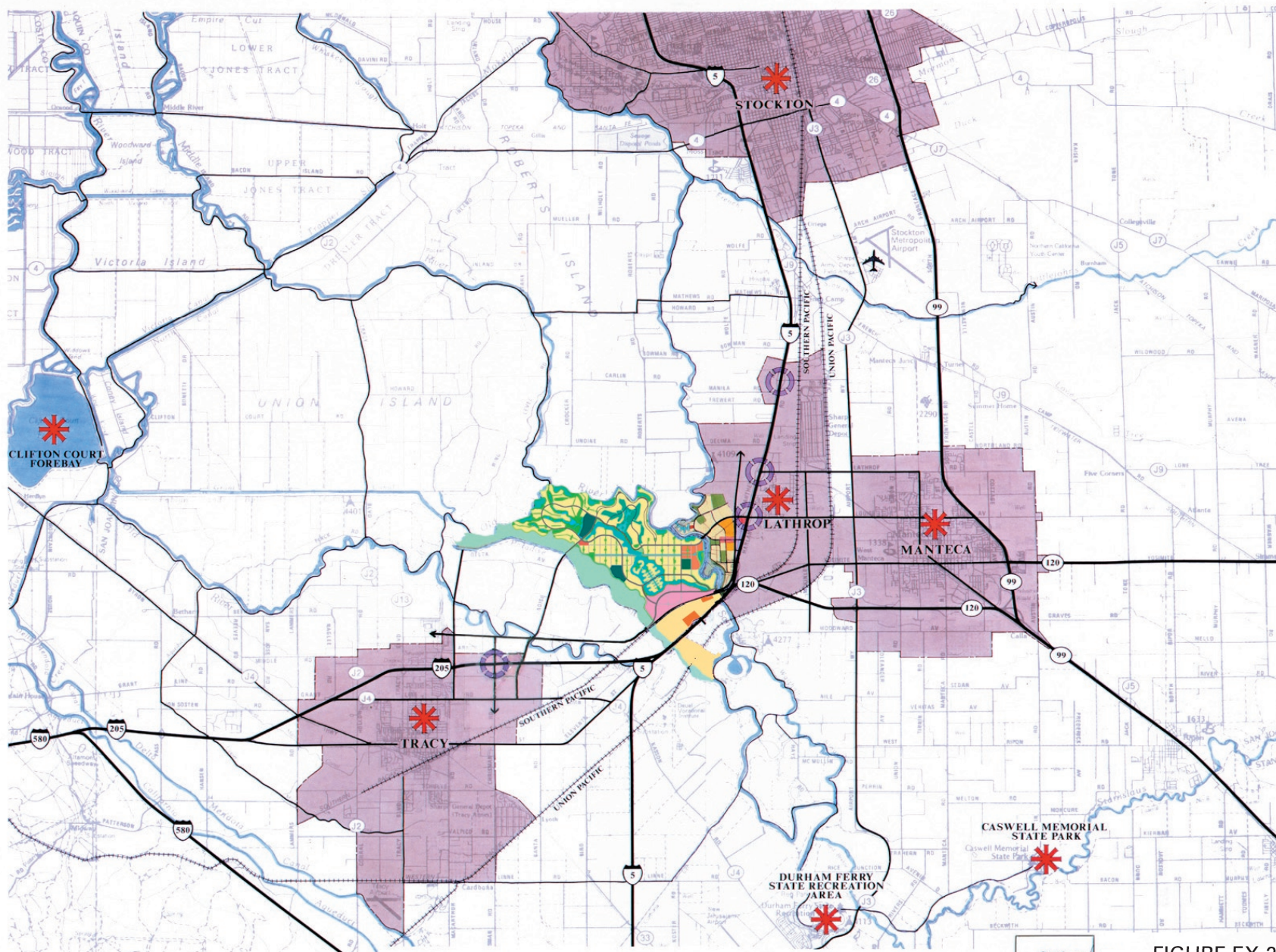
In general, growth in Mossdale Village will follow the improvement of the major streets. The first major street to be improved will be River Islands Parkway from the Louise Avenue interchange at I-5 southwesterly through Mossdale Village and across the San Joaquin River into the Stewart Tract. Housing is expected to be built along the River Islands Parkway corridor in early phases. Development of highway commercial and service commercial will be feasible in Phase One. In the next phase, Golden Valley Parkway and an improved Manthey Road will be built from River Islands Parkway to the south through Mossdale Village. The residential areas along Golden Valley Parkway could be developed in Phase Two. Phases Three and Four will include buildout of the remaining residential areas. Increments of village center retail are planned as part of each phase.

Within the River Islands portion of Stewart Tract, a new sustainable, comprehensively designed community is planned that is consistent with the 1996 Specific Plan objectives. Here, residents can live, work and play. It is a holistic solution for the use of this land: creating an improved jobs/housing balance for the region, contributing regional traffic solutions, constructing substantial improvements to the area's flood protection and creating new habitat areas set aside solely for the well-being of endangered species.

Located at the upper end of the San Joaquin River delta, the design of a new community on Stewart Tract would focus on distinctive water-related ways of life. Housing will be located on a central canal and/or lake and along the surrounding rivers, allowing a range of lifestyles from more urban to more rural. A major employment center and a new mixed use town center in River Islands will also include a variety of workplaces, and lively retail, entertainment and restaurant venues near the San Joaquin River.

B. Stewart Tract

Regional Setting



WEST LATHROP SPECIFIC PLAN
CITY OF LATHROP, CA

Prepared for: Cambay-Califia
Prepared by: The SWA Group
CALN101 1 October, 2002

FIGURE EX-2
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In and around a town center, a high density, urban residential area will be linked by paseos and a gridded street system to a formal grand canal with promenades along its edges. Other neighborhoods will focus on a central lake where backyard docks allow residents easy access to myriad waterways and where public trails, parks and recreation facilities grant everyone the chance to enjoy the lake. More secluded neighborhoods will be created around small back bays along the San Joaquin and Old Rivers, where enjoyment of the natural riverine habitat and long range views will be at its best. Opportunities will exist in and around these varied neighborhoods for all manner of park, school – such as K-12 magnet schools with special educational foci – and special community facilities such as golf courses and clubhouses.

At least one active adult community will be built within River Islands with distinct housing types, ranging from patio duplex homes to detached homes, in a community that features a wide range of recreational opportunities including an 18-hole golf course and a community activity center.

Complementary to the City of Lathrop, a mixed use town center on the river will become a social magnet, attracting Stewart Tract and other Lathrop residents to cafes, restaurant, shops, movies, theater and perhaps a new civic center. With a mix of retail, entertainment and high-density residential uses, this will be a vibrant and animated gathering place daytime and evening. A harbor will adjoin the town center and offer related waterfront activities for residents and visiting boaters. The resultant synergy among the various activities will create a lively regional destination.

An employment center in the plan for River Islands will relieve thousands of valley residents of the long journey on I-205 and I-580 into Bay Area workplaces. It would offer substantially more jobs than there will be new River Islands employed residents. It will also employ every skill level from clerk to executive. The town center and employment center will attract Bay area businesses and offer them moderately priced land for their businesses and will broaden the range of job types available in Lathrop. In Southeast Stewart Tract, complementary recreational commercial uses will also contribute to the creation of a well-rounded community.

River Islands will be a place to live, work and play together. There is an opportunity at River Islands to integrate all of the parks and open spaces into a connected and related system. The types of



Stewart Tract Development Concept

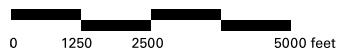
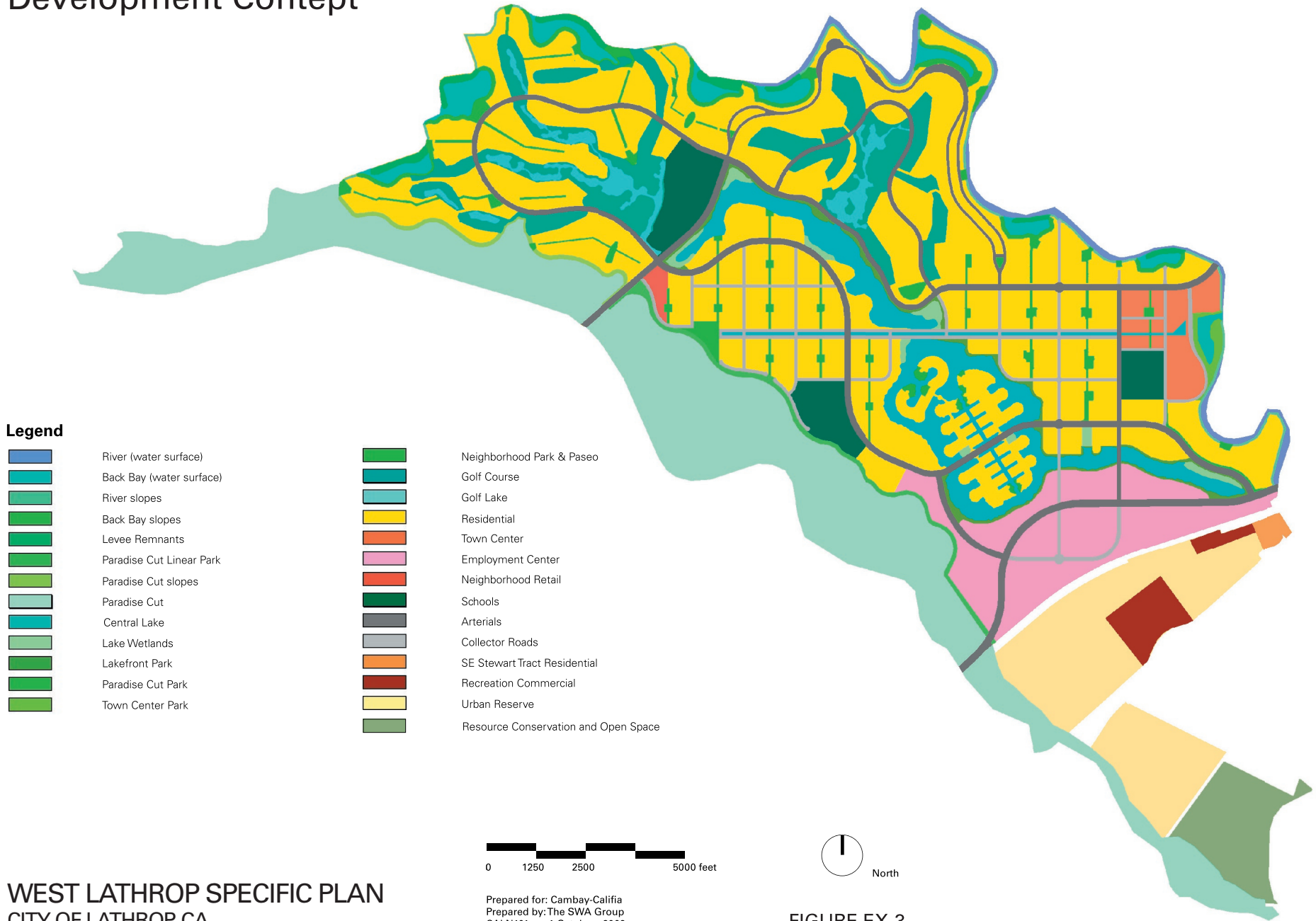


FIGURE EX-3



parks will range from highly structured sports facilities to naturally occurring eco-restoration islands. Neighborhood parks will be located along paseos that lead to the grand canal or lake. Other parks will be part of a necklace of open spaces and recreation areas around the edge of the lake. Long trails that link these many public green places will allow for varied vistas and scenery. Quiet parks will dot the river's edge for nearby residents and others who seek long range views across the valley.

Habitat preservation and restoration will be important elements of the River Islands development since the natural delta setting that nurtures wildlife will also contribute to residents' quality of life. Carefully selected areas along the tract's perimeter will be reestablished as shaded riverine aquatic habitat for Central Valley steelhead and the Central Valley Spring run Chinook Salmon and expanded habitat could be created for the Riparian Brush Rabbit. Fundamental to any plan for Stewart Tract is the preservation of Paradise Cut habitats for many species. Integral with the creation of improved flood protection throughout Paradise Cut is the creation of habitat areas removed from extensive human intrusion, with some areas beyond the threat of flooding.

Unlike Mossdale Village, as Stewart Tract is divided by several elevated transportation rights-of-way (I-5 and the (former) Southern Pacific and Union Pacific rail lines) levee improvements may be made in phases for each of several areas. Regardless of the phasing of such improvements, ultimately development on Stewart Tract will be flood protected for at least the 100-year flood event in accordance with FEMA and other applicable standards.

It is a stated goal of the 2002 West Lathrop Specific Plan to incorporate solutions for alternate modes of travel to and from Mossdale Village and the Stewart Tract. This would be accomplished through integration with regional transportation systems. The project will have strong connections to all regional public transit as well as the interstate freeway system.

C. Transportation



1. Regional Connections

The plan area is within about an hour's drive of the San Francisco, Oakland, San Jose and Sacramento Airports. Also, the Stockton Metropolitan Airport is within fifteen minutes and is capable of handling the large commercial airliners currently in service. This airport incorporates a full service terminal and additional terminals for private aircraft including jets and helicopters.

Ideally situated for bus and automobile travel, Stewart Tract and Mossdale Village sit at the confluence of I-5, I-205 and State Route 120. A parallel arterial, Golden Valley Parkway, to be situated west and north of the interstates will ultimately connect the interchanges on north I-5 at Roth Road, Lathrop Road and Louise Avenue/River Islands Parkway with the new Paradise/Chrisman Road and existing MacArthur Drive interchanges on I-205. Such a system will provide an alternate local route than the freeway for automobiles and buses by connecting central Lathrop, Mossdale Village, Stewart Tract and Tracy without additionally loading the interstate highway system. The Lathrop Road and Louise Avenue interchanges and State Route 120 connection will provide direct access to the town of Manteca whereas the Golden Valley Parkway parallel arterial system will connect with Tracy via the Paradise Road and MacArthur Drive interchanges. Golden Valley Parkway, with ultimate bus and vehicular capacity, will provide access to the potential multi-modal transit station and the commuter park-and-ride areas at or near Stewart Tract.

2. On-Site Transportation Systems

Whether the traveler has arrived by public transportation or by car, there will be provisions that allow for local circulation without the need for an automobile. Mossdale Village will be served by a bus system via the Golden Valley Parkway parallel collector. Bus service within Mossdale Village will provide connections to the remainder of the City of Lathrop as well as the cities of Manteca, Tracy and Stockton and will circulate inside the plan area's residential and commercial areas.

The Stewart Tract plan area will contain a parkway street system. River Islands Parkways North and South and Paradise Drive will expedite regular bus circulation. Bus stops will be situated within easy



walking distance from most of the residential and commercial areas. Dial-a-Ride programs operated by the San Joaquin Regional transit District will assist disabled persons, senior citizens or visitors.

All the residential, town center and employment areas will be laced with local roads as well as on- and off-street pathway systems to facilitate non- vehicular travel.

The Mossdale Village and Stewart Tract land use plans are derived from the Lathrop General Plan diagram, as amended, for these areas. Similarly, these plans are consistent with the policy context established by the General Plan, as amended. In the Lathrop General Plan, flexibility in development phasing and the precise mix, density and location of uses in West Lathrop is supported. The General Plan states that variation and innovation are encouraged so long as the basic integrity of plan policies and proposals is maintained. The same premium on flexibility is inherent in this Specific Plan so long as the intent and objectives of this plan are respected.

Implementation of the West Lathrop Specific Plan will be accomplished with phases containing both private and public improvements such that phases can be self-sustaining and will function well to sustain the health and safety of residents and to add to their enjoyment of the Lathrop community. Increments of development will be approved following processes set up in Chapter VI: Community Design and Chapter VI: Implementation of this plan. Development will also be based upon the fiscal program and the River Islands Urban Design Concept set forth in Chapter VI: Implementation and as described in the May 7, 1996 Development Agreement Relating to The Stewart Tract. Development will be based on a financing plan for that area. Responsibilities for long term monitoring of the project's performance and maintenance of facilities and services have been assigned to the appropriate private and public participants in this development process.

D. Implementation





Introduction



This is the 2002 Specific Plan for West Lathrop, the southwestern portion of the City of Lathrop's Planning Area. The West Lathrop area is at the crossroads of three of the State of California's major highways and on the fast-growing edge of the greater San Francisco Bay Area (see Figure EX-1: Regional Location). In such a strategic location, the plan area is ideally situated to become a new mixed use community. It will contain a synergistic array of uses: a wide range of housing types and neighborhoods, a mixed use town center, workplaces ranging from business parks to highway-related commercial and many forms of outdoor recreation.

As the next growth area for the City of Lathrop, it can readily offer new housing, jobs, schools and entertainment that are complementary to Lathrop's already healthy economic base. In addition, the development of West Lathrop promises to contribute to the well-being of the entire region, bringing with it new transportation and transit facilities as well as recreational and aesthetic attractions. The 2002 West Lathrop Specific Plan sets forth a blueprint for a development program that will benefit local and regional residents, workers and visitors alike. It is consistent with the 1991 Lathrop General Plan, as amended. Hereafter, all references to the Lathrop General Plan shall refer to the 1991 General Plan as amended, including 2002 amendments, unless otherwise specified.

West Lathrop is comprised of two large areas: Stewart Tract (made up of River Islands and Southeast Stewart Tract totaling 5,794 acres) and Mossdale Village (1,611 acres). Both portions of West Lathrop are bounded by the waterways of the San Joaquin River delta (see Figure EX-2: Regional Setting). This delightful estuarine environment is to be captured in the design of the new area. Throughout the River Islands portion of Stewart Tract meandering internal waterways will weave housing, employment, recreation, retail and entertainment opportunities together. These internal waterways, reminiscent of the delta region's web of sloughs, will act as a dominant and consistent theme for a way of life. A new lake that appears to be an extension of the river setting sets the context for a major employment center. The new lake and perimeter river edge will be the site of many new homes within River Islands at Lathrop. The San Joaquin River forms an important edge for land use in Southeast Stewart Tract as well. Within Mossdale Village, a broad open space corridor and scenic drive next to the San Joaquin River will be linked to the village's neighborhoods via landscaped parks. Along portions of the existing and new levees, trails will link West Lathrop internally and with its surroundings.

Introduction

A. Scope and Purpose



The 2002 West Lathrop Specific Plan sets forth the vision for this new community and the practical means of realizing that vision. Pursuant to State law (Article 8, Chapter 3, Division 1, Title 7 of the Planning and Zoning Law), it describes in detail the proposed pattern of land uses, their nature and intensity, the circulation, transit, public services and utility systems needed to serve the plan area and the implementation measures that will ensure its viability. Furthermore, as stated in the City of Lathrop General Plan (p.4-A-25), “The Specific Plan shall fulfill interpretive and illustrative functions... [and] provide a set of development regulations to be applied, in whole or part, in lieu of or in addition to provision of the City’s Zoning Ordinance. The Specific Plan shall also set forth the standards of architectural design, site planning, landscaping, signage and exterior building and site maintenance to be applied and administered.” These functions of the Specific Plan are carried out by this document, its Community Design Guidelines and Principles, the River Islands Urban Design Concept and other mechanisms described herein. (See General Plan, Section VII).

As called for in Appendix B of the Lathrop General Plan, this 2002 Specific Plan provides a thorough interpretation of the current General Plan intent for West Lathrop. This is accomplished through descriptions and illustrations of the many aspects of the proposed development. In addition, the stepwise implementation of the plan, the regulatory context and development standards are defined herein and in the River Islands Urban Design Concept. This 2002 Specific Plan will regulate the development of West Lathrop.

For Mossdale Village and Southeast Stewart Tract, this amended plan is derived from the City of Lathrop’s 1991 General Plan which calls for the development of those areas in the form it is being proposed. This 2002 Specific Plan proposes the same land uses and development standards for Mossdale Village and Southeast Stewart Tract as the 1996 West Lathrop Specific Plan. Nothing portrayed or stated in this document is intended to alter those land uses, zoning designations or development standards approved in 1996. The only changes regarding Mossdale Village and Southeast Stewart Tract are (1) the renaming of Gold Rush Boulevard to River Islands Parkway, (2) the elimination of a grade-separated intersection where Golden Valley Parkway meets River Islands Parkway, (3) the elimination of the light rail right-of-way within Golden Valley Parkway and (4) the City’s 2001 Water, Wastewater and Recycled Water Master Plan supercedes the 1996 Specific Plan Infrastructure Chapter as the most



current source for information regarding the wastewater, water and recycled water systems for all of West Lathrop. The only change in this amended Plan that may potentially affect the rest of the area covered by the Lathrop General Plan is the creation of an alternative site for the City's civic center.

The 1991 Lathrop General Plan and the 1996 West Lathrop Specific Plan proposed theme park/commercial recreation/resort uses for the River Islands portion of Stewart Tract and required that theme park development precede other development on Stewart Tract. Since then, a voter initiative (Measure D) was passed allowing other development to precede theme park development so long as the "Equivalent Development" provides long term community, economic and other benefits substantially equivalent to those anticipated as a consequence of the development of the first theme park, including the generation of regional-serving uses, the generation of substantial permanent employment opportunities, the expansion of the tax base and the generation of significant new tax and other revenues anticipated as a consequence of the development of the first theme park. (See Chapter VI: Implementation for more information about Measure D.)

As required in Measure D, the West Lathrop Specific Plan was amended previously. In response to this voter approved initiative, the 1991 General Plan has been amended to show land uses that increase City revenues, offer regional-serving uses and adds improved properties to the City's tax base on the River Islands portion. This 2002 Specific Plan proposes a major employment center, a mixed use town center and housing for the River Islands portion, consistent with the amended 2002 General Plan. Until such major revenue and employment generating uses are in place, the City may only approve occupancy permits for residential units when imposing an "Economic Development Fee" of \$5,000 per unit. The City may then use 20% of the fee garnered to support economic development east of Interstate 5 and the construction of public facilities anywhere in Lathrop. The Master Developer may use the 80% for "Acceptable Development" on the Stewart Tract, as mutually agreed upon by the City.

For all parts of West Lathrop, the plan is comprehensive and thorough in addressing the proposed character of the development, in providing mitigation for most of its impacts and in identifying the on-site and off-site public and private improvements necessitated by each phase of growth.



The General Plan states that flexibility is an important tenet of the City's policy framework (p. 7-1):

“The word “general” is a key to understanding the nature of policies and proposals. It implies overall agreement on major issues without a straightjacket of inflexibility; it implies variation and encourages innovation while working toward the achievement of common goals; and it implies the need for adjustment of policies and proposals as changing conditions may dictate. While not inflexible, neither is the Plan to be viewed as being so flexible as to accommodate whatever position or policy may be sought through interpretation.

“A properly administered General Plan demands that the rule of “reasonableness” be applied to permit flexibility, variation and adjustment as long as the integrity of basic policies and proposals is maintained. However, any changes that are desired must result from careful study (as required by the State Planning Law). Such study must be made independent of pending applications for controversial development proposals, temporary fiscal problems and other “matters of the moment”. The policies and proposals of the Plan are not intended to be changed or twisted to accommodate special interests, whether public or private.”

Although many details of the future development of West Lathrop have been defined and will be regulated by this Specific Plan, a degree of flexibility is still necessary to allow the City and Project Proponents to create the best development possible. Primary areas in which flexibility is allowed are in consideration of the design of commercial concentrations (General Plan, p.4-A-13), and housing/accommodations in Mossdale Village and Stewart Tract (General Plan p. 4-a-3 and p.4-A-17, respectively). For these uses, market influences and technological innovation can have a substantial beneficial effect on the quality of West Lathrop development.

B. Location

The West Lathrop Specific Plan area is comprised of Stewart Tract, an approximately 5,794 acre tract and Mossdale Village, a 1,161 acre area. The plan area is located in California's Central Valley in the upper reaches of the San Joaquin River delta. It is within the current city limits of the City of Lathrop, with exception of that portion of Stewart Tract east of I-5. The entire plan area is northeast of the City of Tracy's Sphere of Influence. The plan area is at the intersection of Interstate 5, Interstate 205



and State Route 120. It is located south of where the Old River and the Middle River branch out from the San Joaquin River (see Figure EX-2: Regional Setting).

The West Lathrop area is within 1 - 1 ½ hour drive from the major employment centers of the Bay Area, including San Francisco, San Jose and the Tri-Valley area. It is within five minutes of the substantial, growing job base in Lathrop, within ten minutes of the Tracy and Stockton downtown areas and about one hour from Sacramento. The plan area can be reached by driving about one hour from the San Francisco, San Jose, Oakland and Sacramento Airports. Stockton Metropolitan Airport is within fifteen minutes.

The West Lathrop plan area's eastern boundary is I-5. On the southwestern edge of the plan area is Paradise Cut, a waterway that defines the northeastern edge of the City of Tracy's General Plan boundary. The northwestern and northern edges are shaped by the Old River and the main branch of the San Joaquin River. The northern boundary meets I-5 where Louise Avenue extends to the west.

The 1991 Lathrop General Plan describes the City's development concepts for its Sub-Plan Area's #1, 2 and 3. Sub-Plan Area #1 is east of I-5, Sub-Plan #2 and #3 are west of I-5 and include all of West Lathrop. Mossdale Village is about 48% of Sub-Plan #2; Stewart Tract is included in Sub-Plan Area #3. Although this Specific Plan does not address all of West Lathrop west of I-5, it addresses most of it so the name West Lathrop has been adopted for use herein.

References herein to "Stewart Tract" apply to all of the tract, including River Islands or River Islands at Lathrop and Southeast Stewart Tract. References to River Islands or River Islands at Lathrop apply to the portion of the tract which is northwest of the former Southern Pacific Railroad right-of-way. References to Southeast Stewart Tract apply to most of the land on the tract which lies southeast of the former SP right-of-way. (See I-1: Planning Areas)

C. Planning Approach



1. A Plan Consistent with the Lathrop General Plan

The overall land use program, arrangement and intensity of West Lathrop land uses were set forth in the General Plan. With the General Plan as the foundation, the preparation of the 1996 West Lathrop Specific Plan was a process of amplifying the vision; defining and refining the land use concepts for Stewart Tract and Mossdale Village and establishing a realistic implementation plan. The Lathrop General Plan has been amended and this 2002 Specific Plan sets forth a new vision for the River Islands portion of Stewart Tract.



Pursuant to State Planning Law, this 2002 Specific Plan's policy basis is the Lathrop General Plan. In Chapter II of the 1996 West Lathrop Specific Plan multiple (46) Specific Plan objectives were derived to guide the 1995-1996 West Lathrop planning process and they correspond to each of the General Plan's major goals. This 2002 Specific Plan retains and is consistent with all of the former objectives with slight amendments and, despite the change in land uses, the objectives still form the policy basis for the plans in this amended Plan. Furthermore, as referenced throughout this document, this Plan implements the General Plan's policies and proposals, achieving consistency with each element of the General Plan.

As called for in the City of Lathrop's "Minimum Requirements for Preparing a Specific Plan for Mossdale Village", the task undertaken in this Specific Plan has been "to blend planning and design decisions for large sections of acreage into an integrated whole that will give desired shape and dimension to the urban form that is called for in concept by the General Plan".

Through the city approval process of initial and subsequent entitlements (see Chapter VI: Implementation), each phase of development will be scrutinized for consistency with city policy. One or more Urban Design Concepts showing design features of the proposed land uses will be required for each development area as defined in Chapter VI: Implementation.



Planning Areas

-  Mossdale Village
-  River Islands
-  Southeast Stewart Tract

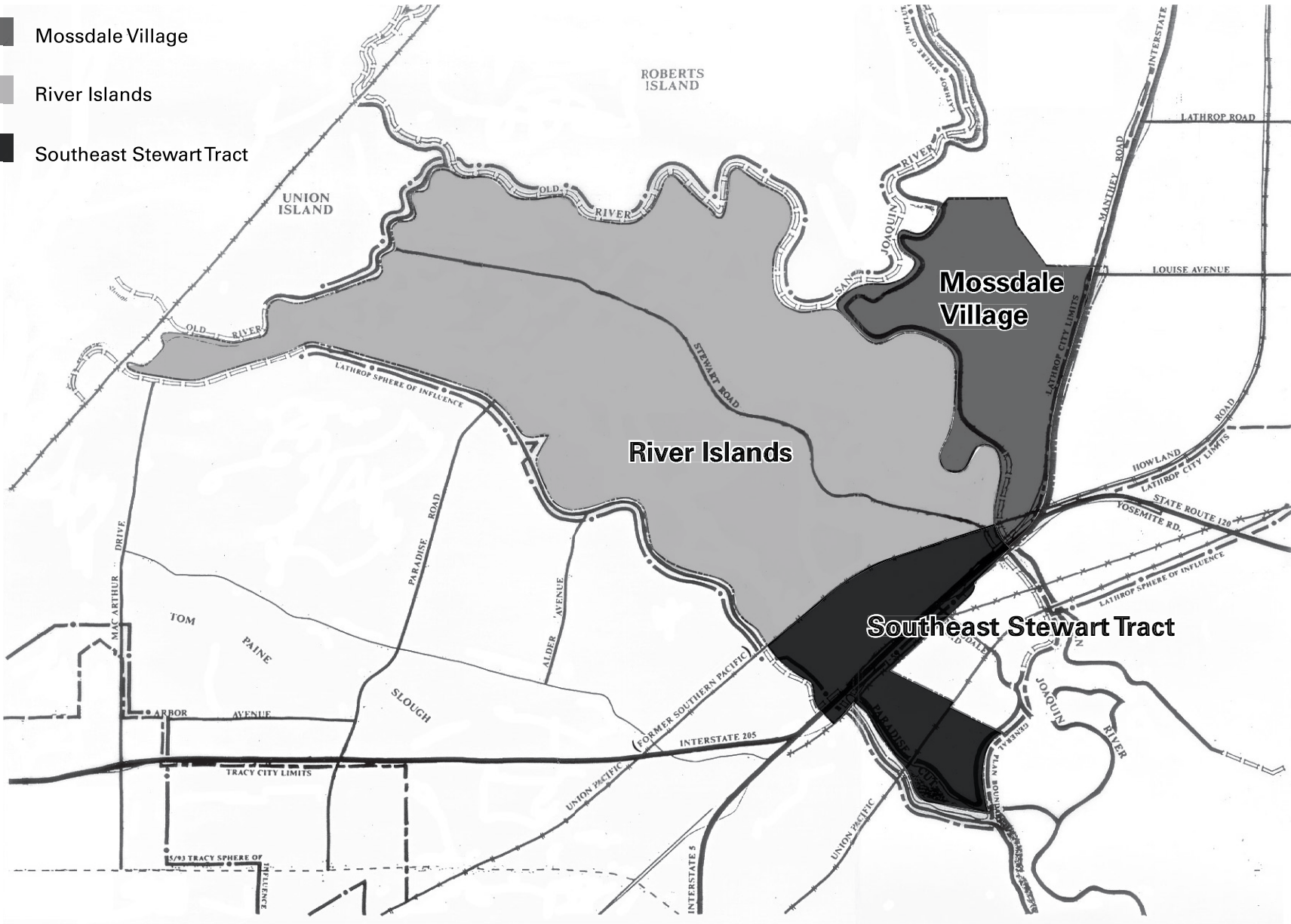


FIGURE I-1
 Prepared for: Cambay-Califia
 Prepared by: The SWA Group
 CALN101 1 October, 2002

WEST LATHROP SPECIFIC PLAN
CITY OF LATHROP, CA



2. A “Mitigated Plan”

As with the 1996 Specific Plan, this plan was prepared with careful consideration for all the environmental constraints and has been designed to minimize impacts and create new opportunities for conservation and habitat enhancement.

3. A Collaborative Planning Process

Although the responsibility for Specific Plan adoption rests with the City, the preparation of the 1996 and 2002 Specific Plans has been a collaborative effort. Many of the Mossdale Village landowners jointly sponsored the planning for Mossdale Village which resulted in the 1996 West Lathrop Specific Plan and the plans for that area remain unchanged herein. The planning effort for the Stewart Tract was and is sponsored by Califia, LLC, now doing business as River Islands at Lathrop. The City has been working with all participants to ensure a thorough plan is prepared which carries out the General Plan in the public interest.

The City noted in its original and updated General Plan that it had a higher jobs/housing base than any other San Joaquin County city and would welcome the additional housing that the development of West Lathrop could offer. Also, it sought economic diversity. With common goals, the major landowners and the City have collaborated to prepare a plan that creates unusual opportunities for multiple forms of housing, recreation and entertainment while contributing to the healthy economic development of the City and providing broad based job opportunities.

4. A Plan That Carries Out A Vision

As envisioned by the General Plan and Project Proponents, the West Lathrop area is to be a mixed use development complementary to existing Lathrop and the region. A primary residence and/or workplace, the area is expected to meet diverse needs. This plan area is to provide a great deal of housing that varies in density, style, size, tenure and amenities to meet a broad spectrum of housing needs.

On Stewart Tract, the new array of housing, new town center and the employment center can provide Lathrop with permanent employment opportunities and a considerable economic base. The plan area is also seen as a resource area that could contribute regional, community, village and neighborhood level recreation and open space --- enhancing natural riparian habitat while mitigating and creating new opportunities for wildlife habitat. In addition, because of the opportunity to create a compre-



hensive plan for West Lathrop, roadway, waterways and trail networks have been devised to integrate, link and beautify the variety of future land use activities. With the magnitude of the West Lathrop plan area, many new transportation services and facilities are also conceived that will enable West Lathrop to function well while easing some of the region's traffic concerns.

There is a shared vision that River Islands at Lathrop will be an exciting and inviting place, day and evening, that spurs the growth of housing and recreation to meet any type of resident's needs; generates the need for memorable landscaped gateways to and parkways in West Lathrop and offers a beautiful system of waterways evoking the region's natural heritage. The vision for Mossdale Village is a community with pleasant neighborhoods linked by a system of trails to a broad river open space corridor and to a lively village center.

The plan area topography is relatively flat with slopes falling gently to the northwest at a gradient averaging less than one percent between I-5 and Old River. Stewart Tract elevations range from 5-15 feet above sea level, unlike most delta tracts which are below normal river elevations due to dewatering and subsidence. Mossdale Village elevations range from about 15 feet near I-5 to 7-8 feet next to the San Joaquin River.











In order to provide primary flood control protection during the winter and spring months, the Stewart Tract plan area is surrounded by approximately 17 miles of levees and Mossdale Village is bounded along its western edge on the San Joaquin River by 3.5 miles of levees. The levees around Stewart Tract currently do not meet Federal Emergency Management Agency (FEMA) standards for 100-year flood protection of inhabited areas. They are Corps of Engineers project levees protecting the tract for the 50-year flood event. Paradise Cut is seasonally flooded receiving San Joaquin River high winter flows. The Mossdale Village levee does meet FEMA standards, adequately protecting the Mossdale Village area from 100-year flood hazards. This levee system varies in height and width according to location. Around the perimeter of the plan area, on either side of the adjoining waterways, there are approximately 9.5 miles of levees with roads and 22.7 miles of levees without roads (see Figure I-2:

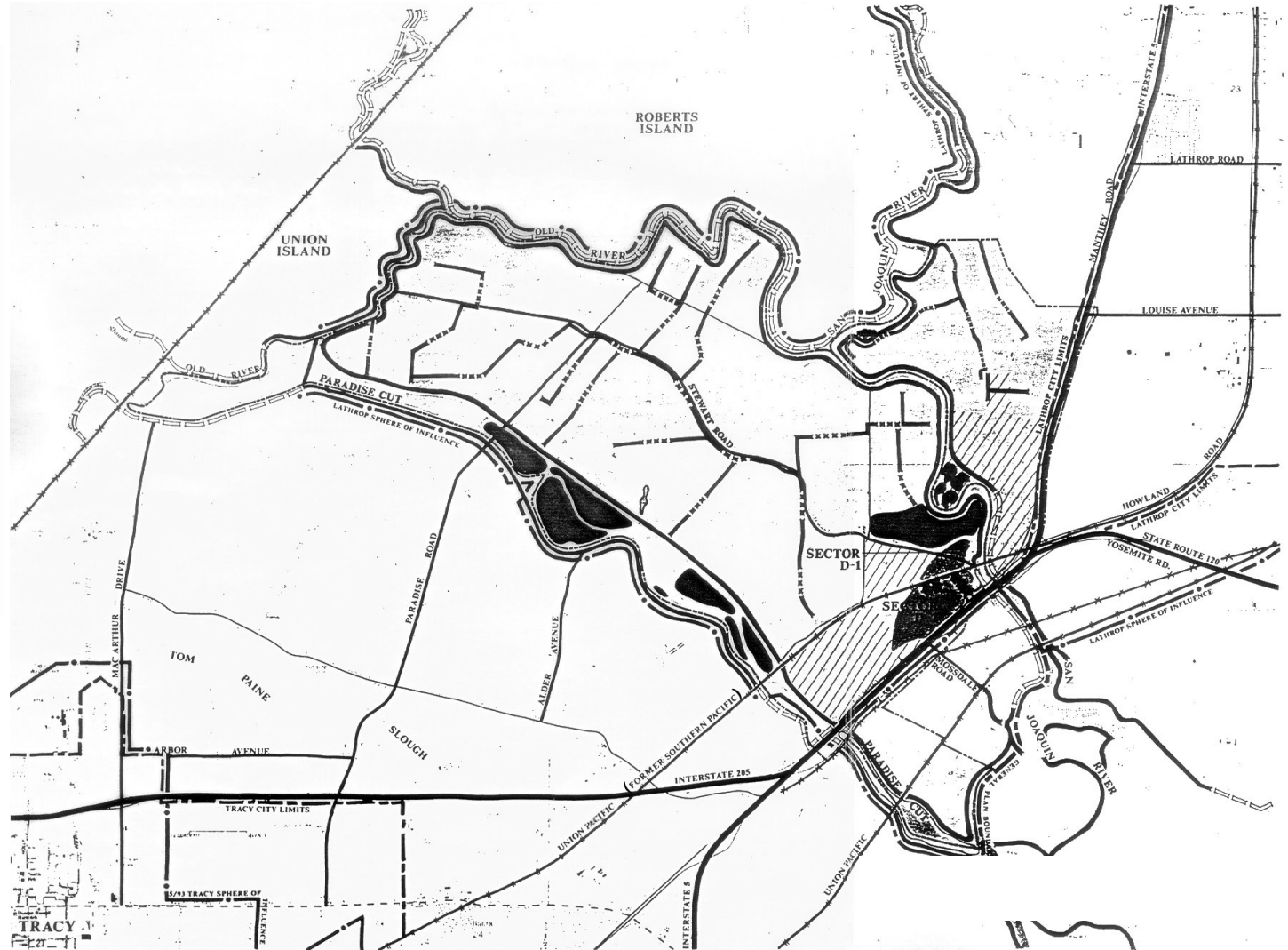
D. Site Conditions

1. Physical Features

Site Features

LEGEND

-  LEVEES WITH ROADS
-  LEVEES
-  TRANSMISSION LINES
-  BRICK SILOS
-  NON-WILLIAMSON ACT
-  DRAINAGE
-  ORCHARDS
-  WETLANDS-PER 1991 GENERAL PLAN
-  AGGREGATE RESOURCES
-  OPEN SPACE RESERVE



STEWARTTRACT /
 MOSSDALE VILLAGE
 WEST LATHROP SPECIFIC PLAN
 CITY OF LATHROP, CA

FIGURE I-2



NOTE: For this figure, the Lathrop Sphere of Influence and the General Plan boundaries are the same except for the additional General Plan area in the lower right corner of the drawing.



Site Features). Stewart Tract falls under the jurisdiction of Reclamation Districts Nos. 2062 and 2107 and Mossdale Village is under Reclamation District No.17. These districts are locally managed by the landowners.

The San Joaquin River which flows from south to north is relatively shallow near the plan area. With some naturally vegetated banks and some riprap edges, the river is typically about 200-500 feet wide. Near the plan area the Old River is somewhat deeper, 150-250 feet wide and has some limited riparian edges. Under typical conditions, the water flow in all of these rivers in this area is quite slow. The State Department of Water Resources and California Department of Fish and Game twice annually insert a seasonal fish diversion dam in Old River just west of where it joins the San Joaquin River.

West Lathrop is characterized by a semi-arid climate with hot, dry summers and cool, moist winters. Prevailing winds from the northwest with a mean hourly speed of 10 miles per hour and marine breezes which flow through the Carquinez Strait following the course of the San Joaquin River heavily influence the plan area. Easterly winds are cool and northerly winds are warm or hot. The Coast Range Mountains, located to the west, moderate the marine influence.

The subsurface is comprised mostly of sandy to silty clays with areas of silt and sand. According to the San Joaquin County soil survey, the site soils have a moderate to high permeability. In two localized areas, tile drains were installed to artificially drain the site soils due to a local high water table; however, one of the tile drain systems is no longer functioning. The site is crisscrossed by manmade and natural drainage ditches and rural paved and unpaved roads (See Hydrology, below). In some areas, there is risk of liquefaction during seismic events. Although in certain areas the combination of soils and the high groundwater table has caused “sinkholes”, the ground is generally suitable for more intensive development with conventional engineering improvements.

The State Mining and Geology Board has designated a portion of Stewart Tract as containing regionally significant aggregate resources. As shown on Figure I-2: Site Features, two areas on either side of the Southern Pacific Railroad right-of-way contain sand resources. These are areas where adequate

2. Climate

3. Geophysical Conditions



information indicates that significant mineral deposits are present, or “where it is judged that a high likelihood for their presence exists,” per the 1988 California Department of Conservation Report. The areas of Stewart Tract to which this designation applies are sectors D-1 and D-2 on Figure I-2: Site Features.

4. Vegetation

The major plant community and wildlife habitat types occurring in the West Lathrop plan area include irrigated field and row crops, orchards, riparian habitat, open water (rivers) and canals. Stewart Tract and Mossdale Village are intensively managed for agriculture, including alfalfa, safflower, melons and corn. Most vegetation along the levees surrounding West Lathrop is disked, burned and/or sprayed with herbicides to improve visibility for levee inspectors and to discourage gophers and ground squirrels from burrowing into the levees. All habitats within the plan area have been greatly modified by human activities; there are no undisturbed vegetative communities here, except thirty-one acres of land owned by Reclamation District #17. This land, along the Mossdale Village edge of the San Joaquin River, has been designated as a Valley elderberry longhorn beetle mitigation site. It has been planted with elderberry shrubs and contains Fremont cottonwood and Valley oak trees.

Patches of riparian habitat occur around portions of West Lathrop along the San Joaquin River and Old River. The dominant vegetation types include various species of trees, such as Fremont cottonwood, Valley oak and Goodding’s black willow, and shrubs such as willows and California button willow. The primary riparian concentration occurs within Paradise Cut. This riparian corridor continues to be substantially disturbed due to the clearing of brush from the canal edges for agricultural purposes. The dominant overstory vegetation in Paradise Cut intergrades among three remnant riparian community types: Great Valley Cottonwood Riparian Forest, Great Valley Mixed Riparian Forest, and Great Valley Valley Oak Riparian Forest.

Fallow ground and edges of fields in the plan area contain primarily introduced, herbaceous species. Common annual species include Black mustard, Yellow star thistle, Rapeseed, Filaree and bromes. Common herbaceous perennials include Johnsongrass, Bermuda grass and Curly dock.



Prominent wildlife habitat features in the plan area include agricultural fields and orchards and the riparian and wetland habitats along the San Joaquin River, Paradise Cut and Old River. Wildlife consists of mammals, numerous birds and various reptile species. Common wildlife species observed in the plan area include Desert Cottontail, Opossum, Jackrabbit and Striped Skunk. Swainson's hawk, a state-listed threatened species was previously known to occur in the area and has been observed during recent studies. In studies completed in August 2001, the presence of the Riparian Brush Rabbit on Stewart Tract was established.

Fallow ground provides nesting and foraging habitat for burrowing animals and other terrestrial wildlife. The grasslands provide foraging habitat for birds such as raptors (birds of prey), yellowbilled magpies, mourning doves, scrub jays, ring-necked pheasants and blackbirds.

Specific wetland features in the plan area include the San Joaquin River, Old River and Paradise Cut, a permanent pond (approximately 2 acres) on Stewart Tract and a smaller one in Mossdale Village, and an intermittent drainage canal parallel to Stewart Road. Wetland habitats in the plan area are riverine and palustrine.

The above text is based upon reports by the Sycamore Environmental Group (1994, 2001 and 2002) which included detailed analysis, a literature search, agency consultations, biological field studies, wetlands delineation and an evaluation of special-status species and communities provided as attachments to the EIR. The species studied were the San Joaquin Kit Fox, Riparian Brush Rabbit, Riparian Woodrat and Swainson's Hawk. Also, a Fishery Resources Assessment was done about the waterways. The complete reports are appendices of the West Lathrop Specific Plan Draft EIR (1995) and the Draft Subsequent EIR for the West Lathrop Specific Plan (2002).

Irrigation and drainage on Stewart Tract occurs in natural and manmade ditches. During the spring and summer, water is normally pumped from the San Joaquin River, Old River and Paradise Cut (through underground pipes that pass through the upper portions of the levees) to support farm operations on Stewart Tract. Within River Islands, the site drainage ditches generally flow into a main

5. Wildlife

6. Hydrology



drainage canal that traverses the central portion of the tract from the southeast to the northwest until it reaches Paradise Road, where it heads west to a pumping station on Paradise Cut. The site water is then pumped into Paradise Cut using automatic pumps.

The western section of Paradise Cut is tidally influenced via connections with Old River and water flow in the other portions of Paradise Cut is influenced by farm operations pumping water into the channels of the Cut. A rock dam (called Paradise Weir) at the intersection of the Cut and the San Joaquin River normally prevents water from flowing into Paradise Cut from the San Joaquin River, except in high winter flows or flood stage events. However, there may be some influx of water into Paradise Cut from the San Joaquin River through Paradise Weir or via subsurface aquifers. Flood protection from the San Joaquin River, Old River and Paradise Cut is provided by engineered levees constructed of native soil and rip-rap.

In Mossdale Village, drainage flows west and is pumped into the San Joaquin River.

Four potential archaeological sites have been identified within Mossdale Village and Stewart Tract. The potential loss of currently unknown archaeological and cultural resources of significance at subsurface locations will be avoided or mitigated through close monitoring of construction activities as required by the appropriate agencies.

There are numerous easements across the plan area. They include easements for levees, above ground electrical transmission and distribution lines, roadways, rail right-of-ways, irrigation ditches and below ground pipes. Major existing PG&E easements in the West Lathrop Specific Plan area include a 12" collection line that supplies gas at 825 PSIG which operates within a 30 foot right-of-way at the western tip of Paradise Cut. A 10" main/Louise Avenue distribution feeder serves several major customers along Louise Avenue and in the Lathrop area. The 10" distribution line is designed for 720 PSIG but normally operates at 400 PSIG. Two major electrical lines are located within the plan area.

7. Archaeology

8. Easements



Across the westerly tip of Paradise Cut, a 230 kV line runs in a 120-180 foot wide right-of-way. Between I-5 and the Union Pacific alignment, a 115 kV line runs in a 115 foot wide right-of-way. Other smaller distribution lines serve development currently within the plan area.

The site is predominantly used for agriculture, including row crops such as small grains and alfalfa. There is a horse boarding and training ranch on Stewart Tract and there are also nut orchards in Paradise Cut and in the southern half of Mossdale Village. A business selling landscape materials is located at the Louise Avenue (future River Islands Parkway) entrance to Mossdale Village.

Built structures in the plan area include about 35 homes dispersed throughout the 6,955 acres, many with associated farm buildings such as barns or water towers. Near the existing Mossdale-Manthey/I-5 interchange are six tall, cylindrical brick silos that bring distinction to the area. Other structures include the large, black Southern Pacific Railroad bridge crossing the San Joaquin River near I-5 and miscellaneous small pumps or structures. This bridge is documented as the last link in the continental rail land bridge traversing the United States.

On the San Joaquin River near the Manthey Road bridge is a houseboat marina and bar/restaurant as well as some homes on the adjacent riverbank. Across the river is the Mossdale Crossing County Park. It provides boat launch facilities, a picnic area and parking. There are no other public facilities in the plan area.

Most of the Specific Plan area is subject to agricultural preservation contracts with San Joaquin County pursuant to the provisions of the Williamson Act. For areas annexed to the City of Lathrop, the contracts are now governed by the City. As development proceeds, land will be removed from the Williamson Act by cancellation or nonrenewal on a phased basis. (See Chapter VI: Implementation). In some instances, land in the Specific Plan area will be needed for urban development prior to the expiration of the Williamson Act contract or contracts affecting such land. In such instances, provided a notice of nonrenewal of the relevant contract has been given, the applicant may petition the City for its cancellation of such contract. To approve any such cancellation request, the City must find substantial evidence in the record to support the findings required by the Williamson Act.

9. Existing Uses in the Plan Area



10. Surrounding Uses

The south, west and north edges of the West Lathrop plan area, are all used for agriculture. This includes alfalfa, row crops, small grains and orchards. The eastern edge of Mossdale Village is formed by I-5 which separates the plan area from the more developed areas within City of Lathrop. Across the interstate highway is a range of uses from highway commercial, new retail and industry to undeveloped parcels of land. To the southeast is the nearby Mossdale Trailer Park, another mobile home park and about a mile away, the Oakwood Lake Resort.

11. Access

Currently, there are several points of vehicular access to the plan area. Mossdale Village can be reached via the Louise Avenue interchange with I-5 or via Manthey Road from north or south. All existing local Mossdale Village roads stem from Manthey Road which runs parallel to I-5 on its western side.

Stewart Tract is accessible from the Mossdale/Manthey ramps with I-5 and from Manthey Road from the north. Also, Paradise Drive extends from the westerly end of Stewart Tract to Arbor Avenue then to MacArthur Drive and I-205. Stewart Road which runs the length of the tract extends westerly from Manthey Road and intersects Paradise Road in the central part of the tract. There is presently no bus service to or through Mossdale Village or Stewart Tract.

12. Demographic Context

The West Lathrop area is located in a major corridor of growth which extends from the San Francisco Bay area. The area continues to feel the pressure of Bay Area employment growth primarily in the form of housing demand and is establishing itself as an employment center as well, as suggested in the “Altamont Pass Commuter Survey” prepared in 2000 by the San Joaquin Council of Governments. The City of Lathrop is well-situated to provide both new housing and jobs for the region’s growing population.



Plan Objectives



The Lathrop General Plan (1991), as amended, sets forth the broad aspirations of the City for its ultimate physical form and social and economic well-being. The development of the West Lathrop area will contribute substantially to the achievement of those goals. In this chapter, the ways in which the West Lathrop area assists in meeting citywide goals are described. Below, the nine broad General Plan goals are followed by text regarding West Lathrop's role in shaping the City's future.

Objective 1A: Add to the economic vitality of Lathrop by providing more local jobs, homes and revenue-generating land uses.

Development in West Lathrop will include a wide array of land uses in Mossdale Village and on Stewart Tract, including about 550 acres of job-generating activities. Workplaces in West Lathrop will encompass a range of job levels in an employment center, hotels, service commercial, motels and highway-oriented and neighborhood-serving retail services. Persons of all income levels and skills will be employed here in all types of job classifications. In addition, many jobs are expected to be generated in the construction industry as buildout occurs over a twenty-five year period.

Up to 14,200 new dwelling units may be built here, offering a range of types of residences. From these homes, substantial property tax revenues will accrue and significant amounts of disposable income will be spent nearby. From the many retail/commercial uses, retail sales tax from which the City benefits will be generated. Hotels and motels will also generate substantial transient occupancy tax.

Objective 1B: Ensure that the planned development in West Lathrop is both financially and fiscally viable.

The implementation of the West Lathrop Specific Plan will have a beneficial or neutral fiscal impact on the City of Lathrop. Once the plan area is developed the city property tax base will have increased substantially and sales tax revenues and transient occupancy tax associated with retail, hotels, motels and commercial uses will have grown as well. The May 7, 1996 Development Agreement Relating to The Stewart Tract requires the developer to cover its costs and Chapter VI: Implementation of the Specific Plan sets forth the responsibilities and obligations for improvements such as streets.

Plan Objectives

General Plan Goal No 1: Balancing the Social and Economic Costs and Benefits of Urbanization.



To ensure that fiscal and financial impacts are anticipated and fairly shared, per Chapter VI: Implementation, the obligations for the phased construction of the new roads, utilities, bridges and community facilities will become part of the City's Capital Facility Fee established for the plan area. Also, it may be necessary for the City to require dedication or otherwise negotiate for the acquisition of certain properties for the timely provision of new roads and utilities; such a cooperative effort will be needed to balance the economic costs and benefits of the plan. For the Mossdale Village area, the principles for the sharing of costs are incorporated in Chapter VI: Implementation. For Stewart Tract, the provisions will be outlined in Chapter VI: Implementation and recorded in the May 7, 1996 Development Agreement Relating to The Stewart Tract, as it may be amended.

Objective 1C: Program the timely provision of public improvements with each phase of private development.

A key phasing principle of this Specific Plan is that private development phases shall include all necessary public improvements to meet City performance standards (such as roadway level of service), safety standards (such as for emergency evacuation) and Specific Plan standards for quality of community development (such as residences having parks nearby that are built in a timely manner). In Chapter VI: Implementation, the tables and maps showing phasing indicate how the improvement of roads, trenched utilities, open space, schools and parks is tied to private development. The timely provision of adequate utilities is likewise tied to city health and safety standards for new residences, workplaces or other occupied spaces. Schools will be constructed and ready when student populations necessitate them.

Objective 1D: Pace the provision of utilities and public services with a manageable rate of urban development.

The Specific Plan process has involved close collaboration between the Project Proponents and the City to establish a pace for the provision of utilities, roadways and public services that is in keeping with the City's objective of achieving a rational rate of city expansion and probable market demand. Key elements such as the provision of water and sewer service to the West Lathrop area have been carefully considered to ensure that either (a) development in West Lathrop is paced to match the City's ability and willingness to provide such services and allow growth or (b) development in West



Lathrop includes its own such services and/or facilities to meet a schedule for West Lathrop development agreed upon between the City and Project Proponents. The phasing concepts for the Specific Plan area respect the policies regarding phasing of infrastructure and associated development that are identified in the City of Lathrop's Utility Master Plan (2000, page I-4).

Objective 1E: Expedite the construction of initial development phases in Stewart Tract that will act as catalysts for subsequent development.

Phase 1 in River Islands includes a 304-acre employment center, about 1207 acres for new homes and a new 100-acre mixed use town center. The initial portion of Phase 1 allows for up to 800 homes to be built on high ground elevated out of the floodplain and occupied while the large scale infrastructure (such as arterials) are being constructed. Development of these uses will set the pace for the remainder of the development on the tract. Once these fundamental uses are in place, retail uses and other services and community facilities will soon follow.

Objective 2A: Provide diverse types of housing in West Lathrop that respond to the needs generated by increased employment as well as regional housing needs.

There is a very wide range of types of housing proposed for West Lathrop. Larger lots with large homes at low densities (3-5 du/ac), small homes on smaller lots (7-12 du/ac), multiple family housing (12-40 du/ac) and all densities and housing types in between are possible. In Mossdale Village, this housing will be traditional, whereas much of the Stewart Tract housing will be innovative both in unit design and site planning. Also, the scale of the West Lathrop development will allow for great variety in the type of neighborhood amenities associated with the various housing types. A great deal of choice will be possible when choosing to buy, share or rent a home in West Lathrop. Housing prices and rents will vary considerably, especially as the housing construction industry continues to diversify and to devise ways to meet all households' housing needs.

General Plan Goal No. 2: Equal Opportunity



Complementing the varied existing and projected population in Lathrop and nearby, there will be broad housing choice in West Lathrop. The range of housing types will complement the many employment opportunities in West Lathrop as well.

Objective 2B: Enhance the diversity of subregional labor market opportunities and job training capabilities.

The wide array of business enterprises proposed for West Lathrop means that a wide range of job opportunities will be created here. Beginning with construction jobs, untrained workers to highly skilled specialists will be needed to design and build all of the employment center offices, and research & development facilities, the River Islands town center, the Mossdale Village center, community facilities and residential uses, as well as the levees, lakes, parks and trails. Similarly, the conduct of all the West Lathrop businesses will require daily maintenance workers, clerks, middle management and their staff and executives. Over time almost all classifications of labor will be required for West Lathrop to function well.

Objective 2C: Provide community services that meet the varied needs of West Lathrop households.

Hand in hand with the provision of housing choice in West Lathrop is the allocation of key locations for community facilities that will serve the West Lathrop citizens and, especially in the case of parks, will serve the entire City of Lathrop. Schools, a library, cultural center, senior center and numerous outdoor gathering places are part of the West Lathrop land use program. Two combined elementary school/parks sites and a high school site are in the residential areas of Mossdale Village. In River Islands, three sites for combined K-12 schools are planned or, alternatively, traditional schools will be built on Stewart Tract.

Both Mossdale Village and Stewart Tract have village/town center areas in which community facilities would be readily accessible to most West Lathrop residents. It is suggested in Chapter III: Land Use that the array of possible community facilities in Stewart Tract includes a seniors center, civic center,



public gatherings and events spaces, art center, cultural center, nature center, library and wellness center. Mossdale Village has the capacity for a similar range of community facilities, to be aggregated in and around its village center. At this time, no community uses are being excluded from consideration.

Objective 3A: Develop a well-integrated and harmonious pattern of land uses within West Lathrop.

In the design of Mossdale Village and Stewart Tract, care has been taken to allow employment and resident-oriented activities to co-exist harmoniously. In both areas, workplace areas are separated from the residential areas by substantial roadway widths (in Mossdale Village) or a lake (in River Islands). Each Urban Design Concept will ensure that its mix of uses is compatible with housing internally and nearby. Also, circulation plans will not require business-related trips to go through the quieter neighborhoods. The public river's edge open space corridor in Mossdale Village, which may become an open space that West Lathrop residents share with all of Lathrop, is concentrated on the western edge of the Mossdale Village neighborhoods.

Objective 3B: Provide central areas that act as focal points for community events, social gatherings and convenient shopping.

Each village center, neighborhood center, school and park is situated to encourage public use, whether for large or small gatherings or events. These areas are centrally located, connected to other uses by off- or on-street trails and sized to meet the needs of the surrounding community. In Mossdale Village, the village center is programmed to allow both community facilities and retail, which bring neighbors together into a social setting. The overall park program will include areas for organized and informal sports and activities, especially where schools and parks are combined.

The River Islands town center and all manner of neighborhood centers and parks will act as focal points in Stewart Tract. The town center, a fairly intensive activity center, includes and is located amidst medium and high density housing. It will be accessible by roads, sidewalks and water; it will be visible from many aspects. Outlying neighborhood centers (such as lakeshore parks, sports

General Plan Goal No. 3: Community Identity



facilities, neighborhood shopping, golf club houses or yacht clubs) will be major gathering places for events, social gatherings and errands for other Stewart Tract and regional residents.

Objective 3C: Link all key activities such as schools, parks and retail with landscaped parkways or pedestrian-oriented corridors which encourage non-vehicular travel.

The majority of the major streets in West Lathrop have parkway or waterfront edges with trails for pedestrians' and bicyclists' use, to encourage people to travel without using their cars. In addition, the land use patterns are designed so that off-street trails or paseos can be constructed between uses to connect the many activities in the plan area.

Objective 3D: Create ample outdoor and indoor areas for public gatherings and events that offer the chance for entertainment, education, relaxation and recreation for West Lathrop residents.

The open space system in West Lathrop will contribute greatly to the supply of Lathrop public gathering places. It will afford residents and workers in the area the chance for more organized sports, more contemplative places, more views and vistas (from some of the levees) and more informal areas such as those needed for a birthday party, picnics or barbecues. Plazas and patios are expected to be a part of the park setting in and around the village centers, allowing for art displays or other types of festivals. In addition, in the town, neighborhood or village centers there will be indoor facilities for lectures, dance classes, indoor games and the like, provided typically within community and/or seniors centers.

Objective 3E: In Mossdale Village, focus neighborhoods around local schools and parks that are linked along a network of non-vehicular rights-of-way.

The neighborhoods in West Lathrop are woven together by the streets, and trails that will criss-cross them. These circulation routes will provide the ways for neighbors to reach the central school/park in their neighborhood, their friends' homes and the village center in a safe and enjoyable manner.



The two neighborhoods in Mossdale Village will be oriented around the two elementary schools which will be built with adjoining neighborhood parks. Here, parents, families and friends will meet as part of school activities or weekend recreation. The two neighborhoods are further linked to the larger fabric of West Lathrop by trails to the village center where community, shopping, personal services, cultural and dining activities will bring people together. The open space corridor and scenic drive along the river will similarly unify the plan area.

Objective 3F: Establish distinctive gateways welcoming travelers to West Lathrop.

The major access routes to West Lathrop will be significant landscaped roadway corridors with landscaping and monumentation. Along River Islands Parkway, parkway landscaping will signal to residents, visitors, commuters and shoppers that they have reached Mossdale Village and are en route to Stewart Tract.

Objective 3G: Create signature landscaped parkways and waterways that define an attractive image for West Lathrop.

As described above, each of the major roadways in Mossdale Village and Stewart Tract will be distinctively landscaped, contributing to the quality of all of Lathrop. The River Islands grand canal will be a signature water feature in that area. The waterway edges in Stewart Tract will also be landscaped in a variety of ways, including soft greenery treatments, dockside edges, formal gardens with pathways as well as concrete edges for amphitheaters and other types of shared or private contemplation of the water. Some of the waterway edges in Stewart Tract will likely be for private use, but key sections that provide community-wide trail linkages will be provided.

In Mossdale Village, a scenic drive is planned paralleling the San Joaquin River levee and the open space corridor which abuts the levee. With the planned landscape improvements, this drive will be an attractive aspect of Mossdale Village.



Objective 3H: Enrich Lathrop’s way-of-life along the San Joaquin River by including generous open space, access and recreation at the river’s edge in the Mossdale Village area.

Every effort has been made to marry the ways of life to be conducted within Mossdale Village with the surrounding delta estuarine environment. It is the intention of this Specific Plan to provide the maximum feasible public access and use of the levees, despite complex and conflicting regulatory requirements regarding the use and maintenance of the levees around West Lathrop. Where feasible, the levees’ inside banks will be landscaped and there will be periodic public access to the maintenance roads/trails on top of the levees. From here, grand, long-range views are possible in every direction. Next to the levee in Mossdale Village, a broad swath of improved public open space is proposed.

Objective 3I: Ensure that new development in West Lathrop expands the housing, employment and recreation resources of the City of Lathrop.

The planning of West Lathrop complements the existing areas of the city and offers enhanced city-wide amenities. The housing mix programmed for West Lathrop is not intended to be in competition with the existing housing stock. The new West Lathrop housing will add variety in house types and prices. Whereas the existing workplaces in Lathrop are primarily industrial, West Lathrop will contain an employment center, town center retail and entertainment, specialty and neighborhood retail workplaces. A limited amount of potentially competing service commercial and highway commercial is also planned in Mossdale Village. All of these employment uses will create new types of jobs for Lathrop residents. The village-oriented commercial in Mossdale Village is scaled to serve the Mossdale Village residents only whereas Stewart Tract’s town center is intentionally located as a central feature of the entire city and offers amenities to be shared by all Lathrop residents. It is likely that all Lathrop residents will congregate at West Lathrop public gathering places, such as the River Islands town center and harbor, and will use its community facilities, especially if the civic center were to relocate to this location. Similarly, the extensive river-, lake- and canal-and Paradise Cut-oriented recreation opportunities are intended for use and enjoyment by everyone.

Measure D (2000) ensures that either development within Stewart Tract will provide long term community, economic and other benefits to the City (in the form of regional serving uses, substantial employment generation, expansion of the tax base and new tax revenues) before new housing is



occupied there or an “Economic Development Fee” will be assessed for each new occupied housing unit. Measure D states that 20% of those fees garnered may be used by the City to support economic development elsewhere in Lathrop and/or the construction of new public facilities anywhere in Lathrop. It further states that 80% of the fees collected may be used by the Master Developer to support the development of “Acceptable Development” on the Stewart Tract, as mutually agreed upon by the Master Developer and the City.

Objective 3J: Create a West Lathrop park and open space system that is linked to citywide systems and is capable of linkage to regional open space and trails systems.

A comprehensive park system is planned for West Lathrop. Both Mossdale Village and Stewart Tract have extensive internal systems of trails, lakes and/or open space. The two areas both have open space and public access along some or all of their levee edges. The proposed levee trail systems within Mossdale Village are intended to serve as links to what can ultimately be a regional system of trails linking the region’s major cities, towns, parks and other significant destinations. The Stewart Tract trail system will also contribute to the regional system of trails, through a combination of lake-side, river’s edge and parkway trails.

Objective 3K: Ensure that the landscape and architectural design of West Lathrop development make a positive contribution to the image of the City as a whole.

More so than any small scale, incremental development, large scale development proposals such as West Lathrop can address the desired quality sought for an area’s architecture and landscape. This is done through Specific Plans and associated design guidelines. In the case of this Specific Plan, urban design guidelines are included that address the plan area’s public domain including the streets, trails, waterway edges, parks, open space and levee edges. In addition, guidelines for site planning of particular uses are addressed. In Chapter V: Community Design, broad community design guidelines or principles for Mossdale Village and Stewart Tract are provided. Also, more specific guidelines for Mossdale Village and a Design Review Board for Stewart Tract which will develop a set of guidelines and criteria for development are created in Chapter VI: Implementation.



Objective 3L: Allow for imaginative interpretations of the past, present and future in all design features within theme parks.

The process of creating the physical setting for a theme park is called “theming”. It is a highly imaginative design process that allows for the creation of fantastic, awe-inspiring, whimsical and unusually scaled buildings, sculptures, modes of circulations and the like. These design solutions are encouraged herein, so long as standard health and safety requirements and infrastructure performance standards can be met.

Objective 3M: Design lively core areas for entertainment and recreation activities that are accessible to nearby visitors and residents.

In River Islands, there are multiple areas affording people the opportunity to gather. The first will be the town center and harbor. It will contain shops, restaurants, cafes, theaters and the like that will create one of the busiest areas in Lathrop. Dominated by uses such as a cultural center, retail, restaurants, library, cinemas, health and fitness centers, it will be actively used by residents from all of the surrounding housing areas. Recreational complexes, golf courses and their clubhouses elsewhere in River Islands will provide other distinctive venues for activities.

Objective 3N: Reinforce the area’s delta estuarine setting by incorporating water in its many forms throughout Stewart Tract.

Homage is paid throughout the Stewart Tract plan to the presence and beauty of the delta waterway system that forms the context for this new development. Housing sites line much of the river’s edge in River Islands, where homeowners could have a private dock. Typical of delta boating, most types of boats will be able to come and go from West Lathrop, some visiting at proposed locations along the San Joaquin River edge of Stewart Tract. River Islands also has an extensive internal system of waterways or lakes. The lake system will knit the Stewart Tract community together and allow for all types of electric, human- or wind-powered vessels.



Objective 3O: Along Stewart Tract streets and waterways, provide short- and long-range view corridors to orient travelers and to knit the varied uses together.

The pattern of the proposed River Islands waterways is such that long range vistas are possible which will offer both attractive scenes and a means for travelers to orient themselves. Furthermore, the extent of the waterway system means that many varied uses in River Islands will all share a common design feature. Although the edge conditions will undoubtedly vary along the waterways, the shared orientation to the water will produce a consistent theme among the different uses. In the canal district within River Islands, the gridded residential streets system and the linear paseo/park system both lead to the grand canal, creating a distinctive association with that water body for those residents. Also, many homes will be elevated on new high ground and these new homes will have very long range views across the valley.

Objective 3P: Recreate elements of Mossdale Village's rural heritage in the architecture and landscape design of new development.

Although no specific design guidelines in this Specific Plan dictate the village center design, the general guidelines do recommend that the architecture and landscape architecture in the Mossdale Village Center reflect the area's rural heritage. This is to be accomplished through a mandated overall design concept for the village center tied to the application for its first phase.

Objective 3Q: Provide consistent design quality for the schools, parks and Village Center to lend a distinctive identity to Mossdale Village.

The general design guidelines proposed in this Plan for the Mossdale Village schools, parks or village center, mandate that the design of these elements results in the creation of a place with harmonious and consistent character. Schools will be designed under the direction of the City and School District but they too are required to be of a design and character that blends well with their neighborhood settings. Detailed park landscape design will be required with the submittal of any development proposals and parks must be designed to suit their contexts, providing the recreation facilities that the City deems necessary at the time. The architectural design of the various village center uses may be distinctive but must maintain consistent standards regarding quality and building form and setbacks.



General Plan Goal No. 4: Quality in the Form, Design and Functions of the Urban Area.

Objective 4A: Incorporate waterways throughout Stewart Tract for boat travel and visual amenity and to reinforce the area's delta setting.

The proposed waterways in the River Islands plan are intended to provide both easy circulation routes between uses and a shared community design feature that unites the many uses. Reflective of the delta setting, the waterways will act as the functional and aesthetic fabric of the plan area. Many of the new homes will have a backyard on the lake system or the surrounding rivers.

Objective 4B: Concentrate higher density residential areas within easy walking distance of the village or town center areas and/or other commercial areas.

The higher concentration of residences provided near the village center in Mossdale Village will add to the inherent liveliness of these areas. Similarly, higher density housing is planned in and around the River Islands town center. Residents and visitors will incorporate the activities that occur there into their lifestyle and their perception of their neighborhood.

Objective 4C: Design the village or town center areas to function successfully with both vehicular and non-vehicular access.

As is shown in Chapter V: Community Design, there are varied ways that the village/town centers of Mossdale Village and Stewart Tract can be designed. Several alternatives for Mossdale Village, proposed on Design Section MV-F, call for a major, central pedestrian walkway. Any design, however, must provide safe and convenient vehicular and non-vehicular access. The town center in Stewart Tract offers a unique setting where boats providing public or private transportation may dock along its edges while pedestrians and vehicles enter over bridges. A pedestrian promenade edge along the grand canal leading to the town center and its harbor may be an element of the design.

Objective 4D: Develop adequate and diverse recreational facilities for visitors and residents, for active and passive activities, especially along the San Joaquin River.

Within West Lathrop, there will be more of a variety of recreational opportunities than occurs in most large cities. Besides the more traditional active and passive recreation that is possible in neighborhood parks and at school sites, the River Islands lake, lakeside parks and the grand canal offer an array of unusual forms of recreation. In addition, a nature center for education and contemplation of



our natural world and a wellness center for healthful exercise, yoga, etc. and a tennis center will be possible here. The landscaped open space corridor along the San Joaquin River in Mossdale Village will contribute yet another setting for recreation.

Objective 4E: Locate community facilities to maximize their availability and usefulness.

Along with the centrality and general accessibility of the proposed village center in Mossdale Village and the town center in River Islands, multiple means of transit and non-motorized transportation routes will serve them. Also, the area's community facilities are slated to be in these centers. This will maximize their usefulness and accessibility.

Objective 4F: Take advantage of the West Lathrop levees to offer long range vistas and long courses for recreational travel.

The levees will be part of the West Lathrop park/recreation system. In Mossdale Village, open space next to and the maintenance roads/trails on top of the levees in all public areas will afford residents and visitors alike with play areas and dramatic long range views. Also, these extensive levee-top trails can become the route for ten-mile bicycle rides or long hikes, allows recreation travel to surrounding parks or cities. Within River Islands, portions of the levees will be landscaped with native vegetation and used by the surrounding residents to enjoy long range views. Lengthy, looped trail systems around the lake system of River Islands will afford long recreational trails and will contribute to the regional trail system.

Objective 4G: Maintain consistent design standards during construction and long term maintenance of all public features in West Lathrop.

The Specific Plan contains broad community design principles (in Chapter V) for Stewart Tract and Mossdale Village which focus on the character of the public domain. For Mossdale Village and Southeast Stewart Tract site development standards for private parcels are provided. An Urban Design Concept has been prepared for the River Islands area. All of these principles call for consistent quality and timely provision of public improvements throughout West Lathrop. Design solutions that



General Plan Goal No. 5: Enhancing the Quality of Life

ensure compatibility between different uses and the creation of a Stewart Tract Design Review Board are addressed as well. The Specific Plan requires that an Urban Design Concept be prepared prior to development of areas on Stewart Tract which will also ensure sustained quality of development.

Objective 5A: Arrange phases of development to allow on-going agricultural operations in the plan area to continue as long as feasible.

The draft phasing plans for Mossdale Village and Stewart Tract call for concentrated rather than dispersed development of the areas. In Stewart Tract, the earliest phase of development is nearest to the existing major transportation corridors, I-5 and the former Southern Pacific Railroad right-of way at the eastern end of the plan area. This will allow most of the remaining agricultural operations to continue. Additional phases of development then will move gradually to the west. In Mossdale Village, initial development is expected to hug Golden Valley Parkway and in a phased manner expand outwards from there. Agricultural operations on the perimeter of Mossdale Village will be able to function until later stages of the development there.

Objective 5B: Implement a diversified, multi-modal transportation system serving West Lathrop which will contribute to the quality of life for all residents in the Lathrop area.

As depicted in Figure IV-15: Public Transportation, the West Lathrop area will be served by many types of transportation facilities and services. There will be regional systems such as bus service and on-site systems such as shuttle buses. Also, the roadways, trails and waterways as well as the surrounding rivers will all be avenues for various types of individual and/or group circulation. All of these ways of getting around will make living or working here more efficient and enjoyable. The inclusion of these myriad modes of transportation for residents and visitors will also minimize the project's effect on the ambient environment, especially traffic congestion and air quality.



Objective 5C: Retain and enhance existing habitat in West Lathrop, wherever feasible, phasing the provision of habitat preservation areas with overall development phases.

The Specific Plan has been developed in conjunction with the completion of all of the environmental analyses necessary to ensure that the forthcoming development is as respectful of the area's existing environmental quality as possible. Valuable habitat areas have been carefully mapped. Within Mossdale Village, existing significant vegetation such as larger, healthier trees would remain. Also, the two open space areas along the San Joaquin River (see Figure III-1: Land Use) established as mitigation for the 1990 levee improvements will not be altered in any way. Mossdale Village developers will likely purchase Swainson's Hawk mitigation areas off-site as necessary.

On Stewart Tract, the estuarine habitat of Paradise Cut will be enhanced and preserved in perpetuity, consistent with the Lathrop Habitat Management Plan (HMP). See Chapter VI: Implementation. The HMP addresses the provision for Swainson's Hawk habitat mitigation, as does the San Joaquin County Multi Species Habitat Conservation Plan (HCP). As determined appropriate by the applicants, the implementation of the Specific Plan will follow the requirements of the HCP or HMP with regard to the Swainson's hawk. For the Riparian Brush Rabbit, a species found on Stewart Tract for which incidental take is not permitted by the HCP or HMP, an independent mitigation plan will be prepared, subject to approval by the U. S. Fish and Wildlife Service.

Objective 5D: Provide a nature interpretative center in or near Paradise Cut in Stewart Tract.

One of the advantages to preserving Paradise Cut as a natural habitat area is the educational value for residents and visitors in the area. Although people will not be encouraged to disturb the Cut habitat, an observation program may be possible through a nature interpretive center.

Objective 5E: If feasible, designate shorter term uses for areas known to contain minerals of regional significance to not preclude later extraction.

There is acreage in Stewart Tract that is known to contain subsurface minerals of regional significance. Where the aggregate resources are located, Figure III-4: Stewart Tract Development Concept shows portions of the River Islands employment center, the lake and a housing area and, within Southeast



Stewart Tract, recreational commercial uses, a residential area, a commuter transit center and urban reserve lands.

None of the proposed uses where the minerals exist are short-term uses and therefore the adoption of this Specific Plan would indicate that the proposed developments are deemed by the City to be the appropriate long-term uses of the land and that once the developments are in place the minerals would not be recoverable. Alternatively, the City could consider mineral extraction followed by integration of new land uses.

**General Plan Goal No. 6: Transportation/
Circulation/Traffic**

Objective 6A: Provide a circulation system that accommodates necessary vehicular trips but emphasizes the ease and convenience of pedestrian, bicycle, boat and public transit.

A comprehensive circulation system is planned for West Lathrop that will accommodate many types of individual or group ground transportation. All areas will be served by roadways for vehicular use, including buses, shuttles, private vehicles and bicycles. The extensive system of trails, in parkways alongside the roads and off-street paseos, along lake edges and levees and in open space or park areas will allow for many types of travel, whether on foot, bicycle, rollerskate or whatever means is available. In addition, the system of waterways meandering throughout River Islands will accommodate a variety of means of water travel. All of Lathrop may be served by a multi-modal transportation center to be located in Stewart Tract.



Objective 6B: Create a safe and efficient network of major and minor streets within West Lathrop, connecting it to surrounding areas and supplementing the regional circulation system.

A hierarchy of streets will serve West Lathrop. Major arterials, possibly with a few well-located roundabouts, will channel traffic through the area. Collector streets will serve the network of local streets which will, in turn, reach into each neighborhood or activity area. All of the streets have been scaled to accommodate the necessary traffic volumes, including bicyclists on the major streets, so that travel can be conducted safely and efficiently. All appropriate connections have been made to Lathrop to the east, toward Tracy to the south and to the statewide system of freeways that passes by the plan area.

Objective 6C: Participate in planning for circulation and/or transportation improvements that benefit West Lathrop and surrounding communities.

Throughout the preparation of this Specific Plan, solutions for the West Lathrop internal circulation system and its connections to the region circulation system have evolved in a dialog with the City, the Council of Governments and Caltrans. Similarly, the City and Project Proponents have endeavored to integrate the transit planning for this plan area with the studies and projects of the regional transit authorities, notably those focused on rail transit in the County and between San Joaquin County and the San Francisco Bay Area workplace centers.

Objective 6D: Allow for the efficient movement of goods and people but minimize traffic disruptions of peaceful residential areas.

The street system described in Chapter IV: Infrastructure ensures that higher volume through-traffic is not moving through any of the neighborhoods. Direct routes for such traffic are provided that skirt the neighborhoods. A limited number of streets will be designated as truck routes.



General Plan Goal No. 7: Seismic Hazards

Objective 7A: Ensure the life safety of residents and visitors in West Lathrop at all times, providing adequate emergency services, fire and police response times.

The program for the West Lathrop land uses includes an adequate number of fire stations within Stewart Tract for service to the general public. The construction, equipping and manning of these fire stations will assure capability to deal effectively with emergency service demands resulting from natural or man-made disasters or other causes. In addition, a police substation may be provided on the Stewart Tract. Most of the emergencies that arise in West Lathrop will be handled from these locations. In the event of liquefaction, surface ruptures or other damage to public rights-of-way or private property resulting from an earthquake, these facilities would provide primary service to the plan area.

Goal No. 8: Public Safety Hazards

Objective 8A: Reconstruct the levees around Stewart Tract to FEMA standards and maintain safe, expedient evacuation routes at all times.

Prior to the preparation of this plan, hydrologic and engineering analyses were done to assess the prevailing subsurface conditions in West Lathrop and the condition and functioning of the levees. This was done to investigate the most appropriate ways to locate and design new development so that both people and property are protected from undue risk. Based on these analyses, engineering concepts for the design and construction of the levee system, the storm drainage and the system of roads and utilities have been incorporated into the Specific Plan. The levees for the River Islands portion of Stewart Tract will be greatly reinforced or expanded to create new broad high ground areas around the tract's perimeter. Improvements within Paradise Cut will also be made and the result of these two efforts will provide improved regional flood management.

At present, the levees around Stewart Tract are Federal Flood Control Project Levees that have not been certified for 100-year flood protection. Engineering studies have been undertaken to plan for the improvement of the levee system around the tract to meet Federal Emergency Management Agency (FEMA) standards for flood control. An initial step in the preparation of the Stewart Tract for development will be the creation of new high ground, levee reinforcements and new levees in the



initial phase of development as part of improvement of these levees to meet FEMA Standards for a 100-year event as defined in Chapter V: Infrastructure (Utilities). Mossdale Village levees meet federal standards for the 100-year flood event.

Plans for emergency ingress and egress will be formulated as part of the Plan's implementation strategy. The means and capability to assure swift emergency response by medical, police and fire protection services will be in place before the occupancy of any homes or workplaces on Stewart Tract. In addition, areas of population concentration will be designated and designed to provide sufficient space above flood levels to provide "safe ground" until evacuation from affected sites becomes possible.

Objective 8B: Ensure that each phase of infrastructure improvements does not jeopardize safe and reliable service for existing development.

This implementation principle will be carried out to ensure that a careful sequencing of roadway and utility improvements is carried out. It is intended to make certain that adequate emergency access routes are at all times available to occupants of the plan area and that continuous vital services such as electricity, gas and water service are provided to residents, visitors and workers.

Objective 9A: Arrange and design the land uses and street corridors to maximize safety and minimize the impact of traffic noise.

The major noise generators near the plan area are I-5 and two railroad lines. In both Mossdale Village and Stewart Tract, uses that are not adversely affected by such noise have been located next to the freeway. These uses, both by their form and scale and by occupying freeway frontage, will then act as buffers for other more noise-sensitive West Lathrop land uses.

Objective 9B: Buffer residential areas from I-5, using intervening land uses and/or roadways, landscaped berms and street trees.

In Mossdale Village, housing is planned no closer than 400 feet from I-5. It is buffered from the freeway noise by distance, with a frontage road, service commercial uses and a major arterial separating the housing from the freeway. Although at this distance the housing is not in the range of unaccept-

General Plan Goal No. 9: Noise Hazards



able freeway noise according to the City's noise standards, the Plan suggests that additional landscape berms and ample street trees are used along the intervening arterial (Golden Valley Parkway) to further screen the freeway should it be visible from this housing area. Placement of service commercial structures along Manthey Road, between I-5 and proposed residential areas of Mossdale Village will be designed so as to block the transmission of freeway noise to residential areas. This will also reduce the perception of the freeway's presence. The River Island employment center will be the principal land use buffer west of the former Southern Pacific Railroad right-of-way.



Land Use



Land Use

The 2002 West Lathrop Specific Plan area will be developed as two distinct but closely related areas. Immediately west of Interstate 5 (I-5) and north of the San Joaquin River will be Mossdale Village, a 1,161-acre traditional residential village. Directly across the San Joaquin River will be the Stewart Tract, a 5,794-acre mixed use development. See Table III-1: West Lathrop Land Use Program regarding both Mossdale Village and Stewart Tract. Furthermore, Stewart Tract is divided into River Islands, a new workplace and residence for about 30,000 people, and Southeast Stewart Tract, where recreational commercial uses and urban reserve land are proposed. Although the development concepts and land use programs for these areas are different, as described below, the land uses will complement each other and, where they share the river's edge or adjoin the existing developed portion of the City, will be compatible.

In the following text Mossdale Village's development concept and land use program are defined, followed by the River Islands and then Southeast Stewart Tract development concepts and land use programs. Some alternative land uses are shown in Figure III-5 and Figure III-6: Selected Development Alternatives. It is an important policy of the General Plan (p. 4-A-20) that the location of uses be considered flexible within certain general limits. "This degree of flexibility is needed as the market feasibility of use selections becomes better understood and as the most promising physical relationship among uses can be identified."



A. Mossdale Village

1. Land Use Plan

Envisioned in the General Plan as a new Lathrop village, Mossdale Village will be predominantly residential, offering a variety of lower and medium density types of housing in two neighborhoods. The village as a whole will be organized around a pedestrian-oriented village center (See Figure III-1: West Lathrop Land Use Plan). In addition, all residents of Mossdale Village will share a system of on- and off-street trails stemming from a broad open space corridor along the plan area's westerly San Joaquin River edge. Adjoining the open space corridor will be six parks or open space areas. Although the two neighborhoods will be separated by River Islands Parkway, a limited-access landscaped arterial roadway, they are connected by a village loop road, River Road, where slower-moving traffic and ample provisions for pedestrian and bicycle travel will allow safe and convenient village travel. At the heart of each of the neighborhoods will be an 18-acre elementary school/park that is centrally located for easy access. These residential areas will be buffered from I-5 by the landscaped Golden Valley Parkway and commercial uses that will border the freeway. Golden Valley Parkway will initially be a bus route, linking this area to Stewart Tract, the possible future civic center site to the north and to the rest of Lathrop.

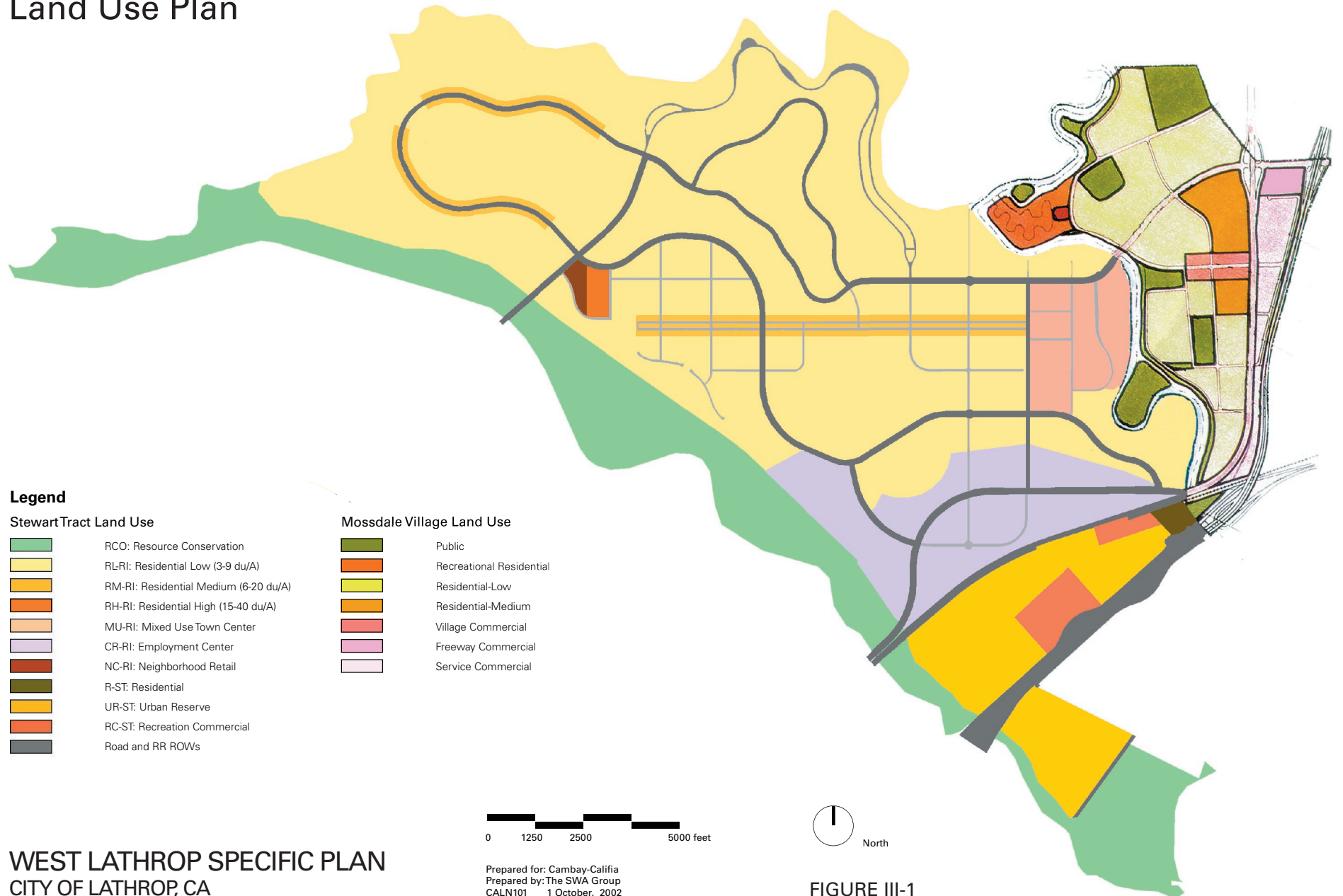


**Table III-1
West Lathrop
Landuse Program**

ZONING BY ACRE	LAND USE	Mossdale Village	Stewart Tract	
			River Islands at Lathrop	Southeast Stewart Tract
TC	Town Center		197.8	
EC	Employment Center		471.4	
C-N	Neighborhood Commercial		17.7	
C-REC	Recreational Commercial	--		60.0
CH	Freeway Comercial	20.00		
CS	Service Commercial	79.00		
CV	Village Commercial	23.50		
CW	Waterfront Resort Commercial	4.00		
REC RES	Recreation Residential	49.50		
R-L	Residential - Low	401.00	3,236.9	9.0
R-M	Residential - Medium	82.00	218.1	
R-H	Residential - High		34.9	
P	Public	184.00		
RCP	Resoruce Conservation/Open Space		703.8	264.6
UR	Urban Reserve			419.4
--	Interstates and Railroad			160.4
-	TOTAL=6,955.0	1,161.00	4,880.6	913.4














Stewart Tract & Mosssdale Village Land Use Plan










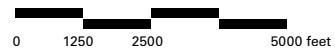
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Stewart Tract Land Use

-  RCO: Resource Conservation
-  RL-RI: Residential Low (3-9 du/A)
-  RM-RI: Residential Medium (6-20 du/A)
-  RH-RI: Residential High (15-40 du/A)
-  MU-RI: Mixed Use Town Center
-  CR-RI: Employment Center
-  NC-RI: Neighborhood Retail
-  R-ST: Residential
-  UR-ST: Urban Reserve
-  RC-ST: Recreation Commercial
-  Road and RR ROWs

Mosssdale Village Land Use

-  Public
-  Recreational Residential
-  Residential-Low
-  Residential-Medium
-  Village Commercial
-  Freeway Commercial
-  Service Commercial





The liveliest area in Mossdale Village will be the village center, with a variety of shops, services and restaurants strung along a “Main Street” that is between the river-oriented park on the west and Golden Valley Parkway on the east. Around it will be most of the more dense housing, such that large numbers of people will live within a fifteen minute walk of the village center. With much of the Mossdale Village population residing near the village center, the vitality desirable in such a village center can be created and maintained. More people will inhabit the area day and night and more errands and pleasurable outings will take place there. Also, placing more residents near the future transit corridor will create more activity in the village center, allowing it to in fact become the center for village life. Per the General Plan (p. 2-16), this Village Center could have its own distinctive architectural style.

a. Residential Uses

Housing is expected to cover about 515 acres in Mossdale Village (see Table III-2: Mossdale Village Residential Areas Program). Low density residential housing will mainly consist of single family detached housing units in two different types of areas. In the areas generally located away from Golden Valley Parkway and I-5, housing will be zoned R-MV. For the area located at the marina, near the San Joaquin River, housing units will be zoned RX-MV. For complete descriptions of these zones, see Chapter V: Community Design.

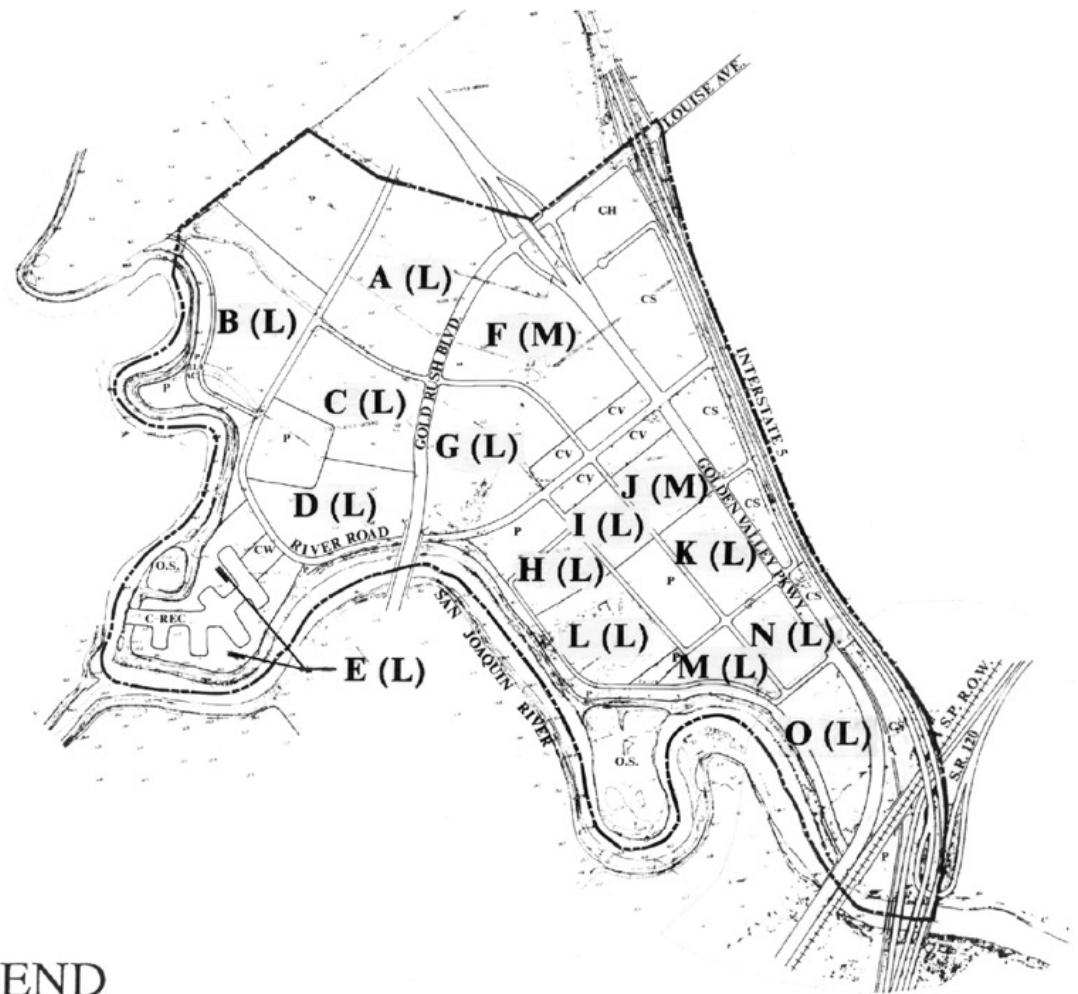
In these areas, about 2,380 single family housing units will range from 1-7 units per acre and will be planned on about 430 acres of the total acres designated for housing. The housing units in these neighborhoods will surround the elementary school/park sites, with more traditional site plans being utilized, although denser housing may also be built here so long as the resultant average density for each housing area is 1-7 units per acre.

The more unique site within Mossdale Village exists along the San Joaquin River where marina housing is proposed. In this location, (zoned RX-MV as noted above), about 170 homeowners could dock their boats in their backyards and enjoy living on the water. This enclave would be designed to be safe from flood hazards, yet would take full advantage of the river setting. They would have ready access to the delta waterways and might sail or motor their boat from a home berth elsewhere to vacation here. This residential area could also be lake-oriented and within the existing Mossdale Village levee,

2. Land Use Program



Rresidential Areas Key

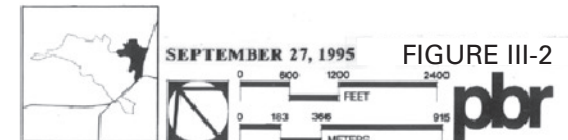


LEGEND

- A-O** AREA NAME
- (L)** LOW DENSITY

- (M)** MEDIUM DENSITY
- (H)** HIGH DENSITY

MOSSDALE VILLAGE
 WEST LATHROP SPECIFIC PLAN
 CITY OF LATHROP, CA





with about the same number of residences. (See Figure III-5: Selected Development Alternatives). A small in-channel marina could be developed along the existing riverfront here or at other appropriate locations under either scenario.

About 80 acres near the Village Center will be designated for medium density multiple family housing at 8-14 units per acre. This will yield about 820 new homes. These areas will be zoned RM-MV; see Chapter V: Community Design for a complete description of this zoning. Although medium density is currently conceived in the City's General Plan as a multiple family district, some of the housing here may be single family, i.e., detached homes on small lots at these higher densities. This follows recent trends in housing design and construction wherein the housing industry is designing single family homes in more dense plans, i.e., on smaller lots with reduced setbacks. Currently there are single family developments that are achieving densities as high as 12-16 units per acre. Thus, these medium density housing areas may yield the maximum variety in housing choice, ranging from low to higher density and from single family to multiple family homes.



Table III-2: Mosssdale Village Residential Areas Program*

(Based on Figure III-1: Land Use Plan)

RESIDENTIAL AREA	DENSITY	# OF ACRES	NUMBER OF DWELLING UNITS
A	5.5	67.0	369
B	5.5	56.0	308
C	5.5	44.5	245
D	5.5	36.0	198
E	5.5	31.5	173
F	10.0	62.0	620
G	5.5	54.5	300
H	5.5	13.5	74
I	5.5	14.0	77
J	10.0	20.0	200
K	5.5	24.0	132
L	5.5	31.0	171
M	5.5	13.0	72
N	5.5	18.5	102
O	5.5	29.0	160
TOTAL	--	514.5	**3,201

Notes:

1. This table is based on the average densities, as follows: low: 5.5 DU/AC; Med: 10.0 DU/AC.
2. This data above represents estimated acreage and estimated number of dwelling units.
3. The data above represents one of many possible development scenarios, based on the West Lathrop specific Plan Development Concept (figure III-4).

** A total of 3,480 units are permitted in Mosssdale Village.



Consistent with the General Plan, the density designations shown in Table III-2: Mosssdale Village Residential Areas Program represent the average density that is allowed in each residential area. For example, where the plan shows medium density (8-14 du/ac) housing, housing ranging from density from 3 du/ac to 16 du/ac may be built so long as upon build-out, the average density in that area is between 8-14 du/ac. In addition, per the General Plan the densities shown herein refer to net acres.

b. Commercial Uses

Mosssdale Village will contain four different types of commercial land uses: village commercial (village center), highway commercial, service commercial and waterfront commercial. At the heart of the village, 25 acres are planned for a mixture of shops, services, restaurants, and community services. The village center, (zoned CV - village commercial) is programmed for a wide variety of shop owners and restaurateurs rather than a few large floor-plan businesses. Storefront-scale community facilities could be located here as well.

As noted in the General Plan (p. 4-A-13), “within the Village Commercial category the list of permitted and conditional uses of the Zoning Ordinance needs to be sufficiently broad to accommodate the full range of retail, personal service, professional office, public and semi-public and other uses envisioned. Hard and fast limitations on the selection and mixing of uses that has dominated zoning practice for most of the 20th Century is discouraged in favor of a Planned Unit Development and/or Specific Plan process which permits flexibility, if operational and aesthetic conflicts among uses are avoided in the development process through excellence in site and building design and functional arrangement among uses.”

As the guidelines in Chapter V: Community Design suggest, there are multiple options on the ultimate design of the village center, but all of them encourage the creation of a pedestrian-oriented district where small cafes front on generous sidewalks and many facades combine to create a detailed and enjoyable walking environment.

Along the Golden Valley Parkway frontage, there is ample area for the larger, one to two story stores which require large parking lots using side street access points. Highway commercial (zoned CH) and service commercial (zoned CS) are planned here. Twenty (20) acres for highway commercial are



shown around the River Islands Parkway interchange at I-5. Travelers along I-5 and local Lathrop shoppers will stop here for home improvement, sporting goods and discount shopping as well as commercial recreation such as a bowling alley. Uses oriented toward freeway travelers, such as motels, may also be found here. Building intensity will be up to 60% site area coverage. On page 4-A-13, the General Plan states that “Proposals for the classification of retail activity described for Mossdale Village are to some extent to be considered as offering flexibility or ingenuity and innovation in the selection, promotion, design and development of commercial uses and areas. This is especially true of the Freeway (Highway) Commercial and Service Commercial categories.” Carrying this out, the Mossdale Village land use program allows for distinctive uses if well-designed and integrated and will allow a high degree of responsiveness to market demand.

Between Golden Valley Parkway and I-5, service commercial may be built on about 80 acres. In this area, larger land users will have the opportunity to sell, for example, building supplies and conduct warehousing, distribution, storage and other utilitarian functions, such as auto repair. However, smaller land uses may be developed such as a complex of household-oriented services, including landscape and irrigation, contracting, carpet cleaning, etc.

The other commercial activity called for in Mossdale Village is waterfront resort commercial (zoned CW) next to the proposed marina. Catering to those engaged in water-oriented recreation, this small shopping area may include a bait and tackle shop, a restaurant overlooking the marina and water sports equipment sales or rental.

c. Schools, Parks and Open Space

The other uses designated for Mossdale Village are schools and parks. Two elementary schools will be combined with neighborhood parks on central 18-acre sites. A 50-acre high school site is set aside near the northern edge of Mossdale Village, so that it will be centrally located when the entire western side of Lathrop is built out. If the City and School district elect not to use the Mossdale Village acreage shown in the plan for a high school, the most appropriate alternative use would be low density housing. This could add about 275 residential units in Mossdale Village. (See Figure III-5: Selected Development Alternatives.)



In addition to the neighborhood parks associated with the elementary schools, there are three proposed neighborhood parks and three existing open space/parks. The largest new park adjoining the village center will be about 11 acres; the other two are smaller. A new 5-acre park next to the river will be a neighborhood park for the residents in the northern part of Mossdale Village and a 3-acre park adjoins the southerly elementary school for residents in that neighborhood. All three would be directly connected to the Mossdale Village open space corridor running along the river's edge.

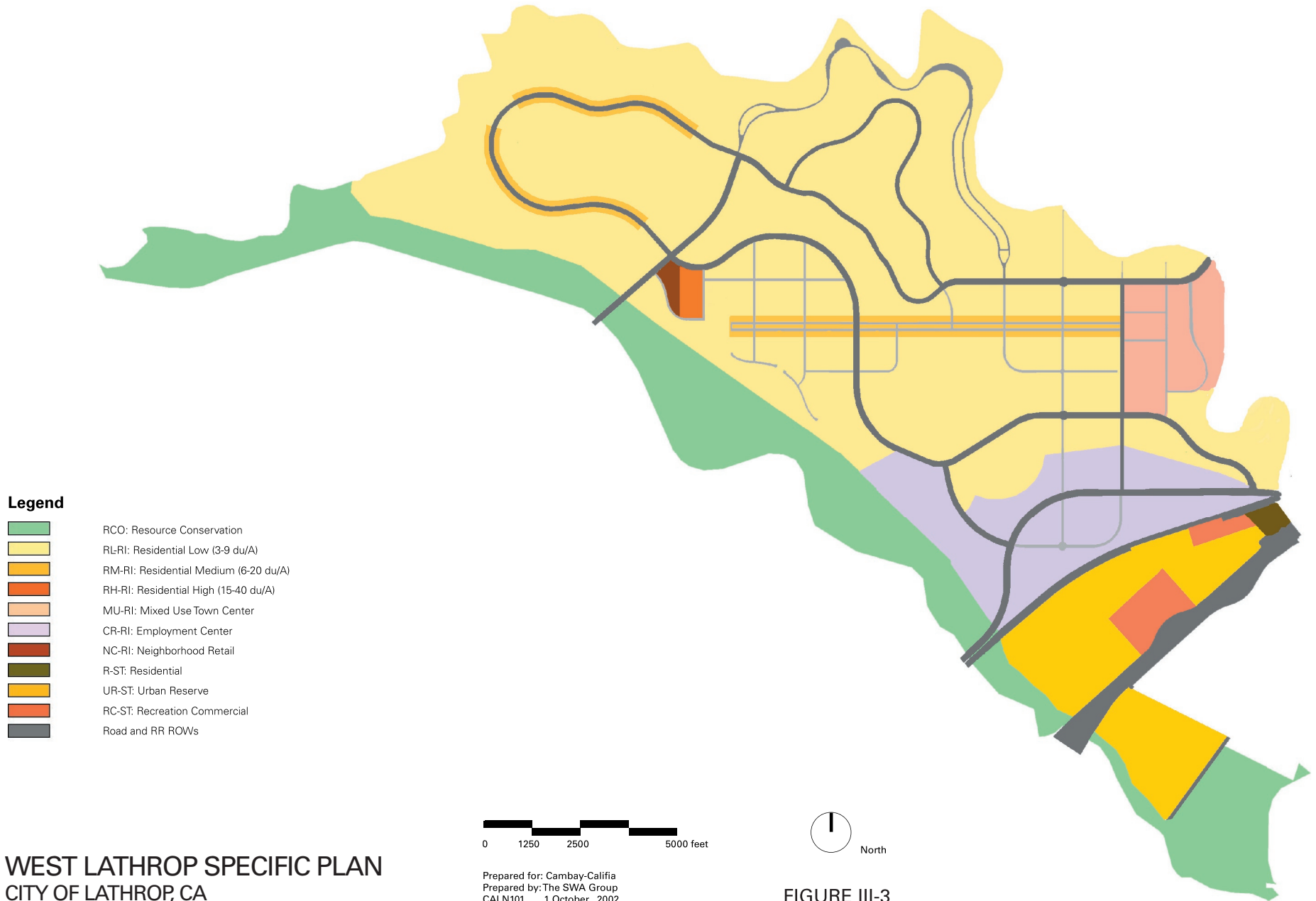
The character of the village center park will be community-wide in orientation and more urban and more heavily used, probably, for art fairs, carnivals, performances and the like. It may be partly plaza for public musical performances and other gatherings. The northerly and southerly parks will be used primarily by the residents in surrounding homes, to play in and as a pleasant means of reaching the river open space corridor.

Two of the existing open space areas were created when the Mossdale Village levee was improved for the 100-year flood by the Reclamation District No. 17). Next to the proposed marina, there are six-acres of open space and further south there is a 31-acre open space area. The 31 acres have been replanted (as a mitigation area for the levee improvements) with elderberry bushes as a habitat for the Valley elderberry longhorn beetle. The third park, the existing 9-acre Mossdale Crossing County Park, provides direct river access, including a boat launch.












Along the river, 61.0 acres are provided as continuous public open space. These stretches of landscaped walkways and play areas will belong to the entire village as a community-wide resource. With the levee trails on the western edge, this open space corridor will provide miles of river edge recreation area. As the plan area is mapped to the centerline of the adjoining river, about 70 acres of waterway adjoining this open space corridor are included in the plan's land use account. Internal roads, a strip of I-5 and the former Southern Pacific right-of-way consume the remaining acreage within the village.

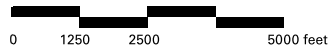


Stewart Tract Land Use Plan



Legend

-  RCO: Resource Conservation
-  RL-RI: Residential Low (3-9 du/A)
-  RM-RI: Residential Medium (6-20 du/A)
-  RH-RI: Residential High (15-40 du/A)
-  MU-RI: Mixed Use Town Center
-  CR-RI: Employment Center
-  NC-RI: Neighborhood Retail
-  R-ST: Residential
-  UR-ST: Urban Reserve
-  RC-ST: Recreation Commercial
-  Road and RR ROWs





The River Islands land use program is a balanced combination of non-residential and residential uses. (See Figure III-1.) Within River Islands at Lathrop (4880 acres) principal land uses include a mixed use town center, an amenitized employment center and varied housing areas. Parks, recreation, schools and open space are incorporated within those major land uses, with the exception of the Paradise Cut area which is solely a resource conservation/open space area.

The 197.8-acre town center will anchor the eastern end of the canal, along with an adjoining harbor. In the town center, it is envisioned that retail, offices, higher density residential, entertainment, potentially the Lathrop civic center and other cultural activities will coexist. This fairly intensive center is expected, over time, to become the animated heart of the City of Lathrop. Complementing the town center, the employment center (about 471 acres) will be oriented toward the lake. A mix of office, administrative and back office and research and development businesses, this area will be designed to support about 40 employees per acre.

The residential precincts of River Islands will also be organized around a central lake and defined by their orientation to the lake, a long central canal or to the rivers on the perimeter of the tract. The residential areas and their associated parks, lakes and open space cover about 3,490 acres. These areas will each have a distinct character, depending on their orientation toward such major amenities and finer grain features such as their street systems, paseos and parks. Low, medium and high density housing for about 30,000 people is planned throughout the residential areas and convenient neighborhood retail is provided. Parks and open space amenities will greatly enhance the enjoyment of this new living environment.

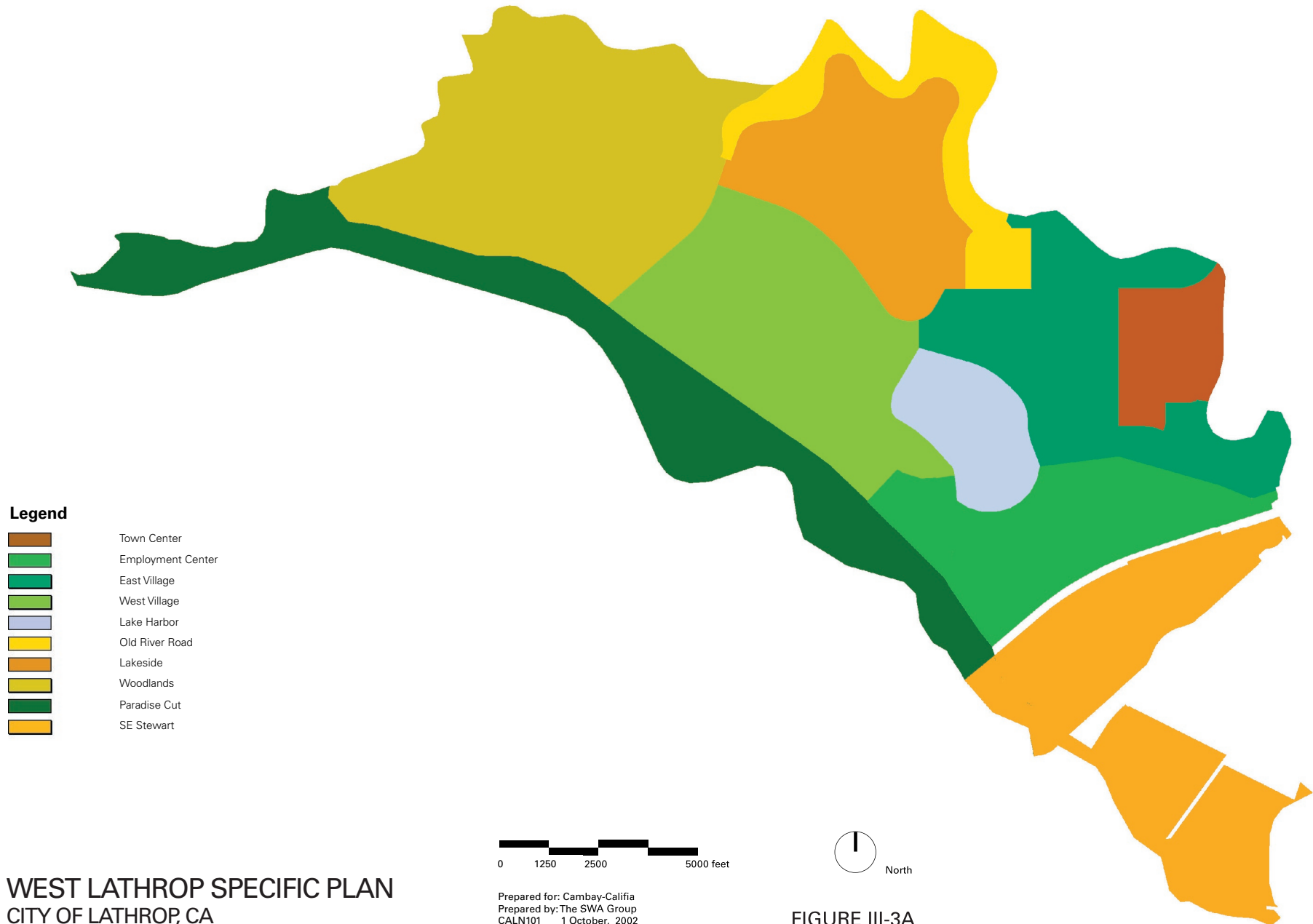
The land use controls for River Islands include Figure III-1: Land Use; Figure III-3A: River Islands Districts; Table III-1: West Lathrop Land Use Program, an Urban Design Concept for River Islands (see Chapter VI: Implementation) and a new Section 17.61 of the Lathrop Zoning Code. The Specific Plan defines the permitted and conditional uses for River Islands, along with density and intensity and building height. The Urban Design Concept for River Islands required by the Specific Plan con-

B. Stewart Tract: River Islands at Lathrop

1. Land Use Plan



Stewart Tract Districts



- Legend**
-  Town Center
 -  Employment Center
 -  East Village
 -  West Village
 -  Lake Harbor
 -  Old River Road
 -  Lakeside
 -  Woodlands
 -  Paradise Cut
 -  SE Stewart





tains overall urban design guidelines for the public realm at River Islands at Lathrop (parks, paseos, streetscapes, etc.) and District-specific landscape and architectural features. Also, the UDC contains most of the development standards for all uses within River Islands, consistent with Section 17.60: Stewart Tract Zoning Districts of the Lathrop Zoning Ordinance.

The overall land use program for River Islands is below in Table III-1: West Lathrop Land Use Program. There are five primary land uses, with multiple permitted uses within each, including parks and open space, as defined in Chapter V: Community Design.

Within River Islands, all of the land is divided into districts for most of which there is a residential unit count, as shown below in Figure III-3 and Figure III-3A: Stewart Tract Districts. These districts correspond to the district urban design guidelines provided in the River Islands Urban Design Concept. The town center and the employment center districts have acreage counts and square footage associated with them, and anticipated employment levels. This assumes full build-out of both the town center and the employment center. All of the residential districts and the Town Center have projected minimum, optimal and maximum numbers of low, medium and high density housing units. See Residential Uses below. The maximum number of allowable units within River Islands, 11,000 units, is the sum of the optimal number of units in all residential districts (including the town center).

a. Mixed Use

Within the River Islands town center, a mixture of retail, personal services, restaurants, entertainment, offices, and higher density residential development ranging from 600-1220 units, is permitted. The town center will occupy about 198 acres in which an amphitheater or playhouse for entertainment or recreation may be found, along with galleries, studios and other places for the visual or fine arts, shops and ancillary supporting uses. A K-12 magnet school on about 31 acres or a traditional K-8 school, on 20 acres, would be a part of this district. Parks will occupy part of the town center. As described in this chapter under the Development Concept, these uses are to be located at the eastern end of a grand canal and are to be arranged compatibly with more water-oriented uses in an adjoining Lathrop Landing harbor. Development in the town center shall be based upon an Urban De-

2. Land Use Program



sign Concept recommended by the Stewart Tract Design Review Board and approved by the City of Lathrop. That concept includes requirements for active ground floor uses along key streets to activate the pedestrian environment. Also, there are opportunities here for vertically integrated uses, such as ground floor retail and upper floor offices. Some of these buildings may be as tall as 125 feet, once the appropriate fire fighting equipment is available.

b. Employment Center Uses

The River Islands employment center will be an amenitized business park, with a range of offices, research & development and administrative (“back”) offices and supporting uses such as banks or cafes. It will cover about 471 acres (including associated lake and landscaped areas) where 4-6 million square feet of space for new employment could be built. The employment center, combined with the town center, is expected to provide a total of about 17,000 new jobs at buildout. Employees per acre will likely range from 30/acre to 50/acre and the average will be about 40 employees per acre within the employment center, except in ancillary cafes, retail uses and such. Buildings as tall as 125 feet will be allowed here once the City of Lathrop has the appropriate fire fighting equipment for such structures. Commercial uses such as retail or motels, which may be appropriate along the edge of Golden Valley Parkway, are permitted herein as well. The first fire station on Stewart tract will be built in the employment center. Development herein shall be based upon an Urban Design Concept recommended by the Stewart Tract Design Review Board and approved by the City of Lathrop.

Along the Paradise Cut edge of the employment center, the River Islands Animal Campus will be located. This 15-20 acre facility will provide a refuge for animals in a setting that allows human interaction with the animals. The City’s Animal Shelter will be located at this site. Since 1990, the City of Lathrop has provided full service animal care and control services to its citizens, using the City of Manteca’s facilities which are now severely outdated. The City of Lathrop and River Islands at Lathrop are proposing a new Animal Rescue Campus. It will combine a new shelter with facilities from other governmental and private non-profit organizations to develop the shelter, cooperative efforts, a comprehensive educational program, a regional outreach program, an aggressive animal adoption program and low-cost spaying/neutering programs.



c. Residential Uses

Under this designation, low, medium and high density residential development is planned within River Islands. Given the nature of the River Islands development concept, most of it is to be designed with and oriented to major recreation amenities such as lakes, rivers, golf or arbors. The residential land use designation and zoning correspondingly includes the associated parks and open space areas within the residential areas. Housing densities will range from 3-40 units per net acre. In River Islands, low density is defined as 3-9 dwelling units per net acre; medium density is defined as 6-20 dwelling units per net acre and high density is defined as 15-40 dwelling units per net acre. A net acre is defined as net of arterials, waterways, parks open space and non-PUE easements. A maximum of 11,000 units of all densities is permitted here, along with supporting neighborhood serving convenience retail. Development herein shall be based upon an Urban Design Concept recommended by the Stewart Tract Design Review Board and approved by the City of Lathrop

District	Optimal Number of Housing Units By Density			
	Low (3-9 DU/AC)	Medium (6-20 DU/AC)	High (15-40 DU/AC)	Total
1. Paradise Cut	0	0	0	0
2. Town Center	200	0	600	800
3. Employment Center	0	0	0	0
4. Old River Road	700	0	0	700
5. Lakeside	1,400	0	0	1,400
6. Lake Harbor	500	0	0	500
7. East Village	1,900	400	0	2,300
8. West Village	1,700	400	600	2,700
9. Woodlands	1,800	800	0	2,600
TOTAL	8,200	1,600	1,200	11,000

Table III-3: River Islands at Lathrop Districts Optimal Housing by Density



With traditional Lathrop residential zoning, broad areas are given a low, medium or high density residential designation. In each area a fairly narrow range of housing densities is permitted such as 1-7 or 8-15 units per acre. This results in fairly homogeneous neighborhoods. Because it is desirable in River Islands to create more integrated and distinctive places using a wider range of possible densities, this plan establishes overlapping low, medium and high density districts. It also establishes a minimum, optimal and maximum number of low, medium and high density units allowed in each area. (See Table III-4: Residential Unit Distribution Range below.) Thus, in each district single family detached, single family attached and multiple family housing are permitted, so long as the total number of homes built in that area falls between the minimum and maximum. This allows for more diversity in housing types and allows for innovative denser housing types not yet envisioned.

The projected number of units in each district may change, but only in accordance with the rules set forth in Chapter VI Implementation under E. City Approval Process. The development of each residential area is also determined by the River Islands Urban Design Concept which will create consistent quality and distinctive character in each residential area.



**Table III-4:
River Islands at Lathrop
Residential Unit
Distribution Range**

District	Low Density (3-9 DU/AC)			Medium Density (20 DU/AC)			High Density (15-40 DU/AC)		
	Opt	Min	Max	Opt	Min	Max	Opt	Min	Max
1. Paradise Cut	0	0	0	0	0	0	0	0	0
2. Town Center	200	100	300	0	0	0	600	500	700
3. Employment Center	0	0	0	0	0	0	0	0	0
4. Old River Road	700	600	800	0	0	0	0	0	0
5. Lakeside	1,400	1,200	1,600	0	1,600	0	0	0	0
6. Lake Harbor	500	400	600	0	0	0	0	0	0
7. East Village	1,900	1,800	2,000	400	200	600	0	0	0
8. West Village	1,700	1,600	1,800	400	200	550	600	500	650
9. Woodlands	1,800	1,600	2,000	800	400	1,100	0	0	0
Total Dwelling Units	8,200	7,300	9,100	1,600	800	2,250	1,200	1,000	1,350

Parks are permitted uses within all residential areas. A total of 273.4 acres are devoted to a wide variety of parks in and around the developed areas. The parks include back bay reserves, community parks (about 101 acres), neighborhood parks with paseos (about 42.4 acres) and linear parks with trails in them (about 129 acres) along the river or lake edges. The linear parks serve as either community-wide or neighborhood park resources. All of these contribute to the active and passive recreation opportunities for residents. (See Figure III-3B.) Many of these have a canal or lake edge as part of the park, creating the chance for water-related recreation activities. Supplementing these parks is a two-tier trail system that runs throughout River Islands. It provides a long main loop around the central lake and secondary shorter trail loops through neighborhoods. This trail system connects via bridges to the rest of West Lathrop and, indeed, the region.

In addition, each of the three magnet schools will have playing fields for sports. In the town center, there will be 10 acres of playing fields on the school site; similarly, near Paradise Cut, the school site will contain about 20 acres of playing fields. The westerly “Olympic” school site will have up to 38.9 acres of playing fields and other active sports facilities. Open space areas include miscellaneous landscaped (and often linear) edges of the various waterways.



One of the innovative land uses planned within River Islands is the “magnet school”, a combined kindergarten through 12th grade school. The Tracy Unified and Banta School districts are currently considering allowing three K-12 magnet schools on Stewart Tract rather than the traditional elementary, middle and high schools. The curriculum at each magnet school would have a particular academic focus, such as the natural sciences. Each magnet school would occupy a site of from 20 to 26 acres for the classrooms and related facilities for all grades. Each would also include recreation facilities shared by all grades and, when school is not in session, the broader community.

Because of the environmentally integrated nature of the entire River Islands at Lathrop community, there is the desire for an educational structure that reflects the same ideals. With the magnet schools, the learning and living environments would be mutually beneficial. For example, the town center school may focus on the cultural arts and provide performing arts venues that others in the town center may use. Thus, the specific location of each school would provide the setting for interaction among the students and the surrounding business community.

By grouping children from kindergarten through high school, the magnet schools will strengthen the premise that learning is a lifelong activity. Members of the surrounding business community become both the resource for learning and the role models for students, who share learning experiences with adults who themselves continue to benefit from educational opportunities. This type of learning would be much more directly connected to reality. Students actively engaged in projects of benefit to and with the community will better comprehend the importance of their education

Within the three proposed educational foci (cultural arts, health & fitness and appreciation of the natural environment) this approach offers the chance to recognize the mind, body and spirit through the learning experience and more balanced people will likely emerge from the school system. Through their interaction with the community, the students will be able to observe ways to achieve a balance between, living, working and playing.

In the event that a magnet school program cannot be designed to the satisfaction of the school districts, the City and River Islands, a more traditional program with six K-8 schools and 1 high school will be implemented. (See Development Alternatives in this chapter.)

**d. Neighborhood Retail Uses**

A 17.7-acre neighborhood commercial site is designated at the intersection of Paradise Drive and River Islands Parkway South. This location is intended for retail and personal services for nearby residents. It is located here to be convenient for residents going to and from their homes. For example, it will be a place where parents can pick up pizza on the way home from work or drop off the laundry en route to a meeting in Tracy. It is also along the River Islands trail system. Development herein shall be based upon a Neighborhood Design Plan recommended by the Stewart Tract Design Review Board and approved by the City of Lathrop.

e. Resource Conservation/Open Space Uses

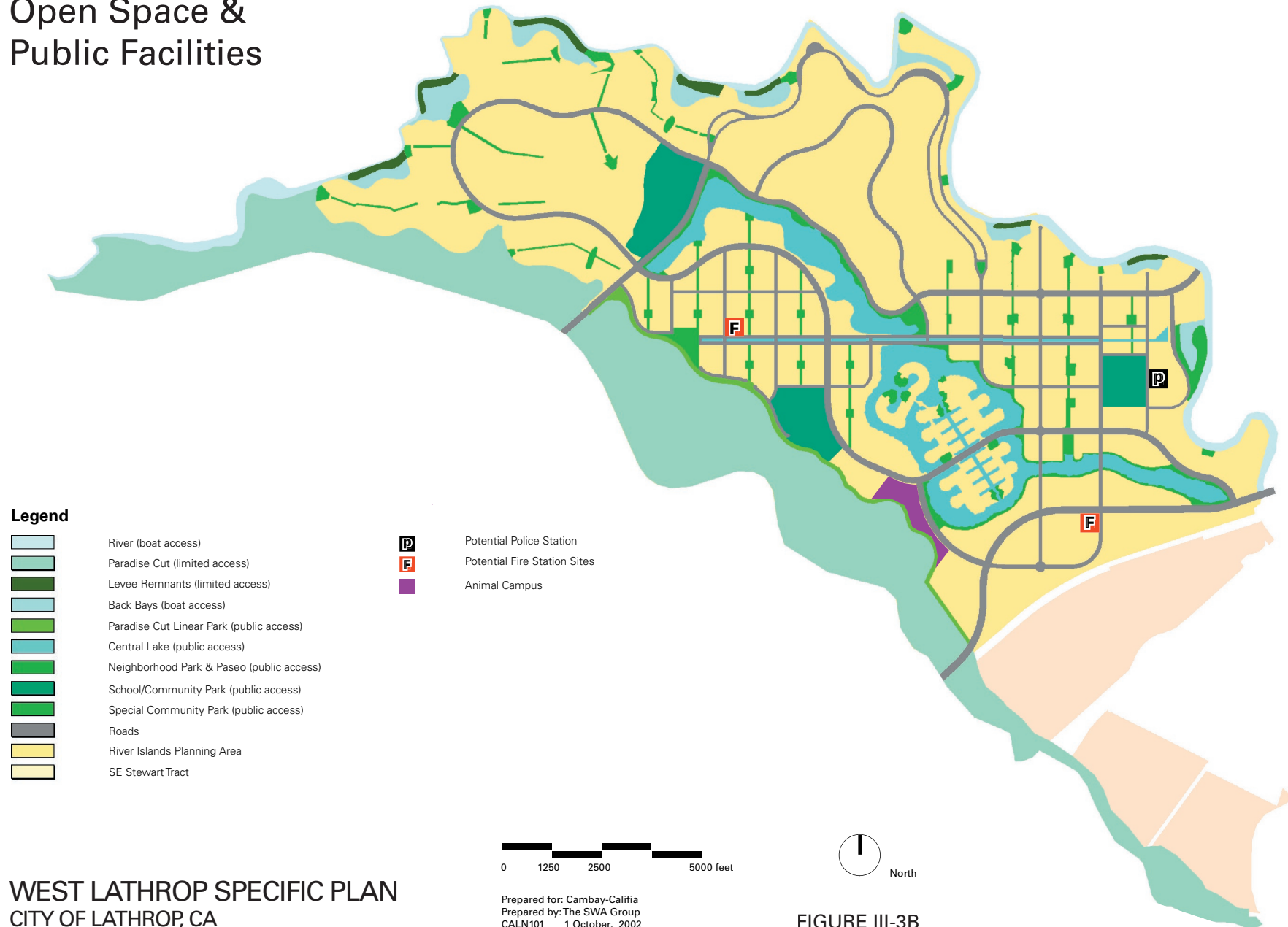
The Paradise Cut area is designated for resource conservation and open space. The River Islands portion is about 704 Acres, including waterways. The Cut will act as a seasonal floodway and wildlife habitat. Agricultural uses will occur on the land surface which is exposed most of the time. Some areas will be dedicated solely for wildlife habitat and public access will be limited passive recreation and to designated trails and/or fenced off. Elsewhere, nature observation will be encouraged, and also an interpretive center if authorized by the appropriate permitting agencies. Along some of the waterways in the Cut, boating will be allowed.

f. Parks, Recreation and Open Space Areas

The parks, recreation and open space elements within River Islands at Lathrop are not called out as separate land uses; instead, they are incorporated into the other land uses that they enhance. The one exception is the Paradise Cut Resource Conservation and Open Space area (defined above) that is intended for resource conservation. All other parks, recreation facilities and open space areas, such as parks, paseos, canal, trails, linear parks, the lake and back bays perform multiple functions. Community parks are an important part of the River Islands active recreation system, useful to the students at the magnet school sites and otherwise to the entire community. The entire basin called Lathrop Landing in the town center will become a major community gathering places for celebrations and major events, and probably will become a regional destination.



Stewart Tract Public Parks, Open Space & Public Facilities





Smaller neighborhood parks and paseos act as enjoyable places, as part of the network of routes that unifies the community and as a passive part of the River Islands drainage systems. The canal creates a dramatic public promenade, places to meet and watch other people and a venue for competitive boat races. The trails that course through most of the districts link the parks, lake, residences and work-places and may diminish the number of automobile trips in River Islands. The linear parks along the lake edges create myriad contemplative places of beauty and gathering places for informal recreation. The lake acts as a signature feature of the community, is a scenic setting, provides many boating and water recreation opportunities and in selected locations includes small wetlands that assist in area drainage and helps to sustain the quality of the lake's water. The back bays offer more off the beaten paths open spaces areas, combining quiet water and naturally landscaped levee banks. Many of the qualities of the various park, recreation and open space elements will accrue to the value of the future homes and businesses and all of them define the character and identity of River Islands at Lathrop and contribute to the vibrancy of the key land uses.

River Islands will have three community parks and neighborhood parks in each district. (See Figure III-3B: Stewart Tract Public Parks, Open Space and Public Facilities.)

g. Public Facilities

Police, fire and emergency services will be provided for River Islands and the rest of Stewart Tract. Police services are currently handled from the central station at City Hall and may be relocated to meet space requirements. Future services will likely be handled from a central facility, perhaps the future government center site.

New fire stations built to City specifications are planned within River Islands. A minimum of two stations are assumed to be necessary and more will be provided if necessary in order to ensure that the Fire Department can meet minimum response times. The first station is planned within the employment center as part of the initial phase of development; the second in Phase 2. Mutual aid will be provided based on continuing local and county agreements and Manteca will continue to provide the



area's ambulance service. To expedite emergency response times for the many homes proposed along the San Joaquin and Old Rivers and town center uses around the perimeter of Lathrop Landing, a fireboat will be provided, allowing access to riverfront properties from the water.

3. River Islands Development Concept

Based on the basic land use plan, multiple, more detailed development concepts can be developed. One such concept is presented below. It responds to the land use plan and carries out the overall vision for Stewart Tract as described in the Executive Summary of this Plan and the Plan Objectives in Chapter II. There will undoubtedly be changes in the precise acreage and location of the uses described below. These changes can occur within any given phase if proposed and approved as part of the Tentative Map for that phase and if it is consistent with the Urban Design Concept for that phase.

The underlying premise for any development concept for Stewart Tract is that the area and its surroundings can be protected from flooding. Inherent in the following development concept are hydrologically sound solutions that would eliminate flooding of the site as well as lower the flood elevation of the San Joaquin River in the vicinity during the 100-year flood event. The concept for flood protection would be the creation of a wide band of high ground, reinforced and new levees around the perimeter of the tract in lieu of the narrow levees that now ring it. This would eliminate the lateral seepage that undermines the integrity of the levee system. The concept for reducing the 100-year floodwater elevation would be to shift flood flows from the San Joaquin River to Paradise Cut. This would be done by increasing the capacity of the Cut by cutting through old levees to create more water surface area. The existing project levees in Paradise Cut that border Stewart Tract would be abandoned in place and, as remnant levees, re-designed to accommodate a focused species habitat restoration plan. Development that regards the river setting as an amenity rather than a threat could then be built.

Located at the upper end of the San Joaquin River delta, the design of a new community on Stewart Tract could focus on distinctive water-related ways of life. (See Figure III-4: Stewart Tract Development Concept.) Housing could be located on a central canal and/or lake and along the surrounding rivers, allowing a range of lifestyles from more urban to more rural. In and around a town center, a more high-density, urban residential area could be linked by paseos and a gridded street system to a



formal grand canal with promenades along its edges that lead to the town center's shops and cafes. Other neighborhoods could focus on a central lake where backyard docks allow residents easy access to myriad waterways and where public trails, parks and recreation facilities grant everyone the chance to enjoy the lake. More secluded neighborhoods could be created around small back bays along the San Joaquin River, where enjoyment of the natural riverine habitat and long range views would be at its best. Opportunities could exist in and around these varied neighborhoods for all manner of park, school – such as the K-12 magnet schools – and special community facilities such as golf courses and clubhouses or yacht clubs.

One or more active adult communities could be built with distinct housing types, ranging from patio duplex homes to detached homes. The active adult housing could be located in a community that features a wide range of recreational opportunities including an 18-hole golf course and a community activity center. An additional golf-oriented residential development could be developed along Old River.

Complementary to all of the new homes, a mixed use town center on the river could become a social magnet, attracting Stewart Tract and other Lathrop residents to cafes, restaurant, shops, movies, theater and perhaps a new civic center. With a mix of retail, entertainment and high-density residential uses, this could be a vibrant and animated gathering place daytime and evening. The town center could be the venue for performances in an amphitheater overlooking the river, or could be the setting for the awards ceremonies after boat races on the grand canal. The grand canal would be constructed to accommodate sanctioned boat racing competitions and with broad promenades on its edges. It would become the focus for active recreation and passive observation. The grand canal could also be a major urban design feature that extends deep into the River Islands residential areas, unifying the many ways of life that would abound here.

If the town center adjoined a harbor or marina that had related waterfront activities for residents and visiting boaters, the synergy among the various activities could create a lively regional destination. The marina would be a destination for large and small craft and a valuable contribution to South Delta recreation.



Stewart Tract Development Concept

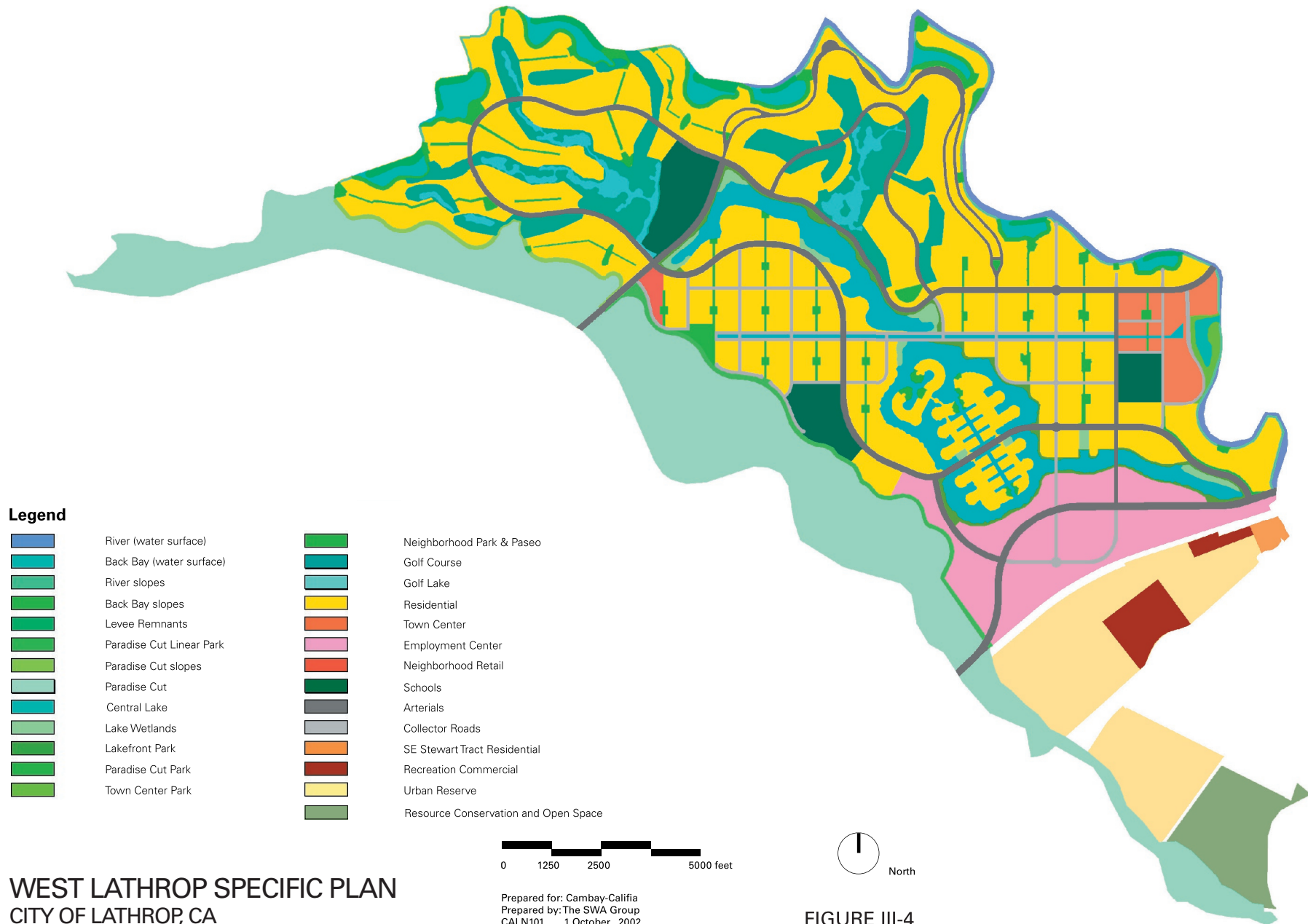


FIGURE III-4



An employment center in the plan could relieve thousands of valley residents of the long journey on I-205 and I-580 into Bay Area workplaces. It would also allow those former commuters to spend more time with their families. Whereas the town center jobs would be mostly service industry jobs, a business park for corporate and administrative offices and research & development companies; the two would yield up to 17,000 jobs. It would also employ every skill level from clerk to executive. The town center and employment center would help employers find moderately priced land for their businesses and would help Lathrop achieve a broader range of head-of-household jobs.

River Islands would be a place to live, work and play. One component of life here would be the proposed magnet schools that combine the school facilities for grades K-12 on shared sites. On about 31 acres in the town center, a magnet school focused on the arts would contribute to the liveliness of the town center and vice versa. Its performance venues, studios and its playing fields could effectively be a part of day-to-day life for town center residents. Conversely, students at the school would benefit from the proximity to town center galleries, bookstores and visitors who would attend school performances. A magnet school focused on the natural sciences is envisioned near Paradise Cut on about 40 acres and could include a nature interpretive center. It and the broader community would benefit from its natural setting and the educational value imparted regarding that ecosystem. The third magnet school is targeted to focus on health and the life sciences. Located on about 65 acres, it may include Olympic training facilities and be a part of sporting events held in the nearby golf course and lake. At all three school sites, the active recreation facilities and landscaped areas would be a school and community resource.

There is an opportunity at River Islands to integrate all of the parks and open spaces into a connected and related system. The types of parks would range from highly structured sports facilities to naturally occurring eco-restoration islands. All internal parks are envisioned to play a role that reinforces community life. Neighborhood parks could be located along paseos that lead to the grand canal or lake. Other parks would be part of a necklace of open spaces and recreation areas around the edge of the lake. Long trails that link these many public green places could allow for varied vistas and scenery as one walks or runs. Quiet parks may dot the river's edge for nearby residents and others who seek long range views across the valley.



Habitat preservation and restoration would be important elements of the River Islands development since the natural delta setting that nurtures wildlife would also contribute to residents' quality of life. Carefully selected areas along the tract's perimeter could be reestablished as shaded riverine aquatic habitat and an expanded habitat could be created for the Riparian Brush Rabbit.

Fundamental to any plan for Stewart Tract is the preservation of Paradise Cut habitats for many species. Integral with the creation of improved flood protection throughout Paradise Cut is the creation of habitat areas removed from human intrusion and the threat of flooding.

As described in detail in Chapter IV: Infrastructure under circulation, the plan area land uses will be served by multiple means of circulation besides roadways for automobiles. Public transit, shuttles, water taxis and the like could enliven the activities on Stewart Tract. Trips from home to retail shops may be done by bus, water taxi, bicycle and other means. This overlay of a multiple means of circulating around Stewart Tract adds to the compatibility and vitality of Stewart Tract uses. Adequate access to Stewart Tract would be provided along landscaped parkways extending from I-5 through Mossdale Village and to I-205 along Paradise Drive.

In Southeast Stewart Tract, most of the land (about 419 acres) is designated urban reserve. Other uses include existing residential (9 acres) along the San Joaquin River where that amenity can be enjoyed, recreational commercial (60 acres) where there is convenient access on and off I-5 and resource conservation within Paradise Cut and at the southeasterly end.

Although Southeast Stewart Tract is predominantly designated urban reserve, the recreation commercial sites would be opportunities for an expanded farmer's market or other commercial entertainment or highway-related retail use at the Mossdale Drive/I-5 exit, a transit/commuter parking site. Public facilities, such as a water recycling plant, could be built here on the RCO-designated land. If access were improved to this area, other land use opportunities would be created, as discussed below under Development Alternatives.

C. Stewart Tract: Southeast Stewart Tract

1. Land Use Plan



Land use controls for Southeast Stewart Tract include Figure III-1: Land Use, Chapter V: Community Design in this Specific Plan and Section 17.60: Stewart Tract Zoning District which identifies the zoning districts within Southeast Stewart Tract.

a. Commercial Recreation (C-REC)

There are two recreation commercial areas in Southeast Stewart Tract, one 10 and one 50 acres in size that take advantage of proximity to I-5. Appropriate uses may include a water park, wildlife park or a farmers market, or a similar type of theme park, a variety of highway commercial retail uses and recreation uses. Development herein shall be based upon an Urban Design Concept recommended by the Stewart Tract Design Review Board and approved by the City of Lathrop.

b. Residential (R-ST)

On nine (9) acres next to the San Joaquin River is an existing single family residential area. Such residential uses will continue to be permitted in this area, in accordance with the Zoning Ordinance, Section 17.32, regarding one-family residential districts. Permitted and conditional uses in this district are those listed in Section 17.32. Development herein shall be based upon an Urban Design Concept recommended by the Stewart Tract Design Review Board and approved by the City of Lathrop.

c. Urban Reserve (UR-ST)

About 419 acres east of the former Southern Pacific Railroad line in Southeast Stewart Tract are shown as urban reserve. This area is not planned for development at this time. Development would be planned here only at such time as the Mossdale/I-5 interchange is improved or other transportation system improvements allow for sufficient additional traffic capacity to serve this area. As indicated under Selected Development Alternatives in this chapter, with access improvements there are numerous and varied opportunities for development in this area. Development herein shall be based upon an Urban Design Concept recommended by the Stewart Tract Design Review Board and approved by the City of Lathrop.

2. Land Use Program



d. Resource Conservation/Open Space (RCO-ST)

About 265 acres of Paradise Cut is located within Southeast Stewart Tract. It is designated for resource conservation and open space. Also within Southeast Stewart Tract at its easternmost end, there is one RCO area, of about 75 acres. It is intended for a water recycling plant, although other resource, conservation or public uses are permitted therein. Development herein shall be based upon an Urban Design Concept recommended by the Stewart Tract Design Review Board and approved by the City of Lathrop.

This Specific Plan contains numerous recitations of the Lathrop General Plan's intent to allow flexibility in the arrangement and ultimate mix of land uses in West Lathrop, and especially on Stewart Tract. Thus, it is an inherent assumption of this Specific Plan to allow such flexibility in order to insure that the optimal range of land uses can be developed within West Lathrop.

Besides those described above, there are other possible land uses that are explained below and are illustrated on Figure III-5: Selected Development Alternatives (Mosssdale Village and Southeast Stewart Tract) and Figure III-6: Selected Development Alternatives (River Islands). Although not an exhaustive list of alternatives, they do express other ways that the intent of the General Plan and Specific Plan may be carried out. The alternatives are shown on Figures III-5 and III-6, and are described below under Mosssdale Village, River Islands and Southeast Stewart Tract.

a. Lake Oriented Housing

The Development Concept currently shows residential development on a peninsula along the San Joaquin River that is marina- or river-oriented. It may prove more feasible and/or desirable to develop this site as a lake-oriented residential area.

D. Selected Development Alternatives

1. Selected Mosssdale Village Alternatives (Figure III-5)

**b. Residential (Low) Site**

A high school site (labeled “P”) is shown on the Development Concept in Mossdale Village. It is the intent of the City of Lathrop to build its first high school in the West Lathrop area. If the City and the school district elect at a future time to locate the high school elsewhere, this site would revert to R district (low density) like the areas surrounding it.

a. Active Adult Housing

An active adult community is currently envisioned in the middle of the tract. In this location, it is near to the town center and its services and activities. Instead, an active adult community could be developed in the western end of the tract, with all the same water and/or golf course amenities, but as a more independent community.

b. Traditional Schools

If the unique learning environment envisioned in the magnet schools proves infeasible, traditional K-8 and high school facilities will be made available to Stewart Tract children. Construction will be tied to the timely provision of those schools to meet projected student enrollment.

c. Employment Center Expansion

The pace of absorption of the planned employment center land may make it desirable to expand the land area designated for this use. If the demand arises, the employment center could be expanded to the two areas directly across the lake that are currently envisioned for housing. Use of these areas in this manner would place more jobs closer to the town center.

d. River-Oriented Housing

The northernmost portion of the golf-oriented residential along Old River at the west end of the tract could be developed as a river-oriented residential development instead -- like Discovery Bay and other residential developments along the waterways of the San Joaquin Delta region. Here, the river

2. Selected River Islands Alternatives (Figure III-6)



could be extended farther into the tract and homes could be built on broad high ground or on raised foundations, allowing marina waterways to fluctuate with the tides. Backyard boatdocks would allow access to the delta river system for sailboats and powerboats.

3. Selected Southeast Stewart Tract Alternatives (Figure III-5)

a. Gateway Retail Site

In the future, access to the urban reserve area may be improved such that more development could occur here. For example, the Mossdale Drive/I-5 interchange could be improved or access from Golden Valley Parkway across the former Southern Pacific Railroad tracks could be built. Either could create a gateway to Stewart Tract at this location and the opportunity for gateway-type highway commercial land uses, such as motels, restaurants or retail uses.

b. Water Park/Retail Site

If access to the urban reserve area were to be improved by either added capacity at the Mossdale Drive/I-5 interchange or a new connection over the former Southern Pacific Railroad tracks from Golden Valley Parkway, this might be the ideal location for a water park (commercial recreation) and supporting retail.

c. Sports Complex Site

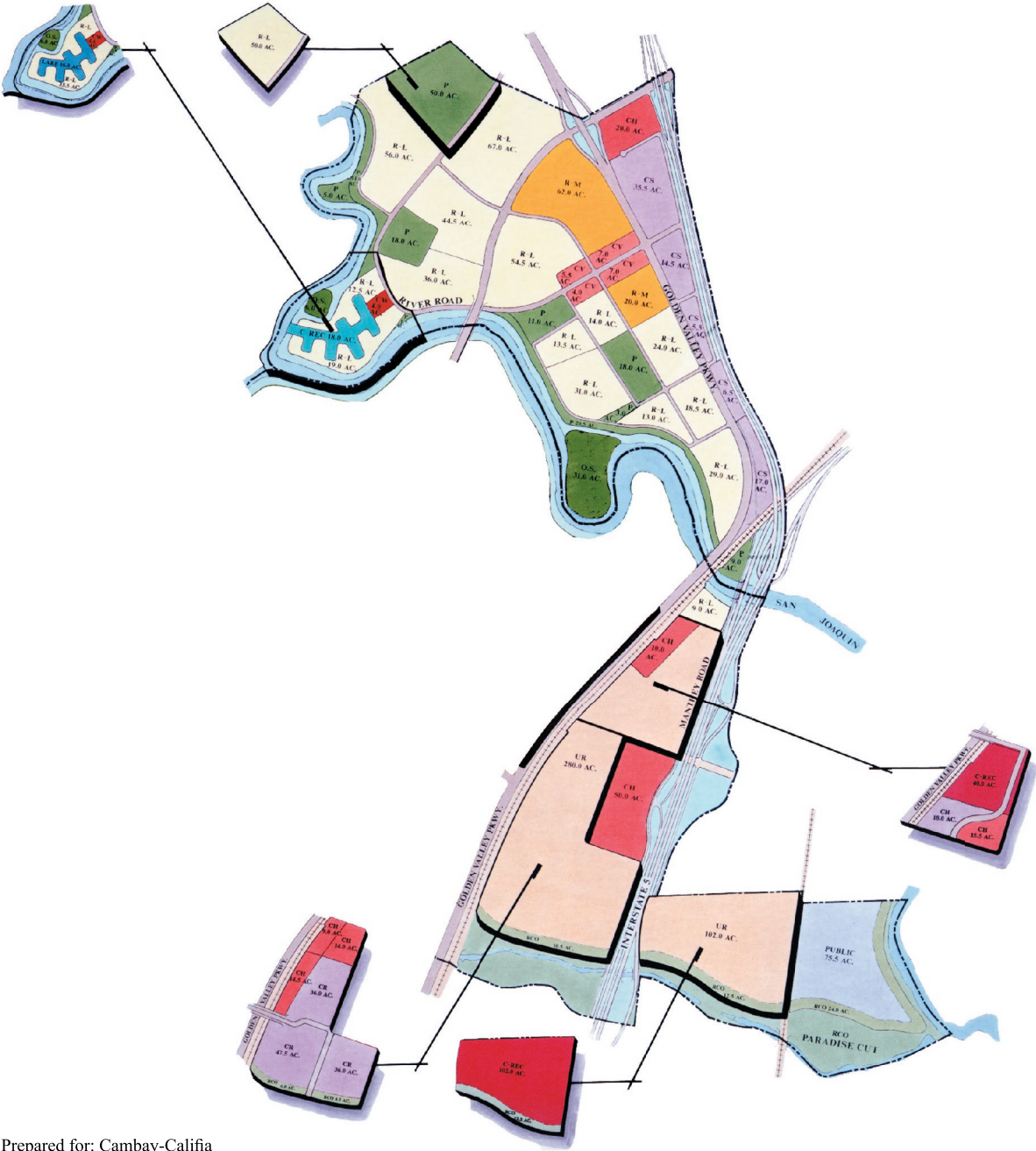
If access to that part of the urban reserve site that is east of I-5 were improved, this could be an appropriate size site and location for a sports center with an arena and olympic or professional team training facility and lodging. Although this area is presently shown as urban reserve, the types of commercial recreation uses that would be appropriate on this site would ultimately respond to urban/metropolitan leisure demand.

d. Business Park/Commuter Parking Site

If access to this urban reserve area were enhanced with improvements to the Mossdale Drive/I-5 interchange or a new connection across the former Southern Pacific Railroad tracks, a retail/business park or other regional commercial uses consistent with the CR zoning could be developed here. In addition, with improved access to I-5 at Mossdale Drive, this would be a good location for a regional-serving commuter parking lot.



Selected Development Alternatives

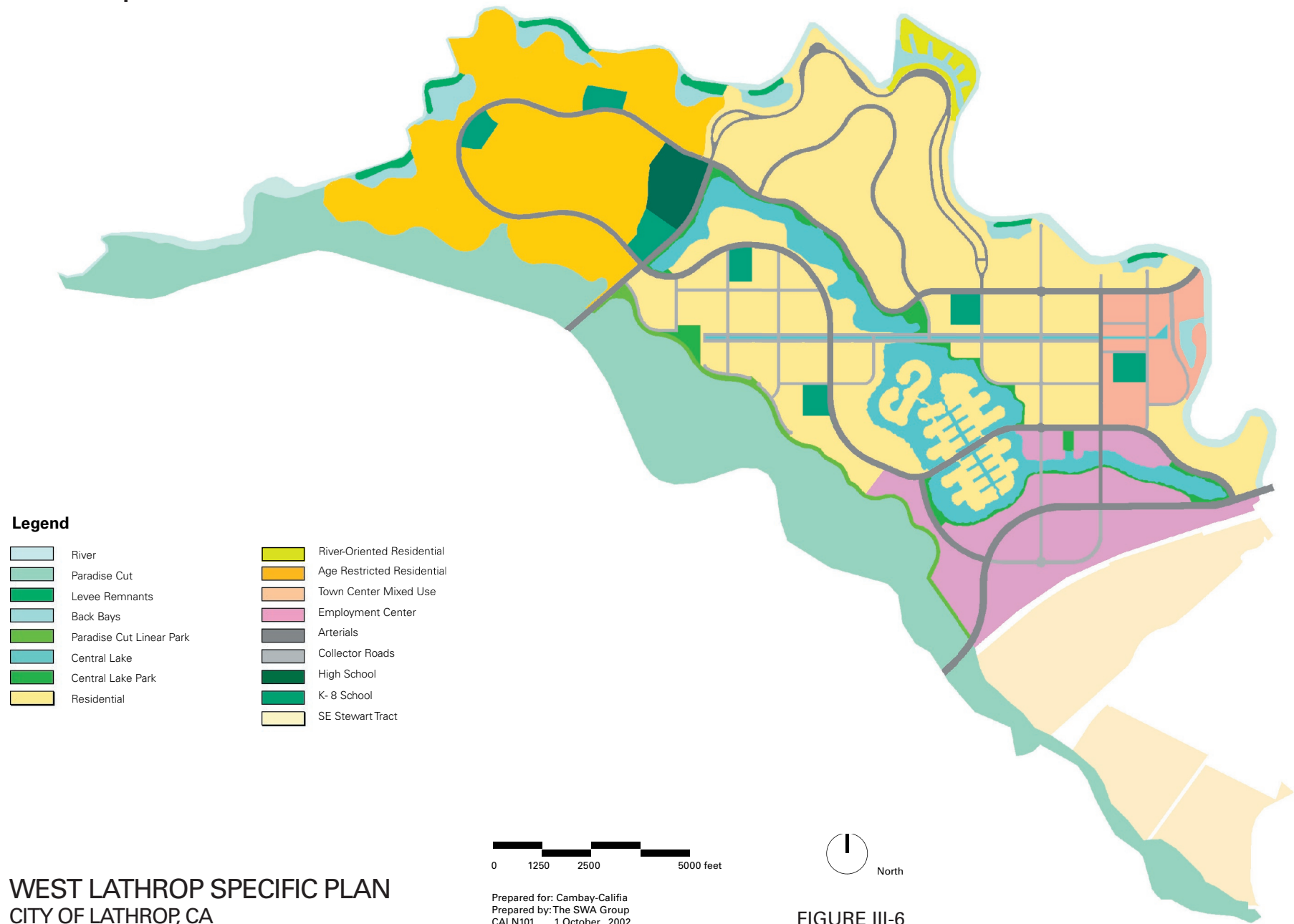


- Recreation Commercial (C-REC)
- Waterfront Resort Commercial (CW)
- Freeway Commercial (CH)
- Village Commercial (CV)
- Regional Commercial (CR)
- Service Commercial (CS)
- Residential Low (R-L)
- Residential Medium (R-M)
- Urban Reserve (UR)
- Public (P)
- Resource Conservation/Open Space (RCO) (O.S.)

**MOSSDALE VILLAGE /
SOUTHEAST STEWART TRACT
WEST LATHROP SPECIFIC PLAN
CITY OF LATHROP, CA**



Selected River Islands Development Alternatives



Legend

- | | | | |
|--|--------------------------|--|----------------------------|
| | River | | River-Oriented Residential |
| | Paradise Cut | | Age Restricted Residential |
| | Levee Remnants | | Town Center Mixed Use |
| | Back Bays | | Employment Center |
| | Paradise Cut Linear Park | | Arterials |
| | Central Lake | | Collector Roads |
| | Central Lake Park | | High School |
| | Residential | | K-8 School |
| | | | SE Stewart Tract |





Infrastructure



Infrastructure

A. Circulation

1. Local Access

2. Regional Access

The intent of the 2002 West Lathrop Specific Plan, in keeping with the City's General Plan as amended, is that development of this area (a) will include a new street system, (b) will supplement the area's freeway system and (c) will encourage public transit alternatives for reaching the site and moving around on it. The following section describes first the existing local and regional circulation, i.e. ways and means of traveling to and from the plan area. It then describes details of the proposed methods of traveling within the project area.

The plan area's existing street system includes a few rural City roads; access from Interstate 5 (I-5) at the Mossdale interchange and the Louise Avenue interchange; indirect access from Interstate 205 (I-205) via the MacArthur Drive interchange and Paradise Road; and Manthey Road, a two-way road which parallels I-5. There currently are no public transit services or facilities in the plan area.

The West Lathrop Specific Plan area is connected to the region by highways and freeways, railroads, airports, waterways, transit systems and trails. West Lathrop lies at the confluence of I-5, I-205 and State Highway 120. State Highway 99 runs north-south a few miles to the east. Two rail lines run through the project area. The former Southern Pacific Railroad located toward the west of I-5 and the Union Pacific Railroad located toward the east of I-5 are now both owned by the Union Pacific Railroad (UPRR). The region's five largest airports are all within about an hour and a half of the plan area and the plan area can be reached along the San Joaquin River system which runs alongside it. With this distinctive locational advantage, many modes of regional transportation can be effectively utilized to reach the plan area.

The new circulation system for West Lathrop will become part of the region's circulation system. (See Figure IV-1: Regional Circulation.) It will be served by the existing and planned freeway/roadway and rail network and will add to it. Similarly, it will utilize existing transportation services and will facilitate new services and facilities thereby enhancing existing and future commuter programs. (See Figure IV-15: Public Transportation.)



Regional Circulation

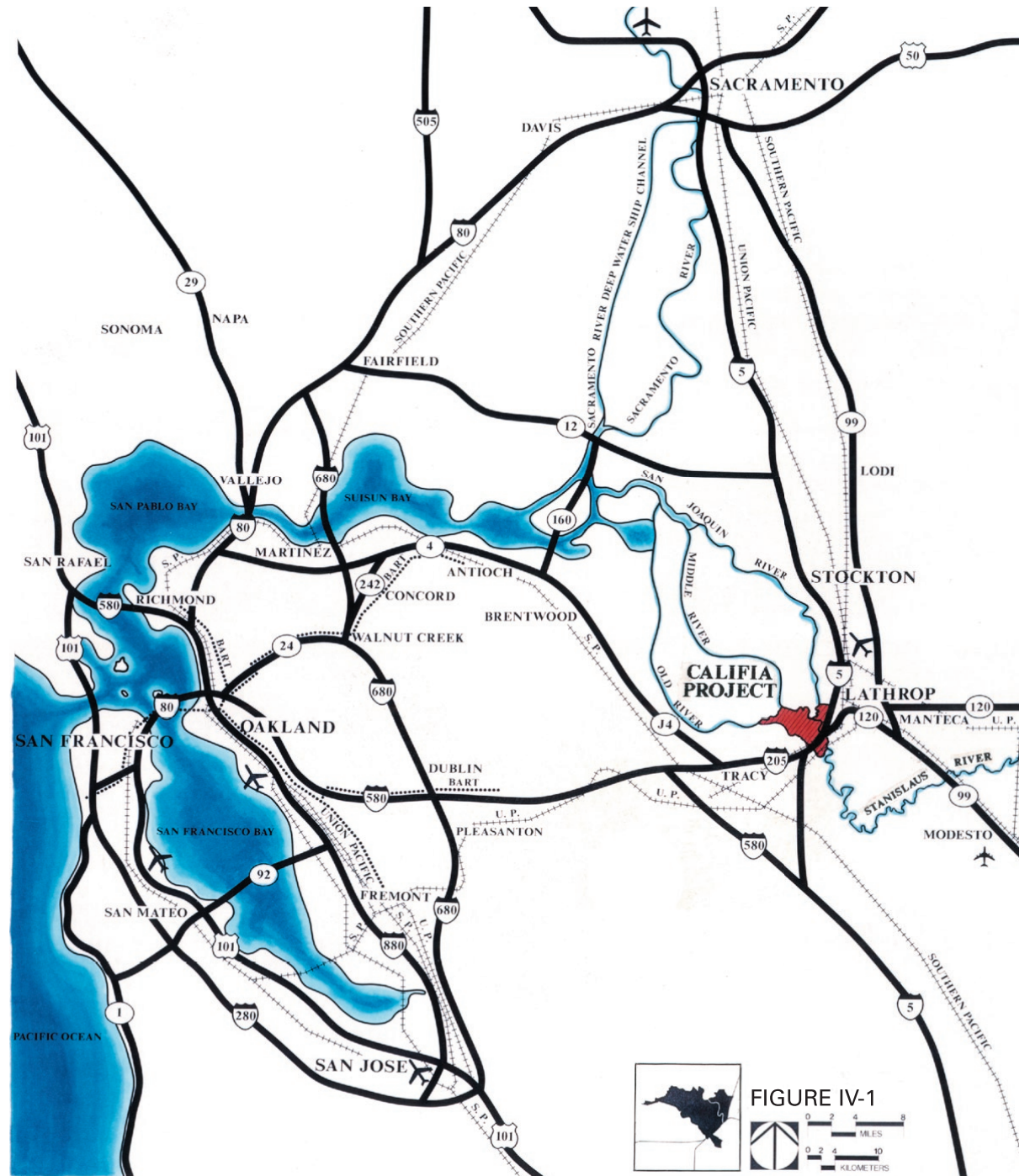


FIGURE IV-1

0 2 4 8
MILES

0 2 4 10
KILOMETERS



Area Circulation

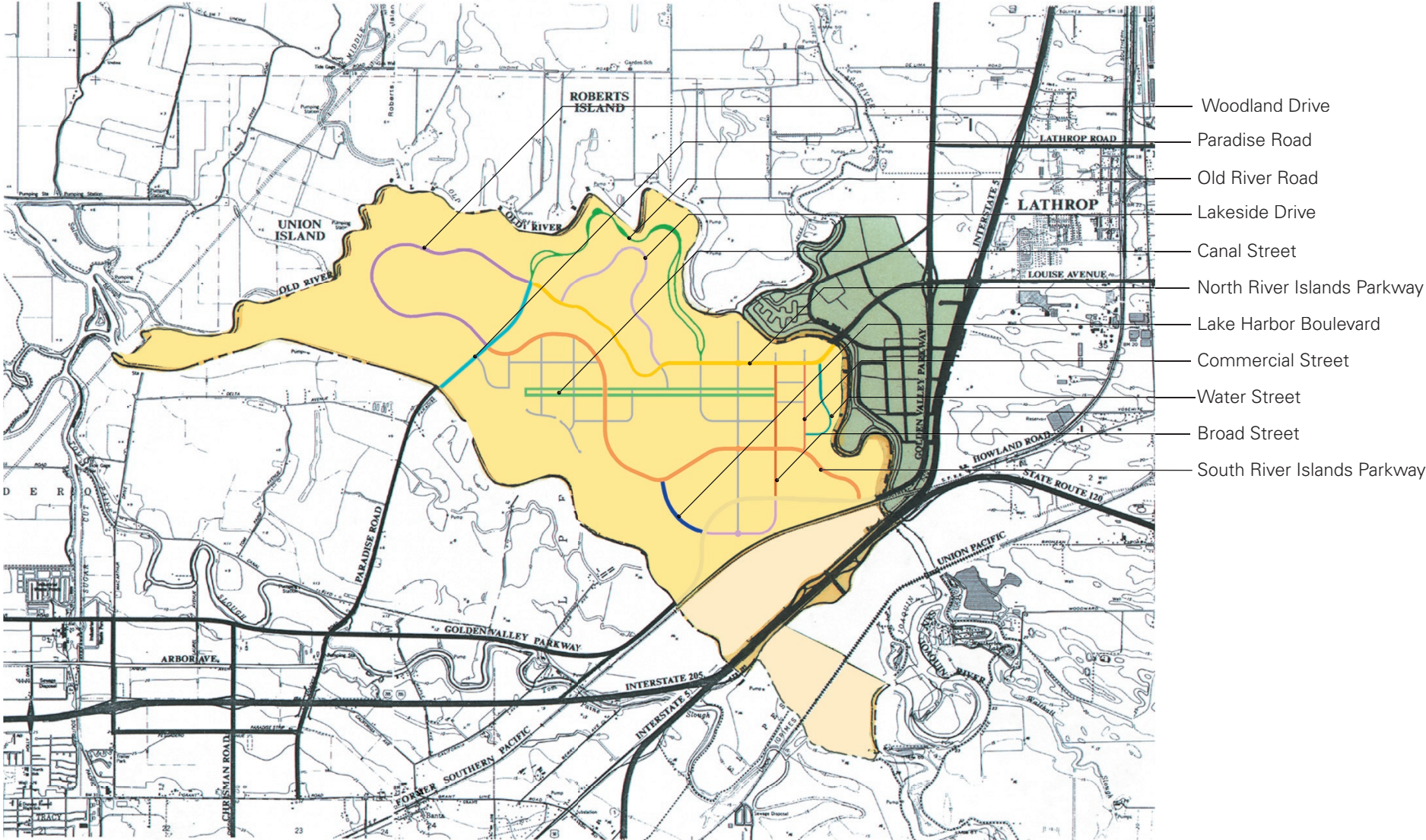


FIGURE IV-2
 0 1000 2000 4000
 FEET
 METERS

Prepared for: Cambay-Califia
 Prepared by: The SWA Group
 CALN101 1 October, 2002

WEST LATHROP SPECIFIC PLAN
CITY OF LATHROP, CA



There will be five major modes of transportation used to reach the plan area: air, water, rail, bus and automobile. Travelers may fly into Stockton Metropolitan Airport, San Francisco International Airport, San Jose International Airport, Oakland International Airport or Sacramento International Airport and then reach the site in less than an hour and a half. Yacht and boat accommodations in Mossdale Village and Stewart Tract will allow for pleasant recreational journeys from other parts of the delta. An existing Altamont Commuter Express (ACE) train station in Lathrop provides service from Stockton through Lathrop to the Tri-Valley, Fremont and San Jose's Silicon Valley.

As the West Lathrop population grows, it will be served by sub-regional bus systems such as the existing Stockton Metropolitan Transit District (SMART) service. This service would be provided by the San Joaquin Regional Transit District. Automobile travel to the plan area will be greatly improved with the development of the new street system shown in Figure IV-2: Circulation, and improved freeway access along I-5 and I-205 as described below.

The new street system for West Lathrop will be a comprehensive system intended to (a) link the plan area with its surroundings, (b) serve all of the activities within the plan area and (c) ensure that motorists, pedestrians and bicyclists can travel safely to, from and in the plan area (see Figures IV-3 & IV-8, Mossdale Village and Stewart Tract Circulation Plans, respectively). All street names used in this Specific Plan are preliminary and may be modified during Tentative Map processes.

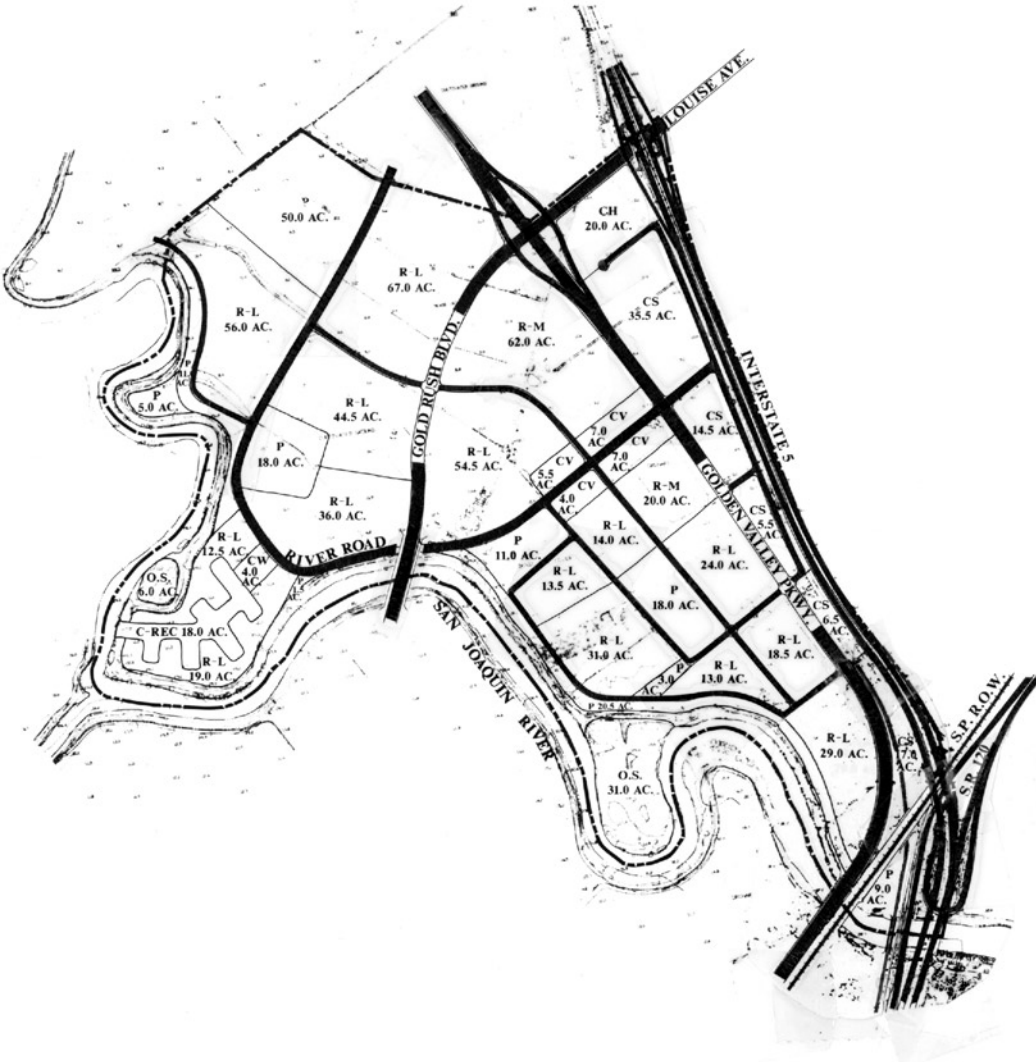
It will be a system comprised of major arterials, including parkways, collectors and local streets. The hierarchy of major streets for Mossdale Village and Stewart Tract is roughly the same; however, the locations of the types of streets varies somewhat. For Mossdale Village, Figure IV-4: Road Sections Key Map shows where each type of major street is located and Figures IV-5, IV-6 and IV-7 show the street sections. For Stewart Tract, Figure IV-9: Road Sections Key Map shows where each type of major street is located and Figures IV-10, IV-11, IV-12, IV-13 and IV-14 illustrate the street sections. The primary Mossdale Village and Stewart Tract streets are described below.

Major arterial access routes to Mossdale Village will include River Islands Parkway (4-6 lanes) and Golden Valley Parkway (4-6 lanes). River Islands Parkway originates at I-5 along the eastern edge of

3. Street System



Circulation



SEPTEMBER 27, 1995

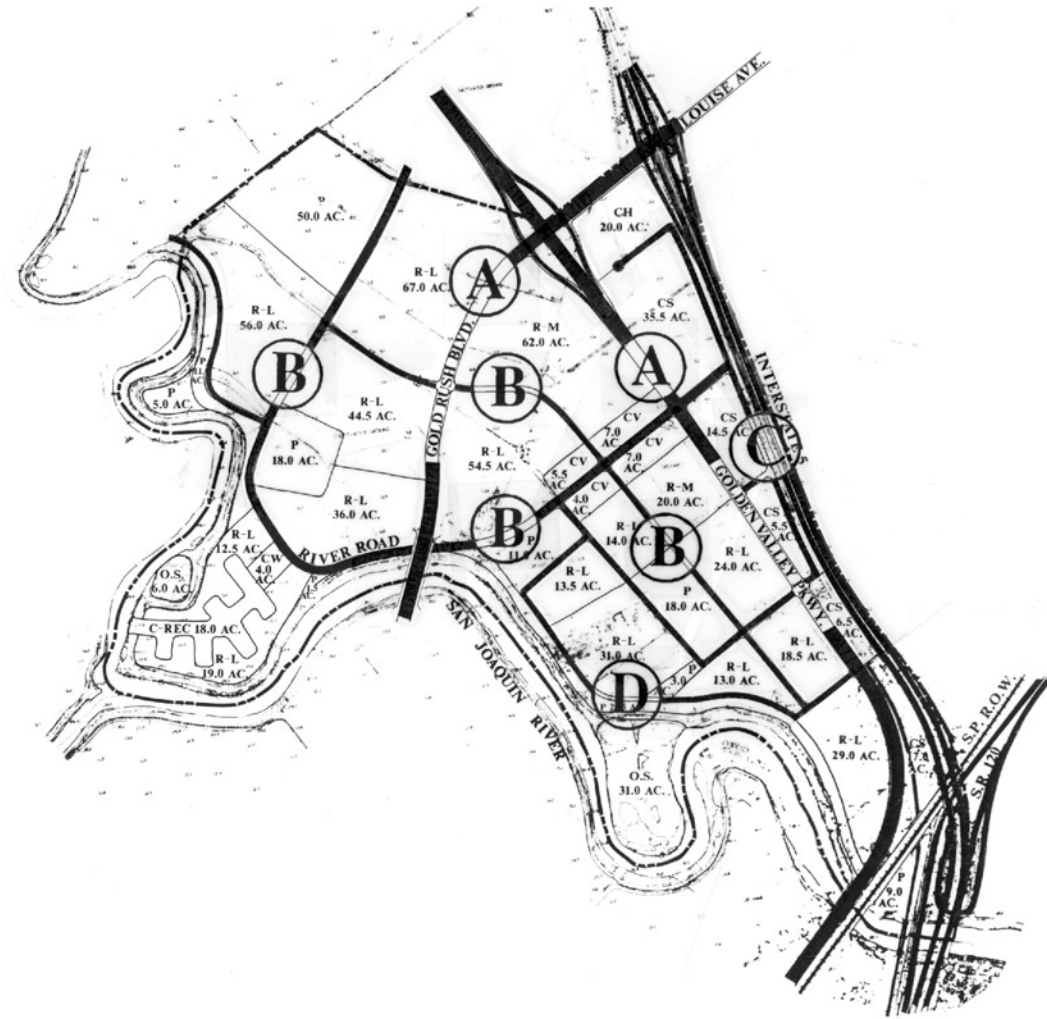
FIGURE IV-3



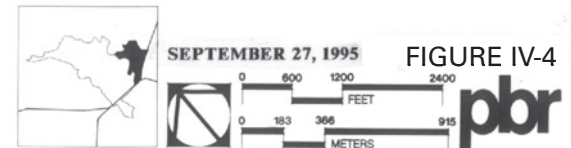
MOSSDALE VILLAGE
 WEST LATHROP SPECIFIC PLAN
 CITY OF LATHROP, CA



Road Sections Key



MOSSDALE VILLAGE
 WEST LATHROP SPECIFIC PLAN
 CITY OF LATHROP, CA

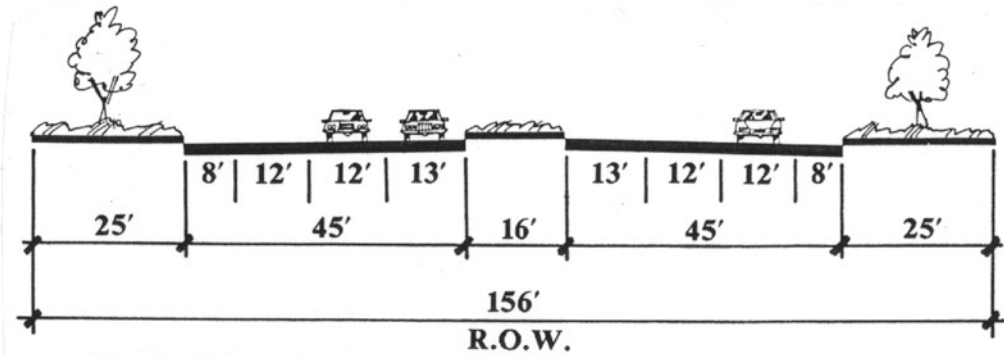




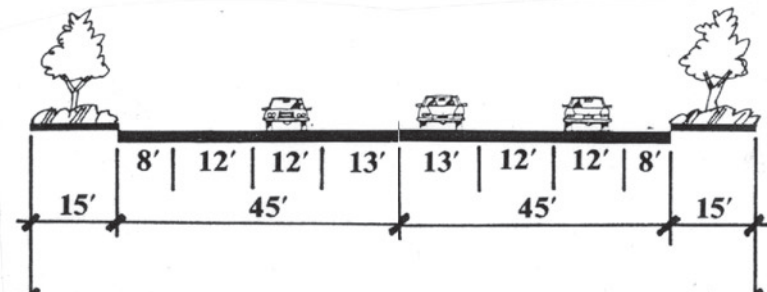
Proposed Road Sections

A

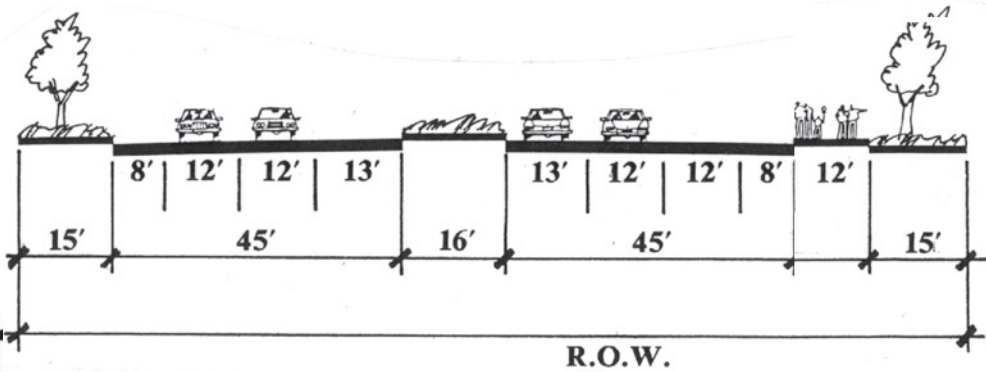
Golden Valley Parkway and River Islands Parkway



A-1 Golden Valley Parkway Alternative



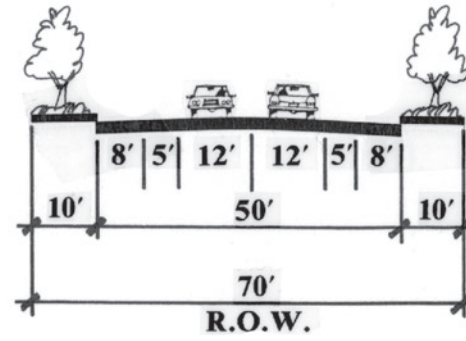
A-2 Golden Valley Parkway Alternative



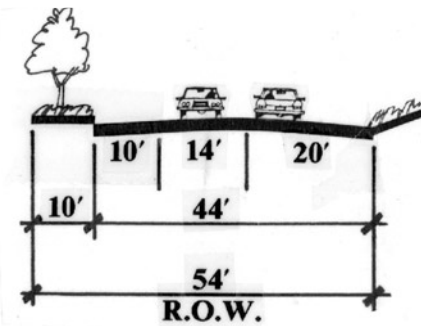


Proposed Road Sections

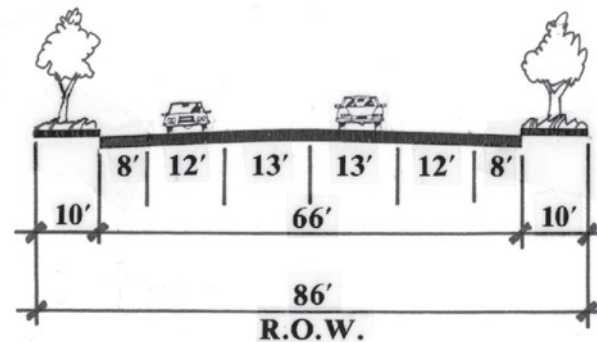
B River Road 2 Lane Major Collector



C Frontage Road and Manthey Road 2 Lane Collector



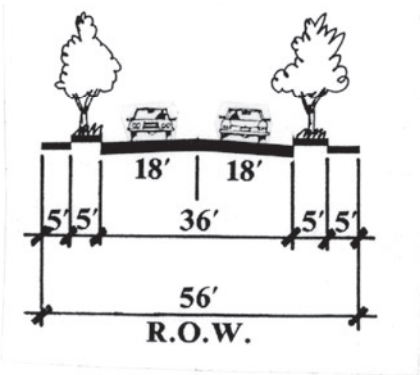
D Scenic Drive 4 Lane Major Collector





E Local street (Typical-not shown on Key Map)
2 Lane

Proposed Road Sections



MOSSDALE VILLAGE
WEST LATHROP SPECIFIC PLAN
CITY OF LATHROP, CA
FIGURE IV-7



Stewart Tract Circulation Plan





Stewart Tract Road Cross Sections Key

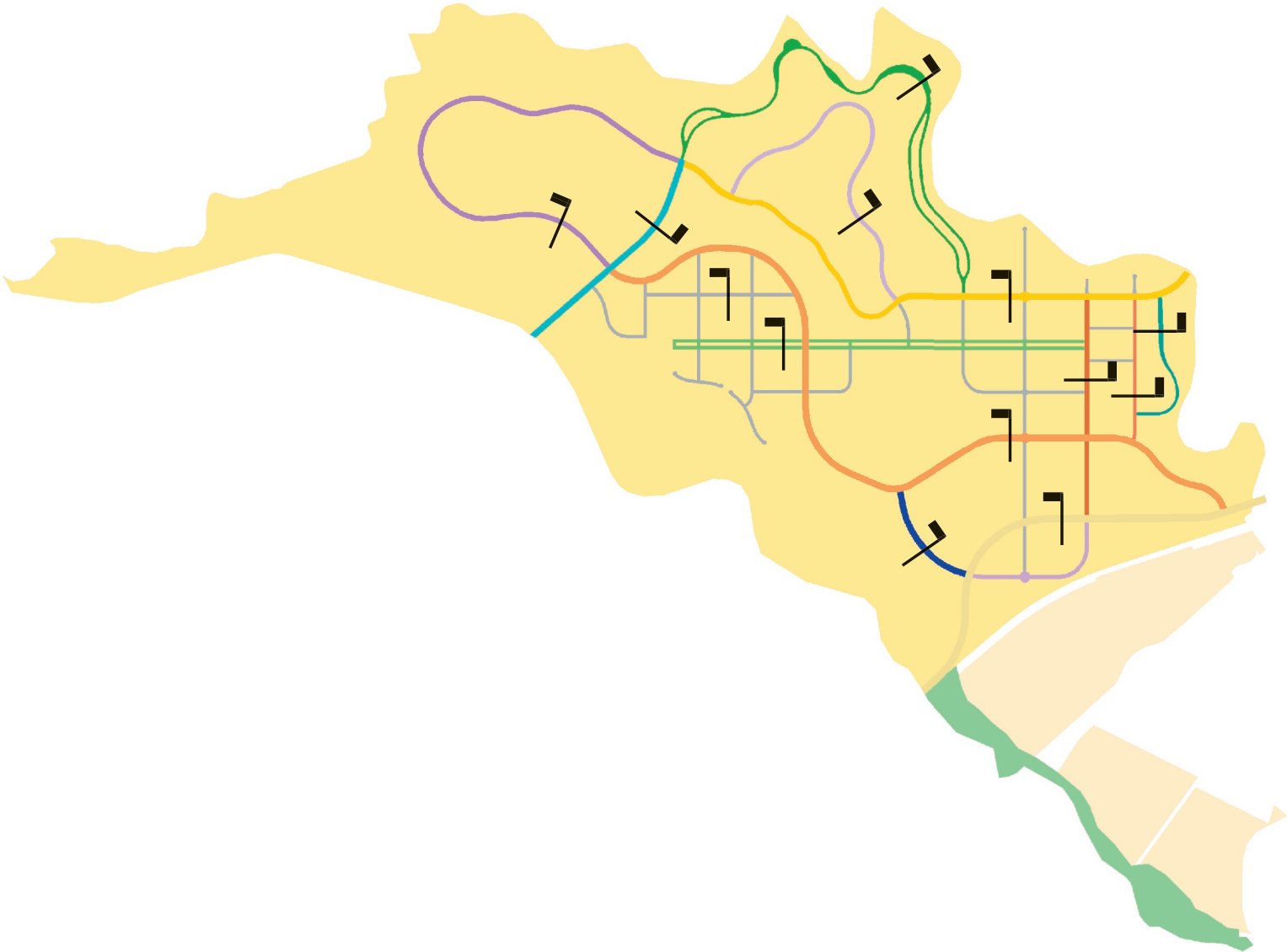


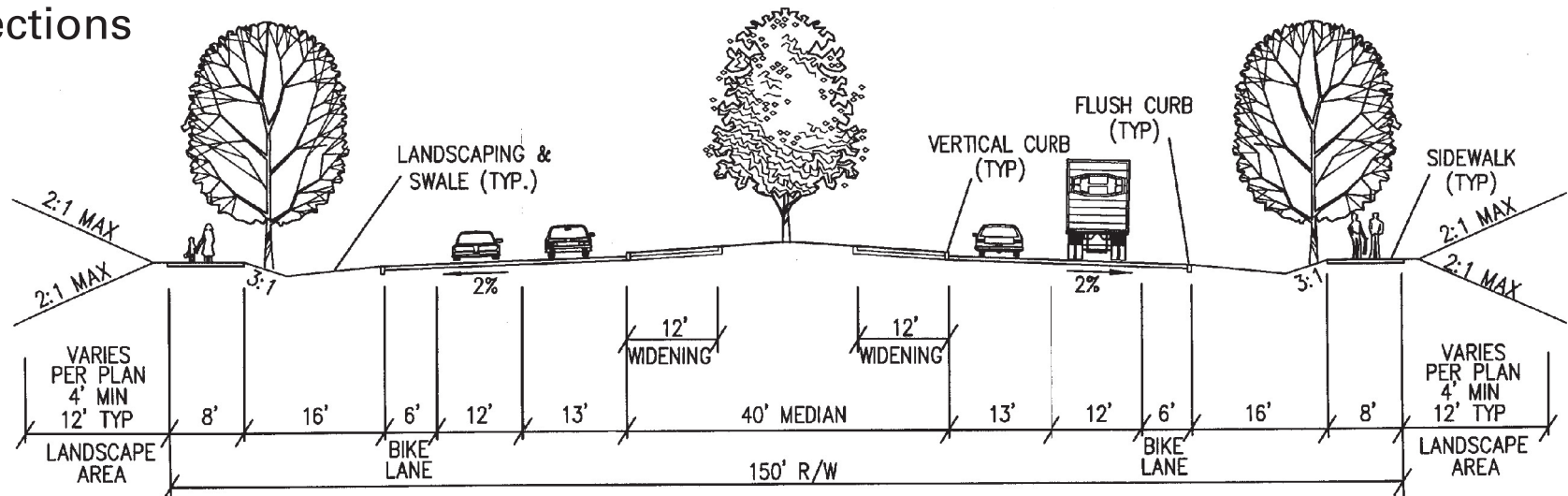
FIGURE IV-9



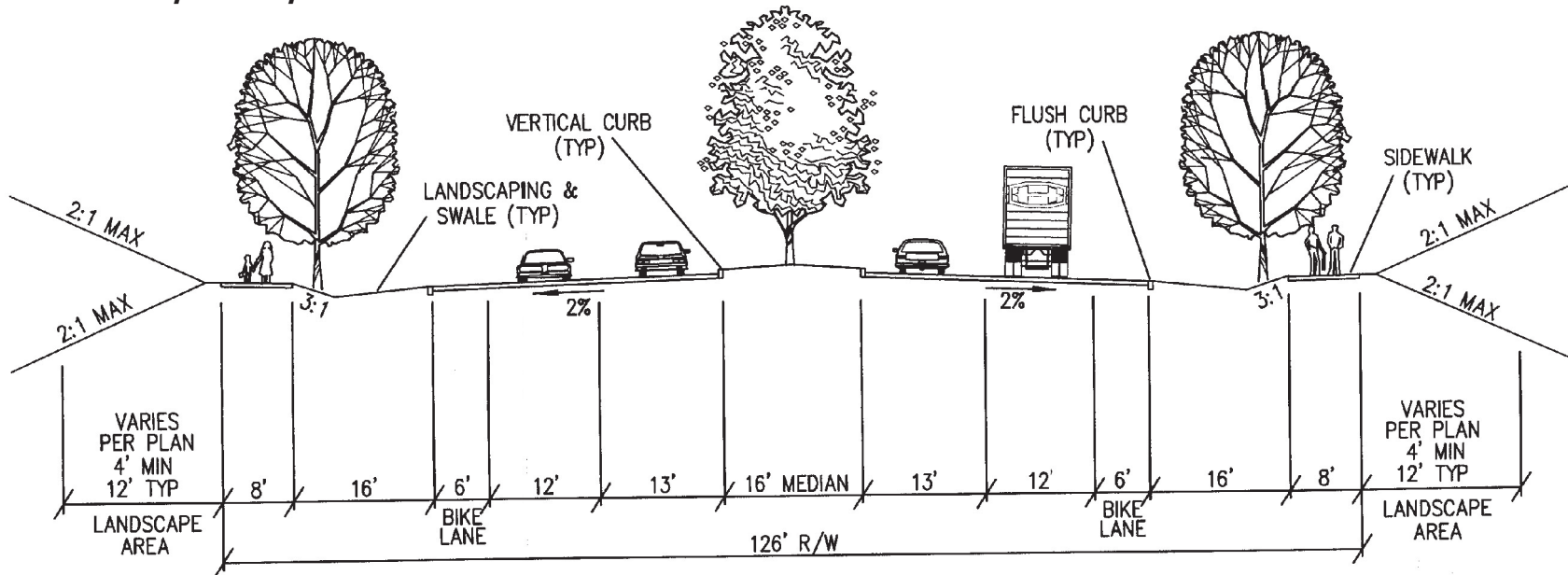
Prepared for: Cambay-Califia
 Prepared by: The SWA Group
 CALN101 1 October, 2002

WEST LATHROP SPECIFIC PLAN
CITY OF LATHROP, CA

Stewart Tract Proposed Road Sections



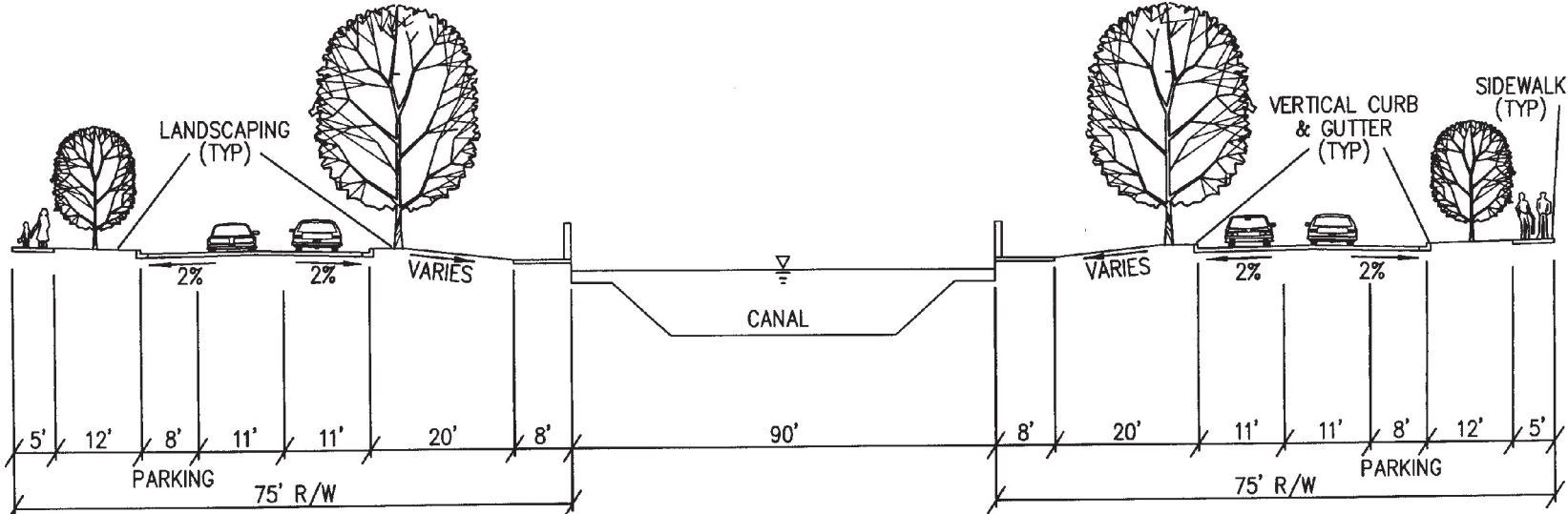
Golden Valley Parkway



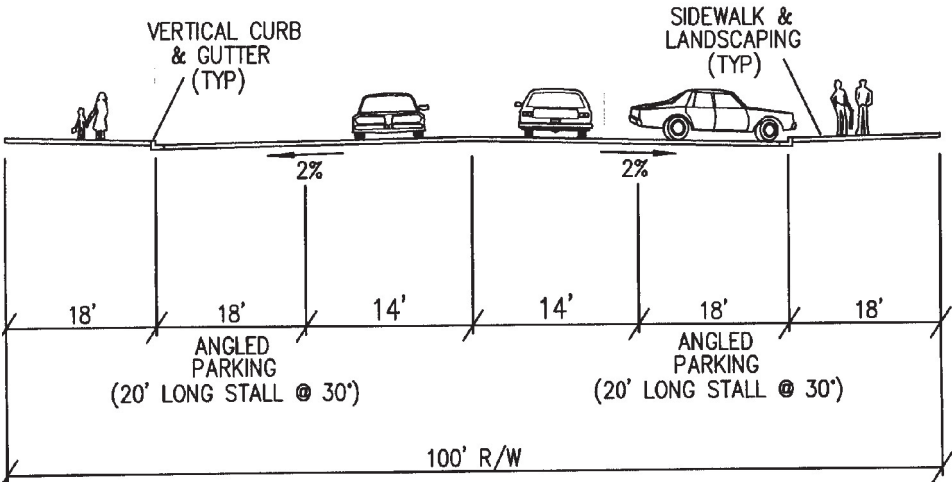
North and South River Islands Parkway / Lake Harbor Boulevard



Stewart Tract Proposed Road Sections



Canal Street (Parking on one side)



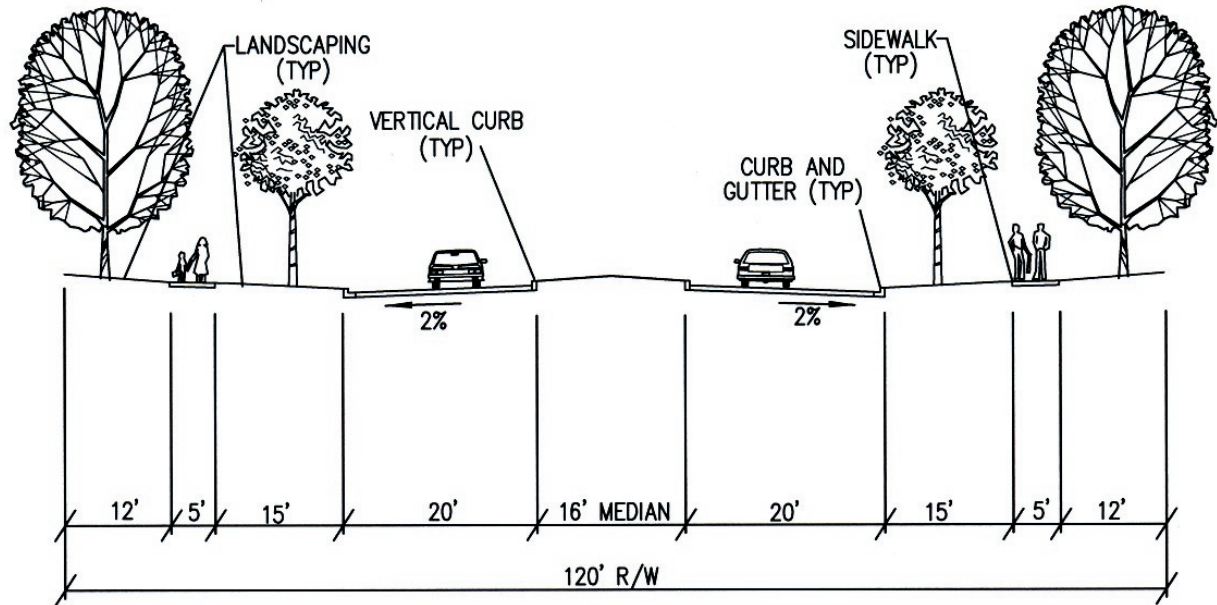
Water Street (30 degree parking)

FIGURE IV-11

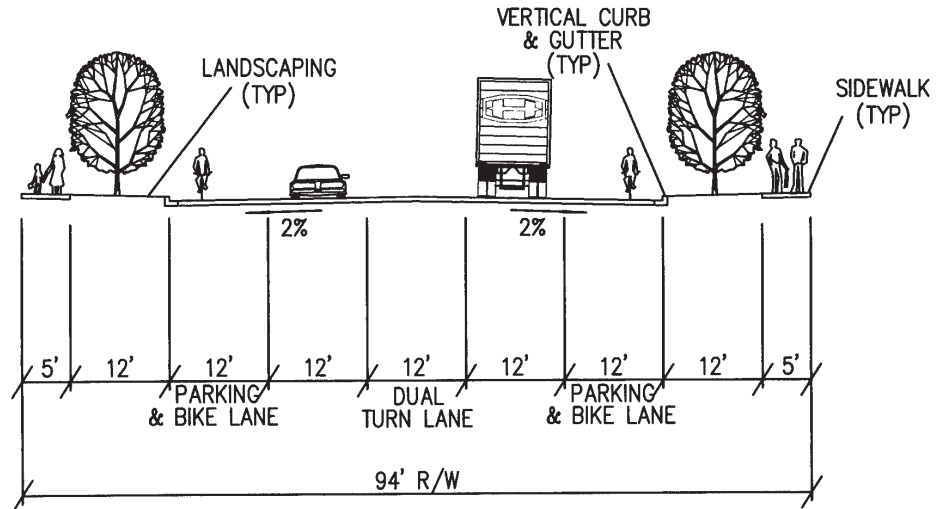
Prepared for: Cambay-Califia
 Prepared by: The SWA Group
 CALN101 1 October, 2002

WEST LATHROP SPECIFIC PLAN
 CITY OF LATHROP, CA

Stewart Tract Proposed Road Sections



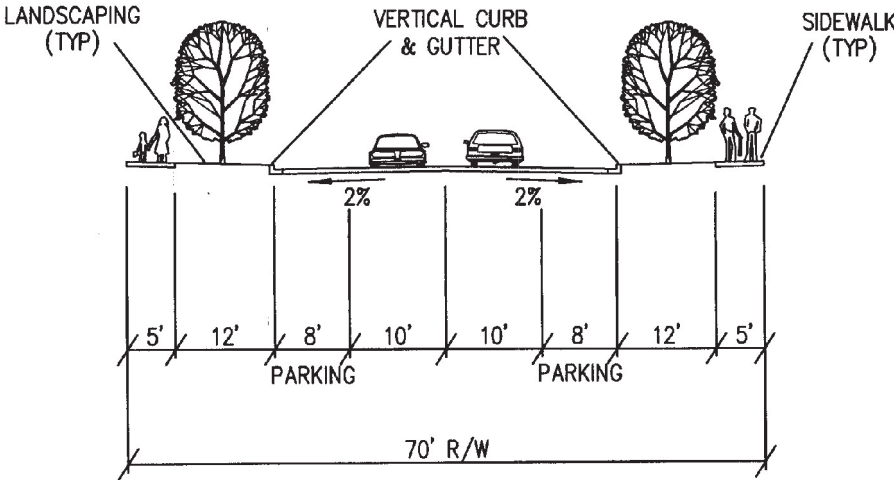
2 Lane Collector (No parking)



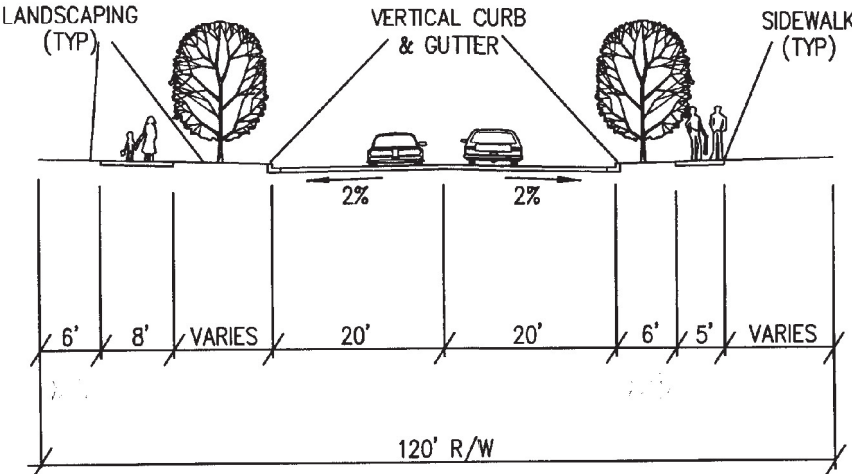
2 Lane Major Collector (Parking on both sides)



Stewart Tract Proposed Road Sections



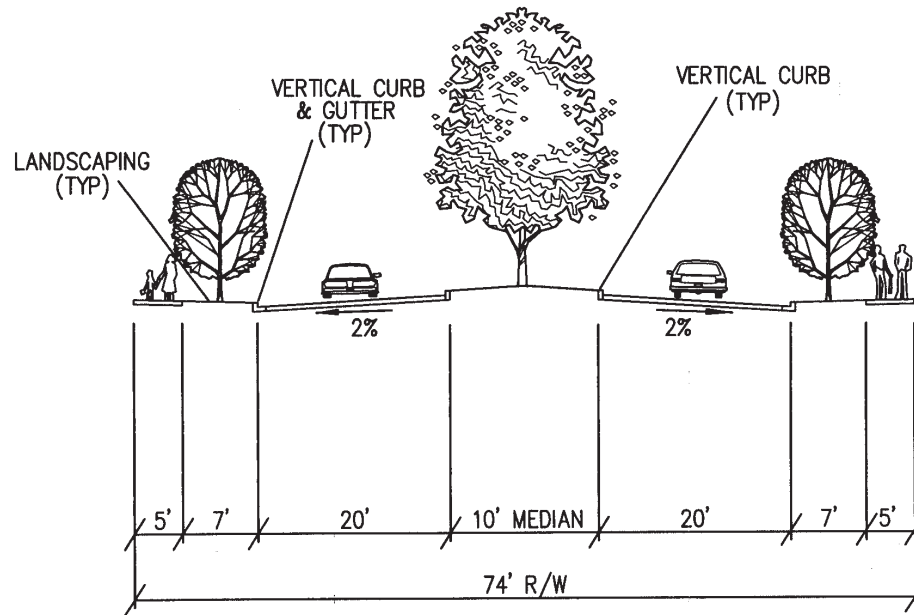
2 Lane Collector (Parking on both sides)



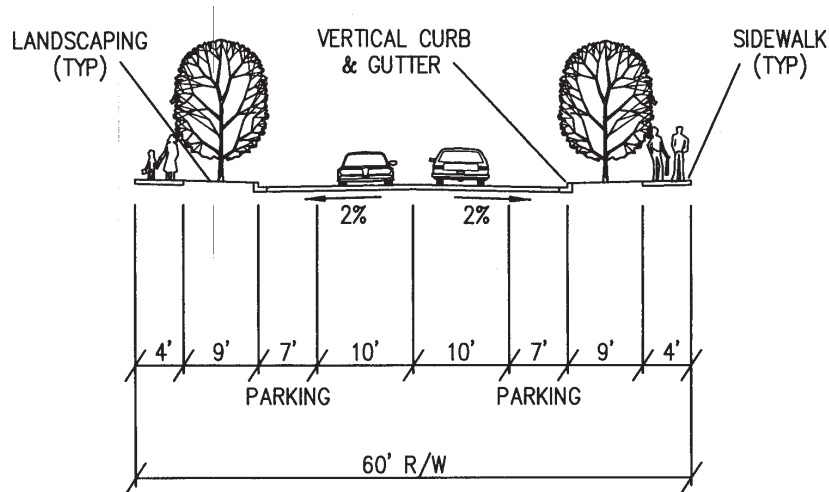
2 Lane Collector (No parking)



Stewart Tract Proposed Road Sections



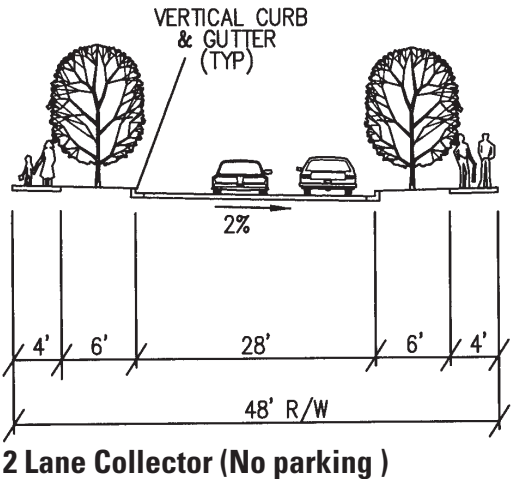
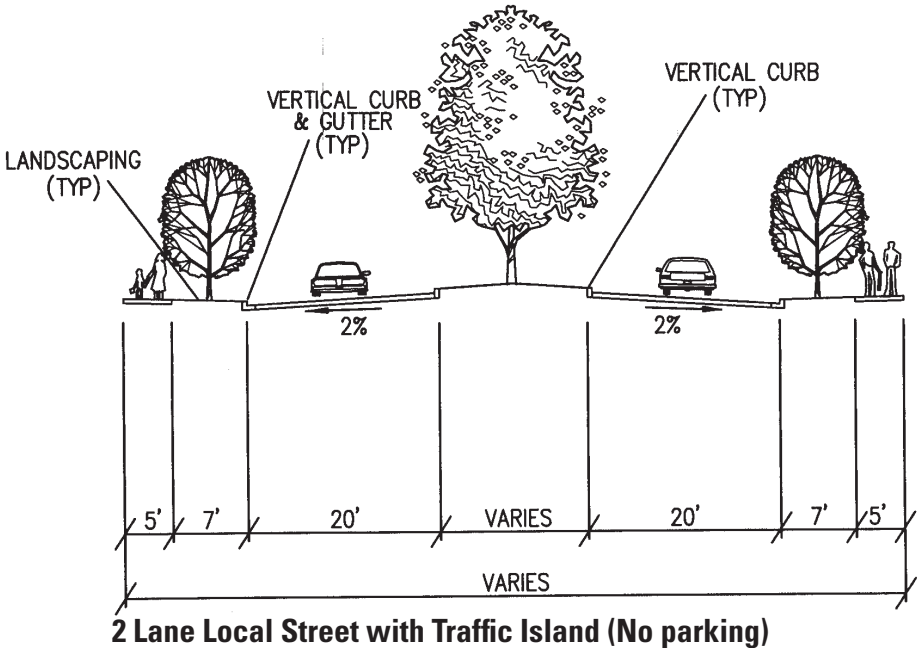
2 Lane Entry Street (No parking)



2 Lane Local Street (Parking on both sides)



Stewart Tract Proposed Road Sections

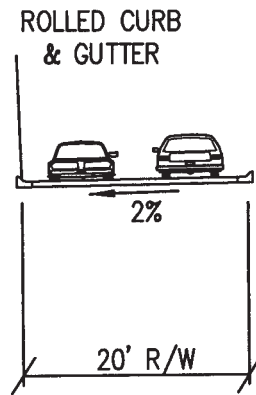


Prepared for: Cambay-Califia
Prepared by: The SWA Group
CALN101 1 October, 2002

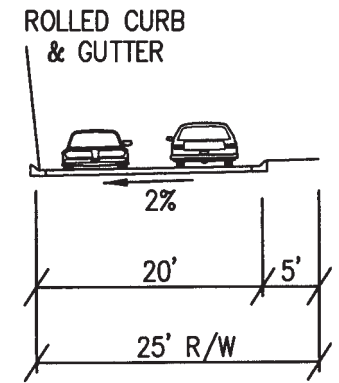
WEST LATHROP SPECIFIC PLAN
CITY OF LATHROP, CA **FIGURE IV-13**



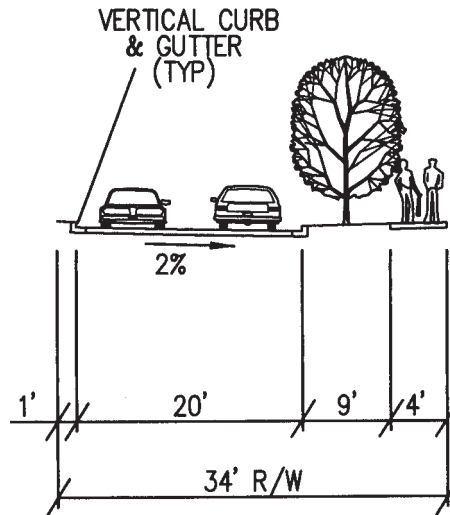
Stewart Tract Proposed Road Sections



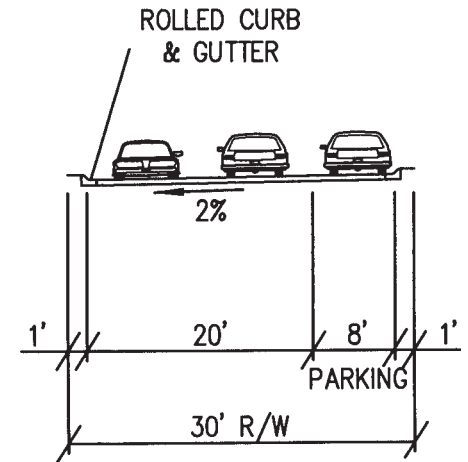
Double Loaded Alley Street (No parking)



Single Loaded Alley Street (No parking)



Single Loaded Stub Street (No parking)



Island Alley Street (With parking on one side)



Mossdale Village, at an interchange shared with Louise Avenue, a major arterial in the central part of Lathrop. From there, River Islands Parkway extends westerly through Mossdale Village to the San Joaquin River and into Stewart Tract. As the major entry to Mossdale Village and Stewart Tract, it will be a four to sixlane median-divided street with landscaped parkways on both sides. Pedestrian and recreational bicycle travel will be accommodated in the parkways and there will be in-road bike lanes. There will be signalized intersections along River Islands Parkway for access to the plan area's residential and commercial sites.

Golden Valley Parkway will extend through Mossdale Village and Stewart Tract. The General Plan calls for the construction of Golden Valley Parkway initially from Lathrop Road southwesterly to Stewart Tract, parallel to I-5 and the I-5/I-205 merge. The segment of Golden Valley Parkway between Lathrop Road and River Islands Parkway is north and outside the plan area. Initial construction within the plan area would be as a 2-4-lane facility to be extended south from River Islands Parkway toward Stewart Tract. Construction of the Golden Valley Parkway bridge across the San Joaquin River would not be an initial improvement, but would be triggered by traffic demand later. Access to the urban reserve areas east of the former Southern Pacific Railroad tracks may be provided in the future with improved access across the track from Golden Valley Parkway to the urban reserve area.

North of the plan area, Golden Valley Parkway will be extended north of the intersection at River Islands Parkway beyond this plan area to Lathrop Road (see Figure IV-1) as traffic warrants indicate through the on-going traffic monitoring program. If the other local agencies join into the concept of a regional fee for traffic improvements, the City will participate on a "fair-share" basis with Caltrans, the County and the City of Stockton to extend Golden Valley Parkway north to the City of Stockton as a parallel facility to I-5 so as to further the purposes of preserving the freeway for through traffic functions. The timing of this improvement will be determined by traffic monitoring and policy agreement among the local jurisdictions affected.

Ultimately, Golden Valley Parkway will be extended south and then west of Stewart Tract as an arterial parallel to I-205, with a new interchange connection to I-205 at Paradise/Chrisman Road. The location of this interchange will be coordinated with the City of Tracy and Caltrans to facilitate the



final alignment of Chrisman Road. This facility will be available when needed (as determined by traffic monitoring) to ease traffic demands upon the Louise Avenue/I-5 interchange.

In addition to a bike lane in the street, parkways on either side of Golden Valley Parkway will be pleasant routes for persons walking or riding bicycles and the like.

The existing Mossdale and Manthey Drive on- and off-ramps from I-5 offer a lower capacity third point of access to the few uses east of the former Southern Pacific Railroad right-of-way.

All of the collector roads in Stewart Tract will stem from River Islands Parkway and will be within one-quarter mile of most residents and activities. A gracefully curving roadway, it will contain a landscaped median as well as landscaped parkways for pedestrians and recreational bicyclists. This major arterial and Golden Valley Parkway will serve as bus routes with stops in the various neighborhoods within easy walking distance for residents. Paradise Drive begins at River Islands Parkway and will head south to an interchange at I-205. It will be a four-lane median-divided arterial within Stewart Tract, but is proposed as a two lane roadway south of Stewart Tract.

Traffic roundabouts are being considered at some intersections along River Islands Parkway. Since the final design of the roundabouts has not been determined, these intersections will be initially analyzed as traditional intersections and right-of-way will be set aside for the more traditional intersection geometrics as well. Construction of the roundabouts would therefore be contingent upon the City approving them in the future as an alternate design feature.

Within Mossdale Village there is one primary village collector, River Road, linking the various land use activities. It originates within the village center and loops through both of the neighborhoods in Mossdale Village. It will be a two-lane collector street, with bike lanes and a landscaped parkway for non-vehicular movement on either side of it. River Road will serve primarily local Mossdale Village traffic, such as neighbors visiting neighbors or local shopping trips. Complementing River Road will be a scenic drive that runs along the levee open space corridor throughout Mossdale Village. The remainder of the Mossdale Village plan area is served by collectors or local streets, with the local streets in a tighter grid pattern nearer the village center. The existing Manthey Road will be rerouted as a frontage road to provide access to the service commercial corridor along I-5.



4. Freeway Interchanges

a. Paradise-Chrisman I-205 Interchange

A schematic design of the lanes required at the new Paradise/Chrisman Road/I-205 freeway interchange for the year 2025 is presented in Figure IV-14A. At a minimum, a two-lane overpass would be required. It is therefore possible that the existing Paradise Road overpass may be modified to be incorporated into the new interchange. Both ramp intersections will warrant signalization. On- and off-ramp lanes required at their surface street intersections with Paradise Road would be as follows:

- I-205 Eastbound Off-Ramp 2 lanes
- On-Ramp to Eastbound I-205 1 lane
- I-205 Westbound Off-Ramp 2 lanes
- On-Ramp to Westbound I-205 1 lane

b. Louise Avenue-River Islands Parkway I-5 Interchange

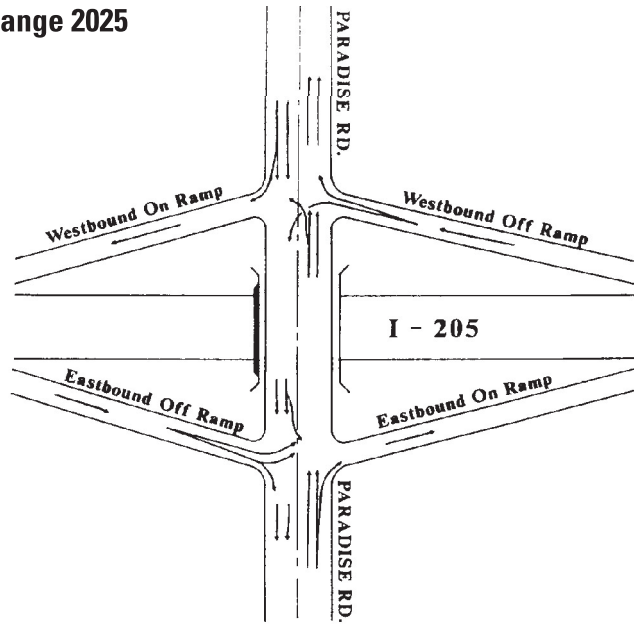
A schematic design of the lanes required at the Louise Avenue-River Islands Parkway/I-5 freeway interchange for the year 2025 is presented in Figure IV-14A. An eight-lane underpass of the freeway would be required to facilitate a diamond interchange with dual turn lanes under the freeway. As an alternative, the design may include a six-lane underpass with loop on-ramps in the northwest and southeast quadrants of the interchange to accommodate a high volume westbound on Louise Avenue to the southbound I-5 on-ramp and eastbound on Louise Avenue to northbound I-5 on-ramp traffic. On- and off-ramp lanes required at their surface street intersections with Louise Avenue-River Islands Parkway would be as follows:

- I-5 Northbound Off-Ramp 4 lanes
- On-Ramp to I-5 Northbound 3 lanes
- I-5 Southbound Off-Ramp 4 lanes
- On-Ramp to I-5 Southbound 3 lanes

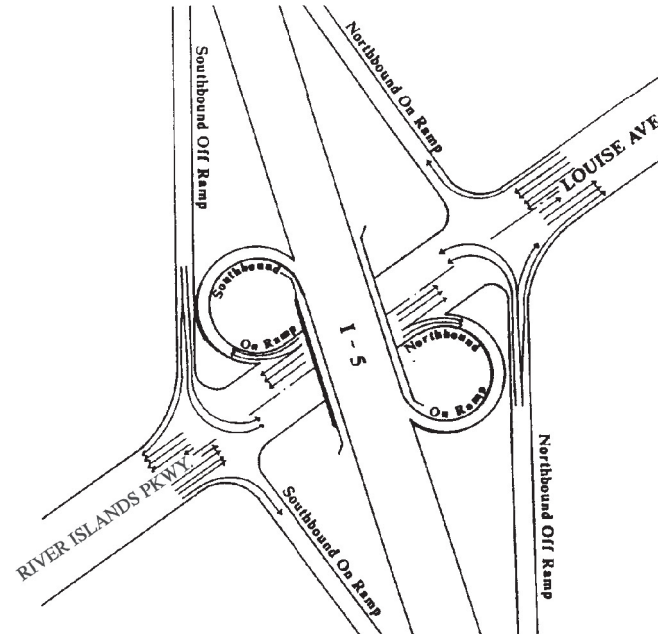


Stewart Tract Proposed Freeway Interchanges

Paradise Road Interchange 2025 Stewart Tract



Louise Avenue / River Islands Pkwy. Interchange 2005 Mossdale Village



Single Loaded Stub Street (No parking)

WEST LATHROP SPECIFIC PLAN
CITY OF LATHROP, CA

FIGURE IV-14A
SEPTEMBER 27, 1995





c. Golden Valley Parkway I-205 Interchange at UPRR Grade Separation (alternative)

The alternative is construction of a partial interchange of Golden Valley Parkway with Interstate 205 at the location where the UPRR (formerly SPRR) tracks go under I-205. This proposal is not a requirement of the project and has not been incorporated into the traffic modeling at this time. However, if Caltrans and FHWA are willing to allow this partial interchange, access to I-205 could be provided to the project many years before construction of the new interchange at Paradise – Chrisman. One benefit to the community of this interchange would be to divert traffic bound for this project off of I-205 without it having to go through the I-5 weave section between I-205 and SR 120. Another major benefit to the community would be to provide a relief bypass route for traffic when there are accidents on I-5 in this section, since there are no good bypass routes available currently. There is room for only two lanes under I-205 adjacent to the railroad, and the adjacency of the railroad tracks only allows room for ramps to westbound I-205 and from eastbound I-205. Since this does not provide access to both directions on I-205 it is considered a partial interchange and is typically discouraged by Caltrans and FHWA. If Caltrans and FHWA see the benefit of this partial interchange, it could be built by the year 2010 rather than waiting for the year 2020 for the new Paradise-Chrisman interchange on I-205

Another circulation network in West Lathrop will be the River Islands waterways. Along a series of lake waterways and a grand canal, it is expected that some internal River Islands trips will be made using individual or group means of boating. The waterways system stretches through the heart of River Islands and reaches most residential areas to unify the River Islands way of life.

The third circulation network throughout West Lathrop is the trail system. It will be comprised of mid-block paseos, sidewalks, a grand canal promenade (River Islands), landscaped parkways and lakeside paths (River Islands) and levee trails (Mossdale Village). The vision is that these several types of trails are interconnected as much as possible so that travelers can go for short walks or extended hikes using the trail system. It will connect daily activities such as home life, schools and retail shops. It will also provide recreational routes for walking to dinner, jogging, and, in River Islands, exploring

5. Waterways

6. Trails



the edges of Paradise Cut or strolling along the back bay remnant levees of the San Joaquin River at sunset. See Chapter V: Community Design and the River Islands Urban Design Concept.

7. Transit

On-site transit for Stewart Tract residents, workers and visitors may include buses, boats and shuttles. Transit vehicles would be provided by the San Joaquin Regional Transit District (SJRTD), and will convey travelers to and from the project area, and the existing ACE station in Lathrop. Figure IV-15: Public Transportation, shows the public transit improvements that will likely serve the residential areas, the employment center and the town center.

Local transit is also to be provided within Mossdale Village, connecting the Village with other activity centers of the community, including shopping, schools and major employers.

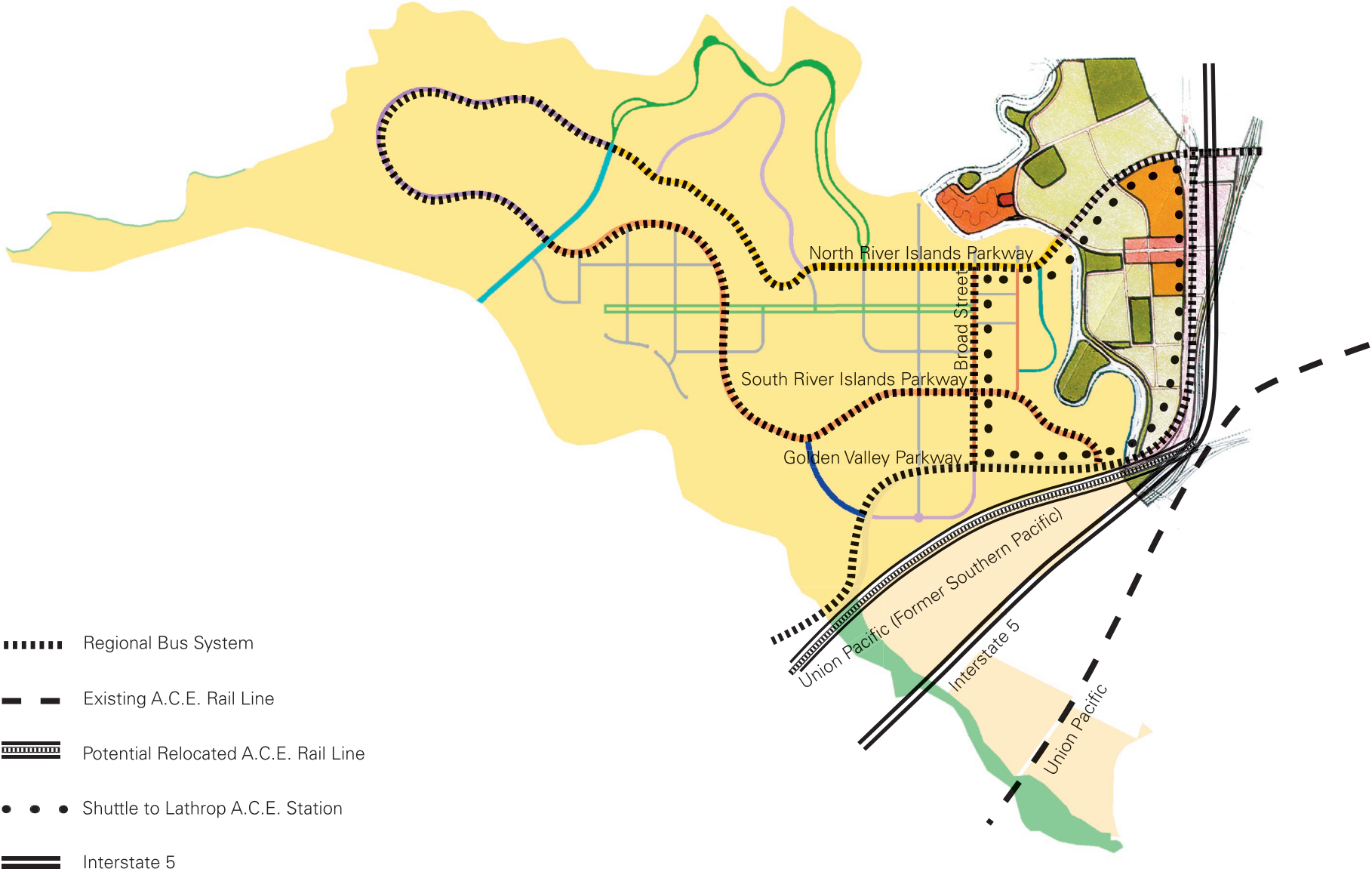
Highway congestion management, population and employment growth, limited energy resources for transit, increasing sensitivity to air pollution and other environmental concerns are planning issues which San Joaquin County faces. Due to these overriding issues, the county has focused on major transportation strategies to address potentials for road improvements and transit alternatives, such as commuter or inter-city rail or shuttle transit service for the future.

The Interstate 5 Corridor Strategic Transportation Plan is a regional study conducted by the San Joaquin Council of Governments in association with Stanislaus and Merced Counties. This will focus on longer distance travel and will include highway improvements for both single occupancy and high occupancy vehicles, increased facilities and services for express bus and high speed Altamont Pass rail service with commuter rail along the I-5 corridor between Stockton and San Jose.

Due to high population growth in San Joaquin County and increasing traffic congestion along the I-205/I-580 corridor, transit improvements were also seen as necessary. The voter approved Proposition 116, the Clean Air and Transportation Improvement Act of 1990, authorizes the state to issue general obligation bonds for rail projects such as the Altamont Pass Corridor and for rail service between Stockton and Sacramento. Revenues for the Altamont Commuter Express (ACE) came from these bonds and from the San Joaquin County Measure K Program



Public Transportation



- Regional Bus System
- - - Existing A.C.E. Rail Line
- ▬▬▬ Potential Relocated A.C.E. Rail Line
- ● ● Shuttle to Lathrop A.C.E. Station
- ▬▬▬ Interstate 5

FIGURE IV-15



Prepared for: Cambay-Califia
 Prepared by: The SWA Group
 CALN101 1 October, 2002

WEST LATHROP SPECIFIC PLAN
CITY OF LATHROP, CA



These funds enabled a two year demonstration service by the San Joaquin Regional Rail Commission that focused on short-term passenger rail options for Phase One of the Altamont Commuter Express (ACE) rail service. This service initially operated two westbound trains in the morning and two eastbound trains in the evening between San Joaquin County and Santa Clara County. An ACE station was constructed in Lathrop on the Union Pacific Railroad tracks, adjacent to Yosemite Avenue. Phase Two is now focusing on mid-term and long-term rail options. The third train to the Bay Area has been purchased and is in service, and a fourth train could be operational by as early as November 2002. In the future, the use of the Southern Pacific tracks from Lathrop-Manteca through Tracy and possible relocation of the Lathrop/Manteca station to Stewart Tract may be studied; it was an option in the original Rail Plan. As a feeder service to the Lathrop ACE station, SJRTD operates dial a ride service to get residents to and from the train station so that they do not need to drive. Just as SJRTD now operates direct buses to connect to the Dublin BART station, they will continue to expand feeder service to the ACE stations, and a direct shuttle between the River Islands employment center and the ACE station is anticipated.

Planning efforts by the SJRTD propose to coordinate a countywide bus service with a countywide network for park & ride lots, bicycle routes, pedestrian circulation and access for elderly and handicapped persons.

Within the next seven to ten years, high speed rail service is proposed to include new alignments between Los Angeles and the Bay Area and Sacramento and the Bay Area. A Caltrans-sponsored route alignment study has begun. One or two new stations will be required in the San Joaquin area. Specifically, station locations are being considered in Tracy and points west of the San Joaquin Valley near I-580.

Any of these transit alternatives that use the Lathrop stops could be directly connected to the Stewart Tract and Mossdale Village on-site transit systems. If the Lathrop ACE station is relocated to the Stewart Tract, a multi-modal transit center could be constructed in close proximity to a park and ride facility along the former Southern Pacific railroad right-of-way. The employment center is being designed to facilitate this relocation if it becomes a reality.



The objective of a Transportation Demand Management Program (TDM) is to encourage commuters to travel together or on public transit so that fewer people will drive alone during peak commuting periods. The 2002 West Lathrop Specific Plan TDM program will assist those who commute to and from the Specific Plan area as well as within it. A successful TDM program is designed to provide financial advantage to those who participate. If such advantages are not included, the program is less likely to succeed.

The City of Lathrop will utilize and fully comply with the Commute-Based Trip Reduction Rule (Rule 9001) developed and adopted by the San Joaquin Valley Unified Air Pollution Control District and used for the Congestion Management Program in San Joaquin County. In addition to any requirements under such ordinance, development in the West Lathrop Specific Plan area shall comply with the following program.

West Lathrop TDM

For River Islands at Lathrop, a TDM coordinator would be designated by the employment center and would be responsible for facilitation of the TDM program for River Islands land uses. The following are TDM strategies which will be considered for implementation within the 2002 West Lathrop Specific Plan area in general:

- Appointment of a workplace coordinator to serve as liaison to the City's TDM coordinator.
- Financial support for any reasonable combination of TDM measures such as transit related programs, ridesharing including car pool and van pool, non-vehicular commute modes and alternative work hour programs.
- Financial/time incentives given directly to employees.
- Priority treatment for ride sharing with guaranteed rides home.
- Paid TDM Coordinator for the dissemination of information and marketing of the various commute alternatives.
- Site/area-wide surcharges to increase the cost of single occupancy vehicle parking.
- Facilitation of a commuter rail station on site to be developed in conjunction with the ACE train service, if desired by the San Joaquin Regional Rail Commission.

8. Transportation Demand Management Program



The implementation of a TDM program for the 2002 West Lathrop Specific Plan will come to fruition over time. It will be an evolving process whereby the TDM coordinator and the City of Lathrop identify projects and problems and match these with alternatives to single occupancy vehicle travel and the necessary financial incentives to insure its success.

As a part of the General Plan adopted by the City of Lathrop, a series of goals and policies were established. Included in these goals and policy statements, the City specifically called for provision of all of the needed utilities and public services for planned development within the West Lathrop Specific Plan in a carefully phased manner. Because the timing and financing source for implementation of these systems are likely to be different for Mossdale Village and Stewart Tract, the plans are depicted separately. They are, however, based on the ultimate provision of comprehensive systems for the West Lathrop Specific Plan area for each utility, to be operated by the City of Lathrop or other suitable provider. The principal document that serves as the basis for the water, wastewater and recycled water plans herein is the City of Lathrop's July 2001 Water, Wastewater and Recycled Water Master Plan. The July 2001 Master Plan supercedes the plans for those utilities in the 1996 West Lathrop Specific Plan.

a. Introduction

The City of Lathrop's General Plan established a strategy program for meeting requirements for municipal water supply. Anticipating significant urban growth and recognizing the limits to the availability of a reliable groundwater source, the General Plan listed a number of possibilities for additional water supply. The General Plan EIR requires that development within Stewart Tract and Mossdale Village be withheld until the extent of development to be approved is supported by assurance that a firm supply of water will be obtained commensurate with the amount of urbanization to be provided. The possible need for phasing in urban water supplies is recognized. To meet this test, the City has been exploring several approaches singly, or in combination, including conversion of appropriative rights, riparian rights, and contracting for treated surface waters that would be provided by the South San Joaquin Irrigation District (SSJID).

B. Utilities

1. Water

**b. Primary Water Source - SSJID**

At this time, the preferred alternative for permanent potable water is the surface water project with SSJID. An initial study by SSJID has demonstrated the merit of SSJID being a major wholesaler of treated water to valley communities, including Lathrop. A second more detailed study authorized by SSJID has been prepared titled South County WTP and Conveyance Study dated March 1994. This study confirms the availability of SSJID water to the City of Lathrop and recommends a SSJID treatment plant site.

The cities of Manteca, Escalon, Lathrop and Tracy have negotiated Water Supply Development Agreements with SSJID for water service, and it is expected that by 2005, the City of Lathrop will receive water from a proposed water treatment plant owned and operated by SSJID. This project is known as the South County Surface Water Supply Project (SCSWSP). The water treatment plant and the delivery pipelines are currently being designed, and an EIR has been certified by SSJID. If, for whatever reason, the SSJID project is not successful or the source of water is ultimately determined not to be feasible, the surface water rights and well water of Stewart Tract will be fully developed as a permanent source of water. This will require that a permanent water treatment plant be constructed on Stewart Tract.

Should the City of Lathrop not be able to provide Stewart Tract with potable domestic water in a timely manner, the City and River Islands will seek to convert a portion of River Island's very large agricultural entitlement (ranging from 14k-30k acre feet/year) or groundwater to municipal and industrial (M&I) use until such time as service is provided by Lathrop or another regional provider. Similarly, property owners in Southeast Stewart Tract have the option of providing M&I water from treated groundwater, if necessary. Any conversion of agricultural water entitlements for the Stewart Tract to urban use must assure the continued availability of water for on-going agricultural use until such time that phased conversion of lands to urban use is justified.

c. Water System Master Plan

The Lathrop General Plan established policies to be followed in the preparation of a water system master plan. In July 2001, a Water, Wastewater and Recycled Water Master Plan for the City of



Lathrop was adopted and superceded the prior water master plan dated July 1992. This Master Plan included Master Plan Studies for water supply and distribution; wastewater collection; wastewater treatment and disposal and recycled water. The master plan recommended a plan to serve the anticipated growth areas of the City of Lathrop as outlined in the General Plan. The plan was based on continued reliance on the groundwater for providing a portion of the City's potable water needs, with the remainder of the supply coming from a surface water source to the east of the City. The Master Plan recognized that the continued reliance on groundwater for a portion or all of the City's water needs could be risky and recommended the City secure a surface source of water to assure that the City's future water needs are satisfied. The SSJID project will supply a surface water supply from the east of the West Lathrop Specific Plan at a variable rate up to the maximum day rate. The Master Plan anticipated that the City would continue to rely on its ground water until an alternate source of water is provided. This would include expansion of the City's current well field to provide additional wells to serve projects on the west side of Interstate 5 and on Stewart Tract.

The development of a water distribution plan for the West Lathrop Specific Plan relies on the applicable portions of the Master Plan as a guide. Any deviations from the design intent of the Master Plan will be as a result of the proposed unique land uses in Stewart Tract, as well as more current design standards. Such deviations will be addressed as amendments to the Master Plan as and when appropriate.

The water system plan for the West Lathrop Specific Plan is based on full build-out conditions. Although some design consideration has been made for the phasing of the development, the future phasing plans, when more clearly defined, may require a further analysis of the water system master plan to insure that the water needs of each phase of the development are properly met.



d. Estimate of Water Demand

Future potable water demand was estimated for Mossdale Village and Stewart Tract. The estimates were based on land uses shown on the Mossdale Village Land Use Concept plan dated September 27, 1995, and the current River Islands plan. Water demand for Southeast Stewart Tract was taken from the Stewart Tract Land Use Concept plan dated September 25, 1995.

The daily water demand rates were estimated based on rates established in the Lathrop Water, Wastewater and Recycled Water Master Plan and, when applicable, from other sources. The daily water demand rates are subject to change in the event there are changes to the Land Use Concept plans. Also, a reevaluation may be necessary when the various land uses are defined in more detail in future phases of development planning.

The City of Lathrop has established a policy of utilizing recycled wastewater for irrigation of golf courses and open spaces during the summer months. In the planning of the potable water and wastewater facilities for the West Lathrop Specific Plan, this policy is being followed. In the case of Stewart Tract, it is presently estimated that, under normal conditions, there would be excess capacity in the golf course area and open space than that required to handle wastewater effluent generated by the Stewart Tract development. In fact, the golf courses alone can accommodate the entire effluent during summer months. Therefore, in estimating potable water demand for the various land uses, it has been assumed, under normal conditions, that recycled and potable water will be used in Stewart Tract to irrigate parks, golf courses, open space, and the landscaped portions of major roads. Irrigation by potable water can be replaced in the future, with alternate non-potable sources, such as well water or river water.

e. Design Assumptions

The preliminary design of the water delivery system for the proposed development within the West Lathrop Specific Plan is based on the City of Lathrop Water, Wastewater and Recycled Water Master Plan. For River Islands, on-site lake water will be available to supplement fire flows if needed. These on-site lakes will also be available to serve as dust control and fire flows during initial construction if, for any reason, potable water is delayed.

**f. Approach to the Preliminary Design**

The water system analysis and preliminary design is limited to the proposed development within the West Lathrop Specific Plan. As previously stated, water service to the Plan Area is assumed to originate from a treated surface supply to the east. A portion of this supply is to come through the existing City water system, including expanded facilities as proposed by the Lathrop Water, Wastewater and Recycled Water Master Plan.

For the present analysis, it has been assumed SSJID will deliver treated surface water to the City at two locations. The first is to a tank and pump station owned by the City, located on the Stewart Tract in the vicinity of Manthey Road and Stewart Road. A similar facility is expected to be constructed in the vicinity of Lathrop Road and the Union Pacific Railroad. The westerly water works facility is expected to have sufficient capacity to supply the needs of the westerly portion of the City's water distribution system, including that in the West Lathrop Specific Plan area. It is planned that pipe connections to the West Lathrop Specific Plan system will be made at the following locations:

- Louise Avenue/River Islands Parkway at the northeast side of Mossdale Village.
- From a crossing of the I-5 Freeway at the southerly end of Mossdale Village, east of the San Joaquin River.
- From the previously mentioned turnout and tank connected to the SCSWSP on Manthey Road near Stewart Road.

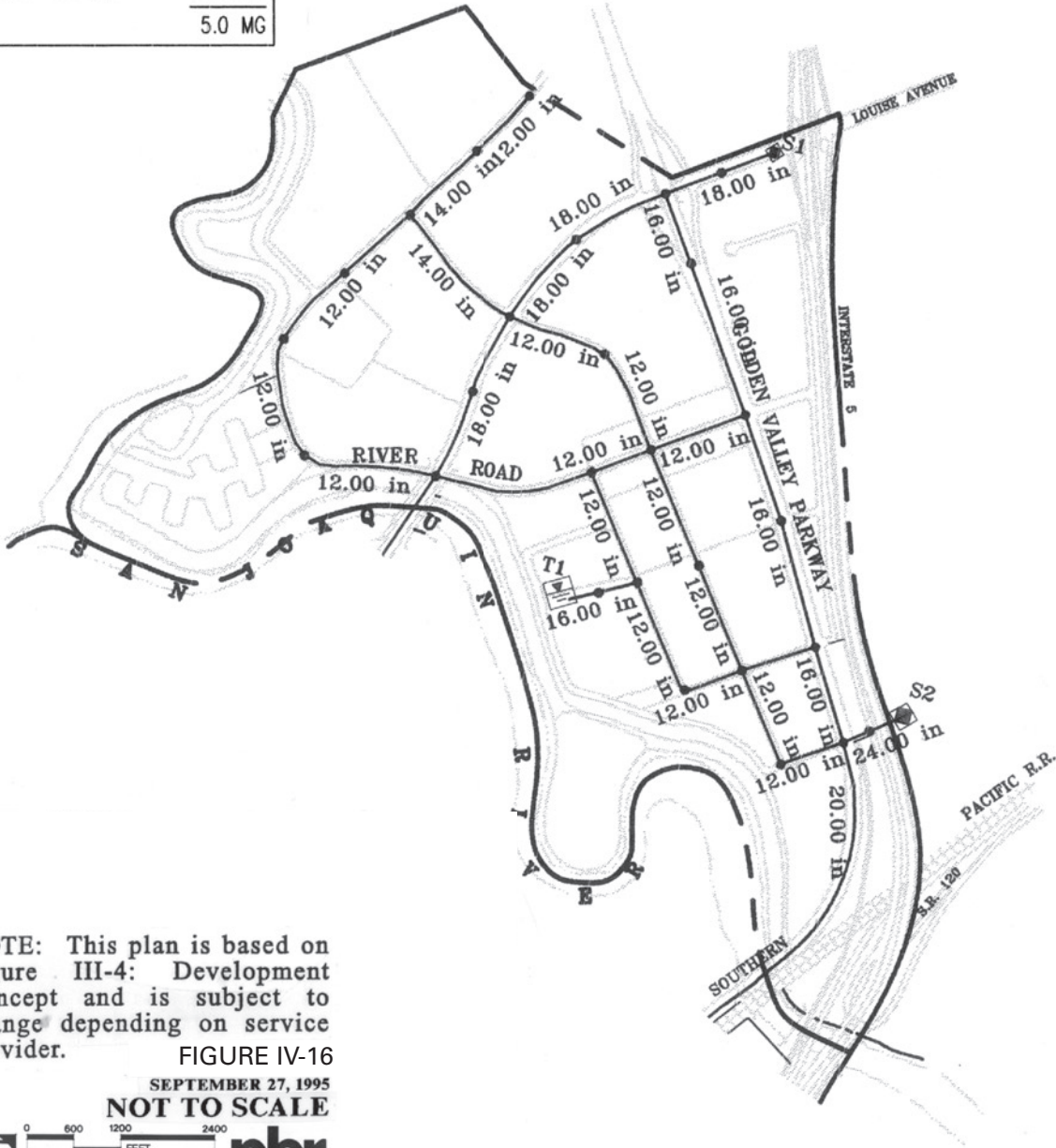
It is recognized that a future pipe connection will exist where Golden Valley Parkway crosses the north boundary line of the West Lathrop Specific Plan. Because it is difficult to estimate the timing of the development to the north, it has been assumed (conservatively) that it will occur after the development of the West Lathrop Specific Plan. The fact that this connection point is relatively close to the Louise Avenue connections, adding the extra source of water during future planning analysis, should not significantly affect the overall design of the water delivery system.

To analyze and establish a preliminary design for the water system in the West Lathrop Specific Plan, various assumptions of flow and pressure conditions have been made at the supply connection points noted above. The proposed preliminary water distribution system is what can be reasonably expected




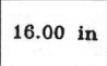


Water Transmission System

TANK 1	
Emergency Storage	3.3 MG
Fire Flow	.70 MG
Equal. Storage	1.0 MG
<hr/>	
	5.0 MG



LEGEND

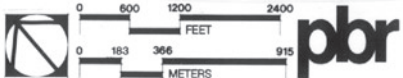
-  POINTS OF SUPPLY FROM EAST LATHROP
-  WATER STORAGE FACILITIES
-  JUNCTION NODE
-  PIPE DIAMETER

NOTE: This plan is based on Figure III-4: Development Concept and is subject to change depending on service provider.

FIGURE IV-16

SEPTEMBER 27, 1995

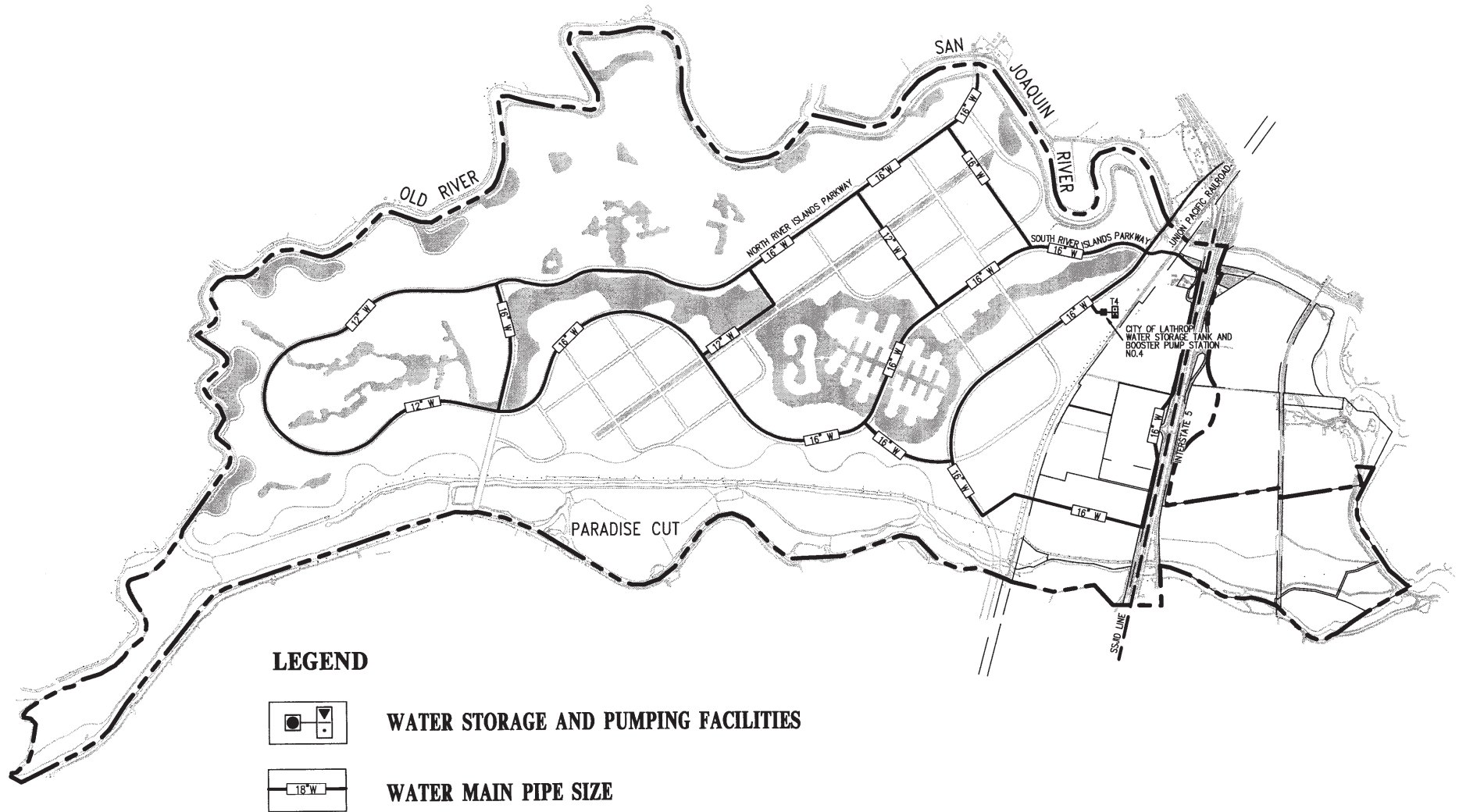
NOT TO SCALE



MOSSDALE VILLAGE
 WEST LATHROP SPECIFIC PLAN
 CITY OF LATHROP, CA



Water Transmission System



STEWART TRACT
 WEST LATHROP SPECIFIC PLAN
 CITY OF LATHROP, CA

DRAFT
 FIGURE IV-17



cbd Carlson, Barbee & Gibson, Inc.
 CIVIL ENGINEERS • SURVEYORS • PLANNERS
 2025 Camino Ramon, Suite 100 • San Ramon, CA 94583
 925-886-0322 • fax 925-886-0378
 www.cbang.com



for the proposed project, and is generally in accordance with the Lathrop Water, Wastewater and Recycled Water Master Plan.

g. System Concept

The preliminary design of the proposed potable water transmission system consists of a looped series of waterlines that is intended to convey potable water from the City of Lathrop to the plan area. The potable water transmission system includes pumps, pipes, valves, storage facilities and other appurtenances necessary to convey potable water.

h. Water Transmission System

Figures IV-16: Mossdale Village Water Transmission System and Figure IV-17: Stewart Tract Water Transmission System show the layout of the proposed water transmission system for the 2002 West Lathrop Specific Plan. The proposed plan for Mossdale Village remains unchanged from the original 1996 Specific Plan document. The water transmission system consists of pipes, booster pumps, valves and storage facilities. In accordance with the Lathrop Water, Wastewater and Recycled Water Master Plan, the system is designed for maximum day demands plus fire flow and the pipe sizes were based on the desire for pipeline velocities to not exceed 10 feet per second, pipes having a maximum head loss per 1,000 feet of 15 feet, a range of pressures between 35 psi and 60 psi and the entire water supply from the City of Lathrop with no water supplied from the on-site storage facilities.

i. Water Storage Facilities

The storage facilities provide an additional water supply to serve peak hour demand and provide reserve storage in the event of a system source shutdown or fire. The reserve storage consists of three components, (1) Equalization, (2) Emergency, and (3) Fire.

Equalization storage will provide water system demands in excess of the off-site water source delivery capability. Emergency storage will provide water during emergency situations such as pipeline failures, equipment failures, water treatment facility failures or natural disasters. Fire storage will provide water for fire flow requirements within the community area. These facilities are designed to supply the system during peak hour demands and still maintain adequate storage in the event of fire.



The tanks are to be refilled during the off-peak hours.

The City of Lathrop Water, Wastewater and Recycled Water Master Plan identified the need for two storage facilities totaling 3.5 MG within the Stewart Tract portion of the Specific Plan Area. In addition, 1 MG of storage was identified in connection with the SCSWSP turnout near Stewart Tract. This amount of storage is therefore proposed for the Stewart Tract. The storage for Mossdale Village remains unchanged at 5 MG in accordance with the Mossdale Village Phasing Plan dated September 25, 1995, as shown in the original 1997 Specific Plan document.

j. Alternative Water Supply - Stewart Tract

Although potable water for Stewart Tract is expected to be provided principally by the South San Joaquin Irrigation District's proposed new water treatment plant, the feasibility of using a Ranney collector or of using vertical wells to develop groundwater as a firm alternative water supply was explored. The cost of associated water treatment was also estimated. Vertical wells are recommended for developing groundwater as an alternative water supply for Stewart Tract. A centrally located water treatment plant should be constructed to provide full conventional treatment with disinfection by ozonation followed by a filter charged with granular activated carbon and reverse osmosis, if necessary. Because knowledge of a site's geological characteristics is crucial to the success of developing a groundwater source, testing will be conducted to obtain specific information on the sites being considered for well location.

Regardless of whether a groundwater supply is the principle source or an alternate source, the water must meet the standards outlined in the California Code of Regulations Title 22, Chapters 14 through 17 (Appendix A). A water permit must be obtained from the State Department of Health Services (DHS). Water collected using the Ranney method will be classified by DHS as groundwater directly under the influence of surface water and will therefore be required to meet the same quality standards as surface water treatment. Existing surface water and groundwater quality data for locations in the vicinity of the project site were examined, compared to drinking water standards. Parameters of surface water of most concern include turbidity, trihalomethane formation potential, manganese and bacteria. Parameters of groundwater of most concern include chloride, iron, manganese, total dis-



solved solids and electroconductivity.

The feasibility of installing a Ranney collector to provide water for Stewart Tract was discussed with Ranney Method Western Corporation. According to Department of Water Resources Bulletin No. 146, "San Joaquin County Ground Water Investigation," the project site is underlain by flood basin deposits which consist primarily of clay, silt and sand with occasional gravel layers. These unconsolidated deposits limit the yield of a Ranney collector. It is expected that if geologic investigations show favorable conditions, the reinforced concrete caisson will likely be 120 feet in depth. Eight laterals, 80 feet in length each, would be required.

Additionally, considerable existing data indicates that vertical wells have been successfully used in the vicinity of the project. A test well located near Manthey Road and Mossdale Drive showed that a 16-inch well could easily pump 2,500 gallons per minute (gpm). As a result of this test, it was assumed that four 16-inch wells, each pumping a minimum of 1,400 gpm would provide an adequate supply of potable water to Stewart Tract.

Finally, if the well system suggested above cannot provide an adequate water supply for Stewart Tract (although this appears unlikely), the City and River Islands are exploring the option that some portion of the Stewart Tract's appropriative and riparian water rights can be converted for M & I uses. The above alternatives require several regulatory actions but since the City of Lathrop and much of San Joaquin County is on well systems, this would not be extraordinary.

k. Water Treatment – If Alternative Water Supply is Selected

Groundwater is typically taken from depths where good quality is attainable, therefore requiring less treatment than with a poorer quality source. Full conventional treatment is recommended for the project. If groundwater samples indicate good water quality, it may be possible to decrease the chemical addition for the treatment process. If groundwater samples indicate poorer water then a reverse osmosis component of the treatment process may be warranted.

A schematic water treatment process is recommended. The chemicals recommended include lime to adjust pH, alum for coagulation, and potassium permanganate to oxidize iron and manganese. Fol-



lowing flocculation and sedimentation, water will be filtered prior to disinfection. Ozonation is recommended to minimize the formation of disinfection byproducts. Granular activated carbon (GAC) is recommended to further reduce the occurrence of disinfection byproducts in the finished water. The GAC will also remove tastes and odors. Sludge produced by the water treatment processes will be dried on sand drying beds prior to disposal in a solid waste landfill.

2. Wastewater

a. Introduction

In July 2001, the City of Lathrop approved a Water, Wastewater and Recycled Water Master Plan that analyzed treatment and disposal options for the General Plan limits, including the West Lathrop Specific Plan area. That plan identified three locations for water recycling plants (WRP). Site #1 is at the existing wastewater treatment plant located in the Crossroads Industrial Park. Site #2 is located between Interstate 5 and the San Joaquin River at the north end of the General Plan area. Site #3 is located on Stewart Tract adjacent to the San Joaquin River and Paradise Cut..

The Lathrop Water, Wastewater and Recycled Water Master Plan allowed the contingency plan of taking all effluent from the West Lathrop Specific Plan area to Site 1 for treatment. This is the plan that was pursued in the Phase 1A/1B WRP expansion project being developed by the City, and this is the plan that forms the basis for the proposed River Islands wastewater collection and treatment system. This is also the plan that would serve Southeast Stewart Tract.

According to the Water, Wastewater and Recycled Water Master Plan, the present capacity rights that the City of Lathrop has with the City of Manteca, which amounts to 1.02 MGD will be fully utilized indefinitely.

Interim measures for treatment and disposal will be used in order to not delay the initial growth. This will be achieved by expanding the WRP at Site #1 with the Phase 1A/1B expansion project and, through the use of force mains, disposing of the treated effluent on existing farm parcels on River Islands as well as in the vicinity of Site #1.

**b. Sewerage System Master Plan**

The Lathrop General Plan established a strategy program for meeting the requirements for wastewater collection, treatment and disposal. The Lathrop Water, Wastewater and Recycled Water Master Plan adopted July 2001 included Master Plan Studies for water supply and distribution; wastewater collection; wastewater treatment and disposal and recycled water. The Master Plan included a plan for meeting the needs for wastewater collection, treatment and disposal for both the existing urban land areas and land areas proposed for urban development in the General Plan.

The wastewater collection system described in this Specific Plan assumes that the treatment plant will be located at Site #1, in accordance with the contingency strategy in the Lathrop Water, Wastewater and Recycled Water Master Plan.

c. Estimate of Average Dry Weather Flow, Peaking Factor and Design Assumptions

Estimates of the wastewater that is expected to be generated from the proposed land uses within the West Lathrop Specific Plan, peaking factor and the design assumptions were based on the Lathrop Water, Wastewater and Recycled Water Master Plan.


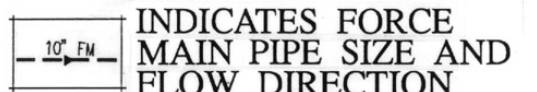


(1) Mossdale Village

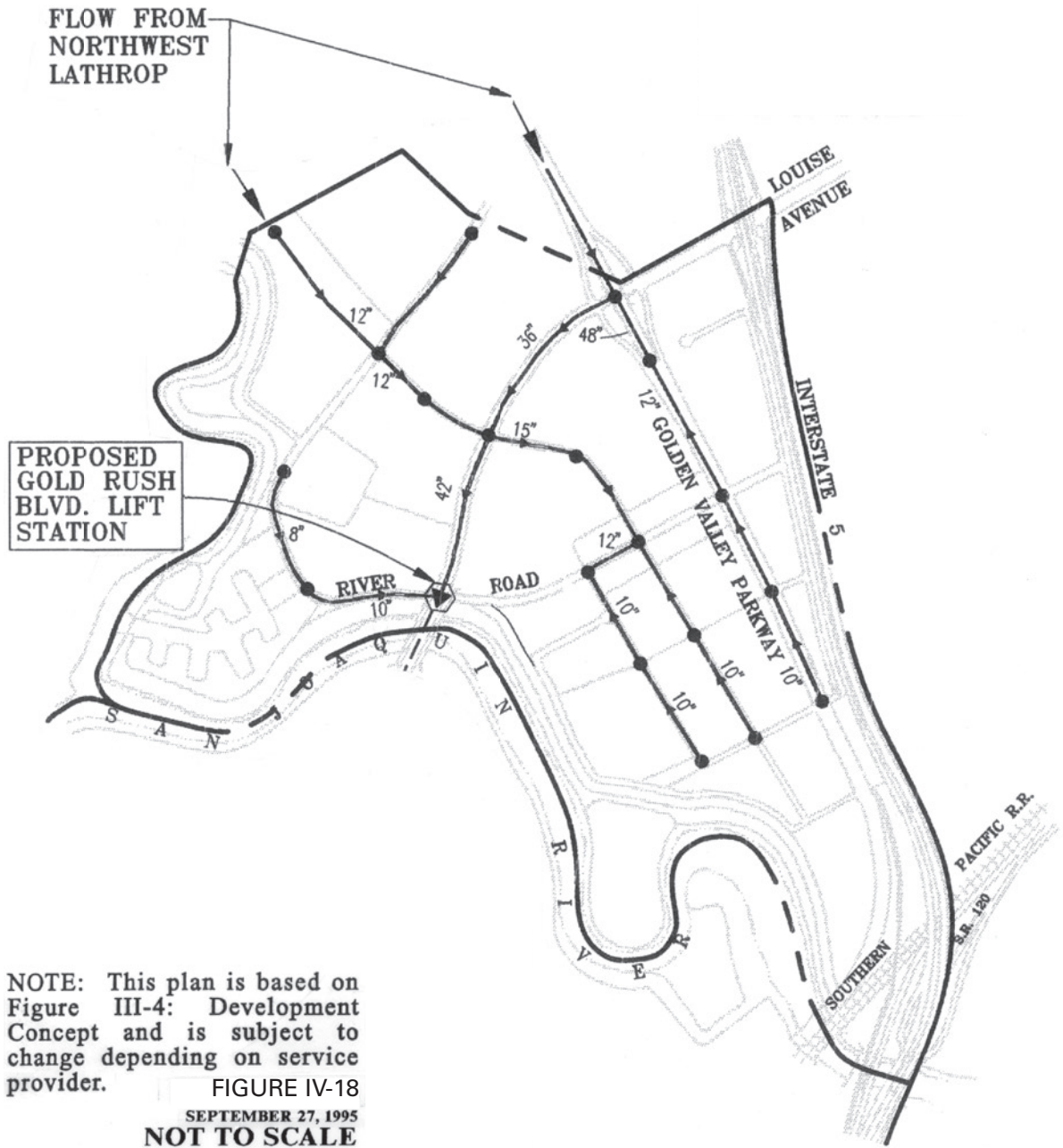
Trunk pipe layouts for Mossdale Village are shown in the Lathrop Water, Wastewater and Recycled Water Master Plan. Two alternatives are noted. One shows Mossdale Village flowing to a WRP at Site #2. The contingency scenario shows a pump station to force all effluent from Mossdale Village to an expansion of Site #1. Either scenario is allowable per the Master Plan. The proposed plan for Mossdale Village remains unchanged from the original 1997 Specific Plan document.



Water Collection System

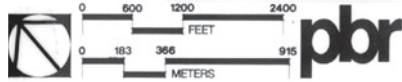
LEGEND

-  INDICATES GRAVITY SEWER PIPE SIZE AND FLOW DIRECTION
-  INDICATES FORCE MAIN PIPE SIZE AND FLOW DIRECTION
-  INDICATES NODE AND NODE NUMBER
-  INDICATES LIFT STATION AND NODE NUMBER



NOTE: This plan is based on Figure III-4: Development Concept and is subject to change depending on service provider.

FIGURE IV-18
SEPTEMBER 27, 1995
NOT TO SCALE



MOSSDALE VILLAGE
WEST LATHROP SPECIFIC PLAN
CITY OF LATHROP, CA



(2) Stewart Tract

For Stewart Tract, a separate wastewater collection system is shown on Figure IV-19: Stewart Tract Wastewater Collection System that complies with the intent of the contingency strategy of the Lathrop Water, Wastewater and Recycled Water Master Plan. The collection system will direct wastewater flow to the wastewater treatment site adjacent to WRP No. 1. Because the existing ground is almost flat, against the slope of the sewer system, sewage lift stations and force mains are required at strategic locations within the system.

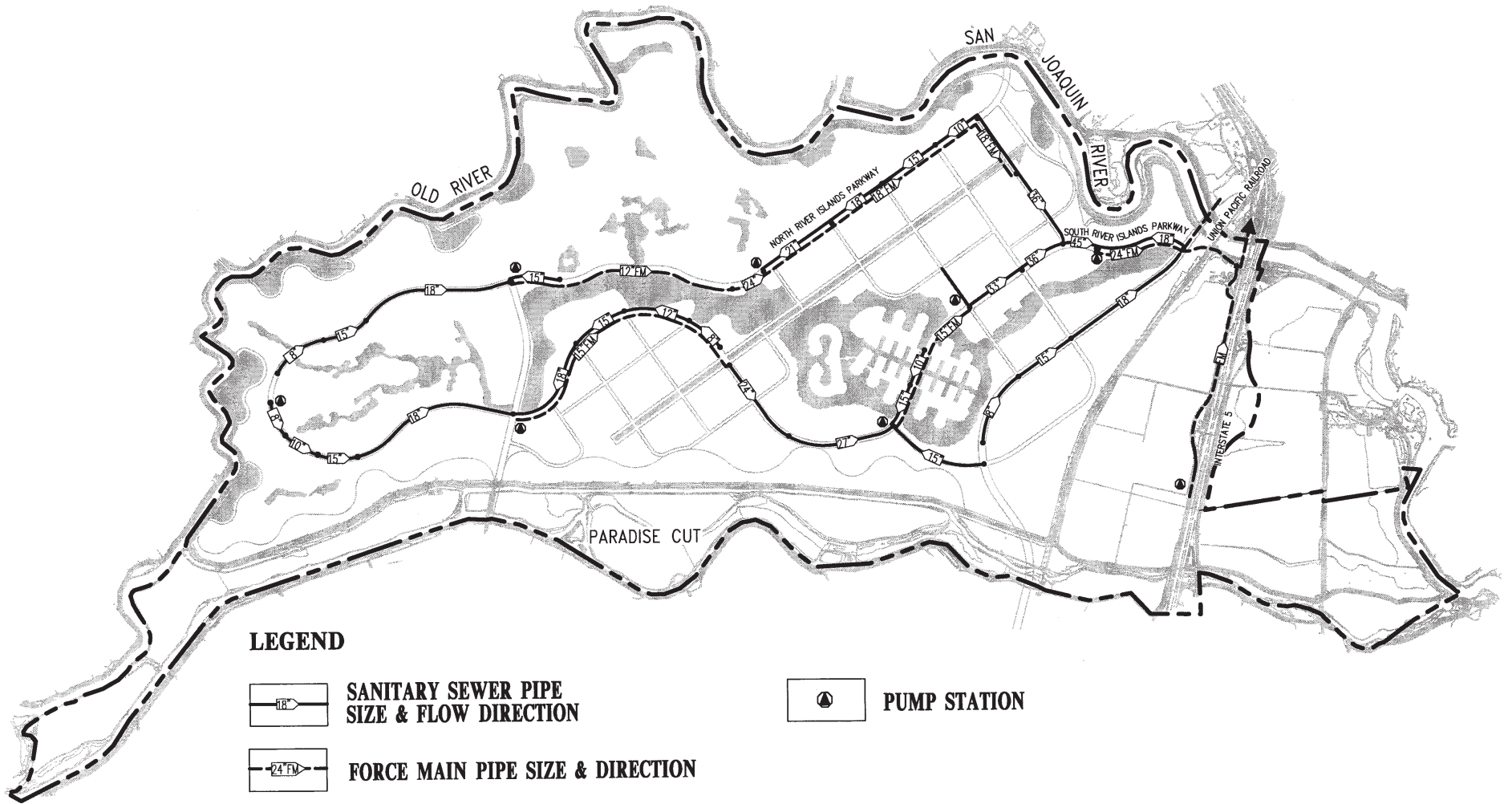
Preliminary soils investigations indicate that the soils within Stewart Tract are relatively sandy and that groundwater has been found to be approximately 3-5 feet below grade at the northwesterly end of the tract and approximately 8-10 feet below grade at the southeasterly portion.

In order to properly address the site's unique geotechnical conditions, it is important to keep the trunklines as shallow as possible. This will minimize the impact that the soils and groundwater conditions will have on the cost of construction of the wastewater collection system.

e. Preliminary Design

The major pipelines for the West Lathrop Specific Plan Wastewater Collection System are shown in Figures IV-18 (Mossdale Village) and IV-19 (Stewart Tract). The proposed plan for Mossdale Village remains unchanged from the original 1996 Specific Plan document. The plan area is divided into a number of tributary areas which drain by gravity pipes or force mains to node points on the pipe network. The heavy solid lines in Figures IV-18 and IV-19 represent gravity pipes while the dashed lines indicate pressure force mains. At the design depth to diameter ratios, each pipe size and slope is selected to give a design slope which is less than the critical slope.

Water Collection System



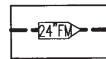
LEGEND



**SANITARY SEWER PIPE
SIZE & FLOW DIRECTION**

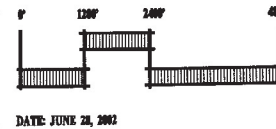


PUMP STATION



FORCE MAIN PIPE SIZE & DIRECTION

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FIGURE IV-19

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a. Introduction

To conserve limited local fresh water resources and to provide land disposal for treated wastewater effluent during the months of the year when river disposal is not allowed, the plan includes a recycled water system consistent with the Lathrop Water, Wastewater and Recycled Water Master Plan. The existing City General Plan and the Lathrop Water, Wastewater and Recycled Water Master Plan encourage the maximum use of recycled water on land within the Lathrop planning area. To achieve this goal, it is proposed that the following options of land disposal be used in the order of their following presentation:

- (1) Disposal in Open Space Areas: These areas include Paradise Cut, golf courses and certain open space within West Lathrop.
- (2) Disposal in Public Areas: These areas include parks and school play fields.
- (3) Public Landscape Irrigation: These areas include landscaping along major public streets and site landscaping around public buildings such as libraries.
- (4) Private Landscape Irrigation (Controlled Environment): These areas would include site landscaping around apartment complexes, condominiums and commercial sites.
- (5) Private Landscaping Irrigation (Limited Controlled Environment): These areas are generally within residential areas where landscaping is maintained by a homeowners association. Although the non-potable water would be used on individual parcels within the private development, that actual water service would be secured by the homeowner's association. This option will require considerable planning and establishing safeguards to protect the public's health and the potable water supply.
- (6) Agricultural Irrigation

3. Recycled Water

**b. Regulations**

While the State of California encourages the reuse of recycled water, it is also concerned with protecting the public's health. Both of those considerations must be weighed prior to implementing a recycled wastewater program. To minimize the public's exposure to health hazards due to the use of recycled water for irrigation purposes, recycled water and recycled water systems must meet the requirements of the Regional Water Quality Control Board and State of California Department of Health Services. Recycled water may be used on golf courses, cemeteries, freeway landscaping, parks and playgrounds only if it meets strict state treatment and disinfection levels. The discharge must also be confined to the area designated and approved for disposal and reuse. Adequate means of notification must be provided to inform the public that reclaimed water is being used, including the posting of conspicuous warning signs with proper wording of sufficient size to be clearly read.

The facilities must comply with the "Regulations Relating to Cross Connections" and requirements for separation distances from domestic water lines. In areas designated for recycled water use, the irrigation system in all new development shall be completely separated and differentiated from domestic uses, so the development can be easily retrofitted if reclaimed water is not available at the time of construction.

c. Design**(1) Supply of Recycled Water**

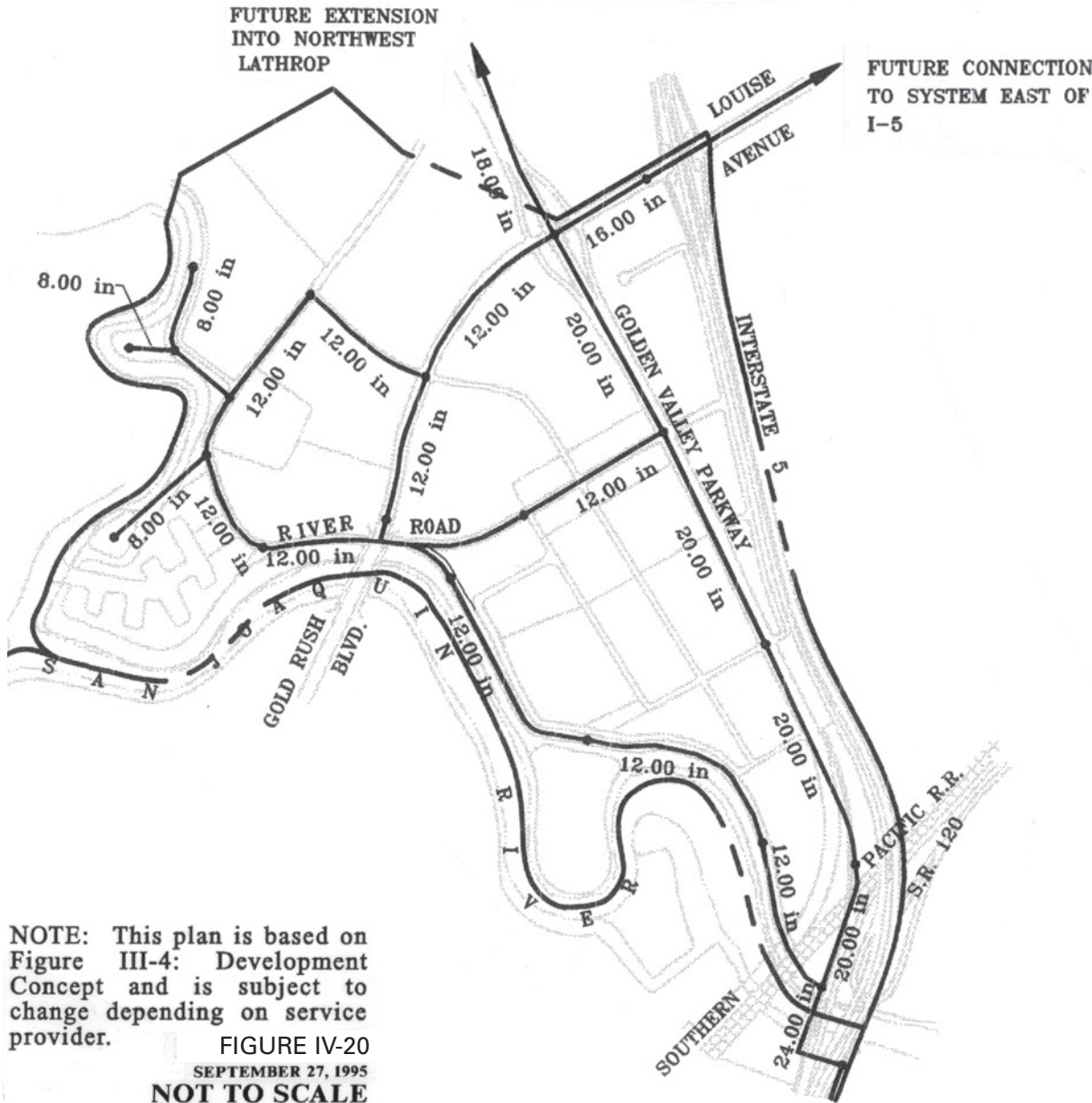
The estimated average daily dry weather flow (ADWF) of wastewater is 3,920,000 gallons per day (gpd) for Stewart Tract and 1,130,000 gpd for Mossdale Village. It is assumed that 100% of the wastewater will be available for use as recycled water (3.92 mgd and 1.13 mgd, respectively). When selecting areas for distribution of recycled water, priority shall be given to the part of the plan area which originally generated the wastewater flows. For example, the recycled water generated from wastewater flows from Mossdale Village shall be first used to irrigate lands within Mossdale Village. During the "irrigation season", generally considered to be from April 1 to October 14 (197 days), 100% of the recycled water generated from the Specific Plan Area shall be beneficially used for irrigating selected land use areas. For the balance of the year, when the demand of irrigation water is sub-



Reclaimed Wastewater System

LEGEND

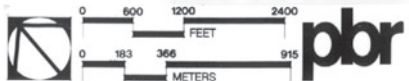
- S1 POINTS OF SUPPLY FROM WASTEWATER TREATMENT PLANT
- JUNCTION NODE
- 16.00 in PIPE DIAMETER



NOTE: This plan is based on Figure III-4: Development Concept and is subject to change depending on service provider.

FIGURE IV-20
SEPTEMBER 27, 1995

NOT TO SCALE



MOSSDALE VILLAGE
WEST LATHROP SPECIFIC PLAN
CITY OF LATHROP, CA



stantially lower, the recycled water which is not needed for irrigation shall be stored in storage ponds or if permitted discharged to the surface waters of the San Joaquin River. This concept was explored and analyzed in detail with the Phase 1A/1B WRP EIR prepared for the City.

It is assumed that the recycled water is sufficiently treated to allow irrigation of unrestricted public access areas and that the concentration levels of the reclaimed wastewater constituents will be sufficiently low, so as to not limit the sustained use of the reclaimed wastewater for landscape irrigation.

(2) Demand and Storage for Recycled Water

The demand and storage for recycled water of a volume adequate to service Phase 1 of River Islands and a large portion of Mossdale Village was evaluated in the Phase 1A/1B WRP EIR. This analysis estimated the expected losses of water through transpiration by plants, evaporation from plants, soil, and pond surfaces, seepage of water into the ground soil to meet leaching requirements, and irrigation system efficiencies and the gain of water by precipitation. For this plan area, it shall be assumed that turfgrass is the principal form of groundcover.

(3) Recycled Water Distribution System

Based on a comparison of the design irrigable areas with the land area of potential sites for reclaimed wastewater use, a preliminary selection of areas to be irrigated with recycled water was made and a preliminary pipeline layout for the recycled water distribution system was established both in the Lathrop Water, Wastewater and Recycled Water Master Plan and in the Phase 1A/1B WRP EIR. The proposed plan for Stewart Tract is in conformance with those documents. The proposed plan for Mossdale Village remains unchanged from the original 1996 Specific Plan document. (See Figures IV-20 (Mossdale Village) and IV-21 (Stewart Tract).

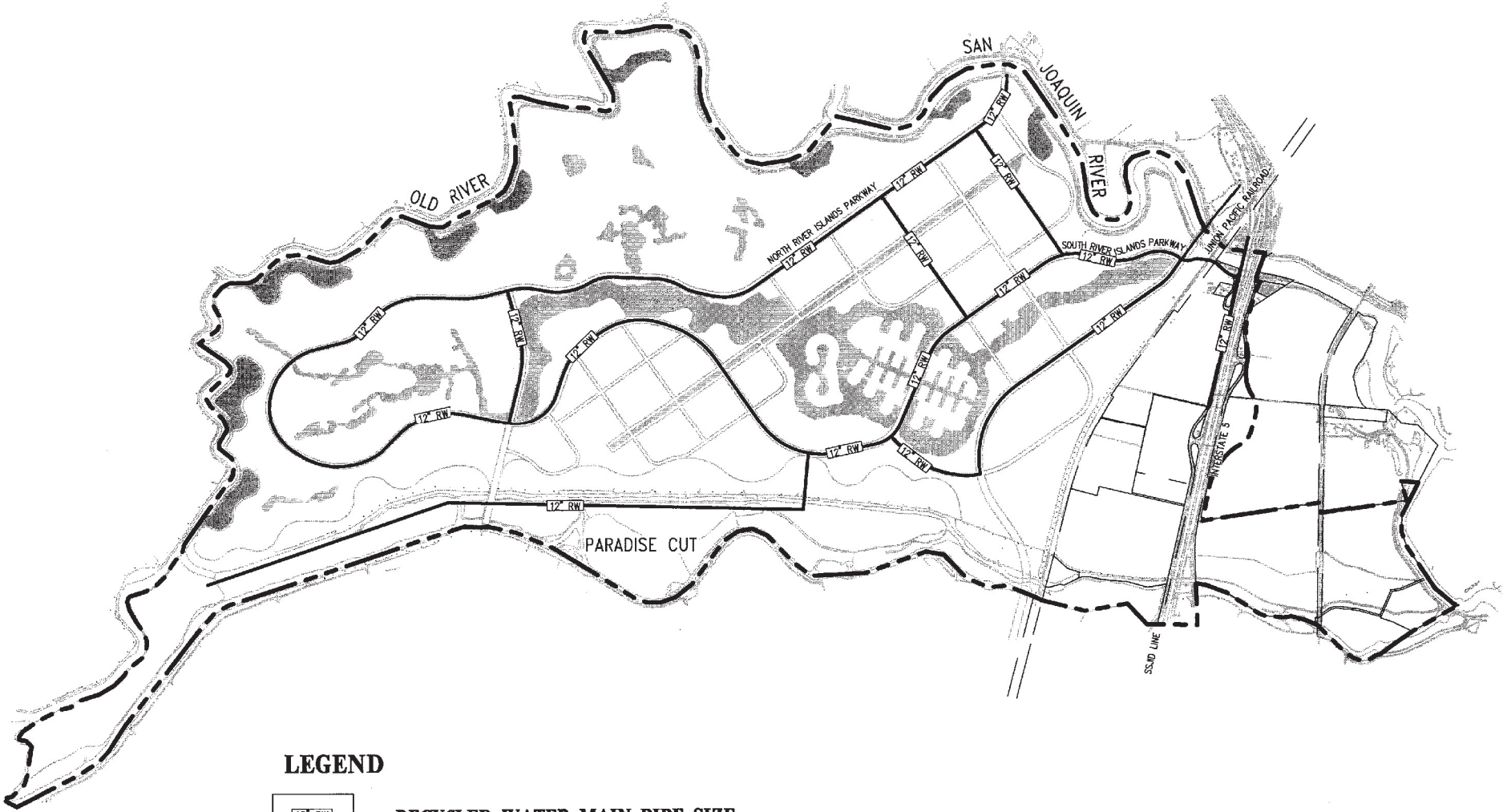
4. Flood Protection

a. Existing Levee Conditions

All new urban development within the boundary of the West Lathrop Specific Plan must be protected from flooding. The design standards for flood protection are established by the Federal Emergency Management Agency (FEMA). The level of protection that FEMA has established is that required to protect against a 100-year flood event.



Recycled Water System



LEGEND



RECYCLED WATER MAIN PIPE SIZE

DRAFT

FIGURE IV-21



DATE: JUNE 28, 2002

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FEMA has published flood maps that identify which land areas are subject to flooding. These maps are modified from time to time as new flood protection improvements are completed and accepted by FEMA. The current edition of the FEMA maps show all of the land within the West Lathrop Specific Plan and west of the San Joaquin River is subject to flooding due to a 100-year event. All of the land in the plan area east of the San Joaquin River (Mosssdale Village) is adequately protected as a result of FEMA approved levee improvements that were constructed as a part of the Weston Ranch development which is located adjacent to the San Joaquin River north of the City of Lathrop. The remainder of the area within the West Lathrop Specific Plan, Stewart Tract, will need to be flood protected as a part of the proposed development.

Stewart Tract is presently shown on the Federal Emergency Management Agency Flood Insurance Rate Map (FIRM) for the local area as being in a 100 year Flood Hazard Zone A23. Flood protection procedures in the form of levee improvements and interior drainage improvements are needed to remove the Stewart Tract from a 100 year flood hazard zone and to allow urban development.

The Mosssdale Village area, by virtue of the Letter of Map Revision issued by FEMA on February 2, 1990, is now in a Flood Hazard Zone B which allows urban development. Other than provisions for local stormwater drainage, no other flood protection measures are required for the urban development of the Mosssdale Village area.

b. Flood Protection Requirements

To properly address the flood protection needs of River Islands and Southeast Stewart Tract, the following list of tasks will need to be performed:

- Perform a hydrologic/hydraulic analysis of the waterways around River Islands and Southeast Stewart Tract in order to establish the 100-year flood level in the channels.
- Perform a high ground/levee stability analysis
- Prepare River Islands and/or Southeast Stewart Tract levee improvements plans and specifications, including performing site geologic investigations.
- Petition FEMA for a Conditional Letter of Map Revision (CLOMR).
- Construct high ground/levee improvements.



- Petition FEMA for a Letter of Map Revision (LOMR).
- Establish a high ground/levee maintenance program.

Once FEMA issues the LOMR River Islands and/or Southeast Stewart Tract will officially be out of the flood zone and the next edition of the flood maps issued by FEMA will show River Islands and/or Southeast Stewart Tract as flood protected.

c. Proposed Levee Improvements

Removal of River Islands from the 100- year floodplain will require two classes of improvements; those required for the flood protection of River Islands and those required for mitigation of impacts to surrounding properties due to the removal of River Islands from the floodplain.

There are four types of improvements proposed to protect River Islands from flooding. They are: High Ground, New Levees, New Cross Levees and Reinforced Levees. In each case the High Ground and Levees will be set at the 100-year flood elevation, plus three feet of freeboard or higher.

High Ground

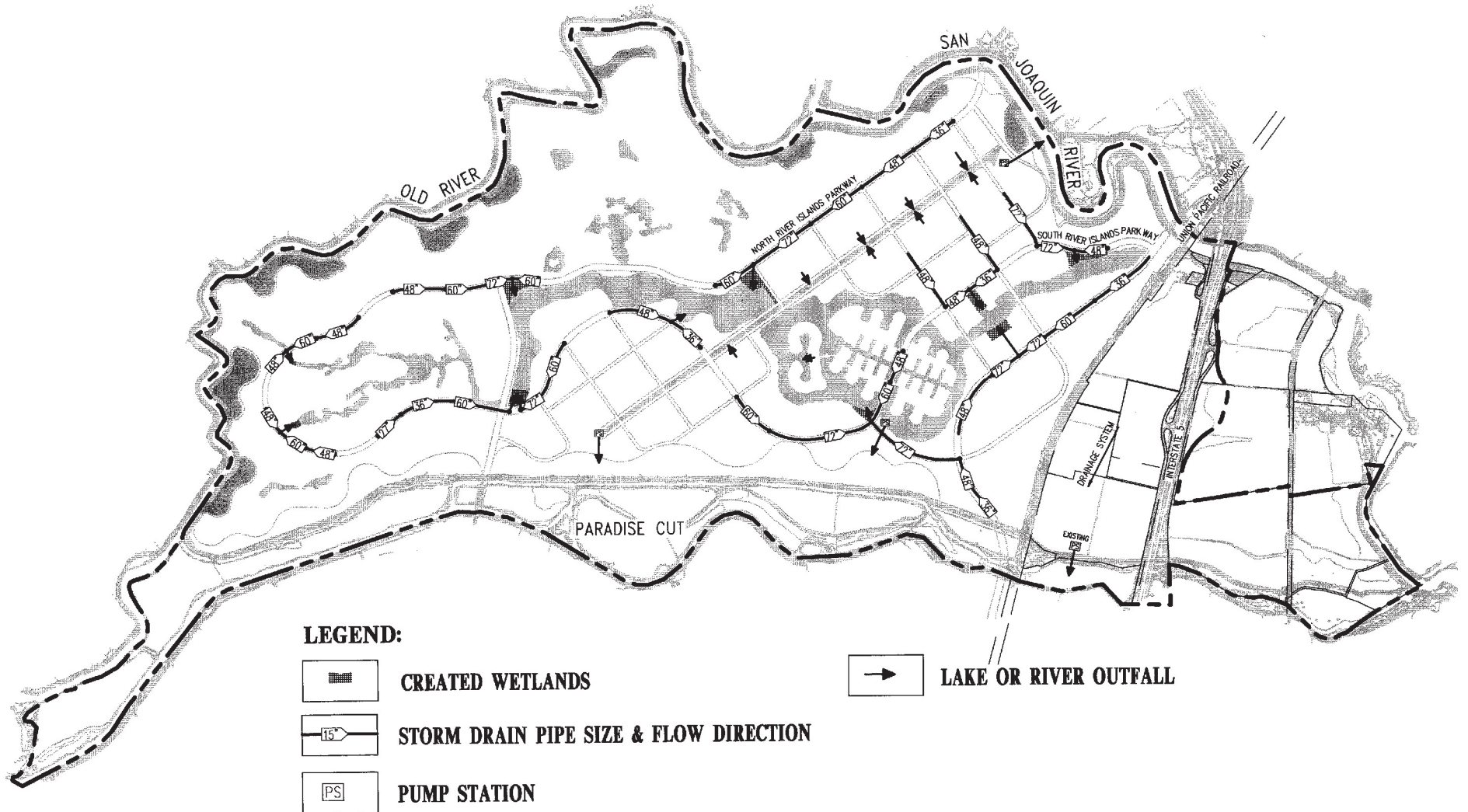
High Ground areas will be constructed adjacent to existing levees. These areas will be up to several hundred feet wide and allow development to occur at an elevated level with views of the delta. These areas will be several times as wide as a typical levee and intuitively should be considered high ground with a minimum elevation equal to the 100year flood elevation with no freeboard. These areas will be out of the floodplain. However, since neither the California State Reclamation Board nor FEMA have standards differentiating high ground from levees, it is proposed to elevate a portion of these areas, at least as wide as a levee, to the same elevation that would be required for a levee. The balance of the area described as High Ground will be elevated above the current, 100 year flood elevation.

New Levee

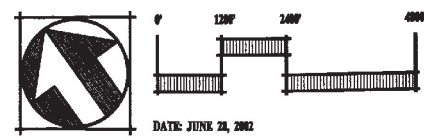
A new levee will be constructed in the area along Paradise Cut, setback at some distance from the existing levee which will be breached to increase floodwater capacity in the Cut, as part of the Paradise Cut Improvement Project (PCIP) described below. The new levee will be designed and constructed in accordance with FEMA and State Reclamation Board standards.




Storm Drainage System



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 FIGURE IV-22



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New Cross Levee

A new cross levee will be constructed immediately west of the Union Pacific Railroad (former Southern Pacific Railroad) embankment. The new levee will be located far enough to the west to allow Union Pacific to patrol the toe of their embankment and to avoid existing Riparian Brush Rabbit habitat. The new levee will provide protection against flood waters from the east that could occur as a result of the failure of existing levees located along the San Joaquin River or Paradise Cut upstream from the former Southern Pacific Railroad. The new cross levee will be designed and constructed in accordance with FEMA and State Reclamation Board standards.

Reinforced Levee

Reinforced levees will be constructed in the future Phase 2 development areas. In most cases, the existing levees in these areas are high enough to provide 100- year flood protection, but have not been certified to do so. Because of the expected change in population and high value of improvements to be constructed inside the levees, River Islands proposes to reinforce the existing levees rather than rely on testing and analysis to determine the suitability of the existing levees. The reinforced levees will be designed to withstand required flood flows independent from the existing levee other than erosion protection that may already be in place. The reinforced levees will be designed and constructed in accordance with FEMA and State Reclamation Board standards. Construction of the improvements described above would remove River Islands from the 100- year flood plain.

The Stewart Tract is not within a designated floodway. It is protected at present by 50-year levees, yet it has flooded in the past. It has been clearly shown that Stewart Tract flooded in 1997 after the peak elevation in the San Joaquin River had passed, so the flooding of this land resulted in no change to the maximum flood elevation on the San Joaquin River. However, there remains a perception that removal of the Stewart Tract from the 100-year flood plain could impact adjacent landowners. To respond to these concerns, the River Islands project looked for ways to reduce the risk of flooding to its neighbors. There are improvements proposed to mitigate perceived impacts on adjacent landowners. These are described below.



Paradise Cut Improvement Project (PCIP)

Paradise Cut is a tidal slough designed to divert flood flows from the San Joaquin River. There is an existing rock weir that separates Paradise Cut from the San Joaquin River. The weir allows low flows to remain in the San Joaquin River and high flows to be diverted into Paradise Cut. The flow that currently enters Paradise Cut is limited by the capacity of the channel immediately downstream from the weir and is less than the original Army Corps design flows.

Improvements will be made to the upper, central and lower portions of Paradise Cut. In general, the upper PCIP will increase the amount of flow diverted into Paradise Cut from the San Joaquin River. The central and lower PCIP will increase the capacity of Paradise Cut to convey the increased flows, as a result of the upper PCIP, without significantly increasing the 100- year flood elevation.

The upper PCIP includes a reach between the San Joaquin River and the Union Pacific Railroad (UPRR) line and a reach between UPRR and Interstate 5. Improvements in this first reach will consist of removing approximately 5 feet of soil from an existing elevated terrace in the middle of Paradise Cut. Improvements in the second reach include constructing a new 50-year levee that will be setback approximately 150 feet from the existing levee, and then removing the old levee in this reach. The new setback levee will be designed and constructed in accordance with state and federal agency standards. The top of levee will be set at at least the height of existing freeboard. These improvements will lower the tailwater (downstream water surface area) in Paradise Cut and allow more flow to be diverted from the San Joaquin River over the weir. This will reduce the flow in the San Joaquin River and offset any perceived increase in the 100-year flood elevation within the San Joaquin River and Old River that could have resulted from removing River Islands from the flood plain.

The central PCIP includes the reach between the (former) Southern Pacific Railroad crossing and Paradise Road. A new levee that will be set back from approximately 150 to 900 feet from the existing levee will be constructed. The existing levee will be breached in several locations and the area between the two levees excavated to approximately elevation – 3.0 feet. These improvements will increase the capacity of Paradise Cut through this reach to allow the increased flows, resulting from the upper PCIP, to be passed without significantly increasing the 100-year flood elevation within Paradise Cut and downstream in Old River.



The lower PCIP includes the reach between Paradise Road and the confluence with Old River. The improvements in this reach will be similar to those proposed for the central PCIP except that the area between the existing levee and the new setback levee will be excavated to approximately elevation – 5.0 to provide access to Paradise Cut for larger boats.

Other Levee Improvements

To ensure that the existing flood elevation within Reclamation District 2107 would not be significantly increased as a result of the River islands project, a removable levee segment would be constructed as an off-site improvement along the northern Paradise Cut levee between I-5 and the western UPRR tracks. A slurry wall with a top would be constructed on an approximately 100-foot segment. The top of the slurry wall would be 9 feet below the top of levee. If Reclamation District 2107 floods, the 9 feet of levee soil above the slurry wall could be removed, allowing water to drain into Paradise Cut without compromising the overall levee integrity. In addition, portable pumps would be provided on a concrete platform to drain remaining water after a flood event.

d. High Ground/Levee Maintenance

After the high ground/levees have been improved to FEMA and State Reclamation Board standards, a maintenance program will be established to maintain the high ground/levees in good condition. This program will include periodic inspections of all high ground/levees. An adequate maintenance force that can promptly attend to maintenance tasks will be established. The governmental authority overseeing the maintenance program will be Reclamation Districts No. 2062 and No. 2107, or another governmental entity designated by the City of Lathrop.

e. Protection from the 200-Year Flood

The standard level of protection from catastrophic flooding for FEMA and the State Reclamation Board has been to provide protection from the 100-year flood. However, the State Reclamation Board has recently conditioned projects that propose improvement to flood protection to increase this standard, and to provide protection from the 200-year flood. Since River Islands and Southeast Stewart Tract require an improvement to their level of flood protection, they fall under this require-



ment. When this condition was first suggested by State Reclamation Board staff to the River Islands project proponents, there was no hydrologic model available to calculate the anticipated levee elevation for a 200-year flood. To meet this challenge, the project proponent hired the State Reclamation Board's hydrologist to create such a model. Once the model was created, it was further fine-tuned to accurately replicate the 1997 flood event, and then expanded the model to predict the 200-year flood event. The modelers worked closely with the Army Corps and State Reclamation Board as they prepared their own hydrology models for the Sacramento and San Joaquin River Basins Comprehensive Study (Comprehensive Study). Based upon this modeling effort, and the 200-year flood flows from the Comprehensive Study, the River Islands levees are proposed to be elevated beyond the 100-year elevation to provide protection from the 200-year flood, plus three feet of freeboard, in accordance with the request from the State Reclamation Board.

5. Storm Drainage

The West Lathrop Specific Plan area consists of Stewart Tract and Mossdale Village, both of which are low lying land, reclaimed from the lower San Joaquin River flood plain at the juncture of the San Joaquin River Delta. Currently, land proposed for urban development in the West Lathrop Specific Plan area is below the 100-year floodplain elevation of the adjacent San Joaquin River system and is protected from flooding by continuous levee systems. See Section 4, Flood Protection, above.

Stewart Tract is bounded on the east, north and northwest by the San Joaquin River and Old River and on the southwest by Paradise Cut, and is surrounded by a Corps of Engineers project levee system exclusively protecting Stewart Tract from a 50-year flood event. River Islands has no upstream area contributing storm drainage water to the River Islands area. Similarly, Southeast Stewart Tract has no upstream area contributing storm drainage water to it. River Islands and Southeast Stewart Tract constitute separate drainage basins. The land within Stewart Tract generally slopes downward in a northwesterly direction approximately parallel with the long axis of Stewart Tract.

Mossdale Village is bounded on the southwest and west by the San Joaquin River and is protected by a FEMA approved levee system along the southwest and west sides and by a continuation of the San



Joaquin River levee system both northerly and southerly of the Mossdale Village area which complete levee system protects the Mossdale Village area from flooding from the San Joaquin River from a 100-year flood event. Mossdale Village is bounded on the south by the UP (former Southern Pacific) railroad, on the east by the I-5 freeway and on the north by open agricultural uses. The land east of the I-5 freeway from the Southern Pacific railroad northerly to Louise Avenue is under development as an industrial and commercial subdivision. The land east of I-5 north of Louise Avenue is under development for commercial and residential uses. The land north of Mossdale Village is in open agricultural uses and generally slopes westerly and northwesterly away from Mossdale Village toward and along the San Joaquin River.

The Lathrop Storm Drainage Master Plan (July 1992) indicates that approximately 15 cfs (cubic feet per second) of off-peak upstream storm drainage water will enter the Mossdale Village area in a 36" pipe at Louise Avenue. Since this 36" pipe drains upstream stormwater detention basins, flow is delayed and occurs after the peak flow for the Mossdale Village area. The proposed gravity system for Mossdale Village will adequately handle this off-peak discharge without pipe oversizing. No other upstream area contributes stormwater drainage to Mossdale Village.

a. Stewart Tract Storm Drainage Plan

The preliminary conceptual plan of the storm drainage system for the River Islands area, incorporates both the main lake, including connecting canals, and the adjacent golf course lakes. The water storage capacity gained by incorporating the lakes into the drainage collection system will reduce the size of the stormwater pumping plants and the frequency with which they are used. Because the lake is in contact with groundwater, BMP (best management practice) treatment measures will be implemented to meet NPDES requirements. Depending on the soils studies and the effectiveness of remedial work on the levee system to help control groundwater, the lakes may also serve as monitors and controls on the groundwater elevation in areas adjacent to the lakes.



The preliminary conceptual storm drainage plan for Stewart Tract and Mossdale Village is shown in Figures IV-22 and IV-23: Mossdale Village and Stewart Tract Storm Drainage, respectively. Stewart Tract is divided into various drainage regions. Mossdale Village is divided into three (3) drainage regions.

Remedial work is planned to be performed on the River islands levee system which may help control the groundwater level in River Islands. The pumping capacity for the lake shall be designed to accommodate the worst predicted condition, after remedial work has been performed on the River islands levee system, without causing the lake to exceed a maximum elevation in order to maintain freeboard to developed portions of the site. Stormwater discharge to the adjacent streams shall be studied to assure that the incremental added volume of stormwater does not have a material effect on the water surface elevation or flow capacity of receiving water course downstream regardless of flood conditions in the receiving water course system.

The main lakes and golf course lakes accept local storm drain runoff from the surrounding area. In this capacity the lakes function as detention basins and infiltration basins for peak discharge attenuation. Runoff from the land adjacent to a lake is surface drained to the lake or is collected at low points (catch basins) and transported by underground pipes which discharge below the free surface of the lakes. During periods of no precipitation, the storm drain piping system remains submerged to the design lake level.

For the drainage system which incorporates lakes to function during a storm event without street flooding, the adjacent ground elevation must be several feet above the design storm hydraulic grade line projected upstream from the lake water surface. This condition will require close coordination between the project grading plan and the storm drain system during final design. This condition will most likely require that the building and pad areas near the main lakes be approximately four (4) feet above the maximum lake elevation. Away from the lakes, the building pad areas will need to increase in elevation to provide sufficient cover above the hydraulic grade line. In some areas away from the main lakes this may require that building pad areas be as much as ten (10) feet to twelve (12) feet above the maximum lake elevation depending on the distance from the lake. The lowest street elevation (low point) adjacent to a lake should be about two (2) feet above the maximum lake elevation.



The golf course areas contain swales which drain to golf course lake water features which have a water surface elevation suppressed below the adjacent building pads. These golf course lake water features may be interconnected via piping with one another and may possibly be connected to the main lake, functioning as extensions of the main lake and operating at the design water surface elevation of the main lake. The golf course water features also may collect runoff from the adjacent developed area through a submerged piping system. In the final design, the grading plan of the adjacent building pads and the contouring of the golf course will need to be coordinated with the layout and hydraulic grade line of the storm drain system and, where applicable, the adjacent main lake.

The main lake levels fluctuate together with the surrounding groundwater table. Because of this, the lake level at any given time is a function of storm events and seasonal changes in the groundwater elevations. For the River islands area, drainage pump stations are designed to not allow the lake to exceed a maximum elevation (6.0) in order to maintain freeboard to developed portions of the site. The maximum elevation can be analyzed further during final design. The pump stations will discharge to the San Joaquin River or Paradise Cut.

b. River Islands BMP's

A series of best management practices (BMP's) are incorporated into the storm drain plan to comply with NPDES requirements and maintain certain water quality scenarios within the lake.

Because the lake is in contact with groundwater, BMP's are designed to treat the initial stormwater flows generated by the first 1/2" of run-off.

The stormwater quality plan uses a variety of BMP's throughout the site and in many cases provides redundancy so that stormwater run-off passes through two BMP's prior to discharge to the lake. The following BMP's are intended to be the primary structural treatment measures. Other structural and non-structural measures will likely be implemented during the life of the project.



(1) Infiltration

Infiltration occurs in greenbelts located throughout the plan. A portion of the greenbelt is depressed 12"-18" to impound stormwater run-off from adjacent areas and allow it to percolate into the ground. In general, stormwater run-off is routed to the greenbelt by surface flow before entering a storm drain pipe. A series of inlets within the greenbelt will control the depth by allowing higher flow to spill over into a storm drain pipe.

(2) Biofiltration (Grassy Swales)

Biofilters are located adjacent to arterial roadways such as River Islands Parkway and Golden Valley Parkway. These are longitudinal swales, parallel to the roadway, used to intercept and treat stormwater run-off draining directly off from the roadway. In some cases low flows could be piped to the swale from adjacent development areas.

(3) Commercial BMP's

BMP's for large commercial buildings and parking lots will be implemented with the site development of individual parcels. These BMP's may include biofiltration through swales or buffer strips, infiltration, media filtration, oil/water separators or other measures.

(4) Wetlands

Treatment wetlands are located in various locations throughout River Islands. They are generally located at the downstream terminus of storm drain pipes adjacent to the lake. Wetlands will provide treatment for stormwater run-off from all areas tributary to a particular storm drain line prior to discharge into the lake. This creates redundancy since many areas may have already passed through at least one other BMP described above. Storm water will flow through the wetland and ultimately into the lake. It is anticipated that these wetlands will also be used to enhance lake water quality during the summer months by circulating the lake water and routing it through the wetlands.



c. Design Features of Lakes and Canals (River Islands)

As stated above, the lakes and canals are an integral part of the stormwater drainage system for River Islands. Canals connecting between main lake drainage regions or connecting between portions of the same main lake segment shall have a minimum water surface width of 50 feet. However, the grand canal narrows to 30 feet at the Town Center. Bodies of water considered main lakes shall have a minimum water surface width of 50 feet. Minimum water depth of all water features considered part of the main lake and canal system shall be seven (7) feet. Water edge treatment may vary but shall always provide for erosion control at the water's edge due to the high erosion potential of the fine grained soils in the local area. All main lake and canal design features, including lake water surface elevation, erosion protection, water edge treatment, in-the-water structures, ground water monitoring and control, dewatering plans for construction, and all related structures and procedures shall be formulated in close cooperation with the soils engineer to assure the overall soil suitability and stability to support the planned water features.

The maximum lake elevation for any main lake or canal connected with the stormwater drainage system shall be elevation 6.0. This elevation shall be for any predicted event whether from stormwater runoff or elevated groundwater conditions due to prolonged high water levels in the adjacent rivers or both. Similarly, pumping capacity for the discharge from the lake shall be designed to accommodate the worst predicted condition, after remedial work has been performed on the River Islands levee system, without causing the elevation in the lake to exceed elevation 6.0.

In addition to being a valuable project amenity, the lakes and canals perform two vital functions in the storm drainage plan for the project. First, the reserve volume afforded by allowing fluctuation of the lake elevation provides sufficient storage in each drainage zone to significantly reduce the total pumping capacity to accommodate the maximum design runoff from either storms, high groundwater or both. Second, the selection of the maximum lake elevation is closely tied to both the existing and predicted groundwater levels and the design building pad elevations so that the lakes can function as a monitor and control of the groundwater elevation in the adjacent area.

The swales and lakes in the golf course area also perform the same vital multiple functions as the main lakes and canals. The golf course area swales and lakes are designed to take surface and/or



pipied drainage water from adjacent development areas. The golf course lakes are tied together by underground pipes, and each local golf course lake system is, in turn, tied by pipes to an adjacent main lake as part of a storm drainage region.

The maximum lake elevation is intended to be closely aligned with the local groundwater elevation both to help monitor and control the groundwater elevation and to keep seepage losses in the lake systems to a minimum. The lake water supply needed to make up evaporation losses is expected to come from the same sources now used for agricultural irrigation in River Islands. In general the lake makeup water demand is substantially less than the present agricultural irrigation demand for River Islands.

d. Mossdale Village Storm Drainage Plan

In Mossdale Village, runoff from drainage regions M1 and M2 is collected and discharged by conventional gravity piping system and pump stations, respectively. As discussed above, each of these pump stations also is combined with an extended dry detention basin for BMP treatment. Stormwater runoff from the marina area, M3, is collected by submerged piping systems and discharged into the marina, the marina serving as its own treatment basin.

The pumping capacities are those required for flood control caused by precipitation over the plan area only. The pumping capacities do not include the effects of groundwater fluctuations which may result from interior storm events or from high water in the adjacent streams caused by storm events elsewhere or high runoff from upstream tributaries.

As noted previously, key components of the storm drainage BMP treatment processes are wet detention basins (main lakes and golf course lakes) and extended dry detention basins. In addition to these treatment processes the community shall implement planning management which minimizes the amount of directly connected impervious area (DCIA) that is connected to the storm drainage system and which provides setbacks of urban development from environmentally sensitive areas. Where possible, runoff shall be directed to landscaped areas, grass buffer strips, and grass lined swales to slow down the rate of runoff, reduce runoff volumes, and promote filtering and infiltration of stormwater. Site specific BMP treatment processes shall be required for industries, public facilities and












businesses which generate polluted runoff which differs in concentration and/or content from typical residential runoff. Industries, public facilities and businesses may be required to treat runoff on-site prior to discharge into the public storm drain collection system. Possible site specific BMP treatment processes shall include, but not be limited to, extended detention followed by filtration and oil/water separators.

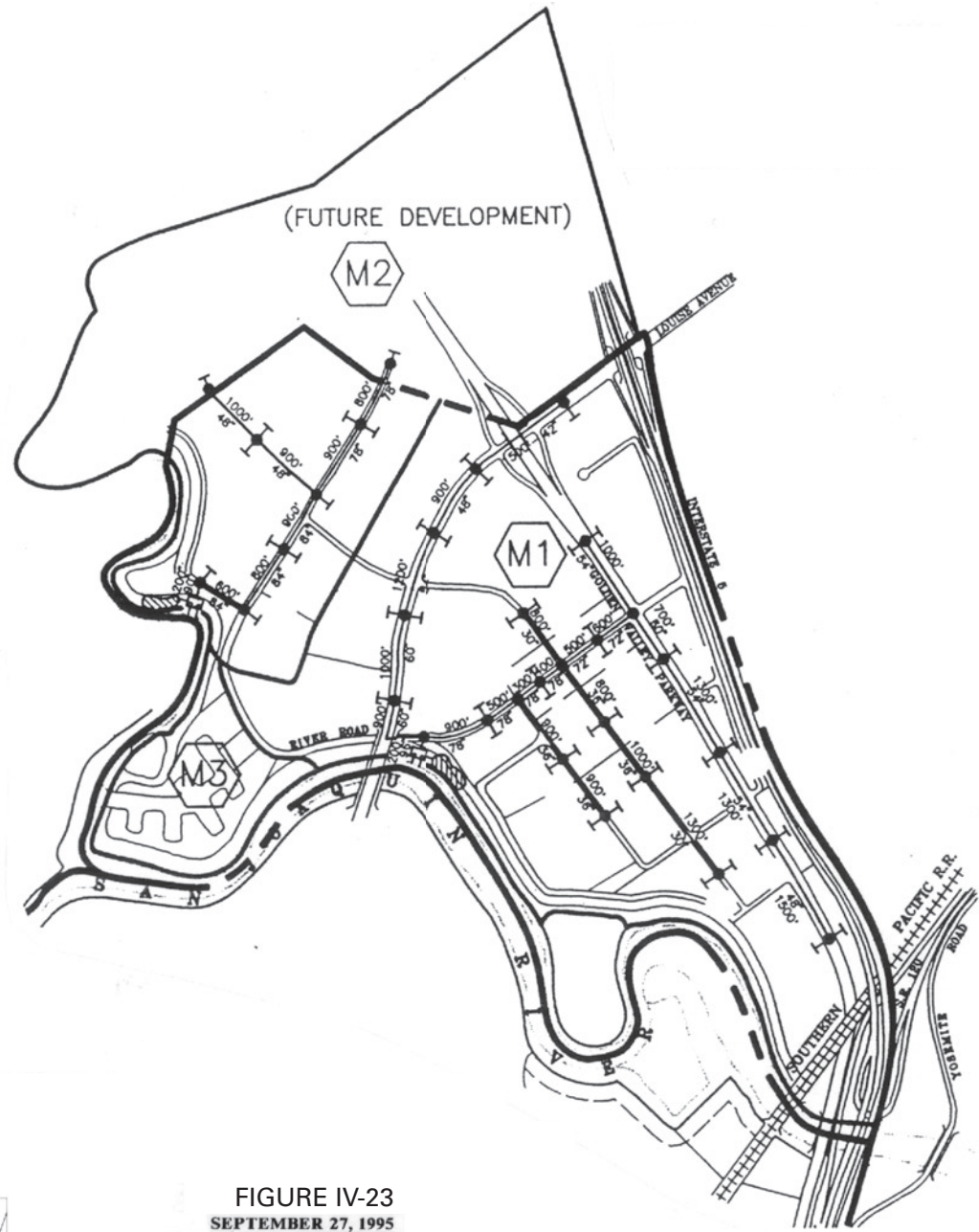
The City of Lathrop has a three (3) cart system for the collection of garbage, recycling and yard waste. This system helps residents do their part to meet the State law that requires all cities and counties reduce by 50% the amount of waste they dump in landfills by 2000. The City of Lathrop has a franchise agreement with Lathrop Sunrise Sanitation Corporation to provide residential and commercial garbage service for the City of Lathrop. The City has a similar franchise agreement with Delta Container Corporation to provide industrial garbage service for the City of Lathrop. These franchise agreements include the responsibility to provide service to expanded areas of the City, including the West Lathrop Specific Plan area.

6. Solid Waste

Storm Drainage System

LEGEND

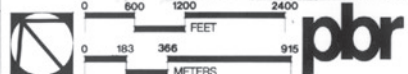
-  PUMP STATION, DISCHARGE PIPES, AND BMP TREATMENT BASIN
-  PUMP STATION AND DISCHARGE PIPES
-  WEIR STRUCTURE
-  STORM DRAIN PIPE
-  STORM DRAIN CHANNEL
-  STORM DRAIN INLET
-  CULVERT
-  STORM DRAINAGE REGION
-  STORM DRAINAGE REGION BOUNDARY



MOSSDALE VILLAGE
 WEST LATHROP SPECIFIC PLAN
 CITY OF LATHROP, CA



FIGURE IV-23
 SEPTEMBER 27, 1995
 NOT TO SCALE



**a. Electrical Service**

Electric service to River Islands will be provided by Lathrop Irrigation District, which will bring electricity to the project site from one of four existing transmission lines in the River Islands area. Of the following four alternatives, the 115 kV Manteca-Kasson Line, alternative no. 2, is the alternative that will likely be used:

1. 115 kV San Joaquin Cogeneration – Stockton Cogeneration Collector Line. The tie-in line, a looped 115 kV transmission line would run about 1.3 miles from the transmission system located east of the River Islands site, across I-5 and across San Joaquin River to a new substation. The substation would be located near the town center area of River Islands. From the substation, power will be distributed to customers via a 21-kV distribution system. Feeders will radiate out from the substation in trenches following major roadway rights-of-way. At predetermined locations, pad-mounted electrical switchgear and transformers will be installed to provide 120/240 volt and 480 volt electricity to customers. Installation of the electrical infrastructure will be coordinated with other utility users in common trenches.
2. 115 kV Manteca-Kasson Line. The tie-in, a looped 115 kV transmission line would run about 4,500 feet from the transmission system located east of the River Islands site, across I-5 to a new substation. The substation will be located near employment center area of River Islands. From the substation, power will be distributed to customers via a 21-kV distribution system. Feeders will radiate out from the substation in trenches following major roadway rights-of-way. At predetermined locations, pad-mounted electrical switchgear and transformers will be installed to provide 120/240 volt and 480 volt electricity to customers. Installation of the electrical infrastructure will be coordinated with other utility users in common trenches.
3. 230 kV Bellota-Tesla Line. The tie-in, a looped 230 kV transmission line would run about 1.9 miles from the transmission line located west of the River Islands site to a new substation. The substation would be located on the west side of the River Islands site, in the vicinity of the proposed golf course. To reach the new substation, the tie-in line will have to cross Old River. From the substation, power will be distributed to customers via a 21-kV distribution system. Feed-

7. Electrical and Gas Service – River Islands



ers will radiate out from the substation in trenches following major roadway rights-of-way. At predetermined locations, pad-mounted electrical switchgear and transformers will be installed to provide 120/240 volt and 480 volt electricity to customers. Installation of the electrical infrastructure will be coordinated with other utility users in common trenches.

4. 230 kV Elverta-Tracy Line. The tie-in, a looped 230 kV transmission line would run about 9.3 miles from the transmission line located west of the River Islands site to a new substation. The substation would be located on the west side of the River Islands site, in the vicinity of the proposed golf course. To reach the new substation, the tie-in line will have to cross Old River. From the substation, power will be distributed to customers via a 21-kV distribution system. Feeders will radiate out from the substation in trenches following major roadway rights-of-way. At predetermined locations, pad-mounted electrical switchgear and transformers will be installed to provide 120/240 volt and 480 volt electricity to customers. Installation of the electrical infrastructure will be coordinated with other utility users in common trenches.

River Islands will build the electrical distribution system pursuant to all regulations, and in phases generally moving East to West to meet the needs of the project as it is built out.

There is sufficient capacity on two existing distribution lines to initiate Phase 1A. The available capacity is about 2,100 kilowatts on each line. One line enters the River Islands site from the southeast corner; second line enters the site from the northwest corner. At each of the lines a primary meter will be installed at the transition point between the existing system and Lathrop Irrigation District's new distribution system.

If, for whatever reason, Lathrop Irrigation District does not provide electrical distribution system to River Islands at Lathrop, then these services will be provided by PG&E based on the connection discussion noted above.

b. Natural Gas Service

Natural gas will be delivered to the plan area via an underground natural gas pipe that will tie in to an existing PG&E natural gas line in Lathrop at the intersection of Louise Avenue and S. Harlan Road, on



the east side of Interstate 5, called the Louise Feeder. PG&E has enough capacity at the Louise Feeder to meet the full requirements of River Islands. The route selected is about 1.5 miles, and includes two I-5 crossings, and two river crossings – one bored under San Joaquin River, and one suspended from the Bradshaw's Crossing Bridge.

From the tie-in point at Louise Avenue and South Harlan Road, there will be at least two delivery pipes that will be trenched underground along roadway rights-of-way. One pipe will be sized to meet the estimated peak demand of River Islands Phase 1, and will be directionally bore-drilled under the San Joaquin River near the location where Bradshaw's Crossing Bridge will cross the San Joaquin River. The pipe for Phase 2 will be suspended from the new Bradshaw's Crossing Bridge that will be built as part of the River Islands Phase 1 build-out. As an alternative, the first pipe could be sized to meet the total project requirements at build-out, in which case that pipe would be bored under the San Joaquin River because the Bradshaw's Crossing Bridge would not be available for suspending the pipe.

The main delivery pipe will be terminated on the River Islands site at a gas pressure reducing station. The station will be located near the Bradshaw's Crossing Bridge where the main pipeline comes onto the River Islands site. The station will be located underground, and will be designed to meet all appropriate regulatory requirements for natural gas systems.

From the reducing station the gas system will be designed to distribute natural gas radially from the source gas line, and will be interconnected within the system via multiple crossties. The system will be designed to accommodate anticipated peak demand gas loads at build out.

There is one feasible alternative source for River islands with two transmission options for the supply of natural gas. The alternative source is called the Banta Feeder, which is located west of River Islands in the town of Banta. This line ends near Paradise Road and Grantline Road. The first option would be based on a single line sized to meet the total River Islands peak gas demand at build out. Routing of the pipeline to River Islands is about 5-miles long, and includes crossing I-205 by underground boring, crossing Tom Payne Slough by under-bridge hangers at Paradise Road, and crossing Paradise Cut by underground boring. The second option would utilized two pipes, and would use



the same routing. One pipe would be sized to meet the Phase 1 peak gas demand, and the second pipe would be sized to meet the Phase 2 peak gas demand. This option includes two I-5 crossings by underground boring, and four water crossings, three by suspension under bridges and one by directional-bore drilling under Paradise Cut. The gas pipeline(s) would terminate on the River Islands site at a gas pressure reducing station. The station will be located at a point on the eastern side of River Islands. The station will be located underground, and will be designed to meet all appropriate regulatory requirements for natural gas systems.

8. Telecommunications – River Islands

The telecommunications services system will be designed to meet commercial telephone, data and video needs, and residential telephone, video entertainment and data needs. The system will be comprised of four separate networks: (1) a telephone network; (2) a cable TV network; (3) a wireless network; and (4) a trunked radio network. The total system will take advantage of a joint-use fiber optic cable infrastructure, a common central office that will be located at the east side of the project, and use of common utility trenches located in roadway rights-of-way.



Community Design



Community Design

A. Introduction

This chapter provides information about the desired form and character of development by type of land use, as follows:

For Mossdale Village and Southeast Stewart Tract, Section B includes overall Design Objectives, Scope and Purpose, Guidelines for Major Public Elements such as roadways and parks and then the design guidelines and development standards for the land uses in these areas.

For River Islands at Lathrop, Section C contains the over-arching design principles for the development of River Islands and development standards. Other development standards for River Islands are found in the River Islands Urban Design Concept. The more detailed community design guidelines for the River Islands portion of Stewart Tract are embodied in the River Islands Urban Design Concept, the scope of which is defined in Chapter VI: Implementation. The role of a Design Review Board to oversee design and development for all of Stewart Tract (including Southeast Stewart Tract) is set forth in Chapter VI: Implementation, Section E.

Together, the design principles and guidelines that establish the overall community character and the development standards that set specific site development standards will work to ensure the long term quality of West Lathrop development. For Mossdale Village and Southeast Stewart Tract, the contents of this chapter will:

- offer guidance for the design of the major public elements , such as parkways; provide design concepts for all of the land uses; define the design parameters for the key public places or structures in Mossdale Village, and
- set forth Development Standards for land uses in Mossdale Village and Southeast Stewart Tract (Section E).

The community design concepts which address the character and form of the public domain in Mossdale Village and Southeast Stewart Tract form an important part of this chapter. Although land uses tend to come and go, these public elements provide the enduring framework for development. The major public elements in West Lathrop that are part of Mossdale Village and Southeast Stewart Tract include the gateways, streetscapes, trails, parks, schools, levees, open space, walls and fences and



signage and lighting. The key public places or structures in Mossdale Village are the village center and associated community facilities River Islands Parkway and Golden Valley Parkway and (in Southeast Stewart Tract as well) the levee edge treatments.

There are numerous section drawings used in this chapter to describe desirable character and conditions in Mossdale Village. The locations of the exhibits are shown on Figure V-I: Community Design Guidelines Key.

The character of new urban development will enhance the visual quality of the City and the visual experience of those residing or visiting the planning area. This will be achieved by the land use and circulation proposals, and by the design, development and maintenance standards included as part of this Specific Plan and future project approvals.

Views of the mountain backdrop to the west will be framed under different conditions rather than lost to the occupant or visitor. The orientation of streets and open space corridors, and the location of parks and major outdoor recreation areas, will provide better opportunities to enjoy the scenic backdrop than is now afforded only from roads and highways or the tops of levees which are not easily accessible under existing conditions.

The design and construction of the landscape and architectural elements in Mossdale Village and Southeast Stewart Tract will be undertaken with the following objectives in mind:

- design lively cores for recreation, entertainment and/or community activities that is readily accessible to nearby residents.
- create signature landscape parkways, waterways and trails that define an attractive image as well as knit the varied land uses together.
- create a safe and pleasant circulation plan for all modes of ground travel.
- establish distinctive gateways to welcome guests to West Lathrop.

B. Mossdale Village and Southeast Stewart Tract

1. Overall Design Objectives



Given the long time frame for West Lathrop buildout, it is understood that the design concepts in this chapter will likely be amended from time to time based on innovation or the changing context of development. It is also likely that during the long buildout period new ideas or technology will lead to projects with superior design features that do not conform to these guidelines. Such projects shall receive fair consideration and shall not necessitate amendments to these guidelines if it can be shown that the intent of this Specific Plan is achieved. The Lathrop Zoning Ordinance shall prevail for any design topic not addressed in these guidelines.

One key objective of the Specific Plan is to create a plan containing private and public development elements which will be developed together in a phased manner. Therefore, applications for site-specific private development shall trigger requirements for the development of associated public amenities at the same time. A large share of this chapter focuses on defining the public amenities which will be provided with phased improvements.

The Community Design chapter is intended to establish standards for development that will assist public officials and public agency staff in their role of project review and approval of development applications. It is also intended to guide developers, builders, planners, architects, landscape architects and civil engineers in project design.

Existing and prospective owners, ground lessees and space lessees of each site within the project and other persons whose design and applications may be affected by these design concepts, should familiarize themselves with the intent and the requirements in this Specific Plan, the City's General Plan, any subdivision maps applicable to their property, all applicable government laws, ordinances, rules and other constraints on development of their property. This includes but is not limited to, the conditions of any permits and approvals from other relevant jurisdictions or authorities, and shall implement all those provisions applicable to their developments.

This section addresses all elements of the Mossdale Village and Southeast Stewart Tract public domain where site planning and landscape architecture can contribute quality, functional coherence and identity to the plan area. It addresses the design of those elements that are more consistent throughout

2. Scope and Purpose – Mossdale Village and Southeast Stewart Tract Guidelines

3. Guidelines for Major Public Elements



these areas, which are:

- gateways
- levees
- streetscapes
- open space
- off-street trails
- walls and fences
- parks
- signage and lighting
- schools
- community facilities

1. Gateways

West Lathrop will be a unique place, identified by significant landscaped gateways. Emphasis on the gateways is intended to signify that one is entering a special place. This goal is exhibited by the use of landscaped roadway edges (see 2. Streetscapes below). In addition, there will be landscaped entries at either end of the bridges crossing over the San Joaquin River.

2. Streetscapes

a. Objectives

The community street system forms the network for auto and bus circulation as well as a right of way for a significant portion of the pedestrian and bicycle trail system. As such, the street network will create a high quality visual and usable environment for the near and long term. Generally, trees, shrubs and groundcover used in the streetscape will also unify the community resulting in visual linkages, from one neighborhood to the next, or one activity to the next. Streetscape design shall be complementary to and shall serve well all of the uses along the rights-of-way. The extent of streetscape treatment in Mossdale Village and Southeast Stewart Tract will generally reflect the level of roadway service, i.e., the greater the volume of traffic the more extensive the landscape treatment and the provisions for non-motorists.



b. Landscape Design

The conceptual landscape treatment for the primary public roadways in Mossdale Village is described in the text that follows. Where major roadways extend beyond Mossdale Village into River Islands, the roadway's character in that area is defined in the River Islands Urban Design Concept. There are no major roadways currently identified in Southeast Stewart Tract. Street right-of-way dimensions for Mossdale Village and Stewart Tract are depicted in street sections in Chapter IV: Infrastructure under Circulation. These sections include medians and landscaped parkway edges wherever appropriate.

In general, arterials will have a distinctive median landscape treatment as well as landscaped parkways to provide a soft transition from the road travelways to adjacent architecture. Collectors may have landscaped medians and narrower parkway edges. Actual landscape design and plant material selection will vary from one roadway to another to emphasize the unique or special character of that roadway. Landscape materials and engineering characteristics shall meet city standards. Following is a description of each of the primary public roadways in Mossdale Village.

(1) River Islands Parkway

River Islands Parkway is the primary entry roadway from the Interstate 5 interchange through Mossdale Village south to Stewart Tract. This roadway is a median-divided road with landscaped parkways on either side. Drainage swales along the street's edge (or elsewhere within the right-of-way) are intended to assist in the detention of stormwater. Pedestrian and bicycle paths are to be included within the landscape parkways. A taller linear tree pattern will separate the vehicular and non-vehicular zones and create more of a "windrow effect" between the two Mossdale Village neighborhoods that this street separates. See Section MV C, regarding residential setbacks.

(a) River Islands Parkway River Crossing

As Section MV B shows, there are alternative ways to resolve the design for the Mossdale Village end of the River Islands Parkway crossing of the San Joaquin River. The ultimate design should reflect engineering and traffic requirements but should place a priority on granting smooth, safe and easy travel for vehicles and pedestrian/bicyclists using River Road.



(2) Golden Valley Parkway

Golden Valley Parkway is the primary north-south arterial parallel to I-5 along the west side of the former Southern Pacific Railway. This roadway is a median-divided arterial. Shorter, broader canopy trees would be appropriate here to give a human scale and more shaded area to the many pedestrian travelers expected here. The medians shall be paved areas of adequate width at crosswalks for persons crossing the street to wait safely.

(a) Golden Valley Parkway - Adjacency

Some form(s) of wall will be necessary to keep the noise and visual impacts of the parkway from adversely affecting adjoining residential areas and businesses. As Section MV I shows, to the extent possible, the highway commercial and service commercial uses should contribute to the quality of the street environment when they front on the parkway.

(3) Mossdale Drive

Mossdale Drive will provide limited access to the farmers market and existing uses around I-5. It will not be substantially improved unless transportation system improvements are made which would allow development in the urban reserve area of Southeast Stewart Tract without significant adverse traffic impacts. Mossdale Drive/I-5 interchange improvements are not a part of this plan. The interchange will continue to function in its present configuration.

(4) River Road

River Road is the central community collector in Mossdale Village. Intended primarily for local use, it should be just as useful for non-vehicular traffic as it is for vehicular traffic. To that end, the landscaped parkway should provide generous shade-tree landscaping and ample trail width and trail separation from the traffic lanes.

(5) Scenic Parkway

The Scenic Parkway is a meandering recreational roadway running along the Mossdale Village open space corridor paralleling the San Joaquin River.



(6) Other Collector Roadways

Other collector roadways may or may not have landscaped medians. The determination or inclusion of a median will be based on traffic demand, not necessarily on aesthetics. On the collector roadways, landscaped parkways will be the more dominant design element. Pedestrian pathways will be included in the landscaped parkways for these roadways.

(7) Local Streets

Local streets will form a system that is smaller in scale responding to the quieter residential environment. Therefore, road cross-sections will be minimal width and the landscape edges intended to enhance the more quiet nature of this less intense environment. Wherever feasible, street trees in planting strips between the curb and sidewalk are desirable to offer shade and a pleasant environment which encourages walking.

(8) Private Streets

Private streets that are developed and maintained streets are acceptable so long as their specifications meet mandated city levels of service and emergency ingress and egress.

c. Street Tree Plantings

The several major streets in Mossdale Village will require consistent street tree design and well-maintained street tree plantings and associated ground cover. These requirements shall apply to River Islands Parkway, Golden Valley Parkway and River Road. There are currently no major streets in Southeast Stewart Tract. Prior to the approval of design documents for the initial segment of each of these streets, a consistent landscape design plan for the medians and parkway edges of the entire length of the street shall be prepared for and approved by the City. The landscape design is to include the contouring, planting, drainage, irrigation, trails and maintenance plans for that streetscape. The landscape design plan shall demonstrate consistent quality of planting materials and proven techniques for soil preparation, drainage, irrigation and maintenance. Every effort shall be made to ensure that the landscape design plan results in enduring, attractive streetscapes.



d. Public Transportation Facilities

The overall community plan provides for many modes of public transportation other than the automobile. River Islands Parkway will be a major travel corridor for buses and private cars. Golden Valley Parkway will be a major Lathrop corridor with a transit station nearby. River Road in Mossdale Village will serve as the primary collector and distribution corridor for frequent bus service. To assure comfort, well designed and landscaped bus shelters are to be provided to meet (a) the functional standards as defined by the local transit authority and (b) City standards for consistent quality design. It is desirable that one well-designed shelter style is used consistently along West Lathrop arterials and collector streets. Bus shelters should be designed to accommodate nearby bicycle racks allowing residents additional flexibility in their trips.

3. Off-Street Trails

The trail system planned for Mossdale Village offers a quiet, safe, landscaped environment primarily for walking, jogging and bicycle travel. It will be a combination of mid-block trails, sidewalks and levee trails. Residents and employees could use these trails to walk or ride from homes to entertainment, recreation, schools, parks and jobs. To serve these purposes, the trails should be easy to use, well-paved and key ones should be lit to allow evening travel. Trail sections and trail locations are shown in many of the design sections in this chapter.

In addition to the trail network within the fabric of the community, there will be trails along the levees allowing access along the river edges in Mossdale Village (see 6. Levees, in this chapter). This network will allow guests and residents the opportunity to enjoy the more natural environment of the San Joaquin River and the long-range views possible from the tops of the levees.

4. Parks

The public parks throughout Mossdale Village are sited in strategic locations to serve the resident population of the community. There are currently no parks planned in Southeast Stewart Tract. Each park will be connected to the trail network assuring convenient access from elsewhere in the community. A key function of the parks is to provide an opportunity for residents to gather and interact, to get acquainted with one another. To that end, hardscape (paved) gathering areas such as plazas and



softscape, lawn areas are appropriate. Coordinated lighting fixtures and signage should be used in each public park.

Mossdale Village parks are to be neighborhood-oriented, designed primarily for active and passive use by nearby residents. The key exceptions are the park adjoining the Mossdale Village Village Center and the river's edge parkway. Performing a dual role as part of the Mossdale Village stormwater retention system, it will necessarily have a broad recessed lawn area with perimeter landscaping. In addition, near the village shops, it should include a paved area for community gatherings (see Section MV F).

Neighborhood parks shall incorporate areas for both active and passive recreation. Where feasible, courts, fields and other areas for organized sports should be provided to meet the needs of the surrounding population.

5. Schools

Two 18-acre sites are presently designated as school sites in Mossdale Village and there is none currently planned in Southeast Stewart Tract. In Mossdale Village, the school sites will be designed in cooperation with state standards; the adjoining park areas are to meet city standards. The park areas are to incorporate landscape features that enhance their use and their role as a major neighborhood gathering place.

6. Levees

Many of the section diagrams in this chapter include illustration of improved levees. For example, see Sections MV A, MV D and MV E. The section diagrams show improved slope and top elevations but no landscaping. Following discussions with the pertinent regulatory agencies, exemplary landscape improvements for the entire levee are to be prepared for approval by those same agencies. In selected locations, it may also be appropriate to widen the levee top for river-oriented uses such as parkways or restaurants. The following principles should be met regardless of the specific landscape solution(s):

- Public access along the top of the levees should be as extensive as possible. Occasional benches should be provided on top of the levees.



- Grading of the inside slopes shall allow reasonable access to the tops of the levees.
- Periodic trails or steps should be provided to invite public access to the top of the levee. Such access points should each have sign or be signified by visible feature(s) such as a tall tree or trees or other distinctive landscape feature.
- Designated areas offering distinctive views of the river(s) should be made accessible by automobile so that elderly and disabled persons, as well as others, are not excluded from enjoying this resource.
- Landscape materials on the inside slopes should be durable yet attractive as they will frame the Mossdale Village and Southeast Stewart Tract development.
- No uses which could readily lead to a breach of security or privacy for adjoining uses should be encouraged through levee landscape design.

7. Open Space

There are open space reserves along the river edges of Mossdale Village. They are intended to act as floodwater retention areas should the levees ever be laterally or vertically breached. Since this will occur only in exceptional circumstances, they are to be modestly landscaped, as usable open space areas.

The broad open space edge in Mossdale Village along the San Joaquin River offers the greatest opportunity for landscape improvements and uses. It is typically about 200 feet wide and could be improved with lawn areas for casual play, such as frisbee-throwing, or could include courts for such sports as tennis, basketball or volleyball. It is to be improved with adjacent development and maintained as a public recreation/aesthetic resource.

8. Walls and Fences

A variety of walls and fences are required in Mossdale Village and Southeast Stewart Tract. They range from backyard fences to sound walls separating arterial traffic from homes. The potential for glare from vehicle traffic on residential areas will be mitigated by the construction of aesthetically designed walls and installation of landscaping along the perimeter of arterials in order to screen views of traffic from residential areas. All fences between private and public areas sculpt the public domain and



therefore contribute to or detract from the quality of the environment. Consistent quality in walls and fencing is sought.

The type and design of walls and fences will vary in design according to the function. Where visibility is desired, the fence will take a more open form to allow visual penetration. When security is a concern then walls and fences will reflect this need. The design, location, scale and materials for any walls or fences shall be a required component of site/building designs submitted for building permit. Furthermore, at such time as a wall or fence is needed for a use adjoining a public park or open space area, consideration shall be given to the design of that wall or fence around that public area's entire perimeter, if such is needed.

a. Sound Walls

Sound walls should be minimized and used only where noise volumes mandate them. Where needed, their scale is to be the minimum required and their materials and design consistent with surrounding landscape and architectural materials. Wherever feasible, they should be integrated with grade changes, comprised of overlapping segments, designed with intentional pattern(s) and/or incorporated with berms or planting areas to blend into the landscape. Sound walls are to be planted with vines or shrubbery.

9. Signage and Lighting

In a master planned community, comprehensive signage contributes to the quality and integrity of the community. Signage is intended to convey information and reinforce the area's character. It should include a hierarchy of signs capable of simply and efficiently moving people through the environment to their ultimate destination. The comprehensive signage system for Mossdale Village or Southeast Stewart Tract shall be provided to the City for review with each area's first tentative map or development request. The hierarchy for signage systems is comprised of permanent and temporary signs, as follows:



a. Signage System

- (1) Major Entry Identity Features - create sense of entry and establish community image and character.

Any major entry features at entrances should embody prevailing design themes. They should create a strong sense of entry and establish an image, design and materials palette for an overall signage program. The scale of the landscape and architectural features at the entry should be tailored to match the entry's importance as well as relating it to the scale of surrounding uses and landscape.

- (2) Project Entry Identity Features - create strong recognition of arrival at entry (such as a marina/residential entry).

Signage at major project entries, should carry out the design themes of the project itself. The scale of both landscape and architectural signage elements should be compatible with the scale of the entry area and the project structures themselves.

- (3) Neighborhood Entry Identity Features - identify entries and arrival points to the many neighborhoods within Mossdale Village and reinforce community image and character.

Where appropriate, identity features may be used to articulate the entry to a neighborhood. They should reinforce and recall the prevailing image of the community both in terms of landscape and architectural design and materials. The features may be diverse in their design yet compatible with the others creating a level of control without repetition. The features also should enhance the streetscape and residential scale of the neighborhoods.

- (4) Street and Vehicular Regulation Signs - identify street names.

Street signs not only identify Mossdale Village and Southeast Stewart Tract streets, but also contribute to the overall image of the project and become part of the streetscape design vocabulary. These may be a hierarchy of signs ranging from signs for prominent intersections to local street signs. They should be variations of an overall image, design and materials and distinctive from typical county signs. All traffic regulatory signs should conform to common post design, details and color.



(5) **Marketing and Directional Signs (Temporary)** - provide sales information to potential homeowners within specific neighborhoods or for lots sales.

A marketing sign system should convey necessary information to potential homeowners regarding home sales, pathfinding and model home identification. The marketing signs may be used during the sales period for a particular neighborhood and must be removed upon the completion of initial sales. Colors, design details and materials should all reiterate the common signage themes, design and materials. Directional signs may be used to direct vehicular traffic to the various neighborhoods, sales information center and similar facilities.

(6) **Construction Signs** - identify the developer, designers, lenders and major contractors of work under construction of the site.

Such signs may not be placed on the site before construction begins and must be removed before occupancy. One (1) construction sign is allowed for each building project. The construction sign shall be freestanding, maximum 6'-0" tall from grade. The sign must be set back 5 feet from the property line, must be placed parallel to the street and must be located within the site. Construction signs will not be allowed in a street area, on neighboring property or on buildings.

b. Lighting

Lighting systems should be employed to provide lighting levels commensurate in illumination level and scale with the land uses they serve. Also, a safe level of lighting is to be provided for the variety of experiences offered in Mossdale Village and Southeast Stewart Tract. Lighting fixtures will reinforce the daytime functional organization of this mixed-use plan and lighting is to be designed to orient visitors at night. Lighting systems shall provide:

- Lighting of public roadways which allows drivers to clearly see all road alignments, potential obstacles and traffic control signage. Intersections or unique conditions should receive more light.
- Street lighting on public streets which conforms to the City of Lathrop standards for illumination levels.
- Lighting of interior private streets with 20-30 foot high fixtures of a consistent character and quality, and meeting at least City minimum footcandle lighting standards for public streets.



- Lit pedestrian walkways, trails, entry areas, courtyards and plazas where there are significant pedestrian volumes to provide a sense of personal safety and to minimize shadows.
- Lit large rear or side parking lots and associated vehicular circulation in the retail, commercial and hotel/motel areas that shall use the parking lot, commercial light fixture of 20-30 foot mounting height.
- Building mounted light fixtures for service areas should match parking lot light fixtures.
- Special feature areas that should typically be illuminated by recessed accent lighting or uplighting fixtures not visible at eye level. Special features might include project entries, building entries, residential area lighting, signage, monuments, fountains or flagpoles.
- Open space siting that shall allow a mixture of pole light fixtures and lower level bollard lights and path lights adequate to provide safe levels of light.

Mitigation of direct off-site glare is to be achieved by the width of open space corridors along the river and by hooding and directing of exterior commercial lighting away from residential areas. Special attention will be given to the hooding and/or direction of lighting mounted high on building walls, poles, roofs, equipment and other facilities.

10. Landscape Design Practices

Landscape design practices and related requirements necessary to achieve water conservation in Mossdale Village and Southeast Stewart Tract shall be implemented. To minimize water consumption, the majority of the plants selected shall be well suited to the climate of the region, except where major design features warrant use of ornamental vegetation. In addition to water conservation, landscape plans should address functional as well as energy use and environmental conditions specific to each individual site. Soil tests shall be required to determine type of soil, soil structure, water holding capacity and fertility. Soil is to be amended according to report recommendations.

Landscaped areas in parks, street landscaping, schools and habitat areas shall be irrigated with reclaimed water wherever it is feasible. All landscaped areas should be provided with automatically controlled water-conserving irrigation systems.



Landscape maintenance programs and procedures which ensure the lasting quality of Mossdale Village and Southeast Stewart Tract public and private areas and rights-of-way shall be included in project Codes, Covenants and Restrictions. One or more landscape and lighting districts shall be created to guarantee ongoing maintenance.

11. Community Facilities

Uses categorized as community facilities are envisioned to provide the architectural focal points and people gathering places for the community. Special effort and emphasis shall be placed on their architectural, site plan and landscape architectural treatments. Architectural design of buildings housing community facilities shall adopt the prevailing architectural and/or community design themes in order to reflect distinctive character.

All community facilities shall have a plaza, “front porch” or other gathering place. The architectural design shall enhance the function and activity within the required people-gathering place by spatially defining it with building faces on at least three sides, adjacent building entries, windows, signing, and/or architectural detail. Deep building overhangs should be used to provide shade for activity spaces where possible. This may also be accomplished with the use of arbors, trellises and freestanding shade structures.

Building facades adjacent to people-gathering places should exhibit brighter colors and stronger modulation and texture than in other more passive areas. Flags, banners, tent structures, colored awnings and signing can create a sense of activity and arrival.





Community Design Guidelines Key



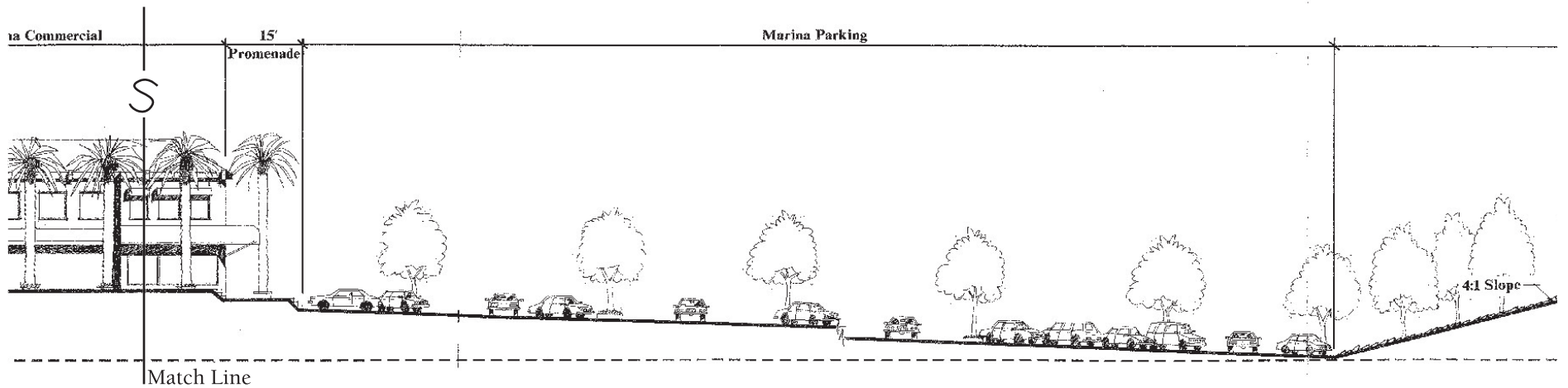
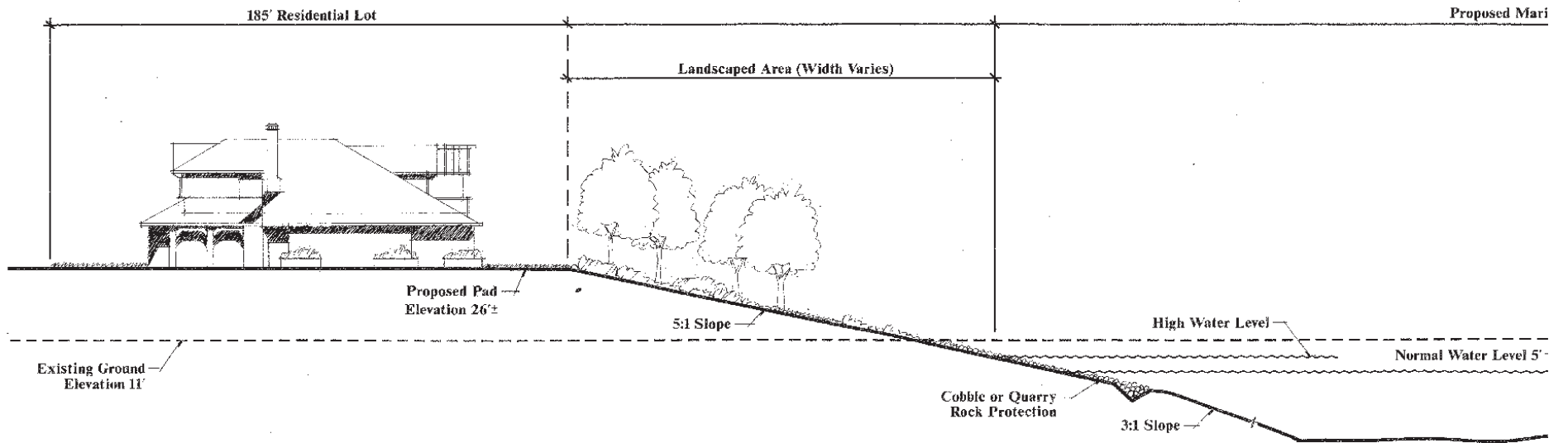
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 Concept Design: The Jarrett Group

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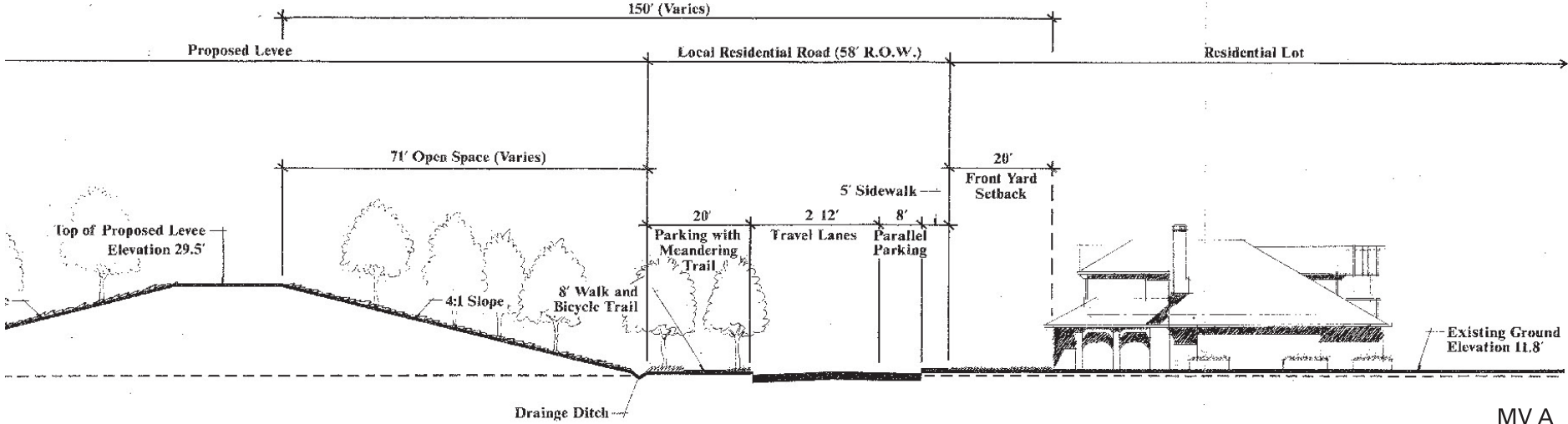
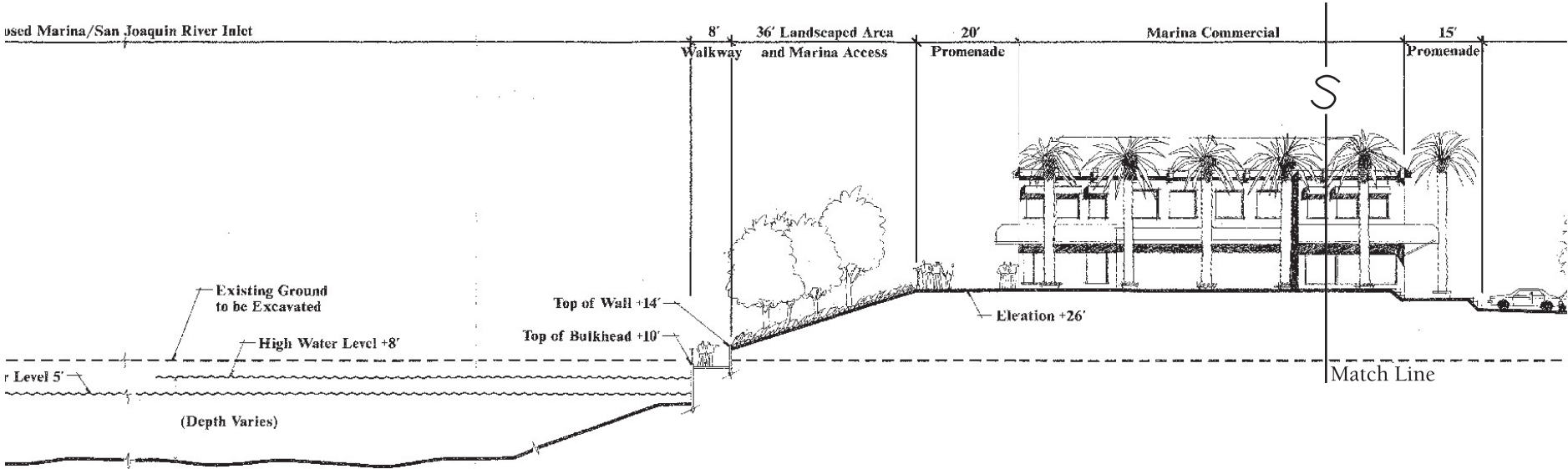
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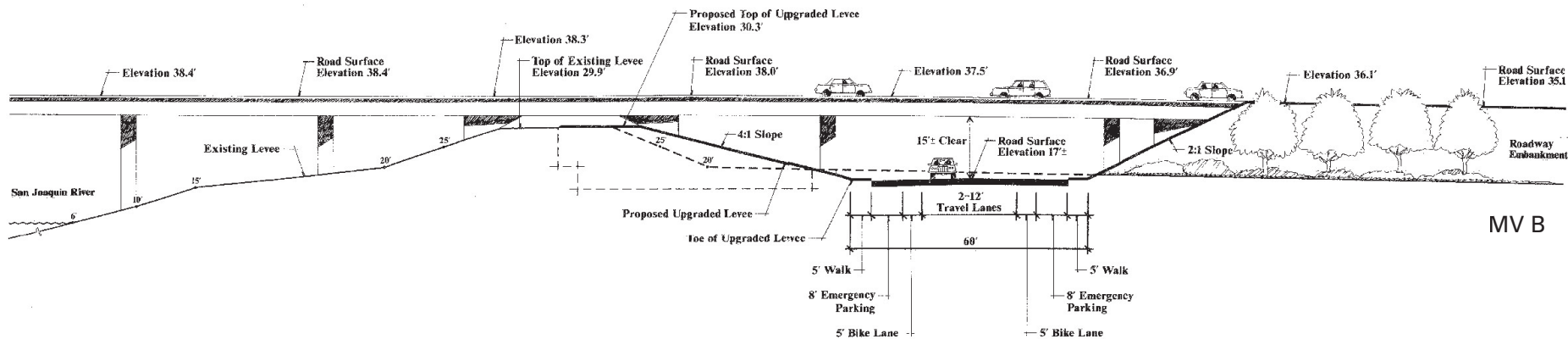


Marina Housing & Levee

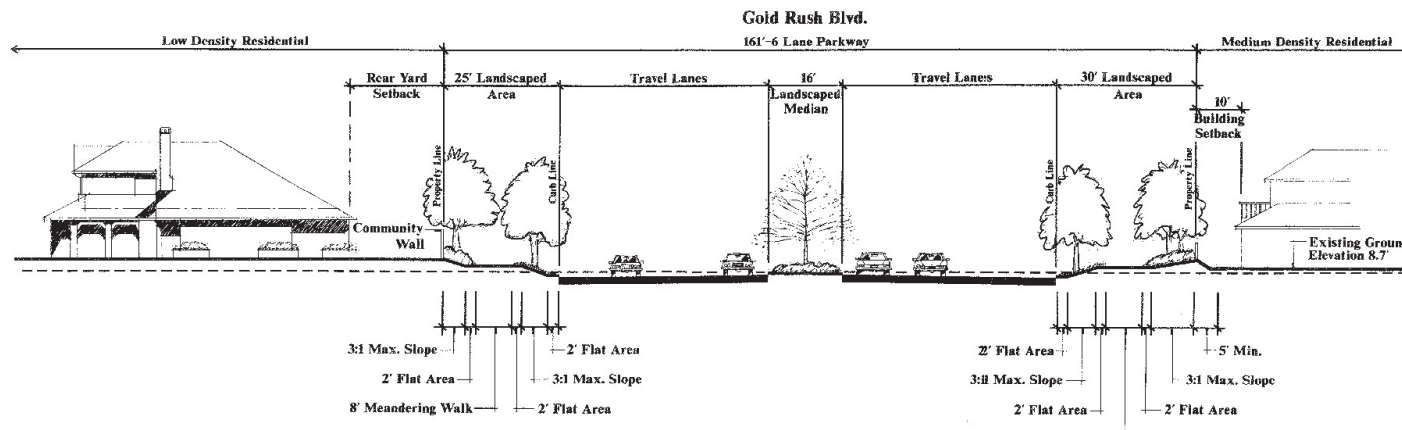


MVA

River Islands Parkway River Crossing

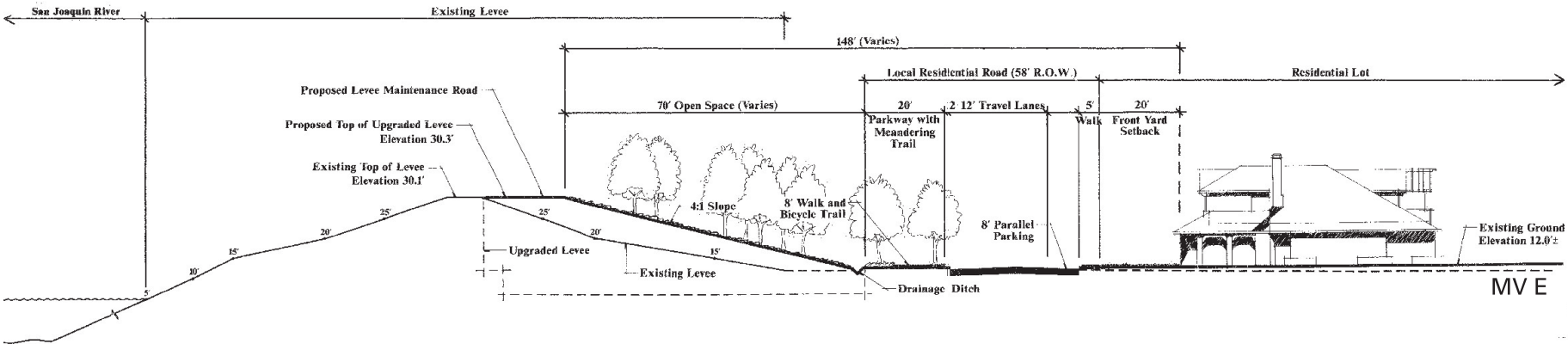
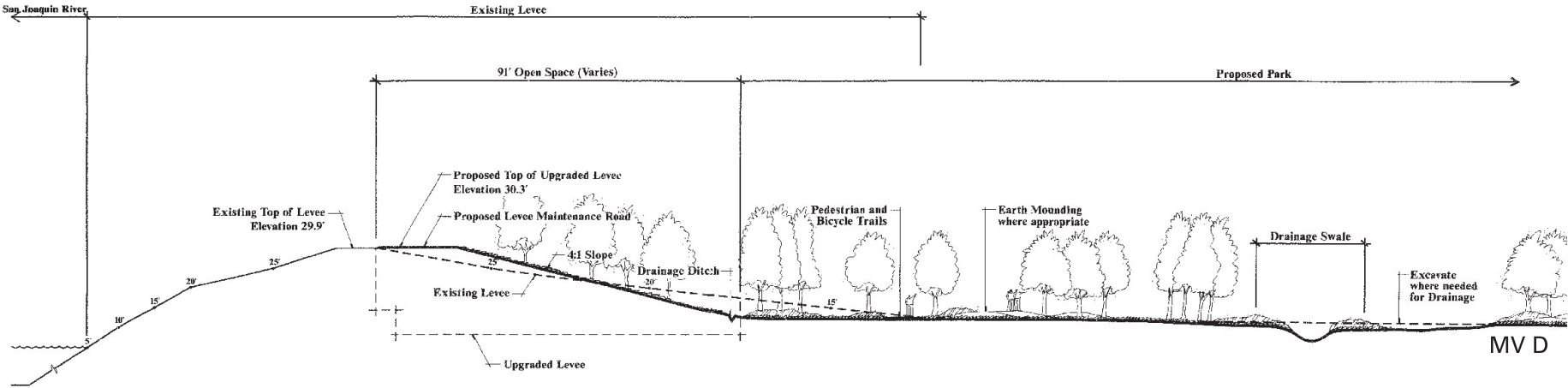


River Islands Parkway Residential Edge

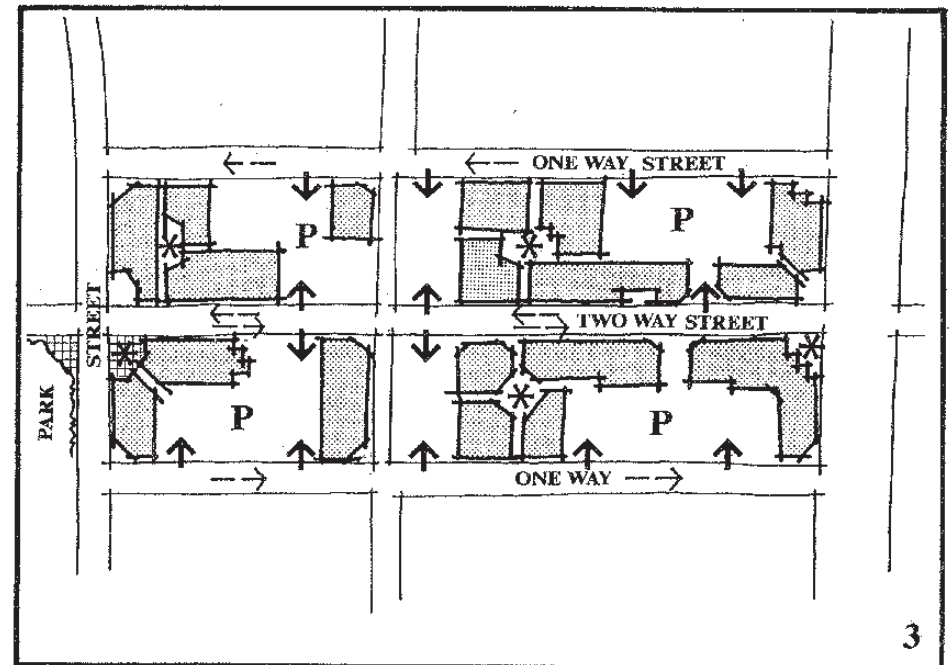
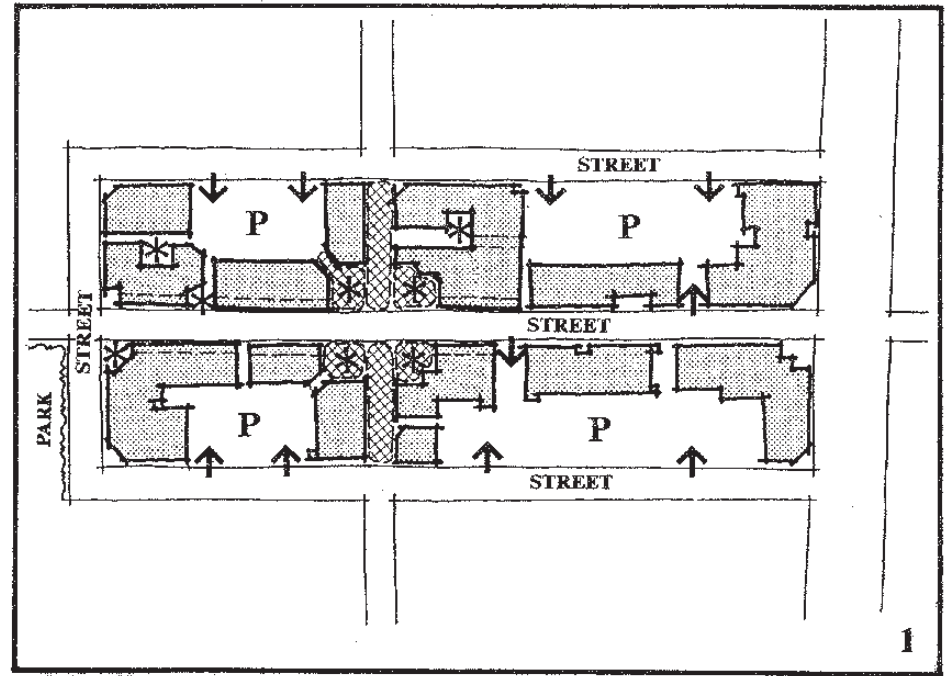




San Joaquin Levee Open Space



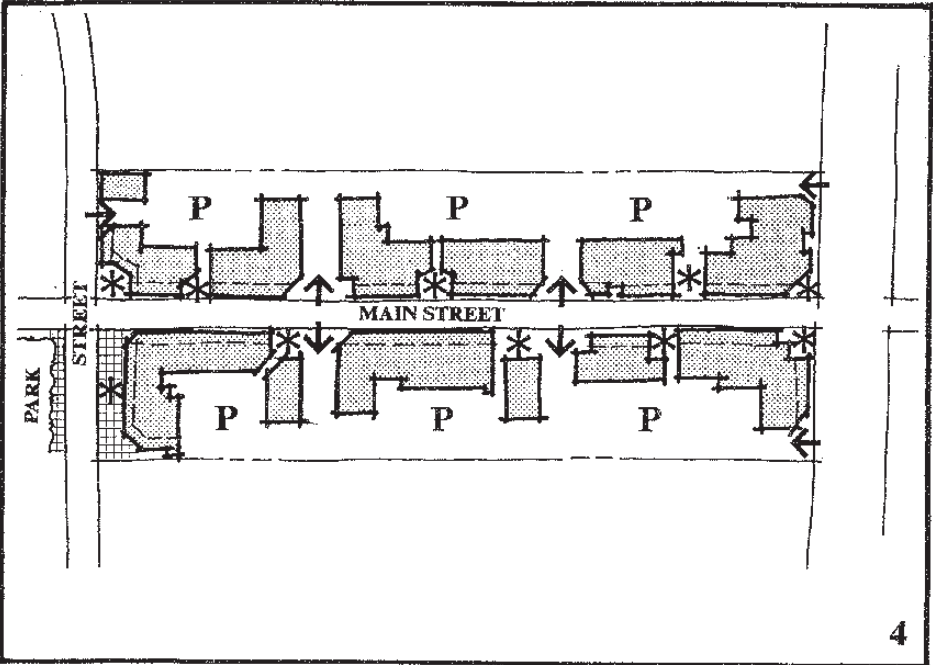
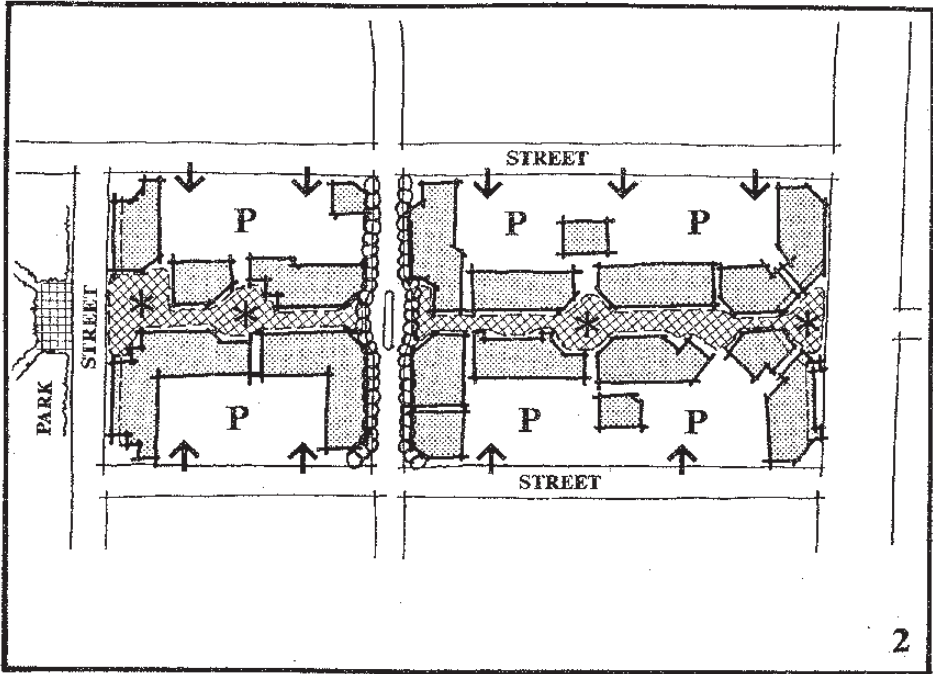
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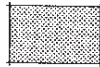
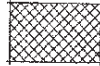


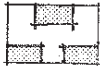


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Village Center



LEGEND

-  RETAIL, COMMERCIAL, RESTAURANTS AND OFFICE
-  PEDESTRIAN ORIENTED STREET
-  PEDESTRIAN ALLEE/ PROMENADE
-  PEDESTRIAN PLAZA, COURTYARD
-  STREET ORIENTED ARCADE
-  AUTO ACCESS
-  PARKING

MV F
FOR CONCEPTUAL PURPOSES ONLY

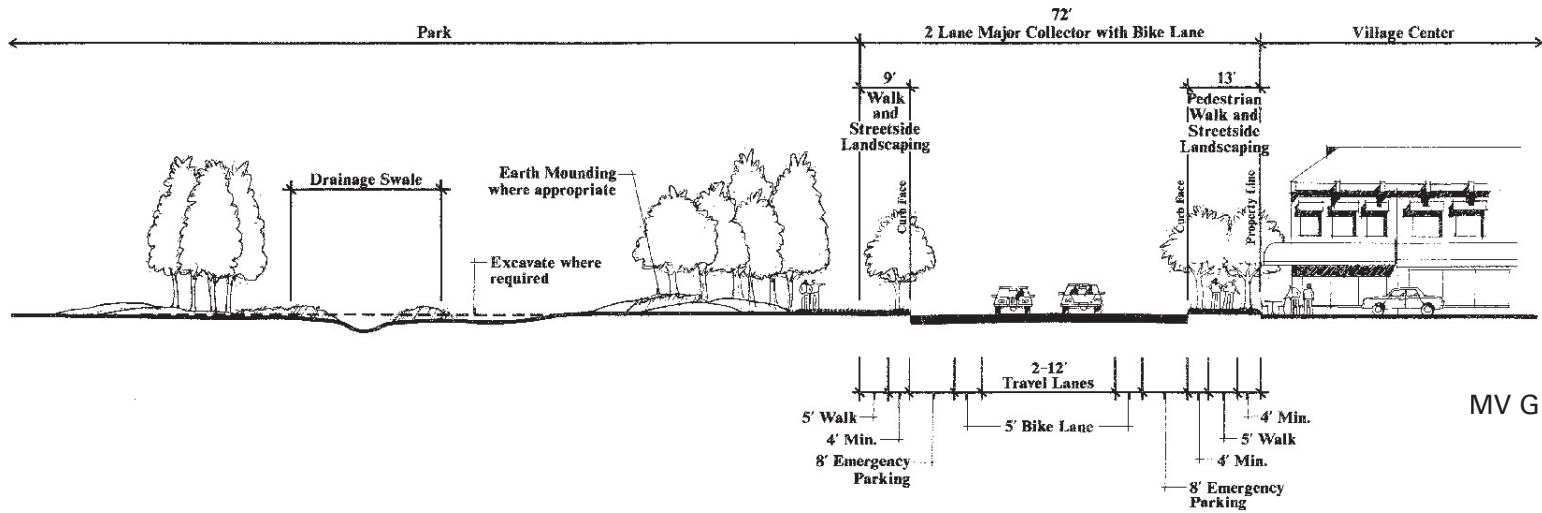
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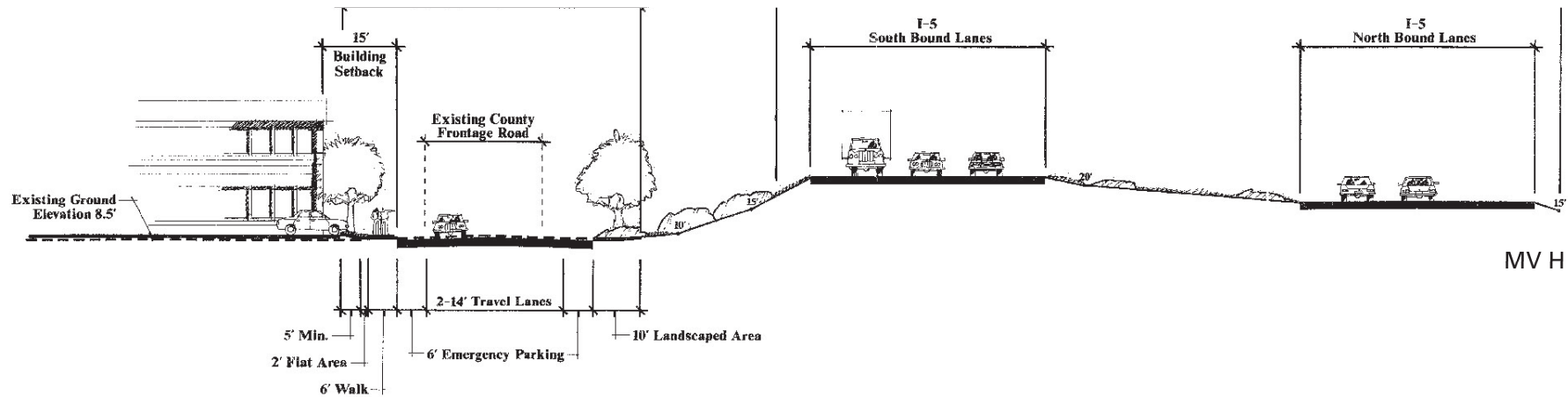
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Village Center Edge

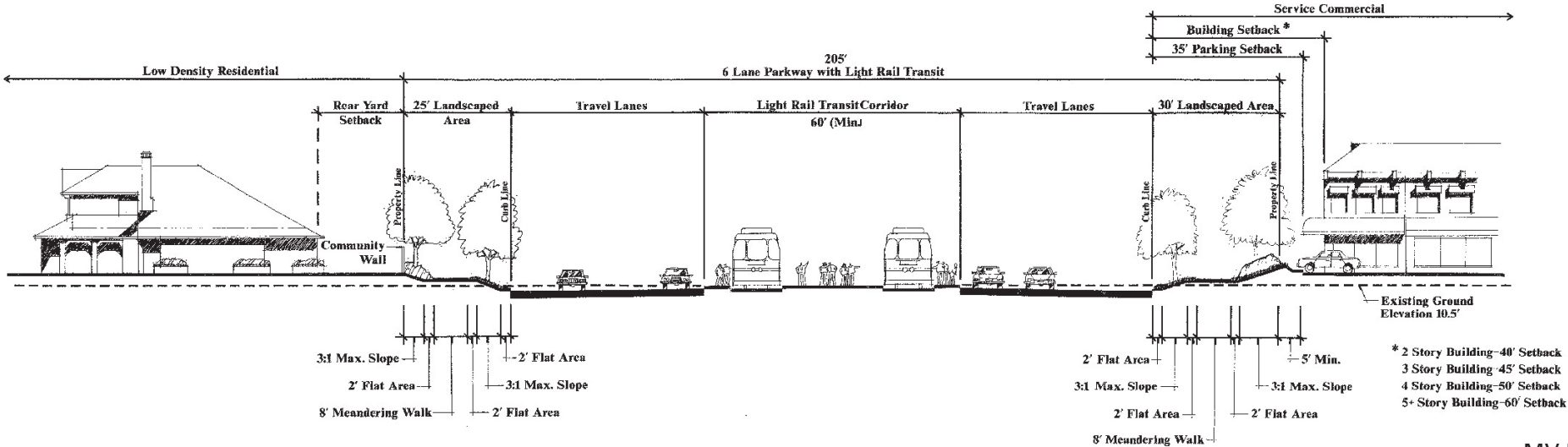


Freeway Frontage





Golden Valley Parkway Mixed Use Edges



MV I



4. Mossdale Village Zoning, Design Guidelines and Development Standards

a. Zoning District and Land Use Policies

Within the Mossdale Village, certain zoning districts will be established within the Specific Plan to regulate the differing types of development within the planned areas. While the existing Lathrop Zoning Code may be utilized for these zoning districts, there are some regulations and policies that must differ from the existing code because of the village's proximity to the San Joaquin River and water uses, the linear park along the river that will front many of the dwelling units, differences in types of dwelling units themselves, etc. As a result, the regulations stipulated by the existing Lathrop Zoning Code will be enhanced by the establishment of the Mossdale Village combining zone, designated as "MV". The MV designation will be assigned to the various land uses described in this section to differ-



entiate between regulations that pertain to the village and those that may strictly apply to other parts of the City. The Lathrop Zoning Code shall apply for all development standards not addressed herein. See Figure V-2: Mossdale Village Zoning.

b. Planned Unit Developments (PUD)

Planned Unit Developments (PUD's) are frequently used to meet the objectives of the General Plan and Zoning Code, while also providing for the development of planned units which do not conform in all respects with the land use pattern designated in a zoning district. A planned unit development may include a combination of different dwelling types and/or a variety of land uses which are made to complement each other and yet be complementary with existing and proposed land uses in the vicinity.

In order to provide locations for PUD's, the Planning Commission will be empowered to grant use permits for planned unit developments, provided that such developments comply with the regulations prescribed in this section. The only area in which a PUD is not possible is the single family residential areas at the proposed marina. This area will be developed within the guidelines and standards for the RX-MV district described later in this section. The approval of a PUD that is not designated by the General Plan is intended to be discretionary on the part of the City rather than an entitlement of a landowner.

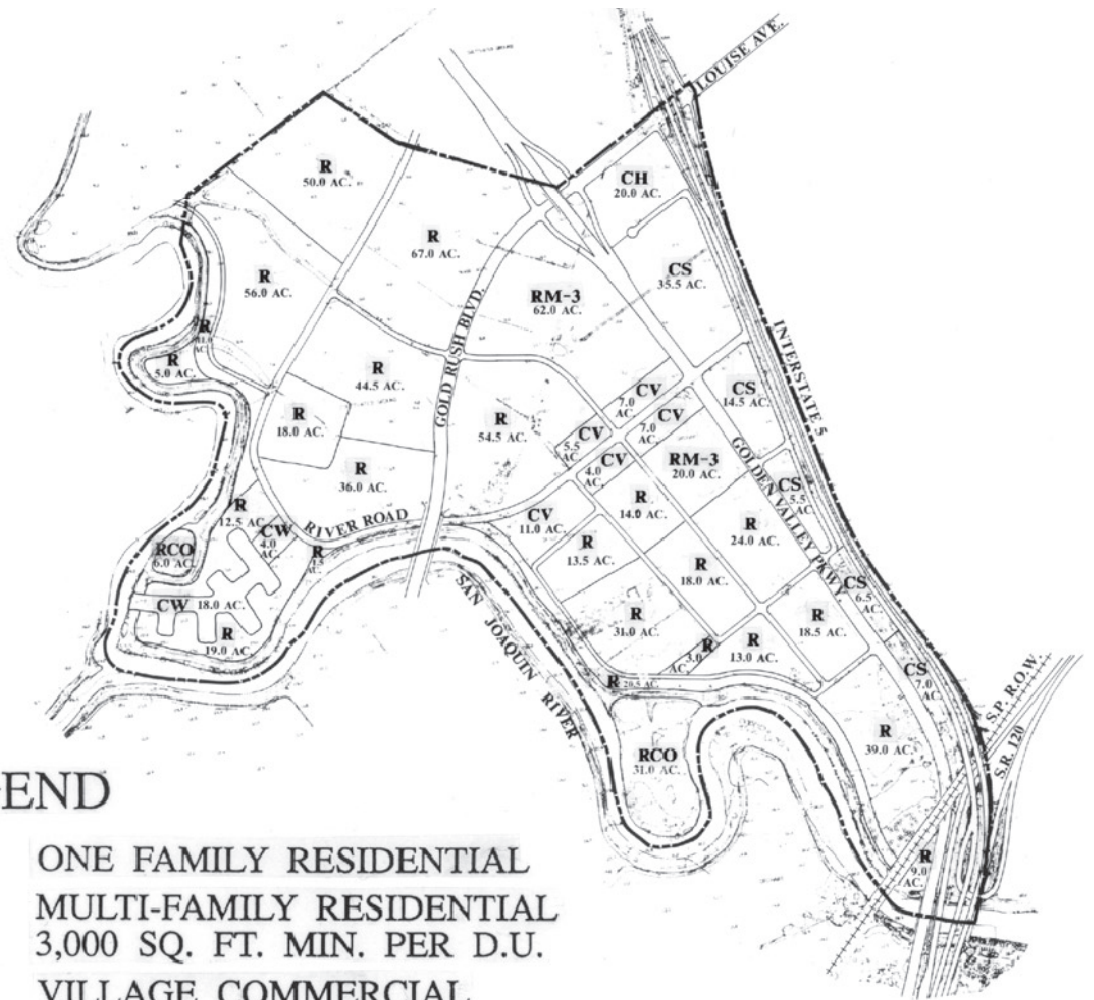
c. Commercial Uses

(i). Village Center Zoning District (CV-MV District)

As described earlier in this document, the Village Center for Mossdale Village will be the foremost community gathering place for Mossdale Village residents. They will come here day and night to shop, dine, use community facilities and attend public and private events. These many needs can be met by various design solutions, each of which tends to meet one need better than others. For example, a village center solution that maximizes for parking which shopkeepers desire diminishes the enjoyment pedestrians can get from the street life. Four examples are provided herein which reflect ways to achieve several of the more universal objectives which this plan supports for the Mossdale Village Village Center design. (See Section MV F).



Zoning



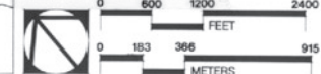
LEGEND

- R ONE FAMILY RESIDENTIAL
- RM-3 MULTI-FAMILY RESIDENTIAL
3,000 SQ. FT. MIN. PER D.U.
- CV VILLAGE COMMERCIAL
- CS SERVICE COMMERCIAL
- CH HIGHWAY COMMERCIAL
- CW WATERFRONT COMMERCIAL
- RCO RESOURCE, CONSERVATION
AND OPEN SPACE

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SEPTEMBER 27, 1995 FIGURE V-2





- Pedestrian enjoyment of the main street environment is a priority so long as cars can be parked nearby.
- Storefront widths, building facades, fenestration and design character shall be of a scale that creates an inviting small scale character for the main street.
- Buildings will be sited such that they frame the space in which they are sited, while maintaining a strong visual and pedestrian interface with surrounding residential uses.
- The facade and entries of buildings on the main street shall abut the sidewalk; setbacks are expressly discouraged.
- Sidewalks are to be of ample width for high pedestrian volumes and use of the sidewalks for window-shopping, cafe tables and the like. (See Section MV G.)
- The village center design shall be inviting for travelers where it meets Golden Valley Parkway. It should include a light-rail transit stop and bus stops.
- The design for the village center and adjoining park shall be done to maximize the usefulness and attractiveness of each to the other.

(1) Permitted Uses for the Village Center

The Village Center will typically contain the following types of uses, which will include various stores, shops, services and community oriented activities. The permitted uses listed here are not meant to be comprehensive; they are representative types of uses desired for the Village Center, other uses indicative of the major categories may also be included.

- (a) Personal services: barber, beauty salon, tailor, shoe repair.
- (b) Retail convenience shopping: supermarket, pharmacy, variety store, delicatessen, food market, video/music, packaged liquor, ice creams shop, greeting cards, coffee shops, restaurants (fast food and “sit-down” but no drive through facilities), florists, and hardware and garden shop.
- (c) Business and professional offices: medical, dental, optometry, accounting, legal services, building and site design.



- (d) Limited automobile services: gasoline and minor repairs.
- (e) Household services: small appliance and equipment repair, rug cleaning, drapery and blind installation, landscape contracting, small building and contracting services than can be conducted wholly with a building.
- (f) Public and community oriented services: churches, nursery schools, day care, senior center, social clubs, convalescent and assisted care homes, arts instruction (music, dance, painting), health clubs, medical and urgent care clinics.

(2) Development Standards for the Village Center

The following development standards are to be used to “measure” a proposed use to determine whether it meets the intent of this Specific Plan and the City’s Zoning Ordinance where applicable.

(a) Urban Design Concept Review:

Prior to the establishment of any uses within the Village Center, an applicant must first provide an initial design concept that encompasses the entire Village Center development. This will entail maps drawn to scale that indicate what intended structures, parking areas, signage, land uses, landscaping and circulation patterns will be proposed for the Village Center in accordance with the standards set forth by this section. The initial design concept will be reviewed and approved by the Planning Commission prior to acceptance of any development or building permits for the village Center. Any amendments or modifications to the approved design concept must be redesigned in its entirety and be reviewed and approved by the Planning Commission as a separate plan.

(b) Screening and Landscaping; Fences, Wall and Hedges:

- Open storage of materials and equipment is prohibited unless it meets the pedestrian oriented concept of the Village Center, such as storage of table and chairs for sidewalk cafe use.
- No fences shall be allowed between the Village Center uses and surrounding residential uses.
- Street trees and other forms of landscaping shall be required under the provisions of Chapter 193 of the Lathrop Zoning Code.



(c) Site Area: No limitation.

(d) Frontage, Width and Depth of Site:

No limitation, however frontage of commercial structures shall be articulated. The desirable storefront width is 25 feet or less. Shop entrances should be at intervals not to exceed 50 feet.

(e) Lot Coverage: No limitation.

(f) Yard Requirements:

- The minimum front yard shall be zero (0) feet.
- The minimum side and rear yards shall be zero (0) feet, except along the frontage of Golden Valley Parkway, in which case the setback shall be a maximum of fifteen (15) feet.

(g) Distances Between Structures:

Distance between structures shall be zero (0) feet, when separated by a fire wall as required by the Uniform Building Code, except where pedestrian access between buildings is required, in which case the distance between buildings shall be a maximum of fifteen (15) feet.

(h) Building Height: 50 feet or three stories maximum.

(i) Off-Street Parking and Off-Street Loading:

Off-street parking and off-street loading facilities shall be provided in accordance with Chapter 182 of the Lathrop Zoning Code, unless a modification of requirements is approved with the Initial Design Concept Review required under subsection.

(j) Signs and Outdoor Advertising Structures:

- No monuments or freestanding signs shall be permitted.
- All building signs shall be consistent with the building architecture and shall not extend beyond the roofline of the building or for two story buildings, higher than two (2) feet below the second story window sill. No building sign shall be lower than eight (8) feet from grade. Building signs shall be permitted on both the front and rear of structures.



- Hanging signs and canopy signs are permitted, provided that the bottom of such signs does not hinder pedestrian travel.
- One (1) projection sign may be permitted for each business in lieu of a hanging or canopy sign, provided that the maximum distance from the face of the building for the total sign width is four (4) feet. No projection sign may be lower than eight (8) feet from grade
- Directional signs for parking lots shall be limited to a maximum of six (6) square feet and be no more than four (4) feet in height. Directional signs shall only be utilized to direct orderly flow of ingress and egress traffic; no business copy or logo is permitted on directional signs.
- One area identification sign (entrance sign to the Village Center) shall be permitted. No logos of commercial copy shall be allowed on this sign. Design and placement of this sign shall be reviewed and approved with the initial design concept review described above.

(ii). Highway Commercial Zoning District (CH-MV)

Innovative non-residential architecture is encouraged, but designs should achieve a fit with their setting rather than appear to be isolated architectural statements. The fronts of buildings or sides which orient toward public rights-of-way or areas should be “humanized”, using forms, scale and materials that are not overwhelming for pedestrians. Articulation of rooflines and facades is required. Entry courts, plazas, recreation areas or other features that invite visual or physical interaction on site are encouraged. Windows fronting a pedestrian zone are desirable to allow indoor and outdoor activities to be visible. These guidelines apply to mixed use, highway commercial, regional commercial, business park and corporate park uses.

Highway commercial uses (designated as “freeway commercial” in the General Plan) will be generally located near the interchange of I-5 and Golden Valley Parkway. This area will be utilized mainly by freeway travelers as a place to rest, eat, lodge, or re-fuel. In certain cases, other similar automobile oriented businesses will also be located here. Despite the automobile orientation of the highway commercial area, the following guidelines shall apply to guarantee that an acceptable visual and pedestrian interface with surrounding areas is maintained. (See Section MV H.)

- Sidewalks and landscaped strips adjoining buildings and parking areas shall be provided to allow for a softened visual appearance and pedestrian friendly access to other village areas.



- Cluster signage shall be required to avoid multiple freestanding sign clutter. All signage will be architecturally compatible with the surrounding area.

(1) Permitted and Conditionally Permitted Uses for the Highway Commercial CH - MV Zoning District

Permitted and conditionally permitted uses for the highway commercial district will be as provided for in section 179.05 of the Lathrop Zoning Code. Review of building permits, administrative review, site plan review and conditional use permits shall be as is provided in Chapter VI: Implementation of this Specific Plan.

(2) Development Standards for the CH-MV Zoning District

The following development standards are to be used to “measure” a proposed use to determine whether it meets the intent of this specific plan and the City’s Zoning Ordinance where applicable.

(a) Urban Design Concept Review:

Prior to the establishment of any use within the highway commercial area, an applicant must first provide an urban design concept that encompasses the entire highway commercial development. This will entail maps drawn to scale that indicate what intended structures, parking areas, signage, land uses, landscaping and circulation patterns will be proposed for the highway commercial area in accordance with the standards set forth by this section. The urban design concept will be reviewed and approved by the Planning Commission prior to acceptance of any development or building permits for the highway commercial area. Any amendments or modifications to an approved design concept must be reviewed in its entirety and approved by the Planning Commission as a separate plan.

(b) Screening and Landscaping; Fences, Wall and Hedges:

- Open storage of materials and equipment is prohibited unless it is fully screened from the adjoining streets or other land uses.
- Street trees and other forms of landscaping shall be required under the provisions of Chapter 193 of the Lathrop Zoning Code.
- No fences shall be permitted along property edges.



(c) Site Area: No limitation.

(d) Frontage, Width and Depth of Site: No limitation.

(e) Lot Coverage: No limitation.

(f) Yard Requirements:

- The minimum setback from River Islands Parkway and Golden Valley Parkway shall be fifteen (15) feet.
- The minimum setback from other streets (including Manthey Road) shall be ten (10) feet.

(g) Distances between Structures: Distance between structures shall be ten (10) feet.

(h) Building Height: 35 feet or two stories maximum.

(i) Off-Street Parking and Off-Street Loading:

Off-street parking and off-street loading facilities shall be provided in accordance with Chapter 182 of the Lathrop Zoning Code, unless a modification of requirements is approved with the urban design concept review required under subsection

(j) Signs and Outdoor Advertising Structures:

Signs shall generally be in conformance with Section 183.04(d) of the Lathrop Zoning Code with the following exceptions, which shall prevail:

- (i) A master signage plan as described in Section 183.04 of the Lathrop Zoning Code is required for this area. The master signage plan shall be provided as part of the urban design concept review.
- (ii) No freestanding signs shall be permitted for individual uses other than one (1) monument sign. The permitted monument sign shall contain a maximum of fifty (50) square feet for each face and a maximum of eight (8) feet in height.
- (iii) One multi-user (cluster) sign shall be utilized for highway identification for all users within the highway commercial area. This sign shall contain no more than 700 square feet of sign face (one side) or be more than fifty (50) feet in height. An exception to this standard may be approved



through the required urban design concept plan review if seven (7) or more different users are proposed.

(iv) No outdoor advertising structures shall be permitted.

(iii).Service Commercial Zoning District (CS-MV)

Service commercial uses will be located along the frontage of I-5, between Golden Valley Parkway and Manthey Road. The service commercial district is intended primarily for establishments engaged in servicing equipment, materials and products, but which do not require the manufacturing, assembly, packaging or processing of articles or merchandise for distribution and retail sale. Despite its “hybrid” characteristics with uses industrial in nature, proposed uses in the service commercial district shall provide an architecturally consistent interface with Golden Valley Parkway and the surrounding land uses.

(1) Permitted and Conditionally Permitted Uses for the Service Commercial CS - MV Zoning District

Permitted and conditionally permitted uses for the highway commercial district will be as provided for in Section 179.04 of the Lathrop Zoning Code. Review of building permits, administrative review, site plan review and conditional use permits shall be as in provided in Chapter VII: Implementation of this Specific Plan.

(2) Development Standards for the CS-MV Zoning District

(a) Urban Design Concept Review:

Prior to the establishment of any use within the service commercial area, an applicant must first provide an urban design concept that encompasses a given planning unit of the service commercial district. This will entail maps drawn to scale that indicate what intended structures, parking areas, signage, land uses, landscaping and circulation patterns will be proposed for the planning unit in accordance with the standards set forth by this section. The urban design concept will be reviewed and approved by the Planning Commission prior to acceptance of any development or building permits



for the planning unit. Any amendments or modifications to an approved design concept must be reviewed in its entirety and approved by the Planning Commission as a separate plan.

(b) Screening and Landscaping; Fences, Wall and Hedges:

- Open storage of materials and equipment is prohibited unless it is fully screened from the view of adjoining streets or other land uses.
- No fences or walls shall be permitted along Golden Valley Parkway unless granted in special circumstances by the Planning Commission in conjunction with the urban design concept review. Fences and walls along Manthey Road shall be architecturally compatible with the surrounding area and maintain a minimum 10 foot setback for gates.
- Street trees and other forms of landscaping shall be required under the provisions of Chapter 193 of the Lathrop Zoning Code.

(c) Site Area: No limitation.

(d) Frontage, Width and Depth of Site: No limitation.

(e) Lot Coverage: No limitation.

(f) Yard Requirements:

- The minimum setback from Golden Valley Parkway shall be fifteen (15) feet.
- The minimum setback from other streets including Manthey Road shall be zero (0) feet.

(g) Distances between Structures: Distance between structures shall be ten (10) feet.

(h) Building Height: Thirty-five (35) feet or two stories maximum.

(i) Parking and storage areas shall be sited and screened such that they do not become incompatible with their interface with Golden Valley Parkway and adjacent residential areas.

(j) Sidewalks and landscaped strips adjoining buildings and parking areas shall be



provided for a softened visual appearance and pedestrian friendly access to other village areas.

(k) Off-Street Parking and Off-Street Loading: Off-street parking and off-street loading facilities shall be provided in accordance with Chapter 182 of the Lathrop Zoning Code, unless a modification of requirements is approved with the urban design concept review required under subsection.

(l) Signs and Outdoor Advertising Structures:

- All signage shall be architecturally compatible with the surrounding area.
- Signs shall generally be in conformance with Section 183.04(d) of the Lathrop Zoning Code with the following exceptions, which shall prevail:
 - (i) A master signage plan as described in Section 183.04 of the Lathrop Zoning Code is required for each planning unit. The master signage plan shall be provided as part of the urban design concept review.
 - (ii) No freestanding signs shall be permitted other than one (1) monument sign. The permitted monument sign shall contain a maximum of fifty (50) square feet for each face and a maximum of eight (8) feet in height.
 - (iii) No outdoor advertising structures shall be permitted.
 - (m) The use of pre-fabricated structures will be prohibited in this zoning district and all proposed structures shall be compatible with the surrounding area.

(iv).Waterfront Commercial Zoning District (CW-MV)

The Waterfront Commercial district will be located adjacent to the marina at the San Joaquin River to primarily serve those residents in the marina residential area and of users of the marina itself. The area is small (4 acres) and will only accommodate specific uses of neighborhood character primarily. The district shall be developed in an architecturally consistent manner to interface with open space areas near the San Joaquin River and the surrounding land uses. As a result the following guidelines shall be applied to new development in this area:



- Parking and storage areas shall be sited and screened such that they do not become incompatible with the adjacent residential areas.
- Pedestrian access to and from the waterfront commercial area shall be integrated into its site planning.
- All signage will be architecturally compatible with the surrounding area.
- The use of pre-fabricated structures will be prohibited in this zoning district and all proposed structures shall be architecturally compatible with the surrounding area.

(1) Permitted and Conditionally Permitted Uses for the Waterfront Commercial CW - MV
Zoning District

Permitted uses for the waterfront commercial district will be as provided as follows. Any additions to this list may be applied for under provisions of the Lathrop Zoning Code. Establishment of any use listed below may be subject to site plan review and/or building permit review as described in Chapter VI: Implementation of this Specific Plan.

- Apparel
- Art supply
- Bakery goods
- Banks
- Barber shops and beauty salons
- Boat sales, service and repair
- Books and rental libraries
- Camera equipment and supplies
- Candy and confectioneries
- Clothes cleaning (pick-up and delivery, dry cleaning within enclosed machines)
- Clinics (medical)
- Commercial small business offices, not involving more than 8,000 sq. ft. of gross floor area)
- Dairy products
- Pharmacies
- Dry goods



- Electrical appliance repair (small appliances only)
- Florists
- Food stores and delicatessens, but not supermarkets
- Garden supply and plant nurseries, provided that all equipment, supplies and merchandise other than plants and mulches shall be kept within completely enclosed buildings or under a shade structure, and with fertilizer to be stored and sold only in packaged form
- Gifts
- Hardware
- Hobby supplies
- Liquor (packaged)
- Mini-storage
- Newsstands and magazines
- Pressing of wearing apparel
- Restaurants and cafes
- Self-service laundry and dry-cleaning
- Shoes
- Shoe repair
- Soda fountains
- Tailoring and dressmaking
- Video stores, subject to the limitations of Lathrop City Ordinance No. 92-64
- Variety stores, not involving more than 10,000 square feet of gross floor area
- Other compatible uses which are added to this list according to the procedures in Section 184.01 of the Lathrop Zoning Ordinance.

(2) Development Standards for the CW-MV Zoning District

(a) Urban Design Concept Review:

Prior to the establishment of any use within the waterfront commercial area, an applicant must first provide an urban design concept that encompasses the entire waterfront commercial district. This will entail maps drawn to scale that indicate what intended structures and massing, parking areas,



signage, land uses, landscaping and circulation patterns will be proposed for the entire planning area in accordance with the standards set forth by this section. The urban design concept will be reviewed and approved by the Planning Commission prior to acceptance of any development or building permits for the area. Any amendments or modifications to an approved design concept must be reviewed in its entirety and approved by the Planning Commission as a separate plan.

(b) Screening and Landscaping; Fences, Wall and Hedges:

- Open storage of materials and equipment is prohibited unless it is fully screened from the view of adjoining streets or other land uses.
- No fences or walls shall be permitted along the open space areas near the open space areas near the San Joaquin River unless granted in special circumstances by the Planning Commission in conjunction with the urban design concept review. No fences and walls shall be permitted between this district and the surrounding residential areas.
- Street trees and other forms of landscaping shall be required under the provisions of Chapter 193 of the Lathrop Zoning Code.
- No outdoor advertising structures shall be permitted.

(c) Site Area: No limitation.

(d) Frontage, Width and Depth of Site: No limitation.

(e) Lot Coverage: No limitation.

(f) Yard Requirements:

- The minimum setback from the adjacent open space areas shall be fifteen (15) feet.
- The minimum setback from other yards shall be ten (10) feet.

(g) Distances between Structures:

Distance between structures shall be ten (10) feet.

(h) Building Height:

Thirty-five (35) feet or two (2) stories maximum.



(i) **Off-Street Parking and Off-Street Loading:**

Off-street parking and off-street loading facilities shall be provided in accordance with Chapter 182 of the Lathrop Zoning Code, unless a modification of requirements is approved with the urban design concept review required under subsection.

(j) **Signs and Outdoor Advertising Structures:**

Signs shall generally be in conformance with Section 183.04(d) of the Lathrop Zoning Code with the following exceptions, which shall prevail:

- (i) A master signage plan as described in Section 183.04 of the Lathrop Zoning Code is required for each planning unit. The master signage plan shall be provided as part of the urban design concept review.
- (ii) No freestanding signs shall be permitted for individual uses other than one (1) monument sign. The permitted monument sign shall contain a maximum of fifty (50) square feet for each face and a maximum of eight (8) feet in height.

d. Residential Uses

1. Single Family Residential (R-MV; RX-MV)

The range of housing densities permitted in Mossdale Village and Southeast Stewart Tract is described in Chapter III: Land Use. Within this wide range of densities, all kinds of single family detached to multiple family attached housing units are possible.

Given the long term buildout of the plan area, the intent of this section is to restrict only those aspects of housing developments which adversely affect the street or public domain, and to otherwise allow for and encourage diversity and innovation.

In this section, site planning for single family homes is addressed at two levels: lot and blockface. The intent is to allow lotting patterns which provide for privacy and individuality and blockface requirements that minimize monotony in massing or setbacks, while retaining the opportunity for production of housing that is attainable for a wide range of households.



- An “alcoholic recovery facility” as defined by the State Health and Safety Code, which provides care to six (6) or fewer persons, whether or not related.
- A State-authorized, certified or licensed family care home, foster home or group home serving six (6) or fewer mentally disordered or otherwise handicapped persons, or dependent and neglected children.
- Accessory structures and uses located on the same site with a permitted use.
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(b) Permitted Uses: Administrative Approval Required

The following uses shall be permitted in areas covered by an Urban Design Concept and subject to Neighborhood Design Review.

The following uses may be permitted in accordance with Chapter VI: Implementation of this Specific Plan.

- Enclosed temporary construction materials storage yards required in connection with the development of a subdivision, and temporary subdivision sales offices and signs and model home display areas.
- Gas and electric transmission lines in accordance with Section 185.08 of the Lathrop Zoning Code, electrical distribution substations, gas regulator stations, communications equipment buildings, public service pumping stations and elevated pressure tanks.
- Mobilehomes on permanent foundations designed in accordance with the standards of Section 183.05 of the Lathrop Zoning Code.
- A “large family day care home” as defined by the State Health and Safety Code for seven (7) to twelve (12) children, inclusive, including children who reside at the home.
- Home occupations in accordance with Section 183.01 of the Lathrop Zoning Code.
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(c) Permitted Uses: Building Permit Review Required



Single family homes may be placed on a variety of lot shapes. Minimum lot widths are allowed so long as one of the two facing residential units exhibits some building setback at the first or second story. Front yard setbacks should vary, but driveway lengths must ensure that cars are not parked in the sidewalk zone and minimum living-area setbacks must include fenestration or other facade treatment that help to articulate the streetscape.

Additional considerations are needed to interrelate housing and public areas. The design of homes next to parks, public open space or public trails should be oriented toward both these amenities and the street. (See Sections MV A and MV E). Ample second-story fenestration is required on building faces overlooking off-street trails or open space to create housing explicitly oriented toward these common areas.

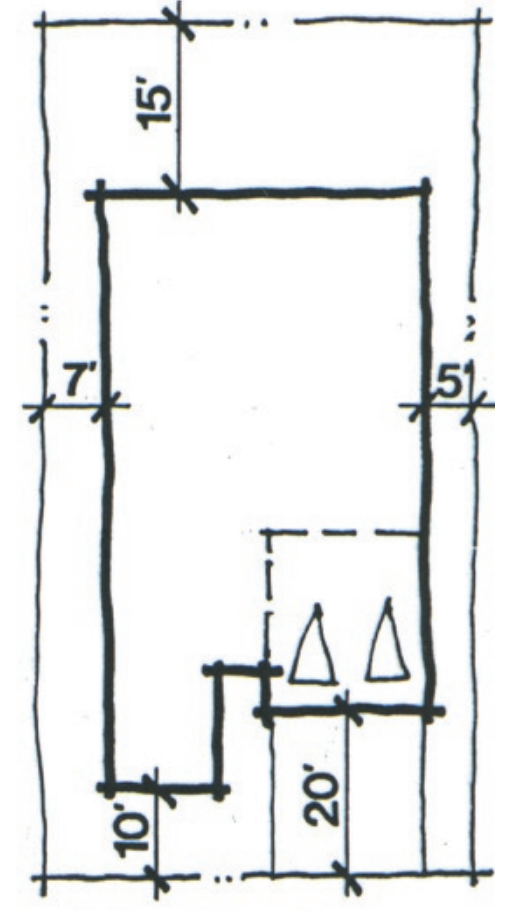
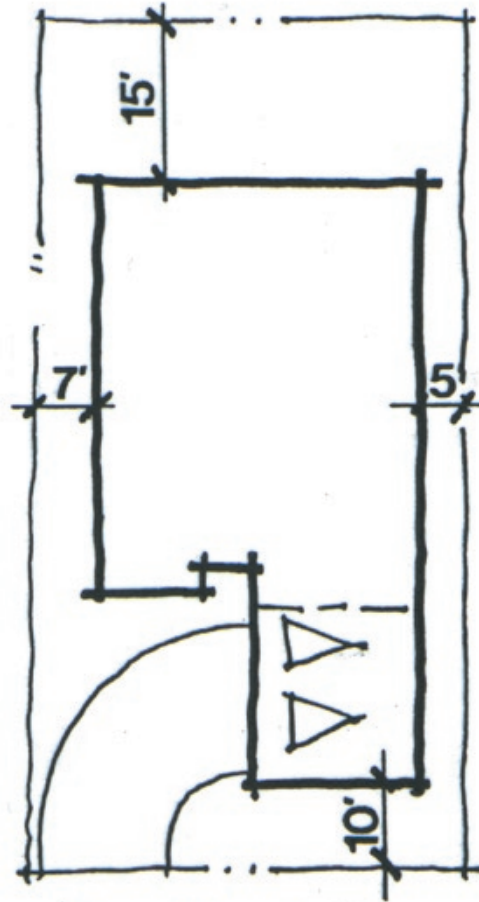
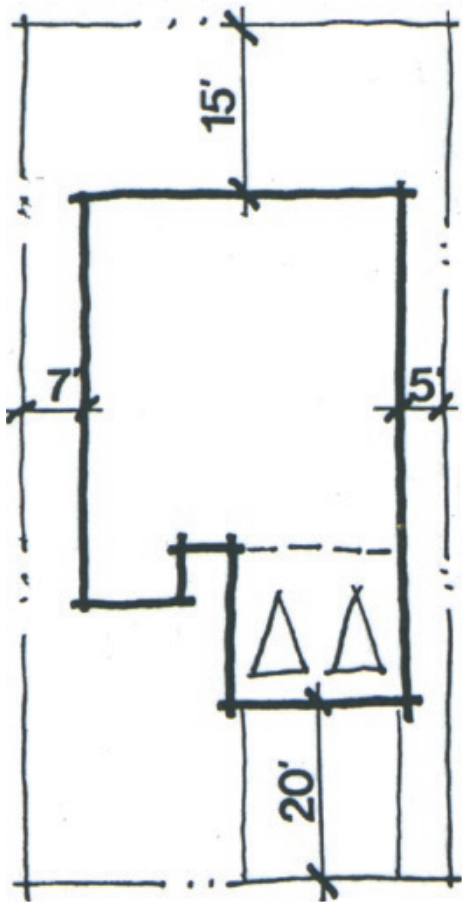
Neighborhood street character is an overriding concern. The relationship between a row of houses on a street is an important element of neighborhood character. On all street scenes, the amount of building allocated to living space, i.e. living rooms, dining rooms, entries, shall be maximized and should drive the floor plan design and plotting of the unit. “Garage-scapes” type street scenes where the overall neighborhood character is dominated by garage doors are expressly discouraged.

Some of the site planning techniques that should be used to create variety along local streetscapes include: varied front and side building elevations; variations in lot width; gently curving streets and varied garage/living space front yard setbacks. What is most effective will vary depending upon the situation. For example, lot width variations can add diversity in small-lot subdivisions; on large lots, such variations add little visual variety. Most streets should have varied setbacks, alleviating the linear repetition often found in subdivisions in flat locales. Those site planning techniques that offer the minimum repetition along each block should be employed.

Although these guidelines do not address the architectural design details of residences, there are nonetheless overriding concerns regarding residential architecture that should guide housing design. A balance is to be created in residential design between overly homogeneous use of materials, rooflines, etc. and allowing any and all types of design in a given neighborhood. Each Mossdale Village and Southeast Stewart Tract residential neighborhood should have some consistent design features in



Front Yard Setbacks





order to create a coherent character for that neighborhood.

In summary, site planning for single family detached homes shall be concerned with both lot and blockface characteristics. While privacy of individual units is to be maintained, blockfaces should be varied to de-emphasize redundancy in massing and setbacks. While most subdivisions in these areas will provide varying lot sizes, minimum standards are needed to provide an optimum level of opportunities for changing family lifestyles and to ensure interesting and cohesive neighborhood character.

The R-MV zoning district pertains to single family detached housing between the San Joaquin River and Golden Valley Parkway. It provides for various types of detached housing with varying lots sizes that generally will be a minimum of 6,000 square feet.

The RX-MV zoning district pertains to single family detached housing adjacent to the marina at the San Joaquin River.

The site planning and design of residential uses are subject to review as part of the Urban Design Concept and Neighborhood Design Review for each development area.

(a) Permitted Uses for the R-MV and RX-MV Zoning Districts

The following uses shall be permitted in areas covered by an Urban Design Concept and subject to Neighborhood Design Review.

- One-family detached dwellings.
- Raising of fruit and nut trees, vines, vegetables and horticultural specialties on a non-commercial basis.
- Fenced or enclosed swimming pools for either individual, family or communal use on an exclusive non-commercial basis, provided that no swimming pool shall be located within an utility easement.
- A “small family day care home” as defined by the State Health and Safety Code, which provides family day care to six (6) or fewer children, including children who reside in the home.



The following uses shall be permitted in areas covered by an Urban Design Concept and subject to Neighborhood Design Review.

The following permitted uses shall be reviewed and approved by Community Development Director during the review of a required building permit.

- Garden structures in accordance with the development standards described in this section.
- Tennis courts, including related fencing over seven (7) feet in height located on the same site as a permitted or conditional use.
- Incidental and accessory structures and uses as defined by Section 170.08 of the Lathrop Zoning Code located on the same site as a use permitted by administrative approval or conditional use.
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(d) Permitted Uses: Planning Commission Approval Required

The following uses shall be permitted in areas covered by an Urban Design Concept and subject to Neighborhood Design Review.

The following conditional uses may be permitted in accordance with the provisions of Chapter VI: Implementation of this Specific Plan.

- Public and quasi-public uses of an educational or religious type including public and parochial elementary schools, junior high schools, high schools and colleges; nursery schools; private non-profit schools and colleges; churches; parsonages and other religious institutions.
- Public and private charitable institutions, hospitals, sanitariums, rest homes, and nursing homes, including a state authorized, certified or licensed family care home, foster home or group home serving seven (7) or more mentally disordered or otherwise handicapped persons, including rehabilitation homes for the alcohol and/or chemically dependent, or dependent and neglected children, where such homes provide care on a 24-hour basis.
- Public uses of an administrative, recreational, public service or cultural type including city, county, state or federal administrative centers and courts, libraries, museums, art galleries, police and fire stations and other public buildings, structures and facilities; public playgrounds, parks



and community centers.

- Modest expansion of remodeling of an existing non-conforming use of a structure or land, limited to twenty-five (25) percent or less of the assessed value of existing structures, or reestablishment of a non-conforming use which has been damaged, except non-conforming signs and outdoor advertising structures, non-conforming uses occupying a structure with an assessed valuation of less than \$100, and non-conforming fences, walls and hedges.
- A second unit dwelling attached to or appurtenant to an existing single family detached residence, in accordance with the provisions for a conditional use permit in Chapter VI: Implementation of this Specific Plan.
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(e) Development Standards for the R-MV and RX-MV Zoning Districts

(i) Fences, Walls and Hedges:

- In front yards, side yard fences between the front property line and the facade of the dwelling unit shall not exceed three (3) feet in height, except when the fence is incorporated architecturally with the dwelling unit, encompassing active living space. Such fences shall not exceed six (6) feet in height nor be closer than ten (10) feet to front property line.
- Front yard fences shall not exceed three (3) feet in height, except when the fence is incorporated architecturally with the dwelling unit, encompassing active living space. Such fence shall not exceed six (6) feet in height nor be closer than ten (10) feet to front property line.
- On corner lots, side yard fences shall be located no closer than ten (10) feet from the property line.
- All rear yard fences shall be located on the rear property line with only one fence located on the property line.
- On corner lots, in no event shall a fence or other screening device over three (3) feet in height be located within the triangular area formed by the intersection of the two corner property lines from a distance of twenty-five (25) feet.
- Soundwalls: Where residential developments abut arterial or major collector streets (Golden



Valley Parkway, River Islands Parkway) and acoustical screening is required, a combination of landscaped berms and walls shall be constructed such that the soundwalls are no more than fifty (50) percent of the total height of the screening.

(ii) Site Area

The minimum site area in the R-MV and RX-MV districts shall be 6,000 square feet. The minimum site area in the R-MV district may be reduced under the provisions of a Planned Unit Development (PUD) permit, as described in Chapter VI: Implementation of this Specific Plan.

(iii) Frontage, Width and Depth of Site:

- Each site in a R-MV and RX-MV district shall have not less than sixty (60) feet of frontage on a public street except that those sites which front on a cul-de-sac or loop-out street may have a frontage of not less than forty (40) feet provided the width of the site, as measured along the front yard setback line, is at least sixty (60) feet. Sites in the R-MV district may have reduced frontages as permitted under PUD regulations described in Chapter VI: Implementation of this Specific Plan.
- The minimum width of each site in a R-MV or RX-MV district shall be sixty (60) feet for an interior lot and sixty-five (65) feet for a corner lot, except as otherwise permitted under PUD regulations for R-MV district sites.
- The minimum depth of each site shall be ninety (90) feet for an interior lot and eighty (80) feet for a corner lot.
- Number of Dwelling Units Per Site: Not more than one (1) dwelling unit shall be allowed on each site, except for second unit dwellings, permitted by conditional use permit described in Chapter VI: Implementation of this Specific Plan.

(iv) Coverage

The maximum site area covered by all structures shall be forty (40) percent when the minimum lot size is 6,000 square feet, fifty (50) percent when the minimum lot size is 5,000 square feet or less as provided for R-MV sites under PUD regulations described in Chapter VI: Implementation of this Specific Plan.



(v) Yard Requirements:

(i) Front Yard:

The minimum front yard shall vary from ten (10) to twenty (20) feet, chosen from one of five options shown in Figure V-3. No one option chosen may be utilized for more than forty (40) percent of the lots on any blockface. All front yard setbacks shall be reviewed and approved under the provisions for Neighborhood Design Review as described in Chapter VI: Implementation of this Specific Plan.

(ii) Rear Yard:

The minimum rear yard shall be ten (10) feet for single story structures. Accessory and garden structures less than seven (7) feet in height may be located within any portion of a required rear yard. Where construction involves more than one story, including decks, balconies, garden structures and other related platforms with a floor level over five (5) feet in height, the rear yard for the additional story shall be increased by ten (10) feet for each additional story. Accessory structures less than seven (7) feet in height may be located in any portion of required rear yard, provided that any mechanical equipment shall be located a minimum of five (5) feet from a rear property line adjoining an interior lot that contains a residential uses.

(iii) Side Yards:

The minimum side yard shall be five (5) feet, subject to the following conditions and exceptions:

- Accessory and garden structures under seven (7) feet in height may be located in any portion of a required side yard, subject to approval under the provisions of zoning ordinance, except in the street side yard of a corner lot, and provided that any mechanical equipment shall be located a minimum of five (5) feet from a side property line adjoining an interior lot that contains a residential use.
- For adjoining lots with two story dwelling units, the minimum side yard is only permissible if the building facade of one of the dwelling units exhibits at least a two (2) foot building setback from the full extent of the first or second story.
- For corner lots, the street side yard shall not be less than ten (10) feet from the property line.



(vii) Distances Between Structures:

The minimum distance between a one-family residence and another building shall be ten (10) feet.

(vii) Building Height:

No building or structure shall have a height greater than thirty-five (35) feet except as may be required for certain conditional uses.

(viii) Signs:

No sign or outdoor advertising structure of any character shall be permitted except as prescribed in Chapter 183 of the Lathrop Zoning Code.

(ix) Off-Street Parking and Off-Street Loading:

Off-street parking and off-street loading facilities shall be provided on the site for each use as prescribed in Chapter 182 of the Lathrop Zoning Code.

(x) Urban Design Concept - Neighborhood Design Review Consistency.

All permitted or conditionally permitted uses shall comply with the UDC and NDR approvals for the area.

2. Multi-Family Residential (RM-MV)

Multiple family residential development for Mossdale Village will consist of primarily attached dwelling units of one or two stories. As with single family residences, careful site planning techniques must be employed so that both lot and blockface characteristics are similar to those for single family units. The minimum standards indicated below are provided to ensure architectural compatibility and increase housing opportunities for the prospective residents in the Mossdale Village neighborhoods.

The RM-MV zoning district will be utilized as the vehicle to which standards will be employed for multi-family development. It provides for various types of attached housing with varying lot sizes, as well as single family attached homes of single family detached units that can utilize less than a 6,000 square foot lot size.



The architecture for multiple family housing shall be responsive to this climate and setting, creating indoor and outdoor spaces that can be well used by the anticipated residents. Long expanses of building walls shall be articulated with window and wall projections that reflect the organization of the floor plan. Unit depths should be varied to provide interesting massing rather than the addition of superficial exterior elements. One-story massing on the ends of some two-story buildings is encouraged to soften building massing. Window projections, window recesses, second-story overhangs, chimneys, balconies, shade structures, one-story projections or garden walls shall be used to create interest and to articulate building volume.

Entries

Entries shall be identifiable elements of the building massing. The following types of elements may be utilized to emphasize entries: one-story floors, trellis structures, garden walls, gates, porches, wall openings and columns. All entries shall be covered.

Roofs

Roof forms shall be articulated to show variety and add visual interest, but roof forms shall remain relatively simple. Variety can be achieved through a combination of one- and two-story roofs, simple roof intersections, changes of eave heights, breaks in roof planes, roof offsets, chimneys, dormer windows and vents or other projections. Also, roof slopes may be oriented in different directions to break up long expanses of roof. Roof treatments should be selected carefully to ensure a unified roof design and to avoid a chaotic or contrived appearance.

Garages

Garage doors should be recessed in the wall or behind pilasters or columns. Where rows of garage doors are provided for multiple family units, site plans which place garages and parking areas within clusters or pods are encouraged. Where continuous garage doors (e.g. more than three in a row) face internal through-streets, there should be intervening planting areas at regular intervals.

Any freestanding carports shall incorporate the same architectural design elements as the dwelling units. End wall conditions that are visually prominent should receive special architectural attention, such as trellis panels.



All tactics possible should be used to relieve the internal streetscape in multiple family complexes from being overly repetitive, monotonous or constricted. The residential subdivision developer should consider variations in height, massing, placement and elevational character of the units, as well as jogging, widening or otherwise opening the street corridor at points, as possible ways of achieving these goals.

Careful consideration should also be given to the focal view at the end of all movement corridors. Internal streets shall be a minimum of twenty-four (24) feet in width and shall not terminate with views of garage doors, trash receptacles or parking areas, wherever feasible. Where there is parking in garages or carports perpendicular to an internal travel lane, the land shall be a minimum of 26 feet clear width.

Recreational Facilities

Recreation facilities within a particular multiple family housing development should be internal to the building groups, should receive sun at least in the afternoon and be visible from a number of units. Where feasible, it should be a key feature of the project viewed from approaches to the site. It shall be enclosed by an open-work fence and should offer features such as a pool, cabana, restroom facilities, a lawn sunning area equal to or larger than the pool surface area, with southern exposure if possible, a covered shady area and children's play equipment. The entries to the recreational facilities should be directly connected to pedestrian walkways.

Trash Enclosures

Trash enclosures shall be located as inconspicuously as possible, away from public streets and public view. The enclosures shall include a wall sufficiently high to screen the potential visual nuisance, with wall finish and doors compatible to the project's architecture. Ample design consideration should be given to the structural and landscape design of all types of trash enclosure.

Multiple family housing sites shall have specific sites for recycling containers that are conveniently located. Neighborhoods shall have fully screened sites for collection of materials for recycling including but not limited to cardboard, metal, glass, newsprint and green wastes.



Multi-family residential development for Mossdale Village will consist of primarily attached dwelling units of one or two stories. As with single family residences, careful site planning techniques must be employed so that both lot and blockface characteristics are similar to those for single family units. The minimum standards indicated below are provided to ensure architectural compatibility and increase housing opportunities for the prospective residences with Mossdale Village neighborhoods.

The RM-MV zoning district will be utilized as the vehicle to which standards will be employed for multi-family development. It provides for various types of attached housing with varying lots sizes, as well as single family attached homes or single family detached units that can utilize less than a 6,000 square feet lot size.

(a) Permitted Uses for the RM - MV Zoning District - Building Permit Review

The following uses shall be permitted in areas covered by an Urban Design Concept and subject to Neighborhood Design Review.

The following permitted uses shall be reviewed and approved by Community Development Director during the review of a required building permit or prior to the establishment of the requested use.

- One-family dwellings.
- A small family day care home, a substance abuse recovery facility or a State-authorized, certified or licensed family care home, foster home or group home serving six (6) or fewer children, mentally disordered or otherwise handicapped persons, or dependent and neglected children.
- Fenced or enclosed swimming pools for individual, family or communal use on an exclusive non-commercial basis, provided that no swimming pool shall be located within a utility easement or a front yard.
- Incidental and accessory structures and uses located on the same site with a permitted use.
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.



(b) Permitted Uses: Site Plan Review Required

The following uses shall be permitted in areas covered by an Urban Design Concept and subject to Neighborhood Design Review.

The following uses may be permitted by issuance of Site Plan Review Permit, in accordance with Chapter VI: Implementation of this Specific Plan.

- Two or more single family dwellings proposed for the same site.
- Multi-family dwellings or apartments other than duplexes.
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(c) Permitted Uses: Administrative Approval Required

The following uses shall be permitted in areas covered by an Urban Design Concept and subject to Neighborhood Design Review.

The following uses may be permitted in accordance with Chapter VI: Implementation of this Specific Plan.

- Duplexes
- Enclosed temporary construction materials storage yards required in connection with the development of a subdivision, and temporary subdivision sales offices and signs and model home display areas.
- Gas and electric transmission lines in accordance with Section 185.08 of the Lathrop Zoning Code, electrical transmission and distribution substations, gas regulator stations, communications equipment buildings, public service pumping stations and elevated pressure tanks.
- Rest homes and nursing homes; boarding or rooming houses.
- A “large family day care home” as defined by the State Health and Safety Code for seven (7) to twelve (12) children, inclusive, including children who reside at the home.
- Mobilehomes on permanent foundations designed in accordance with the standards of Section 183.05 of the Lathrop Zoning Code.



- Home occupations in accordance with the provisions of Section 183.01 of the Lathrop Zoning Code.
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(d) Permitted Uses: Planning Commission Approval Required

The following uses shall be permitted in areas covered by an Urban Design Concept and subject to Neighborhood Design Review.

The following conditional uses may be permitted in accordance with the provisions of Chapter VI: Implementation of this Specific Plan.

- Public and quasi-public uses of an educational or religious type, including public and parochial elementary schools, junior high schools, high schools and colleges; nursery schools, private non-profit schools and colleges; churches, parsonages and other religious institutions.
- Public and private charitable institutions, hospitals, sanitariums, rest homes, and nursing homes, including a state authorized, certified or licensed family care home, foster home or group home serving seven (7) or more mentally disordered or otherwise handicapped persons, including rehabilitation homes for the alcohol and/or chemically dependent, or dependent and neglected children, where such homes provide care on a 24-hour basis.
- Public uses of an administrative, public service or cultural type including city, county, state or federal administrative centers and courts, libraries, museums, art galleries, police and fire stations and other public buildings, structures and facilities; public playgrounds, parks and community centers.
- Mobile home parks, in accordance with the provisions of Section 183.03 of the Lathrop Zoning Code.
- Modest expansion or remodeling of an existing non-conforming use of a structure or land, limited to 25% or less of the assessed value of existing structures, or reestablishment of a non-conforming use which has been damaged, except non-conforming signs and outdoor advertising structures, non-conforming use occupying a structure with an assessed valuation of less than \$200, and non-conforming fences, walls and hedges.



- Expansion, remodeling, or additions to a conditional use that are not considered an incidental or accessory use as defined in Section 184.08 of the Lathrop Zoning Code.
- A state authorized licensed day care center for thirteen (13) or more children.
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(e) Development Standards for the RM-MV Zoning District

(1) Fences, Walls and Hedges:

- In front yards, side yard fences between the front property line and the facade of the dwelling unit shall not exceed three (3) feet in height, except when the fence is incorporated architecturally with the dwelling unit, encompassing active living space. Such fence shall not exceed six (6) feet in height.
- Front yard fences shall not exceed three (3) feet in height, except when the fence is incorporated architecturally with the dwelling unit, encompassing active living space. Such fence shall not exceed six (6) feet in height.
- On corner lots, side yard fences shall be located no closer than ten (10) feet from the property line.
- All rear yard fences shall be located on the rear property line with only one fence located on the property line.
- On corner lots, in no event shall a fence or other screening device over three (3) feet in height be located within the triangular area formed by the intersection of the two corner property lines from a distance of twenty-five (25) feet.
- Soundwalls: where residential developments abut arterial or major collector streets (Golden Valley Parkway, River Islands Parkway) and acoustical screening is required, a combination of landscaped berms and walls shall be constructed such that the soundwalls are no more than 50 percent of the total height of the screening.

(2) Site Area:

The minimum site area shall be 6,000 square feet for multi-family dwelling units and 2 or more single family dwelling units on the same site, 5,000 square feet for 1 single family dwelling unit on a single



site. The minimum site area for a mobilehome park shall be five (5) net acres. The minimum site area for single family dwelling units may be reduced under the provisions of a Planned Unit Development (PUD) permit, as described in Chapter VII: Implementation of this Specific Plan.

(3) Frontage, Width and Depth of Site:

- Each site, other than for a mobilehome in a mobilehome park, shall have not less than fifty (50) feet of frontage on a public street, except that those sites which front on a cul-de-sac or loop-out street may have a frontage of not less than forty (40) feet provided the width of the site, as measured along the front yard setback line, is at least sixty (60) feet. Sites which include single family dwelling units may have reduced frontages as permitted under PUD regulations described in Chapter VI: Implementation of this specific plan.
- The minimum width of each site, other than for a mobilehome in a mobilehome park, shall be fifty (50) feet.
- The minimum depth of each site, other than for a mobilehome in a mobilehome park, shall be eighty (80) feet.

(4) Coverage:

The maximum site area covered by all structures shall be fifty (50) percent when the minimum lot size is 6,000 square feet, sixty (60) percent when a 5,000 square feet or smaller lot sizes are permitted under the PUD regulations described in Chapter VI: Implementation of this Specific Plan.

(5) Yard Requirements:

- Front Yard: The minimum front yard shall vary from ten (10) to twenty (20) feet, chosen from one of five options shown in Figure V-3. No one option chosen may be utilized for more than forty (40) percent of the lots on any blockface. All front yard setbacks shall be reviewed and approved under the provisions for Neighborhood Design Review as described in Chapter VI: Implementation of this Specific Plan.
- Rear Yard: The minimum rear yard shall be ten (10) feet for single story single family detached units and multi-family structures, including apartments. Accessory and garden structures less than seven (7) feet in height may be located within any portion of a required rear yard. Where



construction involves more than one story, including decks, balconies, garden structures, and other related platforms with a floor level over five (5) feet in height, the rear yard for the additional story shall be increased by ten (10) feet for each additional story for single family detached units, five (5) feet for multi-family units including apartments. Accessory structures less than seven (7) feet in height may be located in any portion of a required rear yard, provided that any mechanical equipment shall be located a minimum of five (5) feet from a rear property line adjoining an interior lot that contains a residential use.

Side Yards: The minimum side yard shall be five (5) feet, subject to the following conditions and exceptions:

- (i) Accessory and garden structures under seven (7) feet in height may be located in any portion of a required side yard, subject to approval under the provisions of zoning ordinance, except in the street side yard of a corner lot, and provided that any mechanical equipment shall be located a minimum of five (5) feet from a side property line adjoining an interior lot that contains a residential use.
- (ii) For adjoining lots with two story dwelling units, the minimum side yard is only permissible if the building facade of one of the dwelling units exhibits at least a two (2) foot building setback from the full extent of the first or second story.
- (iii) For corner lots, the street side yard shall not be less than ten (10) feet from the property line.

(6) Distances between Structures:

The minimum distance between a one-family or multi-family residence and another building shall be ten (10) feet.

(7) Building Height

No building or structure shall have a height greater than thirty-five (35) feet except as may be required for certain conditional uses.



(8) Signs

No sign or outdoor advertising structure of any character shall be permitted except as prescribed in Chapter 183 of the Lathrop Zoning Code.

(9) Off-Street Parking and Off-Street Loading:

Off-street parking and off-street loading facilities shall be provided on the site for each use as prescribed in Chapter 182 of the Lathrop Zoning Code.

(10) Urban Design Concept - Neighborhood Design Review Consistency.

All permitted or conditionally permitted uses shall comply with the UDC and NDR approvals for the area.

(e). Resource Conservation and Open Space (RCO)

This district will be the same as the prevailing RCO district (Chapter 173 of City Code) except that uses listed in Section 173.04 (Conditional Uses) shall be permitted uses herein subject to securing site plan approval.

Zoning District and Land Use Policies

Stewart Tract should be thoughtfully designed to act as a good neighbor to Mossdale Village. Also, uses within Stewart Tract should receive architectural and landscape treatment that render them compatible with each other.

Given the exotic nature of the many planned uses, imaginative interpretation of the past, present and future should be an objective in all design features within the theme parks and other special attractions. It is the intent of this plan to allow for design solutions for buildings and places in Stewart Tract to be extraordinary and memorable. Within the confines of the preceding objective regarding compatibility and the prevailing building and safety codes, maximum creativity in design and construction is encouraged.

The third objective is to create animated edge conditions where various land use activities abut pub-

5. Southeast Stewart Tract Development Standards



licly accessible rights-of-way including roads, waterways, pedestrian walkways/trails, levees, parks or open space At this interface, there are many opportunities to enliven public thoroughfares, making a journey through or to Stewart Tract special. These public byways are places where amenities are to be offered, whether it is a glamorized entry or an abundant landscape planting.

The following zoning districts are established in this Specific Plan for use in Southeast Stewart Tract to guide the City and the Design Review Board in its review of Urban Design Concept proposals. Each of the districts will include reference to the Stewart Tract combining zone by the addition of the initials S.T. (Stewart Tract) to the end of each district designation. It is anticipated that the Design Review Board will amplify the development standards listed in the districts. See Figure III-1: Stewart Tract Land Use legend.

b. Commercial Zoning Districts in Southeast Stewart Tract

1. Commercial Recreation Zoning District - (C-REC-ST)

The C-REC zoning district will encompass a variety of commercial uses that may include resort, theme park, specialty lodging, highway oriented uses and recreational related uses. Such a variety of uses will need special attention as to their design to ensure proper integration and compatibility. As a result, more discretion will be given to the designers and architects of these developments through the Urban Design Concept review process and through the Stewart Tract Design Review Board (STDRB).

The Urban Design Concept review shall establish a precise mix of uses in accordance with the following general categories:

(a) Permitted Uses

The following uses shall be permitted in an area covered by an Urban Design Concept.

- Theme parks and wildlife parks, family entertainment centers, special events and exhibition facilities
- Hotels, motels, resort hotels, chalets and related lodging establishments
- Highway-oriented retail uses, including restaurant, fast food restaurants, small food markets and



service stations.

- Farmer's Market and related commercial and entertainment facilities
- Transit and commuter parking facilities
- Golf courses and other sport facilities
- Campgrounds, R.V. parks and similar uses
- Specialty retail and entertainment uses including the Retail Transit Center as defined by the Urban Design Concept
- Special events as defined by the Urban Design Concept
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(b) Conditionally Permitted Uses - Planning Commission Approval Required

The following uses shall be permitted in areas covered by an Urban Design Concept.

- Marinas and related uses
- Other compatible uses which are added to this list according to the procedure in Section 184.01 of the Lathrop Zoning Ordinance.

(c) Development Standards:

Specific development standards for the Commercial Recreation (C-REC) District shall be established as part of the Urban Design Concept review by utilizing the following design guidelines:

- By utilizing a creative approach to landscaping and screening, parking areas shall not become the predominant feature of the streetscape, especially as it relates to adjacent open spaces and arterial streets.
- Landscaping and irrigation standards and specifications shall generally follow those required by Chapter 193 of the Lathrop Zoning Code and may be modified by the required UDC review by City staff prior to issuance of development or building permits.
- Building setbacks shall be varied in accordance with corresponding building heights, uses and proposed shop front and street activity. Higher structures may require a larger front yard setback for example.



- Signage and minimum parking requirements (such as type and number of parking stalls) shall generally follow Section 183.04(J) and Chapter 182 respectively of the Zoning Code and may be modified by the required Urban Design Concept review by City staff, prior to issuance of development or building permits.

c. Residential Zoning District on Southeast Stewart Tract

(i). Existing Residential (R-ST)

The existing single family residential area (9 acres) in Stewart Tract will continue to be permitted, in accordance with Zoning Ordinance, Chapter 17.32, one-family residential district.

(ii). Resource Conservation and Open Space Zoning District (RCO)

This district will be the same as the prevailing RCO district (Chapter 17.20 of City Code) except that uses listed in Section 17.112 (Conditional Uses) shall be permitted uses herein subject to securing site plan approval.

(iii). Urban Reserve Zoning District (UR)

This district will be the same as the prevailing UR district (Chapter 17.24 of the City Code).

The design ideas contained in this section apply to the River Islands portion of the West Lathrop Specific Plan. They describe the basic principles that will guide development of the physical character of the River Islands community.

Water Oriented

Located at the upper end of the San Joaquin River Delta, the River Islands community is surrounded by water. Ground water is near the surface. Seasonally wet areas occur in the Paradise Cut. The ubiquitous presence of water gives the community distinct characteristics that will be embraced, enhanced and featured as a central design element of the community. The following are corollaries to this principle that show how River Islands will be a water oriented community.

C. River Islands at Lathrop

1. Overall Design Principles



High Ground

The perimeter of the River Islands community is a band of high ground that is elevated above flood levels of the San Joaquin River. This high ground varies in width, and in some places will be several hundred feet wide, making it possible for homes, parks, trails, roads, commercial buildings and other uses to be located close to the river channel. As a result, visual and physical access to the river will be available to all River Islands residents.

Central Lake

The large central lake in the middle of the River islands Community serves multiple purposes. First, it will receive the storm water from the community that doesn't percolate through the site's porous soils into the ground water. Second, it is a community amenity intended for the enjoyment of all River islands residents. Public trails along the edge, views from adjacent roads, and recreational opportunities on the lake surface itself, such as boating and fishing, will help integrate the lake into the residents' way of life. Private homes will also line the lake, providing another type of enjoyment. The long, sinuous form of the lake will give it the appearance of a remnant of the river, further enhancing River Islands' connection with its physical context.

Visible Storm Water Management

The extremely porous nature of the soils on River Islands provides an unusual opportunity to manage storm water runoff in an environmentally sensitive and visually attractive way. By directing a significant part of the initial runoff from winter storms to numerous small basins and low areas located along trails, in parkways or in wetland areas adjacent to the lake, the River Islands storm water drainage system will become an integral part of the community's aesthetic framework.

Delta Identity and Environment

The San Joaquin River Delta has a rich history, culture, and environmental character that will be the basis for some of River Islands' most compelling and attractive features. In part, the inspiration will come from historical conditions that were abandoned with the development of the extensive levee system that still lines most river channels. There is also an opportunity to create a modern interpretation of the Delta traditions, and River Islands will contribute to this as well.



Paradise Cut Reserve

Paradise Cut is a remnant of the San Joaquin River Delta that connects the main channel on the east with the Old River on the west. Paradise Cut comprises approximately 900 acres of river channel, wetlands and agricultural land. Paradise Cut will be broadened as part of the construction of high ground on the southern edge of River Islands, creating new opportunities for wildlife habitat, additional storage for winter stormwater, and a special, natural, open space component of the River islands open space system.

San Joaquin River Back Bays

Creating high ground on the perimeter of the community will allow the creation of Back Bays that are physically connected to the San Joaquin River, but are out of the main channel. These Back Bays will create a unique focus for residential neighborhoods, recreation, such as boating and fishing, and wildlife habitat formed from levee remnants planted with native riparian species.

Lathrop Landing

At the community's eastern boundary, along the edge of the main San Joaquin River channel, will be River Island's town center. Inspired by the form of traditional riverfront towns, Lathrop Landing will have a familiar look and feel. Lathrop Landing will become part of the fabric of Delta living, a place where river users and townspeople can come together to socialize, purchase provisions, enjoy the river edge or be entertained.

Curve-Grid-Metes and Bounds

The form of the River Islands community is based on the dominant land division systems that currently dominate the site and surrounding area: the curvilinear forms of the river, the north-south grid of the township and range system, and the metes and bounds remnants of the Rancho Pescadero land grant.

River Bends

The sinuous bends of the San Joaquin River form the edge of the community and provide inspiration



for the form for the central lake, which will appear to be an abandoned river channel. Roads alignments near the water edges will typically follow these forms, weaving and coiling in places to mimic the river's form.

The Grid

Along the community's eastern boundary, the dominant land division system is the north-south oriented township and range system that is common throughout the United States. Accordingly, several neighborhoods of River Islands will have orthogonally oriented streets. Trails and parks will be integrated into this system, and will likewise follow an orthogonal pattern.

Metes & Bounds

On the western edge of the site, there are vestiges of the metes and bounds system used to subdivide the Rancho Pescadero Spanish land grant. For example, the alignment of Paradise Road, property lines, and the existing irrigation channel follow convenient forms, rather than the prescriptions of the township and range. These forms will also be incorporated into the layout of streets and neighborhoods in River Islands.

Canal Street Connector

Cutting a long, straight swath through River Islands is Canal Street, a combined open space, circulation and community identity element that helps tie the community together in a dramatic, substantial way. The primary goal is to connect the town center, River Islands' social and cultural center, with the Paradise Cut, the community's great nature reserve. Three components are central to the success of Canal Street: the terminus in the town center, the character of the street that parallels the central canal, and the public park at the edge of Paradise Cut.

Town Center Terminus

The east end of Canal Street is located in the heart of the town center, immediately adjacent to the civic, cultural and commercial uses that are a center of River Islands' life. The terminus is a large boat turning basin surrounded by uses that are intended to attract the public and create a lively urban



environment. This water-filled “public square” is adjacent to Lathrop Landing, making a symbolic connection to the San Joaquin River.

The Great Street

The dominant element of the Canal Street Connector is Canal Street itself, a broad, tree-lined boulevard with a 90-foot wide canal at its center. Lined with homes that face the canal, and that are raised several feet above the street, Canal Street will have an impressive presence. Public trails line the edge of the canal, and the regularly spaced cottonwood trees provide shade for pedestrians and bicyclists. Where Canal Street crosses the central lake, each lane will become a causeway with a bridge near the center that permits boats to enter or leave the canal from the lake.

Paradise Cut Park

At the western edge of Canal Street is Paradise Cut Park, which will serve as a link between the end of the canal and Paradise Cut. In contrast to the Town Center Terminus, Paradise Cut Park will have large areas of lawn, masses of trees, orchards, and other landscape elements that project a more serene, natural environment.

Traditional Town Center

The River Islands town center is the multi-use, multipurpose social and commercial center of River Islands that also serves the citizens of Lathrop and denizens of the San Joaquin River Delta. It will have the character of a traditional river town, with an overlapping mix of uses, pedestrian orientation and civic purpose. The following are the primary characteristics of the town center

Mixed Use

The town center will have a mix of uses that may include retail, office, residential (varying densities), educational and civic uses. Although there will be concentrations of particular uses in specific places, land uses will overlap each other to create a richer, finer textured urban environment that would normally be possible with single-use zones.



Traditional Character

The visual character of the town center will have a traditional look and feel, and the emphasis will be on creating a pedestrian friendly place. Automobiles will be carefully managed to minimize their visual, noise and adverse safety impact. Buildings will also be designed to enhance pedestrian experiences. Streets and block sizes will be small to further enhance the walkable nature of the place.

Social, Cultural, Commercial Center

To assure the town center's predominance as a center of River Islands' life, it will include uses that serve the community's social and cultural needs, as well as its commercial needs. Accordingly, sites for public uses, such as schools, civic buildings, performing arts, and other such uses can be accommodated in the town center. Churches, medical facilities, and special elderly housing facilities might also find a home in here. In addition, the richness of the public realm—walkable streets, a river edge park, the Canal Street Terminus, and connections to the rest of River Islands—will help establish the town center as the community's premier public place.

Civic Center for Lathrop

The town center's location at the eastern edge of River Islands places it near the center of the existing town of Lathrop. This, in addition to the town center's location on the San Joaquin River, make it an ideal location for a civic center for Lathrop.

San Joaquin River Destination

River Islands' town center location adjacent to the San Joaquin River makes it an ideal destination for the thousands of the recreational boating enthusiasts that enjoy and frequent the River. Locating facilities that serve these users, such as places to store and service boats, restaurants, entertainment venues, and public gathering places will enrich the character of the town center. Even those who are not boaters will be attracted to a place with the unique river delta character of the town center.

Interaction and Connection

Creating a community in which residents feel a connection to their neighborhood and to their community requires a extensive, interconnected circulation system that serves pedestrians, bicyclists,



private and public transit vehicles. River Islands provides this system through a multidimensional, hierarchical system of trails, walks, paths, and roads that are designed to foster interaction among the community's residents.

Open Space Connectors

River Islands features an extensive open space system that permeates the fabric of the entire community. It consists of water bodies, paseos, small parks, trails, and other elements that connect to one another to create an interrelated, interconnected system. Circulation elements such as roads, trails, and paths in, through and adjacent to these open space components are a fundamental planning and design strategy at River Islands that foster community interaction.

Pedestrian-oriented streets

All streets in River Islands will have sidewalks that will accommodate pedestrians. On nearly all residential streets, a generous parkway planted with shade trees will create an environment that encourages residents to use and enjoy their neighborhood. Nearly all residents will live within a few hundred feet of one of River Islands' many open space amenities, and sidewalks next to streets will provide one of the primary means of access to these amenities. Creating a safe, pedestrian-friendly environment is essential to achieving community interaction.

School Anchors

At River Islands, schools are an important element of the community's physical design. To emphasize their importance, schools are located on carefully chosen, centralized sites that maximize their potential interaction with the community. All will be easily accessible by a variety of means, and the educational programs will complement River Islands' unique setting and urban design. Shared use of playfields, classrooms, and community cultural facilities with further cement the integration of the school into River Islands life.



School-Community Connections

Physical connections between schools and the community include pedestrian trails, sidewalks, and bicycle trails, as well as roads for vehicular and mass transit. In addition, schools will be sited so that their playfields are part of River.

Islands' open space and recreation system, and school buildings complement the community's urban design.

Complementary Programs

The educational curriculum at River Islands will reflect the community's special location, unique form, and Delta lifestyle. The town center will be a focus for students with a special interest in the arts and business. Similarly, Paradise Cut will act as a focus for those with an interest in science, the environment and Delta history and culture. The third focus will be on health and sports. All schools will provide a comprehensive educational program; the areas of focus are intended to be magnets that draw in students and community members based on their interest and skills.

Shared Use

Sharing of educational facilities by the community, and community facilities by the schools is an integral part of River Islands' life. Joint use of recreational facilities, such as playfields, swimming pool, and tennis courts, will insure that their beneficial use is maximized. Use of classrooms for life-long learning and adult education programs will increase their usefulness. Similarly, use of community cultural or entertainment facilities by the schools will reduce the needless duplication of expensive facilities.

Scale-Appropriate Circulation

River Islands is a place with great spatial diversity. The grand scale of the San Joaquin River or the central lake is complemented by the intimacy of the residential neighborhoods, or the relaxed friendliness of the town center. Similarly, the circulation systems that serve these varying conditions will reflect the differences in the scale of these environments.



Pedestrian-dominant Environments

At River Islands, local streets and the town center are pedestrian-dominant. In these areas, street widths, parkway size and parking lots will have a scale and character that is sympathetic to the needs of pedestrians. Although vehicles will be a part of this environment, their needs will be subordinate to the needs of pedestrians. Travel speeds in pedestrian-dominant environments must be low. This will help foster a community in which walking is a safe and convenient means of transportation.

Vehicular-dominant Environments

Arterial roads are River Islands' vehicular-dominant environments. They are intended to provide automobiles, trucks and transit vehicles convenient access to neighborhoods, the town center, or other places in the community. Travel speeds will be higher than in pedestrian dominant environments, though speed itself will never be the only criteria for road layout and design. Just as vehicles will be allowed in pedestrian environments, pedestrians will be allowed in vehicular-dominant environments.

Transition Environments

Transitions between vehicular- and pedestrian-dominant environments will be gradual, rather than abrupt. For example, streets that provide access to several neighborhoods will have broader rights-of-way, and driveway access will be limited. In deference to the overall character of the community, however, homes on such streets will face the street, creating an environment that is also sympathetic to pedestrians.

This section establishes development standards for the nine (9) River Islands Planning Districts. All development of the River Islands Planning Districts shall be governed by the River Islands Urban Development Concept and the applicable regulations and procedures contained in Chapters 17.52 and 17.61 of the Lathrop Zoning Code. All of the specific land uses allowed in each of the following River Islands planning districts are identified in the Zoning Ordinance under Section 17.61: River Islands Zoning Districts. The distinctions between the land use designations and zoning classifications for each use are set forth in Table V-1.

2. River Islands Development Standards



Planning District	Specific Plan Land Use	Zoning Classification
Town Center	Mixed Use (MU)	Mixed Use (MU-RI)
Employment Center	Employment Center (EC)	Regional Commercial (CR-RI)
Old River Road	Low Density Residential (RL)	Low Density (RL-RI)
Lakeside	Low Density Residential (RL)	Low Density (RL-RI)
Lake Harbor	Low Density Residential (RL)	Low Density (RL-RI)
East Village	Low Density Residential (RL)	Low Density (RL-RI)
	High Density Residential (RH)	High Density (RH-RI)
West Village	Low Density Residential (RL)	Low Density (RL-RI)
	Medium Density Residential (RM)	Medium Density (RM-RI)
	High Density Residential (RH)	High Density (RH-RI)
	Neighborhood Commercial (CN)	Neighborhood Commercial (CN)
Woodlands	Low Density Residential (RL)	Low Density (RL-RI)
	Medium Density Residential (RM)	Medium Density (RM-RI)
Paradise Cut	Resource Conservation & Open Space (RCO)	Resource Conservation & Open Space (RCO)

**Table V-1:
Stewart Tract - River Islands
Planning District Land
Use Designations and
Applicable Zoning
Classifications**



a. Town Center - (MU)

Land Uses:

The mixed use Town Center Planning District provides a mix of retail, personal services, restaurants, entertainment, offices, and higher density residential uses on approximately 185 acres. It shall be developed in accordance with Tables III-3 and III-4 and the Specific Plan regulations governing transfers in dwelling units as set forth in Chapters III and VI. The Town Center Planning District also includes civic uses, associated lake and waterways, public and private parks, and open space.

Permitted Uses:

- Single-family and multi-family residential
- Retail shops,
- Food and food services (no drive-thru),
- Office uses,
- Medical uses,
- River-related uses
- Civic Uses
- Religious Facilities and schools
- Parks and Open Space
- Incidental and Accessory uses

Conditional Uses:

- Entertainment-related, community-oriented uses
- Hospitals

Density/Coverage:

- Low Density (3-9 DU/AC); 50% maximum
- High Density (15-40 DU/AC); 90% maximum
- Non-Residential Intensity/Coverage: Maximum FAR of .6; Lot Coverage of 90%



Maximum Building Height: 125 feet

Setbacks: Setbacks shall be as specified in the UDC.

Lot Depth and Width

All lot depths and widths and distances between buildings shall be as specified in the UDC.

b. Employment Center (CR)

Land Uses:

The Employment Center is approximately 450 acres and is intended to be the home of a variety of labor intensive businesses that employ 30-50 employees per acre and provide high quality jobs for residents of River Islands and surrounding communities. Development of the Employment Center shall be in accordance with the Specific Plan regulations as set forth in Chapters III and VI.

Warehouses and industrial uses with few employees are expressly prohibited. Flexible building prototypes that provide for a variety of different users may also be common. Many of the users are likely to be located in office buildings, though some facilities may have a research and development character. Sites will be available next to the Central Lake for users desiring a prominent presence.

In addition to offices, the Employment Center may also include support retail uses, such as restaurants and service commercial uses; medical facilities and medical office buildings; an animal campus, educational and institutional facilities, such as churches; hotels, and other uses that are consistent with the scale and character of the district.

Permitted Uses:

Commercial uses

Community facilities,

Medical uses,

Public/Quasi-public uses

Parks, Lakes and Open Space



Conditional Uses:

- Retail uses
- Automobile-related uses
- Medical uses
- Commercial recreation

Intensity Maximum FAR of .5; Lot Coverage of 65% maximum

Maximum Building Height: 125 feet

Setbacks: Setbacks shall be as specified in the UDC.

Lot Depth and Width:

All lot depths and widths and distances between buildings shall be as specified in the UDC.

c. Old River Road (RL)

Land Uses:

The total land area designated Old River Road is approximately 270 acres. The Old River Road Planning District allows Low Density (RL) residential uses and shall be developed in accordance with Tables III-3 and III-4 and the Specific Plan regulations governing transfers in dwelling units as set forth in Chapters III and VI. The Old River Road Planning District also includes associated lake and waterways, public and private parks, and open space.

Permitted Uses:

- Single-family residential uses
- Public Parks and Open Space
- Private Recreation
- Home businesses (subject to Administrative approval)

**Conditional Uses:**

Small Family Day Care Centers

Religious facilities and schools

Density/Coverage: Low Density (3-9 DU/AC); 50% maximum

Maximum Building Height: 35 feet

Setbacks: Setbacks shall be as specified in the UDC.

Lot Depth and Width:

All lot depths and widths and distances between buildings shall be as specified in the UDC.

d. Lakeside (RL)**Land Uses:**

The total land area designated Lakeside is approximately 470 acres. The Lakeside Planning District allows Low Density (RL) residential uses and shall be developed in accordance with Tables III-3 and III-4 and the Specific Plan regulations governing transfers in dwelling units as set forth in Chapters III and VI. The Lakeside Planning District also includes associated lake and waterways, public and private parks, and open space.

Permitted Uses:

Single-family residential uses

Public Parks and Open Space

Private Recreation

Home business (subject to Administrative approval)



Conditional Uses:

Small Family Day Care Centers

Religious facilities and schools

Density/Coverage: Low Density (3-9 DU/AC); 50% maximum

Maximum Building Height 35 feet

Setbacks: Setbacks shall be as specified in the UDC.

Lot Depth and Width:

All lot depths and widths and distances between buildings shall be as specified in the UDC.

e. Lake Harbor (RL)

Land Uses:

The total land area designated Lake Harbor is approximately 275 acres. The Lake Harbor Planning District allows Low Density (RL) residential uses and shall be developed in accordance with Tables III-3 and III-4 and the Specific Plan regulations governing transfers in dwelling units as set forth in Chapters III and VI. The Lake Harbor Planning District also includes associated lake and waterways, public and private parks, and open space.

Permitted Uses:

Single-family residential uses

Public Parks and Open Space

Private Recreation

Home business (subject to Administrative approval)

**Conditional Uses:**

Small Family Day Care Centers
Religious facilities and schools

Density/Coverage: Low Density (3-9 DU/AC); 50% maximum

Maximum Building Height: 35 feet

Setbacks: Setbacks shall be as specified in the UDC.

Lot Depth and Width:

All lot depths and widths and distances between buildings shall be as specified in the UDC.

f. East Village (RL and RM)**Land Uses:**

The total land area designated East Village is approximately 590 acres. The East Village Planning District allows Low Density (RL) and Medium Density (RM) residential uses and shall be developed in accordance with Tables III-3 and III-4 and the Specific Plan regulations governing transfers in dwelling units as set forth in Chapters III and VI. The East Village Planning District also provides for the development of associated lake and waterways, public and private parks, and open space.

Permitted Uses:

Single-family residential uses
Multi-family residential uses
Home business (subject to Administrative approval)
Public Parks and Open Space
Private Recreation



Conditional Uses:

Small Family Day Care Centers
Religious facilities and schools

Density/Coverage:

Low Density (3-9 DU/AC); 50% maximum
Medium Density (6-20 DU/AC); 65% maximum

Maximum Building Height: 50 feet

Setbacks: Setbacks shall be as specified in the UDC.

Lot Depth and Width:

All lot depths and widths and distances between buildings shall be as specified in the UDC.

g. West Village (RL, RM, RH, CN)

Land Uses:

The total land area designated West Village is approximately 720 acres. The West Village Planning District allows Low Density (RL), Medium Density (RM) and High Density (RH) residential uses and shall be developed in accordance with Tables III-3 and III-4 and the Specific Plan regulations governing transfers in dwelling units as set forth in Chapters III and VI. The West Village also would be developed with Neighborhood Commercial (CN) uses for the provision of retail and personal services for the convenience of local residents. The West Village Planning District also includes associated lake and waterways, public and private parks, and open space.

Permitted Uses:

Single-family residential uses
Multi-family residential uses
Home business (subject to Administrative approval)
Public Parks and Open Space
Private Recreation



Neighborhood commercial uses including convenience-oriented retail stores, offices and service establishments

Conditional Uses:

Small Family Day Care Centers
Religious facilities and schools

Density/Coverage:

Low Density (3-9 DU/AC); 50% maximum
Medium Density (6-20 DU/AC); 65% maximum
High Density (15-40 DU/AC); 90% maximum

Non-Residential Intensity/Coverage: Maximum FAR of .35; Maximum 60% Site Coverage

Maximum Building Height: 50 feet

Setbacks: Setbacks shall be as specified in the UDC.

Lot Depth and Width:

All lot depths and widths and distances between buildings shall be as specified in the UDC.

h. Woodlands (RL and RM)

Land Uses:

The total land area designated Woodlands is approximately 965 acres. The Woodlands Planning District allows Low Density (RL) and Medium Density (RM) residential uses and shall be developed in accordance with Tables III-3 and III-4 and the Specific Plan regulations governing transfers in dwelling units as set forth in Chapters III and VI. The Woodlands Planning District also includes associated lake and waterways, public and private parks, and open space.

Permitted Uses:

Single-family residential uses
Multi-family residential uses



Public Parks and Open Space

Private Recreation

Home business (subject to Administrative approval)

Conditional Uses:

Small Family Day Care Centers

Religious facilities and schools

Density/Lot Coverage:

Low Density (3-9 DU/AC); 50% maximum

Medium Density (6-20 DU/AC); 65% maximum

Maximum Building Height: 35 feet

Setbacks: Setbacks shall be as specified in the UDC.

Lot Depth and Width:

All lot depths and widths and distances between buildings shall be as specified in the UDC.

i. Paradise Cut (RCO)

Land Uses:

The Paradise Cut Planning District includes habitat restoration and preservation-related activities within Paradise Cut. This district also allows associated lake and waterways, public and private parks, and open space.

Permitted Uses:

Incidental and accessory structures as defined in Section 17.04.080

Other uses which may be added per Section 17.16.020



Conditional Uses:

Recreation areas, parks, wildlife preserves

Schools

Public and quasi-public utility and service structures and facilities

Maximum Building Height: 35 feet

Setbacks: Setbacks shall be as specified in the UDC.

Lot Depth and Width:

All lot depths and widths and distances between buildings shall be as specified in the UDC.

j. Parking:

All applicable parking standards for each Planning District shall be as specified in the UDC.

k. Landscaping, Lighting and Signage:

All requirements for each Planning District shall be as specified in the UDC.





Implementation



Implementation

A. Phasing

1. Mossdale Village Development Concept Phasing

The phasing of development for both Mossdale Village and Stewart Tract is based, in part, on the phased improvement of the area's infrastructure. After the Land Use Plan and Development Concept were drafted for the West Lathrop Specific Plan area, a sequence of improvements of the major roads and underlying utilities was established. The sequence was driven by the need for access to Phase One land uses in Mossdale Village and on Stewart Tract and the desire to allow for diverse uses in each phase that could realistically be developed and absorbed in that phase. Also, the phasing scenarios uphold the overriding phasing principle expressed in the General Plan - that of avoiding fragmenting the urban pattern and allowing for the associated gradual conversion of agricultural land.

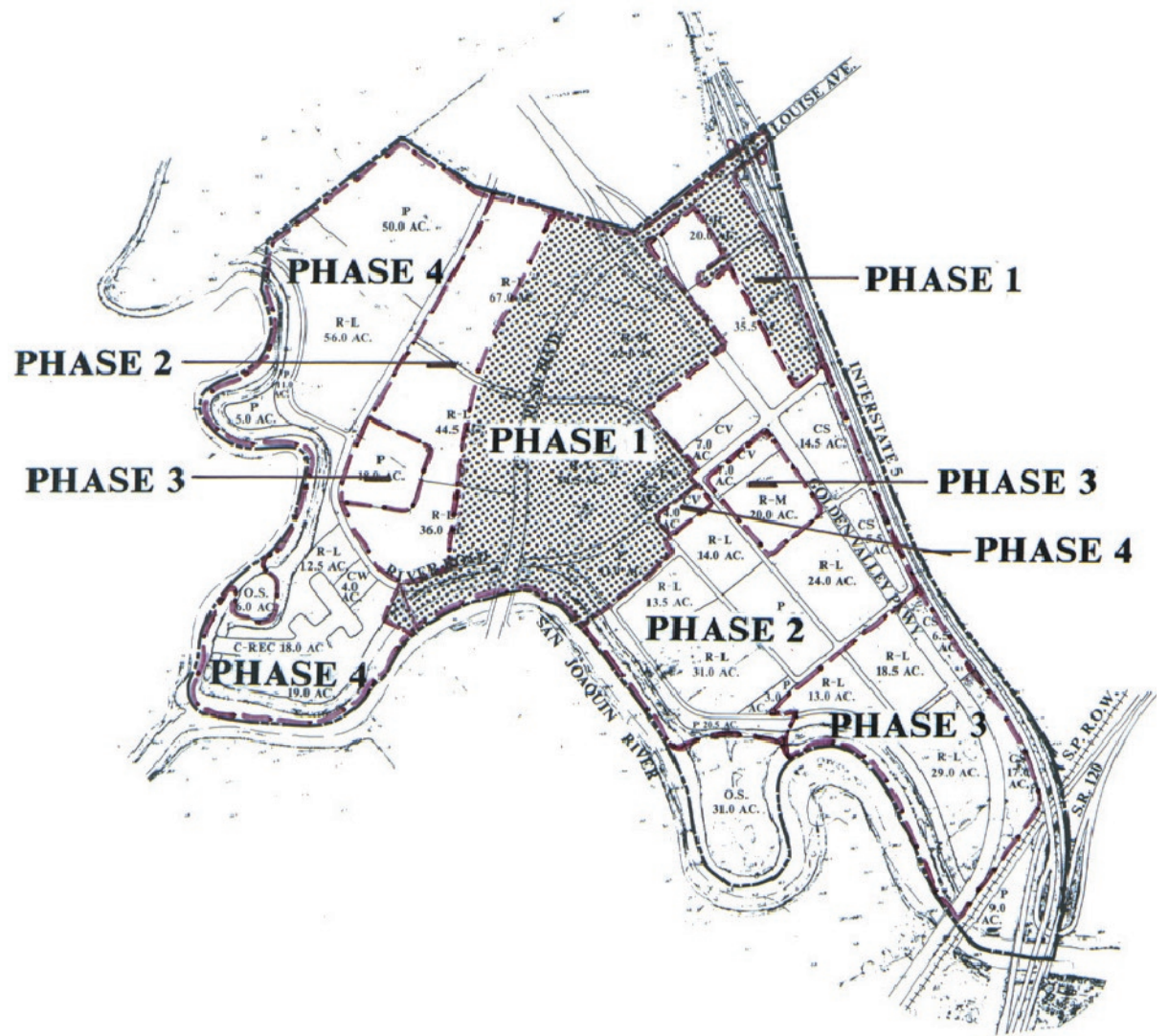
Initial Mossdale Village development will gain access from River Islands Parkway which would be improved from the Louise Avenue/I-5 interchange or existing Manthey Road. Subsequent phases of Mossdale Village will stem from River Islands Parkway as it is improved between I-5 and Stewart Tract or from Golden Valley Parkway as it is improved from River Islands Parkway south through Mossdale Village

At buildout, Mossdale Village would have a population of approximately 9,150 persons and 3,035 homes. Of total housing, about 75 % would be low density single family with the remaining being medium density multifamily.

The development of Mossdale Village is envisioned in four phases over twenty years, consistent with probable housing and commercial market demand (as shown on Figure VI-1: Mossdale Village Development Concept Phasing). As the land is held by multiple owners, phasing will, in part depend upon their intentions. Therefore, the sequence of development described below is illustrative not mandatory and may change. Development is expected to start around River Islands Parkway and extend outward from there. (See Table VI-1: Mossdale Village Possible Development Concept Program By Phase.)



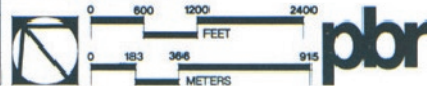
Development Concept Phasing



NOTE: This Phasing plan is based on Figure III-4: Development Concept and is subject to change.

SEPTEMBER 27, 1995

FIGURE VI-1



MOSSDALE VILLAGE
WEST LATHROP SPECIFIC PLAN
CITY OF LATHROP, CA

**a. Phase One**

Phase One may involve approximately 1,040 housing units concentrated on either side of Golden Valley Parkway with a population of about 3,012 persons. Low density single family units would comprise about 704 units. Remaining units (336) may be medium density, involving a variety of housing types ranging from patio homes to garden apartments. The first phase of the Village Commercial (5.5 acres) may be built near the end of this phase. A public park of 11 acres may be constructed, along with 4.5 acres of riverfront park. Other commercial development would be limited to about 18 acres of Service Commercial between Manthey Road and I-5 and 10 acres of Highway Commercial at River Islands Parkway and I-5. River Islands Parkway may be constructed to a six-lane divided arterial width with signalized intersections and left turn lanes at intersecting collector streets providing access to residential areas. Golden Valley Parkway may be extended in a southerly direction as a 2-lane roadway along the edge of the medium density residential area between Interstate 5 and Golden Valley Parkway, ultimately to be a 4-lane divided roadway with limited direct access. A portion of River Road and a portion of the two lane collector which will run along the levee's edge may be built.

b. Phase Two

Phase Two would involve approximately 1,021 housing units and a population of about 3,142 persons with 861 units of low density single family and 160 units of medium density. Housing may be extended southerly along the Golden Valley Parkway corridor with new medium density housing to be concentrated around the Village Center. The first Mossdale Village elementary school may be built in this phase on 18 acres. A 3-acre neighborhood park near the housing may be developed as well. The second stage of Village Commercial (7.0 acres) may provide for convenience shopping needs of surrounding residents. Another 37.5 acres of Service Commercial and 10 acres of Highway Commercial may complete Phase Two. A segment of the river's edge collector may be built, extending south from River Road, along with 9 acres of riverfront park.



c. Phase Three

Phase Three may add another 493 housing units and a population of about 1,431, with 333 units of low density single family and 160 units of medium density around the village center. Housing may fill in the remaining undeveloped low and medium density housing areas designated by the Specific Plan in the Golden Valley Parkway corridor. The Village Center may be expanded (7.0 acres); Service Commercial may be completed (23.5 acres). A second elementary school/park (18 acres) may be added.



**Table VI-1:
Mossdale Village Possible
Development Concept
Program* By Phase**

ZONING	GENERAL PLAN DESIGNATION	LAND USE	ACRES
R	One Family Residential	Phase One Low Residential	128.0
RM-3	Multi Family Residential	Medium Residential	42.0
CV		Village Center	5.5
R	Public	Park	11.0
CS	Service Commercial	Service Commercial	18.0
CH		Freeway Commercial	
RCO	Public	Riverfront Park	
		Golden Valley Parkway	
		River Islands Parkway	
		Other Roads	
		Subtotal for Phase One	265.0
R	One Family Residential	Phase Two Low Residential	156.5
RM-3	Multi Family Residential	Medium Residential	20.0
CV	Village Commercial	Village Center	7.0
CV	Public	Park	3.0
R	Public	K-8 School	18.0
CS	Service Commercial	Service Commercial	37.5
CH	Freeway Commercial	Freeway Commercial	10.0
RCO	Public	Riverfront Park	9.0
		Golden Valley Parkway	21.5
		River Road	3.5
		Riverfront Road	5.0
		Manthey Road	7.0
		Other Roads	13.0
		Subtotal for Phase Two	311.0
R	One Family Residential	Phase Three Low Residential	60.5
RM-3	Multi-Family Residential	Medium Residential	20.0
CV	Village Commercial	Village Center	7.0
R	Public	K-8 School	18.0



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CS	Service Commercial	Service Commercial	23.5
		Golden Valley Parkway	21.0
		Riverfront Road	4.0
		Other Roads	1.5
		Subtotal for Phase Three	155.5
R	One Family Residential	Phase Four Low Residential	87.5
CV	Village Commercial	Village Center	4.0
R	Public	Park	5.0
R	Public	High School	50.0
CW	Waterfront Resort Commercial	Waterfront Commercial	4.0
CW	Marina	Marina (water only)	18.0
RCO	Public	Riverfront Park	11.0
		River Road	13.5
		Riverfront Road	4.0
		Subtotal for Phase Four	197.0
RCO	Public	Miscellaneous Open Space	37.0
RCO	Resource Conservation/Open Space	Levee Open Space	61.0
R	Public	Mosssdale County Park	9.0
		Southern Pacific Railroad	13.0
		I-5	45.5
		Waterways	67.0
		Subtotal for Miscellaneous	232.5
		GRAND TOTAL	1,161.0
		TOTAL SITE ACREAGE	1,161.0

* Note: The data above represent one of many possible development scenarios, based on the West Lathrop Specific Plan Land Use Plan (Figure III-1).

**d. Phase Four**

Phase Four would involve approximately 482 low density housing units (including 173 units of marina housing) and a population of about 1,562 persons on the land nearer the San Joaquin River. Housing is concentrated along the 11-acre open space corridor along which the collector road may be extended. The Village Center may be completed (4.0 acres). Waterfront Commercial (4.0 acres) may be added to the marina area along with the marina housing. The 50-acre high school may likely be built in Phase Four. The remaining length of river's edge road and 11 acres of riverfront park are included in Phase Four.

At buildout, River Islands would have a maximum of 11,000 housing units for about 30,000 residents. Of total housing, about 74% are planned for low density, about 15% are planned for medium density and the remaining 11% are high density residential units. Stewart Tract construction is envisioned in two major phases over a period of 20-25 years, with the first phase (approximately 50% of traffic demand) built and occupied around 2015. The narrative below describes one possible development scenario based on the West Lathrop Specific Plan Development Concept (Figure III-4). It is exemplary and may change. (See Table VI-2: Stewart Tract Possible Development Concept Program By Phase.)

2. River Islands Phasing



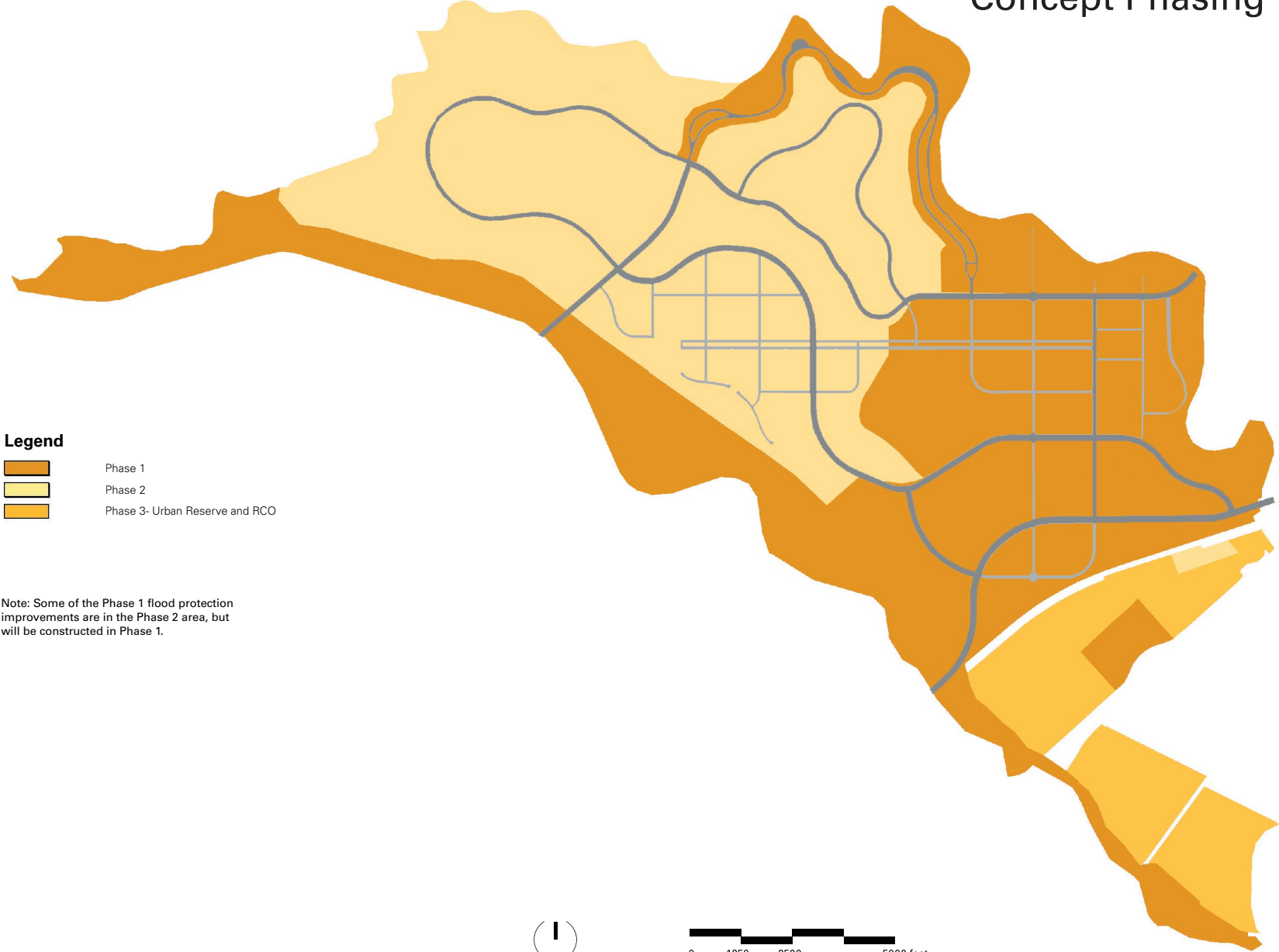
Table VI-2: Stewart Tract
Possible Development
Concept Program By Phase

Land Use	River Islands	Southeast Stewart Tract
PHASE ONE		
Town Center	43.3	
Employment Center	304.2	
Low Density Residential	728.0	
Medium Density Residential	29.9	
Town Center Residential	56.8	
Recreation Commercial		50.0
Schools	31.1	
Parks	110.6	
Central Lake	171.5	
Back Bays	46.4	
Cross Levee	25.9	
Wetlands	18.9	
Paradise Cut	722.9	128.6
San Joaquin River	66.9	
Roadways	203.9	
Phase One Subtotal	2,729.0	178.6
PHASE TWO		
Low Density Residential	1122.9	
Medium Density Residential	87.5	
High Density Residential	34.9	
Existing Residential		9.0
Neighborhood Commercial	17.7	
Recreation Commercial		10.0
Schools	105.3	
Parks	93.9	
Golf	247.9	
Central Lake	110.2	
Golf lake	71.1	
Back Bays	72.0	
Wetlands	16.0	
Roadways	172.2	
Phase Two Subtotal	2,151.6	19.0
PHASE THREE		
Urban Reserve		419.4
RCO		136.0
I-5 and Railroad ROW		160.4
Phase Three Subtotal		715.8
GRAND TOTAL = 5794.0	4,880.6	931.4

Notes: (1). Because of the need for complete flood protection, all elements of the Paradise Cut improvements occur during Phase One, unless phasing of the westerly improvements proves feasible. (2) The River Islands total of 4880.6 includes 66.9 acres of the San Joaquin River. as accounted for in Phase 1; actual River Islands land ownership is 4,813.7.



Stewart Tract Development Concept Phasing



- Legend**
- Phase 1
 - Phase 2
 - Phase 3- Urban Reserve and RCO

Note: Some of the Phase 1 flood protection improvements are in the Phase 2 area, but will be constructed in Phase 1.



North



FIGURE VI-2

Prepared for: Cambay-Califia
 Prepared by: The SWA Group
 CALN101 1 October, 2002

WEST LATHROP SPECIFIC PLAN
 CITY OF LATHROP, CA



The following principles will be considered by the City Council prior to authorizing construction of public infrastructure for any phase following Phase I.

- The ability to approve development in a subsequent phase will be premised upon the prior completion of all major public infrastructure required to be constructed during previous phase(s) and needed for the subsequent phase.
- A substantial amount of the land area of the previous phases planned for the same type of land uses as a subsequent phase must be under development prior to approval of the subsequent phase.
- Development may be approved in a subsequent phase if the master developer, (currently River Islands at Lathrop) no longer owns approved land in previous phase(s) suitable for the land use proposed for the subsequent phase.
- Phasing of development shall seek to minimize land use conflicts with agricultural operations.
- Phasing of development shall seek to minimize “leap frog” development.

Phase 1 includes the construction of infrastructure to serve the first phase of development. New bridges will be built at Bradshaw’s Crossing and where Golden Valley Parkway is intended to cross the San Joaquin when growth dictates. Golden Valley Parkway Bridge will be built first if the pace of the growth of the employment center dictates. Similarly, if the town center begins to grow rapidly, the Bradshaw’s Crossing bridge will be the first new bridge. Improvements to the existing Paradise Road bridge over Paradise Cut are not required for Phase 1 but will be made when River Islands Parkway is extended as a part of Phase 2. Phase 1 also includes the development of high ground and reinforced levees. Levee improvements provided during Phase 1 to flood protect the Phase 1 area include levees within the Phase 2 development area.



In Phase 2 in River Islands, additional segments of River Islands Parkways North and South shall be constructed to the west to meet an extension of Paradise Road into Stewart Tract.

The westernmost portion of Stewart Tract to be developed as part of Phase 2 will include the provision of a loop collector road connecting at the intersections of River Islands Parkway North/Paradise Drive and River Islands Parkway South/Paradise Drive.

For major infrastructure elements such as the canal or the lake, segments adjoining each phase will be built with that phase in such a manner that the element functions as intended. For example, a portion of the central lake will be built with phase one and will function in a hydrologically correct manner, consistent with the intended design and function for the entire lake. The improvements to Paradise Cut will be made when the cross levee parallel to the former Southern Pacific Railroad right-of-way is required, at which point, additional capacity for stormwater storage will be created therein.

a. Phase One

For River Islands on Stewart Tract, access for Phase 1A, the initial portion of Phase One, will be provided from the existing Manthey Bridge and Stewart Road that runs south of the River Islands plan area. The remainder of Phase One will be accessed from a new Golden Valley Parkway bridge that will intersect a new River Islands Parkway South and a new River Islands Parkway North bridge that will cross the San Joaquin River at Bradshaw's Crossing, extending River Islands Parkway North to the west. Three collectors through the River Islands Town Center will connect River Islands Parkways North and South during Phase One. It is anticipated that some of the early construction in Phase One (Phase 1A) for about 800 housing units will originate from the existing railroad access and may be flood protected by being placed on high ground rather than a levee system.

Phase One includes the employment center, the town center and a portion of the housing units on River Islands. It is bisected by Canal Street, which includes a 90 foot wide extension of the central lake. Approximately half of the central lake will be included in Phase One. A K-12 magnet school will be included in the Town Center area and will focus on performing arts and business. Support public facilities will be included in this phase as well.



b. Phase Two

Phase Two includes the balance of the residential development in the River Islands project and associated neighborhood retail. It includes the balance of the Central Lake and the two other K-12 schools. It includes the active adult residential, golf-oriented area and a second golf course community. This phased development will occur in increments.

c. Promoting Long-Term Community, Economic and Other Benefits

Measure D, a voter approved initiative in 2001, outlined the following requirements. To promote development of Stewart Tract in a manner that will provide to the City, its citizens and the region the long-term community, economic and other benefits anticipated as a consequence of this Specific Plan, including the generation of regional serving uses, the generation of substantial permanent employment opportunities, expansion of the tax base, and the generation of significant new tax and other revenues, the City shall withhold the issuance of certificates of occupancy for residential units on the Stewart Tract west of the Southern Pacific right-of-way until:

(1) Either the City Council has determined, prior to or at the time it approves an Urban Design Concept (UDC) which includes such units, that the master developer has provided adequate assurance that the first theme park (as envisioned in the 1996 West Lathrop Specific Plan) will open within a reasonable time.

(2) Or, the City has determined, prior to or at the time it approves a UDC which includes such units, that the master developer has provided adequate assurance that Equivalent Development will open within a reasonable time. As used herein, "Equivalent Development" means a project, or a series of projects, which, either alone or in the aggregate, will provide, prior to the time the first theme park (as envisioned in the 1996 West Lathrop Specific Plan) opens, long term community, economic and other benefits substantially equivalent to those anticipated as a consequence of the development of the first theme park, including the generation of regional serving uses, the generation of substantial permanent employment opportunities, expansion of the tax base, and the generation of significant new tax and other revenues.



(3) Or, until such time as the City Council has made one of the two determinations described above, a fee of \$5,000 is paid for each such residential unit (“Economic Development Fee”) for the purpose and in accordance with the provisions set forth below. The master developer shall notify the City of its election to proceed under this subsection at the time it applies for approval of an Urban Design Concept (UDC) which includes residential units to which this subsection will apply.

(a) The Economic Development Fee for each residential unit shall be paid through escrow at the time a unit is initially sold, or if the unit is occupied prior to sale, at the time of initial occupancy. Economic Development Fees shall be deposited into a fund (“Economic Development Fund”). The form of this fund shall be agreed upon by the City and the Master Developer. The purpose of the Economic Development Fund is to support development both on and off the Stewart Tract that will provide to the City, its citizens and the region the long-term community, economic and other benefits anticipated as a consequence of the first phase of development under the Specific Plan, including the generation of regional serving uses, the generation of substantial permanent employment opportunities, expansion of the tax base, and the generation of significant new tax and other revenues. The Economic Development Fund shall have two separate interest-bearing accounts: a “Stewart Tract Account” and a “Citywide Account.” Eighty percent (80%) of each Economic Development Fee shall be deposited into the Stewart Tract Account and twenty percent (20%) of each Economic Development Fee shall be deposited into the Citywide Account.

(b) The Master Developer shall use the Stewart Tract Account as the City and the master developer mutually agree to support the development of theme parks, other entertainment uses, hotels, motels, retail uses and office uses (“Acceptable Developments”) on the Stewart Tract. As used herein, “Acceptable Developments” shall also mean such other commercial uses on the Stewart Tract consistent with the Specific Plan as the City and the master developer mutually agree should be included within that term. Without limiting the generality of the foregoing, the Stewart Tract Account may be used as the City and the master developer mutually agree to pay public infrastructure, development fees and other development costs of, and to provide grants and loans for, Acceptable Development. Funds in the Stewart Tract Account shall be paid to or for the account of the master developer at the



request of the master developer for the above purposes subject only to such terms and conditions as may reasonably be necessary to determine that the funds will in fact be used for such purposes.

(c) The City may use the Citywide Account as the City deems appropriate to support economic development anywhere in Lathrop east of Interstate 5 consistent with the General Plan, Zoning Code and other applicable land use regulations. The City may also use the Citywide Account to support the construction of schools and other public buildings and facilities anywhere in Lathrop consistent with the General Plan, Zoning Code and other applicable land use regulations.

(d) The obligation to pay the Economic Development Fee shall terminate at the request of the master developer on the first to occur of the following events: (i) the City Council makes either of the two determination described in Subsection (1) and (2) above; or (ii) the City Council determines that two jobs exist or will exist on Stewart Tract for every residential unit which exists on the Stewart Tract or will exist after development pursuant to an approved tentative subdivision map, and the City will receive revenues from the Stewart Tract equal to at least 125% of the City's cost to provide municipal services to the Stewart Tract (provided, however, that the obligation to pay the Economic Development Fee shall reapply if and when residential development pursuant to an approved tentative map would reduce the number of jobs to less than two jobs per unit or the amount of tax revenues to less than 125% of the cost of providing municipal services). Upon termination of the obligation to pay the Economic Development Fee, the balance remaining in the Stewart Tract Account shall be paid to or for the account of the master developer in such manner as the master developer may request. The City shall continue to have the right to use the balance in the Citywide Account for the purposes set forth above.

3. Southeast Stewart Tract Phasing

a. Phase One

The 50-acre Recreation Commercial site is planned for Phase One. See Figure VI-2: Stewart Tract Development Concept Phasing.

b. Phase Two

Phase 2 may include the 10-acre Recreation Commercial site.



c. Phase Three

Southeast Stewart Tract development on the RCO and Urban Reserve lands is anticipated to occur in Phase Three.

The Specific Plan, Urban Design Concept(s) and Development Agreement(s) are the basic documents to be adopted to implement development within the Specific Plan area. The River Islands Urban Design Concept ensures that the design of the River Islands development is of the quality and form anticipated by the Specific Plan. Under the Surface Mining and Reclamation Act, the City's will be required to adopt findings relating to development of areas of regionally significant resources when the West Lathrop Specific Plan area is added to City limits. Other regulations or ordinances to implement the Specific Plan are the more detailed application processes for Urban Design Concepts, the Neighborhood Design Concepts and the non-renewal or cancellation of Williamson Act Contracts, as necessary.

In addition, there are numerous permits or approvals that may be required from other agencies to implement the Specific Plan. Those, and the circumstances that may warrant them, are listed in Appendix A (attached).

Under the Surface Mining and Reclamation Act ("SMARA") (Public Resources Code Section 2710 et seq), the Lathrop Surface Mining and Reclamation Act Ordinance and the City's General Plan (Mineral Resource Policies), before areas within Stewart Tract or Mossdale Village identified as containing regionally significant aggregate resources can be developed for urban uses without first being mined, the City must set forth in writing compelling reasons in support of such action. For Mossdale Village, these findings will be made in connection with future project approvals. For Stewart Tract, prior to permitting a use which would threaten the potential to extract minerals in that area, the City shall specify in the EIR for the Amended Specific Plan its reasons for permitting the proposed use(s) in accordance with the requirements specified in Public Resources Code Section 2762(d). "Compelling reasons" may be found if the City determines that the benefits of developing the subject areas with urban uses, without first mining these areas, outweighs the importance of the mineral deposits to the

B. Specific Plan Implementing Regulations and Ordinances

1. Surface Mining and Reclamation Act



regional market demand for their use as a whole, and not just their importance to the City's jurisdictional area.

2. Development Agreement

Any development agreement for lands within the plan area establishes the applicable laws and regulations and development rights and obligations of the developer(s) and the City with respect to the development, operation and maintenance of infrastructure and other public facilities, among other things. For example, the development agreement will ensure that the provisions of this Specific Plan and the General Plan will remain in effect over the life of the project (subject to appropriate modifications from time to time), and require all development to be in compliance with those provisions. This will both encourage investment in West Lathrop and ensure that development occurs in a quality manner.

3. Cancellation and Nonrenewal of Williamson Act Contracts

Most of Mossdale Village and Stewart Tract lands are under Williamson Act contracts which must be removed before development can occur. It is assumed that land will remain under contract and in agricultural uses until it is appropriate to develop it. The procedure for cancellation and non-renewal of Williamson Act contracts is provided in Sections 51240-51287 of the Government Code. Basically, it provides that landowners who file a Notice of Non-renewal signifying their intent to not renew their contracts, can file a petition for cancellation with the Lathrop City Council (assuming the contracted property has been annexed to the city). The cancellation can affect less than all of the land covered by the contract (Section 51282). To approve the petition for cancellation, the Lathrop City Council must find that the cancellation is consistent with the purposes of the Williamson Act or is in the public interest.

The City's General Plan policies minimize the premature conversion of agricultural land to urban use and assure the physical integrity of remaining agricultural land (including contracted land).

A notice of nonrenewal of the Williamson Act contract for most of the River Islands portion of Stewart Tract was filed in 2001.



To the extent that land is needed prior to expiration of the Williamson Act contract for any portion of the Stewart Tract, the City of Lathrop will consider and approve phased cancellations if appropriate findings can be made and other legal requirements satisfied.

Although a notice of nonrenewal may have been filed, land in later development phases will continue to be used for agricultural purposes until the development program necessitates its discontinuation. The City of Lathrop has already adopted a right-to-farm ordinance as an important means to minimize the potential for urban-agricultural conflicts along the margin between urban and agricultural lands.

Habitat preservation will be accomplished under the auspices of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJCHCP), the City of Lathrop's Multi-Species Habitat Management Plan (LHMP) and through consultation with the appropriate agencies for impacts not covered in the SJCHCP or the LHCP.

The objective of habitat preservation is to mitigate impacts to and address the potential for a "take" of state and federal listed species. In particular, development on the Stewart Tract will need to address the following species:

- (1) the Swainson's Hawk
- (2) the Riparian Brush Rabbit
- (3) the Elderberry Beetle.

Any mitigation plan must ensure adequate funding for implementation for the proposed mitigation and must provide coordination for the various agencies.

4. The Habitat Management Plan



5. Sewer and Water Master Plan Amendments

The City’s Master Water System Plan, and Master Sewerage Plan have been amended in the July 2001 Water, Wastewater and Recycled Water Master Plan and include the land west of the San Joaquin River.

6. Stewart Tract Infrastructure Administration

a. Infrastructure Performance Standards

(i). In General

Chapter IV: Infrastructure identifies numerous infrastructure improvements and other facilities needed to serve the development anticipated for the Specific Plan area. These improvements and other facilities, and levee improvements, among other things, were identified as appropriate based on analysis conducted during or prior to 2001. As conditions change and new technologies are developed, new or different infrastructure improvements or other facilities may be necessary or desirable to respond to these changing conditions or to take advantage of these new technologies. To assure that development on Stewart Tract responds adequately to such circumstances, while allowing flexibility in the manner in which these conditions are addressed, the City will apply to the Project the “Performance Standards” described below, as outlined in Development Agreements:

(ii). Basic Requirements

Each Tentative Map application submitted under this Specific Plan shall include infrastructure improvements and other facilities that are designed - based on appropriate traffic studies and other relevant information - to satisfy each of the Performance Standards. Information used to prepare each Urban Design Concept application shall include, without limitation, information generated in connection with the most recent Performance Evaluation (discussed below). Compliance with Performance Standards will be monitored annually. If annual monitoring shows that a Performance Standard is not being complied with and the noncompliance is attributable to the development on Stewart Tract, unless otherwise agreed to in a development agreement, a “Remediation Plan” shall be developed and imposed on the developer responsible for the non-compliance.



(iii). Description of Performance Standards

The Performance Standards shall be those specific standards relating to roadway levels of service; water capacity, reliability and quality; wastewater treatment and collection capacity; levee performance; police; fire protection; emergency services; transit; parks and schools set forth in the development agreement(s) entered into in association with the adoption and implementation of this Specific Plan. The Performance Standards will survive the termination of the development agreement(s).

(iv). Alternative Improvements

This Specific Plan recognizes that the conditions under which the Specific Plan is developed will change over time, that new technologies may become available to address the needs created by urban development, and that these alternatives should therefore be allowed by this Specific Plan. Likewise, this Specific Plan recognizes that new or different approaches to providing infrastructure and facilities may be necessary or desirable to address these changing conditions or take advantage of these new technologies. Accordingly, this Specific Plan allows for such future adjustments and refinements and considers them within the regulations established by this Specific Plan alternative improvements, subject to the following:

If an improvement is set forth in an Urban Design Concept application regarding the construction of any infrastructure improvements and other facilities, the City shall consider it to be in compliance with the Specific Plan if:

- it is identified in this Specific Plan as a means of addressing the Project's need for infrastructure and other facilities;
- it is an improvement although not specifically identified in the Specific Plan, is nonetheless based on new technologies allowed by the Specific Plan and which meet the Performance Standards for the development; or
- it is an improvement not specifically identified in the Specific Plan, but meets the Performance Standards for a specific stage of development and will continue to func-



tion acceptably should further development not occur. The improvement must be replaced when development extends beyond that stage; provided the City's evaluation of the UDC application and alternative improvements demonstrate to the City in its sole discretion that such improvements will satisfy the Performance Standards.

Alternatively, the Developer may independently pursue alternate approaches to providing infrastructure services and facilities to the project such as sewer, potable water, power, cable, communications and similar services so as not to impede the ability of the project to build out as described in the Specific Plan.

b Performance Evaluation and Remediation Plans

(i). In General

As described above, the City and the applicant will, in connection with each Urban Design Concept application, take steps to address the Performance Standards through the design of infrastructure improvements and other facilities. To ensure that the design solutions reflected in the Urban Design Concepts (and later subdivision maps and land use approvals) will satisfy the Performance Standards as actual development proceeds, the City will monitor compliance with the Performance Standards and take steps to remedy any noncompliance as described below.

(ii). Performance Evaluations

The City shall, on an annual basis, conduct Performance Evaluation of whether development is in full compliance with the Performance Standards. The Performance Evaluation shall include (i) the completion of appropriate traffic analyses as reasonably necessary, based on assumptions as determined by the City (which assumptions will be discussed in advance between the City and the applicant), and the collection of other information reasonably necessary to evaluate the development's compliance with Performance standards, (ii) an evaluation of the extent to which the applicant's development will generate the need for additional traffic improvements two years after the date of the Performance Evaluation; and (iii) an evaluation of the extent to which the applicant's development will generate the need for additional traffic and no-traffic-related infrastructure and facilities four years after the date of the Performance Evaluation.



(iii). Determinations of Noncompliance

(a). If, in connection with the Performance Evaluation described above and based on the information collected for the Performance Evaluation, the City's Community Development Director or the Director's designee ("Director") determines that a Performance Standard is not then being complied with, and such noncompliance is attributable to the Development, then the Director shall provide the applicant with a written Finding of Performance Standard Noncompliance, which shall specify the Performance Standard(s) that are in noncompliance.

(b). The applicant may appeal the Director's issuance of a Finding of Performance Standard Noncompliance to the City Council within twenty (20) business days following such issuance. After completion of a duly noticed public hearing, the City Council must issue a final determination either upholding or rejecting the Finding of Performance Standard Noncompliance. If the applicant does not appeal the Director's issuance of a Finding of Performance Standard Noncompliance or, if the Director's issuance of a Finding of Performance Standard Noncompliance is upheld by the City Council, the City may prepare and implement a "Remediation Plan" as set forth below.

(iv). Preparation and Adoption of Remediation Plan

(a). Within sixty-five (65) days following Director's issuance of a Finding of Performance Standard Noncompliance, or in the event of an appeal by the applicant, within forty-five (45) days following the City Council's final determination upholding the Director's issuance of a Finding of Performance Standard Noncompliance, the City shall develop and adopt, in good faith consultation with the applicant, a plan designed to address such noncompliance in a manner satisfactory to the City (a "Remediation Plan"). A Remediation Plan shall identify mitigation measures designed to address the identified noncompliance such as, in the case of a failure to satisfy a prescribed roadway level of service, additional roadway improvements needed to achieve acceptable levels of service. The mitigation measures identified in a Remediation Plan may be imposed by the City as conditions of approval to subsequent approvals except as set forth in any Development Agreement.

(b). In developing any Remediation Plan, the City shall give priority to solutions that (1) are both feasible and capable of mitigating to an acceptable degree and in a timely manner the contribution of



the applicant's development to the identified noncompliance and (2) minimize any delay associated with the applicant's development. The city will not, pursuant to any Remediation Plan or otherwise, impose upon any portion of the applicant's development (whether controlled by the applicant or any successor or assign of the applicant) any obligation exceeding that necessary to mitigate the contribution of the applicant of the applicant's development project to the noncompliance addressed by such obligation.

(c). Responsibility for implementing any Remediation Plan can be reallocated to a particular party or parties and alternative procedures can be imposed through a development agreement.

C. Financing/Fiscal Measures

This Financing/Fiscal section of the West Lathrop Specific Plan outlines a program of financing measures which will be used to implement the development and operation of major infrastructure items and essential community facilities. This section outlines the various financing methods which are available and may be used during the course of project development to assure that the West Lathrop area has adequate financing to move forward.

Prior to the final approvals for any portion of the project, financing mechanisms will be implemented which guarantee adequate funding of capital improvements and which outline payment schedules and sources of funds for the re-payment of any proposed debt. In addition, on-going tax and assessment sources will be earmarked to provide the operational and service resources necessary to maintain facilities at current or higher service levels than presently being provided by the City of Lathrop or other service providers. These ongoing operational concerns include police and fire service, park and road maintenance and other municipal services generally provided within an incorporated area of a city. The various mechanisms which may be used include, but are not limited to, the following:

1. Infrastructure Financing Districts

An Infrastructure Financing District allocates a portion of new property taxes to pay for capital improvements. It is similar to "tax increment financing" which is used by redevelopment agencies. Essentially, when tax increment financing is developed, subsequent increases in tax revenues are set aside for the use of the financing district. A requirement of an IFD is that it is developed only in areas



that are substantially underdeveloped. If it is proposed that an IFD issue bonds, it must obtain the two-thirds approval of the registered voters or property owners in the area.

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

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

Special taxes which result for example through Mello Roos Community Facilities Districts, require two-thirds approval of the property owners or the electorate. Typically they are “per parcel” taxes and they must be levied uniformly on all eligible properties or taxpayers. If approved, special taxes may be used to pay for the purchase, construction, expansion improvement or rehabilitation of real property with a useful life of five years or more or the debt source for bonds which finances the above.

2. Special Taxes



3. Special Assessments

Special assessments have a long history of use. Nationwide, special assessments can be traced back to a 1691 levy for street and drain construction in New York City. Most of the special assessment acts provide for the issuance of bonds. These bonds are generally secured by the property within the district and the bonded indebtedness is repaid with the money generated by the assessments. Some of the most common types of special assessments are outlined in the Improvement Act of 1911, the Municipal Improvement Act of 1913 and the Improvement Bond Act of 1915.

4. General Obligation Bonds

In 1986, with the passage of Proposition 46, cities and counties were empowered with the right to issue General Obligation bonds. G.O. bonds, which are repaid with revenues from increased property taxes, may be used to finance land acquisition and the construction of capital improvements. A G.O. bond must be approved by two-thirds of the voters.

5. Revenue Bonds

Cities, counties and some special districts can issue bonds to finance facilities for revenue producing enterprises such as water improvements, sewer improvements, golf courses and harbors. The bonds are solely repaid from a special fund consisting of revenues generated by the facility being financed. Examples of public revenues enterprise bonds include the City of Napa which sold over \$16 million worth of bonds to finance debt for new water supply facilities. The City of Los Angeles sold over \$125 million worth of bonds to pay for wastewater collection and related services. These issues may require voter authorization.

6. Impact Fees

Generally paid at the time of building permits, impact fees may be charged for construction of facilities which are of benefit to the affected area. For example, in Mossdale Village an elementary school will likely be paid for through a one-time fee which will likely be charged on the basis of the structure's square footage. Other examples include San Francisco where impact fees are charged to downtown commercial users for transit facilities. In the City of Concord, impact fees are charged against non-residential development for childcare.



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

In addition to the use of public financing mechanisms, it is assumed that much of the development cost will be paid by private developer funding.

Prior to infrastructure construction, financing sources for on-going operation and maintenance need to be identified to ensure that the infrastructure is provided for in an appropriate manner. The City intends to utilize a variety of financing measures for operation and maintenance and they include but are not limited to the following:

a. Property Taxes

The City receives a portion of the 1% property tax paid by all residential and commercial users within the City limits. As the Specific Plan area gets developed, the incremental property tax will be used to pay for the increase in services required by the new residents. In addition, existing special districts like Lathrop/Manteca Fire, that also receive a direct allocation of the 1% property tax, will use the incremental taxes to pay for the increase in services. Property taxes will likely be a primary funding source of operation and maintenance for the special districts.

b. Transient Occupancy Taxes and Sales Taxes

Development of hotels in the commercial and mixed use areas of the Specific Plan area will generate transient occupancy taxes that can be used for operation and maintenance. Retail sales will generate sales taxes. These taxes, of which the City receives a large portion, will be used by the City to pay for services provided to the new and existing residents of Lathrop.

c. User Fees

Primarily charged by utility providers, users' fees may be charged to pay for the cost of services. For example, the City of Lathrop through its Public Works Department will determine and assess a user fee for water and sewer service within the Specific Plan area.

7. Third Party Assistance

8. Private Developer Financing

9. Financing of Ongoing Operation and Maintenance



d. Special Assessments

Special assessments may be charged against future residential and commercial users to pay for operation and maintenance of infrastructure items. The most commonly known special assessment is one which results from the formation of a Landscaping and Lighting District, enabled by the Landscaping and Lighting Act of 1972 (Streets and Highways Code Section 22500 et seq.) The intention of all special assessments is that the amount charged is equal to the cost of providing service.

Mello Roos districts also allow special taxes to pay for the operations and maintenance of facilities built or financed with special taxes. The operations and maintenance costs paid by special taxes must be in addition to those previously paid. The special taxes can not replace general fund revenues.

A Preliminary Financing Plan for public facilities and services is provided below for both Mossdale Village and Stewart Tract. The Financing Plan identifies appropriate funding mechanisms for public improvements and maintenance. The Financing Plan outlines a strategy for funding the costs of public infrastructure, community facilities and public services necessary to develop the West Lathrop Specific Plan area.

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

Principle 1 - On the Stewart Tract, the Employment Center shall be included in the first phase of development west of the Union Pacific (former Southern Pacific) Railroad Tracks.

Principle 2 - There shall be no cost to the City's existing residents for facilities or services necessary to serve the proposed projects. All costs associated with the provision of municipal services shall be paid for by the project, be they on-site or off-site.

Principle 3 - Any consideration by the City of Lathrop to use project revenue to fund infrastructure shall first ensure that the levels of City operated facilities and municipal services in a project area are of a quality not less than city operated facilities and services in the existing city.

D. Preliminary Financing Plan



Principle 4 - The City will consider using revenue generated from project development to help fund public improvements.

Principle 5 - The City will consider the use of any public financing mechanism that is deemed appropriate to help construct project.

Principle 6 - The City will establish appropriate financing mechanisms to cover the cost of municipal services. Additionally, the City may aid in securing financing needed for capital infrastructure construction and maintenance. These mechanisms include but are not limited to the following:

- Establishment of Lighting and Landscape Districts, maintenance districts and user charges for operation and maintenance purposes.
- Establishment of Assessment Districts, Benefit Districts, Community Facilities Districts, Infrastructure Financing Districts and Joint Power Arrangements for capital construction.

Principle 7 - The City may enter into a Joint Power Agreement with the County, State or any other appropriate governmental agency that will facilitate the financing of necessary infrastructure improvements.

Principle 8 - The City may impose admission/entertainment taxes and parking taxes to facilitate the financing and servicing of development on Stewart Tract.

Principle 9 - The City agrees to establish reimbursement mechanisms in the event that a development pays for infrastructure that exceeds what is needed by that development

Principle 10 - The City shall consider implementing per-unit fees to accommodate financing infrastructure improvements or the reimbursement of costs fronted by one developer.

Principle 11 - The City and the developer(s) will active pursue outside funding for regional infrastructure improvements that benefit the project(s).



1. **Mosssdale Village**

Principle 12 - The City will assist developers of the plan area in obtaining private and public financing for both on and off site improvements.

Prior to final development plans being approved for any phase of the project, a detailed financing plan for the development area will be prepared. The detailed plan will identify appropriate funding mechanisms for public improvements and maintenance. The plan will outline a strategy for funding the costs of public infrastructure, community facilities and public services necessary to develop the desired area.

After the specific improvements to be financed have been determined and agreed to by the City, the City, the Developer(s) and any other involved public entity will mutually determine the appropriate public funding mechanism(s) to be used for the specified improvements.

a. Capital Improvement Program

As planned, Mosssdale Village contains approximately 630 acres of land designated for private development. Waterways, open space, parks, public facilities, railroad facilities and roads account for approximately 532 acres. The following summarizes the estimated costs of the capital improvements necessary to development Mosssdale Village.

1. Circulation - For development of the project, it is estimated that approximately \$29 million will be required for the construction of major on-site roads. It should be noted that a portion of the off-site road costs attributable to the Stewart Tract as identified later in this section, are also required for the Mosssdale Village project.
2. Potable Water - For development of the project, it is estimated that approximately \$5.3 million will be required for new facilities.
3. Wastewater - For development of the project, it is estimated that approximately \$8.9 million will be required for new facilities.



4. Reclaimed Water - For development of the project, it is estimated that approximately \$3.7 million will be required for new facilities.
5. Storm Drainage - For development of the project, it is estimated that approximately \$8.7 million will be required for storm drainage facilities.
6. Trenched Utilities - For development of the project, it is estimated that approximately \$7.1 million will be required for the project.

Table VI-3: Public Facilities Funding for Mossdale Village summarizes the financing measures which may be used to finance each public works component, as well as the responsible agency or person who will carry out each proposed improvement.

b. Other Financing Considerations

Another element of the overall Financing Plan for Mossdale Village will be the financing of operations and maintenance. With the exception of the public facilities which are operated and maintained by special service providers, the City of Lathrop will operate and maintain all public facilities in Mossdale Village. It is anticipated that incremental property taxes, sales taxes, transient occupancy taxes and other fees and taxes will be used to pay for the incremental cost of City services, however, additional assessments in the form of Lighting and Landscape Districts will also be required.

With respect to capital improvement phasing, all phases shall include the necessary infrastructure improvements required to service that phase. Prior to each final development plan, a detailed capital improvement phasing and financing plan will be developed.

Prior to final development plans being approved for any phase, a detailed financing plan for the development area will be prepared. The detailed plan will identify appropriate mechanisms for funding public improvements and maintenance. The plan will outline a strategy for funding the costs of public infrastructure, community facilities and public services necessary to develop the project.

2. Stewart Tract



When the specific improvements to be financed are agreed upon by the City, the Developer and any other public entities which may be involved, appropriate funding mechanisms will be created for individual improvements. Where necessary, the City will establish public financing districts and mechanisms to facilitate the funding of project requirements.

a. Capital Improvement Program

As planned, the Stewart Tract contains approximately 3,505 acres of land designated for private development. Lakes, open space, parks, public facilities, existing residential, railroad facilities and roads account for approximately 2,289 acres. Phase One, as identified earlier in this section, contains a total of approximately 2,875 acres, of which approximately 1,590 are designated for private development. The following which is subject to refinement summarizes the estimated costs of the capital improvements necessary to develop the Stewart Tract.

1. Circulation - For development of the project, it is estimated that approximately \$80 million will be required for new freeway access and \$100 million for major on-site roads.
2. Potable Water - For development of the project, it is estimated that approximately \$35 million will be required for new facilities.
3. Wastewater - For development of the project, it is estimated that approximately \$35 million will be required for new facilities.
4. Reclaimed Wastewater - For development of the project, it is estimated that approximately \$20 million will be required for new facilities.
5. Storm Drainage - For development of the project, it is estimated that approximately \$16 million will be required for storm drainage facilities.
6. Trenched Utilities - For development of the project, it is estimated that approximately \$22 million will be required for the project.



- 7. Levees - For development of the project, it is estimated that approximately \$50-100 million will be required for the project.
- 8. Public Facilities – For development of schools, police, fire and other public facilities, it is estimated that approximately \$150 million will be required for the project.

The costs identified above may be financed by any one of the methods described at the beginning of this section. Table VI-4: Public Facilities Funding for Stewart Tract summarizes the financing measures which may be used to finance each public works component, as well as the responsible agency or person who could carry out each proposed improvement.

**Table VI-3:
Public Facilities Funding for
Mossdale Village
West Lathrop Specific Plan**

Capital Improvement	Capital Improvement Financing Options	Capital Improvement Responsibility	O&M Responsibility
a. On-site streets/roads	Property Assessments Per Unit Fees Developer Contribution Area of Benefit Fees	Developers	City
b. Off-site streets and roads	Regional Fees Developer Contribution	Developers	City or other public agency
c. Transit	User Fees Developer Contribution	Developers, City	City, County, other public agency
d. Potable water	User Fees Hook-up Fees Developer Contribution Revenue Bonds Property Assessments Area of Benefit Fees	Developers	City, County, other public agency
e. Wastewater	User Fees Hook-up Fees Developer Contribution Revenue Bonds Property Assessments Area of Benefit Fees	Developers	City, County, other public agency



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f. Reclaimed Wastewater	User Fees Hook-up Fees Developer Contribution Property Assessments Area of Benefit Fees	Developers	City, County, other public agency
g. Storm Drainage	Area of Benefit Fees Developer Contribution Property Assessments	Developers	City, County, other public agency
h. Trenched Utilities	Revenue Bonds Hook-up Fees User Fees	Utility Companies, Developers	Utility Companies
i. Intract Construction	Property Assessments Developer Funding	Developers	City
j. Schools	School Impact Fees State Funding Land Dedication	Manteca Unified SD	Manteca Unified School District; School Parks by City
k. Public Parks and OS	Land Dedication Developer Contribution	Developers	City



**Table VI-4:
Public Facilities Funding for
Stewart Tract
West Lathrop Specific Plan**

Capital Improvement	Capital Improvement Financing Options	Capital Improvement Responsibility	O&M Responsibility
a. On-site streets/roads	Property Assessments/Mello Roos Incremental Tax Financing Per Unit Fees Developer Contribution Area of Benefit Fees	Developers/Property Owner	City for public road; Developers private roads
b. Off-site streets and roads	Regional Fees Developer Contribution Mossdale Village Contribution Property Assessments/Mello Roos Incremental Tax Financing Outside Assistance	Developers/Property Owner, Mossdale Village	City or other public agency
c. Transit	Incremental Tax Financing User Fees Developer Contribution Outside Assistance	Developers, City, County, Service Provider	City or other public agency
d. Potable water	User Fees Hook-up Fees Developers Contribution Revenue Bonds Property Assessments/Mello Roos Area of Benefit Fees	Developers/Property Owner, Service Provider	City or other public agency
e. Wastewater	User Fees Hook-up Fees Developers Contribution Revenue Bonds Property Assessments/Mello Roos Area of Benefit Fees	Developers/Property Owner, Service Provider.	City or other public agency
f. Reclaimed Wastewater	User Fees Hook-up Fees Developers Contribution Property Assessments Area of Benefit Fees	Developers/Property Owner, Service Provider	City or other public agency



VI. Implementation 2003 West Lathrop Specific Plan

g. Storm Drainage	Incremental Tax Financing Developers Contribution Property Assessments Area of Benefit Fees	Developers/Property Owner	City or other public agency
h. Trenched Utilities	Revenue Bonds Hook-up Fees User Fees	Utility Companies, Developers	Utility Companies
i. Levees	Developer Contribution Area of Benefits Fees Property Assessments/Mello Roos Outside Assistance	Developers/ PropertyOwner	City, County or other public agency
j. Intract Construction	Property Assessments Developer Funding	Developers	City, Private
k. Community Facilities (Civic Center, Library, Art Center, Public Art)	Incremental Tax Funding Developer Contribution Impact Fees	City, Developers	City, School Districts
l. Schools	School Impact Fees Outside Assistance	Tracy High School Banta Elementary	Tracy High School, Banta Elementary; School Parks by City
m. Public Parks and Open Space	Land Dedication Developer Contribution	Developers	City or other Public entity
n. Fire Station and Equipment	Land Dedication Developer Contribution Incremental Tax Financing Mello Roos	Developers, Fire District Provider	Lathrop- Manteca Fire District
o. Police Station and Equipment	Land Dedication Developer Contribution Incremental Tax Financing Mello Roos	Developers	City



b. Other Financing Considerations

Another element of the overall financing plan for Stewart Tract will be the financing of operation and maintenance. With the exception of the public facilities which are operated and maintained by special service providers such as the reclamation district maintaining the levees, the City of Lathrop will operate and maintain all public facilities on the Stewart Tract. For River Islands, the Lathrop Irrigation District has been formed to assist in financing and the ongoing operation and maintenance. It is anticipated that incremental property taxes, sales taxes, transient occupancy taxes and other fees and taxes will be adequate to pay for the entire cost of City services. The City may choose to implement Landscaping and Lighting Districts, or other appropriate financing mechanisms, to facilitate the provision of service to the area. Prior to final maps being approved for any development, a detailed operation and maintenance budget shall be developed. This budget shall identify the source of funds for all public maintenance items, as well as identify the agency responsible for such maintenance.

c. Subsequent Entitlements

The City of Lathrop and the developers of River Islands entered into a development agreement which outlines the responsibilities for capital and operational costs. A detailed financing plan will be developed prior to the final approvals for each development. The financing plan will include information on the construction, operation and maintenance of public facilities and infrastructure.

This section is organized as follows: (1) Mossdale Village Development Approvals, (2) River Islands Development Approvals, (3) Southeast Stewart Tract Development Approvals; (4) Stewart Tract Design Review Board and (5) Processing of Individual Permits and Approvals.

The City of Lathrop Community Development Department will be the lead agency in reviewing and approving all development projects for the West Lathrop Specific Plan. This section describes the different review processes for Mossdale Village and Stewart Tract for approving new development. The processes balance the need to protect the public interest with streamlining the process for developers and contractors. Streamlining the approval process is key to the success of orderly development that is consistent with this Specific Plan, the General Plan and other applicable land use laws and regula-

E. City Approval Process



tions. Streamlining also eliminates redundancy and simplifies the review process. Once the final approval is obtained, a developer or contractor has assurance that he or she may develop their project without the need for further reviews or permits by the City of Lathrop.

The level and type of review will depend on the specific land uses, building types and impacts on the surrounding environment. The EIR prepared for the Specific Plan will minimize, or eliminate in some cases, further environmental review for specific projects within the plan area.

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

The City in any development agreement may commit to developing and implementing fast-track municipal development procedures, including those for design review, building inspection, and permitting processes for the Specific Plan area, to the end that design and construction in the Specific Plan area may proceed expeditiously and not be subject to undue delays or costs.

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

From time to time, the applicant will request amendments to the General Plan or the Specific Plan to respond to changing circumstances and conditions. Unless otherwise specified in a development agreement, specific plans shall be prepared, adopted and amended in the same manner as general plans in accordance with the California Government Code Sections 65453-65454, except that specific plans may be adopted by resolution or by ordinance. This plan may be amended as necessary in the same manner it was adopted, by ordinance. Said amendment or amendments shall not require a concurrent general plan amendment unless it is determined by City Staff that the proposed amendment would substantively affect the General Plan goals, objectives, policies or programs. No amendment to this Specific Plan shall be necessary to permit development within any of the land use plan areas shown on Figure 5 in Chapter III, provided the land use is one that is permitted somewhere within



that land use plan area. An environmental review form shall accompany the proposed amendment, but it is presumed that the EIR approved for the plan area includes all future development for the specific plan. If further environmental documentation were required, in special cases, it would be a focused analysis and action as documented in, among other places, Sections 15162 and 15182 of the CEQA Guidelines.

Unless otherwise specified in a development agreement, the City is under no obligation to approve any such application and may, in the exercise of its legislative discretion, approve, deny, condition, or otherwise require modifications in any application by the applicant for an amendment to the General Plan or the Specific Plan.

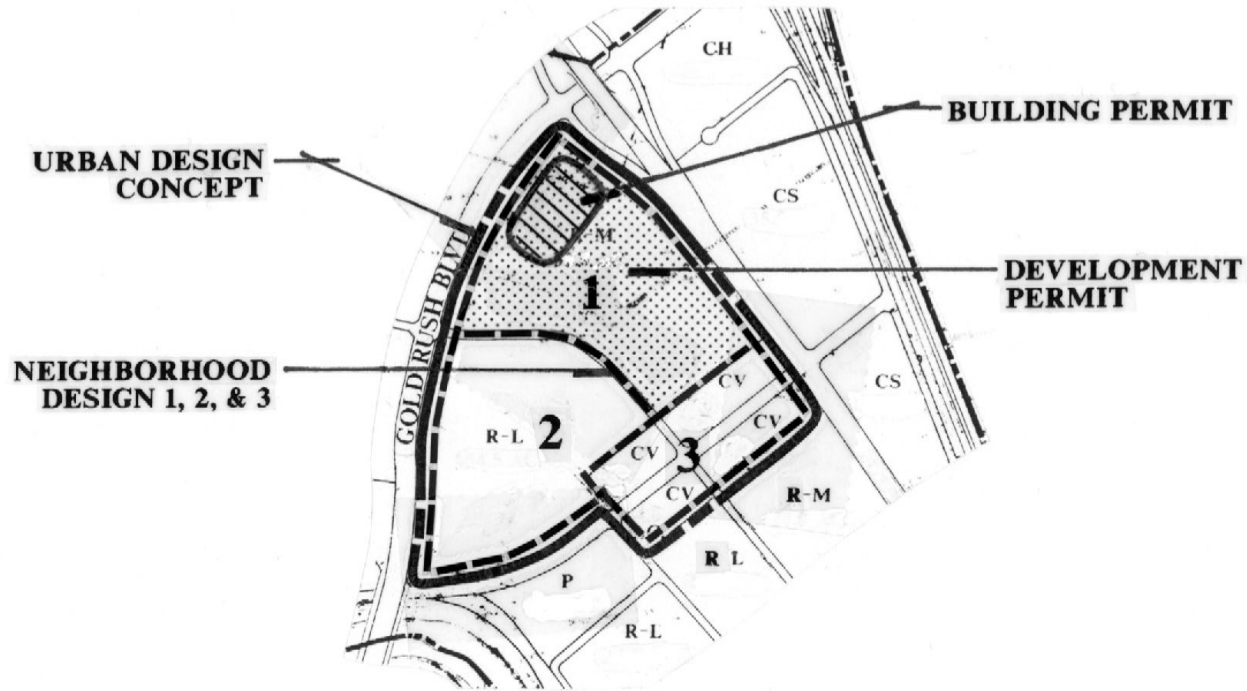
The following review process will be followed for approving development within Mossdale Village. See the diagram which follows of the Mossdale Village Development Approvals.

a. Urban Design Concept - The UDC is a discretionary permit reviewed, modified or approved by the Planning Commission. Prior to the establishment of any use within a planned unit of development (such as the Village Center), an applicant must first provide an urban design concept that encompasses an entire planned unit of development (PUD). This will entail maps drawn to scale that indicate what intended structure massing(s), parking areas, signage program, land uses, landscaping and circulation patterns will be proposed for the planned unit in accordance with the appropriate development standards set forth by this Specific Plan. The application shall also include an anticipated schedule for development and a detailed financing plan outlining how all public improvements will be financed. Residential uses will also include any common areas, such as parks, streetscapes, trails and pedestrian paths. The Planning Commission will hold a public hearing prior to any action on the application. The UDC must be approved prior to acceptance of any development or building permits for a planned unit of development. Any amendments or modifications to an approved design concept must be reviewed and approved by the Planning Commission through the same process as the original application. The urban design concept will likely begin with the submittal of a tentative map for major subdivisions in accordance with the Lathrop Subdivision Ordinance.

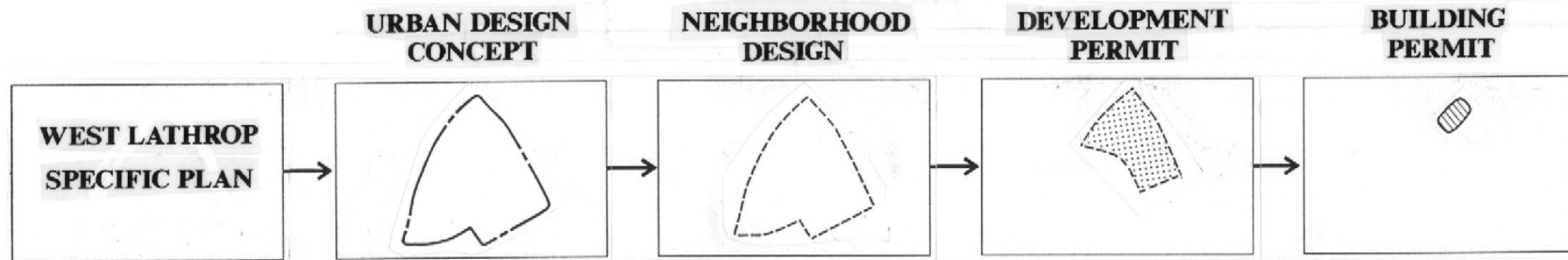
1. Mossdale Village Development Approvals



Mosssdale Village Approval Process



MOSSDALE VILLAGE



WEST LATHROP SPECIFIC PLAN
CITY OF LATHROP, CA



The boundaries of a UDC are within the discretion of the applicant. If a UDC includes only part of a PUD District, the procedures below assess the affect of the UDC on the full development of that PUD District. However, to the extent that a UDC's boundaries follow the boundaries of PUD Districts and/or phasing areas, both planning and approvals may be more straightforward. A UDC must comply with several requirements.

- Each zoning district described in Chapter V: Community Design of this Specific Plan permits identified uses within the UDC areas. Each of those uses has a set of development standards associated with it. A UDC must be limited to permitted uses and compatible with the application of the applicable development standards.
- With each PUD District, this Specific Plan (in Chapter III: Land Use) assigns minimum and maximum intensity of uses (expressed as total acreage or square footage or density of dwelling units). A UDC must propose uses consistent with those limits. In addition, if the UDC does not include the entire PUD District, it must contain sufficient planning of the remainder of the PUD District to assure the City that the entire PUD district can be developed consistent with the Specific Plan.
- This Specific Plan describes explicit performance standards for infrastructure improvements. Each UDC must include infrastructure improvements and other facilities that are designed to satisfy each of the Performance Standards set out in this Specific Plan. In addition, infrastructure must be compatible with future development under this Specific Plan and approved UDC's and provide excess capacity to serve future buildout of the Stewart Tract, where providing excess infrastructure capacity is the most efficient method of serving the long-term needs of development of the Stewart Tract.

City Consideration of Applications. The Planning Commission must approve the UDC prior to acceptance of any development or building permits for a planned unit of development. To approve a UDC, the Planning Commission must make the following findings:



- The UDC is consistent with the Lathrop General Plan, the West Lathrop Specific Plan and applicable sections of the Lathrop Zoning Code.
 - The UDC does not set forth any land uses or necessarily result in subsequent development that would cause a detrimental effect to the public health, safety or welfare.
 - The UDC includes a larger design for any PUD District, part of which is covered by the UDC. Such design for the entire PUD District is consistent with the West Lathrop Specific Plan.
 - The UDC meets all of the standards set forth in the applicable zoning classification(s) found in Chapter V: Community Design.
 - The infrastructure improvements set forth in the UDC meet the explicit performance standards for the infrastructure improvements as described in Section VI.B.6.a(iii) of this Specific Plan. In addition, such improvements are compatible with approved UDCs and future development under this Specific Plan and, where appropriate, provide excess capacity to serve future buildout of the Mossdale Village. (Providing excess infrastructure capacity is appropriate where it is the most efficient method of serving the long-term infrastructure needs of development of Mossdale Village.)
- b. Neighborhood Design Review - The NDR is a discretionary permit. An integral part of the subdivision review process will be Neighborhood Design Review. The Neighborhood Design Review process shall be conducted by Community Development staff concurrently with the tentative map process to ensure that new neighborhoods are created and maintained under the policies and guidelines of this Specific Plan by reviewing plans and elevations submitted by developers. The following standards shall be met for each proposed project:
- An architectural theme shall be developed for a proposed subdivision. The theme shall pertain not only to the dwelling units proposed, but to the signage and landscaping (streetscape) involved as well. Design elements utilized for the theme will be reviewed by staff for internal consistency and compatibility.



- Innovative site and building plans shall be utilized that not only meet the minimum development standards, but also provide for variety in creating desirable streetscapes, by implementing the following techniques:
 - (1) Varied front and side building elevations.
 - (2) Variations in building height.
 - (3) Varied garage/living space front yard setbacks.
 - (4) Varied and carefully articulated garage elevations (such as offsetting garage faces, side-loading garages, columns separating garage doors or overhangs).
 - (5) Variations in lot width.
 - (6) Use of one-story massing on the ends of some two-story dwellings.

At least two of the above techniques shall be utilized to create variety among local streetscapes.

c. Planned Unit Development Permits (PUD) (Discretionary Permit)- Planned Unit Developments (PUD's), involving the careful application of design, are encouraged to achieve a more functional, aesthetically pleasing and harmonious living and working environment within the City which otherwise might not be possible by strict adherence to the regulations of the Specific Plan or the Lathrop Zoning Code, but still meets the plan objectives of the Specific Plan.

A PUD can be applied by rezoning the subject property to the PUD zoning district. Alternatively, in order to provide locations for more precise planned developments, the Planning Commission is empowered to grant use permits (in accordance with conditional use permits listed below) for planned unit developments, provided that such developments comply with the regulations prescribed in this section. The approval of a PUD that is not designated by the General Plan is intended to be discretionary on the part of the City rather than an entitlement of a landowner. A PUD granted through a conditional use permit may be located in any zoning district other than a RX-MV District upon the granting of a use permit in accordance with the provisions of this section.



d. Development Permit - Subsequent to the adoption of the urban design concept and/or neighborhood design review, the appropriate development permit for multi-family or non-residential uses will be processed; a site plan review for certain permitted uses or a conditional use permit for conditionally permitted uses will be processed. Single family homes will not need this level of review and will be reviewed during building permit review. Please see the corresponding sections below for a complete description of the proper development permits.

e. Building Permit Review and Plan Checking - Decisions and recommendations made by the architectural review committee will be included in building plans (construction drawings) that will be reviewed as part of a building permit application. The City staff will review construction drawings for specific development proposals as part of its building permit process as described later in this section.

This section provides an overview of the typical procedural steps for the review and approval of development applications and subdivision approvals for specific projects on River Islands. Detailed information implementing the provisions of this section is available from the Lathrop Community Development Department. An overview of this section is presented below with an illustration.

a. Overview of Development Approval Process

On River Islands, the development approval process includes applications for an Urban Development Concept (UDC), Preliminary Development Plan (PDP), master tentative map, tentative map, final map, a parcel map for subdivision review, a site plan review for non-residential uses and/or a conditional use permit. Planned unit development (PUD) applications will not be accepted for the River Islands portion of Stewart Tract development. The intent of the PUD (to encourage innovation which might not otherwise be possible by strict adherence to the regulations of the Specific Plan or Zoning Code will be achieved through the required Urban Design Concept, Preliminary Development Plan and Neighborhood Design Concept. The process for approval for each type of permit is outlined below in text and graphics.

The approval of any development approval or entitlement within River Islands shall be based on its consistency with the Lathrop General Plan; the West Lathrop Specific Plan; the River Islands Urban

2. River Islands Development Approvals



Design Concept (as it applies to the majority of River Islands); future UDC's for other parts of River Islands; and Sections 17.52, 17.60 and 17.61 of the Lathrop Zoning Code. These key documents establish the goals, policies and standards against which all permits applications shall be evaluated, in conjunction with any and all environmental mitigation measures required for development on River Islands and prevailing City standards that maintain its residents' health, safety and welfare.

b. Development Application Review Process

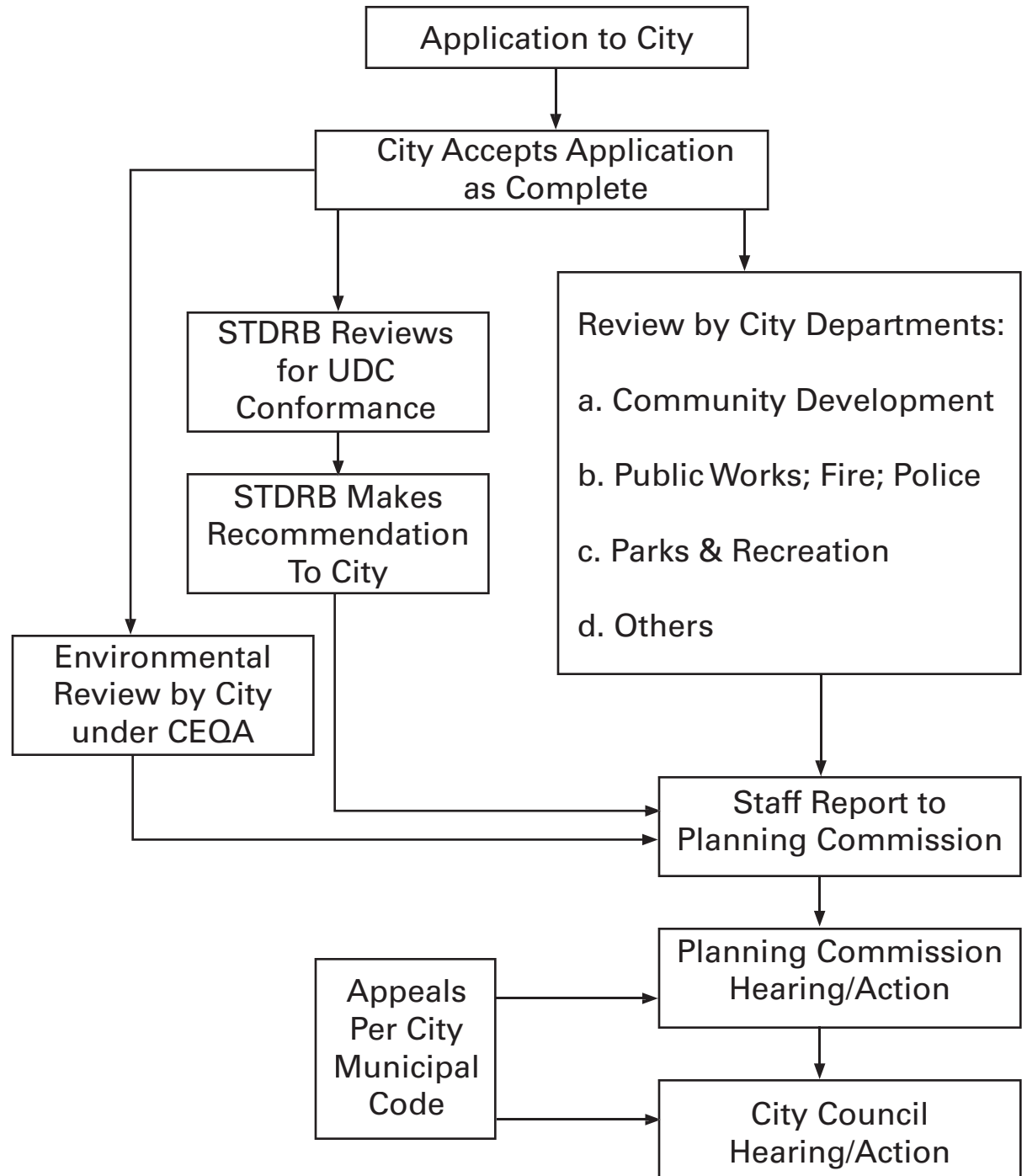
In reviewing a development application, City staff shall review the application in accordance with adopted City ordinances and procedures. City staff shall:

(1) Evaluate the application(s) for consistency with the General Plan and West Lathrop Specific Plan.

The General Plan sets forth the broad City goals for the development and conservation of land within its jurisdiction. The General Plan also describes the City's intent for the development of Stewart Tract, referred to therein as Sub-Plan Area #3. The West Lathrop Specific Plan provides plan objectives that elaborate upon the broad General Plan goals and guides the implementation of those broad goals through specific development and conservation projects on Stewart Tract. Development applications will be reviewed to confirm that the proposed land uses are consistent with Chapters III and V of the West Lathrop Specific Plan and that the proposal is consistent with the minimum and maximum numbers of residential units and intensity of commercial uses allowed for each Planning District



River Islands at Lathrop Overall Project Permitting Process





**Table VI-5:
Scope and Authority for
Project Approvals
River Islands**

Application	Stewart Tract Design Review Board	Lathrop Planning Commission	Lathrop City Council
Specific Plan	--	Recommends approval	Approves
Urban Design Concept (UDC)	Review & recommends to City Staff	Recommends approval	Approves
Preliminary Development Plan (PDP)	Review & recommends to City Staff	Recommends approval	Approves
Tentative Map	Review & recommends to City Staff	Recommends approval	Approves
Neighborhood Design Plan (NDP)	Review & recommends to City Staff	Approves	
Final Map	Review & recommends to City Staff		Approves
Parcel Map			Approves
Site Plan	Review & recommends to City Staff	Approves	

- (ii) Evaluate the application(s) for consistency with the Urban Design Concept and applicable zoning.



The West Lathrop Specific Plan requires the adoption of a River Islands Urban Design Concept (UDC) that shall contain urban design guidelines and land use development standards for the River Islands portion of Stewart Tract and standards for the preparation of a Neighborhood Design Plan (NDP) required by Section 17.61 of the Zoning Code. Subsequent approval procedures are identified including the Preliminary Development Plan and Final Development Plan that regulate the intensity of development and the UDC and Neighborhood Development Plan that guide the urban design character of the development area. This Specific Plan also establishes a Stewart Tract Design Review Board (STDRB) that will prepare and administer architectural guidelines for Stewart Tract land uses and, using the UDC, will assist the City in its review and approval of River Islands development proposals. This section and, where this section is silent the City's Zoning Code, describes the procedures for submittal and processing of River Islands development applications for part or all of any River Islands Districts, as defined in Chapter III: Land Use.

(iii) Evaluate the application(s) to determine whether future environmental review is required under CEQA (Public Resources Code Sections 21166; 21083.3. See also CEQA Guidelines Sections 15162-15164, 15182 and 15183.

c. Urban Design Concept (UDC)

The West Lathrop Specific Plan requires the adoption of an Urban Design Concept prior to project development within River Islands.

Urban Design Concept (UDC) - The UDC is a quasi-judicial approval subject to discretionary action. The City Council approves a UDC following review and recommendations of City Staff, the Stewart Tract design Review Board (STDRB) and the Planning Commission. A UDC may cover one or several Planning Districts. A UDC shall include design guidelines that determine the overall community structure and the urban design form of the subject River Islands district(s), including all public uses and elements of the public realm, and development standards for uses within the River Islands planning district(s). The River Islands UDC defines all of the urban design elements that contribute to the form and quality of the River Islands portion of Stewart Tract and the specific land use development standards for that area.



The boundaries of a UDC are generally within the discretion of the applicant. Applicants may prepare a UDC that covers one or more planning district. If a development proposal includes only part of a planning or zoning district, the applicant must prepare a UDC for the entire district as part of the appropriate development application. If the applicant does not own all of the land in a district, the signatures of all other landowners in that district are required for a complete application. The procedures described below will ensure that the effect of the UDC on the full development of that District is assessed.

The UDC is subject to Planning Commission recommendation and final approval by the City Council. UDC approval shall be based on the following findings supported by substantial evidence in the record:

- (1) The UDC is consistent with the Lathrop General Plan.
- (2) The UDC is consistent with the West Lathrop Specific Plan (Particular attention should be paid to consistency with the Specific Plan's Land Use Program in Chapter III: Land Use and the development standards for particular land uses in Chapter V: Community Design.)
- (3) The UDC is consistent with the applicable sections of the Lathrop Zoning Code.
- (4) The UDC would not establish any land uses or necessarily result in subsequent development that would cause a detrimental effect to the public health, safety or welfare.
- (5) For any River Islands District, the UDC includes a schematic plan for that entire District. Such design contains sufficient planning of the District to demonstrate that the entire District can be developed consistent with the West Lathrop Specific Plan.
- (6) The infrastructure improvements set forth in the UDC meet the explicit performance standards for the infrastructure improvements as described in Section VI.B.7.a(iii) of this Specific Plan. In addition, such improvements are compatible with previously approved UDCs and future development under this Specific Plan and, where appropriate, provide capacity to serve future buildout of River Islands. (Providing infrastructure capacity is appropriate where it is the most efficient method of serving the long-term infrastructure needs of development of Stewart Tract.)



(7) If the UDC area includes residential units on the River Islands west of the Southern Pacific right-of-way, then an additional finding must be made either that the City Council has made one of the two determinations described in Sections VI.A.3.e(1) and (2) of this Specific Plan, or that the master developer has agreed to pay the Economic Development Fee described in Section VI.A.3.e(3) of this Specific Plan.

(8) Proposed residential development maintains a high quality of residential design in harmony with and enhancing the character of the surrounding neighborhood and community.

d. Zoning

This Specific Plan establishes the land uses and development standards that apply to the Stewart Tract. Following adoption of the Specific Plan, the City shall revise Chapter 17.60 to apply solely to Southeast Stewart Tract and add a new chapter, Chapter 17.61: River Islands Zoning Districts, of the Lathrop Zoning Ordinance. The City shall also revise the Zoning Map to include the zoning districts shown on Table V-1, each of which corresponds to a specific River Islands land use designation identified in the Specific Plan. The City also shall establish in Chapter 17.61 the procedures for processing a Preliminary Development Plan (PDP) and a Neighborhood Design Plan (NDP) as outlined in this Specific Plan. The zoning districts shall conform to the provisions of this Specific Plan and the UDCs for all typical zoning provisions.

(i) Preliminary Development Plan – River Islands Only

The Master Developer shall prepare a Preliminary Development Plan (PDP) in accordance with Section 17.61 of the Zoning Code concurrently with or prior to tentative map approvals.

Scope: The minimum area to be addressed in the PDP is a River Islands Planning District. The PDP shall be a schematic plan covering the entire district in which the proposed development lies and illustrating how the proposed project implements the UDC guidelines in accordance with Section 17.61 of the Zoning Code.

PDP's shall be subject to the following provisions of this Specific Plan:



- (a) The number of units shall be consistent with the Specific Plan residential land use designations (see Chapter III: Land Use and UDC)
- (b) The number of units proposed shall be within the minimum and maximum range of dwelling units allocated in Chapter III of the Specific Plan for that planning
- (c) The PDP must be approved by the City Council before a Tentative Map is approved in the PDP's planning district(s).
- (d) Residential units allocated by the Specific Plan to a given district may be reallocated within that Planning District through a Preliminary Development Plan. The reallocation of units within a district shall be deemed consistent with the Specific Plan and UDC if: (i) the minimum numbers of medium and high density units are achieved, (ii) the maximum number of units allowed in the district is not exceeded and (iii) PDP complies with the UDC design guidelines. Compliance must be demonstrated with a numerical comparison of low, medium and high density units required in the Specific Plan and the proposed low, medium and high density units.
- (e) Residential units allocated by the Specific Plan to a given planning district may be transferred to another planning district when two or more planning districts are the subject of one PDP. The reallocation of units between planning districts shall be deemed consistent with the Specific Plan and UDC if: (i) the minimum numbers of medium and high density units are achieved in each district, (ii) the maximum number of units allowed in each district is not exceeded and (iii) the UDC design guidelines are followed. Compliance must be demonstrated with a numerical comparison of low, medium and high density units required in the Specific Plan and the proposed low, medium and high density units by district.
- (f) A subsequent PDP planning district may transfer unused unit allocations from a prior PDP planning district(s), so long as the maximum number of units allowed in the subsequent district is not exceeded. Conversely, a PDP may transfer medium and high density units from a future district(s) to a planning district proposed for development, so long as the minimum number of medium and high density units remain available in the future district(s). Numerical comparisons are required to demonstrate compliance with Specific Plan allocations.



(g) In the interests of encouraging a variety of housing types and sizes, where PDPs are proposed in districts with only low density housing allocations in the Specific Plan, medium and high density housing may be included in the PDP. The development of medium and high density housing proposed in a PDP shall be consistent with the Specific Plan and UDC if: (i) the overall density for the entire district does not exceed the maximum density allowed for low density residential, (ii) the maximum number of units is not exceeded and (3) the PDP complies with the UDC design guidelines. In the instance where a low density district is one of two or more districts being planned under a single PDP, the low density district may receive medium and/or high density units from the other districts (“donor districts”) being planned under the same PDP. The transfer of medium or high density units to a district allocated low density units shall be consistent with the Specific Plan if: (i) the minimum numbers of medium and high density units is retained in the donor districts, (ii) the maximum in each district is not exceeded and the PDP complies with UDC design guidelines. Numerical comparisons are required to demonstrate compliance with Specific Plan allocations.

(ii) Neighborhood Design Plan

The developer shall process a Neighborhood Design Plan concurrently with or prior to Final Map approval for the subdivision of property within an area subject to an approved PDP. An NDP shall cover, at a minimum, the area subject to a Final Map. Plans, elevations and sections that depict all site plan, architectural and landscape architectural elements of all proposed development must be included in the NDP. Design of all structures and landscape features should be consistent with the UDC District Design Guidelines and the DRB Architectural Design Guidelines for that district.

An NDP shall be subject to STDRB review and Planning Commission review and approval prior to City Council approval of the Final Map. The NDP process shall be implemented to ensure that projects within the Specific Plan area are consistent with the Specific Plan and adopted UDC urban, architectural and landscape guidelines for that District.



e. Subdivision Map Act Approvals

Two forms of tentative map approvals, Master Tentative Maps and Tentative Subdivision Maps (including Vesting Tentative Maps) may be processed to subdivide parcels comprising the River Islands.

(1) Master Tentative Maps.

Given the size of the River Islands and the anticipated time frame for buildout, Master Tentative Maps may be filed for larger parcels that are intended for further subdivision at a later date. Such maps shall conform to the following requirements:

- (a) Any Master Tentative Map will define the number of “master parcels,” including parcels for major streets, parks, open space and other public purposes. After approval of the Master Tentative Map, the subdivider may file a master final map (or maps) creating the master parcels.
- (b) Concurrently with a Master Tentative Map, the subdivider may process tentative subdivision maps in accordance with the Subdivision Map Act to further define lots for sale, lease or financing consistent with the Master Tentative Map and the Specific Plan.
- (c) Upon filing of a final map creating a master parcel(s) and completion of the public improvements necessary to serve the master parcel(s), the City will accept dedication of those public improvements.

(2) Tentative Subdivision Maps

The subdivision process for River Islands shall be governed by the Subdivision Map Act, the City of Lathrop Subdivision Ordinance, the West Lathrop Specific Plan and the UDC.

Tentative Subdivision Map applications shall be subject to the following requirements:

- (a) Tentative Subdivision Map applications may be submitted for the subdivision of property within a River Islands Planning District that is or is not covered by an approved Urban Design Concept or Preliminary Development Plan.



- (b) The City shall not approve Tentative Subdivision Map applications prior to approval of a UDC and PDP for the area subject to the proposed Tentative Subdivision Map.
- (c) Where there is no approved UDC or PDP, the Tentative Subdivision Map application may be processed concurrently with an application for UDC and PDP approval (see requirements above).
- (d) Tentative Subdivision Map applications covering less than an entire Planning District shall be processed concurrently with a PDP for that entire district to ensure that the minimum/maximum number of low, medium and high density dwelling units can be achieved consistent with the UDC District Design Guidelines.
- (e) The phasing of development proposed in the Tentative Subdivision Maps shall be consistent with the sequence of development anticipated by this Specific Plan.
- (f) The Tentative Subdivision Map application proposes adequate financing for development and infrastructure improvements within the Tentative Subdivision Map Area.

The Tentative Subdivision Map application is subject to STDRB recommendation, and Planning Commission review and City Council approval. Tentative Map approval shall be based on the findings required by the Subdivision Map Act and the following additional findings required by this Specific Plan:

- (a) The tentative map is consistent with the applicable UDC and PDP.
- (b) The tentative map is consistent with The West Lathrop Specific Plan and the Infrastructure Master Plan.

Each approved Tentative Map shall be conditioned upon Planning Commission approval of the relevant Neighborhood Design Plan and Final Development Plan to be submitted prior to or concurrently with applications for Final Maps, site plans or building permits within the mapped area.

(3) Final Map

Final maps may be submitted within any area covered by a Tentative Map and its associated UDC. A



Final Map application shall be processed concurrently with or after approval of a Neighborhood Design Plan for the entire Final Map area. The NDP applicable to the area subject to a Final Map must be approved by the Planning Commission before the Final Map can be approved by the City Council.

A Final Map application deemed complete by City staff shall be subject to STDRB review prior to City Engineer and City Council approval.

When all conditions of the Tentative Map are met or secured, improvement plans are approved and improvement agreements are entered into, a Final Map shall be approved by the City, in accordance with the Subdivision Map Act as implemented by the City Subdivision Ordinance. A Final Map application lotting pattern which reflects the lotting pattern associated with the Tentative Map and PDP for the area and achieves the allocated residential density or non-residential intensity of use (+/- 10% so long as within total numbers of dwelling units or square footages allocated to the Planning District) shall be deemed consistent with the Specific Plan.

(4) Parcel Map

A parcel map application may be submitted in any area for which there is an approved UDC and Tentative Map. A parcel map application shall demonstrate that it is consistent with the UDC, PDP and Tentative Map and, where applicable, NDP. The design of all structures and landscape features must be consistent with the UDC Guidelines for that district. Such Site Plans will be reviewed by the STDRB which will make recommendations to the City prior to Planning Commission approval.

If a parcel map application is proposed for an area that is not covered by an NDP, an NDP must be provided as a part of the Final Map application and must be approved prior to approval of the parcel map.

(5) Site Plan - for Non-Residential Uses

A site plan application for non-residential uses may be submitted in any area for which there is an approved UDC and Tentative Map. A site plan application shall demonstrate that it is consistent with the prevailing UDC and, where applicable, NDP. If the application is for an area not covered by an existing NDP, the applicant shall include as a part of the Site Plan Application, site and building



plans, elevations and sections that depict all architectural and landscape architectural elements of all proposed development. The design of all structures and landscape features must be consistent with the DRB Architectural Design Guidelines for that district. Site Plans will be reviewed by the STDRB which will make recommendations to the City staff prior to Planning Commission approval.

3. Southeast Stewart Tract Development Approvals

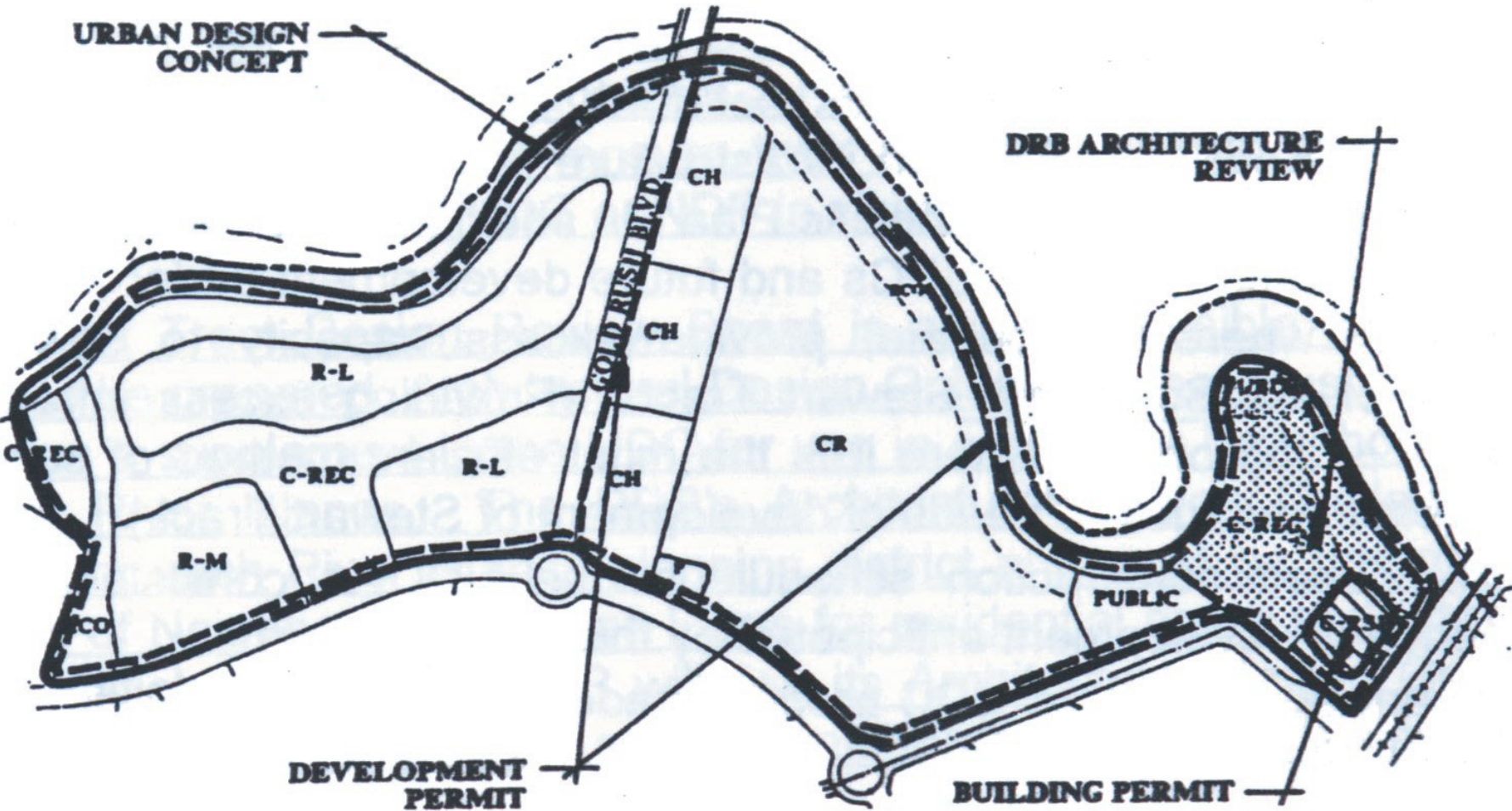
The following review process will be followed for approving development within Southeast Stewart Tract. See the diagram which follows of the Southeast Stewart Tract Approval Process.

a. Design Review Board (DRB) - The Stewart Tract Design Review Board as described below will be responsible for preliminary review and approval of all Urban Design Concept proposals within Southeast Stewart Tract prior to their submittal to the City, to ensure their consistency with the Specific Plan concept in vision and quality. It is expected that the DRB will establish its own procedures for application submittal and review. In addition to the preliminary review at the Urban Design Concept stage, the DRB will be responsible for detailed review of all development proposals within Southeast Stewart Tract prior to any development permit or building permit review and approval.

(i) Urban Design Concept - The UDC is a discretionary permit reviewed, modified or approved by the Planning Commission following DRB review. Prior to the establishment of any use within a Zoning District, an applicant must first provide an urban design concept application that encompasses the entire area planned for development under the UDC (“the UDC area”). This will include, at a minimum, maps drawn to scale that indicate what intended structure massing(s), parking areas, signage program, land uses, landscaping, circulation patterns, financing and infrastructure will be proposed for the UDC area in accordance with the appropriate development standards set forth by this Specific Plan. The application shall also include an anticipated schedule for development and a detailed financing plan outlining how all public improvements will be financed. The UDC will be reviewed first by the DRB for general consistency with the Specific Plan. Then it will be reviewed and approved by the Planning Commission prior to acceptance of any development or building permit within the UDC area. Any amendments or modifications to an approved UDC must be reviewed and approved in the same manner as the original UDC application. See the diagram of the Southeast Stewart Tract Development Approvals which follows.



Southeast Stewart Tract Approval Process (Example Only)





Southeast Stewart Tract Approval Process (Example Only)

The urban design concept may also involve the submittal of a tentative map for major subdivisions in accordance with the Lathrop Subdivision Ordinance.

The boundaries of a UDC are within the discretion of the applicant. However, to the extent that a UDC's boundaries follow the boundaries of Zoning Districts and/or phasing areas, both planning and approvals may be more straightforward. To the extent a UDC includes only part of a Zoning District, the procedures described below will assess the effect of the UDC on the full development of that Zoning District.

The Applicant must provide sufficient information in the UDC to support the findings identified below.

City Consideration of Applications. Following initial review of the application by the DRB, the application will be submitted to the Planning Commission for consideration. The Planning Commission must approve the UDC prior to acceptance of any development or building permits for any development within the UDC Area. The UDC is an adjudicatory approval. To approve a UDC, the Planning Commission must make the following findings based on substantial evidence in the record:

- The UDC is consistent with the Lathrop General Plan, the West Lathrop Specific Plan and applicable sections of the Lathrop Zoning Code. (Particular attention should be paid to consistency with the Specific Plan's Land Use Program in Chapter III: Land Use and the development standards for particular land uses in Chapter V: Community Design.)
- The UDC does not set forth any land uses or necessarily result in subsequent development that would cause a detrimental effect to the public health, safety or welfare.
- For any Zoning District, part of which is included in the UDC Area, the UDC includes a design for the entire Zoning District. Such design contains sufficient planning of the Zoning District to assure the City that the entire Zoning District can be developed



consistent with the West Lathrop Specific Plan.

- The infrastructure improvements set forth in the UDC meet the explicit performance standards for the infrastructure improvements as described in Section VI.B. of this Specific Plan. In addition, such improvements are compatible with approved UDCs and future development under this Specific Plan and, where appropriate, provide excess capacity to serve future buildout of Southeast Stewart Tract. (Providing excess infrastructure capacity is appropriate where it is the most efficient method of serving the long-term infrastructure needs of development of Stewart Tract.)
- The proposed construction schedule in the UDC is consistent with the sequence of development anticipated by this Specific Plan.
- The financing plan in the UDC proposes adequate financing for development within the UDC Area.
- Any residential development will maintain a high quality of residential design in harmony with and enhancing the character of the surrounding neighborhood and community.

b. Development Permit - Subsequent to the adoption of the urban design concept, the appropriate development permit - a site plan review for permitted uses or a conditional use permit for conditionally permitted uses - will be processed in conjunction with City staff and the DRB approval. See the corresponding sections below for a complete description of these development permits.

c. Architectural Review - An architectural review will be conducted by the DRB for all proposals in this planning area. The City's involvement will be limited to designating a staff person to serve on the DRB.

d. Building Permit Review and Plan Checking - Decisions and recommendations made by the DRB will be included in building plans (construction drawings) that will be reviewed as part of a building permit application. The City staff will review construction drawings for specific development



proposals as part of its building permit process as described later in this section.

e. Minor Amendments - Minor amendments of approvals shall, to the extent permitted by law be approved without notice or public hearing.

4. Stewart Tract Design Review Board (River Islands and Southeast Stewart Tract only)

There is a clear commitment to design quality throughout Stewart Tract. To ensure that this standard prevails over the lifetime of the project, a Stewart Tract Design Review Board (DRB) is required for River Islands. DRB members would include a City representative; and two representatives of the master developer, including at least one qualified design professional. The DRB would be responsible for review of all Urban Design Concept proposals, Neighborhood Design Plans and permit applications for projects within River Islands prior to their approval by the City, to ensure their consistency with the Specific Plan concept and any approved UDC or NDP in vision and quality.

The Stewart Tract Design Review Board is also responsible for preparing or causing to be prepared, Architectural Design Guidelines that must be adopted by the City as a supplement to the UDC for use in evaluating Neighborhood Design Plans for River Islands. The DRB's Architectural Design Guidelines will be prepared for each River Islands planning district and must be prepared prior to approvals of Neighborhood Design Plans for residential areas and Site Plans for non-residential areas. The DRB will use its Architectural Design Guidelines to ensure consistency within and among Neighborhood Design Plans. The DRB Architectural Design Guidelines may only be modified if the modifications are approved by both the DRB and the Planning Commission.

5. Processing of Individual Permits and Approvals (Mossdale Village and Stewart Tract)

a. Subdivision and Development Permit Review in General

The following list briefly identifies the various levels of review and approval for specific development projects in the West Lathrop Specific Plan area. This is followed by a more detailed description of each of these review and approval procedures.

The following permits are discretionary:



- Subdivision Review - there will be two levels of subdivision approvals. For subdivisions that create fewer than five parcels, a parcel map application will be utilized and for subdivisions of five or more parcels, a tentative map application will be utilized. In some cases, a lot line adjustment may be appropriate.
- Planned Unit Development Permits (PUD) (Mosssdale Village and Southeast Stewart only)
- By City ordinance, PUDs can be applied either by rezoning the subject property to a PUD zoning district or through issuance of a conditional use permit, in which case the property is not actually rezoned. PUDs will be utilized when a particular mix of uses would not fit within the requirements of any single zoning district under the Specific Plan or Lathrop Zoning Code, but still meets the plan objectives of the Specific Plan.
- Conditional Use Permits - the conditional use permit will be utilized in situations where more discretion is needed to determine the impacts of a proposed use. These permits would be approved or denied by the Planning Commission.

The following permits are not discretionary:

- Site Plan Review - site plan review applications will be utilized for the majority of uses listed as “permitted uses”. These permits would be approved by City planning staff.
- Administrative Approval - administrative approval applications will be utilized for certain permitted uses that do not require the more detailed standards provided for under Site Plan Review. These permits will be reviewed and approved by City planning staff.
- Building Permits - review of building permit plans by planning staff will also be utilized for certain permitted uses that are smaller in scope and often accessory in nature. Single family dwellings and accessory structures to these dwellings, such as garden structures, accessory buildings, shops and tool sheds would be reviewed during the building permit process.



Except as otherwise specifically required in this Specific Plan, all applications for approvals listed above that are consistent with the General and Specific Plans, the applicable zoning, the applicable Urban Design Concept, the applicable Performance Standards, any applicable development agreement, each as they may from time to time be amended, shall be considered by the Community Development Director and given approval subject only to the satisfaction of the criteria for such approvals that are set forth in this Specific Plan.

If, for any reason, the Director denies acceptance of an application for an approval listed above or fails to grant approval of the application, the Director shall, upon the applicant's written request, advise the applicant in writing of the grounds for disapproval and shall set forth to the extent deemed feasible by the Director the actions or modifications required by the applicant to respond to the grounds of denial. The applicant may, within ten (10) days after receiving the Director's written grounds for denial of the application, request in writing an appeal of the Director's decision, in which case the matter shall be scheduled for consideration and review by the Planning Commission within sixty (60) days after such written request for an appeal.

b. Subdivision Review (Discretionary Permit)

(i) Parcel Maps - For subdivisions that create fewer than five parcels, the parcel map application will be utilized. Parcel maps (as prescribed by the state Subdivision Map Act) can be reviewed and approved by Community Development staff with little or no environmental review. Few residential subdivisions (if any) within Mossdale Village will utilize this process, since most subdivisions will be "master planned" in larger parcel areas and will utilize the tentative map process. Parcel maps will more likely be implemented when the village becomes more "built out" subsequent to tentative maps being filed and development having already occurred or with smaller commercial areas, such as the service commercial area. All parcel maps shall meet all requirements of the State Subdivision Map Act and the Lathrop Subdivision Ordinance.

(ii) Tentative Maps - For subdivisions of five or more parcels, the tentative map application will be utilized. Depending on the size of the subdivision, the detail of environmental review will vary, but it is envisioned that most tentative map subdivisions will rely on the EIR developed for the West



Lathrop Specific Plan. As a result, subsequent EIR's will not likely be necessary or may be more "focused" on one or more areas of concern. Tentative maps will be reviewed and approved by the City Council after review and recommendation of the Planning Commission.

(iii) Other - Including lot line adjustments, mergers and all other applications found in the State Subdivision Map Act.

c. Planned Unit Development Permits (PUD) (Discretionary Permit) (Mosssdale Village and Southeast Stewart Tract only)

Planned Unit Developments (PUD's), involving the careful application of design, are encouraged to achieve a more functional, aesthetically pleasing and harmonious living and working environment within the City which otherwise might not be possible by strict adherence to the regulations of the Specific Plan or the Lathrop Zoning Code, but still meets the plan objectives of the Specific Plan.

A PUD can be applied by rezoning the subject property to the PUD zoning district. Alternatively, in order to provide locations for more precise planned developments, the Planning Commission is empowered to grant use permits (in accordance with conditional use permits listed below) for planned unit developments, provided that such developments comply with the regulations prescribed in this section. The approval of a PUD that is not designated by the General Plan is intended to be discretionary on the part of the City rather than an entitlement of a landowner. A PUD granted through a conditional use permit may be located in any zoning district other than a RX-MV District upon the granting of a use permit in accordance with the provisions of this section.

d. Conditional Use Permits (Discretionary Permit)

In certain districts, conditional uses are permitted subject to the granting of a use permit. Because of their unusual characteristics, conditional uses require special site plan consideration and a correspondingly higher level of review so that they may be located and designed properly with respect to the objectives of this Specific Plan and the Lathrop Zoning Code and with respect to their effects on



surrounding properties. Conditional use permits are granted by the Planning Commission in order to provide the additional flexibility necessary to achieve the objectives of this Specific Plan and the Lathrop Code.

(i) Review and Approval of Conditional Use Permits

At a public hearing, the Planning Commission shall review the information, statements and maps submitted with the required application. The Commission will act upon the evidence contained in the application and on information and testimony received during the public hearing. In order to approve a conditional use permit, the Commission must make the following findings:

1. That the proposed location of the conditional use is in accordance with the objectives of the zoning Code and the purposes of the district in which the site is located.
2. That the proposed use will comply with each of the applicable provisions of the Specific Plan and/or the Lathrop Zoning Code.
3. That the use will not involve any process, equipment or materials which, in the opinion of the Commission, will be objectionable to persons living or working in the vicinity by reasons of odor, fumes, dust, smoke, cinders, dirt, refuse, water-carried wastes, noise, vibration, illumination, glare or unsightliness or to involve any hazard of fire or explosion.
4. That the proposed use will be harmonious with existing structures and use of land in the vicinity.

(ii) In addition, a site map must be submitted that will also enable the Commission to make the following additional findings:

1. All applicable provisions of the Specific Plan and/or the Lathrop Zoning Code are complied with.



2. The following are arranged so that traffic congestion is avoided and pedestrian and vehicular safety and welfare are protected and there will be no significant adverse effect on surrounding property:
 - a. All facilities and improvements.
 - b. Vehicular ingress, egress and internal circulation.
 - c. Setbacks.
 - d. Height of buildings.
 - e. Location of utilities and other services.
 - f. Walls.
 - g. Landscaping, including screen landscaping and street trees.
 - h. Drainage of site.
 - g. Trash enclosures and refuse pickup.
3. Proposed lighting is so arranged as to deflect the light away from adjoining properties.
4. Proposed signs will comply with all applicable provisions of the Specific Plan and/or the Lathrop Zoning Code.

In making the above findings, the Commission shall determine that approvals will be consistent with established legislative policies with respect to traffic safety, street dedication and street improvements as stipulated by the Specific Plan and the Lathrop Zoning Code.

In approving a conditional use permit, the Planning Commission shall state those conditions of approval necessary to protect the public health, safety and general welfare. Such conditions may cover any of the considerations listed above or in other applicable sections of this Specific Plan or the Lathrop Zoning Code.



An appeal of a denial by the Planning Commission or a request for modification of conditions for an approved conditional use permit will be held at the first regular meeting of the City Council held more than 10 days after a decision on a conditional use permit by the Planning Commission. The Council may affirm, reverse or modify a decision of the Planning Commission. Any decision made by the Council shall be made by resolution and will become final.

e. Site Plan Review (Not Discretionary)

The purpose of the site plan review process is to enable the Planning staff to make a finding that a proposed development is in conformity with the intent and provisions of the Specific Plan and the Lathrop Zoning Code and to guide the Building Official in the issuance of building permits. More specifically, site plan review is provided to ensure the following:

- That structures, parking areas, walks, refuse containers, landscaping and street improvements are properly related to their sites and to surrounding sites and structures.
- To prevent excessive grading of the land and creation of drainage hazards
- To prevent the indiscriminate clearing of property and the destruction of trees and shrubs of ornamental value
- · To avoid unsightly, inharmonious, monotonous and hazardous site development, and to encourage originality in site design and development in a manner which will enhance the physical appearance and attractiveness of the community. The site plan review process is intended to provide for expeditious review of environmental impact assessments required by official policy of the City and laws of the State of California.
- That adequate soil compaction tests and geotechnical analysis of soils are performed prior to construction of commercial, residential, industrial, institutional and public development projects.



- That areas where building construction has been determined to be inappropriate because of hazardous conditions have been made a part of the recreation and open space systems.

(i) Review and Approval of Site Plan Review Permits

The applicant shall submit a site plan consistent with the provisions of Section 187.02 of the Lathrop Zoning Code, along with other information required by the City. The application shall be reviewed and approved by Planning Division staff by making the following findings:

- That the site plan complies with all applicable provisions of the Specific Plan and the Lathrop Zoning Code.
- The following are so arranged that traffic congestion is avoided and that pedestrian and vehicular safety and welfare are protected and there will not be significant adverse effect on surrounding property:
 - (1) Facilities and improvements.
 - (2) Vehicular ingress, egress, internal circulation and off-street parking and loading.
 - (3) Setbacks.
 - (4) Height of buildings.
 - (5) Location of service.
 - (6) Walls and fences.
 - (7) Landscaping, including screen planting and street trees.
 - (8) Drainage of site.
 - (9) Refuse enclosures.



- Proposed lighting is so arranged as to deflect the light away from adjoining properties.
- Proposed signs will comply with all of the applicable provisions of the Specific Plan and the Lathrop Zoning Code.
- That adequate provision is made to reduce adverse or potentially adverse environmental impacts to acceptable levels as stipulated by the Master EIR.

In making the above findings, the Community Development Director shall determine that approvals will be consistent with established legislative policies relating to traffic safety, street dedications and street improvements, environmental quality, and to zoning, fire, police, building and health codes.

In approving a site plan review, the Community Development Director shall state those conditions of approval necessary to protect the public health, safety and general welfare. Such conditions may cover any of the considerations listed above or in other applicable sections of this Specific Plan or the Lathrop Zoning Code.

An appeal in response to a denial by the Community Development Director or a request for modification of conditions for an approved site plan review permit will be held at the first regular meeting of the Planning Commission held more than 10 days after a decision by the Community Development Director. The Commission may take action to affirm, reverse or modify a decision of the Community Development Director. Any decision made by the Commission may be appealed to the City Council as provided for in the Lathrop Zoning Code.

f. Administrative Approval Permits (Not Discretionary)

The purpose of requiring administrative approval of certain permitted uses is to determine whether or not a particular use meets the minimum standards of the Specific Plan and the Lathrop Zoning Code or should be treated as a conditional use because of the conditions of the case. This level of review is used most often for those uses in which anticipated affects to the environment are minimal or non-existent.



(i) Review and Approval of an Administrative Approval Permit

Information (including a site map in accordance with Section 185.02 of the Lathrop Zoning Code) will be submitted for review and approval by Planning division staff. In approving an administrative approval permit, the Community Development Director shall make the following findings:

- That the proposed location of the permitted use is in accordance with the objectives of the Specific Plan and the Lathrop Zoning Code and the purposes of the district in which the site is located.
- That the proposed use will comply with each of the applicable provisions of the Specific Plan and the Lathrop Zoning Code.
- That the use will not involve any process, equipment or materials which, in the opinion of the Director, will be objectionable to persons living or working in the vicinity by reasons of odor, fumes, dust, smoke, cinders, dirt, refuse, water-carried wastes, noise, vibration, illumination, glare or unsightliness or to involve any hazard of fire or explosion.
- That the proposed use will be harmonious with existing structures and use of land in the vicinity.

In approving an administrative approval, the Community Development Director shall state those conditions of approval necessary to protect the public health, safety and general welfare. Such conditions may cover any of the considerations listed above or in other applicable sections of this Specific Plan or the Lathrop Zoning Code.

An appeal in response to a denial by the Community Development Director or a request for modification of conditions for an approved administrative approval permit will be held at the first regular



meeting of the Planning Commission held more than 10 days after a decision by the Community Development Director. The Commission may take action to affirm, reverse or modify a decision of the Community Development Director. Any decision made by the Commission may be appealed to the City Council as provided for by the Lathrop Zoning Code.

g. Building Permit Review (Not Discretionary)

Building permit applications and reviews will be conducted in accordance with adopted City policy, including adoption of applicable building codes such as the Uniform Building Code and Uniform Fire Code. A building permit application will not be accepted until the Design Review Board has reviewed and approved the application.

F. Specific Plan Amendments

Specific Plan amendments may be proposed by a developer or property owner or initiated by the City, and shall be processed in accordance with City ordinances and subject to the requirements of any applicable development agreement. All amendments shall be presented in a public hearing before City Council action on that proposal. Generally, the process for amending the Specific Plan is similar to that for amending the City's General Plan, with the difference that there is no limitation on the number of Specific Plan amendments that may be approved in any one year. All Specific Plan amendments must be consistent with the City's General Plan. Amendments to the Specific Plan may require an accompanying General Plan Amendment and possibly a Zoning Code revision. Such amendments shall be subject to the provisions of the California Environmental Quality Act and thus, would be reviewed for potential environmental effects. If it is determined that additional environmental impacts, beyond those identified in the WLSP SEIR will occur, additional environmental documentation may be required (e.g., subsequent or supplemental EIR, focused EIR, new EIR, or a subsequent/supplemental mitigated negative declaration). Applicants who process Specific Plan amendments denied by the City must wait one year before resubmitting to modify the same Specific Plan provision, unless the City Council waives the waiting period.



Amendments to the Specific Plan include but are not limited to the following:

- a. Reallocations of dwelling units within a Planning District which: (1) do not achieve the minimum numbers of medium and high density units, (2) exceed the maximum number of units allowed in the Planning District, or (3) do not comply with the UDC design guidelines.
- b. Reallocations of dwelling units between Planning Districts which: (1) do not achieve the minimum numbers of medium and high density units, (2) exceed the maximum number of units allowed in the Planning District, or (3) do not comply with the UDC design guidelines.

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

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

G. Specific Plan Enforcement

H. CEQA Compliance





Appendices



Following is a list of the agencies that may have jurisdiction over the implementation of the West Lathrop Specific Plan, especially as regards the River Islands portion. While this updated list has been provided, there is no intention of eliminating any agency listed on the April 7, 1995 list that was Appendix A in the 1996 West Lathrop Specific Plan should such agency still have jurisdiction over part or all of West Lathrop.

A trustee agency is a state agency that has jurisdiction by law over natural resources that are held in trust for the people of the State of California. Trustee agencies that have jurisdiction over the resources potentially affected by the project include the California Department of Fish and Game (fish and wildlife) and the California State Lands Commission (navigable waters).

Responsible agencies are public agencies, other than the lead agency, that are anticipated to have discretionary approval responsibility for reviewing, carrying out, or approving elements of a project. Responsible agencies should participate in the lead agency's CEQA process, review the lead agency's CEQA document, and use the document when making a decision on project elements. Several agencies may have responsibility or jurisdiction over the implementation of elements of the proposed project. These agencies may include the following:

Federal Agencies

- < Federal Emergency Management Agency
- < Federal Highway Administration
- < National Marine Fisheries Service
- < Natural Resources Conservation Service
- < U.S. Army Corps of Engineers - Sacramento District
- < U.S. Coast Guard

Appendices

Appendix A: List of Permitting Agencies and Permits



- < U.S. Department of Agriculture
- < U.S. Environmental Protection Agency
- < U.S. Fish and Wildlife Service

State Agencies

- < California Air Resources Board
- < California Department of Boating and Waterways
- < California Department of Conservation - California Geological Survey
- < California Department of Fish and Game
- < California Department of Health Services
- < California Department of Transportation - District 10
- < California Department of Water Resources (State Reclamation Board)
- < California Public Utilities Commission
- < California State Lands Commission
- < California State Water Resources Control Board and the Regional Water Quality Control Board - Central Valley Region 5
- < Native American Heritage Commission

**Regional/Local Agencies**

- < Banta Elementary School District
- < Lathrop Irrigation District
- < Lathrop-Manteca Fire Protection District
- < Reclamation District Nos. 17, 2058, 2062, 2095, and 2107
- < San Joaquin Council of Governments
- < San Joaquin County
- < San Joaquin Local Agency Formation Commission
- < San Joaquin Valley Unified Air Pollution Control District
- < Tracy Unified School District



The following list identifies permit and other approval actions likely to be required before implementation of individual elements of the proposed project. It should be noted that an environmental review under the National Environmental Policy Act (NEPA) may be undertaken to address necessary federal actions associated with the proposed project.

Federal Actions/Permits

Federal Emergency Management Agency

- < floodplain map revision, letter of map revision (LOMR)

Federal Highway Administration

- < approval of interchanges

National Marine Fisheries Service

- < federal Endangered Species Act consultation and issuance of take authorization

U.S. Army Corps of Engineers (USACE)

- < Section 404 Clean Water Act permit for discharge or fill of waters of the U.S.
- < Section 10 Rivers and Harbors Act permit for work in navigable waters of the U.S.
- < approval of modification of USACE levees

U.S. Coast Guard

- < bridge permit

U.S. Fish and Wildlife Service

- < federal Endangered Species Act consultation and issuance of take authorization

**State Actions/Permits**

California Department of Education

- < approval of new school sites

California Department of Fish and Game

- < potential California Endangered Species Act consultation and issuance of take authorization
- < streambed alteration agreement (_1603)

California Department of Health Services

- < permit for land application of recycled water

California Department of Transportation - District 10

- < encroachment permit for construction of facilities that could affect a state highway or right-of-way

California Department of Water Resources (State Reclamation Board)

- < encroachment permit to work on or adjacent to levees
- < approval/authorization of new or restored levees

California Public Utilities Commission

- < modification to a railroad right-of-way

California State Lands Commission

- < lease agreement/permit for proposed bridge and utility crossings of the San Joaquin River



Regional Water Quality Control Board - Central Valley Region 5

- < National Pollutant Discharge Elimination System construction stormwater permit (Notice of Intent to proceed under General Construction Permit)
- < discharge permit for stormwater
- < potential discharge permit for wastewater
- < general order for dewatering
- < Section 401 Clean Water Act certification or waste discharge requirements
- < recycled water permit

State Water Resources Control Board

- < change in point of diversion
- < change in water use

**Regional/Local Actions/Permits**

Reclamation Districts Nos. 17, 2058, 2062, 2095, and 2107

- < encroachment permit to work on or adjacent to levees

San Joaquin County

- < roadway encroachment permit
- < grading permit in Upper Paradise Cut Improvement Project Area

San Joaquin Local Agency Formation Commission (LAFCO)

- < potential reconsideration of annexation of WLSP area to City of Lathrop ¹
- < annexation of the project site into various service districts

San Joaquin Valley Unified Air Pollution Control District

- < authority to construct
- < health risk assessment

¹ LAFCO approved the annexation of the WLSP area, including the River Islands site, to the City in October 1996. A lawsuit challenging LAFCO's reliance on the certified final EIR for the WLSP as a responsible agency under CEQA was dismissed but is still pending on appeal. Should LAFCO be required to take further action regarding the annexation as a result of the appeal, this SEIR would also be available for its use.



Appendix B: Acknowledgements

City of Lathrop City Council

Mayor, Steve McKee

Vice Mayor, Leroy Griffith

Council Member, Augie Beltran

Council Member, Bob Gleason

Council Member, Glorianna Rhodes

City of Lathrop Planning Commission

Ray Camara

Stephen Dresser

Bennie Gatto

Diane Lazard

Crystal Quinley

City of Lathrop, City Staff

City Manager, Pam Carder

Assistant City Manager, Ramon Batista, IV

City Attorney, Susan Burns-Cochran

Parks & Recreation Director, Anne Wall

Community Development Director, Bruce Coleman



Public Works Director, Cary Keaton

Finance Director, Susan Halligow

Lathrop Manteca Fire Chief, Jim Monty

Police Chief, Jerry Sims

Consulting Planner, Bridgette Williams

Cambay-Califia, Developer

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Engineering Manager, Glenn Gebhardt

Director of Special Projects, Darryl Foreman

Utilities Project Manager, Steve Miller

Director of Residential Development, Richard Pope

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John Winn, Project Engineer