



# CITY OF LATHROP

## GENERAL PLAN UPDATE

City Council  
September 19, 2022

DE NOVO PLANNING GROUP



# Meeting Objective

- City Council to consider the following:
  - Certify the General Plan Environmental Impact Report (EIR), and
  - Adopt the General Plan Update to replace the existing General Plan.

# Meeting Overview

- Summary of Process and Outreach
- General Plan Summary
- Environmental Review (CEQA)
- Community Input and Key Issues, and how the General Plan addresses these issues
- Discussion and feedback

# Purpose of the General Plan

- Define a long-term vision for future growth and resource management within the City over the next 20 years
- Reflect the goals and values of the City
- Build on recent City planning efforts (Specific Plans, etc.)
- Include extensive public outreach and community participation
- Balance growth, conservation, and quality of life

# Existing General Plan

- Adopted in 1991. Hasn't been comprehensively updated in over 30 years.
- Numerous changes to State law
  - Climate change
  - Environmental justice
  - Complete streets
  - Flood protection
- Lathrop has grown substantially, and faces new housing and economic development challenges

# Summary of the Process

## Public Participation

Existing Conditions Report



Identify Community Priorities



Issues, Opportunities & Vision



Preferred Land Use Map



General Plan Goals, Policies, and  
Programs



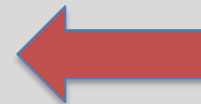
Draft General Plan



Environmental Impact Report



Public Hearings - General Plan  
and EIR (Planning Commission  
favorable recommendation)



# Milestone Documents

- Existing Conditions Report
- Community Profile Magazine
- Community Outreach Summary Report
- Environmental Justice Summary Report
- Community Vision Report
- Preferred Draft Land Use Map
- Draft General Plan
- Draft EIR
- Final General Plan
- Final EIR
- CEQA Findings of Fact

# Public Outreach and Participation

- Project Website  
([lathrop.generalplan.org](http://lathrop.generalplan.org))
- Newsletters
- Visioning Workshops (4)
- Online Survey
- Property Owner Parcel Change Request Applications
- NOP Scoping Meeting
- Open House Workshop (Draft General Plan and Draft EIR)
- Planning Commission Hearings and Study Sessions
- City Council Hearings and Study Sessions
- Interested parties email updates
- City social media posts
- Direct mailers to affected property owners
- Staff meetings with interested parties
- Manteca Bulletin articles
- City of Lathrop (Spotlight Page)



# General Plan Content

## GENERAL PLAN ELEMENTS

### Required Elements

- Land Use
- Circulation
- Conservation
- Open Space
- Public Safety
- Noise
- Environmental Justice
- Housing\*

### Optional Elements

- Economic Development
- Public Facilities and Services
- Implementation

# General Plan Content

## Goals

Broad statements of community desires, preferences, and the General Plan's purpose

## Policies

Guides to decision-makers with respect to development proposals, future growth and resource allocation

## Actions

Implementation steps to ensure goals and policies are carried out

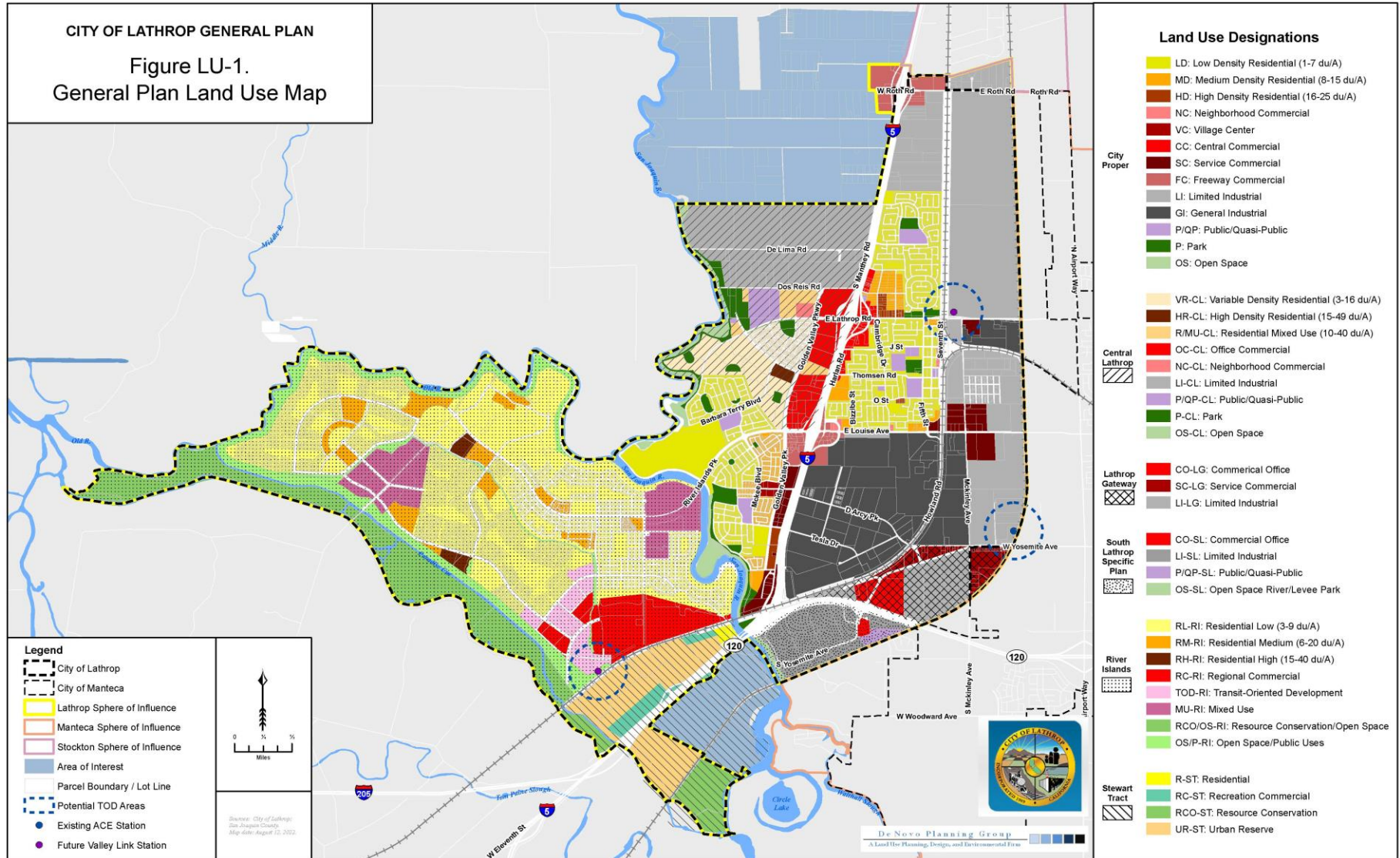
# Land Use Map

- The Land Use map assigns a designation to each parcel within the City limits and Sphere of Influence.
- Determines what types of development and land use may occur on each parcel, as well as the density and/or intensity of development.
- Land use designations are provided on pages LU-7 thru LU-20.
- The Map was developed with input from the community, the Steering Committee, Planning Commission, and City Council.

# Land Use Map

CITY OF LATHROP GENERAL PLAN

Figure LU-1.  
General Plan Land Use Map



# Land Use Map

- The Land Use Map was developed with the following input and priorities:
  - Respond to community input received during the outreach process
  - Consideration of parcel change requests submitted by land owners
  - Corrections and clean-up items identified by staff
  - Position Lathrop to be economically competitive
  - Implement the City's Guiding Principles

# Land Use Map

- Overview of Notable Map Changes
  - Most changes are minor “clean ups” to reconcile inconsistencies and correct mapping errors from past versions.
  - Approximately 675 acres in the CLSP, north of Dos Reis Road, has changed from Residential and Commercial to Limited Industrial.

# Environmental (CEQA) Review

- **Notice of Preparation (NOP)**
  - Public Comment Period: Oct 8– Nov 8, 2021
  - Scoping Meeting: Oct 27, 2021
  - 5 comment letters received, all were addressed in Draft EIR
- **Draft Environmental Impact Report (DEIR)**
  - Public Comment Period: May 27 – July 11, 2022
  - 7 comment letters received, all are addressed in Final EIR
- **Final Environmental Impact Report (FEIR)**
  - Includes Findings of Fact and Statement of Overriding Considerations
  - The DEIR is incorporated by reference

# Community Input

- The most notable topic of community input and feedback is the proposed change in land use to the 675 acres of land located north of Dos Reis, within the northern portion of the Central Lathrop Specific Plan.
- The change is from Variable Density Residential and Commercial to Limited Industrial.

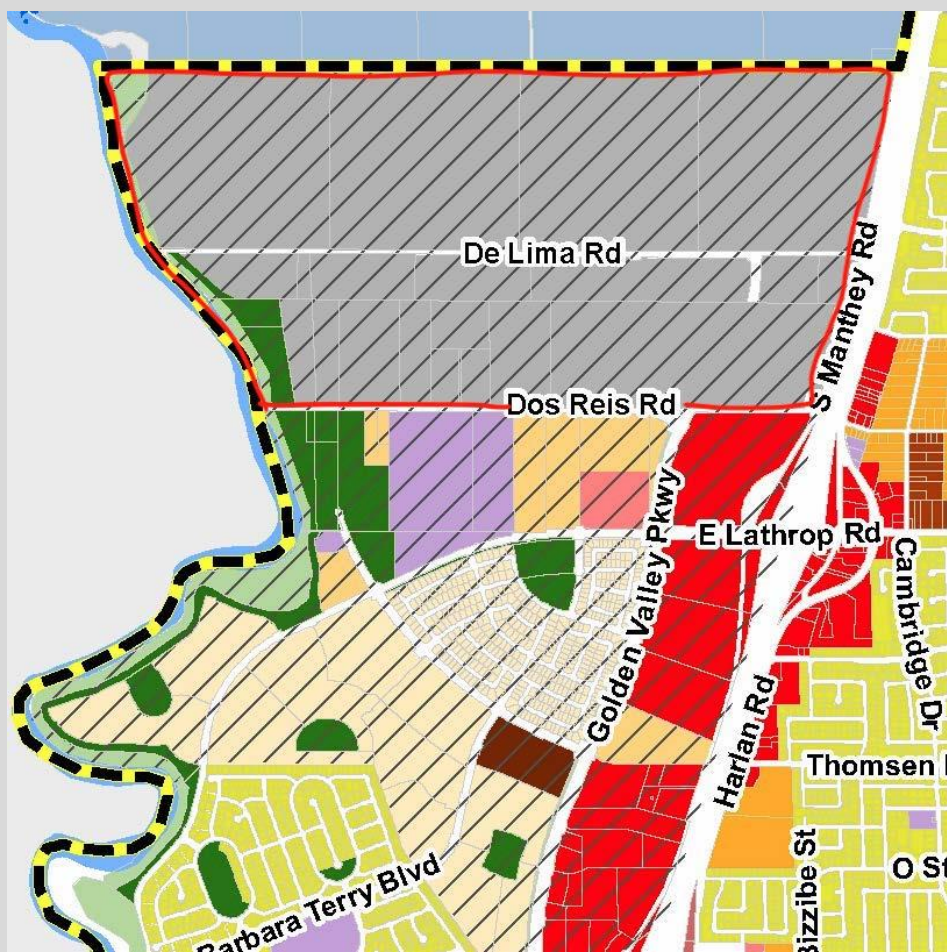


# Land Use Changes

## Existing

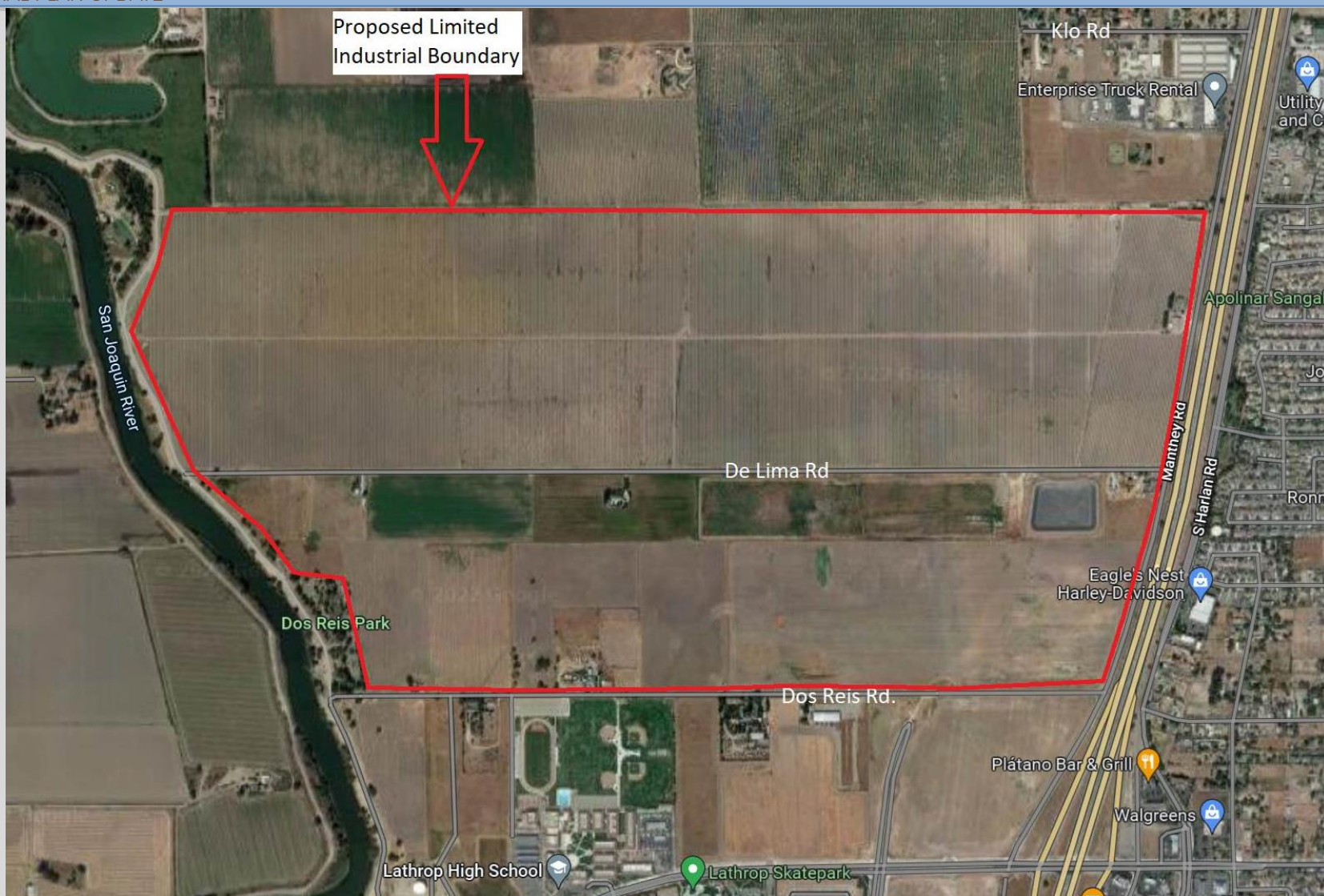


## Proposed





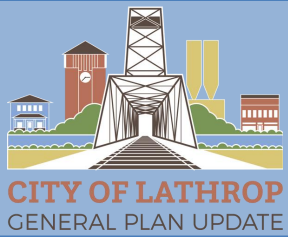
# Aerial Map



# Limited Industrial Uses

## LI-CL- LIMITED INDUSTRIAL (MAX FAR 1.0)

The Limited Industrial designation accommodates a wide range of jobs-generating uses, including business parks; clean light industrial; research and development (R&D); science, technology, engineering, and math (STEM); tech/biotech manufacturing; high-tech services that incorporate some combination of assembly, warehousing, and/or sales, hospitals and other health care-related uses, warehouses and distribution centers.



# Land Use Map Review (June & July 2021)

- The Planning Commission & City Council expressed support for the Draft Land Use Map.
- The Planning Commission & City Council spent the majority of time discussing the potential change from Residential/Commercial to Limited Industrial in the Central Lathrop Specific Plan Area, north of Dos Reis Road.
- The Planning Commission & City Council were supportive of this change, but did identify concerns related to truck access, open space buffers, impacts to the high school and existing residents.



# Community Input

- During the Draft General Plan Open House workshop, members of the community raised similar issues as the Planning Commission.
  - Increased truck traffic (noise, safety, air quality, health, neighborhood compatibility, etc.)
  - Proximity to Lathrop High School and residences
  - Need for setbacks and buffers
- Similar issues were also raised in one comment letter on the Draft EIR.

# General Plan Mitigation

- The General Plan includes numerous policies and actions that were specifically included in order to reduce potential land use conflicts between new limited industrial development and existing/future sensitive receptors, including Lathrop High School and residences in the CLSP area.
- Some of the most relevant policies and actions are described on the following slides. The policies provide general guidance, and the actions identify specific tangible steps the City will implement if/when development applications are received.
- These policies and actions are based on emerging best practices in California, and were derived from guidance provided by the CA Attorney General's Office.



# GP Policies that Reduce Impacts

**Policy LU-5.4:** In industrial areas located within 1,000 feet of existing and planned sensitive receptors, promote industrial uses that are environmentally sustainable with limited potential to create nuisances such as noise and odors.

**Policy LU-5.5:** Ensure that industrial development projects, including warehouse, distribution, logistics, and fulfillment projects, mitigate adverse impacts (including health risks and nuisances) to nearby residential land uses and other existing and planned sensitive receptors.

**Policy RR-6.2: Sensitive Receptors.** Minimize the community's exposure to toxic and harmful air emissions and odors by requiring an adequate buffer or distance between residential and other sensitive receptors and industrial-type uses that typically generate air pollutants, toxic air contaminants, and/or obnoxious fumes or odors.

# GP Policies that Reduce Impacts

**Policy N-1.2: Noise Mitigation.** Require new development to mitigate excessive noise to the standards indicated in Tables N-1, N-2, and N-3 through best practices, including building location and orientation, building design features, placement of noise-generating equipment away from sensitive receptors, shielding of noise-generating equipment, placement of noise-tolerant features between noise sources and sensitive receptors, and use of noise-minimizing materials.

**Policy N-1.4: Acoustical Studies.** Require acoustical studies for new discretionary developments and transportation improvements that have the potential to affect existing noise-sensitive uses such as schools, hospitals, libraries, care facilities, and residential areas; and for projects that would introduce new noise-sensitive uses into an area where existing noise levels may exceed the thresholds identified in this element.

**Policy N-1.10: Truck Traffic.** Limit local truck traffic, including loading and unloading, to specific routes, times, and speeds appropriate to each zoning district. Design development so that automobile and truck access to industrial and commercial properties abutting residential properties is located at the maximum practical distance from residential zones.



# GP Actions that Reduce Impacts

**Action LU-5.c:** When industrial projects, including warehouse projects, fulfillment centers, and other projects that may generate high volumes of truck trips and/or air quality emissions are proposed within 1,000 feet of existing or planned residential uses or other sensitive receptors, the City shall require the preparation of a Health Risk Assessment (HRA) that meets the standards established by the Office of Environmental Health Hazard Assessment (OEHHA), and the San Joaquin Valley Air Pollution Control District (SJVAPCD). Projects shall not be approved until it can be demonstrated that the project would not result in an exceedance of the established thresholds of significance for public health risks at nearby sensitive receptors.

# GP Actions that Reduce Impacts

**Action LU-5.d:** When industrial projects, including warehouse projects, fulfillment centers, and other projects that may generate high volumes of truck trips and/or air quality emissions are proposed within 1,000 feet of existing or planned residential uses or other sensitive receptors, the City shall require the implementation of best management practices (BMPs) to reduce pollution exposure to sensitive receptors, particularly diesel particulate matter (DPM). The appropriate BMPs shall be established on a case-by-case basis, and should consider the following tools, methods, and approaches:

- Creating physical, structural, and/or vegetative buffers that adequately prevent or substantially reduce pollutant dispersal between warehouses and any areas where sensitive receptors are likely to be present, such as homes, schools, daycare centers, hospitals, community centers, and parks.
- Providing adequate areas for on-site parking, on-site queuing, and truck check-in that prevent trucks and other vehicles from parking or idling on public streets.
- Placing facility entry and exit points from the public street away from sensitive receptors, e.g., placing these points on the north side of the facility if sensitive receptors are adjacent to the south side of the facility. Exceptions can be made for emergency vehicle access (EVA) points.
- Locating warehouse dock doors and other onsite areas with significant truck traffic and noise away from sensitive receptors.
- Screening dock doors and onsite areas with significant truck traffic and noise with physical, structural, and/or vegetative barriers that adequately prevent or substantially reduce pollutant dispersal from the facility towards sensitive receptors.
- Posting signs clearly showing the designated entry and exit points from the public street for trucks and service vehicles.
- Posting signs indicating that all parking and maintenance of trucks must be conducted within designated on-site areas and not within the surrounding community or public streets.

# GP Actions that Reduce Impacts

**Action LU-5.e:** Update the Lathrop Municipal Code to include Good Neighbor Guidelines for Warehouse Distribution Facilities. The new Good Neighbor Guidelines should include:

- a. A definition of the type and size of facility that is subject to the Guidelines;
- b. Standards to minimize exposure to diesel emissions to sensitive receptors that are situated in close proximity to the proposed facility;
- c. Standards and practices that eliminate diesel trucks from unnecessarily traversing through residential neighborhoods;
- d. Standards and practices that eliminate trucks from using residential areas and repairing vehicles on the streets;
- e. Strategies to reduce and/or eliminate diesel idling within the facility's site.

# GP Actions that Reduce Impacts

**Action LU-5.f:** Update the Central Lathrop Specific Plan (CLSP) to accomplish the following objectives:

- a. Bring the Specific Plan's land use map into consistency with the General Plan Land Use Map (Figure LU-1)
- b. Establish a circulation network that keeps future truck trips as far from existing and planned sensitive receptors as feasible; this includes, but is not limited to, the following requirements, which shall be incorporated into the Specific Plan:
  - i. Trucks shall be prohibited on Dos Reis Road, west of Golden Valley Parkway.
  - ii. Future truck dependent development projects shall be prohibited from providing driveway access points off of Dos Reis Road, west of Golden Valley Parkway, other than emergency vehicle access (EVA).
  - iii. Truck traffic within the Limited Industrial Area of the Central Lathrop Specific Plan shall be limited to De Lima Road, and any future roadways north of Dos Reis Road, to connect to Manthey Road, Roth Road, and Interstate 5.
- c. Establish site design standards for new industrial projects;
- d. Identify financing and cost-recovery methods to fund roadway and infrastructure improvements.
- e. Circulation design standards that promote safe transportation routes that limit impacts to developed areas to the south, and connectivity enhancements to provide better connectivity to I-5.
- f. Infrastructure improvements to improve roadway operations
- g. Opportunities to provide employee-serving amenities onsite, such as parks and plazas, outdoor seating areas, fitness facilities, and daycare centers as a means to reduce vehicle trips, while supporting air quality, public health, and sustainability goals.

# GP Actions that Reduce Impacts

**Action LU-5.g:** During the interim period following adoption of this General Plan, and the adoption of the updates to the Central Lathrop Specific Plan, identified in Action LU-5.f, the City shall enforce the following requirements for all Limited Industrial development projects, including warehouse, distribution, and logistics projects, within the Central Lathrop Specific Plan Area:

- a. Trucks shall be prohibited on Dos Reis Road, west of Golden Valley Parkway.
- b. Future truck dependent development projects shall be prohibited from providing driveway access points off of Dos Reis Road, west of Golden Valley Parkway, other than emergency vehicle access (EVA).
- c. Truck traffic within the Limited Industrial Area of the Central Lathrop Specific Plan shall be limited to De Lima Road, and any future roadways north of Dos Reis Road, to connect to Manthey Road, Roth Road, and Interstate 5.

# Summary

- Staff recommends the City Council consider the following :
  - Certify the General Plan Environmental Impact Report (EIR), and
  - Adopt the General Plan Update to replace the existing General Plan.

# Questions and Discussion





# Airport Way (Manteca)





# Spreckels Ave (Manteca)

600 Spreckels Ave  
Manteca, California  
Google  
Street View - May 2015





# D'Arcy Pkwy (Crossroads)

