

Central Lathrop Specific Plan
Phase 2 Amendment
Lathrop, California

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Chapter One: Introduction

Overview and Applicability of the CLSP Phase 2 Amendment

The City of Lathrop adopted the Central Lathrop Specific Plan (CLSP) on November 9, 2004. The 2004 CLSP provided for the development of approximately 1,521 acres located south of the northern city limit line, west of Interstate-5, north of the Mossdale Village planning area, and east of the San Joaquin River as illustrated in Figure 1.1 and 1.2 (CLSP Plan Area).

The CLSP Plan Area consist of two primary development phases. Phase 1 of the CLSP covers approximately 797 acres in the southern portion (Phase 1 Plan Area), and Phase 2 applies to the 724-acre northern portion (Phase 2 Plan Area). Dos Reis Road serves as the dividing line between the two phases.

The City of Lathrop General Plan, in effect when the 2004 CLSP was adopted, provided for the development of a residential mixed use community in both Phases 1 and 2. The City of Lathrop recently adopted an update to the Lathrop General Plan on September 19, 2022. The 2022 Lathrop General Plan changed the prior General Plan residential, parks, schools, and commercial land use designations in the CLSP Phase 2 Plan Area to Limited Industrial, while maintaining the Open Space and Linear Park designation along the Mossdale Tract levee. The 2022 General Plan Update did not change the adopted land use designations in Phase 1 Area which allowed the development of residential neighborhoods, commercial areas, and public facilities including a high school, a community center and parks.

Development has occurred in the Phase 1 area, but no development has occurred within the Phase 2 area.

The Central Lathrop Specific Plan Phase 2 Amendment (“CLSP-2 Amendment”) includes updates and modifications only for the Phase 2 Plan Area portion of the Central Lathrop Specific Plan comprising the 724-acre area north of Dos Reis Road. **The CLSP-2 Amendment does not, in any way, alter, amend, or otherwise change the vested entitlements for the CLSP Phase 1 area, which is the 797-acre area south of Dos Reis Road. The original 2004 CLSP and the associated entitlements continue to govern the residential mixed use development in the CLSP Phase 1 Plan Area.**

The CLSP-2 Amendment revises all policies, regulations, land use concepts, and development standards with respect to Phase 2 and supersedes the 2004 CLSP for the area north of Dos Reis Road.

Table 1.1 identifies the chapters of the CLSP-2 Amendment and the corresponding chapters they supersede in the original 2004 CLSP.

The City of Lathrop is the sponsor of the CLSP-2 Amendment in order to amend the 2004 CLSP for the Phase 2 Plan Area so that the CLSP-2 Amendment is consistent with the recently adopted 2022 Lathrop General Plan. The 2004 CLSP designated residential, parks, schools, and commercial uses within the CLSP Phase 2 Plan Area. The CLSP-2 Amendment changes the residential, parks, schools, and commercial land uses within the Phase 2 Plan Area to Limited Industrial and retains the Open Space designation consistent with the 2022 Lathrop General Plan. The CLSP-2 amendment will implement the 2022 General Plan policies and establish clear direction for the development of the Plan Area. This land use change is consistent with the City’s efforts to support the Mossdale Tract’s provision of 200-year urban level of flood protection.

Table 1.1: Relationship between the 2004 CLSP and CLSP-2 Amendment

Chapter in 2004 CLSP (Superseded for the Phase 2 area)	Chapters in CLSP-2 Amendment for Phase 2 area
Chapter One: Introduction	Chapter One, Introduction
Chapter Two: Land Use	Chapter Two, Land Use
Chapter Three: Circulation and Transportation	Chapter Three, Circulation and Transportation
Chapter Four: Management of Natural Resources	Chapter Four, Natural Resources Management
Chapter Five: Community Services and Facilities	Chapter Five, Community Services and Facilities
Chapter Six: Utilities and Drainage Infrastructure	Chapter Six, Utilities and Drainage Infrastructure
Chapter Seven: Community Design	Chapter Seven, Design Guidelines
Chapter Eight: Implementation	Chapter Eight: Implementation
Chapter Nine: Financing	Chapter Nine: Financing

Purpose

The purpose of the CLSP-2 Amendment is to create a comprehensive planning framework that guides the development of the 724 acres within the Phase 2 Plan Area in a manner consistent with the 2022 Lathrop General Plan. The CLSP-2 Amendment is consistent with and based upon the 2022 Lathrop General Plan long-term vision for the Central Lathrop Specific Plan area.

The CLSP-2 Amendment contains policies, action items and exhibits regarding Phase 2 land use, circulation and transportation, management of natural resources, infrastructure, design guidelines, implementation, and financing.

Planning Vision

The Stockton-Tracy-Lathrop-Manteca region has experienced record growth that is anticipated

to continue. Of the cities located in San Joaquin County, Lathrop has become one of the fastest growing cities of its size, and financially stable cities in the State of California. This status is due to its location, availability of housing and jobs, and strategic planning that has provided a vast amount of land designated to create an ideal balance of housing, retail, services, leisure, and jobs creating industries for decades of sustainable growth.

The CLSP-2 Amendment designates land uses for a variety of business opportunities to support the skilled and educated workforce of Lathrop and the local area. Creating a relationship between jobs for the community and housing is paramount. Attracting businesses is essential in reducing the need for residents to commute out of the area, generating revenue for the city, as well as decreasing carbon emissions by reducing

vehicle miles travelled (VMT) of lengthy commutes throughout the County and beyond.

The 2022 Lathrop General Plan supports environmentally sensitive and sustainable employment growth by establishing land for industrial development within the Plan Area. The CLSP-2 Amendment is consistent with the 2022 General Plan in fulfilling the goals listed in Table 1.2 below. In addition the CLSP-2 Amendment complies with the LU-5 Implementation Actions outlined in the 2022 General Plan and listed in Table 1.3 below.

Table 1.2: Goals from the 2022 Lathrop General Plan

Land Uses
LU-1: Accommodate a mix of land uses that meet the needs of residents, businesses, and visitors with places to live, work, shop, be entertained and culturally engaged.
LU-2: Promote objectives and development in special planning areas consistent with adopted specific plans, overlay districts, master plans and density bonus provisions.
LU-3: Participate in coordinated local and regional land use planning activities.
LU-4: Coordinate and integrate land use planning and transportation objectives.
LU-5: Ensure that new development is compatible with existing development. <i>Refer to Table 1.3 for LU-5 Implementation Actions</i>
LU-6: Promote the development of job-generating land uses to support existing and future businesses.
LU-7: Preserve Lathrop’s agricultural heritage by protecting and maintaining significant areas of agricultural lands around the city, and by reducing land use conflicts with agricultural operations.
Circulation
CIR-1: Develop and maintain a roadway system that accommodates all users.
CIR-2: Create a system of pedestrian, bicycle, and transit facilities that enables non-automotive accessibility and increases the health and livability of the community.
CIR-3: Support the movement of goods through trucking, rail, and other forms of freight service while maintaining quality of life for city residents.
CIR-4: Plan for the future of transportation to ensure accessibility for all, reduce the environmental impacts of transportation, and improve the quality of life.
Economic Development
ED-1: Retain and expand existing businesses.
ED-2: Broaden the local economic base.
ED-3: Provide diverse workforce housing options.
ED-4: Enhance community quality of life.

Public Facilities and Services
PFS-1: Provide effective, adequate, cost-efficient, and high-quality community services and facilities for residents, businesses, institutions, and visitors in Lathrop.
PFS-2: Provide existing and projected development with reliable, adequate access to clean, safe and potable water.
PFS-3: Provide the community with a wastewater system that is efficient, safe, cost-effective, and able to meet the needs of existing and future development.
PFS-4: Provide the community with an efficient, attractive, and environmentally sound stormwater system to accommodate runoff from existing and new development and prevent property damage due to flooding.
PFS-5: Ensure the community has access to adequate energy services, provided through economically and environmentally sustainable means.
PFS-6: Ensure state-of-the-art technology and telecommunications services for households, businesses, and the community is available throughout the city.
PFS-7: Provide the community with high-quality public safety services, facilities, and technology that protects against illicit activities and crime.
PFS-8: Coordinate with school districts to provide the community with educational facilities and opportunities that support the continued lifelong learning of all residents.
PFS-9: Provide the community with environmentally responsible waste disposal and recycling services that minimize the generation of disposal of waste.
PFS-10: Support the use of recycled water to meet water demands.
Public Safety
PS-1: Prepare the community for natural hazards related to landslides, geologic instability, and seismic activity to minimize loss of life, injury and property damage, and disruption of vital services.
PS-2: Protect the safety of life and property and prepare for urban and wildfire emergencies.
PS-3: Protect the community from potential flood hazards to minimize loss of life, injury, and property damage, and disruption of vital services.
PS-4: Protect the community from the potential for hazardous waste and materials contamination.
PS-5: Prepare and equip the community to handle emergency situations, in order to minimize loss of life, injury, property damage, and disruption of vital services.

PS-6: Prepare the community to adapt to climate change, including extreme weather events, in order to minimize risks to life, property, the economy, and the environment.
Recreation and Resources
RR-1: Provide the community with high-quality parks and recreational amenities.
RR-2: Protect and manage natural open space areas to provide scenic beauty and community enjoyment.
RR-3: Preserve and protect prehistoric, historic, archaeological, and paleontological resources, to bolster community identity and protect sensitive resources.
RR-4: Protect and maintain animal and plant species, city trees, waterways, and other supporting biological habitats within Lathrop.
RR-5: Balance the extraction of mineral resources with future development and conservation opportunities.
RR-6: Provide the community with optimal air quality.
RR-7: Protect the health of the bay delta.
RR-8: Promote water conservation throughout the region.
Noise
N-1: Protect residents from the harmful effects of exposure to excessive noise.
N-2: Protect the economic base of the city by preventing the encroachment of incompatible land uses near noise-producing roadways, industries, the railroad, commercial and mixed-use districts, and other sources.
Environmental Justice
EJ-1: Promote land use and development patterns that reduce greenhouse gas emissions, enhance air quality, and reduce climate change impacts in environmental justice communities.
EJ-2: Take measures to reduce pollution exposure and improve air quality in environmental justice communities.
EJ-3: Ensure that public facilities and services are equitably distributed throughout the city of Lathrop and are available to residents of environmental justice communities.
EJ-4: Expand access to healthy food and nutritional choices for all residents in the community.

EJ-5: Promote and ensure healthy living conditions for all residents, particularly those in environmental justice communities.
EJ-6: Promote land use and development patterns that encourage physical activity and improve multimodal access and connectivity to employment, shopping, services, schools, parks and other destinations.
EJ-7: Improve the physical fitness of the City’s residents, particularly those who live in environmental justice communities.
EJ-8: Create accessible and culturally appropriate opportunities for all people regardless of race, color, national origin, or income to engage in the decision-making process.
EJ-9: Prioritize improvements and programs that address the needs of environmental justice communities.

Table 1.3: LU-5 Land Use Compatibility Implementation Actions from the 2022 Lathrop General Plan

LU-5.a: Through the development review process, screen development proposals for land use and transportation network compatibility with existing surrounding or abutting development or neighborhoods.
LU-5.b: Through the development review process, analyze land use compatibility and require adequate buffers and/or architectural enhancements to protect sensitive receptors from intrusion of development activities that may cause unwanted nuisances and health risks.
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.
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.

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;

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 and east of Golden Valley Parkway, on Golden Valley Parkway south of Dos Reis Road to Lathrop Road, and on Lathrop Road east of Golden Valley Parkway to Interstate 5 southbound off-ramp.
 - 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.
 - h. Include provisions that all development projects proposed north of Dos Reis Road and south of De Lima Road be required to obtain a Conditional Use Permit (CUP), which shall be subject to discretionary review by the City Council.

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-5f, 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 and east of Golden Valley Parkway, on Golden Valley Parkway south of Dos Reis Road to Lathrop Road, and on Lathrop Road east of Golden Valley Parkway to Interstate 5 southbound off-ramp.
- 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.

Figure 1.1- Regional Map

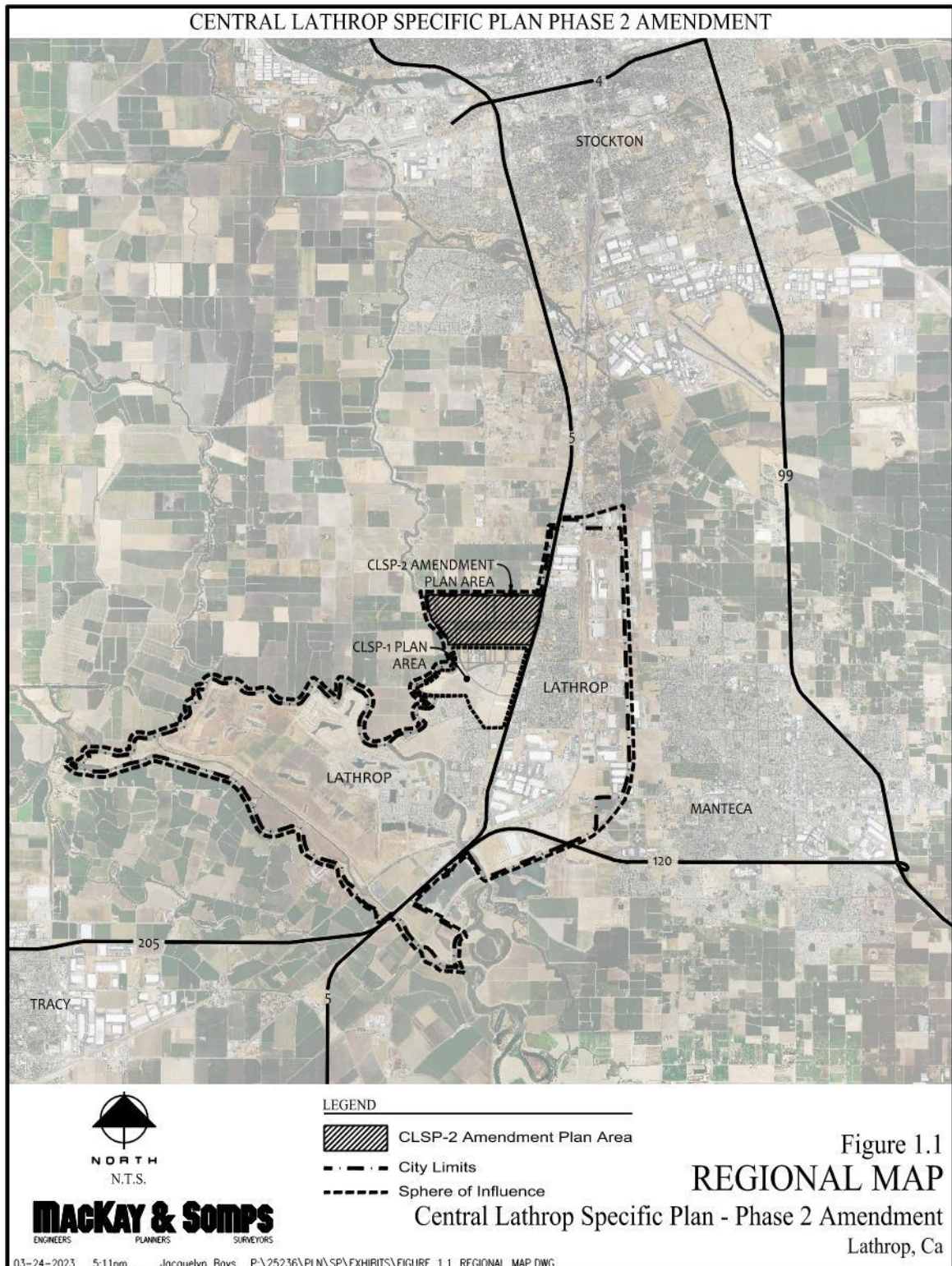
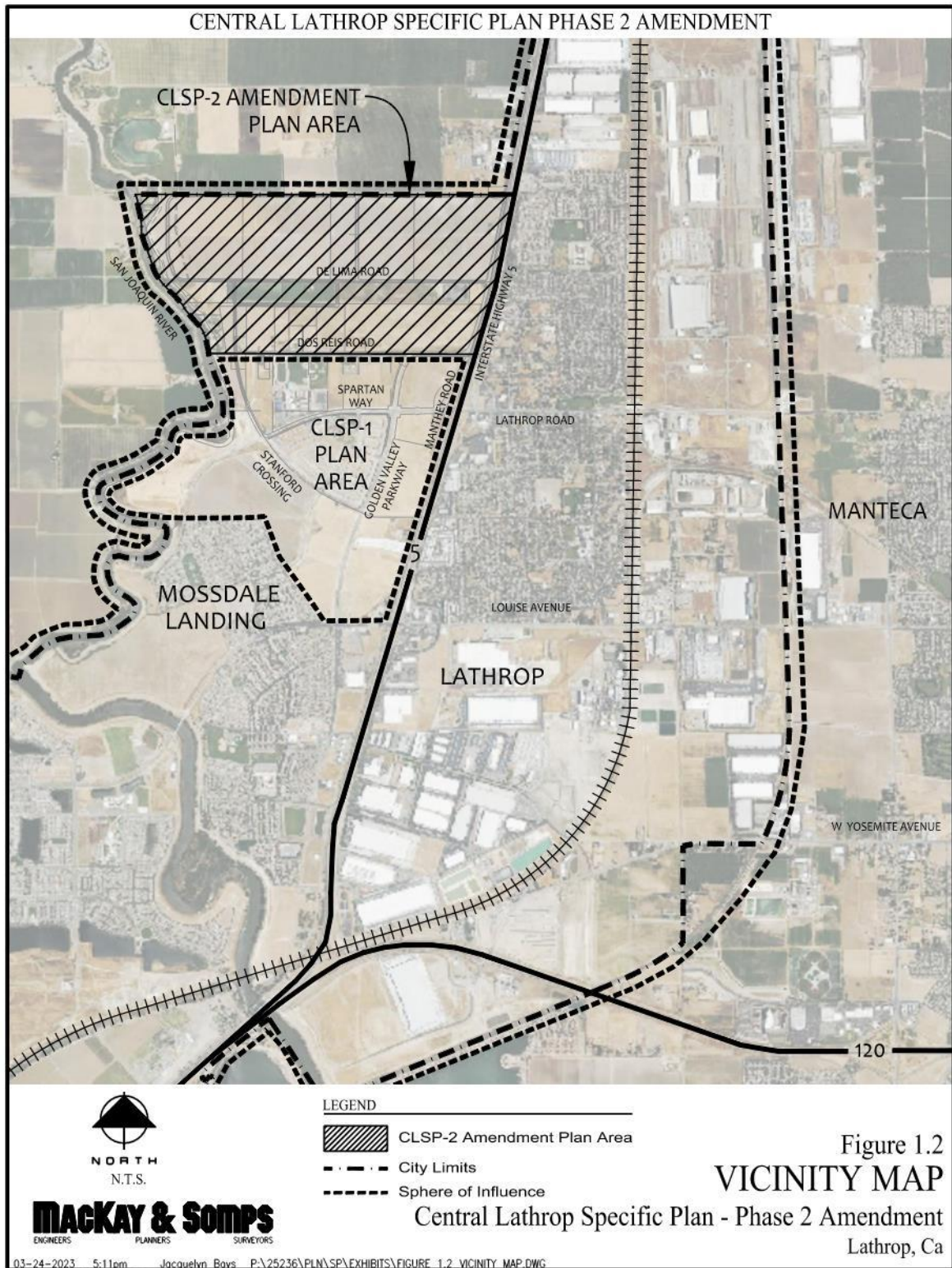


Figure 1.2- Vicinity Map



Goals of the Specific Plan

The CLSP is intended to provide for the orderly and systematic development of an integrated full-service community in a manner consistent with goals and policies of the City and compatible with site characteristics. The primary goals of the CLSP-2 Amendment are designed to achieve the following:

- Establish a comprehensive land use plan that will guide development of the approximately 724-acre CLSP-2 Amendment Plan Area.

Update the City's long-term vision for the CLSP-2 Amendment Plan Area in accordance with the 2022 Lathrop General Plan, by incorporating refinements designed to reflect evolving innovation in land use planning concepts.

Establish a regional industrial development area adjacent to the I-5 freeway that makes use of the visibility and prime freeway access provided by the Roth Road Interchange.

Maximize passive recreational opportunities through the creation of a comprehensive linear park and open space system located adjacent to and providing access to the San Joaquin River.

Generate positive fiscal benefits for the City resulting from the regional industrial development.

Increase employment and shopping opportunities for City residents.

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

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

Provide roadway improvements and land use planning that will tie together with existing development.

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

Add value to the existing and future City of Lathrop community and contribute to the establishment of a strong local economic base through (a) job creation and (b) the economic stimulus that comes from the multi-million-dollar investment required to develop the Central Lathrop Specific Plan and the disposable income of the people who live and work in the Plan Area.

Implement the development program envisioned for the Central Lathrop Specific Plan on property that the Lathrop 2022 General Plan designates for Limited Industrial uses.

To the extent feasible, provide a self-mitigating project, where mitigation measures are incorporated into the CLSP-2 Amendment and future project designs, so as to minimize environmental impacts.

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

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

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

Enrich the relationship between the City and the San Joaquin River by incorporating the river's edge as a critical component of the

Central Lathrop Specific Plan parks and open space program.

These Central Lathrop Specific Plan goals are consistent with the goals of the Lathrop General Plan.

Context

Location

Lathrop is located within the southwest quadrant of San Joaquin County. The Central Lathrop Specific Plan area is located within the northwest area of the City. See Figure 1.1: Regional Map.

The CLSP-2 Amendment Plan Area encompasses approximately 724 acres located south of the city limit line, north of Dos Reis Rd, west of Interstate 5, and east of the San Joaquin River. See Figure 1.2 for the Vicinity Map.

Property Ownership

The CLSP-2 Amendment encompasses 724 acres divided among 25 existing parcels. Figure 1.3 lists the property owners.

Existing Site Conditions and Uses

The CLSP-2 Amendment Plan Area consists primarily of undeveloped land and agriculture uses, along with the existing Dos Reis Regional Park and boat launch, and various existing rural residences. The existing Dos Reis Regional Park is located adjacent to the San Joaquin River along the west side of the CLSP-2 Amendment Plan Area. The undeveloped land and existing agriculture uses comprise the majority of the remaining land acreage extending from the San Joaquin River, east to Manthey Road and Interstate-5. See Figure 1.4 for Existing Conditions Map.

Dos Reis Park, a county/state facility located along the San Joaquin River at the end of Dos Reis Road, while a part of the CLSP-2 Amendment Plan Area, is intended to remain under county/state ownership and maintenance.

Few trees, aside from the orchard trees, exist beyond those along the riverbed and on rural residential sites. A few rural roads (Manthey Road, De Lima Road, and Dos Reis Road) cross or border the Plan Area to provide access to the river, farmlands, and rural residences. No known major utility easements or facilities are present, except for water lines in Dos Reis Road, De Lima Road, and a portion of Manthey Roads; and a storm drain force main in Dos Reis Road that serves existing develop east of Interstate-5.

Plant habitats are isolated within narrow corridors located along portions of the San Joaquin River. All lands have been modified by human activities. The area is generally flat, with a slight fall from east to west towards the San Joaquin River. The area is protected from flood hazards by the levee paralleling the river. Groundwater is relatively shallow. No parcels are under Williamson Act contracts.

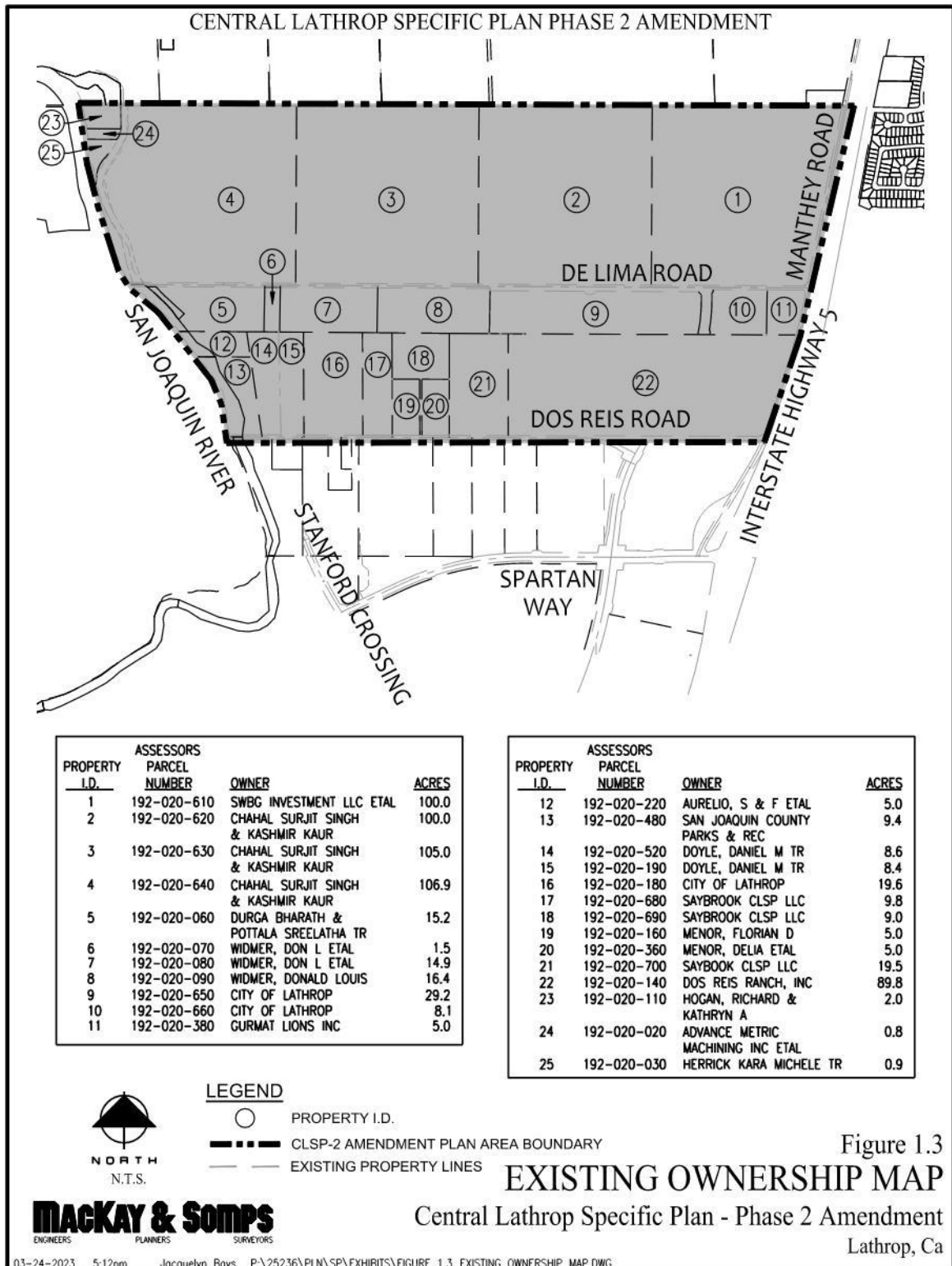
Adjacent Uses

A variety of existing land uses surrounds the CLSP-2 Amendment Plan Area. To the south of Dos Reis Road from west to east is a planned community park and open space trail along the levee; the existing Lathrop High School sports fields and auxiliary parking area, undeveloped land designated as Residential Mixed Use, and undeveloped land designated as Office Commercial. To the west is the San Joaquin River and to the north is San Joaquin County land with existing agriculture and industrial uses. Interstate 5 is east of the Plan Area.

Jurisdictional Context

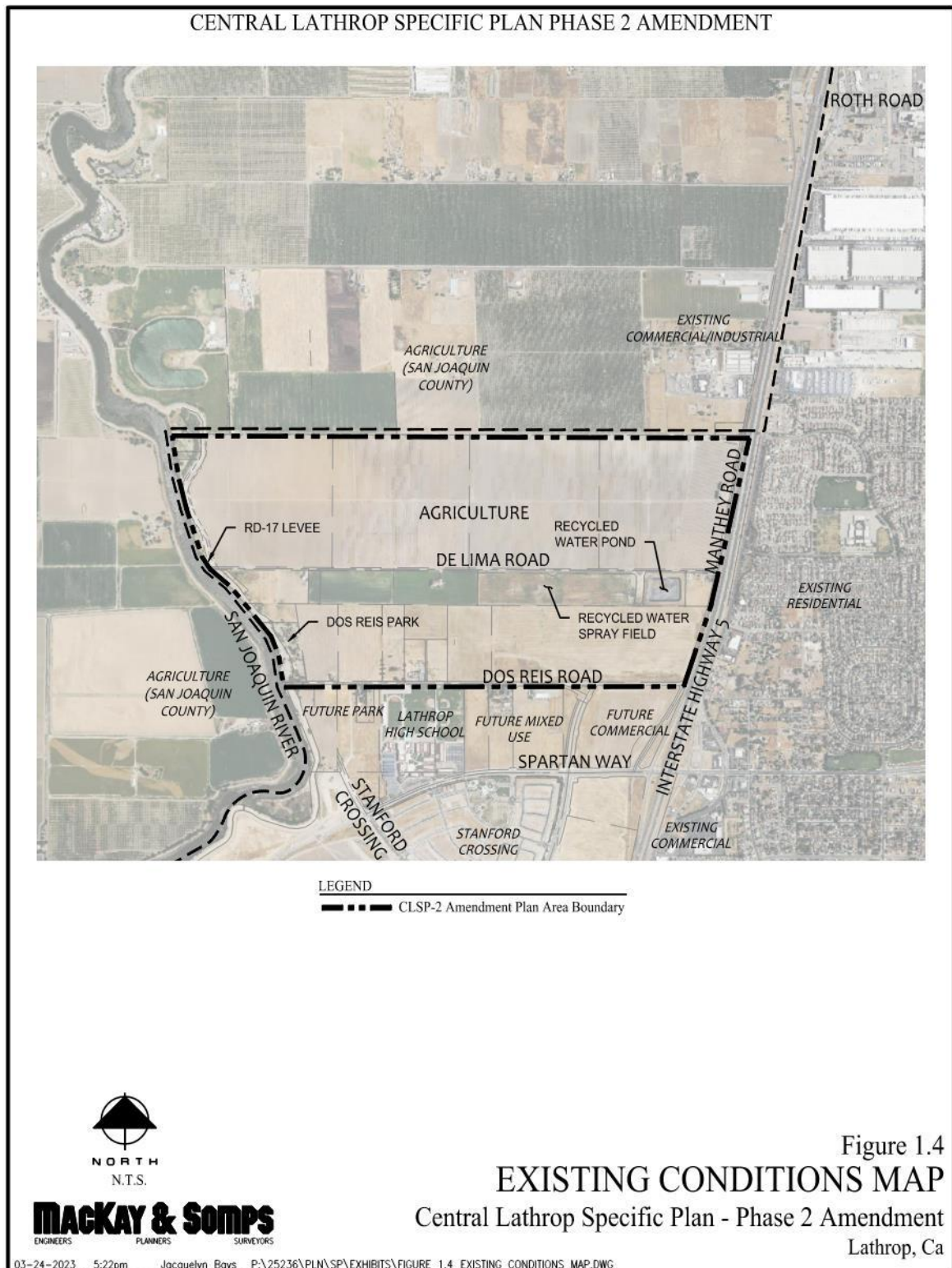
Since the City approved the 2004 CLSP, the CLSP Plan Area has been annexed into the City of Lathrop. The area or portions thereof, are within the jurisdiction of the Manteca Unified School District, Reclamation District 17 (RD-17), and the Lathrop Manteca Fire District (LMFD). No changes to the boundaries of these districts are proposed.

Figure 1.3- Existing Ownership Map



03-24-2023 5:12pm J:\jacquelyn_Boys_P\25236\PLN\SP\EXHIBITS\FIGURE 1.3 EXISTING OWNERSHIP MAP.DWG
REFERENCES: Border; BaseMap
IMAGES:

Figure 1.4- Existing Conditions Map



Legal Authority

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

State law also requires that all subsequent subdivisions and developments (including public works projects) within the Phase 2 Plan Area, as well as all zoning regulations applicable to the Phase 2 Plan Area, must be consistent with this CLSP-2 Amendment.

Relationship to the Lathrop General Plan

The General Plan establishes the goals, policies, land uses, and standards for development within the City. The following related plans, incorporated by reference, provide additional detailed direction for future development of the CLSP-2 Amendment Plan Area.

Wastewater, Water and Recycled Water Master Plans

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

Bicycle Transportation Master Plan

The City of Lathrop’s Bicycle Transportation Master Plan establishes goals, policies, routes and standards for bicycle transportation and facilities within the City.

Relationship to Other City Policies, Programs, and Documents

The supporting documents described below establish the foundation and/or provide direction for the implementation of this CLSP-2 Amendment. These documents will be utilized in conjunction with the CLSP-2 Amendment to ensure the implementation of the General Plan’s goals and policies.

Capital Facilities Fee Program

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

Municipal Code

Special zoning districts have been created for the CLSP Plan Area. These special zoning districts end in “CL” to designate these land use categories as unique to the Central Lathrop Specific Plan area. The amended zoning categories for the Phase 2 Plan Area are described in detail later in this CLSP-2 Amendment and are incorporated into the Lathrop Municipal Code.

Development Agreement

Development Agreements to be potentially entered into between the City and landowners within the Plan Area can vest, or “lock in” development rights. Development agreements can establish the responsibilities of landowners with respect to the construction and financing of public infrastructure, the dedication of land, and other development-related obligations.

Environmental Impact Report

Refer to the Implementation chapter for details regarding the relationship between the CLSP-2 Amendment and the EIRs prepared with the original 2004 CLSP and the 2022 General Plan.

Organization of the Specific Plan

The CLSP-2 Amendment is organized as follows:

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

Chapter Two: Land Use - describes the way in which the land uses that comprise the CLSP-2 Amendment Plan Area are organized and includes a discussion of the general character of such uses, their location within the Plan Area, the intensities of use, and the goals associated with each of the designated land uses.

Chapter Three: Circulation and Transportation - explains the CLSP-2 Amendment roadway network in the context of the local, city, and regional transportation and circulation patterns, and the system of pedestrian and bicycle paths.

Chapter Four: Natural Resources Management - describes the ways in which the environmental features of the plan area are integrated into the CLSP-2 Amendment and the program to protect these features, as well as to allow them to be enjoyed by residents and non-residents alike.

Chapter Five: Community Services and Facilities - describes the needs for community services and facilities that will result from the development of the CLSP-2 Amendment and the way in which these needs will be addressed.

Chapter Six: Utilities and Drainage Infrastructure - discusses the various utility and drainage improvements required to serve the Phase 2 Plan Area.

Chapter Seven: Design Guidelines - provides the site planning, including landscape and open space, and architectural standards for each land use, further ensuring a high-quality and unique development.

Chapter Eight: Implementation - describes the way in which the CLSP-2 Amendment will be

executed, including development phasing strategies and the permitting process for individual development proposals.

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

Chapter Two: Land Use

Introduction

The Land Use and Development Plan is the primary implementing component of the CLSP-2 Amendment. This chapter summarizes the different land uses proposed, refines land use types that are identified in the 2022 General Plan and lists the development standards. This chapter, including the Land Use Plan, describes the land use designations and zoning. The 2022 General Plan Land Use Map and the CLSP-2 Amendment Land Use Plan govern the land uses in the CLSP Phase 2 Plan Area.

Existing and Interim Land Uses

Existing agricultural uses, recycled water storage ponds, agricultural irrigated with recycled water and several rural residences are located within the CLSP-2 Amendment Plan Area. These existing uses will remain until the property is developed and therefore referred to in this document as Interim Uses.

The existing uses within the CLSP Phase 1 Plan Area include various residential neighborhoods commonly referred to as Stanford Crossing, a high school, a community center, teen center/library, several public neighborhood parks, and some commercial development. Some agricultural uses and rural residences remain will remain until developed in the future in accordance with the Lathrop General Plan.

The CLSP-2 Amendment development standards for the Phase 2 Plan Area are consistent with the development standards in the City of Lathrop's Zoning Ordinance. Separate Design Guidelines apply as set forth in Chapter Seven.

The Land Use Plan was influenced by a variety of factors including physical site constraints and adjacent land uses as discussed in Chapter One.

This CLSP-2 Amendment may evolve over time, taking into consideration market change and community desires and needs. As property owners and builders develop their properties, they will be required to follow the Site Plan Review process and, if applicable, obtain a Conditional Use Permit. The development plans for each property will be designed based on the policies and standards contained in this Specific Plan Amendment.

Overall, the CLSP-2 Amendment designates 618.2 acres of Limited Industrial uses, 11.2 acres of Parks, and 29.3 acres of Open Space in Phase 2.

Land Use Plan

The CLSP-2 Amendment is designed to create a range of employment uses along with some recreational uses along the San Joaquin River levee system for City residents and employees. The CLSP-2 Amendment Plan Area encompasses approximately 724 acres. Refer to Figure 2.1. The overall Phase 2 Plan Area land uses, acreages, and intensities of use are summarized in Table 2.1; this summary represents the build-out of the CLSP-2 Amendment Plan Area.

The Land Use Map (Figure 2.1) illustrates the land uses within the CLSP-2 Amendment Plan Area. Table 2.1 provides a summary of these land uses. The acreage and allowable square footages for each land use category may vary slightly from these acreages shown depending on more accurate survey data and the final alignment

of roadways and required open space; however, the total acreages and building square footage establish an approximate carrying capacity for the Plan Area.

Landscape Buffer

A landscape buffer shall be provided along the north side of Dos Reis Road as illustrated in Figure 2.2 with two (2) different design themes. At locations where existing or proposed Land Use on the south side of Dos Reis Road includes sensitive receptors, the landscape buffer shall include a 30-foot-wide landscape corridor within the public right-of-way including 22' of landscaping and a 8' paved sidewalk as well as an additional buffer on the adjacent private development parcels. At other locations on Dos Reis Road where Commercial or Industrial use is proposed to the south, the landscape buffer shall include a 26-foot-wide landscape corridor within the public right-of-way including 18 feet of landscaping and an 8 foot paved sidewalk as well as an additional buffer on the adjacent private development parcels. The additional buffer on the adjacent private development parcels in both scenarios shall be determined during the Site Plan Review process for each specific development project.

Figure 2.1- Land Use Map

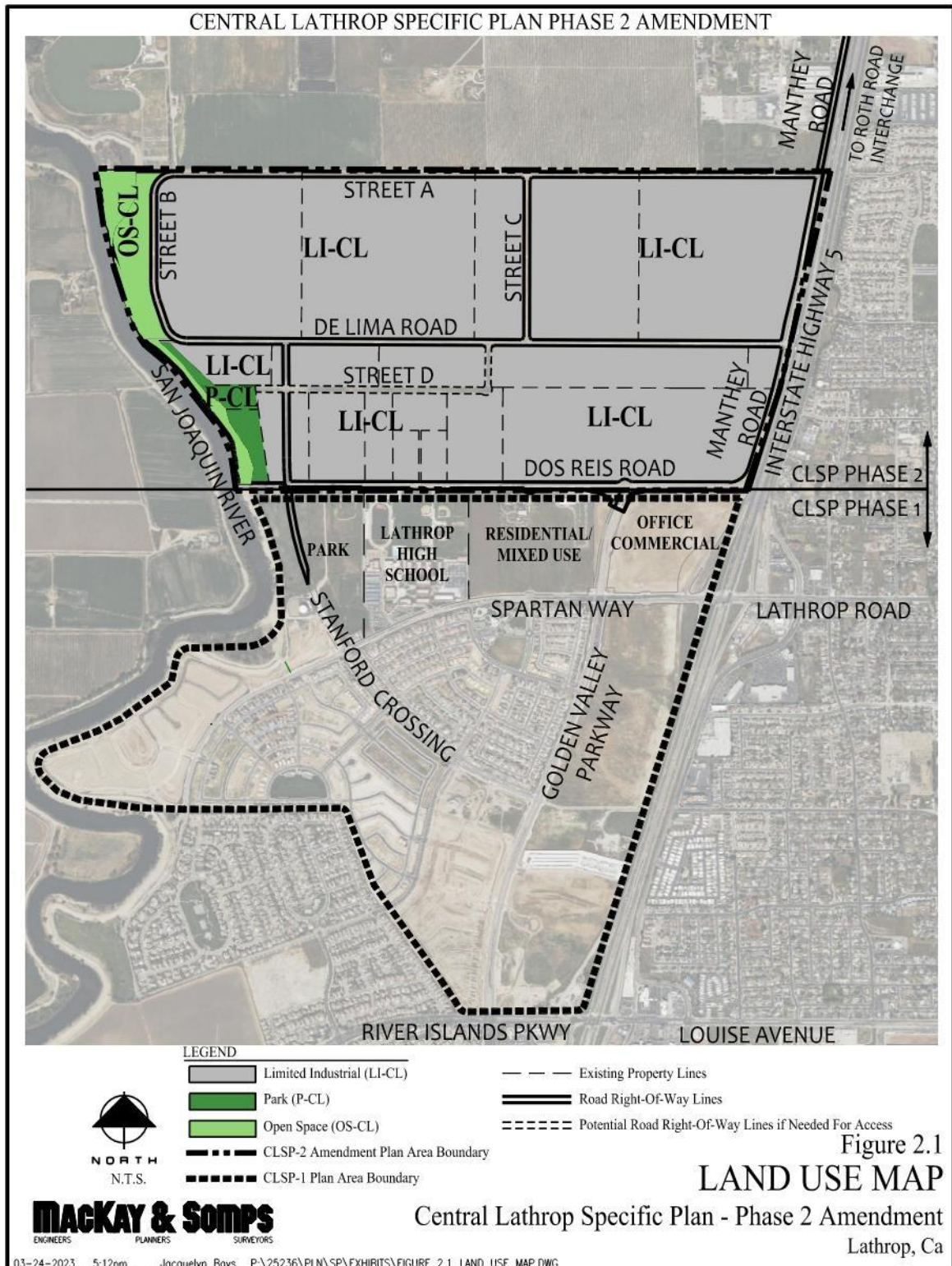


Figure 2.2- Landscape Buffer

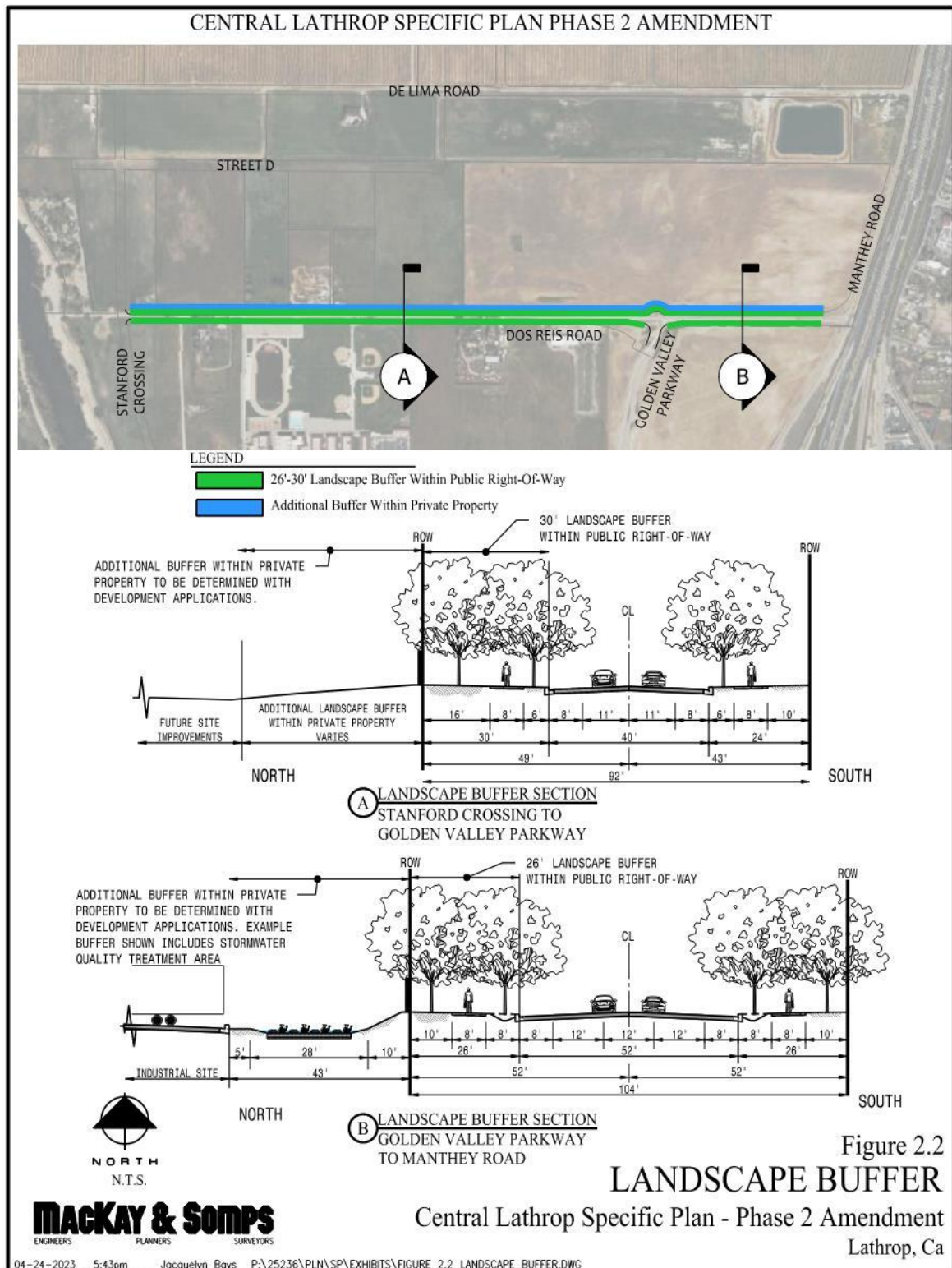


Table 2.1: CLSP-2 Amendment Land Use Summary

Designation	Land Use	Area (acres)	Maximum Building Square Footage at Max FAR of 1.0 (SF)	Potential Building Square Footage at Target FAR of 0.75 (SF)
LI-CL	Limited Industrial [1]	618.2	26,928,792	20,196,594
OS-CL	Open Space	29.3	-	-
P-CL	Park	11.2	-	-
	Major Road Right-of-Way	65.3	-	-
	Total	724.0	26,928,792	20,196,594

[1] Allowable FAR. of 1.0 per the 2022 General Plan

[2] Target FAR of 0.75

The above table represents the proposed development acreages by land use. Calculated acres are based upon the overlay of the land uses onto a property boundary map compiled from record dimensions only (not a field survey). Actual acres may vary slightly, but will be confirmed with each development application.

Land Use Designations

The following sections define and discuss the land use designations that occur within the Plan Area. The Central Lathrop combining district (CL) is applied to all properties located within the CLSP-2 Amendment Plan Area. The designation of CL after any zoning district indicates that the zoning district so combined is modified by the regulations included in the CLSP-2 Amendment and those districts included in Chapter 17.62 of the Lathrop Municipal Code.

Permitted uses, conditionally permitted uses, and development criteria can be found in the same chapter of the Code. Of particular note is that the 2022 General Plan requires a Conditional Use Permit (CUP) for all development between Dos Reis Road and De Lima Road.

The Plan Area consists of three land use designations including Limited Industrial, Park, and Open Space. A well thought out circulation pattern allows for vehicular, bicycle and pedestrian connections between the uses.

Limited Industrial

The Limited Industrial (LI) use applies to most of the Plan Area. The Limited Industrial use spans from the northern project boundary along Lathrop’s city limits, southern boundary along Dos Reis Road, and eastern boundary along Interstate Highway 5 as shown in Figure 2.1. It is anticipated that uses such as warehousing and manufacturing that do not require a high degree of visibility and are truck dependent, will be located in areas of the Plan Area that minimize the potential for air quality and noise impacts to sensitive receptors outside the Plan Area. The CLSP-2 Amendment Plan Area is envisioned to accommodate 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, labs and other health care-related uses, and distribution centers. Refer to the City of Lathrop’s Zoning Ordinance for the full range of

permitted and conditionally permitted uses under this land use category. A maximum allowable Floor Area Ratio (FAR) of 1.0 is permitted consistent with the 2022 General Plan.

Open Space

The CLSP-2 Amendment designates Open Space (OS) uses along the San Joaquin River and this designation spans the length of the Plan Area. This area is designed to provide an open space corridor consistent with the Lathrop General Plan. The open space corridor along the San Joaquin River is intended as a local community wide facility with the possibility of regional linkage. This Open Space Corridor would also connect the CLSP-2 Amendment Plan Area with developing and existing segments of this open space corridor to the south within CLSP Phase 1 and the Mossdale Village developments. Though not required or mandated, this CLSP-2 Amendment accommodates the construction and use of outdoor recreation facilities such as recreation fields, fitness equipment and courses, or other such uses intended for the physical recreation and well-being of the community and/or the employee users. Refer to the CLSP-2 Amendment Zoning Ordinance for the full range of permitted uses in this land use category.

Park

The CLSP-2 Amendment retains the Dos Reis County Park designation, a County park within City limits. An additional Park area is proposed to connect the park to the future open space corridor described above.

Because the build-out of the CLSP-2 Amendment Plan Area is anticipated to occur over an extended period of years, these Interim Uses may remain present for many years.

Interim Agricultural uses are subject to Agricultural Development Standards and Use Regulations set forth in the Lathrop Zoning Ordinance. Refer to Chapter 17.116 of the Lathrop Zoning Ordinance for specific

information regarding Nonconforming Uses and Structures.

Right-to-Farm provisions are discussed in Chapter Four of this document.

Calculation of Land Use Intensities and Allowable Square Footages

Future project-specific development applications will be based on the maximum allowable net square footage for a particular parcel or parcels. The maximum allowable square footage for a particular parcel will be calculated by multiplying the surveyed net developable area (in acres) comprising the subject parcel by the allowable Floor Area Ratio (FAR) for the associated land use designation. The acreage used in this calculation may vary slightly from the acreage shown in the Land Use Map and Table 2.1 and will be determined by more accurate survey and boundary data and the final street alignments and right of way width.

The CLSP-2 Amendment contemplates Limited Industrial development at an average rather than a maximum Floor Area Ratio (FAR) as specified in Table 2.1. Specific development sites will likely develop at a target FAR of 0.75 or lower depending on parking demand, landscaping and open space, stormwater management, and other site requirements.

Land Use and Site Layout Flexibility

The Land Use Map (Figure 2.1) illustrates the general locations and distribution of land uses in the Plan Area as described earlier in this chapter. This Land Use Plan is diagrammatic and does not necessarily represent final road alignments, land use configurations or acreages.

The CLSP-2 Amendment land uses may be further refined in conjunction with the processing of future parcel maps and site plan applications, without requiring a Specific Plan Amendment as further discussed below. Given that the Land Use Map is conceptual in nature,

the CLSP-2 Amendment provides flexibility with respect to the location, design, and detailed implementation of the Land Use Plan during the City’s reviews of future detailed applications. Land Use and Site Design flexibility may include, but is not limited to, the following:

- Relocating collector roads and/or intersections to correspond to existing property lines,
- Relocating collector roads and/or intersections to accommodate a specific development program, building product types, or parcel layout arrangement,
- Relocating collector roads to allow for more efficient use of parcelization for building and parking areas on-site,
- Minor deviations in land use intensity (Floor Area Ratio) and development standards for particular projects, with the concurrence of reviewing agencies, as determined by CDD and if compatible and consistent with the purpose and intent of the Specific Plan
- Allowance for use types not specified in Lathrop’s Zoning Ordinance, which are compatible and consistent with the purpose and intent of the land use designation and zoning classification (to be approved by the Community Development Director)
- Adjustments to travel lanes as supported by traffic studies.
- Acceptability of final land use and site layouts will be evaluated based upon the following criteria/findings:
 - Consistency with the prescribed land use development and design standards, in accord with the CLSP-2 Amendment to the Specific Plan,
 - Building, parking, and site design consistency for each land use parcel as

described in the Design Guidelines (Chapter Seven),

- Consistent application of the stated principles set forth in the CLSP-2 Amendment and the City General Plan,
- Potential economic benefits of a particular land use, building type, site feature, configuration of buildings, road alignment, or other deviation from the Specific Plan that would outweigh the benefits of strict adherence to the CLSP-2 Amendment development standards and Zoning Code, and/or
- The employment benefit of a land use, configuration, or other factor within the CLSP-2 Plan Area which deviates from the CLSP-2 Amendment.

Refer to Chapter 8: Implementation for more information regarding site plan and land use flexibility at the site plan review stage including project review procedures, development agreements, specific plan amendment procedures, enforcement, mitigation monitoring, and other review and approvals required during the implementation of the CLSP-2 Amendment.

Land Use Regulations and Development Standards

The CLSP-2 Amendment is consistent with the 2022 General Plan land use designations as listed below and consistent with the development standards in the Lathrop Zoning Ordinance and the Warehouse Good Neighbor Guidelines.

Limited Industrial (LI) Development Standards

The Lathrop Zoning Ordinance specifies the minimum lot area, lot width, setbacks, and other development standards for the Limited Industrial (LI) designation. Limited Industrial developments shall be further subject to the design guidelines in Chapter Seven.

Open Space (OS) Development Standards

The Lathrop Zoning Ordinance includes development standards for the Open Space (OS) designation. Open Space uses may also be subject to design guidelines contained within Chapter Seven.

Park Development Standards

The Zoning Ordinance defines the development standards for the Park designation. Park uses may also be subject to design guidelines contained in Chapter Seven.

Chapter Three: Circulation and Transportation

Introduction

This chapter describes the proposed circulation system and transportation improvements included in the CLSP-2 Amendment Plan Area.

The Circulation Plan is designed to allow for efficient circulation to and from the CLSP-2 Amendment Plan Area. The plan provides for multiple modes of transportation including automobile, truck, bus transit, bicycle, and pedestrian. This chapter provides the requirements of Plan Area roadways, bikeways, and walkways as well as public transit. The implementation of the CLSP-2 Amendment will provide additional roadway, bus transit, bicycle, and pedestrian linkages between the Plan Area and the surrounding communities, improving connectivity within this portion of the City.

The Circulation Plan provides connections to existing and future roadways as identified in the City of Lathrop's General Plan Circulation Diagram. These connections provide both regional and local mobility between land uses within and adjacent to the Plan Area. It is the intent of the Circulation Plan to comply with the requirements of the Surface Transportation Assistance Act (STAA). The phasing and financing of the proposed roadway improvements is summarized in Chapter Nine Financing Plan.

Circulation and Transportation Goals

The transportation system for the CLSP-2 Amendment Plan Area provides a multi-modal network that serves the needs of all the proposed land uses in the Plan Area by establishing an integrated, efficient, and safe circulation system for transit and vehicles; linking roadways and transit routes in the Plan Area to the City's existing transportation network, and providing

an interconnected system of trails, which are pedestrian and bicycle friendly.

Existing Conditions

On-Site Roadway Network

Land uses at the time of the CLSP-2 Amendment approval are agricultural and large lot/rural residential parcels. Because of this land use pattern, the existing roadway network is sparse with one north-south roadway (Manthey Road) and two east-west roadways (De Lima Road and Dos Reis Road).

Manthey Road is a paved two-lane roadway that parallels I-5 from the CLSP-2 Amendment Plan Area and continues North towards the Roth Road interchange and beyond. This roadway has no curb and gutter with minimal shoulders. De Lima Road and Dos Reis Road are two-lane roadways that extend west from Manthey Road to the San Joaquin River levee. The roadways have shoulders but no curb and gutter.

See Figure 3.1 for Existing Circulation Plan.

Off-Site Roadway Network (Regional Area)

There are a number of major regional roadways that are located in close proximity to the CLSP-2 Amendment Plan Area. These roadways include Interstate 5, Interstate 205, State Route 120, and State Route 99. These roadways are outside of the Plan Area but will be utilized by vehicles entering and exiting the CLSP-2 Plan Area.

Interstate 5, one of the major freeways in the state of California, forms the eastern boundary of the CLSP Plan Area. In San Joaquin County, I-5 connects Stockton to Tracy and passes through Lathrop. Given its location, I-5 will serve as one

of the primary routes for traffic entering and exiting the Plan Area.

There are three freeway interchanges adjacent to the Plan Area. The first interchange, Louise Avenue/River Islands Parkway, is located to the south and provides access to the CLSP Plan Area, Mossdale Village and River Islands. The second interchange, Lathrop Road/Spartan Way, is located in the middle of the overall CLSP and provides direct access to the Plan Area. The third interchange, Roth Road, is located north of the CLSP-2 Amendment Plan Area, and will be the primary point of access for trucks to the Plan Area. A study of the Roth Road corridor from Manthey Road to State Route 99 is being conducted by San Joaquin County, through the San Joaquin Council of Governments (SJCOG) at the time this CLSP-2 Amendment is being written. It is anticipated that the ramps will be widened, and traffic signals will be installed in the future.

Interstate 205 lies to the south of the City of Lathrop and provides a connection to the City of Tracy and the San Francisco Bay Area.

State Route 120 is another major regional roadway in San Joaquin County and provides a connection from I-5 and I-205 to State Route 99, south and east of the Plan Area. SR 120 will serve as a likely access route for trips accessing the Plan Area from Manteca. The I-5/SR 120 interchange located South of the Plan Area provides a connection between these two roadways through a system of ramps.

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

Existing Bicycle and Pedestrian Network

There are essentially no existing bicycle or pedestrian facilities in the CLSP-2 Amendment Plan Area. However, there are pedestrian and bicycle facilities in the CLSP Phase 1 area and in the adjacent specific plan areas including Mossdale Village and River Islands that will be connected to the planned facilities within the CLSP-2 Amendment Plan Area at Golden Valley Parkway and Stanford Crossing as displayed on Figure 3.10 Pedestrian and Bicycle Circulation Plan.

Existing Transit Network

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

SJRTD Fixed-Route Service

The SJRTD operates two fixed-route bus lines (Route 290 and 97) that serve the City of Lathrop. Route 97 connects Manteca Transit Center to Tracy Transit Center through Lathrop via Louise Avenue and Interstate 5. Route 97.Route 90 connects Lathrop to Stockton and Tracy via Interstate 5. The route map for Route 90 and 97 are shown on Figure 3.2. These routes include several existing bus stops within Lathrop's City limits. An additional proposed bus stop is suggested at Manthey Road just south of De Lima Road to serve commuters to the CLSP-2 area. This suggested stops are shown on Figure 3.4.

SJRTD Flexible Fixed-Route Service

SJRTD also operates Route 90, which is a flexible fixed-route line. A flexible fixed-route bus operation follows a general route but can deviate within limited areas to pick-up or drop-off passengers. This line links the City of Lathrop

with Stockton and Tracy via a route that provides access into the City of Lathrop by Lathrop Road and Louise Avenue.

SJRTD Commuter Bus Service

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

Altamont Commuter Express Rail Service (ACE) & Valley Link

Altamont Commuter Express Rail Service
Altamont Commuter Express (ACE) is a passenger rail service connecting Stockton to San Jose. The closest ACE station to the Plan Area is located on the border of the City of Lathrop and the City of Manteca to the north of SR 120.

Valley Link is a new 42 -mile, 7-station passenger rail project connecting BART's rapid transit system in the Bay Area's Tri-Valley and the ACE Commuter Express (ACE). Future Valley Link/ACE Stations are anticipated at two locations within City limits. One proposed location near the River Islands development North of Highway 5 along the Union Pacific Railroad. A second location is proposed in North Lathrop at Lathrop Road along the Union Pacific Railroad and McKinley Avenue.

Existing Truck Routes

Existing truck routes within the vicinity of the Plan Area, including STAA truck routes and non-STAA truck routes are shown on Figure 3.3.

Figure 3.1- Existing Circulation Plan

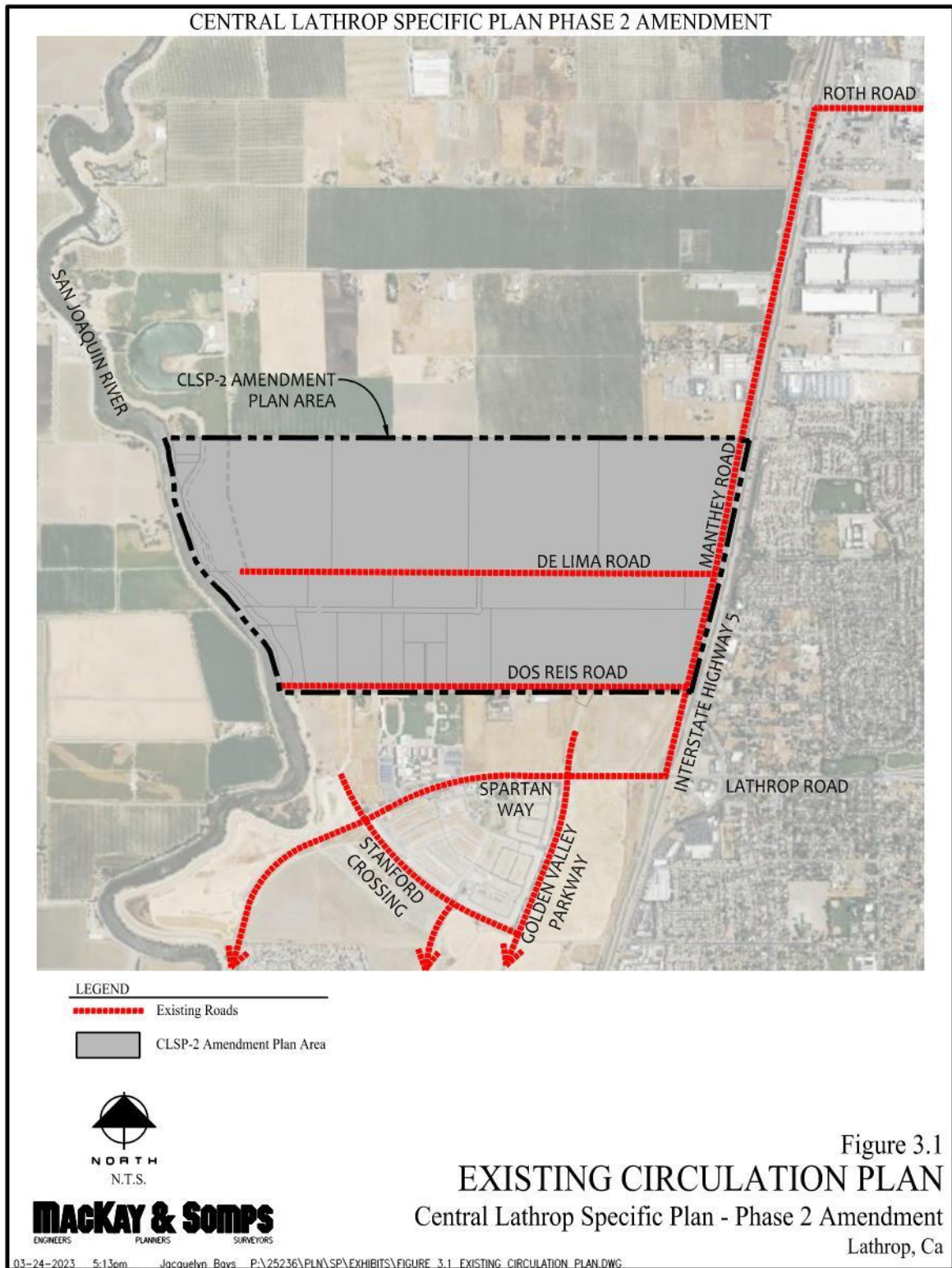


Figure 3.1
EXISTING CIRCULATION PLAN
Central Lathrop Specific Plan - Phase 2 Amendment
Lathrop, Ca

Figure 3.2- Existing Bus Service Plan

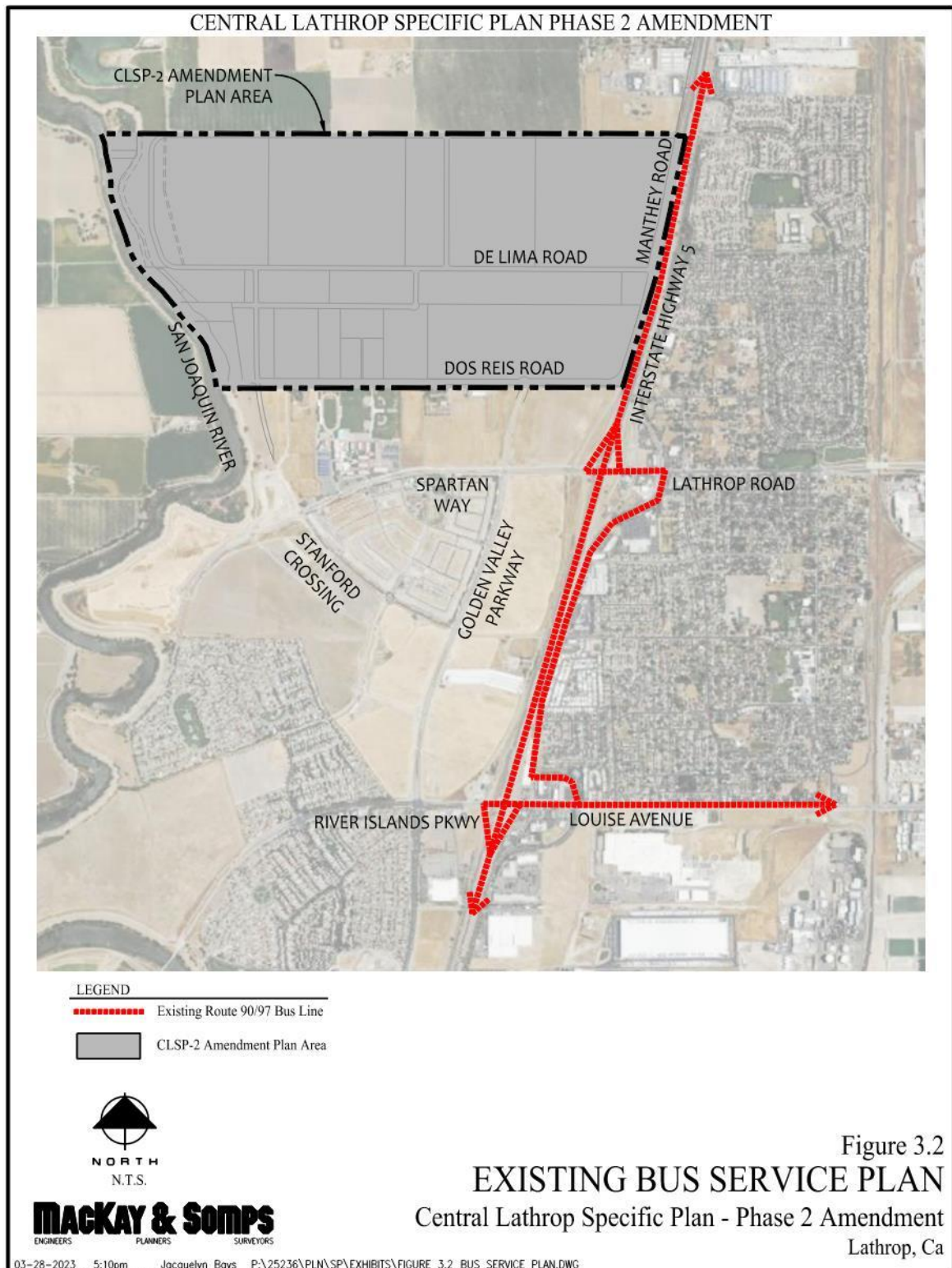
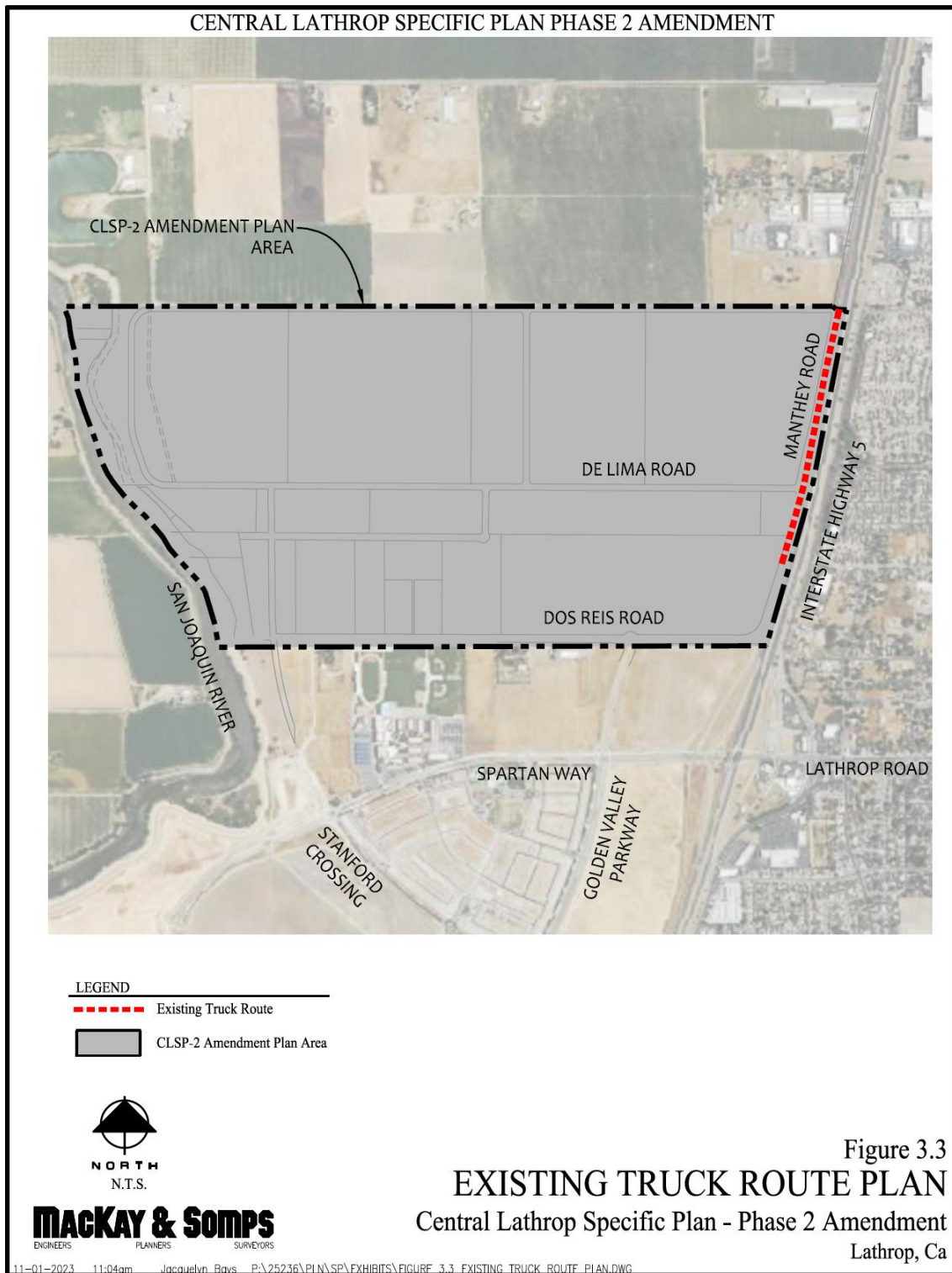


Figure 3.3- Existing Truck Route Plan



Proposed Transportation Improvements

With the anticipated growth in the City of Lathrop and San Joaquin County, both jurisdictions have identified transportation improvement projects in the CLSP-2 Amendment Plan Area and the regional area along with various funding sources.

City of Lathrop

The 2022 General Plan and the various Lathrop specific plans identify near-term and long-term transportation improvements. The City of Lathrop Traffic Monitoring Program (TMP) helps to identify when the near-term projects are required to be constructed based on a level of services analysis. Local funding sources for select transportation improvements include the City of Lathrop Capital Facilities Fee (CFF) Program. Fees collected through the CFF Program can be used to fund or reimburse the construction of new and improved roadways such as:

- Golden Valley Parkway
- Lathrop Road/I-5 interchange
- Louise Avenue/I-5 interchange
- Roth Road/I-5 interchange

Regional Transportation Plan (RTP)

San Joaquin County, through the San Joaquin Council of Governments (SJCOG), periodically updates the Regional Transportation Plan, which outlines countywide transportation expenditures based on funding from sources such as the Federal Government, the State of California, and locally collected funds. These funds typically are allocated to mainline freeway improvements in the region.

Measure K

Measure K sales tax funds additional roadway improvements. The Measure K Strategic Plan provides for the expenditure of these funds.

CLSP-2 Amendment Plan Area Transportation Network

The CLSP-2 Amendment outlines a well-structured network of roadways, bikeways and walkways to serve the CLSP-2 Amendment Plan Area. The circulation system will provide convenient and safe access to all areas within the Plan Area, as illustrated in Figure 3.4, Vehicular Circulation Plan. A well-connected hierarchy of travel modes will provide for the efficient flow of vehicular traffic, but also encourage and facilitate walking, biking, public transit, and other alternatives to single-occupancy vehicles.

The CLSP-2 Amendment includes connections to the off-street bicycle and pedestrian paths within the CLSP Phase 1 Plan Area. Class I (off-street) bike routes along Golden Valley Parkway are proposed to be extended into the CLSP-2 Amendment Plan Area and transition into Class II bike lanes throughout the local industrial streets. Class I (off-street) and Class II (on-street) bike routes along Stanford Crossing are proposed to be extended into the CLSP-2 Amendment Plan Area. To encourage pedestrian trips within the CLSP-2 Amendment Plan Area and to surrounding areas, all arterial and local streets include sidewalks.

The Traffic Impact Analysis prepared with the 2022 General Plan provides the basis for the number of lanes required based on a level of services analysis.

Roadways

The CLSP-2 Amendment Plan Area includes several new roadways within an interconnected roadway system. These new roadways, along with improvements to existing roadways, provide the necessary access for the Plan Area. The roadway network is shown on the Vehicular Circulation Plan (Figure 3.4), while the locations of each individual street section are identified on the Street Sections Key Map (Figure 3.5).

The proposed CLSP-2 Amendment roadway system is based on a pattern of streets that provides safe and efficient access for vehicles, bicycles and pedestrians. The roadway system includes an extension of Golden Valley Parkway and Stanford Crossing, widening of Dos Reis Road, De Lima Road, and Manthey Road, and the construction of several new local industrial roads consistent with the 2022 Lathrop General Plan. The addition of traffic signals may be required at various intersections as determined for future specific project developments in the CLSP-2 Amendment Plan Area.

Generally, the proposed Phasing and Capital Improvement Program will fund and construct full roadway improvements curb-to-curb and required street lighting for roadways from intersection to intersection as specific development proposals in the CLSP-2 Amendment Plan Area trigger the need for these roadway segment improvements. The approach to and the timing of roadway improvements should be logical and comprehensive as to accommodate development phases and demands, while avoiding piecemeal improvements within the CLSP-2 Amendment Plan Area.

Functional classification systems divide roadways into a hierarchy based on their ability to serve traffic and provide access to development.

Arterials – These roadways are intended to serve as the major routes of travel. Arterials are designed to link facilities such as freeways and expressways (which prioritize the movement of through vehicles) with lower hierarchy roadways, which provide direct access to parcels. Arterials can provide some level of direct access with limitations. These limitations can include restrictions on spacing and turn movements into and out of driveway locations. Arterials can also serve as bicycle and pedestrian routes.

Collectors – These roadways serve as intermediate links between arterials and local roads. Traffic is collected from local roads and distributed onto

the arterial system. Collector roadways also provide direct access to parcels. Collector roadways can be classified as both major collectors and minor collectors. Collectors in the Plan Area generally have two lanes with a center turn lane/median, though additional lanes may be provided at intersections to provide sufficient intersection capacity.

Local Roads – Local roads provide direct access to parcels and connect to collectors. Traffic volumes on these roads are low and through traffic is discouraged.

CLSP-2 Amendment Plan Area Truck Routes

The 2022 General Plan prohibits Golden Valley Parkway and Dos Reis Road within the CLSP-2 Amendment Plan Area from being designated as truck routes. Manthey Road is the designated truck route connecting the CLSP-2 Amendment Plan Area to the Roth Road interchange north of the CLSP-2 Amendment Plan Area. In addition, the local industrial streets within the CLSP-2 Amendment Plan Area are proposed to be designated as truck routes as illustrated in Figure 3.11. Truck access is prohibited on Dos Reis Road and Manthey Road south of Dos Reis. Refer to the Lathrop Municipal Code Chapter 10.16 Truck Routes and Commercial Vehicles for details regarding designated truck routes.

Figure 3.4- Vehicular Circulation Plan

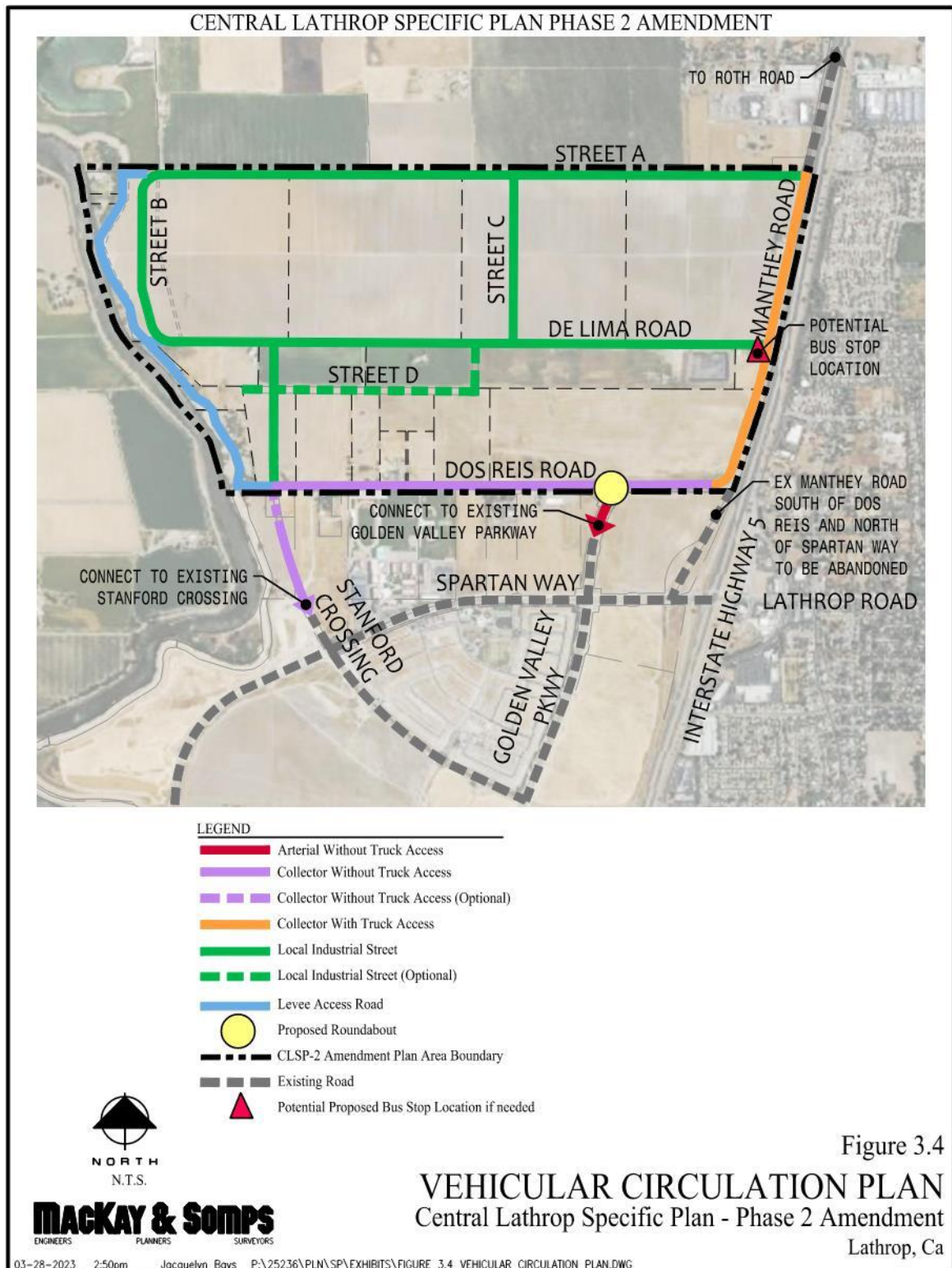


Figure 3.5- Street Sections Key Map

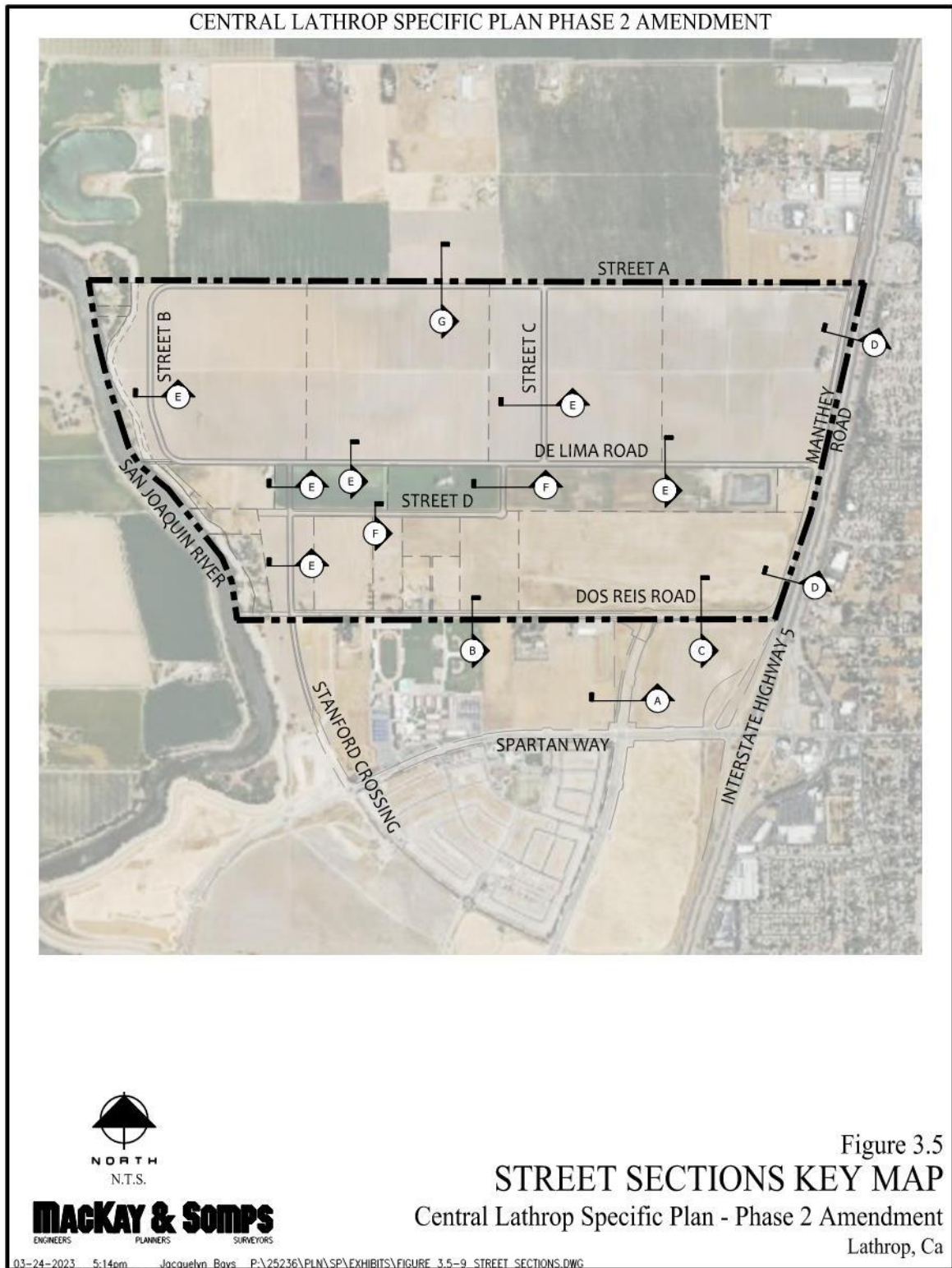


Figure 3.6- Street Sections

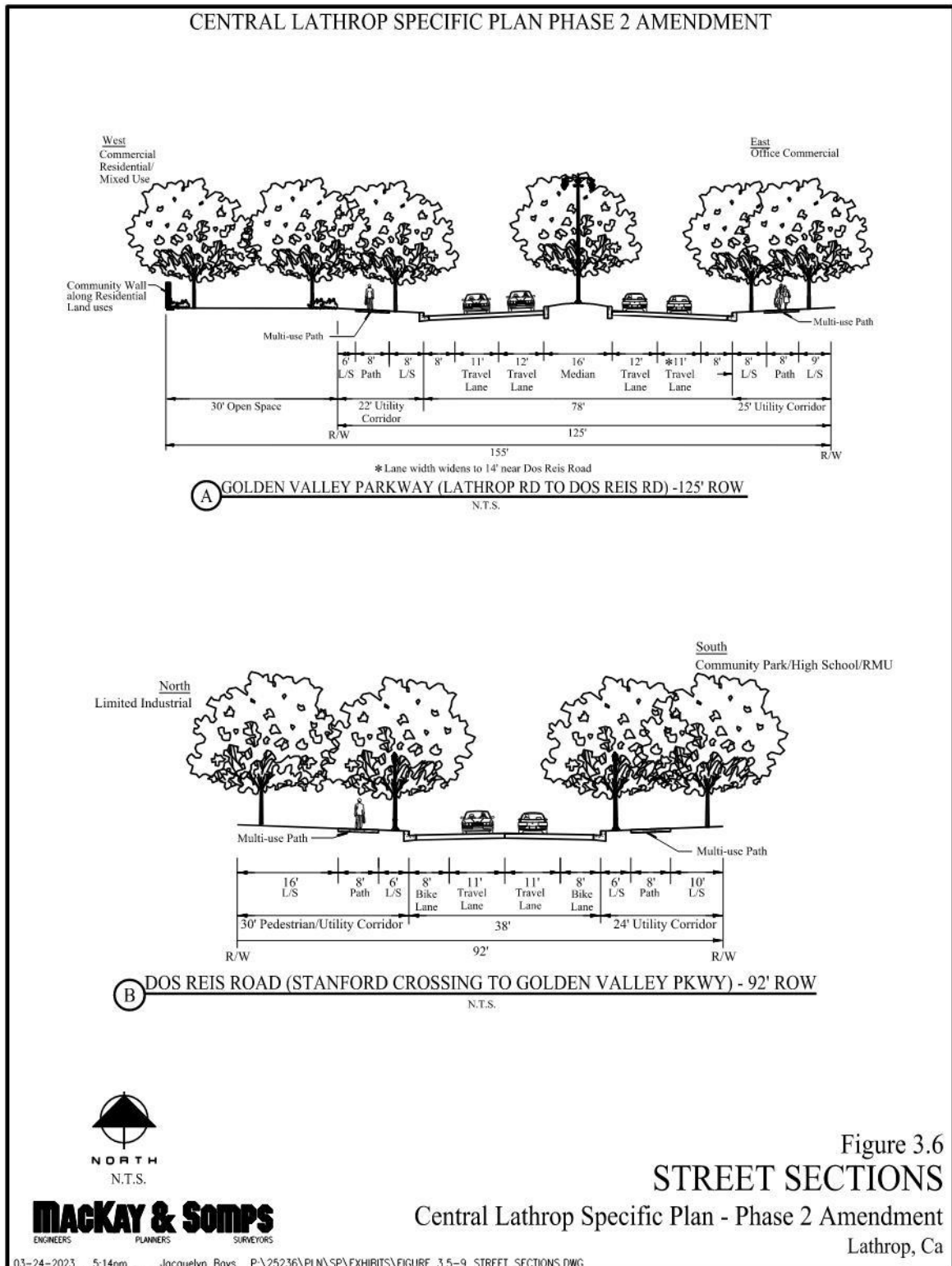


Figure 3.7- Street Sections

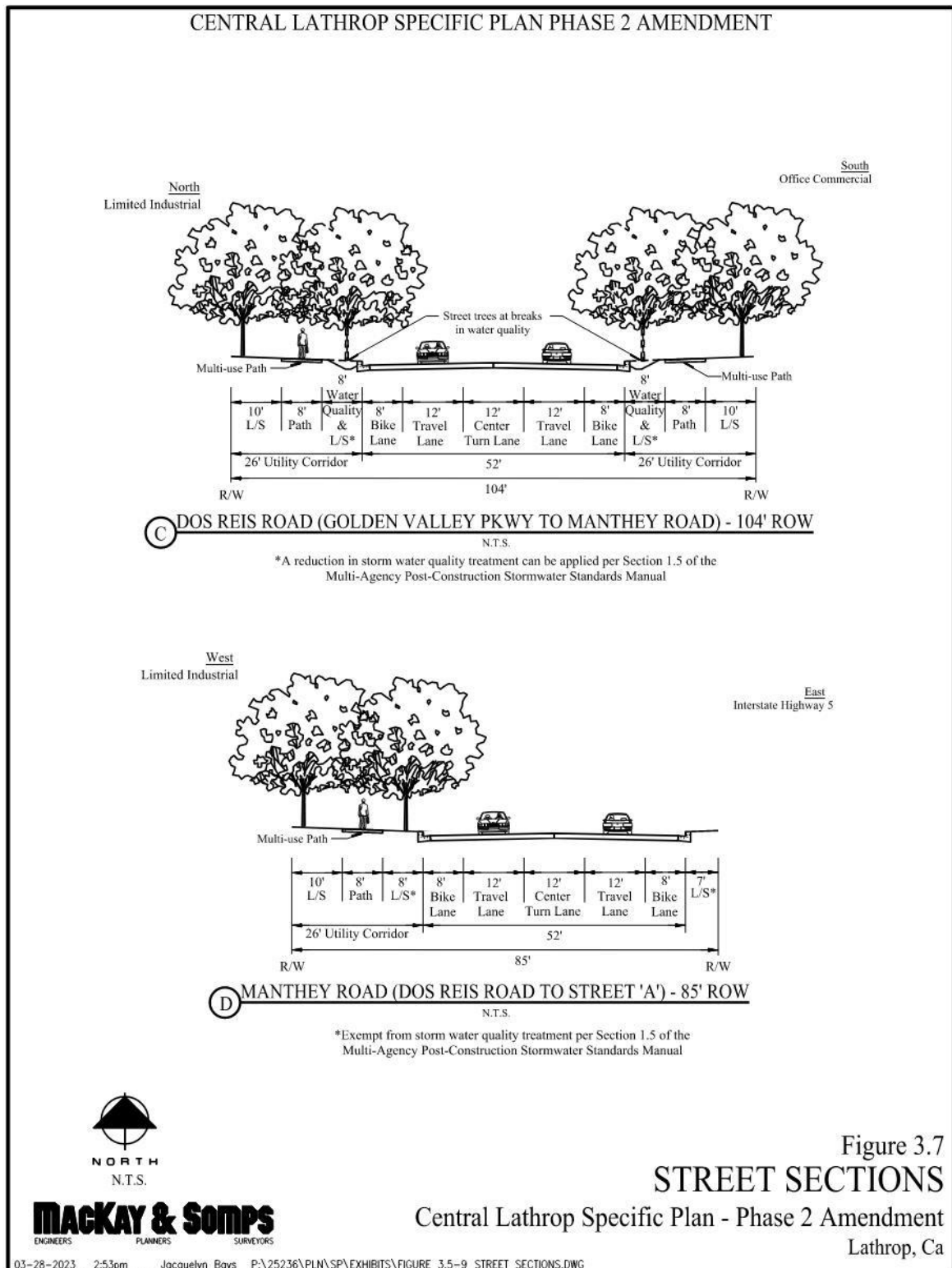


Figure 3.8- Street Sections

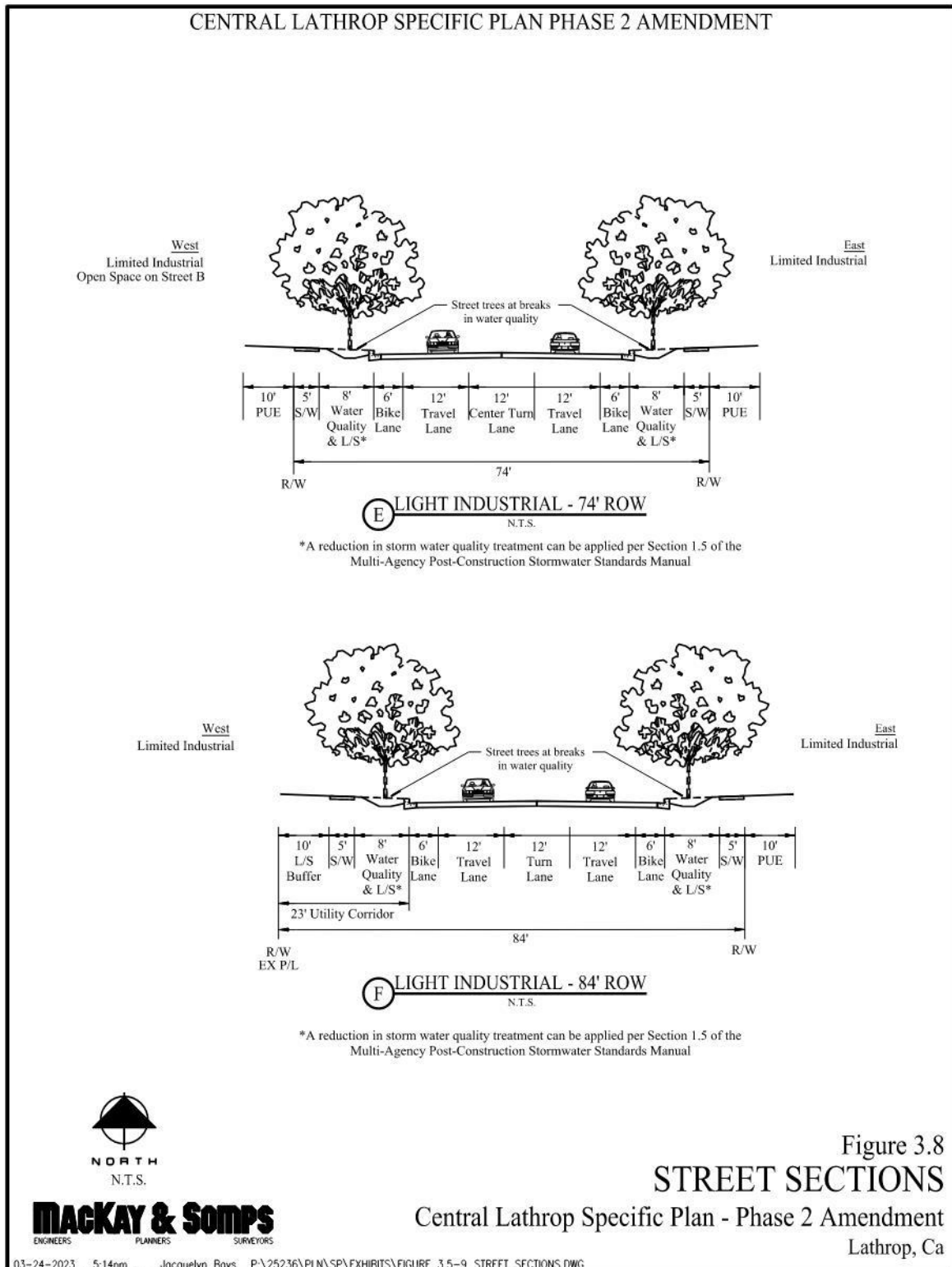
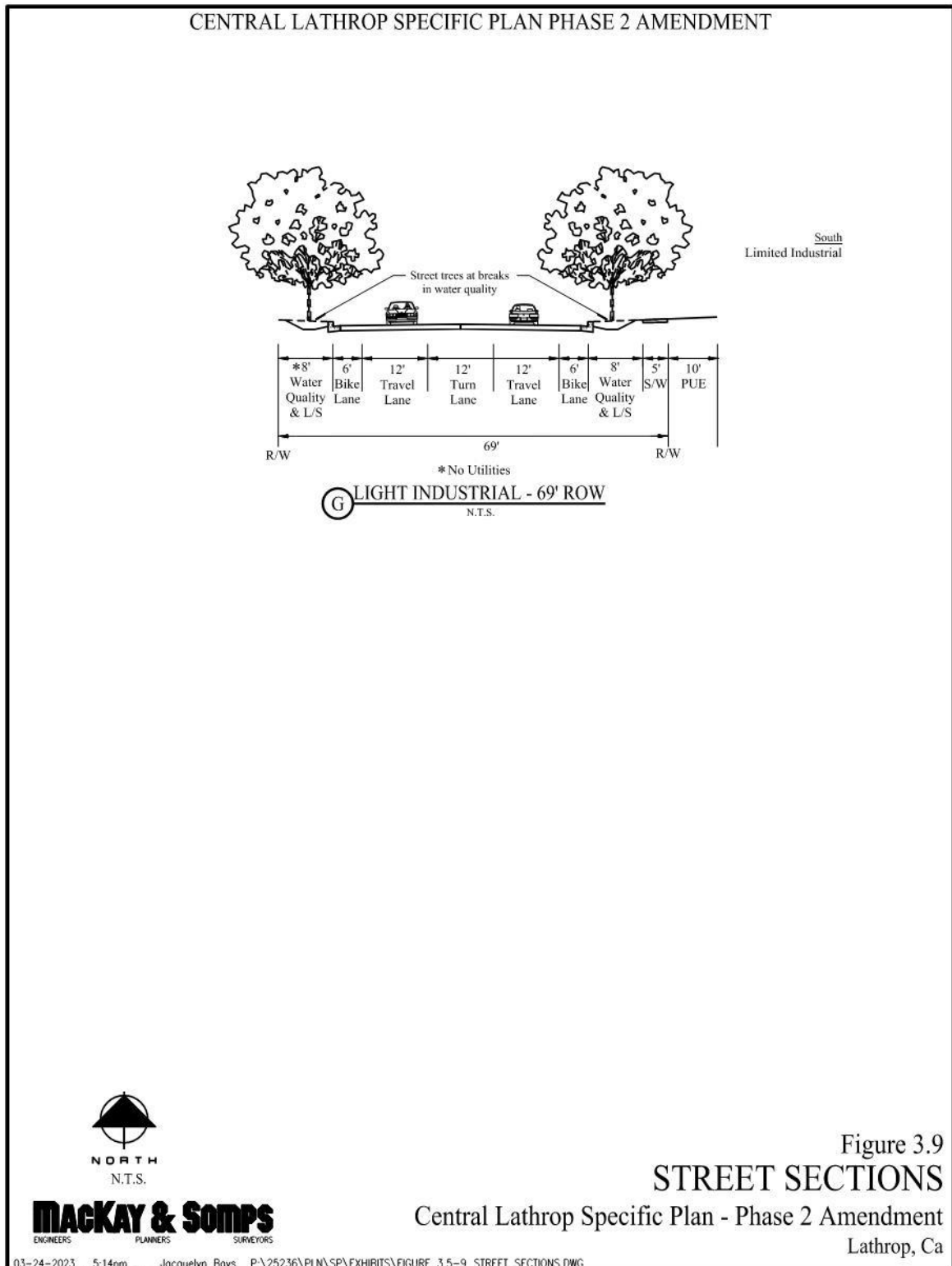


Figure 3.9- Street Sections



Utility Corridors

As shown on the CLSP-2 Amendment Roadway Vehicular Circulation Network and street sections, many of the streets within the CLSP-2 Amendment Plan Area include utility corridors within the public right-of-way. The purpose of utility corridors is to provide a location for the installation of joint trench utilities (power, gas, telephone, cable T.V. and other similar dry utilities).

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

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

Bicycle and Pedestrian Network

The CLSP-2 Amendment Plan Area provides a comprehensive and extensive system of integrated bicycle and pedestrian paths and sidewalks. This system connects residential neighborhoods, public facilities, open spaces, and commercial areas with the limited industrial use. Major elements of this network include both off-street and on-street facilities. Refer to Figure 3.10 for the Pedestrian and Bicycle Circulation Plan. Improvements such as driveways shall be designed to maintain a safe environment for pedestrians and bicycles and to avoid conflicts with truck traffic.

The off-street facilities include eight-foot-wide paved multi-use paths located adjacent to arterials and some of the collector roadways. A multi-use trail adjacent to the San Joaquin River levee if approved by the City of Lathrop and Reclamation District- 17. Other off-street facilities include dedicated sidewalks.

Figure 3.10- Pedestrian and Bicycle Circulation Plan

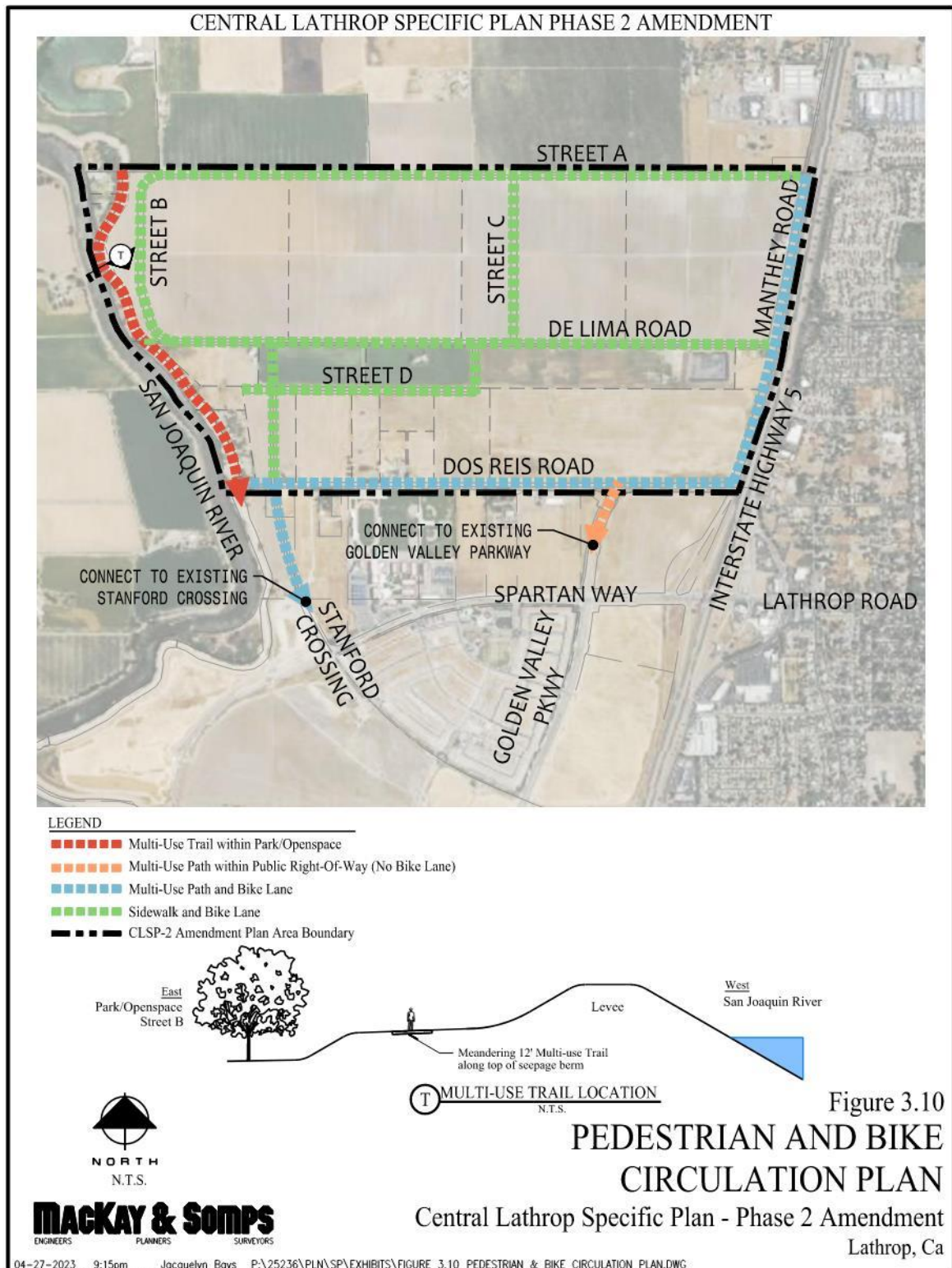
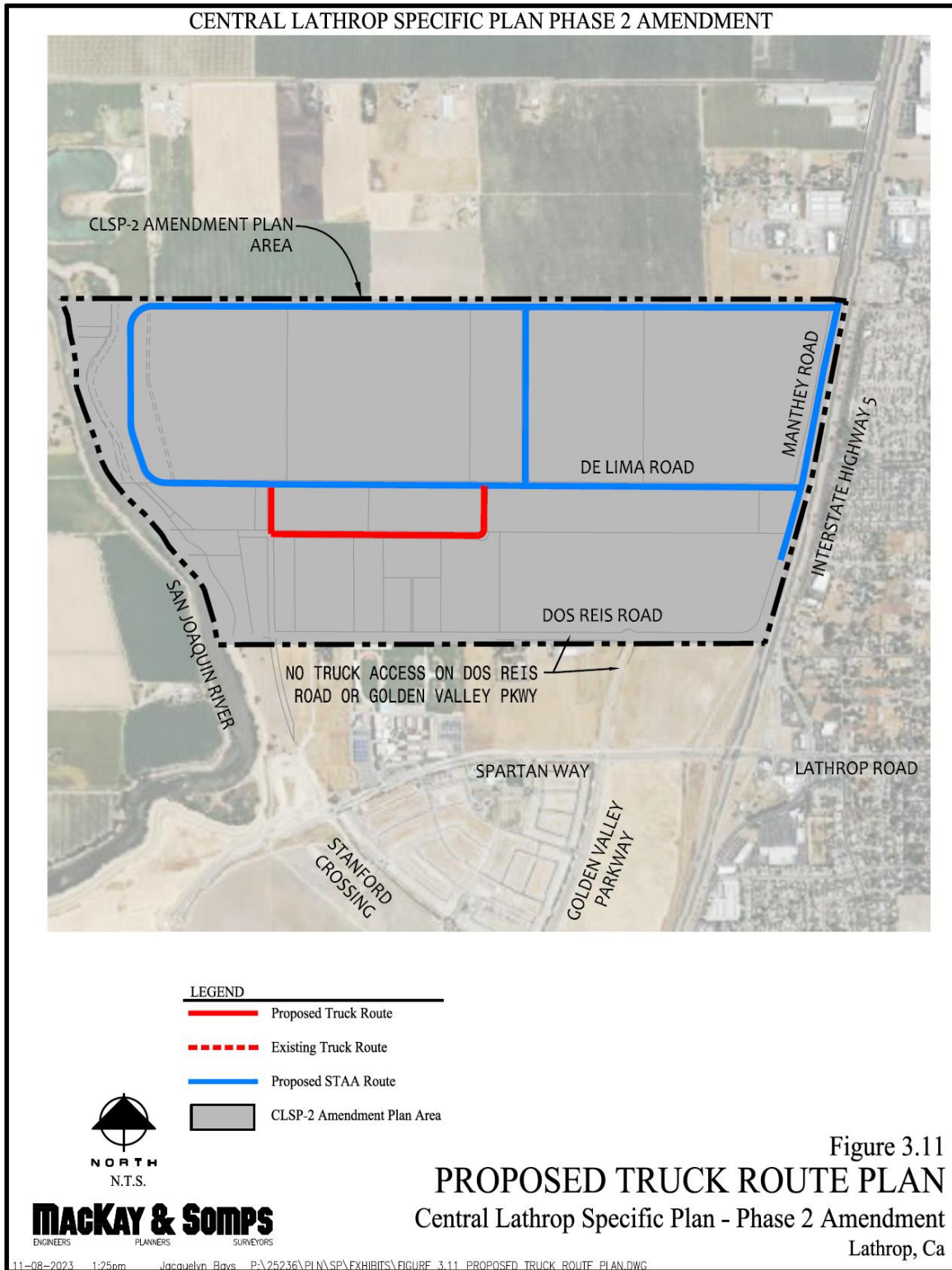


Figure 3.11- Proposed Truck Route Plan



Chapter Four: Natural Resources Management

Introduction

This chapter addresses the natural resource opportunities of the CLSP-2 Amendment Plan Area and how they are integrated and managed for their preservation and benefit of the community. Additionally, this chapter identifies and discusses how other facilities may be integrated into the CLSP-2 to provide for the provision of new natural resource systems.

Open Space and Parks

The CLSP-2 Amendment makes extensive use of dedicated open space to create an integrated and interconnected resource management system. The preservation and management of existing natural resources within and adjacent to the CLSP Plan Area and the establishment of new natural resource systems are a principal feature of the CLSP-2. Open space can be both privately owned and maintained or publicly owned and maintained. The Open Space and Parks proposed as a part of this specific plan are continuation of the efforts begun with the original CLSP to expand open space and park systems within City limits.

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

With the establishment of the linear open space corridor along the river, sensitive riparian

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

A linear park also provides open space area within the CLSP-2 Amendment Plan Area. The linear park offers opportunities for passive activities and contributes towards community identity. The park expands upon Dos Reis Park.

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

Williamson Act Lands

No parcels within CLSP-2 are under Williamson Act contracts. Parcels that were previously under contract at the time the 2004 CLSP was prepared filed Notices of Non-Renewal and are no longer under the contracts.

Right to Farm

The City of Lathrop has adopted an Agricultural Land Preservation Ordinance, also known as a “right to farm” ordinance, to protect the activities, operations, and facilities associated with agricultural production from encroaching urban uses and conflict. The CLSP EIR identifies mitigation to alleviate potential impacts of development within the CLSP-2 Amendment Plan Area upon functioning agricultural activities. Mitigation is comprised of setback buffers between development and farming activities.

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

Biological Resources

The CLSP-2 Amendment Plan Area is comprised mostly of intensively managed and irrigated agricultural fields with a few large lot homesteads. As a result, natural habitats within the CLSP-2 Amendment Plan Area are restricted to narrow patches of riparian vegetation along the San Joaquin River, marshy vegetation in some agricultural ditches, and scattered individual or small clumps of valley oak trees.

The CLSP-2 Amendment Plan Area vegetation is dominated by cropland and other developed or previously disturbed habitats. A relatively small amount of native vegetation occurs along the San Joaquin River, which borders the western edge of the CLSP-2 area, and within several of the drainage ditches that traverse the area. Vegetation types present in the CLSP-2 Amendment Plan Area are classified according to the categories designated in the SJMSCP. The CLSP EIR describes these categories. Present vegetation categories are cropland, freshwater emergent wetland, Great Valley cottonwood riparian forest, Great Valley oak riparian forest, Great Valley riparian scrub, ruderal, and park/residential.

Some habitat types in the CLSP-2 area could be considered sensitive by regulatory agencies. These include freshwater emergent wetland, Great Valley cottonwood riparian forest, and Great Valley riparian scrub.

Valley elderberry longhorn beetles require blue elderberry shrubs for reproduction and survival.

Although focused surveys for elderberry shrubs have not been conducted, isolated shrubs and

clumps of shrubs have been observed. Based on the presence of blue elderberry shrubs, valley elderberry longhorn beetle could occur in the CLSP-2 Amendment Plan Area.

Several special status raptor species are expected to occur in the CLSP-2 area, including Swainson's hawk, white-tailed kite, and northern harrier. Agricultural fields provide suitable foraging habitats for all of these special-status raptors and the oak and riparian forest communities provide nesting opportunities for tree nesting species.

Riparian brush rabbits have been located in the CLSP-2 Amendment Plan Area. Although riparian brush rabbits occur in the CLSP-2 Amendment Plan Area, the small patches of suitable habitat are unlikely to support a long-term viable population of the species.

The predominance of agricultural lands limits the overall wildlife habitat value of the CLSP-2 Amendment Plan Area and supports a relatively low diversity of wildlife species. However, some species heavily utilize agricultural fields. Alfalfa fields in the CLSP-2 Amendment Plan Area are expected to support small mammals, such as Botta's pocket gopher, western harvest mouse, and California meadow vole. These small mammals are prey for a variety of raptor species known to occur in the CLSP-2 area, including American kestrel, northern harrier, red-tailed hawk, and Swainson's hawk. A variety of other birds were observed or are expected to forage in CLSP-2 Amendment Plan Area agricultural fields, including western kingbird, barn swallow, western meadowlark, and Brewer's blackbird.

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

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

The CLSP EIR contains a detailed description of sensitive habitats and wildlife, potential impacts and mitigation measures to alleviate development effects upon these resources.

CLSP-2 Plan Amendment designates some natural habitats as Open Space within the CLSP-2 Amendment Plan Area to assure their preservation. These habitats are located primarily along the San Joaquin River and will be integrated into the CLSP levee open space areas, river areas, and adjacent linear community park. The preservation of the levee open space corridor and parallel linear community park forms and continues a strong framework of continuous open space within and beyond the CLSP-2 area, maintains an interconnected habitat system that allows for the connectivity of plant and wildlife communities, and support daily wildlife needs, while permitting limited public access to these areas. Public access along the potential levee top trail will permit scenic views from and access along the levee and to certain open space areas; this will protect sensitive habitats and wildlife from effects associated with human interaction.

Habitat Conservation Plan

The City of Lathrop adopted the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) on January 16, 2001, and signed the implementation agreement. The SJMSCP provides a process for plan participants to offset impacts to biological resources, conserve open space, maintain the agricultural

economy, and allow development within the County. With the adoption of the SJMSCP, U.S. Fish and Wildlife Service and the California Department of Fish and Game (now known as the Department of Fish & Wildlife) issued incidental take permits (ITPs). The ITPs authorized the incidental take of federally listed and state-listed threatened and endangered species and their habitats for a period of 50 years in exchange for participating project applicants paying mitigation fees. Fees are based on the amount and type of land converted from agricultural or open space uses to urban uses.

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

Focused surveys for special-status species were not conducted for this project. Reconnaissance level surveys were conducted that included a habitat evaluation for all potentially occurring special-status species. Development of the CLSP-2 Amendment Plan Area is covered under the SJMSCP, with comprehensive habitat evaluations and focused surveys, when necessary, to be conducted for covered special-status species in accordance with the SJMSCP prior to ground disturbance.

Impacts to fishery and wetland resources that might occur in the CLSP-2 Amendment Plan Area that are not covered under the SJMSCP program must be permitted separately. Such permits may include authorization of dredge or fill of wetlands under Section 404 of the Clean Water Act and Incidental Take Authorization under Section 7 or Section 10 of the federal Endangered Species Act.

Historic and Cultural Resources

Based on a series of archaeological and historical resource surveys and records searches performed for the project, no archaeological sites have been identified within the CLSP-2 Amendment Plan

Area, nor would construction of the project affect any known prehistoric archaeological site.

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

Chapter Five: Community Services and Facilities

Introduction

A wide array of public services and facilities are required to address the recreational, governmental, and emergency response needs of the CLSP-2 Amendment Plan Area. These services and facilities include parks; police, fire, and animal control services; civic facilities; and solid waste services. As the CLSP-2 Amendment Plan area develops, the City and other responsible agencies will review the plans to ensure that adequate public facilities and improvements are provided in a timely manner.

Parks and Recreation

Recreation is a key component in the lifestyle of people residing in any community environment. Recreation facilities and parks, in their active and passive forms, are an important asset contributing to the stability, attractiveness, and quality of life of a community. The City of Lathrop does not have adopted park/open space dedication or fee requirements for non-residential development. Such requirements are associated with residential uses which create the primary demand for, and benefit from proximity to, recreational facilities. The CLSP-2 Amendment designates an open space corridor along the San Joaquin River levee frontage. The open space provides opportunities to create an interconnected trail system from the CLSP-2 area to the Phase 1 Central Lathrop Specific Plan area, the West Lathrop Specific Plan area, and the South Lathrop Specific Plan area.

The general location of CLSP-2 Amendment parks, open space, and trails are included on Figure 5.1.

CLSP-2 Open Space

Open Space, Levee and River areas provide significant recreational, visual and aesthetic amenity to the CLSP-2. These areas offer a variety of functions and elements including passive recreation, scenic corridors, resource preservation, interpretive signage and informal recreation activities (i.e. picnic tables). In addition, the open space and levee corridor will improve the interface between urban and natural areas and define the City's edge.

The CLSP-2 Amendment open space and recreational areas consist of the levee and San Joaquin River that border the entire west side of the CLSP-2 Amendment Plan Area. The river provides several different recreational opportunities for the community, including fishing, bird watching, scenic views, camping and boating launch facilities at Dos Reis Regional Park. A regional gravel multi-use trail may be located within the open space adjacent to the levee if approved by the City of Lathrop and RD-17. The accessibility to the regional trail system, if approved, and the San Joaquin River will be direct and easy, with walking paths and bicycle trails extending to the north and south project boundaries.

CLSP-2 Open Space Interface

Linear Community Park, Open Space, Levee and Neighborhood Interface

The interface between the linear community park, open space and levee areas and adjacent development presents opportunities within the CLSP-2 Amendment Plan Area. Multiple edge treatments are required to maximize the opportunities therein. Access along the open space/levee frontage shall be provided as required by RD-17 and the City of Lathrop.

Where appropriate, the interface should be designed to allow residents to enjoy and appreciate the adjacent trails, park facilities, and open space areas, while providing a safe environment.

Dos Reis Regional Park Interface

The County operates and maintains Dos Reis Park, an existing park within the CLSP-2 Area. Dos Reis Regional Park provides for boat access to the San Joaquin River as well as camping and recreational opportunities for those from out of town. The Central Lathrop Park Master Plan design integrates with and thereby enhances the existing Dos Reis Regional Park. The interface of the Dos Reis Park with the community park will benefit both park systems and their users. Dos Reis Park will continue to be accessed via Dos Reis Road. No additional boat parking facilities will be provided as part of this Project. The interface between Dos Reis Park and the future adjacent limited industrial parcel shall include a masonry wall. See Chapter 7 Design Guidelines for more information.

Police and Animal Control Services

The City of Lathrop operates its own police department for police protection services. The City of Lathrop Police Department is located at 940 River Islands Parkway within Lathrop, approximately two and a half miles south of the Plan Area. The Lathrop Police Department provides services such as emergency law enforcement, routine patrol, traffic enforcement, a Crime Stoppers program, and a Crime Prevention program. The Police Department has 35 sworn officers and 12 non-sworn professional personnel.

New development in the CLSP-2 Amendment Plan Area will be required to pay the City's Capital Facility Development Fee to offset capital facility costs associated with police protection. In addition, development will be required to pay its pro rata share of start-up and ongoing costs.

The City of Lathrop will provide animal services to the CLSP-2 Plan Area. Animal Services Officers protect the health and safety of humans and animals and are responsible for enforcing local and state laws regarding animals and their humane treatment. Services include, but are not limited to, patrol, stray/abandoned animal pick-up, aggressive animal impounds, injured animal pick-up, humane investigations, nuisance investigations, wild animal complaints/impounds, licensing, dead animal impounds, adoption, and education.

New CLSP-2 Amendment development will be required to pay the City's Capital Facility Development Fee to offset capital facility costs associated with animal services. In addition, development will be required to pay its pro rata share of start-up and ongoing costs.

Fire and Emergency Services

The CLSP-2 Amendment Plan Area is within the service area of the Lathrop-Manteca Fire Protection District (LMFD). The District has multiple fire stations, three of which are located within the City of Lathrop. Station 34, located near the intersection of River Islands Parkways and Golden Valley Parkway, will initially be the first responder to serve the CLSP-2 area. In addition, Station 31, located on East J Street in Lathrop, and Station 35, on Somerston near River Islands, will both also provide service to the CLSP-2 area.

The LMFD maintains delivery standards for the provision of emergency services that adhere to the National Fire Protection Association's national standards and outlined in the LMFD Annual Report.

Development in the CLSP-2 Amendment Plan Area will pay applicable fire service fees and assessments required to fund its fair share of LMFD facilities and services. In addition, all development is required to conform to the California Fire Code, the City's Fire Sprinkler

Ordinance, fire flow standards, and other applicable requirements.

Solid Waste

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

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Chapter Six: Utilities and Drainage Infrastructure

Introduction

There is a very limited amount of infrastructure currently serving existing development within the CLSP-2 Amendment Plan Area. In order to accommodate the proposed development, numerous onsite and offsite infrastructure improvements will be needed. This chapter describes the major infrastructure improvements needed to serve the CLSP-2 Amendment Plan Area. Other infrastructure elements are discussed in other chapters of this Specific Plan as follows:

- Circulation and Transportation (roads, bike paths, and trails) - Chapter Three
- Emergency Services (fire and police) - Chapter Five

Potable Water

Supply

The City will supply potable water to the CLSP-2 Amendment Plan Area. The CLSP-2 Amendment Developers will fund the provision of water service. The City will provide potable groundwater from the City's existing well field and potable surface water from Phase 1 and/or the Phase 2 expansion of the South County Surface Water Supply Program (SCSWSP) by the South San Joaquin Irrigation District (SSJID).

The City has prepared a citywide 2020 Urban Water Management Plan (UWMP). The Plan reflects the City's existing and future water

demands (including those of the Plan Area) compared to available water supplies to ensure that adequate water is, or will be, available to accommodate the CLSP-2 Amendment. The studies conclude that with the combined groundwater and SCSWSP surface water sources adequate water supplies would be available to serve the CLSP-2 Amendment Plan Area.

Table 6.1 identifies Plan Area water demand for the CLSP-2 Amendment. The availability of potable water is a primary factor regulating the level of development in the CLSP-2 Amendment Plan Area.

In addition to the potable supply, the CLSP-2 Amendment makes maximum use of recycled water (treated wastewater) for the irrigation of public rights of way and open space. Further, the potential exists for the irrigation of private open space areas and other landscaping with the use of recycled water to the extent allowed by the City of Lathrop's Waste Discharge Permit issued by the RWQCB.

Treatment

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

Table 6.1: Estimated Water Demand

Designation	Land Use	Area (acres)	Demand Factor (gpd/ac)	Demand (gpd)
LI-CL	Limited Industrial	618.2	926	572,453
OS-CL	Open Space	29.3	0	
P-CL	Park	11.2	0	
	Major Road Right-of-Way	65.3	0	
	Total	724.0		572,453

Storage and Pressure

Potable water storage and distribution will be provided to the CLSP-2 Amendment Plan Area by extending the City’s existing pipe network into the CLSP-2 Amendment Plan Area generally consistent with the City Master Utility Plan. Project proponents in the CLSP-2 Amendment will construct and/or contribute fees toward its proportional share of water storage as specified in the City Master Utility Plan.

The City’s 2020 Urban Water Management Plan identifies three components of water storage including emergency, fire and equalization. Emergency storage is intended to provide water supply in the event there is a problem with the typical daily supply. Emergency supply can consist of “emergency only” wells and/or tank storage. Fire storage is intended to provide water supply to fight fires and must be accommodated by tank storage. Equalization storage is intended to help dampen out the impact of daily fluctuations in demand and must be accommodated by tank storage. The timing and size of the water storage tank and booster pump will be determined with future planning efforts such as during tentative map and/or site plan review processing. The water tank could potentially be located anywhere within the CLSP-1 or CLSP-2 Amendment Plan Area. A 1.6-million-gallon water tank and booster pump station was constructed within the CLSP Phase 1

area, and this site can accommodate a second tank to serve development of the CLSP-2 Amendment. Booster pump modifications may be required. The exact location of the water tank will be determined when more detailed development proposals are submitted. The first project to develop within the CLSP-2 Amendment Plan Area will be responsible for preparing the water study to determine the size, location, and construction timing of the water tank.

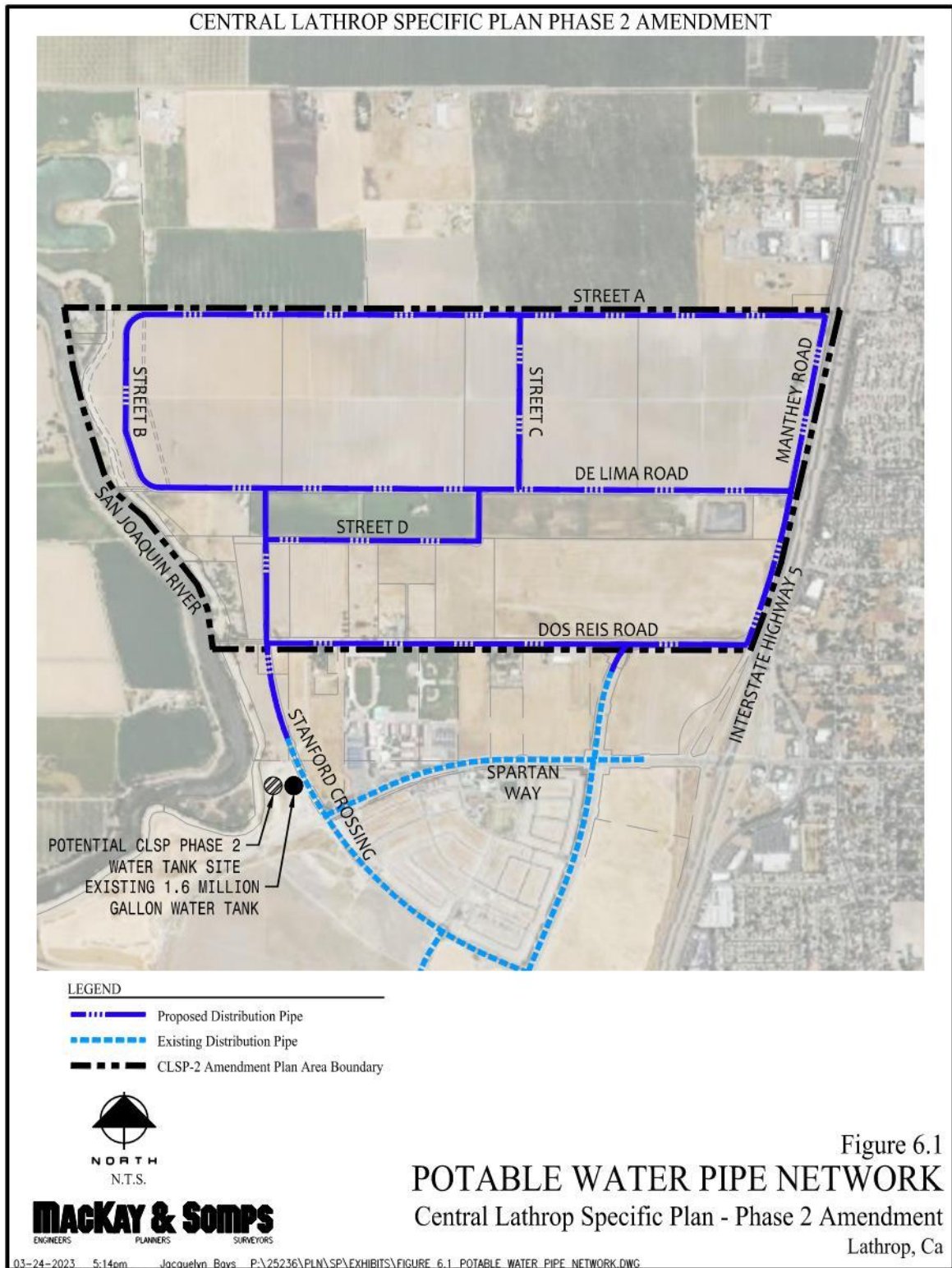
Potable Water Pipe Network

The City currently serves properties along Dos Reis, De Lima and a portion of Manthey Roads with potable water via old pipes. It is possible that some, if not all, of these existing pipes may need to be replaced to accommodate pipe and street improvements associated with development of the CLSP-2 Amendment.

Each of the major roadways in the Plan Area includes a water main as shown on Figure 6.1. These proposed mains form a looped infrastructure water system into which individual industrial and commercial parcels in the CLSP-2 Amendment Plan Area and will subsequently be connected. It is estimated that the water mains will be 12” diameter pipes. The exact size of the mains will be determined through a water model analysis that considers the rest of the City’s water system and pressures necessary to meet fire flow

requirements. The water model will be prepared with future planning efforts such as during tentative map and/or site plan review processing.

Figure 6.1- Potable Water Pipe Network



Wastewater

When the City adopted the CLSP in 2004, a public sewer system did not exist in the CLSP Plan Area. Existing rural residences and other developments disposed of their wastewater through private septic systems and/or leech fields. However, a public sewer system was installed with the CLSP Phase 1 development that was oversized for the CLSP Phase 2 Plan Area. New pipes and a new pump station will be required within the CLSP-2 Amendment Plan Area that will connect to the existing infrastructure within Phase 1. CLSP-2 Amendment Developers will fund or construct the new infrastructure through the payment of development impact fees.

Estimated Wastewater Generation

The estimated wastewater generation from the CLSP-2 Amendment Plan Area is approximately 219,461 gallons per day average dry weather flow (ADWF). The City of Lathrop utilizes two different demand factors for wastewater generation. Dry uses can assume a demand factor of 172 gpd/ac and other uses can assume a demand factor of 355 gpd/ac. If the dry use demand is used for a particular development a deed restriction would need to be recorded. The more conservative 355 gpd/ac was used to generate wastewater demands in order to size the infrastructure Table 6.2 summarizing the estimated wastewater generation.

Collection System

The CLSP-2 Amendment would rely on a gravity wastewater collection infrastructure system as shown on Figure 6.2. Due to the flat topography of the area, a lift or pump station will be needed to convey wastewater to the existing Central Lathrop Specific Plan Phase 1 pump station. From that pump station, force main systems convey wastewater to the treatment plant.

Once cumulative wastewater generation from Central Lathrop Specific Plan Phases 1 & 2 exceeds 400,000 gpd, offsite force main improvements are required to increase the overall capacity of the system. To achieve the increased capacity for the wastewater system within the CLSP Plan Area the following improvements are needed:

- Adjust the pump flow control restrictions as required at the existing Central Lathrop Specific Plan Phase 1 pump station.
- Disconnect the Central Lathrop Specific Plan to Mossdale intertie and construct a manifold connecting the Central Lathrop Specific Plan 14" and 18" force mains to the River Islands 12" and 18" force mains near the end of Harlan Road at the I-5 crossing. Construct a new 20" force main from the Central Lathrop Specific Plan/River Islands manifold to the Consolidated Treatment Facility (CTF) manifold.

The offsite wastewater improvements are shown in Figure 6.3.

Treatment

Wastewater generated by development in the CLSP-2 Amendment Plan Area will be treated to meet Federal, State, and City standards before it is disposed of. As shown on Figure 6.2, wastewater will be treated by existing capacity and future expansions to the Consolidated Treatment Facility (CTF).

The City has a river discharge permit that will allow for the disposal of recycled water to the San Joaquin River. The City constructed the outfall in the Fall of 2022.

Table 6.2: Estimated Sewer Demand

Designation	Land Use	Area (acres)	Demand Factor (gpd/ac)	Demand (gpd)
LI-CL	Limited Industrial	618.2	355	219,461
OS-CL	Open Space	29.3	0	
P-CL	Park	11.2	0	
	Major Road Right-of-Way	65.3	0	
	Total	724.0		219,461

Figure 6.2- Wastewater Network

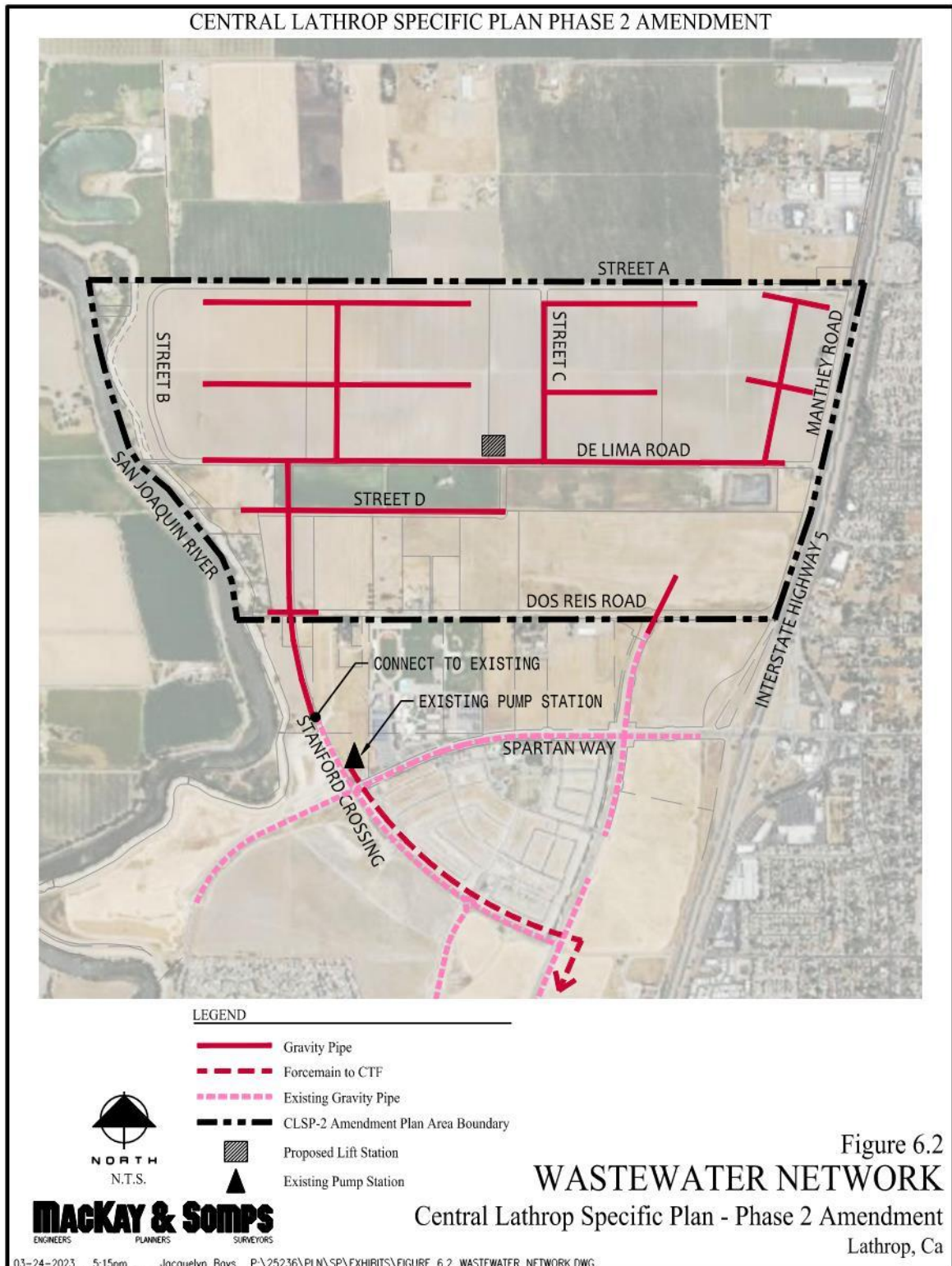
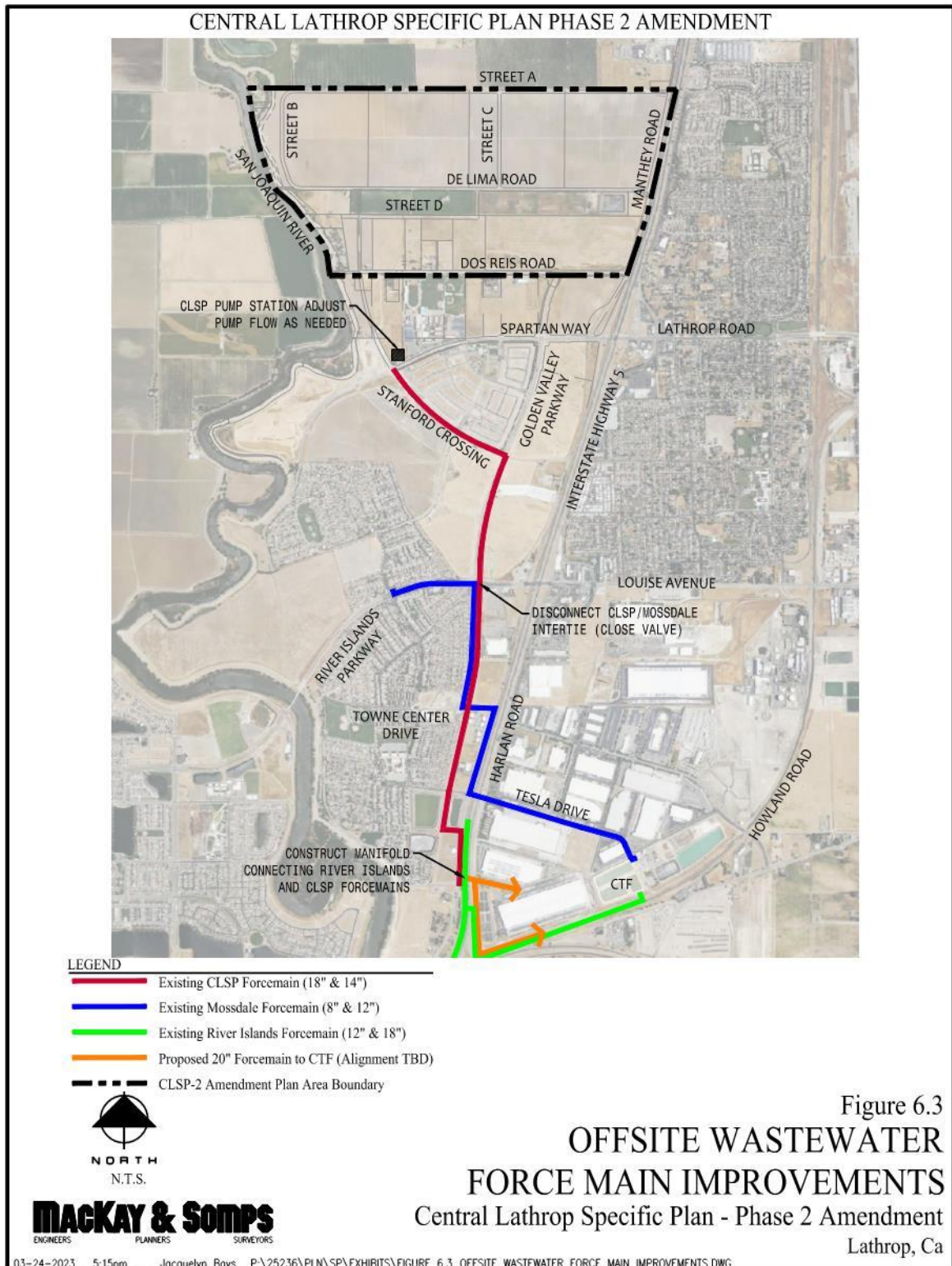


Figure 6.3- Offsite Wastewater Force Main Improvements



Recycled Water

The CLSP-2 Amendment will maximize reuse opportunities for recycled water. The term “recycled water” refers to wastewater that has been treated and disinfected to tertiary levels. Water treated to this level has been determined by governmental regulations to be acceptable for human contact without cause for concern and is commonly used for irrigation. The use of recycled water is regulated by the Regional Water Quality Control Board (RWQCB) and the Department of Health Services, which apply stringent water quality, treatment and disinfection standards.

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

The CLSP-2 Amendment proposes to make recycled water available for public irrigation uses. This includes irrigation of landscaped areas within street rights-of-way and open space. In addition, there may be potential for the use of recycled water for private irrigation uses as well,

such as common open space areas and landscaping around buildings.

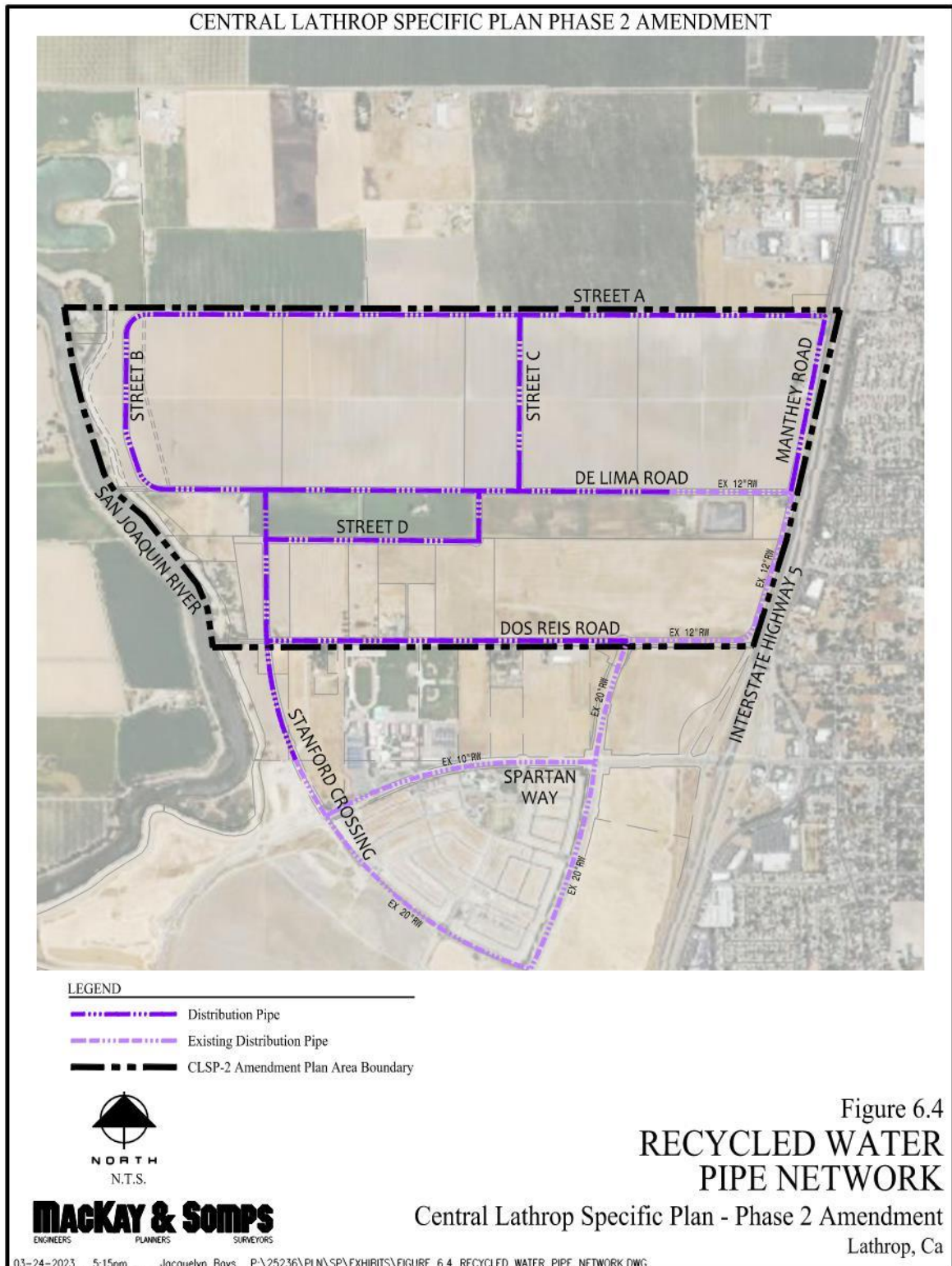
Criteria for management of the recycled water system and public education about it will be established in future reports (or other documents) and will be subject to City approval.

Recycled Water Pipe Network

An existing recycled water pipeline is located in Golden Valley Parkway and Stanford Crossing and will be the connection point for the Plan Area. Each of the major roadways in the Plan Area includes a recycled water main as shown in Figure 6.4. These proposed mains form a looped infrastructure recycled water system into which public and potentially private landscaped areas can be connected.

Due to the limited demand for recycled water within the Plan Area, the City Engineer can determine the need for recycled water improvements with future development applications. The pipe network illustrated on Figure 6.4 is conceptual and subject to final review by the City Engineer when public improvement plan are prepared.

Figure 6.4- Recycled Water Pipe Network



Flood Protection and Storm Water Quality

Background

An existing levee along the San Joaquin River protects the Plan Area from flooding RD-17 operates and maintains the levee. The Federal Emergency Management Agency (FEMA) has categorized the Plan Area as being in Zone X as shown on Flood Insurance Rate Map (FIRM) panel numbers 06077C0605F and 06077C0610F. The Zone X definition relevant to the Plan Area is “areas protected by levees from 1% annual chance flood”.

The RD-17 levee system has been undergoing seepage berm and/or other improvement repair/upgrade projects to increase the resistance to under-seepage and through-seepage in order maintain compliance with applicable Federal, State, and local standards. A minimum 120 foot “no-build” buffer along the levee as measured from the levee toe is provided within the CLSP-2 Amendment Plan Area to allow adequate space for future improvements if/when needed.

RD-17 has been working with the Department of Water Resources (DWR) and the Central Valley Flood Protection Board (CVFPB) to evaluate options for providing 200-year protection for the Mossdale Tract including the CLSP-2 Amendment Plan Area. The 120’ “no-build” buffer within the CLSP-2 Amendment Plan Area provides sufficient area to accommodate any 100-year improvements and any additional incremental improvements to provide 200-year protection in the future in conjunction with the Mossdale Tract 200-year flood protection improvements to meet the urban level of flood protection criteria.

Using design standards developed in cooperation with the City, the CLSP drainage improvement program will provide for efficient discharge of runoff from a 10-year storm event while also protecting the site from flooding during a 100-year storm event. It is also desirable that a high

degree of design flexibility be incorporated into the drainage program. This flexibility will allow sufficient latitude for each new development within the CLSP-2 Amendment Plan Area to design an internal system that meets its site-specific needs, so long as the design is consistent with the overall CLSP-2 Amendment Plan Area Drainage Plan.

Existing Conditions and Constraints

The CLSP area is part of a larger watershed known as “the Northern Area” that includes areas both east and west of Interstate 5.

The CLSP-2 Amendment Plan Area is about 20 feet lower than the top of the adjacent San Joaquin River levee. Therefore, runoff must be pumped over/through the levee. To avoid adverse impact to the levees near the CLSP Plan Area, peak discharge is limited to 30% of the 100-year flow rate from the watershed as stated in the 2004 CLSP and CLSP EIR. Therefore, the CLSP-2 Amendment incorporates on-site detention to store excess runoff during periods of peak storm activity.

Two storm drain outfalls to the San Joaquin River exist within the CLSP Plan Area. One outfall is located within the Phase 1 area and the other is located within the Phase 2 area. The outfalls are sized to accommodate the development of the CLSP-2 Amendment Plan Area.

An existing storm drain force main is located within Dos Reis Road and connects existing development east of Interstate-5 to the existing outfall located at the end of Dos Reis Road.

When the City approved the 2004 CLSP, runoff from the CLSP Plan Area was collected in a system of shallow agricultural ditches, roadside ditches, and percolation basins with some small private agricultural pumps that discharged water to the San Joaquin River. However, public storm drain infrastructure is now available that was built with Phase 1 of the CLSP. Existing pipes

are located at the northern end of Golden Valley Parkway just south of Dos Reis Road and at the northern end of Stanford Crossing.

Shallow groundwater exists throughout the CLSP-2 Amendment Plan Area and is influenced by both the water level in the river and sub-surface flow from areas of higher elevation to the east, as well as local irrigation practices. Even though the groundwater level may decline with a reduction in farming activities, it is expected that this high ground water condition will generally persist after development, impacting both construction and the future operation of the storm drain system. Infiltration into the storm pipes through joints and underground structures can result in excessive pumping demands throughout the life of the project. This impact will be reduced by proper installation of pipes having rubber gasket sealed joints.

High groundwater levels can also impact the effectiveness of detention basins. To the extent that groundwater enters the basins, the storage available for the runoff is diminished. There are no detention basins proposed, however if a detention basin is proposed in-lieu of underground storage, the bottom of the basin will be designed to maintain a minimum of two feet of separation from groundwater or other design measures will be implemented such as impervious liners with sub drain systems.

The Storm Collection System

Runoff from the CLSP-2 Amendment Plan Area is designed to discharge to the river through an existing outfall located near the southwest corner of the CLSP-2 Amendment Plan Area at the end of Dos Reis Road and the existing outfall within the Phase 1 area. The existing outfalls are regional facilities. As shown on Figure 6.7, the CLSP-2 Amendment Plan Area will consist of a system having the following three integrated components.

- Gravity lines that collect and deliver surface runoff;

- “Watershed” detention facilities that hold the runoff; and
- A pump station and force main that conveys water to an existing San Joaquin River outfall structure.

The CLSP-2 Amendment Plan Area consists of two major drainage sheds with underground storage pipes to reduce the peak discharge from the Plan Area to the San Joaquin River. Watershed 4 is a part of both the Central Lathrop Specific Plan Phase 1 and this Phase 2 Specific Plan Amendment. The CLSP-2 Amendment proposes to modify the boundary of the existing Watershed 4 to better align with existing property boundaries. See Figure 6.5 for the existing watersheds and Figure 6.6 for the proposed watersheds.

The modification to the watershed 4 boundary will require additional storage which can be accomplished with large diameter storm drain pipes.

In addition to the added storage, a new 39cfs pump will need to be added to the existing Phase 1 storm drain pump station. The pump station is already set up to accept the additional pump so physical pump station modifications are not expected.

The remainder of the CLSP-2 Amendment Plan Area falls within Watershed 3. Large diameter storm drain pipes will be utilized to provide the required underground storage. The underground pipe storage system location will be dispersed throughout the CLSP-2 Amendment Plan Area, with individual developments responsible for a per acre proportional share of the overall storage requirement. A new pump station and force main will be constructed that will connect to an existing outfall structure. The existing outfall structure will need to be retrofit to meet current design standards. The existing headwall is expected to remain in-place, but the existing pipes connecting to the headwall will need to

removed and replaced near to the top of the levees to increase the elevation of the pipes. New valves will also need to be added to the pipes as required by the current design standards. The Storm drain-system illustrated in Figure 6.7 is conceptual and subject to change based on future planning and engineering efforts.

The proposed stormwater collection system functions by discharging all runoff directly into the river up to the point where the runoff rate exceeds the capacity of the pump station. When the rate of runoff exceeds the pump station capacity, water “backs up” into the detention pipes until the runoff rate declines and once again equals the capacity of the pump station. The water level in the storage pipes then decreases, emptying completely.

Based on a preliminary design analysis the approximate volume of the underground storage and maximum allowable discharge rates are summarized in Table 6.3. Storage is based on the maximum discharge rate shown.

Table 6.3: Watershed Detention Facilities and Pump Station Sizes

Watershed	Maximum Pumping Rate	Total Storage
	CFS	Acre-feet
3	176.7	1.53
4	78.6	17.36
Total	255.3	18.89

Flood Protection

A key element of the CLSP-2 Amendment Plan Area storm drain system is its ability to handle the runoff that occurs during a high intensity storm. The drainage system provides multiple layers of protection based on the severity of storm events:

- 10-year Event - The underground system is designed with capacity to accommodate the drainage flows anticipated to occur as a result of a 10-year storm event.

- 10 to 100-year Event - When the capacity of the underground system is exceeded during an intense storm event (in excess of a ten-year event), water flows will be detained in underground storage pipes, designed for the 100-year storm event and distributed throughout the CLSP-2 Amendment Plan Area. This design method keeps the flow depth underground, within acceptable limits (i.e., one foot below floor elevations) and the threat of flooding posed to private property is minimized. An alternative design could be to allow the streets to flood and provide overland release by means of a descending gradient directing surface flow towards a proposed detention basin. This type of design would require flow in the streets.
- 10 to 100-year Event with Pump Discharge limited – The CLSP-2 Amendment Plan Area storm drain system is also designed to provide flood protection in circumstances requiring a reduction in flow rates of the system pumps that discharge into the San Joaquin River. The Central Valley Flood Protection Board and the City may limit river discharge to pre-development levels whenever the river stage exceeds certain flood elevations. When pump discharge is limited, the CLSP-2 Amendment Plan Area must be able to accommodate the volume of a 100-year, 24-hour storm without flooding buildings. Under these extreme circumstances, the volume of water that must be stored in the Plan Area may exceed the capacity of the detention facilities and will be held in the streets, parking lots and/or other areas.

The CLSP-2 Amendment Plan Area grading concept preserves the elevation of the streets within the watershed at approximately the same elevation as existing conditions. During a rare condition, when the San Joaquin River is high and the stormwater pumps must be reduced, the underground storage allows runoff to be spread

throughout the shed avoiding excessive depth of inundation in any one area.

The 2022 Lathrop General Plan amendment changing residential uses to Limited Industrial uses in the CLSP-2 Amendment Plan Area is consistent with the floodplain management strategy included in the San Joaquin Area Flood Control Agency (SJAFCA) 200-year Fix-in-Place levee improvement project for the Mossdale Tract.

Stormwater Quality

The CLSP- 2 Amendment Plan Area drainage system will include features designed to ensure that the stormwater quality meets current water quality standards in conformance with Phase II MS4 National Pollutant Discharge Elimination System (NPDES) regulations. Because the site discharges into the San Joaquin River, runoff quality must also meet standards of the regulatory agencies.

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

- Bioretention
- Infiltration basin
- Underground water quality vaults (i.e., CDS vaults)
- Disconnected roof leaders (i.e., roof leaders connect to “bubble-up” inlets in landscaped areas away from building foundations rather than to the storm drain system)
- Swales
- Downspout and/or inlet filters
- Porous Pavements

- Inlet stenciling
- Street sweeping

Stormwater treatment must meet the criteria of the Multi-Agency Post Construction Stormwater Standards Manual. Additional requirements may be imposed on some industrial and commercial uses.

It is anticipated that new public roads within the CLSP-2 Amendment Plan Area will be treated with roadside bioretention areas and stormwater quality for the individual developments will be treated onsite in bioretention areas, prior to discharging into the public storm drain system. Per Section 1.5 of the Multi-Agency Post Construction Stormwater Standards Manual public roadway replacements and widenings allow for reductions and/or exceptions in storm water quality treatment requirements.

The storm water runoff on Dos Reis Road between Stanford Crossing and Golden Valley Parkway is exempt from storm water quality requirements per Section 1.5 of the Multi-Agency Post Construction Stormwater Standards Manual because the addition of traffic lanes results in an alteration of 50% or less of the existing Dos Reis Road impervious area in this section of roadway and the proposed 8’ trail and bicycle lane are graded to runoff to adjacent vegetated areas.

Similarly, the storm water runoff from Manthey Road is exempt from storm water quality requirements per Section 1.5 of the Multi-Agency Post Construction Stormwater Standards Manual because the addition of traffic lanes results in an alteration of 50% or less of the existing Manthey Road impervious area in this section of improvement and the proposed 8’ trail and bicycle lane are graded to runoff to adjacent vegetated areas.

Section 1.5 of the Multi-Agency Post Construction Stormwater Standards Manual also allows for the reduction of storm water treatment area required to treat runoff from Dos Reis Road

between Golden Valley Parkway and Manthey Road because the addition of traffic lanes results in an alteration of 50% or less of the existing Dos Reis Road impervious area in this section of roadway and the proposed 8' trail and bicycle lane are graded to runoff to adjacent vegetated areas.

It is likely other street replacements/widenings in the CLSP-2 Amendment Area will fall into these reductions/exceptions categories in the future reducing the required treatment areas for public roadways as directed by the City.

Figure 6.5- Existing Watersheds

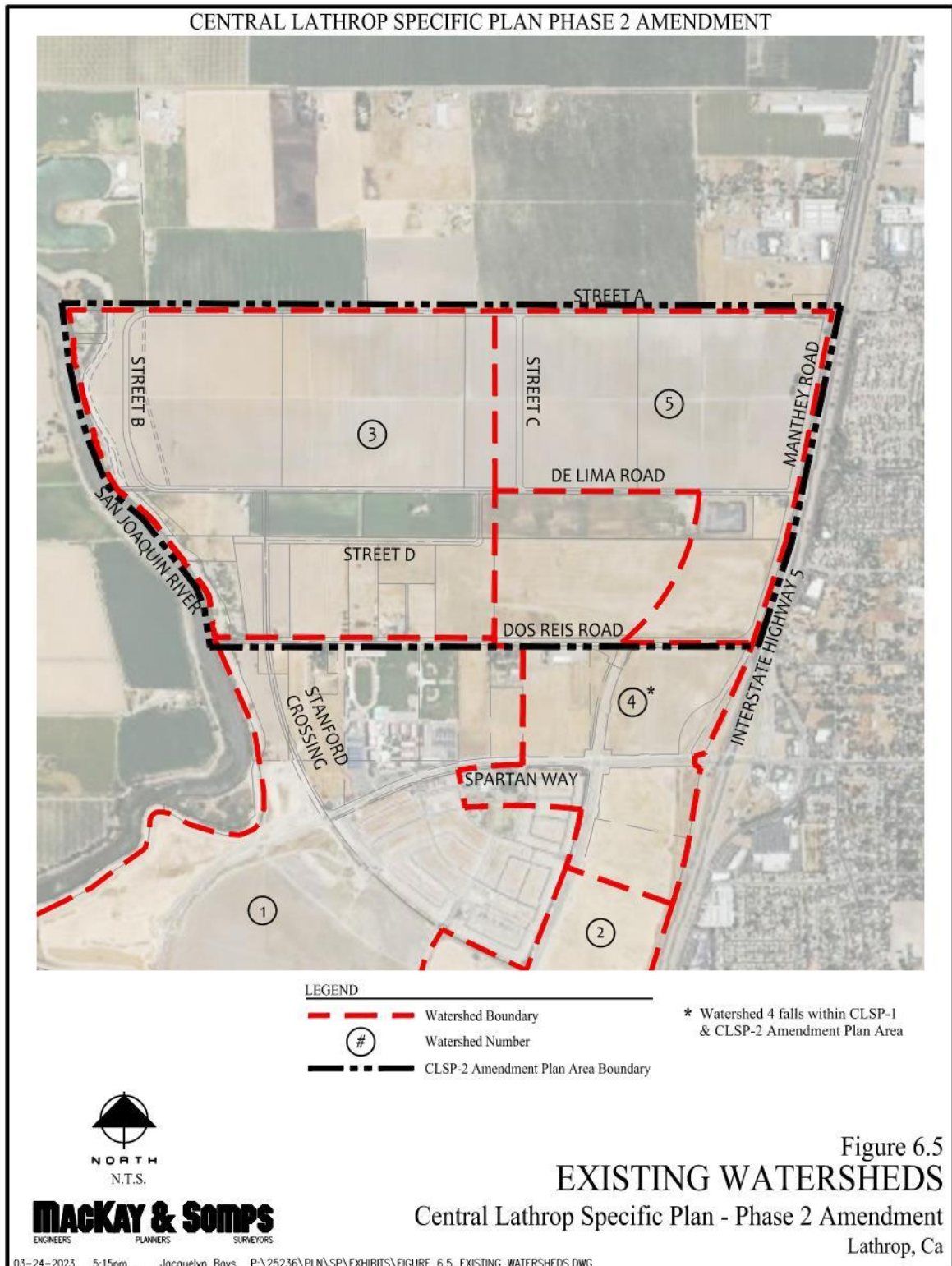


Figure 6.6- Proposed Watersheds

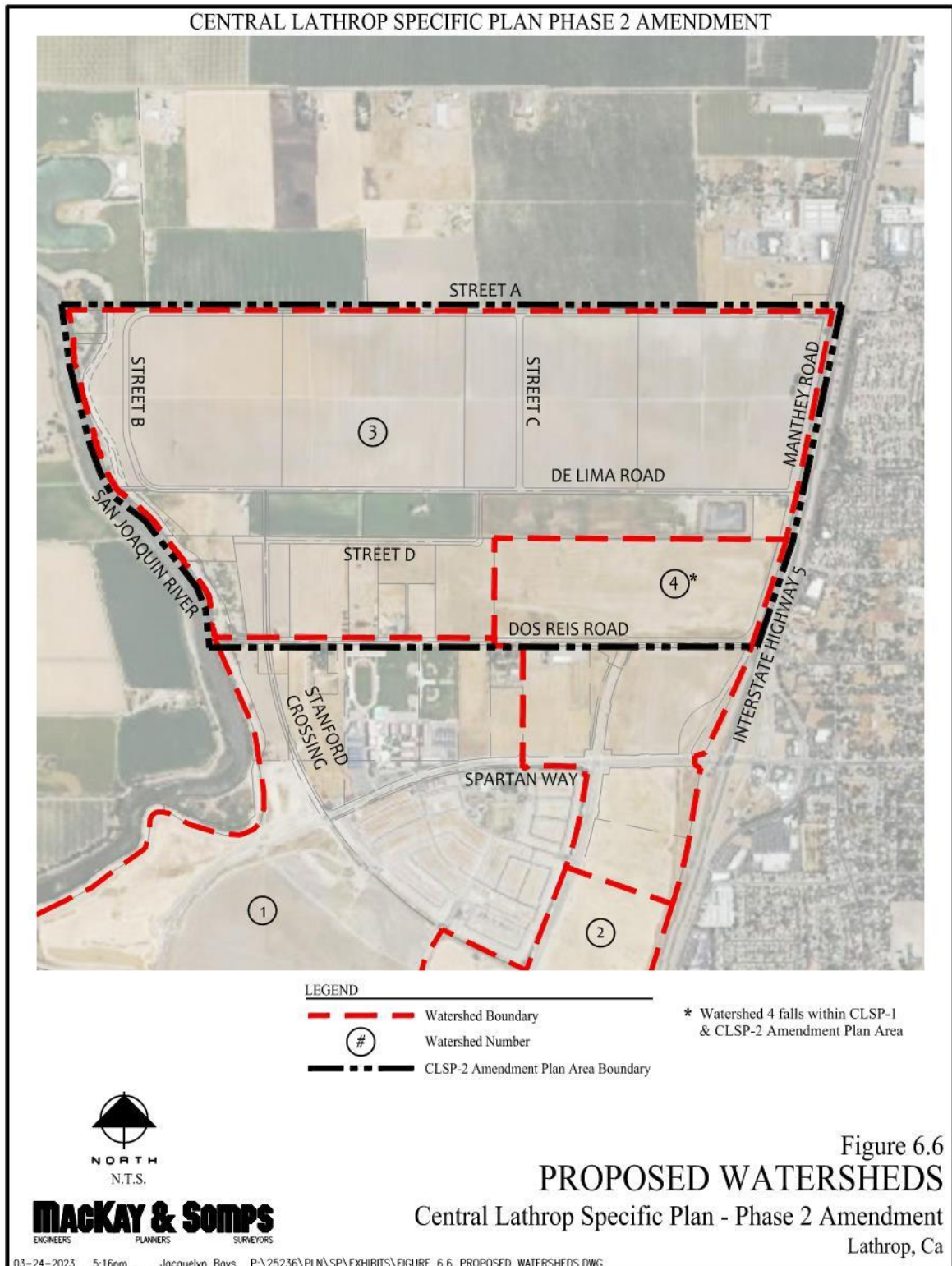
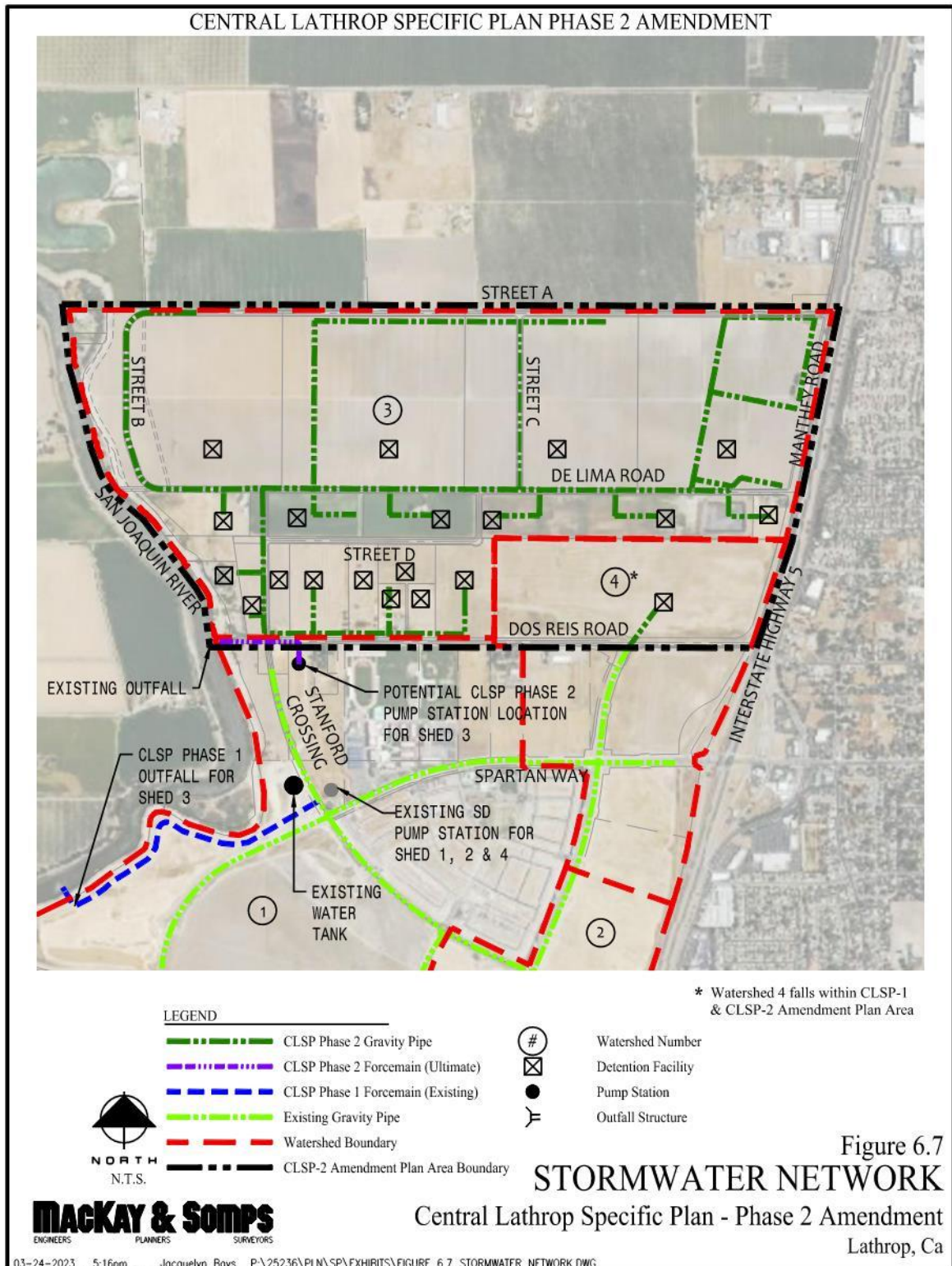


Figure 6.7- Stormwater Network



Public Utility Easements and Utility Corridors

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

Energy and Telecommunications

Power

Electrical service will be provided to the CLSP-2 Amendment Plan Area by Pacific Gas and Electric (PG&E). Existing high voltage power lines, within PG&E power line easements, traverse through a portion of the CLSP-2 Amendment Plan Area. Existing power lines within the CLSP-2 Amendment Plan Area 1 are shown on Figure 6.8.

It is anticipated that all existing overhead power lines 34.5Kv and under will be relocated and/or be placed underground as the CLSP-2 Amendment Plan Area develops. New power lines constructed to serve the Plan Area, as well as all other utilities, will be installed underground in a typical joint trench.

PG&E will extend electricity service in a timely manner to serve each development as needed during the phased implementation of the CLSP-2 Amendment.

Gas

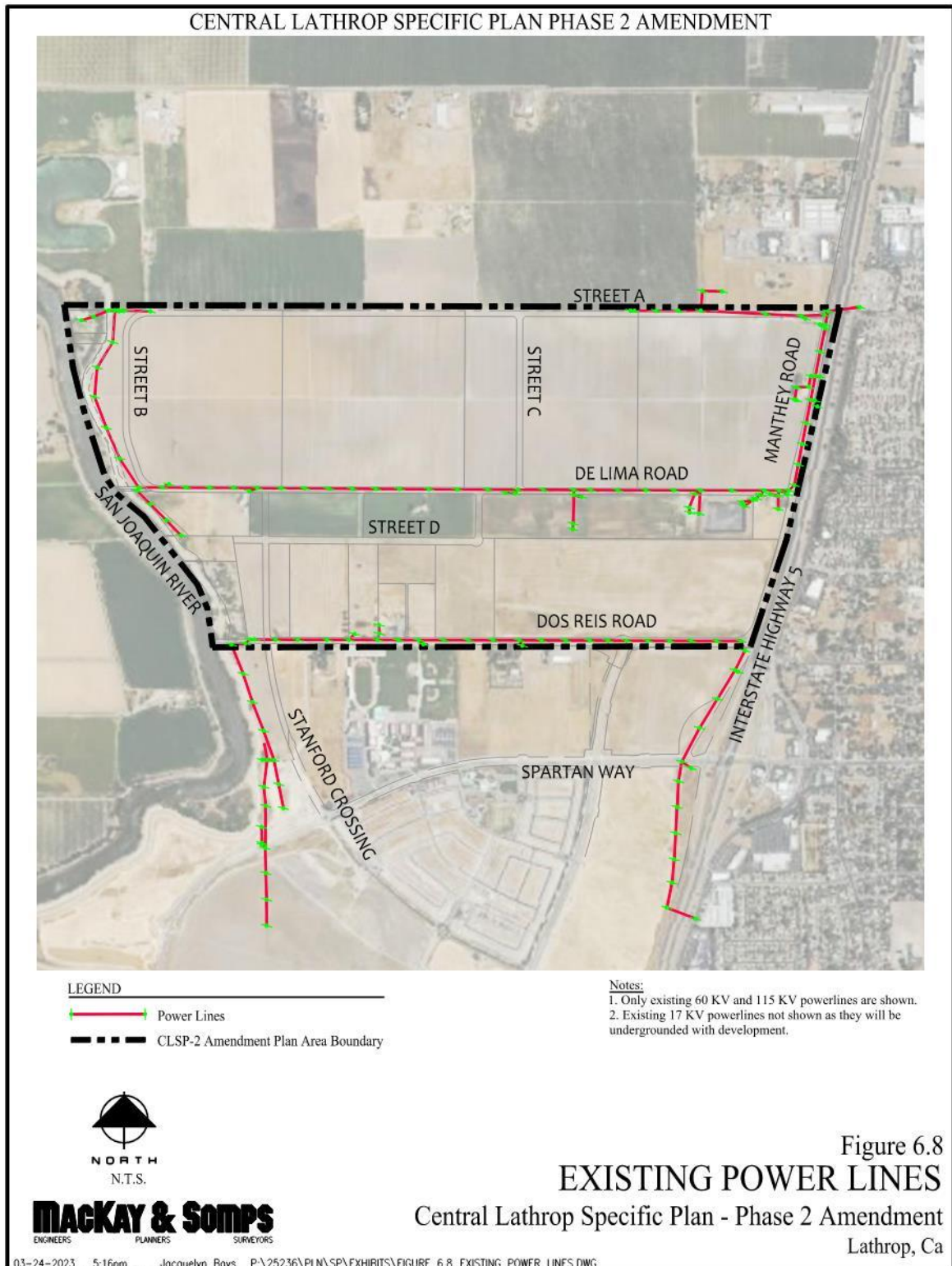
PG&E will provide natural gas service to the CLSP-2 Amendment Plan Area. The CLSP-2 Amendment Plan Area ties into existing natural gas lines located within the CLSP Phase 1 area.

Telecommunications

Telephone service, cable television service, and possibly high-speed data lines to the CLSP-2 Amendment Plan Area are to be provided by the appropriate utility companies. Telecommunication systems will be located

underground in a joint trench with gas and electric facilities.

Figure 6.8- Existing Power Lines



Chapter Seven: Design Guidelines

Introduction

The Design Guidelines provide the vision for the CLSP-2 Amendment Plan Area by establishing minimum standards for character, building design and landscape elements. The 2022 General Plan, the CLSP-2 Amendment and the City's Zoning Code, ensure a coherent well thought out design for the CLSP-2 Amendment Plan Area.

The following guidelines provide site design and architectural standards, including provisions for landscaping and sustainability efforts applicable to development within the CLSP-2 Amendment Plan Area. All development proposals in the CLSP-2 Amendment Plan Area must adhere to the standards and guidelines set forth in this amended specific plan.

These guidelines and standards are consistent with and provide a companion document to the City's Zoning Ordinance. Standards not addressed in the CLSP-2 Amendment shall be those set forth in the Lathrop Municipal Code.

Purpose

The purpose of the guidelines and standards for industrial development, park, and open space is to ensure consistency of design between the various uses within the CLSP Plan Area.

These guidelines provide for the development of a well-designed project, that is compatible with adjacent land uses of the overall CLSP Plan Area, and is designed to promote accessibility and provides the ability for pedestrians and alternative modes of transportation to, from and within the CLSP-2 Amendment Plan Area.

Land Use

A brief description and the vision of each land use designation within the CLSP-2 Amendment Plan Area are provided below:

Limited Industrial

Envisioned as a prominent employment-generating land use, this designation shall provide a high degree of functionality, including convenient access to major roadways. Buildings within this area may likely be warehouse, manufacturing, assembly and repair-type buildings. Careful consideration shall be placed in the material, color, and scale of buildings as well as the articulation of each façade. Although multiple industries would likely be located in the CLSP-2 Amendment Plan Area, the architecture styles of buildings should create cohesion and compatibility across the CLSP-2 Amendment Plan Area.

Open Space & Parks

The Open Space and Park uses are located along San Joaquin River and span the length of the CLSP-2 Amendment Plan Area Project Area. The existing Dos Reis Country Park will remain, with additional park areas proposed to connect to the open space corridor. The open space corridor along the San Joaquin River is intended as a local community wide facility with the possibility of regional linkage. This Open Space Corridor would also provide the ability to connect the CLSP-2 Amendment Plan Area to CLSP Phase 1 and other developments to the south. Though not required or mandated, provision is made within this CLSP-2 Amendment for the construction and use of outdoor recreation facilities such as recreation fields, fitness equipment and courses, or other such uses intended for the physical recreation

and well-being of the community and/or the employee users.

General principles guide the overall Central Lathrop Specific Plan - Phase 2 and lay the foundation for standards and guidelines. Standards and guidelines apply to the entire Phase 2 Amendment Plan Area, and standards and guidelines apply to each land use designation. All site design standards and guidelines are organized into two sections: 1) site design and 2) architecture. Within each section, subcategories further define and illustrate design objectives through written descriptions and photographic examples that convey desired design elements. The applicable standards and guidelines support the design objectives, defining how desired development should be achieved.

CLSP-2 Amendment Principles, Standards and Guidelines

The CLSP-2 Amendment strives for a realistic and attractive development. The CLSP-2 Amendment, within the existing and surrounding landscape, will continue to advance the economic vitality and job growth in Lathrop by creating a development of quality site design and architecture. To achieve these goals, the following planning and design principles have been developed to assist designers and developers in meeting the CLSP-2 Amendment design objectives.

All industrial projects in the CLSP-2 Amendment Plan Area should be designed to meet, or exceed the following planning and design principles:

1. Site Design.
 - a. Design pedestrian accessible buildings.
 - b. Encourage design elements that consider environmental conditions, like sun, shade, wind, etc., to improve the pedestrian experience and provide natural environmental control.

- c. Encourage streetscape with landscaping.
- d. Provide outdoor lighting for safety and security; minimize outdoor lighting from spilling over to adjacent properties.

2. Architecture.

- a. Use design styles, elements, and materials that complement or do not visually compete with surrounding context and scale of neighboring land uses within the CLSP-2 Amendment Plan Area.
- b. Incorporate distinctive design elements into buildings including colors and building relief.

Site Design

The CLSP-2 allows for a mix of industrial uses. Due to the wide variety of allowed uses for Industrial developments, circulation, site planning, landscaping, and architecture should be the key elements that unify development in the CLSP-2 Amendment Plan Area. Development projects are encouraged to provide a safe and functional environment for all users and patrons, including pedestrians, bicycles, and automobiles. Development should reflect quality and visual appeal as it relates to adjacent streets and surrounding development. This specific plan amendment guides future design for the CLSP-2 Amendment Plan Area 2 but is flexible in terms of building design, type, size and locations.

Site Planning

A. Circulation

The objective of the Central Lathrop Specific Plan - Phase 2 circulation is to promote efficient and safe movement of goods and people throughout the CLSP-2 Amendment Plan Area. The circulation design should consider all types of users: vehicle, pedestrian and bicycle.

Refer to Chapter 3 Circulation and Transportation for details on vehicle, pedestrian and bicycle route locations.

The design of access for large development areas and individual project sites should tie land uses and existing roadways into the overall circulation network in the CLSP-2 Amendment Plan Area. In some cases, the internal circulation may be part of the larger CLSP Plan Area circulation and street network.

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

Additional modes of travel, including bicycle and public transit should be incorporated into each development project. Bicyclists should have consistent safe access from major roadways into and around each development area to minimize potential conflicts with vehicles.



*Photo Example 1
Pedestrian facilities along public roads*

The following circulation design guidelines apply to all development areas of the Central Lathrop Specific Plan - Phase 2:

1. Land uses that are automobile dependent should be designed to minimize the conflict between pedestrians, bicycles, and automobiles, by the following means:
 - Create pedestrian-only connections between public sidewalks and buildings, avoiding crossing drive-thru lanes wherever possible; or
 - Place vehicle entrances and drive-thru areas away from main pedestrian entries.



*Photo Example 2
Minimizing conflicts between pedestrians, bicycles and automobiles.*

2. Each development should provide pedestrian and bicycle connection to adjacent uses within the Central Lathrop Specific Plan - Phase 2. This would include public sidewalk connections to internal project circulation for pedestrians and public right-of-way bicycle paths to internal on and off-street routes for bicycles. These connections should be well lit and marked for the safety of its users.



*Photo Example 3
Pedestrian/bicycle safe crossing*

B. Building Placement & Parking

Building placement and orientation is key in creating a safe and efficient site design. Buildings with uses that rely on visibility should be placed close to adjacent streets and specifically on high-volume corners. Optimal building placement on individual development sites can create opportunities for public or employee spaces, encourage pedestrian connections, establish streetscapes, and provide drive-by advertising for the companies. Building placement and parking orientation considerations can greatly increase the efficiency of a building.

The following building placement and parking design guidelines apply to all individual

development sites of the Central Lathrop Specific Plan - Phase 2:

1. Where feasible and desirable, buildings should maintain close proximity to streets;
2. Buildings should be sited to be conveniently located and attract users:
 - Entrances should be designed to accommodate safe pedestrian travel;
 - Parking should have close proximity to buildings;



*Photo Example 4
Parking near buildings*

- Create spaces with gathering areas, plantings, bicycle parking, or other amenities between or adjacent to buildings;



*Photo Example 5
Encouraging gathering areas in open spaces*

- Minimize excessive building setbacks that detract from the streetscape, or optimize excessive setback areas by providing distinctive landscaping within the setback;
 - Building elevations should consider the human-scale design elements on ground floor facades and specifically at building entrances.
3. Parking areas should be designed for circulation efficiency and safety of all users:
- Large parking areas should be screened from view and placed away from major rights-of-way, behind buildings, or obscured with landscape treatments, such as berms, tall shrubs, and trees;
 - Landscaping should be provided in parking areas as specified by the landscaping section in this chapter;
 - Pedestrian pathways and walkways, clearly marked with enhanced paving material, should be provided through parking areas as direct routes to building entries.

4. Loading and delivery areas should be located appropriately to minimize their visibility, avoid pedestrian/loading zone activity conflicts, and minimize potential circulation, noise, and lighting conflicts. Screening these areas with landscaping, buildings, fences or walls is encouraged.
5. Corner and mid-block buildings should be oriented towards the public right-of-way and should be designed to achieve the following:
- Where feasible and desirable, driveway entrances and stacking lanes should be separated from public pedestrian spaces and crossings.

C. Refuse, Storage & Equipment Areas

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

The following design guidelines apply to all development areas of the Central Lathrop Specific Plan - Phase 2 Amendment Plan Area as it relates to refuse, storage and equipment areas:

1. Trash/recycling enclosures and service and loading docks areas should be sufficiently sized to accommodate the site’s needs, but located in areas as to not interfere with on-site circulation and parking;



*Photo Example 6
Sufficiently sized loading docks*

2. Trash and outdoor storage facilities should be placed away from public streets and/or screened from view with materials consistent to adjacent building exteriors or other mature plantings; and



*Photo Example 7
Screened outdoor storage area placed away from public streets.*

3. Trash and outdoor storage that is visible from upper stories, arterial roads or freeways should be screened with trellis or other horizontal cover and should be consistent with the architectural style of adjacent buildings. Furthermore, trash enclosures should be designed—through colors, materials, details, and/or forms, that serve to compliment associated building design for the particular building complex it serves.
4. Trash and outdoor storage facilities are required to include a covered roof and sewer drain as described in the Public Works Stormwater Standards.



*Photo Example 8
Enclosed refuse areas*

D. Landscaping

The intent of the landscape design is to provide continuity throughout the CLSP-2 Amendment Plan Area. Landscaping guidelines will specify standards for streetscape, public space, and parking lot design within the development area. Through the use of deciduous and evergreen plant material, year-round interest will be given to the site with an evenly layered plant design. This layered plant design will screen or diminish adverse views and utilities. Plant materials should be easy to maintain while attractive and diverse. Designers shall emphasize the use of low-water use plants with a lush character and vibrant colors.

The streetscape within the CLSP-2 Amendment Plan Area will be unified through a consistent palette of ground cover, shrubs, and street trees. The street tree will create a canopy along all public streets to increase aesthetics of the project while providing shade and creating a walkable development. Street trees size required at time of planting will be determined during the Site Plan Review process for each development. Street trees shall be centered in the parkway strip or planted at least 4' behind the sidewalk. A mix of evergreen and deciduous trees is encouraged as primary and accent tree options. Where it is determined by City staff that more screening is required, an increase in evergreen tree locations may be required.

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

Parking lots will have drive aisles and parking aisles delineated through parking lot medians and planter strips. Ground cover, shrubs, and trees will be planted within the medians and planter strips, where feasible and practical. When a median or planter strip is adjacent to a parking

stall, all plant material and irrigation shall be kept eighteen inches from the curb, or confined to low groundcover or lawn, to allow for car overhang and door swing. Trees should provide a shade canopy, reducing heat island effect: a sustainable site planning measure. It is recommended that 50% shade be provided within vehicular parking lots. (Estimated shade diameter is projected at 15 years from time of planting.) Vehicular parking lot shade trees shall conform, at a minimum, to standards and requirements shown in Chapter 17.9 Landscape and Screening Standards of the Lathrop Municipal Code.

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

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

The following design guidelines apply to all development areas of the Central Lathrop Specific Plan - Phase 2 as it relates to landscaping:

1. Landscaping should be used to define outdoor spaces, softening and complementing structures, and should also be used for utilitarian qualities:

- Become a backdrop to pedestrian outdoor gathering places;
- Screening parking, loading, storage, and equipment areas;
- Provide shade and enhancement to the streetscape, parking lots, and pedestrian outdoor gathering places; and
- Directional, defining entries and pedestrian ways.

2. Landscaping and trees should be employed in parking areas to break up expanses of hardscape and to minimize heat island effect;



*Photo Example 9
Landscaping in parking areas*

3. Where feasible and desirable, mature trees and plantings should be maintained and incorporated into the landscape design;
4. Natural and existing vegetation should be preserved where possible and incorporated into the new landscaping. Retention and detention areas should be planted to create the appearance of natural vegetation. Careful selection of plant types is necessary to ensure survival and be compatible with the proper functioning of the drainage system;



*Photo Example 10
Preserved Natural Vegetation*

5. Conservation and efficient use of water is at the forefront of the Central Lathrop Specific Plan - Phase 2 landscaping objectives. Landscaping and irrigation shall comply with the City Municipal Code Section 17.92.060 “Water Efficient Landscape Ordinance” and the following guidelines:

- Plants should be selected and grouped according to their maintenance and water use profile. In all cases, low-maintenance and drought tolerant plantings are highly encouraged;
- Planting of turf areas should be kept at a minimum. A maximum of 10% of the total landscaped site area may be irrigated turf. Drought-tolerant ground covers and shrubs are lower maintenance and seen as more desirable;
- All landscaped areas should be designed for maximum water efficiency and irrigated through an automatic irrigation system controlled by a timer. Non-potable or recycled water should be used to the extent feasible;

- Use alternative and porous paving options for pedestrian pathways and non-vehicular and bicycle circulation to maximize infiltration of water runoff;
 - Curb, header boards, pavers, and other materials should be used to minimize water run-off and define landscaped areas; and
 - Water features should be designed for maximum maintenance and water efficiency.
6. Where feasible and desirable, landscape strips and medians should be programmed for the treatment and conveyance of water run-off. Landscaping used for percolation, drainage swales, and rain gardens are highly encouraged.
7. A landscape buffer shall be provided along Dos Reis Road, across from existing and proposed sensitive receptors. The landscape buffer is intended to soften the transition from non-industrial uses to the future industrial uses of the site. A 30 minimum foot wide landscape buffer including 22 feet of landscaping with an 8 foot wide paved trail will be provided in the public right-of-way behind the curb. An additional buffer will be provided on private property to be designed with individual development applications. Refer to the Land Use chapter of this specific plan amendment for additional information.



*Photo Example 11
Landscape buffer at entry monumentation*

E. Walls & Fences

Walls and fences in the Plan Area are intended to provide screening between projects and adjacent uses where necessary, helping to define edges of arterial and collector streetscapes and providing security to property. It is anticipated that there will be limited use of walls, except where needed for sound attenuation or where desired for entry features or for screening unsightly elements, such as trash areas. The material and design for the walls and fencing may vary throughout the development area, depending on location and specific project needs. However, the color and materials of the walls through the CLSP-2 Plan Area should be complimentary. Both masonry and wood fences are permitted in the Plan Area.

The following design guidelines apply Central Lathrop Specific Plan - Phase 2 as it relates to walls and fences:

1. Walls and fences will not be permitted if they aren't necessary for noise attenuation, specific screening, gateway, aesthetic, or security purposes;



*Photo Example 12
Site walls and fences*



*Photo Example 13
Landscape screening at wall*

2. Tall walls and fences are discouraged along arterial and collector roadways, as they diminish the street scene. Fences and walls should not exceed a maximum height of seven feet, unless special screening and/or security issues are demonstrated which necessitates a higher fence. Low decorative or auto-screening walls, 2 to 4-feet in height, may serve to enhance a building area or streetscape, if tastefully designed. Maximum wall heights should be inclusive of fill from existing ground (ie berms). At locations where industrial land use is proposed adjacent to sensitive receptor land use (like along Dos Reis Road), an 8 ft. masonry wall for special screening shall be installed;
3. Walls and fences, used at property frontages or for screening, should be designed as an extension of a building’s architecture; top caps on masonry walls and tubular steel fences are encouraged. Self-clinging or supported vines shall be planted at regular intervals along walls to ensure coverage within 5 years in order to discourage graffiti and soften the overall appearance of the wall;
4. Where long expanses of wall or fence are unavoidable, articulation in the form of wall offsets or landscaping should be implemented; and

5. Where security fencing is required, a combination of solid and open grill work is encouraged. Barbed, razor, wire or similar fences shall comply with LMC Section 17.92.070.
6. At the interface between Dos Reis Regional Park and the adjacent industrial site a shall include a masonry wall for screening.

F. Public Spaces and Pedestrian Amenities

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

An employee or public gathering place should be provided for appropriate projects in each development area. The scale and program of the

space should be appropriate to the adjacent building and type of users. It is encouraged to site these spaces in well-lit, shaded, secure, and interactive areas where they can become an integrated feature.



*Photo Example 14
Shaded employee break area*

The following design guidelines apply to all of the Central Lathrop Specific Plan - Phase 2 as it relates to public spaces and pedestrian amenities:

1. An employee or public gathering and break area spaces should be encouraged in appropriate projects within each development area. These amenities can include, but are not limited to, small recreation areas or other open space facilities. These areas will count toward the landscape requirement designated for each land use district.



*Photo Example 15
Employee well-being area*

2. Within the Limited Industrial designation, gathering places should be placed between or adjacent to buildings to encourage employee health and well-being.



*Photo Example 16
Employee break area*

3. Pedestrian connections should be established within projects and development areas, where logical and practical. Areas for respite for users should be encouraged.

G. Lighting & Furniture

Lighting is an important element in the landscape and should be used to contribute to a safe and attractive environment. Natural areas will need little light while street intersections will require illumination levels safe for pedestrian crossings. Lighting is also used to reinforce the development's overall design theme and create a consistent sense of place by adding a common,

thematic element that is repeated along all major roadways. Streetlighting within public right of way shall comply with the City of Lathrop design & construction standard details. The height of lights will vary depending on application. Light standards will typically be higher along roadways and will be lower in pedestrian areas. High Efficiency lighting is required within all buildings as well as on the exterior. Outdoor lighting shall be provided for safety and security but shall be minimized from spilling over to adjacent properties.

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

The following design guidelines apply to all of the Central Lathrop Specific Plan - Phase 2 as it relates to lighting and furniture:

1. Outdoor lighting should be specified and designed consistent with the zoning code for this Plan Area;
2. Exterior lighting, including parking areas, should be architecturally integrated with the style of the building and colors and materials used;
3. Parking lighting should be arranged to provide uniform illumination throughout parking areas and should achieve a minimum average of one foot-candle and a maximum of three;
4. Low energy LED lighting should be used for streetscapes and parking lots.

5. Architectural lighting may be used to highlight special features on or around the building, or to illuminate key entrances or other areas of access;
6. All lighting should utilize cut-off type fixture to minimize visibility from adjacent areas and should be the appropriate size and height given the activities for which they are designed. Lighting used for pedestrian connectors and gathering spaces should be lower, bollard-type or footlight fixtures and should not exceed 3-4 feet in height;
7. Where feasible and desirable, the use of pedestrian amenities, such as benches, drinking fountains, lighting, and trash receptacles, is encouraged. These elements may be sited in public gathering places and as respite along pedestrian connectors; and
8. The design of site lighting and furniture should be compatible throughout the CLSP-2 Amendment Plan Area.

Architecture

Architecture should establish project identity and enhance the character of the development in the CLSP-2 Amendment Plan Area and the City of Lathrop. As a high-quality development, a complementary design language should be established throughout the CLSP-2 Amendment Plan Area.

The architecture section is divided into two sub-sections:

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

A. Massing, Scale and Form

The design objective of this section is to encourage buildings that consider the human scale, include active areas, and are compatible with adjacent development. Buildings should be clustered to create compact, multi-story

structures that concentrate activities and related programmatic uses. Building height and massing should consider the surrounding context. Projects should consider the human scale at the ground floor and at entries to buildings. Buildings should take on varying form to increase visual interest and break up the monotony of large structures. In addition, horizontal and vertical wall articulation should be encouraged through the use of wall and second floor offsets, recessed entries and windows, human-scale awnings, overhangs and arcades.



*Photo Example 17
Visual interest in articulation*

B. Style and Design Details

The objective of the style and design detail section is to establish clear direction in terms of architectural styles and themes for future development in the CLSP-2 Amendment Plan Area. The style and design of the buildings will enhance the character of the Central Lathrop Specific Plan - Phase 2 and set it apart as a distinct and high-quality development. While these guidelines do not prescribe a specific style of architecture for the CLSP-2 Amendment Plan Area, the objective is to allow a diversity of styles while considering the context of surrounding development.

C. Roofline

1. Rooflines should be clearly articulated by using the following feature:

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

D. Entries

1. Building entrances should be designed for access both by patrons arriving via automobile and by foot or bicycle;
2. Each entry should be protected from the elements;



*Photo Example 18
Entry protected from the elements.*

3. Entries should create an architectural point of interest using one or more of the following methods:
 - Wall recesses;
 - Roof overhangs;
 - Canopies;
 - Arches or arcades;
 - Columns; and/or
 - Signage.



*Photo Example 19
Architectural points of interest at entryways*



*Photo Example 20
Architectural color, texture and material changes with offset/projections*

4. Entries should incorporate windows to provide natural light and air; and
5. Where feasible and desired, pedestrian amenities, such as seating, lighting, fountains, sculptures, boulders, etc., should be incorporated into entry designs

E. Materials & Colors

1. All building elevations must include architectural patterns that include at least (2) of the following elements:
 - Color change;
 - Texture change;
 - Material change; and/or
 - A wall offset, reveal, or projection of at least 12 inches in depth.

2. Exterior materials should be durable and high quality to prevent degradation and for the ease of maintenance:

- Large expanses of smooth material such as concrete should be broken up with expansion joints, reveals, recesses, or changes in texture and color;
- Large expanses of highly reflective surface and mirror glass exterior walls should be avoided to prevent heat and glare impacts on the adjacent public streets and properties;
- Colors should be compatible throughout the CLSP-2 Amendment Plan Area, while allowing for individuality to each development area. A varied and rich color palette is encouraged, although color should not be used as an attention-seeking device. Colors should be used to enhance a building’s presence and integrate other materials throughout the project;

3. Building trim and other accent elements may feature brighter colors, if desired, but should always complement the base color.



*Photo Example 21
Contrast in reflective surfaces – pop of color trim accents*

F. Windows & Doors

1. Ground floor, storefront-type glazing for display purposes along public façade frontages should be used as appropriate to enhance the exterior wall area;
2. Windows and/or other appropriate building features should be used on upper levels to break up large wall areas and create visual interest;

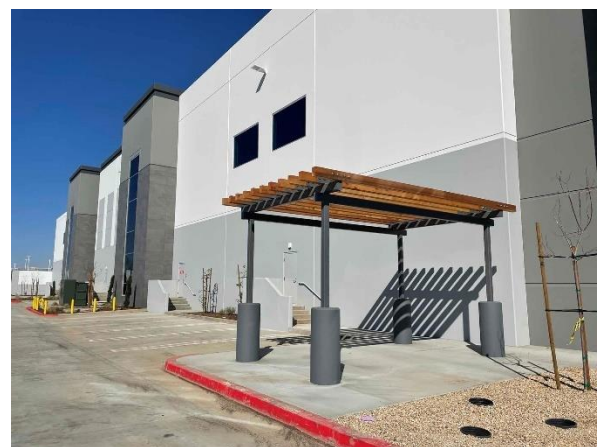


*Photo Example 22
Window placement at upper levels - creating visual interest with architectural elements*

3. Window and door openings should be framed with trim, or recessed a minimum of 4 inches from the building face;
4. Where feasible and useful, use operable windows for maximum environment control and passive heating/cooling options

G. Facades

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



*Photo Example 23
Human-scale awning element*

H. Signage

1. Signage shall comply with Lathrop Municipal Code Chapter 17.84 Signs;

2. Color and material options for signs should always complement the architectural style of the building;
3. Signage should be scaled appropriately for its given location;
4. Building signage should be located near the related business entry, or as identity feature as seen from major travel ways;



*Photo Example 24
Monument signage*



*Photo Example 25
Low profile monument sign*

5. Signage should maintain a visual consistency throughout CLSP-2 Amendment Plan Area. When more than one sign is required for a given business or area, both signs should maintain visual compatibility with one another;
6. Signage text should be kept to a minimum and scaled appropriately for placement and legibility purposes;
7. Wall signs, monument signs, and low-profile freestanding signs are encouraged;

8. Signage for pedestrian and bicycle way-finding is encouraged; and
9. Lighting is allowed to illuminate signage at night. Lighting should be designed appropriately as to not create hazardous glare for pedestrians, bicyclists, and vehicles. Both externally and internally illuminated signage is allowed.
10. At key entry areas along De Lima Road, Manthey Road, and future Street A, project-wide decorative entry features and monument signs shall be located to identify and enhance the image of the Central Lathrop Specific Plan - Phase 2 Area. Developers and builders of the project shall work with City Staff to establish appropriate locations and criteria for this project-wide monumentation and signage.
11. On-site directional signs at gateways and entries are encouraged to be provided for both pedestrian and vehicular visitors to the site.
12. Suggested Gateway Sign locations are shown on Figure 7.1.

Figure 7.1- Gateway Sign Locations



Chapter Eight: Implementation

Introduction

This chapter describes the CLSP-2 Amendment implementation, including project review procedures, development agreements, specific plan amendment procedures, enforcement, mitigation monitoring and other review and approvals required during the implementation of the CLSP-2 Amendment.

Specific Plan Implementation

The City would implement the CLSP-2 Amendment in accordance with the terms and conditions of several related planning and program documents, including, in particular, the landowner development agreements, the project CEQA analysis, the CLSP-2 Amendment Design Guidelines (this document), the City of Lathrop General Plan, related Master Plans, and the Zoning Ordinance. These documents provide guidance and direction and otherwise inform City discretion in the review and approval of future development within the CLSP-2 Amendment Plan Area.

Central Lathrop Design Guidelines

As described in Chapter Seven, the CLSP-2 Design Guidelines contain architectural, site planning, and landscaping design principles and guidelines.

City of Lathrop General Plan

Development within the CLSP-2 Amendment Plan Area must be consistent with the City of Lathrop General Plan.

The Lathrop General Plan requires Conditional Use Permits for industrial

development located between Dos Reis Road and De Lima Road.

Municipal Code

The City of Lathrop Municipal Code has been amended to include special zoning districts for the purpose of defining for each parcel the permitted, conditionally permitted, and administratively permitted land uses that may be developed within the CLSP-2 area, the process pursuant to which such land uses are approved and the development standards applicable to each land use.

Drainage Plan Implementation

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

There are two distinct watersheds within the CLSP-2 Amendment Plan Area. The parcels within each watershed are linked by the drainage system and therefore, the detailed planning of any portion of a watershed must take into consideration the rest of the proposed development within that watershed.

If an individual development does not encompass the entire watershed, the individual project must show that it will implement the requirements of the CLSP-2 Amendment Drainage Plan as described in the Utilities and Drainage chapter.

Right to Farm Provisions

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

Development Agreements

Subject to the Specific Plan, the property owners and the City may execute Development Agreements in accordance with Government Code and local ordinance. The Development Agreements will set forth the infrastructure improvements, public dedication requirements, landscaping amenities, and other contributions to be made by a property owner in return for guarantees by the City that certain land uses and densities in effect at the time of execution of the agreement will not be modified.

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

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

- Specify how the Specific Plan and General Plan will be implemented in connection with the Development Agreement,
- Provide the terms for reimbursement in the event that a developer provides advance funding for facilities which have community benefit,
- Provide for adequate public facilities for each project phase in a timely manner,
- Shorten the approval process by consolidating and coordinating various discretionary approvals, and
- Specify the monetary responsibilities of the developers.

City Review Process

Community Development Department Review

Subsequent to adoption of the CLSP-2 Amendment, individual project applications will be reviewed to determine consistency with the specific plan amendment and other regulatory documents. Applications such as site plan review applications, use permits, conditional use permits, variances and the like, will be reviewed using established Community Development Department and Planning Division procedures.

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

justification. The application may also be subject to environmental review as discussed in the following section.

Conditional Use Permits (CUP)

Per the City of Lathrop General Plan, conditional use permits will be required for any development within the CLSP-2 Amendment Plan Area located between Dos Reis Road to the south and De Lima Road to the north. A CUP may also be required within the CLSP-2 area if the proposed use requires a CUP per the Lathrop Municipal Code.

Site Plan/Architectural Design Review

Generally, all industrial projects within the CLSP-2 Amendment Plan Area will be subject to Site Plan/Architectural Design Review by the City; design review shall be implemented before issuance of building permits. Also, all public improvements (such as landscape plantings, street and entry signs, lighting, or special paving) are subject to Site Plan/Architectural Design Review. All Site Plan/Architectural Design Review procedures will be conducted in compliance with Chapters 17.100 and 17.104 of the Lathrop Municipal Code.

Public Improvement Plans

The on-site and off-site public improvements necessary to serve the CLSP-2 area need to be specifically designed. The applicants shall prepare for City review and approval Public Improvement Plans, consisting of detailed engineering designs and documents for all utilities necessary to develop the land uses identified in the Specific Plan. These plans shall include an infrastructure sequencing program that will allow orderly development throughout the Specific Plan area. The sequencing program shall prioritize roads, water, sewer, storm drainage and other utilities that must be in place prior to specific levels of development. Refer to Section 6.3.3 for additional details regarding infrastructure phasing.

Environmental Review

The EIR certified for the 2022 General Plan established a program level environmental review for development within the City including the CLSP-2 Amendment Plan Area and supports the Amendment. Individual project applications will be reviewed for consistency with the 2022 GP EIR. If consistency is determined and the project meets the criteria established in Section 15162 of the CEQA guidelines no subsequent environmental review is necessary. The intent of the EIR associated with the specific plan is to cover all development consistent with this document, stream-lining the permitting and review process.

The City of Lathrop Community Development Department is the lead agency in processing the review of development projects within the Plan Area. Upon receipt of an application the City shall initiate an initial study and environmental review of the project which may require the preparation of additional environmental or engineering studies to address site-specific concerns.

The foregoing discussion details the initial project review and environmental review submittal procedures. Projects submitted for consideration will be reviewed for consistency with established development standards and design guidelines of the Specific Plan.

Habitat Conservation Plan

All individual project applications must comply with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). The SJMSCP, prepared by San Joaquin County and other participating agencies, protects special-status plants and wildlife and their habitats, while allowing for planned growth in the County. This protection is accomplished by, 1) identifying important habitats and habitat features to aid in the development of protection areas, and 2) establishing a funding mechanism through which project proponents can provide

replacement habitat while enabling them to meet their no net loss of habitat value goals. Project proponents as part of this Specific Plan will be required to participate in the SJMSCP by contributing appropriate impact fees and implementing mitigation as identified by the SJMSCP.

Amendments to CLSP-2

An applicant for a specific development proposal may request amendments to the CLSP-2 to respond to changing circumstances and conditions. Amendments to the CLSP-2 should be categorized as minor or major. This determination is to be made by the Community Development Director or his/her designee. The Community Development Director or his/her designee shall administratively make a written determination as to whether or not a requested amendment is major or minor. The Community Development Director's decision may be appealed to the Planning Commission.

Major Amendments

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

- Introduction of a new land use category not specifically discussed in this CLSP-2.
- Significant changes to the distribution of land uses, major acreage changes of land uses, or other changes affecting land use which may substantially affect the key planning concepts set for this in this CLSP-2.
- Significant changes to the collector street system that would substantially alter the land use or circulation concepts set forth in this CLSP-2.
- Changes to design guidelines and/or development standards which, if adopted would substantially change the

physical character of the plan area as envisioned by this CLSP-2.

- Any change that could significantly increase environmental impacts.

All Amendments to CLSP-2 shall be consistent with the City's General Plan. Major amendments may therefore require an accompanying General Plan Amendment and Zoning Ordinance revision. Generally, the process for amending the CLSP-2 Amendment is similar to that for amending the City's General Plan, with the main difference that there is no limitation of the number of amendments that may be approved in any one year. The materials and documents necessary to process a major amendment application should be consistent with those outlined in the City's Discretionary Permit Form for Rezones/Amendments. A detailed justification statement shall be submitted which explains in detail why an amendment to the CLSP-2 Amendment is warranted. All requirements of CEQA will be applicable. Application fees associated with the major amendment shall be submitted to cover all processing costs. Major amendments shall require City Council approval, with a recommendation forwarded by the Planning Commission.

Minor Amendments

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

- Change in the configuration of a particular CLSP-2 Amendment land use which does not significantly alter its relationship to other land uses or compromise the concept and principles of the CLSP-2 Amendment.

- Minor changes to land uses which result in minor acreage changes of land uses, or other changes altering land uses, which do not significantly affect the key planning concepts or principles set forth in this CLSP-2 Amendment.
- Changes to the collector street system and alignments that do not significantly alter the intended land uses or circulation functioning as set forth in this CLSP-2 Amendment.
- The relocation or reconfiguration of open space that is not less in acreage size than specified minimums in the CLSP-2 Amendment.
- Changes to design guidelines (architectural types and materials, landscape materials, etc.) and/or development standards that do not substantially change the physical character of the CLSP-2 Amendment development as envisioned.
- Clarification and interpretation of land uses.
- Any change to the CLSP-2 Amendment that would not significantly increase environmental impacts.

Applications for minor amendments shall be submitted to the Planning Division and shall include a description of the requested amendment, a justification statement, and the application processing fee (determined by the City Council). Minor amendments shall require Community Development Director approval.

An amendment or amendments to this CLSP-2 Amendment shall not require a concurrent general plan amendment unless City Staff determines that the proposed specific plan amendment would not be consistent with the General Plan goals, objectives, or policies.

Overview of Development Approval Process

The approval of any development project within CLSP-2 Amendment Plan Area shall be based on its consistency with the Lathrop General Plan, the CLSP-2 Amendment, the CLSP-2 Amendment Design Guidelines, and the Lathrop Zoning Code. In addition, each application for a development project within the CLSP-2 Amendment Plan Area will be evaluated to assess the applicability of environmental mitigation measures included in the 2022 Lathrop General Plan EIR to determine whether future environmental review is required under CEQA (Public Resources Code Sections 21166; 21083.3. See also CEQA Guidelines Sections 15162-15164, 15182, and 15183).

Development projects within the CLSP-2 Amendment Plan Area are subject to the standard permit and approval requirements of the City of Lathrop's Zoning and Subdivision Ordinances, except as modified by this Specific Plan Amendment and related approvals.

Site Plan Review Conditional Use Permits, Variances, and other permits for individual development projects

Site Plan/Architectural Design Review

Generally, all industrial projects within the CLSP-2 Amendment Plan Area will be subject to Site Plan/Architectural Design Review by the City; design review shall be implemented before issuance of building permits. Also, all public improvements (such as landscape plantings, street and entry signs, lighting, or special paving) are subject to Site Plan/Architectural Design Review. All Site Plan/Architectural Design Review procedures will be conducted in compliance with Chapters 17.100 and 17.104 of the Lathrop Municipal Code.

Conditional Use Permits

The development of certain land uses within the CLSP-2 Amendment Plan Area or within certain locations may require a conditional use permit (CUP) based on the Lathrop Zoning Ordinance. Issuance of conditional use permits are governed by Lathrop Municipal Code, which specifies the application process, including the submittal of plans, processing fees and related information as may be needed. CUPs are subject to a public hearing held by the Planning Commission that must make findings prior to approval.

The 2022 Lathrop General Plan, Land Use Element, Implementation Action, LU-5.f, b., iii., h., requires that all development projects proposed north of Dos Reis Road and south of De Lima Road be required to obtain a Conditional Use Permit (CUP), which shall be subject to discretionary review by the City Council.

Variances

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

Building, Grading and Demolition Permits

A building permit is required prior to the construction, alteration, or renovation of buildings, including interior improvements. Grading permits are required for the excavation, fill or moving of dirt in excess of 50 cubic yards on any building site within the CLSP-2 area. Issuance of a demolition permit by the Lathrop Building Department is required prior to removal of existing buildings.

Phasing

The implementation program for the CLSP-2 Amendment is designed to allow development of the CLSP-2 Amendment Plan Area and construction of supporting public improvements to be phased. Phasing is a critical component of the CLSP-2 Amendment for the following reasons:

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

The CLSP Phasing Program

The CLSP-2 Amendment land uses, and the backbone infrastructure (refer to Chapter Six for details), are designed to be developed in two primary phases, with the possibility of multiple sub phases. The two primary phases of development are shown in Figure 8-1. Both development phases within the CLSP-2 Amendment Plan Area rely on infrastructure that was constructed to the south within the original CLSP Phase 1 Plan Area such as the underground utilities and pump stations. Reimbursements for the oversized utilities within the original CLSP Phase 1 Plan Area will be paid through the City of Lathrop’s Capital Facility Fee (CFF) Program.

The first phase of the CLSP-2 Amendment Plan Area is a single parcel adjacent to Dos Reis Road near the intersection of Golden Valley Parkway that is approximately 90 acres. The second phase is the remaining area within the CLSP-2 Amendment Plan Area. Development phasing may be further divided into sub-phases as market conditions and infrastructure financing options warrant. The timing of the ultimate buildout will depend upon market conditions.

Infrastructure Administration

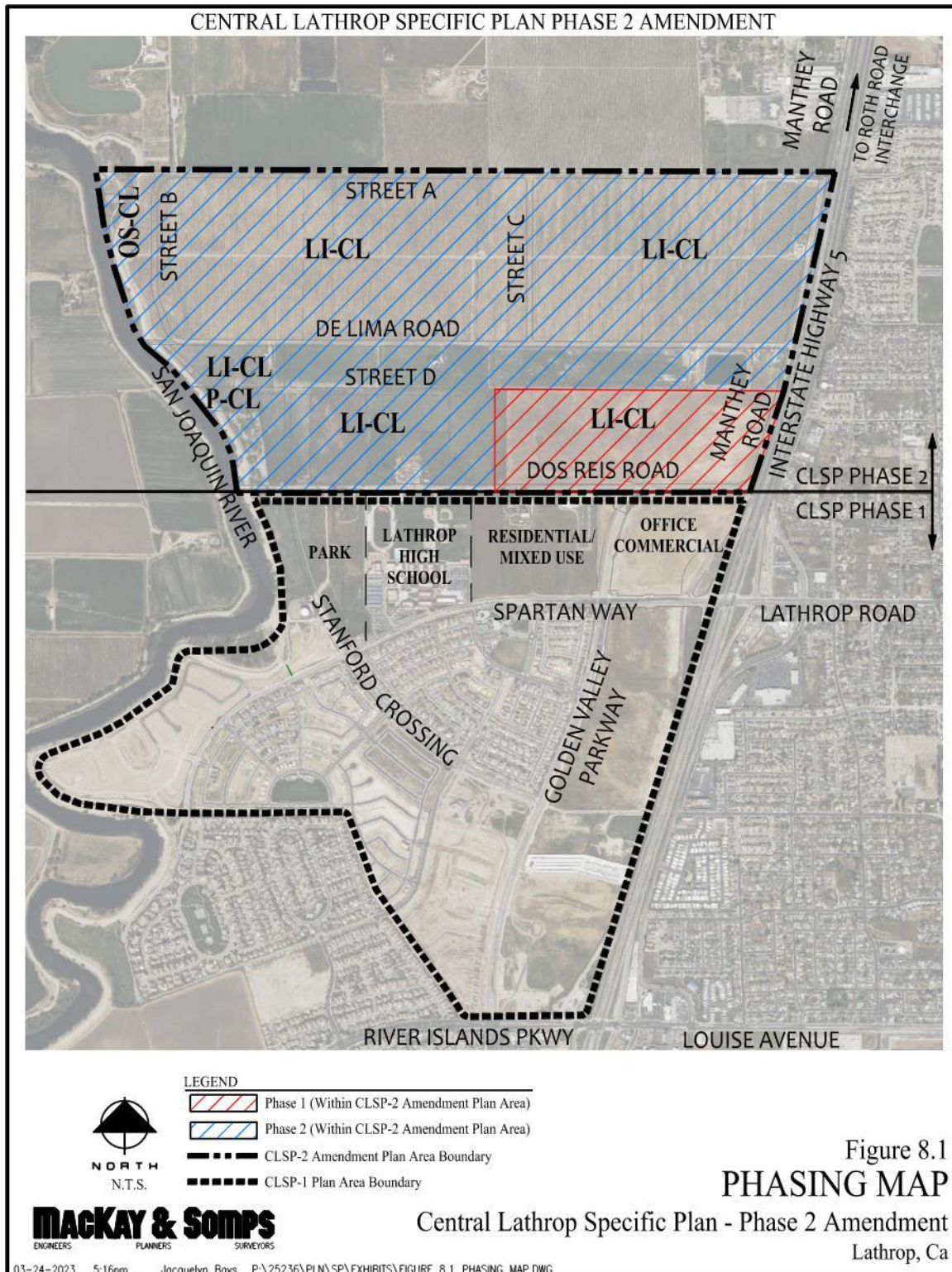
A developer may request either changes to the initial infrastructure phasing plan shown in Figure 8.1 or the establishment of sub phases. Changes to the initial infrastructure phasing plan or the establishment of sub phases are explicitly allowed without amendment to the CLSP-2 provided a developer demonstrates, to the satisfaction of the Public Works Director and Community Development Director, that infrastructure improvements necessary to adequately serve the phased development will be provided in a timely manner and will be sufficient if no further development occurs. For example:

- Roadways may be constructed at less than full width, or full length so long as the interim roadways are functional and safe and meet City improvement standards as determined by the Public Works Director or City Engineer;
- Certain segments of the water and/or recycled water systems may be deferred until needed to serve a particular phase or sub phase so long as adequate looping and pressure are provided as determined by the Public Works Director or City Engineer.;
- As it relates to stormwater runoff from individual developments, interim drainage solutions, such as temporary retention basins may be employed until off-site facilities (i.e., permanent detention pipes, pump stations, force mains and/or outfall structures) are

complete so long as a demonstration is made, to the satisfaction of the Public Works Director or City Engineer, showing that an interim alternate solution can be constructed, and that flooding will not occur. Projects shall comply with NPDES standards.

A developer may also request that changes be made to the backbone infrastructure required to serve the CLSP-2 (as such infrastructure requirements are set forth in Chapter Six) in order to respond to changing conditions of development or the availability of new technologies to address the infrastructure needs created by development. Such changes in the backbone infrastructure plan are explicitly allowed without amendment to the CLSP-2 provided a developer demonstrates, to the satisfaction of the Public Works Director and Community Development Director, that the proposed changes meet certain performance or level of service standards prescribed in the project development agreements or, where applicable performance or level of service standards are not prescribed, results in a level of service that is at least comparable to the level of service that would have been provided had the changes not been proposed.

Figure 8.1- Phasing Map



**Capital Improvement and Operation/
Maintenance Responsibilities**

The responsibilities for capital improvement provisions and ongoing operation and maintenance of public facilities and services are another important element of the overall CLSP-2 implementation program. The City is to

operate and maintain all public facilities in the CLSP-2 with the exception of those operated and maintained by special service providers, such as the reclamation district maintaining the levees. Refer to Table 8.3 for a matrix identifying the types of capital improvements and who is responsible for the associated operation/maintenance.

Table 8.1: Capital Improvement and Operation/Maintenance Responsibilities

Capital Improvement	Capital Improvement Responsibility	Operation and Maintenance Responsibility
On-site streets, alleys, and shared driveways (within CLSP-2 boundary)	Developer Individual Property Owner	City for public streets Owners Association for private streets
Off-site streets (outside of the CLSP-2 boundary)	Developer (fair share as identified in Capital Facility Fee program)	City or other public agency
Potable Water Distribution Facilities	Developer Individual Property Owner	City
Potable Surface Water Supply	South San Joaquin Irrigation District City	City
Potable Surface Water Treatment and Transmission Facilities	South San Joaquin Irrigation District City	City
Potable Groundwater Supply	Developer City	City
Potable Groundwater Treatment Facilities	Developer City	City
Wastewater Collection Facilities, including pump station(s)	Developer Individual Property Owner	City
Wastewater Treatment Facilities	City	City
Recycled Water Distribution Facilities	Developer City	City
Storm Drainage (includes all facilities including pipes, pumps, and basins)	Developer Individual Property Owner	City
Dry Utilities (electric, gas, communications)	Utility Companies Developer Individual Property Owner	Utility Companies
Public Parks and Open Space, including trails and public rights-of-way landscaping.	City[1] Developer Individual Property Owner	City or other Public entity
Fire Station and Equipment	Lathrop-Manteca Fire District	Lathrop-Manteca Fire District
Police Station and Equipment	City	City
Levee and related easements	Reclamation District 17	Reclamation District 17

[1] The potential trail along the levee adjacent open space shown on Figure 3.10 will be funded by a capital improvement fee program and constructed by the City.

Interpretation of Specific Plan

Amendments to the Specific Plan, including the Design Guidelines, may be proposed by a developer or property owner or initiated by the City, and shall be processed in accordance with the provisions described in this chapter.

Two of the primary objectives of the Central Lathrop Specific Plan-2 Amendment are:

- to maintain flexibility and the ability of the City and property owners to react quickly to changes in the marketplace, and

- to ensure, to the extent reasonably possible, the ultimate development of the CLSP-2 Amendment at the overall level of intensity of land use assumed in the CLSP-2 Amendment as approved.

The latter objective is intended to ensure the recovery of infrastructure investments made in reliance on such assumed intensities and densities. To achieve these two objectives, the City intends that the CLSP-2 Amendment be interpreted and applied with as much flexibility and creativity as is permissible within the reasonable scope of the language of the CLSP-2 Amendment. Where these two objectives can be achieved through the reasonable interpretation of the CLSP-2 Amendment, rather than through formal amendment, such interpretations is desirable and favorable over amendment. Accordingly, formal amendments shall not be necessary where a specific development proposal is in “substantial conformity” with the CLSP-2 Amendment.

The Community Development Director may determine that a specific development proposal is in substantial conformity with the CLSP-2 Amendment, where, considering all aspects of the proposal, the he/she determines that the proposal will further the objectives and policies of the CLSP-2 Amendment and not obstruct their attainment. Such as proposal need not be in perfect conformity with each and very provision of the CLSP-2 Amendment policy, provided it is consistent with the intent and basic objectives, policies, general land uses, and programs specified in the CLSP-2 Amendment. Where the Community Development Director determines that a particular development proposal is not in substantial conformity with the CLSP-2 Amendment, the land owner making the proposal has the right to appeal that determination to the Planning Commission and, if necessary, to the City Council.

The following general categories of proposals shall necessarily be determined to be in substantial conformity with the CLSP-2 Amendment, being:

- those proposals by which a developer or land owner, in response to changing conditions of development or the availability of new technologies, proposes to modify the initially-approved phasing plan provided by a developer demonstrates, to the satisfaction of the Public Works Director and the Community Development Director, that the infrastructure improvements necessary to adequately serve the developing portion of the site will be provided in a timely manner. Such proposals shall be deemed to be in substantial conformity with the CLSP-2 Amendment.
- those by which a developer or land owner seeks to modify trail alignments, fence locations or types, or similar CLSP-2 Amendment features in common areas such as parks, trails, and other public amenities. Such proposal shall be deemed to be in substantial conformity with the CLSP-2 Amendment unless the proposal is fundamentally inconsistent with the development patterns envisioned in the CLSP-2 Amendment in terms of the general locations of public amenities, trail locations and alignments, and other private land uses.
- those by which a developer or land owner seeks to add new architectural styles or planning concepts to the Design Guidelines. Such proposal might include, but not necessarily be limited to, changes in permitted building materials or detailing, additional design styles, changes to plant palettes, and different entry concepts. Proposal for such new architectural styles or planning concepts shall be accompanied by a written description of the style, a schematic drawing, and an illustration of architectural or planning elements that

typify the proposed style or concept. Such proposal shall be deemed to be in substantial conformity with the CLSP-2 Amendment unless the new architectural style or planning concept is fundamentally inconsistent with the aesthetic vision embodied in the original Design Guidelines.

Specific Plan Consistency and Enforcement

Any violation of the requirements of the CLSP-2 Amendment as adopted by the City Council shall be enforced in the same manner as a violation of the Municipal Code.

Chapter Nine: Financing

Introduction

Development in the CLSP-2 Amendment Plan Area is to be constructed and maintained through a combination of financing mechanisms. This chapter describes a preliminary Financing Plan and identifies various financing options that may be utilized to implement the CLSP-2 Amendment.

Financing Plan

The funding mechanisms for improvements within CLSP-2 Amendment Plan Area may include development impact fees and fee credits, private financing and reimbursements, Mello-Roos community facilities and assessment districts, and other public and private strategies.

Once City staff, the Developer(s), and other public entities agree upon specific improvements and facilities that need to be constructed in the CLSP-2 Amendment Plan Area, appropriate funding mechanisms will be identified for each individual improvement and facility.

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

Principle 1 — New development in the CLSP-2 Plan Area shall be required to pay its own way. There shall be no cost to the City’s existing residents for facilities or services necessary to serve the CLSP-2 Amendment Plan Area. All costs of municipal services related to the CLSP-2, be they on-site or off-site, shall be borne by the individual development.

Principle 2 — The City will consider the establishment of appropriate public financing mechanisms to help finance the initial development and ongoing maintenance of

backbone infrastructure, community facilities, and public services in the CLSP-2 Amendment Plan Area. These mechanisms include but are not limited to:

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

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

Principle 4 — The City shall establish appropriate reimbursement mechanisms in the event that the CLSP-2 Amendment Plan Area is required to pay for oversizing of backbone infrastructure or public facilities beyond its fair share to the benefit of existing or other new development in the City.

Principle 5 — The City shall consider implementing funding and reimbursement mechanisms to help facilitate the fair allocation of backbone infrastructure and public facilities construction costs among the various landowners in the CLSP-2 Amendment Plan Area.

Principle 6 — The City will reasonably assist developers in the CLSP-2 Amendment Plan Area in obtaining public financing for construction of both on- and off- site public improvements.

Principle 7 — The City may help fund public improvements such as the levee adjacent open

space benefiting the entire population of the City. These improvements may be supplemented by including them in the Capital Improvement Fee Program.

Updates of Financing Plan

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

Financing/Fiscal Measures

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

Before the recordation of any tentative tract map within the boundaries of the CLSP-2, appropriate financing mechanisms will be established to ensure adequate funding of capital improvements is available at the time when the improvements need to be constructed. Payment schedules and sources of funds for the repayment of any proposed debt will be identified for each such mechanism.

Ongoing special tax and/or assessment revenues are to be earmarked to fund operations and services in the CLSP-2 Amendment Plan Area. The level of public facilities and services in the CLSP-2 Amendment Plan Area are to be of the same or higher quality as presently being provided elsewhere in the City. Such ongoing operational concerns would include police and fire services, park and road maintenance, and other municipal services generally provided in a city.

The various mechanisms that may be used to implement the development and the operation and maintenance of backbone infrastructure, public

facilities, and community services include, but are not limited to:

Infrastructure Financing Districts

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

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

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

Capital Facilities Fees

A range of Capital Facilities Fees (CFF) has been established in the City of Lathrop. for funding of sewer, drainage, environmental mitigation, transportation, culture and leisure, and municipal service facilities. Some of the backbone infrastructure and public facility improvements that need to be constructed in the CLSP-2 area fall into the CFF category.

Special Taxes

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

Special Assessments

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

Landscape and Lighting Districts

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

operation and maintenance of street rights of ways and other public improvements.

General Obligation Bonds

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

Revenue Bonds

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

Plan Area Development Impact Fees

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

Third Party Assistance

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

Private Developer Financing

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

Financing of Ongoing Operation and Maintenance

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

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

A detailed operation and maintenance budget is to be developed for each public facility and service prior to the recordation of the first tentative tract map in the CLSP-2. The budget will identify the appropriate sources of funds and the agencies responsible for maintenance and operation of the facilities and services.

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

Property Taxes

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

Sales Taxes

Retail establishments in the CLSP-2 Amendment Plan Area generate sales tax revenues for the City. These taxes, of which the City receives a large portion, are to be used by the City to pay for services provided to its new and existing residents.

User Fees

Primarily charged by utility providers, user fees may be charged to pay for the cost of services. For example, the City, through its Public Works Department, will determine and assess a user fee for water and sewer services in the CLSP-2 Amendment Plan Area.

Regional Transportation Fees

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

In addition, the San Joaquin Council Governments, the regional planning agency for San Joaquin County, established a countywide regional transportation impact fee (RTIF). Mitigation Fees

Payment of fees may be required to mitigate the impact(s) that the development of the CLSP-2 has on the environment and existing development.

Special Assessments

Special assessments may be charged to the CLSP-2 Amendment users to pay for operation and maintenance of public infrastructure. Special assessments cannot exceed the cost of providing services and are limited to special benefit properties subject to the assessment received. The most commonly known and widely used special assessment is a Landscape and Lighting District, enabled by the Landscape and Lighting Act of 1972 (Streets and Highways Code Section 22500 et seq.).

Special Taxes

Mello Roos Community Facilities Districts (CFD) also allow for collection of special taxes to fund

operations and maintenance of facilities built or financed with CFD bond proceeds. The operations and maintenance costs funded by the special taxes have to be new costs associated with the new development. The special taxes cannot be used to replace general fund revenues.

Dedications and Exactions

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

Development Agreements

The City and developers in the CLSP-2 may enter into development agreements. These agreements outline responsibilities for financing and construction of backbone infrastructure and public facilities, as well as for funding of ongoing operations and maintenance of the facilities and services in the CLSP-2 Amendment Plan Area. The City may design and build the required infrastructure and public facilities and fund the construction through collection of development impact fees, issuance of bonds, or any other appropriate financing mechanism. If a developer is required to design and build the improvements, fee credits and acquisition agreements with the City or other public agencies may be utilized along with issuance of bonds, private financing, and other funding mechanisms.

Federal and State Grants

The City has in the past received funding for public facilities from other levels of government, including the State and federal government. Historically, these funding sources were more available; however, several sources of grant funding still remain and several new programs have

recently been established. Further investigation of potential funding sources is appropriate. However, since the availability of funding from these sources is unknown, it has not been assumed that these sources would be available for development financing.

An example would be the EIFD for funding 200-year flood control improvements for the Fix in Place Project.

Reimbursement Agreements

Each benefiting property in the CLSP-2 Amendment Plan Area is required to pay its fair share of the backbone infrastructure and public facilities construction, maintenance, and land acquisition costs. To the extent a developer or landowner may be required to dedicate land for public purpose; fund the acquisition, construction, or operation and maintenance, or otherwise contribute to the provision of public facilities and/or services (including the oversizing of such facilities); finance the preparation of this Specific Plan amendment and the processing of the related entitlements including annexation; or incur costs related to the legal defense of such entitlements in excess of his or her fair share to the benefit of other properties, a reimbursement mechanism shall be executed to ensure a fair-share cost allocation among all properties. The reimbursement mechanism can be in the form of a benefit or another type of a financing district, a private or public reimbursement agreement, and/or any other appropriate arrangement that can guarantee a fair allocation of costs.

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