

Mossdale Landing East

A Community Designed for the City of Lathrop by

Western Pacific Housing *and*
Watt /McKee LLC

Urban Design Concept



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EXECUTIVE SUMMARY

This document constitutes the Urban Design Concept application for Mossdale Landing East by Western Pacific Housing and Watt/ McKee LLC. This document discusses the process of creating an image and development plan for the project, establishes development and design standards for ensuring a quality project, determines infrastructure demands and how to provide for these needs, and sets forth implementing this project including phasing, financing, and processing.

Mossdale Landing East is a mixed-use master planned community consisting of approximately 526 dwellings units, approximately 494,446 square feet of highway commercial, village commercial and service commercial uses, parks, and open space. Comprised of five parcels, the total site area is approximately 150 acres. The northern three parcels, hereafter referred to as Unit 1, are a part of the McKee property. The southern two parcels, hereafter referred to as Unit 2, are a part of the Nevin/ Lathrop Associates property. The proposed project is based closely upon the Mossdale Village plan and the policies presented in the West Lathrop Specific Plan (WLSP).

The Mossdale Landing East project will utilize and expand upon the history and imagery surrounding the City of Lathrop. The planning and design of this project will feature elements established in traditional Central Valley communities including a network of interconnected streets, parkways with canopy street trees, windrows and orchards, varied architectural styles, an emphasis upon pedestrian scale and access, and a mix of land uses.

Development and design standards have been incorporated into this document to create a framework and reinforce the structure, character and quality desired for this community. These guidelines address building parcels, architecture, and landscape architecture.

A phasing and construction program has been designed to provide for development in a logical manner. All necessary roadways, site grading, and utility backbone improvements and easements will occur in a timely manner with each development subphase as required by the demands generated by each phase, in addition to providing requisite public services, parks and facilities.

Numerous financing mechanisms may be required to facilitate and implement the development and operation of major infrastructure items and essential community facilities. The project shall be responsible for financing all capital improvements triggered by this project, and providing a mechanism for the funding of their future municipal operations and maintenance.

The Mossdale Landing East Urban Design Concept emphasizes the creation of a livable, pedestrian-oriented community that will provide identity, opportunities and variety. It is anticipated that the high level of design provided by this document will be a benchmark for future development.

INTRODUCTION

Mossdale Landing East by Western Pacific Housing and Watt/ McKee LLC is a mixed-use master planned community. This project is part of the Mossdale Village area encompassed by the approved West Lathrop Specific Plan and EIR, which envisioned a total build-out of 3,200 residential dwelling units organized around a pedestrian oriented village center.

The Mossdale Village area is within Lathrop city limits and is bordered on the west by the San Joaquin River from which expansive long range views are possible from the levee tops. Just beyond the river is the Stewart Tract, which makes up the remainder of the West Lathrop Specific Plan area. To the east is Interstate 5 (I-5) with a direct connection to the site via the Johnson Ferry Road (future River Islands Parkway) interchange. To the south and north are agricultural lands with farmsteads and various outbuildings. The plan area is readily accessible by regional freeways, rail lines, and navigable waterways.

The City of Lathrop adopted the West Lathrop Specific Plan in 1995 with the intention of integrating development west of I-5 with the rest of the City. The Specific Plan was originally envisioned in the City's General Plan that was adopted in 1991, when it was recognized that without an organized master plan, the Mossdale area might not integrate well into the existing Lathrop community. The master planned community of Mossdale Landing was approved on January 27, 2003 and surrounds the proposed project on all sides of Unit 1 and the north side of Unit 2. This project encompassed roughly 480 acres, and gained the approval of approximately 1700 units and 650,000 square feet of commercial uses. This project, which has essentially become one of infill, will further solidify the long range goals of the West Lathrop Specific Plan.

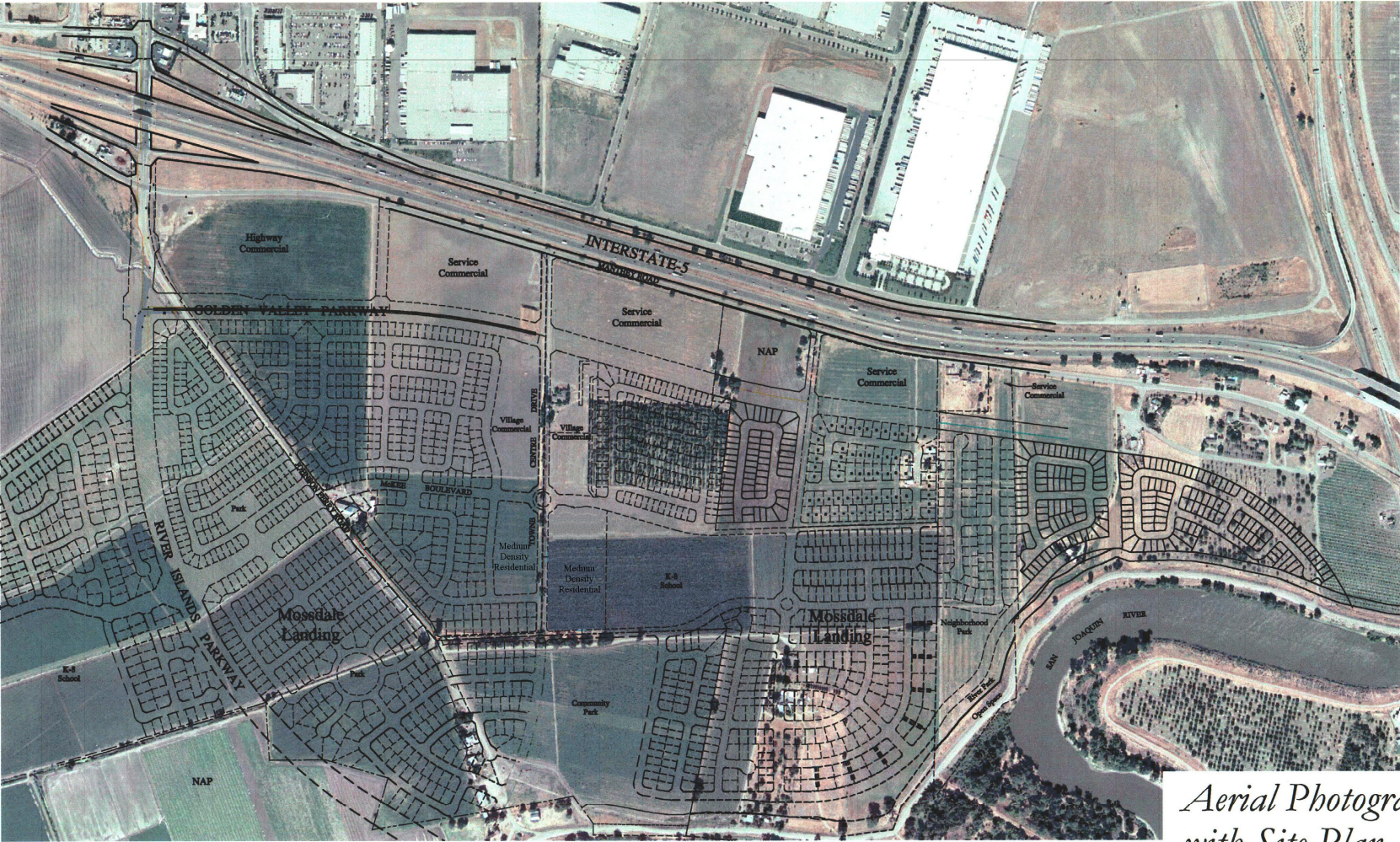
URBAN DESIGN CONCEPT

The Mossdale Landing East Urban Design Concept emphasizes the creation of a livable, pedestrian-oriented community that provides identity and variety. It is anticipated that the high level of design and development standards and guidelines provided by this document will be a benchmark for future development.

An Urban Design Concept (UDC) is required to be adopted by the Planning Commission by resolution prior to the establishment of any planned development and the issuance of any subsequent development or building permits as specified by the West Lathrop Specific Plan. The Urban Design Concept will provide the City, developers, and builders a framework for identifying and enforcing permitted land uses; architecture, landscape, and site planning standards; infrastructure improvements; and implementation of the project.

The UDC forms the basis from which the Tentative Map, Neighborhood Design Review, and other entitlements required of the project must adhere to and build upon. Per the West Lathrop Specific Plan, the Planning Commission must make the following findings to approve an Urban Design Concept:

- The UDC is consistent with the Lathrop General Plan, the West Lathrop Specific Plan, and applicable sections of the Lathrop Zoning Code;
- The UDC does not set forth any land uses or necessarily result in subsequent development that would cause a detrimental effect to the public health, safety, or welfare.
- The UDC includes a larger design for any PUD District, part of which is covered by the UDC. Such design for the entire PUD District is to be consistent with the West Lathrop Specific Plan;
- The UDC meets all of the standards set forth in the applicable zoning classifications(s) found in Chapter V: Community Design;
- The infrastructure improvements set forth in the UDC meet the explicit performance standards for the infrastructure improvements as described in Section VI.B.6.a (iii) of the Specific Plan. In addition, such improvements are compatible with approved UDCs and future development under the Specific Plan, and where appropriate, provide excess capacity to serve future buildout of the Mossdale Village.



*Aerial Photograph
with Site Plan
Figure 1*

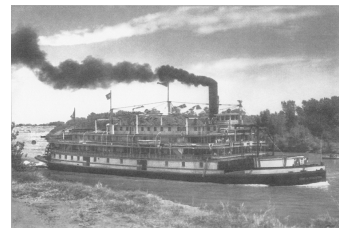
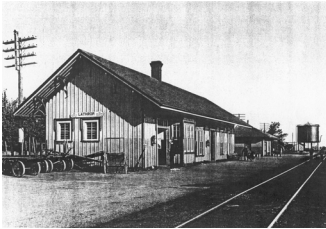
Figure 1: Aerial Photograph with Mossdale Landing East Site Plan

HISTORICAL CONTEXT AND PRECEDENCE

Mossdale Landing East lies just east of the San Joaquin River. The area derives its name from William S. Moss, an Ohio steamboat captain who in the 1800's owned most of the area currently identified as Mossdale Village in the West Lathrop Specific Plan.

The area is rich in California history. In mid-September 1846, *The Comet* sailed from San Francisco with twenty Mormon pioneers, outfitted with two year's provisions and tools to found the New Hope Agricultural Project on the Stanislaus River. Also in the general vicinity of Mossdale Landing was the site of the first ferry crossing of the San Joaquin River, which became even more significant during the ensuing gold rush.

This part of the Northern San Joaquin Valley became a major agricultural center and transportation hub largely due to Leland Stanford. In 1871, Stanford placed his railroad depot near present day Mossdale Landing in a settlement called Wilson's Station. Stanford then renamed the settlement Lathrop, in honor of his wife, Jane Lathrop Stanford. The construction of the nearby San Joaquin River Bridge was completed as the last link of transcontinental railroad, with the first train crossing in September 1869.



PROJECT THEME

The Mossdale Landing East project will utilize and expand upon the history and imagery surrounding the City of Lathrop. The planning and design of this project will blend seamlessly with the approved Mossdale Landing project and feature elements established in traditional Central Valley communities including a network of interconnected streets, roundabouts, parkways with canopy street trees, windrows and orchards, varied architectural styles, an emphasis upon pedestrian scale and access, and a mix of land uses.

THE DEVELOPMENT PLAN

Lathrop's Mossdale Landing East is based upon the Mossdale Village plan and policies presented in the West Lathrop Specific Plan (WLSP) and the Mossdale Landing project. It is consistent with the City of Lathrop's General Plan. The proposed plan provides the approximate acreages of the following land uses- 23 acres of Low Density Residential, 32 acres of Medium Density Residential, 3 acres of High-Density Residential, 28 acres of Highway Commercial, 13 acres of Service Commercial, and 7 acres of Village Commercial. Public designated uses include 4 acres of neighborhood park and 5 acres of levee and other open space.

Mossdale Landing East will be a diverse and livable community. The project has been designed to reflect and build upon the heritage and visual character of the area. Neighborhoods have been created to provide a wide mix of housing opportunities in various

lot sizes and architectural styles. Easily accessible park and open space acreage affords a number of recreational amenities to community residents and guests. These areas of greenery and trees will reinforce the community character and identity. Village, highway, and service commercial areas will provide a mix of office, retail, and service uses in close proximity to residential uses. The convenient locations of these uses will reduce vehicular traffic by encouraging walking and bicycling. The community will be pedestrian oriented, with a connectivity of sidewalks and trails designed throughout. Pedestrian connections and pathways are provided to separate pedestrians from vehicular traffic. Streetscape elements such as lighting standards and street trees have been selected to establish human scale and enhance the community theme.

Mossdale Landing East is unique in that it follows neo-traditional planning principles for smart growth, promotes greater community interaction and access, provides opportunities for a wide range of housing options, supplies a catalyst for commercial development, presents local and regional bicycle and pedestrian trails, and provides street trees and separated sidewalks on all streets. The following sections provide greater details about Mossdale Landing East.

RESIDENTIAL-MV

A wide variety of housing types will be provided in Mossdale Landing East. Neighborhoods range from 2,200 square foot lots at approximately 10.3 dwelling units per acre to 6,000 square foot lots at approximately 6.5 units per acre. Higher density residential uses, up to 20 units per acre, are permitted within the village center. Residential neighborhoods in Mossdale Landing East are consistent with the West Lathrop Specific plan as they increase in density closer to the future village center mixed use area.

Two separate low density neighborhoods are proposed within Mossdale Landing East. Both of these feature 6,000 square foot lots and are consistent in both size and configuration with

the Mossdale Village portion of the WLSP. These two neighborhoods will consist of single family detached housing units.

Medium density residential areas are permitted to be developed at 8 to 14 units per acre. The WLSP notes that although medium density residential uses are conceived as a multiple family district, the dwelling units may be single family detached homes on small lots. This flexibility permits a wide range of housing products to be constructed in the medium density category, while following current housing trends for detached homes on small lots. This UDC anticipates detached single family homes on 2,200 square foot lots in the medium density area.

As part of the village commercial designation and consistent with the approved Mossdale Landing UDC, it is proposed that high density residential uses be permitted. Densities would range between 15 and 20 units to the acre. Residential possibilities include apartments, condominiums, senior housing, and live/work combinations.

The master developer may make minor modifications to the overall land use plan without going through a formal review process if the overall densities and land uses for Mossdale Landing East do not change. Due to market conditions, it may be necessary to modify lot sizes within a specific planning area so long as the densities remain within the range allowed for that particular land use. Slight overall density decreases are allowed, so long as the minimum density is met. The master developer shall provide formal notification, in writing with accompanying maps, to the City of Lathrop's Community Development Director detailing what modification(s) would be required from the current plan.

VILLAGE COMMERCIAL-MV

Village Commercial-MV uses are located along the pedestrian oriented Towne Centre Drive in the central portion of the project. The southern half of Towne Centre Drive is a part of the Mossdale Landing project, while the north half is being constructed as a part of Mossdale Landing East. Great effort has been made to insure consistency on both sides of Towne Centre Drive and create an atmosphere reminiscent of "main streets" of the past.

This area is envisioned as a mixed use activity area where residents and visitors can shop, eat, work and live. The village center is anticipated to become an identifiable and active place as a community center. It is intended to establish a pedestrian oriented environment with wide sidewalks, articulated and well designed buildings, street trees, special paving, and street furniture woven into a more urban setting.

SERVICE COMMERCIAL-MV

Service Commercial-MV designated uses are proposed between Manthey Road and Golden Valley Parkway. The General Plan and West Lathrop Specific Plan permit proposals for the classification of retail activity in Mossdale Village to be flexible and innovative in the

selection, design and development of commercial uses. This will permit the ability to respond to market demand and trends while providing a creative project. Permitted and

conditional land uses have been designed to provide for a vibrant mix of services, retail, and office uses that relate to the Main Street district.

HIGHWAY COMMERCIAL-MV

Highway Commercial-MV designated uses are proposed between I-5 and Golden Valley parkway directly south of the interchange between I-5 and River Islands Boulevard. Uses within the highway commercial area will cater to travelers along I-5 in addition to local Lathrop residents. The General Plan encourages innovation and flexibility in the design, selection and promotion of development in this area in order to respond to market demand. Permitted and conditional uses have been chosen to provide a rich variety of amenities, while at the same time complementing the surrounding service and village commercial uses.

PUBLIC-MV

Public designated lands include parks and open space. The West Lathrop Specific Plan has established a hierarchical network of parks equally dispersed throughout the entire Mossdale Village area. The parks in Mossdale Landing and Mossdale Landing East are centrally located within the Mossdale Village community and are specifically designed to be easily accessible to the surrounding neighborhoods. It is anticipated that these parks will become focal points in the community. These parks will be connected by a network of trails, sidewalks, and bike lanes. The provision of these various parks and open spaces will create a greater expanse of greenery in the community, allow for a wide range of activity levels and amenities, enhance the image of the community, and improve the quality of life for residents of Mossdale Landing East and the city of Lathrop.

The West Lathrop Specific Plan does not specify the placement of a park in Unit 1, but does identify one neighborhood park in Unit 2. The design of Mossdale Landing East is consistent with the West Lathrop Specific Plan and will provide approximately 4 acres of neighborhood park and 2 acres of river park. Both are located in Unit 2 adjacent to the San Joaquin River. The river park will link with approved future segments of a regional open space corridor. In addition, Mossdale Landing East intends to contribute to the funding of parks on other properties by paying in-lieu fees.

A 20.2 acre community park site has been approved through the Mossdale Landing UDC and is located southwest of the Towne Centre Drive/ Golden Spike Trail intersection. This park is central to the Mossdale Village area and is intended to be easily accessed by the community and surrounding environs, while relating to the open space corridor along the river. Mossdale Landing East residents will benefit directly from the close proximity to this community park and its numerous amenities.

Additionally, there are approximately 3.6 acres of open space provided by Mossdale Landing East. This includes areas associated with the levee, such as slope banks, the ridge, and a buffer intended to transition between the levee and the adjacent river park.



Figure 2
Mossdale Landing East
Unit 1 Illustrative

Figure 2: Mossdale Landing East Unit 1 Illustrative

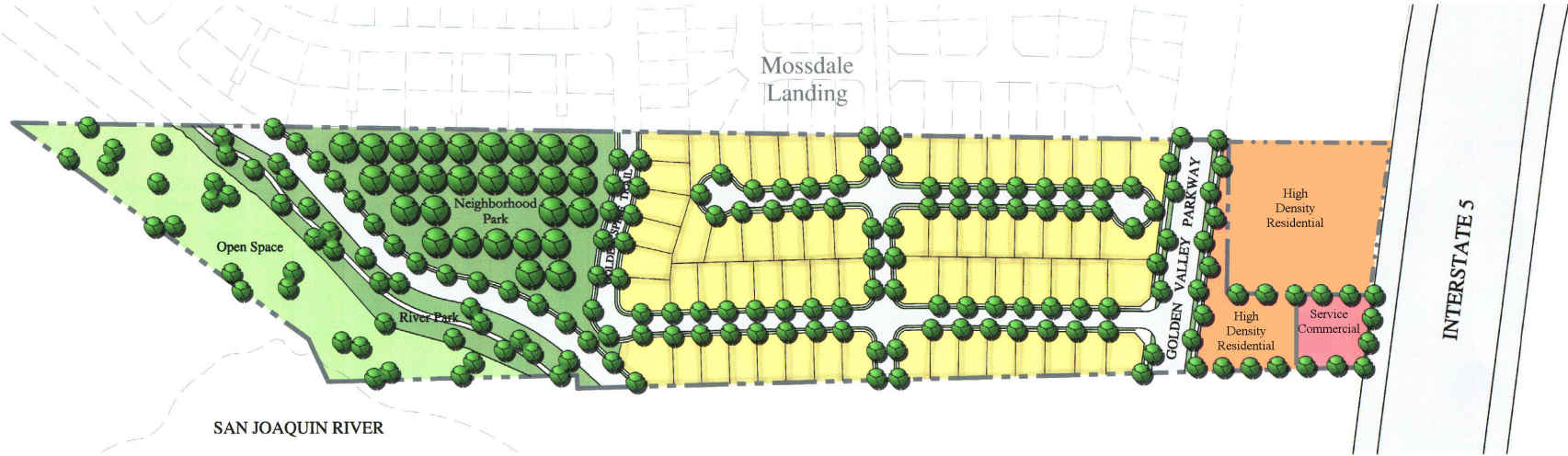


Figure 3
Mossdale Landing East
Unit 2 Illustrative

Figure 3: Mossdale Landing East Unit 2 Illustrative

MOSSDALE LANDING EAST DEVELOPMENT SUMMARY

As discussed above, Mossdale Landing East will be a mixed-use community that incorporates amenities such as parks and open space to enrich both the project and the quality of life for its residents and visitors. Below are land use summaries illustrating the land uses, acres, average density, and units as designated by the West Lathrop Specific Plan and that of the proposed Project.

West Lathrop Specific Plan Land Use Summary

<i>Land Use</i>	<i>Acres</i>	<i>Avg. Density</i>	<i>Dwelling Units/Footage</i>
Low Density Residential (RL-MV)	27.3	5.5	150 du
Medium Density Residential (RM-MV)	32.9	10.0	329 du
Village Commercial (CV-MV)	12.5	0.25 FAR	136,125 sf
Service Commercial (CS-MV)	36.8	0.25 FAR	400,752 sf
Highway Commercial (CH-MV)	20.0	0.25 FAR	217,800 sf
Public (P-MV)	5.1	NA	NA
Major Roadways	15.6	NA	NA
TOTAL	150.2	NA	479 du 754,677 sf

Mossdale Landing East Land Use Summary

<i>Land Use</i>	<i>Acres</i>	<i>Avg. Density</i>	<i>Dwelling Units/Footage</i>
Low Density Residential (RL-MV)	30.7	4.9	151 du
Medium Density Residential (RM-MV)	43.4	6.8	293 du
High Density Residential (RH-MV)	3.3	25.0	82 du
Village Commercial (CV-MV)	7.3	0.45 FAR	127,413 sf
Service Commercial (CS-MV)	13.2	0.25 FAR	143,639 sf
Highway Commercial (CH-MV)	27.5	0.25 FAR	295,670sf
Public (P-MV)	9.4	NA	NA
Major Roadways	17.2	NA	NA
TOTAL	152.7	NA	526 du 566,722 sf

Although a few differences between the land use acreage designations of the Specific Plan and those proposed by the Mossdale Landing East UDC exist, the proposed plan meets the intent of the West Lathrop Specific Plan. Single Family Residential acreage and numbers of dwelling units are basically the same in the proposed plan when compared to the Specific Plan. Medium Density Residential uses are consistent with the General and Specific Plans, with a slight acreage difference due to the realignment of major streets and intersections. Proposed Single Family, Medium Density Residential, and High Density Residential units are within their appropriate density ranges as required by the West Lathrop Specific Plan. Public uses in the proposed plan have increased over the Specific Plan due to the inclusion of additional parks and open space. The Village Commercial acreage is generally the same between the two plans, with the decrease also resulting from the minor realignment of some major streets. The acreages and square footage of Service Commercial and Highway Commercial designated lands have changed in response to market demands and in order to conform to the realignment of Golden Valley Parkway. Finally, major streets have changed slightly due to engineering design criteria for those roadways.

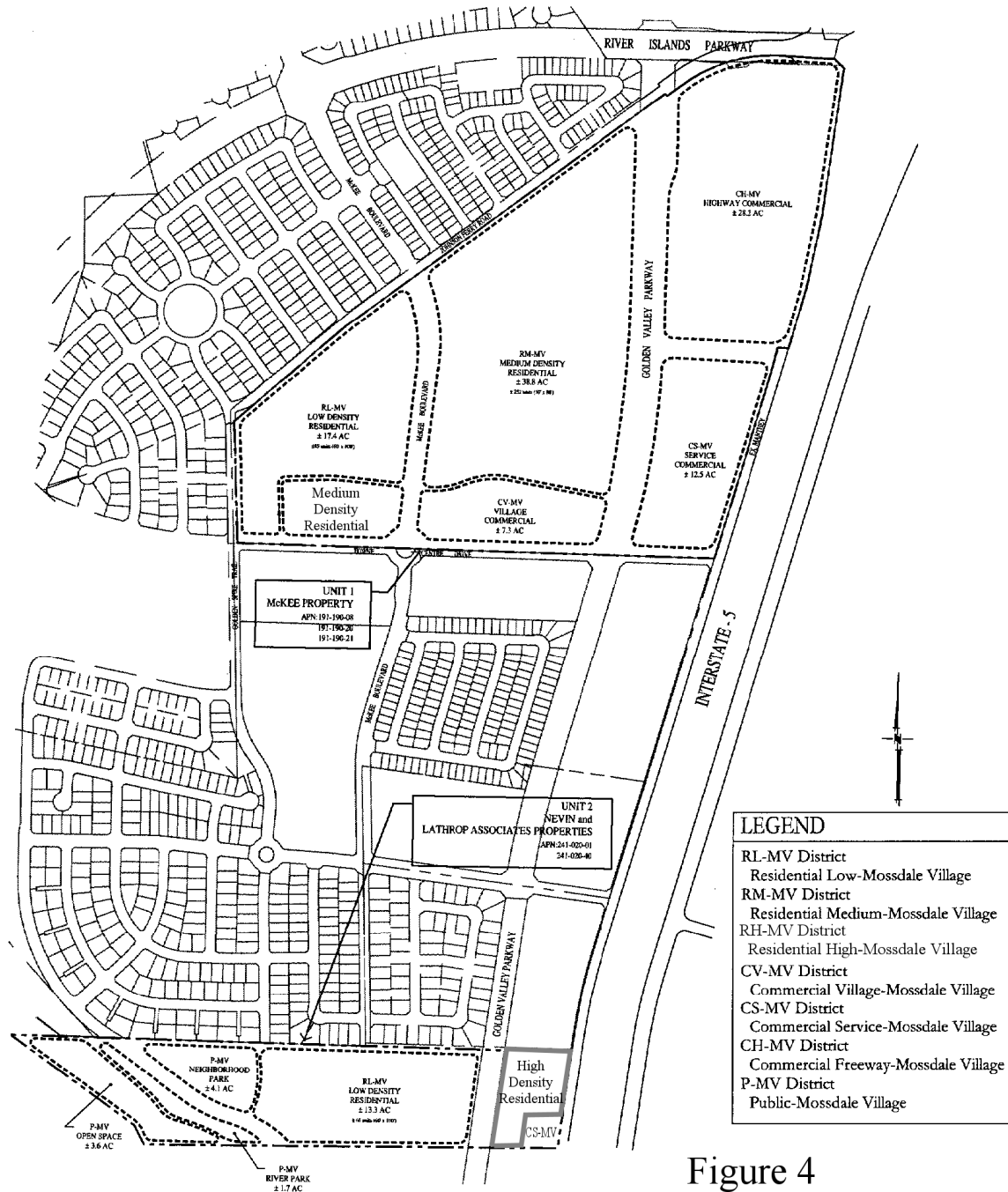


Figure 4
*Mossdale Landing East
 Land Use Designations*

Figure 4: Mossdale Landing East Land Use Designations

The following table illustrates Mossdale Landing East’s proposed development by land use designation, net acreage, lot size, quantity of units or square footage, and net density.

<i>Land Use Designation</i>	<i>*Net Acres</i>	<i>Units/Square Feet</i>	<i>Net Density</i>
Residential-MV			
<i>2200 minimum square foot lots</i>			
Neighborhood 4	4.0 acres	41 du	10.3 du/ac
<i>4,000 minimum square foot lots</i>			
Neighborhood 1	27.6 acres	252 du	9.1 du/ac
<i>Total Medium Density Residential</i>	31.6 acres	293 du	9.3 du/ac
<i>6,000 minimum square foot lots</i>			
Neighborhood 2	13.2 acres	85 du	6.4 du/ac
Neighborhood 3	10.1 acres	66 du	6.5 du/ac
<i>Total Low Density Residential</i>	23.3 acres	151 du	6.5 du/ac
<i>High Density Residential</i>	3.3 acres	82 du	25.0 du/ac
Total Residential-MV	58.2 acres	526 du	NA
Commercial-MV			
Village Commercial-MV	6.5 acres	127,413 sf	0.45 FAR
Service Commercial-MV	13.2 acres	143,639 sf	0.25 FAR
Highway Commercial-MV	27.5 acres	295,670 sf	0.25 FAR
Total Commercial-MV	47.2 acres	566,722 sf	.25 FAR
Public-MV			
Parks and Open Space			
Neighborhood Park	4.1 acres		
River Park	1.7 acres		
Open Space (Levee)	3.6 acres		
Total Public-MV	9.4 acres		
Other			
All Streets	37.9 acres		
TOTAL	152.7 acres	526du 566,722 sf	

* Excludes all streets.

CIRCULATION

Street System

A hierarchy of arterial, collector, and residential streets are proposed to provide access to and through the community. Arterial streets are typically regional in nature and direct traffic through the project. Collectors provide a transition from the higher speed arterials to tranquil residential streets. Residential streets are pedestrian oriented, with slow speeds and a neighborhood character and scale. Unit 1 of Mossdale Landing East will be accessed primarily via McKee Boulevard from River Islands Parkway with secondary access coming from Towne Centre Drive. Portions of both streets will be constructed by the Mossdale Landing project. The highway and service commercial portions will be accessed primarily from Golden Valley Parkway with secondary access available from River Islands Parkway and Manthey Road. Unit 2 of Mossdale Landing East will initially have primary access from the construction of McKee Boulevard and secondary access from Golden Spike Trail. In the ultimate condition, primary access to the south site will come from Golden Valley Parkway. Current access is provided to both north and south sites from Manthey Road. For intersection spacing purposes, approximately 1500 feet of Manthey Road will be abandoned south of River Islands Parkway. Manthey Road will then be rerouted to connect to Golden Valley Parkway between the service commercial and highway commercial uses. Street cross sections and an exhibit illustrating the hierarchy of street classifications for Mossdale Landing East are located in the Landscape Architecture section of this document.

It is important that neighborhood residential streets be pedestrian oriented and not dominated by the automobile. Where possible, neighborhood street widths have been reduced to slow vehicular traffic and improve pedestrian and bicyclist movement while still allowing parking. In most cases, the street width removed from the paved street section has been added to the parkways. This adjustment increases the width of the greenways along the street, separating the pedestrian further from the street and increasing the planted areas within the neighborhoods. Major residential street widths are 36' feet curb to curb, while minor residential and medium density street widths are 32' feet curb to curb.

Due to the traditional form of this project, it is anticipated and understood that the City's standard street and utility design details and specifications will need to be modified to create a different and interesting type of community from those typically developed. Safety concerns will still be taken into account in roadway design modifications. For example, the Fire District has approved cul de sacs widths of 45' radius to face of curb and 50' to right of way line. This reduction will help further the pedestrian scale and character of the community. Refer to the street sections in the Landscape Standards and the Appendix for greater detail.

Another method to increase pedestrian-oriented development is the use of lanes, courtyard drives, or alleys. These elements may be used in the development to provide access to units. These will be designed at 20' widths.

Portions of Golden Valley Parkway and McKee Boulevard will be constructed in the beginning phases as required by the surrounding development. Secondary, or emergency,

access to the project will be provided from Towne Centre Drive, existing Manthey Road or other streets constructed by the Mossdale Landing project, depending upon phasing requirements.

Pedestrian and Bicycle Systems

Sidewalks within Mossdale Landing East, with the exception of those on Towne Centre Drive, will always be separated from the street by landscaped parkways. This sidewalk arrangement improves the pedestrian experience. With the exception of Manthey Road, all streets will have either a sidewalk or a multi-use trail on both sides of the right of way. .

Mossdale Landing East will construct a network of paths and trails which will connect to those established by the approved Mossdale Landing project. Connecting into this system will support and enhance the needs of pedestrians and bicyclists by participating in the implementation of a regional trail facility. Eventually, these multi-use trails will connect to future City and regional trails to provide a greater benefit to the City and its residents and visitors.

Bike lanes are proposed to occur along the major streets. Additionally, a dual use sidewalk and bike path will occur along certain collector and arterial streets where the desire is to narrow down street widths and provide greater security for bicyclists.

DEVELOPMENT STANDARDS

Mossdale Landing East is comprised of four separate development designations: Highway Commercial-MV, Service Commercial-MV, Village Commercial-MV, and Residential-MV. Each land use has its own distinct requirements and simultaneously depends upon and influences the others. Consequently, standards need to be developed which serve to unify the project and successfully blend it with the adjoining Mossdale Landing project and the City of Lathrop.

The following development and design standards utilize a combination of conceptual diagrams, bullet descriptions, and detailed tables in order to convey the intent of the development. These standards are not meant to convey a specific recipe for design. Rather, the designer and builder are encouraged to build upon these ideas in order to make this a successful project for all involved.

HIGHWAY COMMERCIAL-MV STANDARDS

Highway Commercial-MV designated uses are proposed between I-5 and Golden Valley Parkway directly south of the interchange between I-5 and River Islands Parkway. Uses within the highway commercial area will cater to travelers along I-5 in addition to local Lathrop residents. The highway commercial district is intended for establishments engaged in local and regional retail, service, and office functions. These businesses require easy arterial access, good visibility, and adequate parking.

The highway commercial designated parcel of Mossdale Landing East is part of a larger commercial district in the Mossdale Village area of the West Lathrop Specific Plan. As such, the architectural character of the commercial development shall be consistent with the design standards established for other areas of Mossdale Village.

These commercial areas will provide efficient circulation, utilize storefront and “public space” design, and establish connections to other adjacent commercial and residential areas. The proposed uses in the highway commercial district shall provide an architecturally consistent theme along Golden Valley Parkway and the surrounding land uses, particularly the Village Center.

The General Plan permits the flexibility and innovation in the selection, promotion, design and development of highway commercial areas within the Mossdale Village area. Additionally, the West Lathrop Specific Plan states that due to the unique nature of the Mossdale Village area, some of the zoning districts designated within it, along with their regulations and policies, must differ from the city’s existing zoning ordinance. As a result, the city’s zoning code will be enhanced by the establishment of the Mossdale Village combining zone, designated as “MV”. The MV designation will differentiate between regulations that pertain solely to Mossdale Village and those that affect the remainder of the City.

The following is a conceptual design for the Highway Commercial parcel.



HIGHWAY COMMERCIAL GENERAL DEVELOPMENT STANDARDS

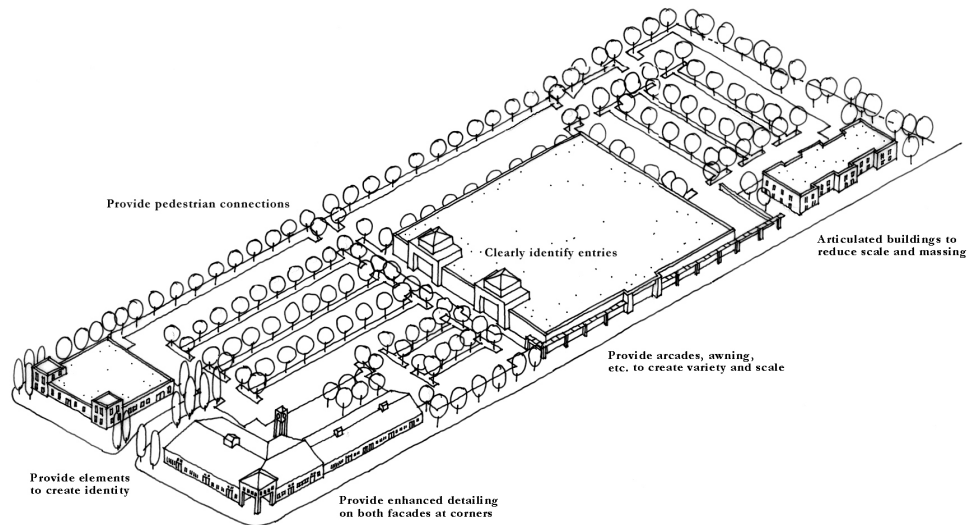
Site Planning

- As noted in the West Lathrop Specific Plan, River Islands Parkway is the major point of entry into Mossdale Village and Stewart Tract. In order to address this entry, landscaping and architecture along the northern edge of the highway commercial parcel and the intersection of River Islands Parkway and Golden Valley parkway shall establish it as a major gateway.
- Buildings shall be located along and address Golden Valley Parkway and the access streets.
- The entries to the project shall be framed by tenant buildings or uses.
- The site plan shall be well organized and easily navigable, with a clear and well organized circulation network and parking arrangement. Where possible, parking drives shall be directed towards the major uses on site.
- The majority of parking should be located between buildings, or away from Golden Valley Parkway frontage. In areas where parking is adjacent to Golden Valley Parkway, more intensive landscaping shall be used to screen views of cars.
- Parking areas and vehicular access between Golden Valley Parkway and buildings shall be limited.
- Service areas and loading docks shall be located away from streets and major pedestrian areas, and screened from view with walls and/or landscaping.

- Buildings shall be dispersed throughout the site so as to avoid an uninterrupted expanse of parking.
- Signalized intersections are anticipated along Golden Valley Parkway at River Islands Parkway, and at the new Manthey Road connection. The northern portion of Manthey Road is anticipated to be abandoned in conjunction with the construction of the new Manthey Road connection to Golden Valley Parkway. It is also anticipated that the Public Works Department will require signalization at the northern entry to the Highway Commercial parcel from River Islands Parkway.
- All storm system design shall conform to the City of Lathrop's National Pollutant Discharge Elimination System (NPDES) permit requirements.

Building Massing

- Tower elements shall be incorporated in order to help define the relationship between the buildings and Golden Valley Parkway, provide project identity, and express architectural creativity. Tower elements are not allowed as signage for individual tenants.
- The larger mass and floor plates of anchor stores shall be fronted and/or sided with smaller scale commercial spaces.
- To reduce the perceived scale and massing of larger buildings, walls shall be broken up by changes in plane and height, and with the use of articulation including recesses and shadow lines.
- Building facades shall be diverse and adequately glazed for visual access to interiors. Various elements including, but not limited to, facade offsets, arcades or trellises, and landscaping shall be used to establish a varied streetscape and building elevation. This is especially true along pedestrian and vehicular routes.
- A variety of individual and grouped buildings and single and mixed use buildings shall be permitted.



Architecture

- The design and architectural styles of the Highway Commercial district should relate to the traditional nature of an historical central valley community.
- The architectural expression of the individual buildings shall be part of a unified design theme unique to the commercial center. “Corporate identity architecture” shall be sympathetic to this goal.
- Front facades shall provide a sense of variety and interest. This can be created by differing design styles, unique door and window treatments, the provision of near continuous glass store front displays, frequent entries, and articulation to make buildings or shops appear as individual and unique storefronts.
- Buildings located at street intersections or project entries shall have at least two front facades visibly exposed to the street. Taller building heights are encouraged at these locations so as to emphasize their gateway entry locations. Vertical architectural elements such as corner towers and added embellishments such as plazas can also be utilized in attaining this emphasis.
- Freestanding buildings on individual parcels will be visible as four-sided architecture and should have a consistent level of articulation on all facades. Front entries on these freestanding buildings should be located so that they face a public street. Where possible, secondary entries should be provided on side or rear facades for access to businesses and parking.
- Materials, apparent floor heights, and roof and parapet designs of the buildings shall be varied.
- Entries shall be clearly identifiable. An emphasis shall be placed upon building articulation, the use of awnings, or other elements that will call attention to the building entrance.
- Exterior lighting fixtures attached to the building shall be compatible with the style, materials, colors and details of the building. Lighting used on the exterior of buildings and signs, and the light quality produced, shall be appropriate and compatible. Shielding devices shall be utilized to prevent overflow of lights or signage if it impacts residential development.
- Awnings or similar structures of various sizes, shapes and colors for shade shall be provided.

Materials and Colors

- Although a variety of materials and colors shall be represented, the overall development project shall be harmonious and unified.
- Materials shall be of a more permanent nature. Vinyl siding, T111 plywood, and thin brick are prohibited. Glass curtain walls are permitted only in a limited or partial application per building.
- Acceptable facade materials include:
 - Stucco or plaster
 - Wood siding/composite materials (such as Hardy Plank)

Brick, stone, pre-cast concrete, split-face masonry block
Non-reflective and clear/lightly colored window glazing
Tile - as a secondary material
Glass block - as a secondary material

- Acceptable roof materials include:
 - High quality composition roof (comparable to 30 year minimum grades). Subject to architectural review.
 - Concrete tiles (all shapes)
 - Standing seam / corrugated metal (appropriate to style)
 - Built-up asphalt (flat roofs only). Parapet required.

Mechanical Equipment and Utilities

- All mechanical equipment, including air conditioners, gas regulators, telephone/cable TV pedestals, etc. shall be located in visually unobtrusive locations, screened from view from surrounding areas and baffled for noise attenuation where necessary. Roof top equipment must be hidden in mechanical wells or screened by mechanical enclosures. Satellite dishes and solar panels shall be integrated as best as possible, but should be located in visually unobtrusive locations and screened from views from Golden Valley Parkway, Interstate 5, and River Islands Parkway.
- Trash enclosures shall be located either in buildings, within or adjacent to the parking lot, or behind buildings. These facilities shall not be placed near major pedestrian traffic or gathering areas. They shall be enclosed with structures such as walls, fences, and trellis' that will blend with the architectural styles, materials, and colors of the adjacent buildings.
- Transformers and other above ground utility structures shall be located either in buildings, within or adjacent to the parking lot, where feasible, or behind buildings. The preferred option would be to locate transformers within self-contained utility rooms, within a building, or at the periphery of parking lots. A second option would be to locate them within landscape islands within parking lots. They shall be screened with plantings and/ or structures such as walls, fences, and trellises that will architecturally blend with styles of the adjacent buildings.
- Where possible, traffic signal light bases, light controller boxes, and other above ground utilities shall be located at the periphery of all intersections. Utilities should be consolidated at locations which are generally inconspicuous to pedestrian views and access.
- All utilities noted above will need to be coordinated with the street tree and street light locations. Street trees and light fixtures shall take precedence over other utility locations, as feasible. Tree and lighting plans shall be completed in conjunction with joint trench and utility placement plans to ensure the best spacing and location for street trees and lights.

Access and Parking

- Direct access is not permitted to individual parcels and sites from Golden Valley Parkway or River Islands Parkway. Access can be provided by Manthey Road, an

internal street system, or connector streets/entry drives perpendicular to Golden Valley Parkway and River Islands Parkway.

- Pedestrian connections through the parking lots to the commercial buildings and public streets shall be integrated into the design, clearly and conveniently located, and incorporated with landscaping, circulation design, and building siting.
- Project interior sidewalks shall be at least 6 feet wide where pedestrian traffic is most likely.
- Shared parking standards shall be incorporated and implemented as part of the project design and approvals.
- Parking areas must be landscaped and shaded with one tree for every 6 parking spaces. Trees clustered inside parking areas can be applied toward this requirement. Landscaped areas with street trees shall be incorporated along all streets and edges of the project.
- Parking lots shall incorporate a continuous hedge along street frontages.
- Streets and parking lots shall provide adequate lighting for safety.
- Parking lot light standard styles shall complement the adjacent architecture and be consistent throughout a project.
- Parking lot light standards shall be no higher than necessary to provide adequate illumination for safety purposes.

HIGHWAY COMMERCIAL-MV DEVELOPMENT STANDARDS

Minimum Parcel Area:	2,500 square feet
Minimum Width of Parcel:	NA
Minimum Depth of Parcel:	NA
Minimum Setback From Property Line:	10 feet - when contiguous to a public street 0 feet - when contiguous to interior lot line
Off-street Parking:	Office and non-anchor retail uses: 1 space/400 square feet of useable space. Anchor retail uses: 1 space/300 square feet of useable space. Restaurant uses: 5 spaces/1,000 square feet of useable space. Motel/Hotel uses: 1 space/room, 1 space/300 square feet of non-hotel office or retail, 1 space/200 square feet of eating/dining establishment, and 1 space/employee at the maximum working shift.
Minimum Distance between Buildings	0 feet if attached or 10 feet if detached
Maximum Building Height [1]	55 feet for general commercial uses 75 feet for office uses
Lot Coverage [2]	20 - 30%
Maximum FAR	0.20 - 0.30

[1] Height does not include equipment, penthouse, elevator, etc. Appurtenance may be approved by staff review.

[2] Lot coverage is defined as the area of a lot or parcel covered by buildings and other structures with a height of 36" or greater above the finished surface or grade.

Encroachments

The following encroachments may project up to 3 feet beyond the building facade:

- Eaves;
- Second floor architectural projections such as overhangs; and
- First floor architectural projections such as columns and building facades at entries. However, at public streets, these projections can only encroach by 1 foot.

The following encroachments may project 5 feet beyond the building facade into public rights of way:

- Benches, outdoor dining areas, and portable table and chair setups;
- Planters;
- Removable fencing, heat lamps, etc.; and

- Merchant display.

The following encroachments may project up to 6 feet beyond the building facade on public streets:

- Awnings and canopies (minimum 8 feet height clearance).

Under no circumstances shall allowed encroachments reduce the passable width (curb face to encroachment or building to building) to less than 8 feet.

PERMITTED AND CONDITIONAL USES

* Refer to Title 17 – Zoning, Chapter 17.57 Mossdale Landing Zoning Districts (Article 2, Sections 17.57.200 through 17.57.205) of the Lathrop Municipal Code for a listing of Permitted and Conditional Uses for properties with a “CH-MV, Highway Commercial-MV” zoning designation.

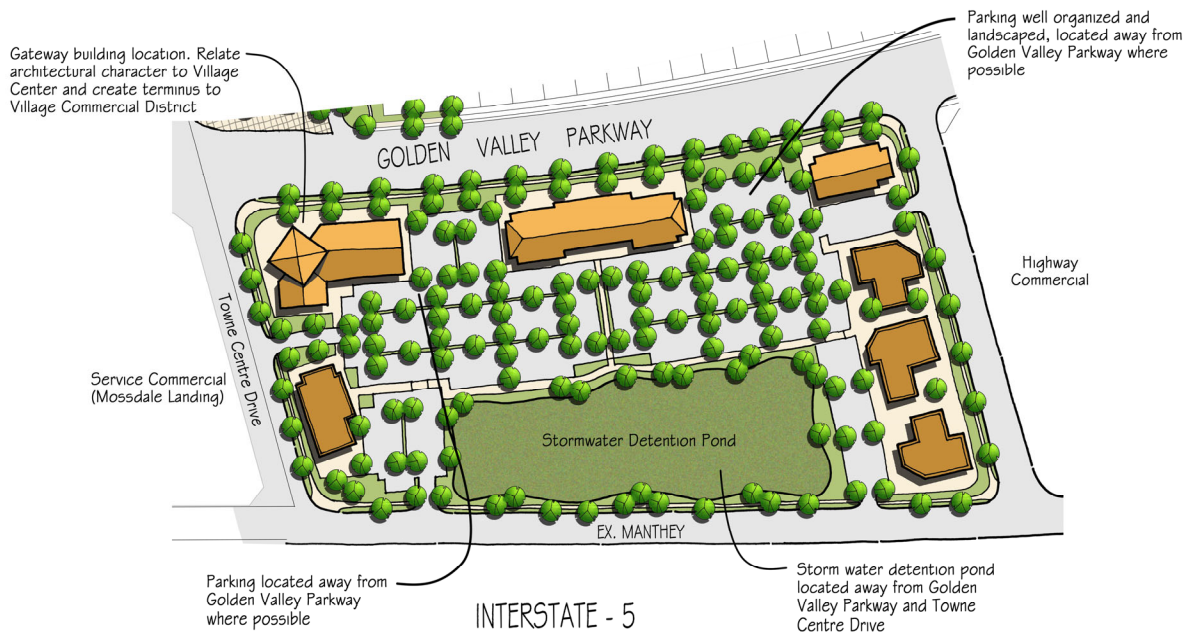
SERVICE COMMERCIAL-MV STANDARDS

Service commercial-MV uses will be located along the frontage of I-5, between Golden Valley Parkway and Manthey Road. The service commercial district is intended for establishments engaged in local and regional retail, services, and office functions. These businesses require easy arterial access, good visibility, and adequate parking.

The service commercial designated parcels of Mossdale Landing East are part of a larger commercial district in the Mossdale Village area of the West Lathrop Specific Plan. As such, the architectural character of the commercial development shall be consistent with the design standards established for other Mossdale Village commercial areas.

These commercial areas will provide efficient circulation, utilize storefront and “public space” design, and establish connections to other adjacent commercial and residential areas. The proposed uses in the service commercial district shall provide an architecturally consistent theme along Golden Valley Parkway and the surrounding land uses, particularly the Village Center.

The General Plan permits the flexibility and innovation in the selection, promotion, design and development of service commercial areas within the Mossdale Village area. Additionally, the West Lathrop Specific Plan states that due to the unique nature of the Mossdale Village area, some of the zoning districts designated within it, along with their regulations and policies, must differ from the city’s existing zoning ordinance. As a result, the city’s zoning code will be enhanced by the establishment of the Mossdale Village combining zone, designated as “MV”. The MV designation will differentiate between regulations that pertain solely to Mossdale Village and those that affect the remainder of the City. The following is a conceptual design for Service Commercial uses.



SERVICE COMMERCIAL GENERAL DEVELOPMENT STANDARDS

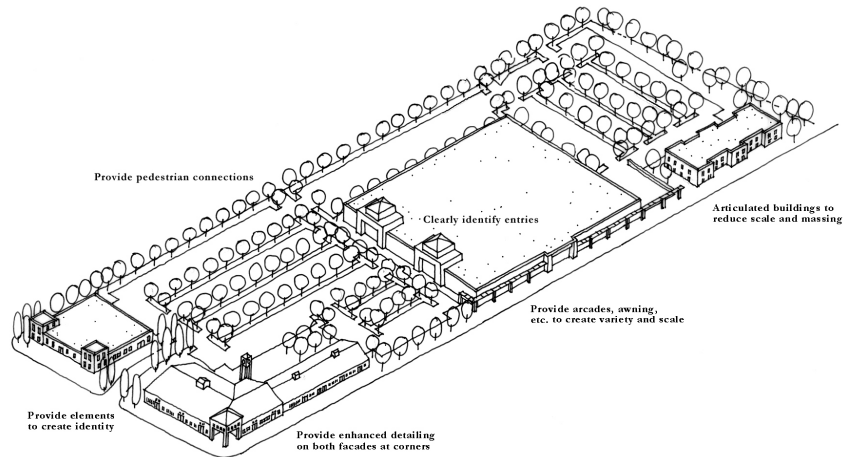
Site Planning

- The southwest corner of the Service Commercial parcel, located directly across from the Village Commercial parcel, shall be strongly tied to the uses and character within the Village Commercial area. This corner requires special features in the form of vertical elements and facade treatment. Buildings and landscape at this location shall mark the terminus of the Village Commercial and main street district.
- Buildings shall be located along and address Golden Valley Parkway and the access streets.
- The entry to the project shall be framed by tenant buildings or uses.
- The site plan shall be well organized and easily navigable, with a clear and well organized circulation network and parking arrangement. Where possible, parking drives shall be directed towards the major use on site.
- Parking should be located between buildings, or to the east, away from Golden Valley Parkway frontage.
- Limit parking areas and vehicular access between Golden Valley Parkway and buildings.
- Locate all service areas and loading docks away from streets and major pedestrian areas, and screen them from view with walls and/or landscaping.
- Any permanent storm water detention pond ultimately placed on the Service Commercial site shall not be located adjacent to Towne Centre Drive or Golden Valley Parkway. The perimeter of this pond shall be undulating and naturalistic and buffered with landscaping. Any required fencing shall be black. Chain link shall not be allowed. Special consideration should be given to incorporating this pond into the overall design as an open space feature.
- Signalized intersections are anticipated along Golden Valley Parkway at the new Manthey Road connection and at Towne Centre Drive.
- Any water reservoir tank located on a Service Commercial parcel shall be buffered on all sides with multi-layered, massed landscaping.
- All storm system design shall conform to the City of Lathrop's National Pollutant Discharge Elimination System (NPDES) permit requirements.

Building Massing

- Tower elements are encouraged to provide project identification and help define the relationship between the buildings and Golden Valley Parkway, the Village Commercial area, and circulation throughout the site. Tower elements are not allowed as signage for individual tenants.
- The larger mass and floor plates of anchor stores should be fronted and/or sided with smaller scale commercial spaces.

- To reduce the perceived scale and massing of larger buildings, walls shall be broken up by changes in plane and height, and with the use of articulation including recesses and shadow lines.
- Building facades shall be diverse and adequately glazed for visual access to interiors. Various elements including, but not limited to, facade offsets, arcades or trellises, and landscaping shall be used along the sidewalk for a varied streetscape. This is especially true along pedestrian and vehicular routes.
- Permit a variety of individual and grouped buildings, and single and mixed use buildings.



Architecture

- The design and architectural styles of the Service Commercial district should relate to those discussed in the Highway and Village Commercial districts and provide an architectural link between the two uses.
- The architectural expression of the individual buildings shall be part of a unified design theme to the commercial center. “Corporate identity architecture” shall be sympathetic to this goal.
- Front facades shall provide a sense of variety and interest. This can be created by differing design styles, unique door and window treatments, provision of near continuous glass store front displays, frequent entries, and articulation to make buildings or shops appear as individual and unique storefronts.
- Buildings located at street intersections shall have at least two front facades visibly exposed to the street. Taller building heights are encouraged at these locations so as to emphasize their gateway entry locations. Vertical architectural elements such as corner towers and added embellishments such as plazas can also be utilized in attaining this emphasis.
- Freestanding buildings on individual parcels will be visible as four-sided architecture and should have a consistent level of articulation on all facades. Front entries on these freestanding buildings shall be located so that they face a public street. Where

possible, secondary entries should be provided on side or rear facades for access to businesses and parking.

- Vary materials, apparent floor heights, and roof and parapet designs of the buildings.
- Entries shall be clearly identifiable. An emphasis shall be placed upon building articulation, the use of awnings, or other elements that will call attention to the building entrance.
- Exterior lighting fixtures attached to the building shall be compatible with the style, materials, colors and details of the building. Lighting used on the exterior of buildings and signs, and the light quality produced, shall be appropriate and compatible. Shielding devices shall be utilized to prevent overflow of lights or signage if it impacts residential development.
- Provide awnings or similar structures of various sizes, shapes and colors for shade.

Materials and Colors

- Although a variety of materials and colors shall be represented, the overall development project shall be harmonious and unified.
- Materials shall be of a more permanent nature. Vinyl siding, T111 plywood, and thin brick are prohibited. Glass curtain walls are permitted only in a limited or partial application per building.
- Acceptable facade materials include:
 - Stucco or plaster
 - Wood siding/composite materials (such as Hardy Plank)
 - Brick, stone, pre-cast concrete, split-face masonry block
 - Non-reflective and clear/lightly colored window glazing
 - Tile - as a secondary material
 - Glass block - as a secondary material
- Acceptable roof materials include:
 - High quality composition roof (comparable to 30 year minimum grades). Subject to architectural review.
 - Concrete tiles (all shapes)
 - Standing seam / corrugated metal (appropriate to style)
 - Built-up asphalt (flat roofs only). Parapet required.

Mechanical Equipment and Utilities

- All mechanical equipment, including air conditioners, gas regulators, telephone/cable TV pedestals, etc. shall be located in visually unobtrusive locations, screened from view from surrounding areas and baffled for noise attenuation where necessary. Roof top equipment must be hidden in mechanical wells or screened by mechanical enclosures. Satellite dishes and solar panels shall be integrated as best as possible, but should be located in visually unobtrusive locations and screened from views from Golden Valley Parkway, Interstate 5 and residential areas.

- Trash enclosures shall be located either in buildings, within or adjacent to the parking lot, or behind buildings. These facilities shall not be placed near major pedestrian traffic or gathering areas. They shall be enclosed with structures such as walls, fences, and trellises that will blend with the architectural styles, materials, and colors of the adjacent buildings.
- Transformers and other above ground utility structures shall be located either in buildings, within or adjacent to the parking lot, where feasible, or behind buildings. The preferred option would be to locate transformers within self-contained utility rooms, within a building, or at the periphery of parking lots. A second option would be to locate them within landscape islands within parking lots. They shall be screened with plantings and/ or structures such as walls, fences, and trellis' that will architecturally blend with styles of the adjacent buildings.
- Where possible, traffic signal light bases, light controller boxes, and other above ground utilities shall be located at the periphery of all street or entry intersections. Utilities should be consolidated at locations which are generally inconspicuous to pedestrian views and access.
- All utilities noted above will need to be coordinated with street tree and street light locations. Street trees and light fixtures shall take precedence over other utility locations, as feasible. Tree and lighting plans shall be completed in conjunction with joint trench and utility placement plans to ensure the best spacing and location for street trees and lights.

Access and Parking

- Direct access is not permitted to individual parcels and sites from Golden Valley Parkway. Access can be provided by Manthey Road, an internal street system, or connector streets/entry drives perpendicular to Golden Valley Parkway.
- Pedestrian connections through the parking lots to the commercial buildings and public streets shall be integrated into the design, clearly and conveniently located, and incorporated with landscaping, circulation design, and building siting.
- Project interior sidewalks shall be at least 6 feet wide where pedestrian traffic is most likely.
- Shared parking standards shall be incorporated and implemented as part of the project design and approvals.
- Parking areas must be landscaped and shaded with one tree for every 6 parking spaces. Canopy trees shall be organized in an “orchard” pattern within the parking lot. Landscaped areas with street trees shall be incorporated along all streets and edges of the project.
- Parking lots shall incorporate a continuous hedge along street frontages.
- Streets and parking lots shall provide adequate lighting for safety.
- Parking lot light standard styles shall complement the adjacent architecture and be consistent throughout a project.
- Parking lot light standards shall be no higher than necessary to provide adequate illumination for safety purposes.

SERVICE COMMERCIAL-MV DEVELOPMENT STANDARDS

Minimum Parcel Area:	2,500 square feet
Minimum Width of Parcel:	NA
Minimum Depth of Parcel:	NA
Minimum Setback From Property Line:	10 feet – when contiguous to a public street 0 feet – when contiguous to an interior lot line
Off-street Parking:	Office and non-anchor retail uses: 1 space/400 square feet of useable space. Anchor retail uses: 1 space/300 square feet of useable space. Restaurant uses: 5 spaces/1,000 square feet of useable space. Motel/Hotel uses: 1 space/room, 1 space/300 square feet of non-hotel office or retail, 1 space/200 square feet of eating/dining establishment, and 1 space/employee at the maximum working shift.
Minimum Distance between Buildings	0 feet when attached or 10 feet when detached
Maximum Building Height [1]	55 feet for general commercial uses 75 feet for office uses
Lot Coverage [2]	25%
Maximum FAR	0.25

[1] Height does not include equipment, penthouse, elevator, etc. Appurtenance may be approved by staff review.

[2] Lot coverage is defined as the area of a lot or parcel covered by buildings and other structures with a height of 36” or greater above the finished surface or grade.

Encroachments

The following encroachments may project up to 3 feet beyond the building facade:

- Eaves;
- Second floor architectural projections such as overhangs; and
- First floor architectural projections such as columns and building facades at entries. However, at public streets, these projections can only encroach by 1 foot.

The following encroachments may project 5 feet beyond the building facade into public rights of way:

- Benches, outdoor dining areas, and portable table and chair setups;
- Planters;
- Removable fencing, heat lamps, etc.; and

- Merchant display.

The following encroachments may project up to 6 feet beyond the building facade on public streets:

- Awnings and canopies (minimum 8 feet height clearance).

Under no circumstances shall allowed encroachments reduce the passable width (curb face to encroachment or building to building) to less than 8 feet.

PERMITTED AND CONDITIONAL USES

* Refer to Title 17 – Zoning, Chapter 17.57 Mossdale Landing Zoning Districts (Article 2, Sections 17.57.210 through 17.57.215) of the Lathrop Municipal Code for a listing of Permitted and Conditional Uses for properties with a “CS-MV, Service Commercial-MV” zoning designation.

VILLAGE COMMERCIAL-MV STANDARDS

The Village Commercial-MV uses will be located along Towne Centre Drive in Mossdale Landing East. This district is intended as a mixed use, pedestrian-oriented development typical of traditional main streets across America. Main street districts appeal to people because they are comfortable and create an environment that encourages pedestrian interaction. Additionally, main street districts can provide a sense of belonging and community to its surrounding residents.

The West Lathrop Specific Plan states that due to the unique nature of the Mossdale Village area, some of the zoning districts designated within it, along with their regulations and policies, must differ from the city's existing zoning ordinance. As a result, the city's zoning code will be enhanced by the establishment of the Mossdale Village combining zone, designated as "MV". The MV designation will differentiate between regulations that pertain solely to Mossdale Village and those that affect the remainder of the City.

It is possible to quantify many of the elements which create a main street's visual and physical character. The following guidelines will help to recreate the ambiance and appearance of a traditional main street. While the success of this area depends on many other considerations beyond its physical appearance, the implementation of these guidelines can provide an initial step. The village commercial in Mossdale Landing East makes up half of the entire district, the remainder of which sits on the south side of Towne Centre Drive and is a part of the Mossdale Landing project. The design of Mossdale Landing East's village commercial will blend with the south side of Towne Centre Drive and serve to unify the entire district. The goal of Mossdale Landing East's village commercial area is to create the vitality and charm associated with these traditional main streets. While this area will be a lively center for Mossdale Village, it should also be attractive to others in the City of Lathrop and beyond.

An integrated mix of retail, office, services, and living are also general ideas behind this type of development. Street level frontage uses should be comprised of small retail and service businesses, integrated with larger anchor tenants. Multi-level buildings can be either office or commercial at ground level with residential or office above. The village commercial area is planned to create a symbiotic relationship among these various live, work, and play opportunities. To support this concept, the physical scale of the development is intended for the pedestrian.

The following development standards will encourage the desired scale, pattern, and design of the village commercial area, and are intended to provide a framework and guide designers and builders of these properties. Architecture design and construction shall be distinctive and well articulated. Architectural styles, designs, materials, and colors shall be of quality and uphold the character desired for this district. The following is a conceptual design for Village Commercial uses.



VILLAGE COMMERCIAL GENERAL DEVELOPMENT STANDARDS

Site Planning

The design and layout of the village commercial district sets the foundation and tone for creating a pleasant and vibrant main street feel. This area shall be human scaled and oriented toward pedestrian gathering areas and access. A continuous street edge of buildings or plazas will provide a sense of enclosure and activity.

- Due to the length of Towne Centre Drive, driveways, streets, and/or pedestrian paseos leading to the rear parking lots shall be utilized to create smaller scale “blocks” and break down the perceived distance of Towne Centre Drive.
- Storefronts and residential units shall be oriented toward and front public streets.
- A continuous building edge along the sidewalk easement/setback line shall be provided except at corners, pedestrian circulation breezeways, and at other locations such as plazas and building entries.
- A mix of land uses should be provided. Uses should be “layered” both vertically and horizontally.
- Parking lots shall not front along Towne Centre Drive. Plazas and other open spaces along Towne Centre Drive are encouraged.
- The site plan shall be well organized and easily navigable, with a clear and well organized circulation network and parking arrangement.
- Parking spaces shall be provided along Towne Centre Drive and shall count towards the required number of stalls needed to fulfill the parking standards. Shared parking concepts shall be implemented.
- Locate all service entries and areas, and loading docks away from streets and pedestrian areas (at the rear of buildings) and screen them from view with walls and/or landscaping.

- A minimum ten foot landscape buffer shall be provided between residential and commercial uses. A minimum of five feet shall be provided between the parking lot and back of sidewalk.
- A signalized intersection is anticipated along Golden Valley Parkway at Towne Centre Drive.
- All storm system design shall conform to the City of Lathrop’s National Pollutant Discharge Elimination System (NPDES) permit requirements.

Massing

The following guidelines address the mixed use buildings fronting Towne Centre Drive, its adjacent side streets, and related outbuildings. These buildings shall provide a sense of variety along each street. The monotonous repetition of a single design style and character shall be avoided.

- Buildings located at the intersection of Golden Valley Parkway and Towne Centre Drive, and at the roundabout, shall be “gateway” buildings. These structures shall emphasize the importance of these locations with attention to scale, massing, detail, and orientation of facades. This massing will emphasize the importance of these entries to the village commercial district. Tower elements, upper story balconies, unique architectural features, or other elements can be used at these corners to aid in attaining a sense of importance. Tower elements are not allowed as signage for individual tenants.
- Wall and roof planes shall be articulated to emphasize individual storefronts, buildings, and residential units and articulate the overall massing. Long monotonous and uninterrupted wall and roof planes shall be avoided.
- The larger mass and floor plates of anchor stores should be fronted and/or sided with smaller scale commercial spaces.
- To reduce the perceived scale of larger buildings, walls shall be broken up by changes in plane and height, and with the use of articulation including, but not limited to, recesses and shadow lines.

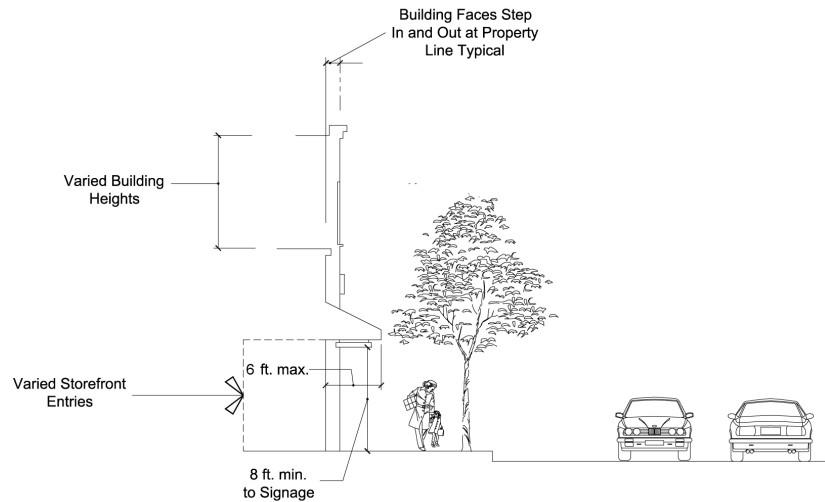
Architecture

Facades

Well designed and articulated building facades are important to providing and maintaining the desired character of a traditional main street district. A mix of architectural styles, colors, and materials will provide for a diverse street scene. Facades shall be human scaled and permit transparency.

- A mix of architectural styles, materials and colors will be required to provide the impression of a traditional main street area built over time. Contemporary architectural designs based upon traditional styles are permitted. “Corporate identity architecture” shall be sympathetic to the desired image of a main street.

- Side and rear elevations that are visible from Golden Valley Parkway, Towne Centre Drive, McKee Boulevard, Golden Spike Trail and surrounding residential streets shall be articulated to a similar level of detail and materials as the front facades.
- Secondary entries may be provided on side and rear elevations to provide direct service and clientele access to stores and offices.
- Front facades shall provide a sense of variety by differing design styles, unique door and window treatments that differ for individual shops, the provision of near continuous glass store front displays and frequent entries, and articulation to make buildings or shops appear as individual or unique storefronts.



- Long, monotonous and uninterrupted walls or roof planes shall be avoided. Techniques that can be utilized to prevent this include incorporating wall offsets, recesses, changing the exterior expression of the second floor plate line, and varying the head and sill heights of windows, in addition to varying their shape and spacing.
- Subtle building offsets from the building setback line/sidewalk easement line ($\pm 6''$ - $18''$) may be provided at changes in the store front facade design, thus adding visual variety and interest to the building facade.
- The building style, material, roof and parapet design shall vary at least every two storefronts.
- Upper story windows should relate to the location of windows and doors on the ground level, including storefront or display windows. These shall be compatible with the style, materials, colors and details of the building.
- Street level storefronts shall provide at least 60% of the front and side (at corners) facade width as windows to permit views into the business. Exceptions may be allowed according to their use, such as movie theaters. Solid walls are prohibited.
- Upper floors shall blend appropriately with the street level facade. Residential and commercial uses shall be reflected in the massing and style of the building.
- Other elements that may occur and add interest on facades include balconies, awnings, canopies, and planter boxes provided that they are kept within the

limitations of allowed encroachments as specified in the Village Commercial-MV Development Standards section of this document.

- In mixed use buildings where ground floor commercial/retail uses and entrances for upper level residential/office uses occur, entrances shall be highlighted by providing elements such as differences in facade treatment, use of distinct but compatible exterior materials, signs, awnings, and exterior lighting.

Corner Conditions

- Buildings located at street intersections shall have both street frontages treated as front facades. Taller building heights and/or towers are required at corner locations to emphasize their special gateway locations.
- The provision of squares, courts, plazas, building recesses and/or colonnades at mid-block and corner locations can add variety and visual relief to the street.
- Buildings at corners may be recessed to provide public plaza spaces.

Freestanding Buildings

Freestanding buildings will be visible from all four sides, thereby requiring a consistent level of articulation, style, materials, and colors on all facades. Front entries on these freestanding buildings shall be located so that they face a public street. Secondary entries are permitted on side and rear facades.

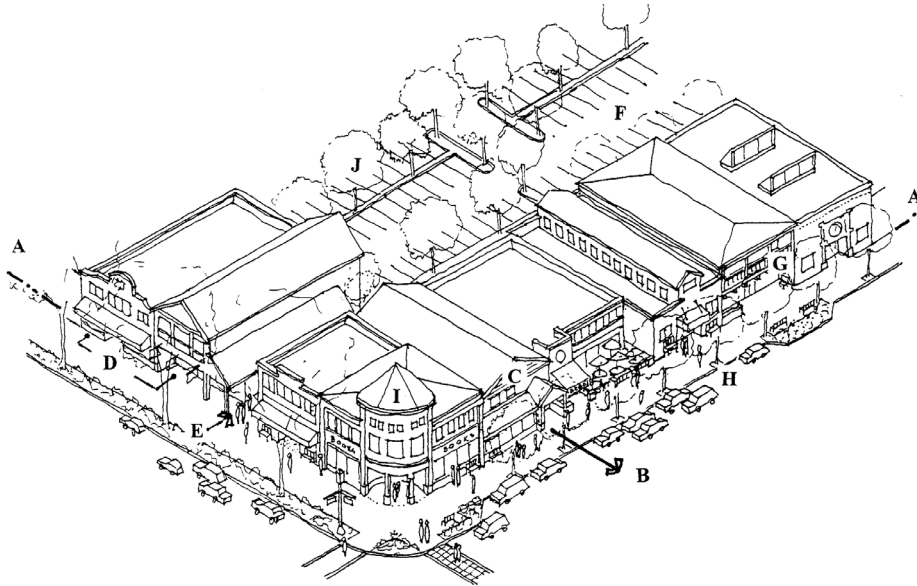
Entries

- Entrances to buildings fronting onto Towne Centre Drive shall be articulated and defined by architectural elements such as columns and overhangs. These elements shall be compatible with the architectural style of the building and its materials, colors and details.
- Entries may be recessed or flush with the building facade.
- To encourage businesses to create facade variety and provide entry penetrations, entries shall be spaced at intervals of no greater than 75'. If a single tenant space exceeds this length, wider spacing may be allowed at architectural design review depending upon the specific use.

Roofs and Roof Forms

- Provide roof line offsets in order to add architectural interest and variety to the massing of each building and to relieve the effect of a single long roof.
- Introduce various roof types and pitches to add variety and interest.
- Roof types shall be in keeping with the character of the architectural style.
- Parapet roofs, varied in height and design, are an appropriate solution to provide opportunities for architectural enhancement and transitional heights between buildings.

- Architectural elements such as dormers, chimneys, cupolas, clock towers and other elements which add visual interest to roofs are encouraged.
- Place roof vents in unobtrusive locations away from public view, unless they are part of the building's architectural style.



VILLAGE COMMERCIAL DIAGRAM

- | | |
|--|--|
| A. Buildings built at property line. | G. Main level commercial/retail.
Upper level office or residential. |
| B. Orient storefronts towards Main Street. | H. On street parking. |
| C. Continuous street front. | I. Emphasize street corner. |
| D. Varied entry types and positions. | J. Trees in orchard pattern at parking lot. |
| E. Pedestrian access through buildings. | |
| F. Parking at rear of buildings. | |

Architectural Detailing

The detailing of the buildings and landscape are an integral part of Towne Centre Drive. They shall be used to call attention to building elements such as entries and windows, to create a pedestrian scale, and to enhance the visual character of the street.

- Architectural detailing and elements shall be integrated into the building facade to prevent differences of expression in finish, color, and having a “tacked on” appearance.
- The use of awnings in various colors, shapes, materials, and detailing are encouraged if they compliment a building's architectural style, materials, colors and details. Awnings are required to be designed as an integral part of the facade so they do not unnecessarily conceal architectural features, such as cornices and columns, nor detract from the facade.

- Exterior lighting fixtures attached to the building shall be compatible with the style, materials, colors and details of the building. Lighting used on the exterior of buildings and signs, and the light quality produced, shall be appropriate and compatible. Shielding devices shall be utilized to prevent overflow of lights or signage if it impacts residential development.
- Outdoor dining areas including, but not limited to moveable tables, chairs, umbrellas, heaters, and thematic elements, including planters, may encroach into the sidewalk area. If separation from pedestrian traffic is desired, a maximum 42” high, moveable, self-supporting divider, such as a fence or planter boxes shall be used. The material, design and color of this divider shall be compatible with the subject building’s architecture.
- Exterior lighting fixtures attached to the building shall be compatible with the style, materials, colors and details of the building. Lighting used on the exterior of buildings and signs, and the light quality produced, shall be appropriate and compatible with the Village Commercial district.

Materials and Colors

- A variety of materials and colors shall be represented within the district.
- Materials shall be of a more permanent nature. Vinyl siding, T111 plywood, and thin brick materials are prohibited. No glass curtain walls are permitted.
- Acceptable facade materials include:
 - Stucco or plaster
 - Wood siding/composite materials (such as Hardy Plank)
 - Brick, stone, pre-cast concrete
 - Tile - as a secondary material
 - Glass block - as a secondary material
 - Non-reflective and clear/lightly colored window glazing
- Acceptable roof materials include:
 - High quality composition roof (comparable to 30 year minimum grades). Subject to architectural review.
 - Concrete tiles (all shapes)
 - Standing seam / corrugated metal (appropriate to style)
 - Built-up asphalt (flat roofs only). Parapets required.

Mechanical Equipment and Utilities

- All mechanical equipment, including air conditioners, gas regulators, and telephone/cable TV pedestals, shall be located in visually unobtrusive locations to the side or rear of buildings away from adjacent streets or pedestrian walkways. All such items shall be screened from view and baffled for noise attenuation where necessary. Roof top equipment must be hidden in mechanical wells or screened by mechanical enclosures. Satellite dishes and solar panels shall be integrated as best as possible, but shall be located in visually unobtrusive locations and screened from views from Golden Valley Parkway, Towne Centre Drive, McKee Boulevard, Golden Spike Trail and residential areas.

- Trash enclosures shall be located either in buildings, within or adjacent to the parking lot, or behind buildings. These facilities shall not be placed near pedestrian traffic and gathering areas. They shall be enclosed with structures such as walls, fences, and trellis' that will blend with adjacent architectural styles, materials, and colors.
- Transformers and other above ground utility structures shall be located either in buildings, within or adjacent to the parking lot, or behind buildings. The preferred option would be to locate transformers within self-contained utility rooms, within a building, or at the periphery of parking lots. A second option would be to locate them within landscape islands within parking lots. They shall be screened with plantings and/ or structures such as walls, fences, and trellis' that will architecturally blend with the adjacent buildings.
- Where possible, traffic signal light bases, light controller boxes, and other above ground utilities shall be located at the periphery of all intersections and plazas along Towne Centre Drive within the Village Commercial district. Utilities should be consolidated at locations which are generally inconspicuous to pedestrian views and access.
- All utilities noted above will need to be coordinated with the street tree and street light locations along Towne Centre Drive. Street trees and light fixtures shall take precedence over other utility locations, as feasible. Tree and lighting plans shall be completed in conjunction with joint trench and utility placement plans to ensure the best spacing and location for street trees and lights.

Access and Parking

Towne Centre Drive will be accessible by vehicles, pedestrians, and bicycles, in addition to adjacent bus transit. Strong pedestrian and bike connections to the surrounding residential neighborhoods are important.

- Paseo connections to parking and residential areas are also required along the length of Towne Centre Drive.
- Provide pedestrian connections from parking lots to Towne Centre Drive businesses and activities. Pedestrian connections through the parking lots to the adjacent residential areas, commercial areas, and public streets shall be integrated with the buildings, landscaping and circulation.
- Diagonal parking arrangements are acceptable in the parking lots and are prescribed along Towne Centre Drive.
- Parking lots shall be planted with one tree per six parking stalls. Trees shall be large canopy trees to provide shade and minimize the size and impact of the parking lot. In addition to these trees, the perimeter of the parking lot and especially where these parcels abut residential areas, screen trees and understory planting shall be provided, where underground utility placement permits.
- Parking lots shall incorporate a multi-layered vegetative screen, low metal rail fence, and other acceptable screening alternatives along street frontages. Parking adjacent to residential uses shall be buffered with enough landscaping to create a view of green space from those lots.

- Parking lot light standard style(s) shall complement the adjacent architecture and be consistent throughout the Village Commercial district. The selected standard shall be reviewed by the neighborhood design review committee.
- Light fixtures shall incorporate shielding devices to prevent light from impacting surrounding residential areas. Parking lot lighting shall be of a style and color complementary to the architecture.
- Parking lot light standards shall be no higher than necessary to provide adequate illumination for safety purposes.

VILLAGE COMMERCIAL - HIGH DENSITY RESIDENTIAL GENERAL DEVELOPMENT STANDARDS

The following standards apply only to the architecture for high density residential uses constructed as a single use within the Village Commercial Mixed Use area. The theme, design styles, materials, details, and colors shall reflect those of the adjacent Village Commercial, the approved Mossdale Landing project, and the overall Mossdale Landing East project. If high density residential uses are not constructed, this area will revert back to the Village Commercial-MV designation and be governed by those development standards.

Site Planning

- Dwelling units, entries, and pedestrian access shall be oriented toward and/or front Towne Centre Drive.
- Buildings along public streets shall be pulled to the property line/build to line except at pedestrian circulation breezeways, and at other locations such as plazas and building entries.
- The site plan shall be well organized and easily navigable, with a clear and well organized circulation network and parking arrangement.
- Parking lots shall not front along Towne Centre Drive. A minimum of five feet shall be provided between the parking lot and back of sidewalk along public streets.
- Diagonal parking spaces shall be provided along Towne Centre Drive and shall count towards the project's guest parking requirement.
- All service and maintenance areas shall be located away from public streets and pedestrian areas and screened from view with walls and/or landscaping.
- A minimum ten foot landscape buffer shall be provided onsite if residential units back up to and adjacent uses.
- The incorporation of a private recreation facility within the complex shall be required. However, the specific elements that are provided shall be determined by the individual builder or developer. Potential amenities within the recreation area may include, but are not be limited to, a swimming pool, spa, tennis court, and/or picnic/barbecue area. Design of the facility shall be compatible with the architectural style of the complex.
- All storm system design shall conform to the City of Lathrop's National Pollutant Discharge Elimination System (NPDES) permit requirements.

Massing

- Facades shall be articulated to reduce the scale and mass of the buildings and to differentiate between building functions and units. Elevations may be stepped both horizontally and vertically. Walls may be broken up by changes in planes and heights, and with the use of articulation including recesses and shadow lines. Desired changes in material should occur at such a step. This is applicable to the front and rear elevations as well as the street facing side elevations of corner lot units.
- Large, blank expanses of wall are to be avoided. Unique window treatments including shutters and awnings provide articulation of wall surfaces while contributing to the character of the project. Other elements that help to minimize this condition include false, shuttered windows, decorative louvered vents, wall offsets, and horizontal banding.
- At least 50% of the units must have significant single story elements on the front and street facing elevations. Porches may be part of this strategy.

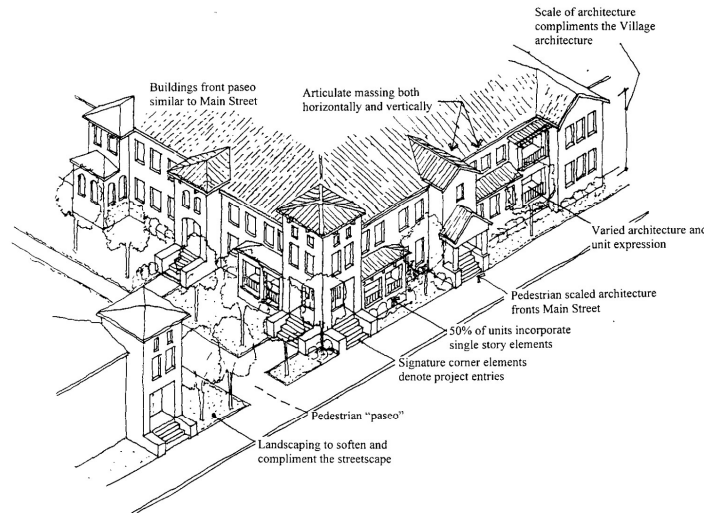
Architecture

- The entry shall be designed to serve as a focal point of the elevation and be readily discernible. Single story projections at entries and porches shall be incorporated.
- It is also desirable, within the limits of economic reality, that all building elevations share common materials and degrees of articulation.
- Facade articulation, materials and colors shall relate to those present in the adjoining neighborhoods and village commercial area.
- Exterior lighting fixtures attached to the building shall be compatible with the style, materials, colors and details of the building. Lighting used on the exterior of buildings and signs, and the light quality produced, shall be appropriate and compatible.
- Architectural styles shall be based upon the character desired for a traditional main street and Village Commercial district.

Roofs and Roof Forms

- Other elements that may occur and add interest on facades include balconies, awnings, canopies, and planter boxes provided they are kept within the boundaries of allowable encroachments as specified later in this section.
- The use of different roof types will add variety and interest to the street scene. Roof types shall be consistent with whichever architectural style is chosen.
- Roof forms having dual pitches such as Gambrel or Mansard should not be used. Flat roofs are not permitted.
- Substantial overhangs are encouraged as a response to solar and climatic conditions. The inclusion of covered porches and entries also expand sheltered living spaces, create entry statements, and provide elevation relief.

- Steps in the roof should respond to the interior room arrangement and provide visual relief and interest. A vertical step within the ridgeline shall be at least 18” to create visual impact and allow for adequate weatherproofing
- Architectural elements such as dormers, chimneys, cupolas, clock towers and other elements which add visual interest to roofs are encouraged.
- Place non-mechanical roof vents in unobtrusive locations away from public view, unless they are part of the building’s architectural style.



APARTMENT BLOCK DIAGRAM

Entries

- The entry shall be designed and located so as to be readily identifiable. If the front door location is not obvious or visible because of building configuration, the entry shall direct and draw the user in the desired path through the use of signage, lighting and landscape.
- Entrances to buildings fronting onto Towne Centre Drive and other public streets shall be articulated and defined by architectural elements such as columns and overhangs. These elements shall be compatible with the architectural style of the building and its materials, colors and details.

Windows and Doors

As with roofs, windows and doors shall vary because of the various elevation styles required amongst the plans. In addition, they shall reflect restraint in the number of types, styles and sizes. Consistency of window and door detailing on all elevations must be maintained.

- Window grids shall be used on all street facing elevations with the grid proportion appropriate to the architectural style.

- On all elevations, openings shall be articulated with the appropriate head, sill and jamb trim, where appropriate.
- Shutters, if incorporated, shall be traditional in design, and be sized to be appropriate to the style.

Other Primary Building Elements

Dormer windows shall be architecturally correct in scale, proportion and detail with the selected architectural style. Fake dormers are not allowed.

Bay windows shall be carried down to grade or express appropriate visual support of a cantilevered condition. The wall area of bay windows shall be detailed in a manner that is appropriate to the architectural style.

Chimneys shall be properly located and in correct proportion to the mass of the home. Chimneys shall be designed with appropriate breaks for architectural character. Decorative chimney caps are encouraged.

Balconies are useful in breaking up large wall planes, offsetting floors, creating visual interest and adding human scale to the building. They may be covered or open, and either recessed into the mass of the building or serve as a projecting element. Balconies must appear to be an integral element of the building rather than an after thought or add-on. The details, eaves supports, and railing shall be consistent with the balance of the building's design elements or style. Concern shall be given to avoid designing balconies in plans in such a manner that they are plotted side by side.

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

Materials and Colors

Within a given architectural style, the exterior shall receive a consistent use of materials and colors on all sides. Accent materials such as brick and stone used on street facing elevations shall be returned to a logical point of termination on the adjacent elevation. Accent materials are not required on elevations that are not visible from public areas. Natural and natural appearing materials should be used to compliment the architectural style, and are subject to architectural design review. These materials include wood, stone, brick, and copper. Full metal roofs are prohibited without approval of the architectural design review committee. Built-up or roll roofing and similar appearing materials are only permitted if they are not viewable from the street.

Mechanical Equipment and Utilities

- Service entries and loading docks, where provided, shall take place at the rear of buildings and be screened from views from public streets and major pedestrian areas. Exterior lighting fixtures attached to the building shall be compatible with the style,

materials, colors and details of the building. Lighting used on the exterior of buildings and signs, and the light quality produced, shall be appropriate and compatible.

- All mechanical equipment, including air conditioners, gas regulators, and telephone/cable TV pedestals, shall be located in visually unobtrusive locations to the side or rear of buildings away from adjacent streets or pedestrian walkways. All such items shall be screened from view and baffled for noise attenuation where necessary. Roof top equipment must be hidden in mechanical wells or screened by mechanical enclosures. Satellite dishes and solar panels shall be integrated as best as possible, but shall be located in visually unobtrusive locations and screened from views from Golden Valley Parkway, Towne Centre Drive, McKee Boulevard, Golden Spike Trail, and residential areas.
- Trash enclosures shall be located either in buildings, within or adjacent to the parking lot, or behind buildings. These facilities shall not be placed near pedestrian traffic and gathering areas. They shall be enclosed with structures such as walls, fences, and trellis' that will blend with adjacent architectural styles, materials, and colors.
- Where possible, traffic signal light bases, light controller boxes, and other above ground utilities shall be located at the periphery of all intersections and plazas along Towne Centre Drive within the Village Commercial district. Utilities should be consolidated at locations which are generally inconspicuous to pedestrian views and access.
- Transformers and other above ground utility structures shall be located either in buildings, within or adjacent to the parking lot, where feasible, or behind buildings. The preferred option would be to locate transformers within self-contained utility rooms, within a building, or at the periphery of parking lots. A second option would be to locate them within landscape islands within parking lots. They shall be screened with plantings and/ or structures such as walls, fences, and trellis' that will architecturally blend with adjacent architectural styles of the adjacent buildings.
- Further consideration shall be given to air conditioning unit pad placement within the side or rear yard to minimize impact on private or common open space, or upon public views.
- All antennas shall be placed in attics or interior to buildings.
- All utilities noted above will need to be coordinated with street tree and street light locations along Towne Centre Drive and other public streets. Street trees and light fixtures shall take precedence over other utility locations, as feasible. Tree and lighting plans shall be completed in conjunction with joint trench and utility placement plans to ensure the best spacing and location for street trees and lights.

Access and Parking

Each project will incorporate interior oriented parking solutions and design techniques listed below to enhance the character of the street scene. All garage doors shall be roll-up doors.

- Locate garages and parking areas interior to the site off of interior vehicular access roads or driveways.

- Where possible, turn the short side of parking courts toward the street to avoid lengthy parking areas abutting the street.
- Distribute parking throughout the site to provide parking as close as possible to individual units.
- Diagonal parking arrangements are acceptable in the parking lots and are prescribed along Towne Centre Drive.
- Provide pedestrian connections from parking lots to dwelling units. Pedestrian connections shall be integrated with the buildings, landscaping and circulation.
- Parking lots shall be planted with one tree per six parking stalls. Trees shall be large canopy trees to provide shade and minimize the scale and impact of the parking lot. In addition to these trees, the perimeter of the parking lot, and especially where the parking abuts residential units, shall be screened with trees and understory planting.
- Parking lots shall incorporate a continuous hedge, wall with landscaping, or other acceptable screening options along public street frontages.
- Parking lot light standards shall complement the adjacent architectural style and the community theme and be consistent throughout the project.
- Parking lot light fixtures shall use shielding devices to prevent light from impacting surrounding residential units. Light standards shall be no higher than necessary to provide adequate illumination for safety purposes.

Tuck Under

- Setting the garage back in relationship to the face of the building strives to reduce the overall visual mass of the garage. This also provides additional facade articulation.

Tuck Under Carports

- This solution shall be designed similarly to the tuck under garage with added detailing above and between stalls and at wing walls to draw attention away from vehicles.

Detached or Remote Garages and Carports

- Design style, materials, detailing, and colors shall replicate those on the residential facades. Proper use of materials and screening elements will tie these facilities into the overall project design while at the same time visually down playing them.

Signs

No permanent outdoor advertising structure or sign of any character shall be permitted with the exception of those signs used in conjunction with entry monuments and subject to their particular design standards.

MIXED USE VILLAGE COMMERCIAL - DEVELOPMENT STANDARDS

<i>Minimum Parcel Area:</i>	NA
<i>Minimum Width of Parcel:</i>	NA
<i>Minimum Depth of Parcel:</i>	NA
<i>Minimum Distance between Buildings:</i>	0 feet or 15 feet between buildings for pedestrian access. This is encouraged at mid-block areas.
<i>Minimum Setback Requirements:</i>	
<i>From the sidewalk easement of Towne Centre Drive, and the rights of way of McKee Blvd., Golden Spike Trail, and residential streets</i>	0 feet for Commercial uses and upper floor Residential uses over Commercial. 5 feet for buildings with ground floor Residential uses.
<i>From Golden Valley Parkway right of way</i>	10 feet
<i>Minimum Building Height:</i>	15 feet front facade. A minimum of 30% of the facades fronting Towne Centre Drive must be greater than 20 feet in height.
<i>Maximum Building Height:</i>	38 feet – 2 story maximum
<i>Tower Elements:</i>	Height – 45 feet Square footage integrated with building designs. Total number of tower elements and substantial height difference between commercial and tower are subject to design review.
<i>Off-street Parking [1]:</i>	Office and non-anchor retail uses: 1 space/400 square feet of useable space. Anchor retail uses: 1 space/300 square feet of useable space. Restaurant uses: 5 spaces/1,000 square feet of useable space. Motel/Hotel uses: 1 space/room, 1 space/400 square feet of office or retail, 1 space/200 square feet of eating/dining establishment, and 1 space/employee at the maximum working shift. Residential uses [2]: 1 space/studio or single bedroom, 2 spaces/two+ bedrooms. 1/2 stall per unit for guest parking includes on-street parking of Towne Centre Drive.
<i>Residential Standards [3]: Setback from Open parking: Private Open Space (optional)</i>	10 Feet 50 square feet balcony/deck Minimum 5 feet depth
<i>Maximum Overall Commercial FAR: Maximum Residential FAR:</i>	0.45 2.00
<i>Village Commercial-MV High Density Residential Common Area:</i>	50 square feet per unit. The minimum dimension of any space satisfying this standard is 10'. This common area shall be improved for either passive or active recreational uses by residents.

[1] On-street parking can be counted towards a project’s parking requirement.

[2] These requirements may be modified for senior housing where it can be demonstrated that fewer spaces are sufficient. Residential parking shall be identified by signage or stripping.

[3] Ground floor residential use is prohibited in the eastern block of the Village Commercial district with the exception of upper story units. Where upper story residential use occurs in Mixed Use buildings, ground floor uses/architecture remain subject to Village Commercial Mixed Use Development Standards, located earlier in this section.

Encroachments

The following encroachments may project up to 2 feet beyond the building facade:

- Eaves;
- Second floor architectural projections such as balconies, overhangs, bay windows, window seats etc.; and
- First floor architectural projections such as bay windows, columns, building facades at entries, etc.

The following encroachments may project 5 feet beyond the building facade:

- Benches, and portable table and chair setups;
- Planters;
- Removable fencing, heat lamps, etc.; and
- Merchant display.

The following encroachments may project up to 6 feet beyond the building facade:

- Awnings and canopies (minimum 8 feet height clearance).

Under no circumstances shall allowed encroachments reduce the passable width (curb face to encroachment or building to building) to less than 8 feet.

PERMITTED AND CONDITIONAL USES

* Refer to Title 17 – Zoning, Chapter 17.57 Mossdale Landing Zoning Districts (Article 2, Sections 17.57.220 through 17.57.225) of the Lathrop Municipal Code for a listing of Permitted and Conditional Uses for properties with a “CV-MV, Village Commercial-MV” zoning designation.

MEDIUM DENSITY RESIDENTIAL-MV STANDARDS

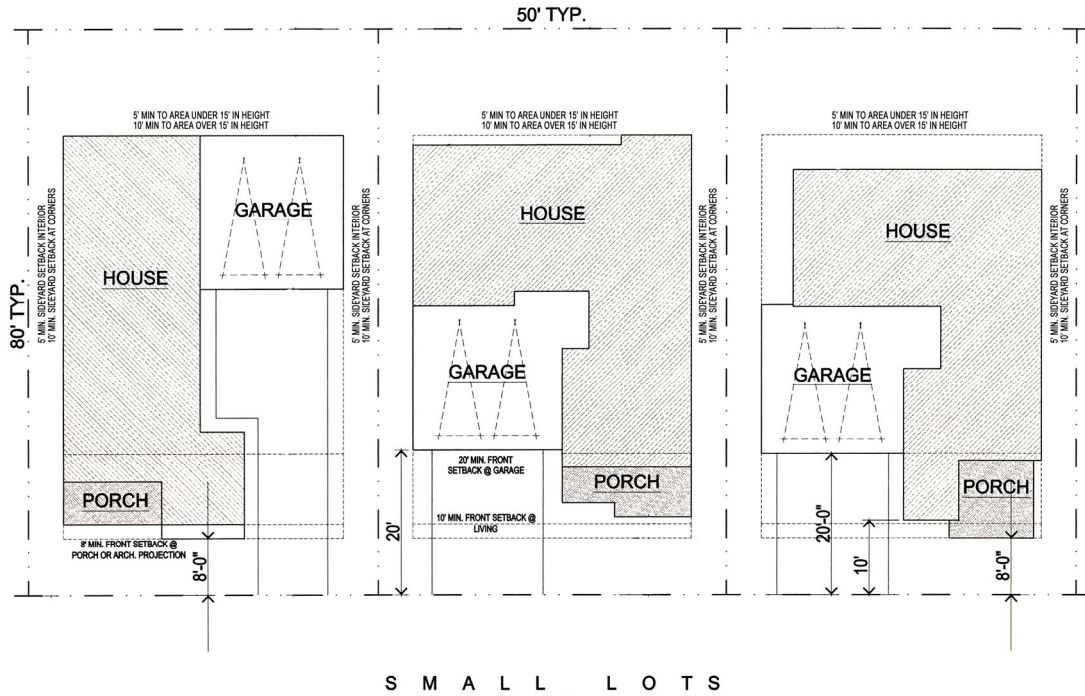
This medium density residential designation permits both attached and detached housing units. New planning concepts and lot reconfigurations, such as alleys or other features particular to a selected housing type, that do not fall within the following development standards may be considered by the Community Development Department.

Small Lot Single Family

Small lot, detached homes offer affordable single family home ownership with densities that can achieve between 5 and 14 dwelling units per acre. Extensive innovation in land planning and architectural design has occurred with this product type in recent years. This innovation is expected to continue with new land plans and home designs that meet the needs of the home buyer while achieving affordability and densities that compete with many attached products.

The success of these higher density neighborhoods relies on the careful integration of the land plan with the architectural design of the homes, the hardscape, and the landscaping. Issues dealing with privacy, livability and function – such as where the utilities and garbage cans are located – need to be incorporated into the design. Due to the density of these projects, distinct architectural elevations that successfully incorporate detail and color changes provide for the most successful streetscapes. Because of the small lots, garages are required to be recessed behind the porch or living space. The minimum lot size for small lot single family products is 2,200 square feet per unit. All storm system design within the medium density residential district shall conform to the City of Lathrop’s National Pollutant Discharge Elimination System (NPDES) permit requirements.

The following is a typical small lot layout with required setbacks.



MEDIUM DENSITY RESIDENTIAL GENERAL DEVELOPMENT STANDARDS

Massing and Detail

There is a potential for repetitiveness with these types of residential units. The following guidelines shall be represented in all submittals to maintain the desired streetscape. Mossdale Landing East shall employ the following techniques to insure architectural variety.

- Articulate the building massing appropriately to minimize the boxiness of this type of development. This is applicable to the front and rear elevations as well as the street facing side elevations of corner lot units.
- Utilize a variety of compatible styles.
- Provide a variety of both single and double story elements.
- At least 25% of the homes must have significant single story elements on the front elevations. Porches may be part of this strategy.
- Units backing or siding onto all streets shall have enhanced elevations where they are visible from the streets. This shall include, but not be limited to, one or more of the following: building articulation, window treatments, and/or massing variation.
- The building materials on the front facade shall wrap to a logical termination point on the elevation adjacent to the exterior side yard.

Garages

Due to the density of these types of units, garages dominating the front elevation are a concern. Therefore, the best solutions for providing a pleasant streetscape will be those downplaying the garage face in the front elevation.

- In any configuration, there must be a minimum difference of 4 feet between living area or porch elevation and garage elevation, unless the garage is flush with the living area.
- Roll-up garage doors shall be utilized.
- Garage location options include: tandem, detached, shallow and mid-recessed, deep recessed located toward the rear of the lot, and swing-ins, if feasible. No one garage location option may exceed more than 40% of a neighborhood's unit design, except in neighborhoods of cluster units.
- Hollywood driveways (driveways that permit turf or other low groundcovers to be planted within the center of the driveway) are strongly encouraged on long driveways.

Corner Lot

- The garage and driveway are to be placed along the interior side yard, or accessed from the side street at the rear of the yard.

Side street garages provide many benefits to a community. This arrangement facade removes the garage from the front facade, allows more freedom in the design of the facade, and facade increases the landscape area of the front yard in the absence of the driveway. This arrangement is typical of traditional neighborhood design and enhances the pedestrian experience of a street. The relocation of the garage also permits greater flexibility and innovation in house plan design.

Since this option can only occur on corner lots, there is adequate parking along both the lot's front and side streets for resident and guest parking. The driveway shall be limited to eight feet long so as to discourage residents from parking in the driveway. This placement of the garage also preserves a useable and pleasant rear yard for the residents.

Porches

As discussed in massing, porches can be used as single story elements at the street elevation. Because of the two public faces, corner lots are encouraged to include a wraparound porch.

- Porches and decks shall be designed to reflect the appropriate scale and detail for the architectural style.
- Porches must be a minimum of 50% of the facade width.
- Porches are to be a minimum of 5 feet deep.
- At least two plans must have a porch option that can be converted to a wraparound corner treatment, if feasible.

- On oversized lots that can accept the added width of wraparound porches, a minimum of 50% of corner lots must have wraparound porches. (Other significant architectural elements appropriate to the architectural style may work as a substitute). Porches shall wrap a minimum of 5' onto the side facade. This feature is subject to architectural design review.

Porte Cocheres

Porte Cocheres, besides functional attributes, are encouraged for articulating the massing and as a visual filter for rear garages.

- Porte cocheres must be less than 12 feet in height.
- There is a 4 foot minimum side yard setback required.
- There is a minimum front setback of 10 feet for all unit types.

Windows and Doors

As with roofs, windows and doors shall vary because of the various elevation styles required amongst the plans. They shall reflect restraint in the number of types, styles and sizes. Consistency of window and door detailing on all elevations must be maintained. More specifically:

- On all elevations, openings shall be articulated with an appropriate head and sill detail as a minimum. Jamb trim can be added where appropriate.
- Shutters shall be traditional in design, and be sized appropriate to the style.
- Window grids, if appropriate to the architectural style, shall be used on all street facing elevations.
- Windows may be provided in various shapes and sizes, as long as they are appropriate to the building's architectural style.

Other Primary Building Elements

Dormer windows shall be architecturally correct in scale, proportion and detail with the selected architectural style.

Bay windows shall be carried down to grade or express appropriate visual support of a cantilevered condition. The wall area of bay windows shall be detailed in a manner that is appropriate to the architectural style.

Chimneys shall be properly located and in correct proportion to the mass of the home. Chimneys shall be designed with appropriate breaks for architectural character. Decorative chimney caps are encouraged.

Materials and Colors

Within a given architectural style, the exterior shall receive a consistent use of materials and colors on all sides. Accent materials such as brick and stone used on street facing elevations

shall be returned to a logical point of termination on the adjacent elevation. Natural and natural appearing materials should be used as details to compliment the architectural style, and are subject to architectural design review. These materials include wood, stone, brick, and copper. Full metal roofs are prohibited. Built-up or roll roofing and similar appearing materials are only permitted if they are not viewable from the street.

Roofs

A variety of roof plans and pitches is desired and will assist the massing and site criteria. The various precedent studies of architectural styles presented in the *Architectural Styles* section can create this variety. Hence, there are no additional stipulations for roof pitch, other than the elevation requirements for each plan should generate the desired variety of pitches and types.

- Satellite dishes shall be sited so that they are limited from view from the street as much as possible.
- Roof penetrations for vents shall be on the rear side of roof ridges whenever possible. All vents shall be painted to match the roof color.

Mechanical Equipment

- Mechanical equipment related to a specific unit shall be located in the rear yard when the side yard setback is less than 7 feet.
- All mechanical equipment, including air conditioners, gas regulators, telephone/cable TV pedestals, etc. shall be located in visually unobtrusive locations, screened from view from surrounding areas and baffled for noise attenuation where necessary.
- Where provided, roof top equipment shall be hidden in mechanical wells, screened by mechanical enclosures, or shielded by other approved architectural elements.
- Rooftop equipment, except for apartments and condominiums, is prohibited.

Accessory Structures

See Section 17.32.050 (K)(1) of the Lathrop Municipal Code.

Signs

No permanent outdoor advertising structure or sign of any character shall be permitted with the exception of those signs used in conjunction with entry monuments and subject to their particular design standards.

MEDIUM DENSITY RESIDENTIAL-MV DEVELOPMENT STANDARDS

Notes: All setbacks are from property lines.
 Reciprocal easements may be used to satisfy rear or side yard requirements.
 Rear and side setbacks may be modified with City approval for innovative architecture and land plans, while maintaining a minimum usable rear yard.

Minimum Lot Area:	4,000 square feet	2,200 square feet where allowed
<i>Minimum Frontage of Lot:</i>	30 feet	30 feet
<i>Minimum Width of Lot:</i>	40 feet for an interior lot 50 feet for a corner lot	32 feet for an interior lot 42 feet for a corner lot
<i>Minimum Depth of Lot:</i>	80 feet typical, 60 feet minimum	48 feet typical, 38 feet minimum
<i>Maximum Building Coverage:</i>	60%	60%
<i>Minimum Front Yard Setback: (from front property line)</i>	8 feet to porch or architectural projection. 10 feet to living area. 20 feet to front-on garage (face of garage door) from public street. Either between 3-6 feet or 20 feet and greater to front-on garage (face of garage door) from private street.	8 feet to porch or architectural projection 9 feet to living area 20 feet to garage
<i>Minimum Rear Yard Setbacks: (from rear property line)</i>	5 feet to area under 15 feet in height. 10 feet to living area over 15 feet in height. 0 feet for detached garages.	5 feet to area under 15 feet in height 10 feet to living area over 15 feet in height 0 feet for attached garages
<i>Minimum Side Yard Setbacks: (from side property line)</i>	5 feet 10 feet for corner lots on the street side Alternative[1]: 10 feet to garage (face of garage door) 0 feet for rear detached garage, as long as there are not two adjoining rear garages	4 feet on interior lots 10 feet on exterior side yard adjacent to street
<i>Minimum Useable Private Open Space/Balconies: May occur in either rear or side yard area.</i>	400 sq. ft.	300 sq. ft. for lots in neighborhoods of typical lot size 3000 sq. ft. or greater, with a 10 foot minimum dimension; 200 sq. ft. for lots in neighborhoods of typical lot size of 2,999 sq. ft. or less, with an 8 foot minimum dimension
<i>Distance between Structures:</i>	6 feet.	6 feet.
<i>Maximum Building Height:</i>	32 feet	32 feet
<i>Off-street Parking</i>	2 space minimum in garage.	2 space minimum in garage.
<i>On-street Parking</i>	1 space per unit	1 space per unit

[1] This design alternative is permitted only with Planning Commission and City Council approval.

Encroachments

The following encroachments may project up to 3 feet into yard setbacks so long as the encroachment does not infringe into a public service/utility easement. All non-fire rated encroachments must be at least 3 feet from property lines. Encroachments may not exceed 50% of the length of elevation, excluding eaves. Overhead patio structures may not extend within 10' of a rear property line.

- Upper story living area over garages may encroach 2 feet into driveway length.
- Fireplaces;
- Log storage;
- Entertainment niches;
- Balconies;
- Bay windows;
- Window seats;
- Second floor overhangs on front and rear only; and
- Decks.

PERMITTED AND CONDITIONAL USES

* Refer to Title 17 – Zoning, Chapter 17.57 Mossdale Landing Zoning Districts (Article 2, Sections 17.57.240 through 17.57.245) of the Lathrop Municipal Code for a listing of Permitted and Conditional Uses for properties with a “RM-MV, Medium Density Residential-MV” zoning designation.

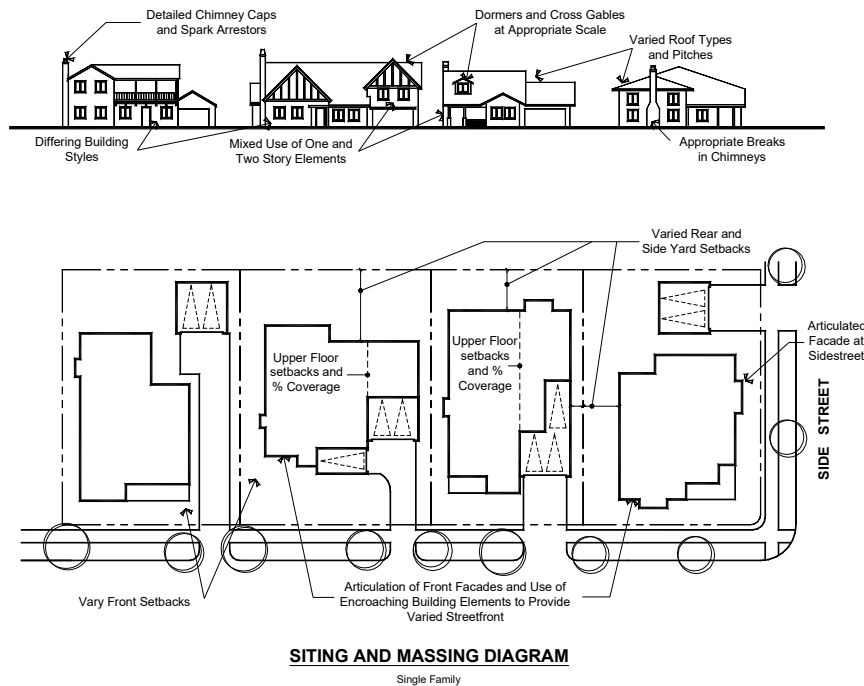
LOW DENSITY RESIDENTIAL-MV STANDARDS

The following standards apply to Mossdale Landing East’s single family development platted in 6,000 square foot lots. As low density housing, these lots account for approximately 30% of Mossdale Landing East’s residential product type. Development standards common to all precede the table of standards and plan requirements particular to each.

LOW DENSITY RESIDENTIAL GENERAL DEVELOPMENT STANDARDS

Siting Criteria

It is important to create a street scene that provides visual quality and variety. This can be achieved by siting buildings with varying setbacks, providing differentiation in garage locations relative to the street, reversing plans so that garages and entries are adjacent to each other, and providing relief with porches or other single story elements along the street. Mossdale Landing East will employ these techniques to insure variety along the streetscape. All storm system design within the low density residential district shall conform to the City of Lathrop’s National Pollutant Discharge Elimination System (NPDES) permit requirements.



Massing and Detail

The buildings shall be articulated so that the massing of the perceived street scene of a neighborhood has variety and visual interest. This is applicable to the front and street facing side

elevation of corner lots, as well as easily visible rear elevations such as those that back onto streets. Unless it is not appropriate to the architectural style, this can be accomplished by providing a variety of both single and double story elements. Solutions to achieve these goals include:

- 10% of the homes shall be one story.
- At least half of the homes shall have significant single story elements on the front elevations. A porch may be approved as a single story element if it is incorporated as part of the architecture and roof line. Port cocheres may be approved as a single story element if it is incorporated as part of the architecture.
- Floor plans that provide a variety of setbacks and massing along the street.
- Attention shall be paid to the execution of the appropriate scale and detail for the architectural style.
- A consistent scale of elements shall be used throughout the design.
- Individual elements shall be designed in proportion to each other.
- Units backing or siding onto Towne Centre Drive, Golden Valley Parkway, Golden Spike Trail and McKee Boulevard shall have enhanced elevations where they are visible from the streets. This may include building articulation, window treatments, and massing.

Corner Lot Conditions

- The building materials on the front facade should wrap to a logical termination point on the elevation adjacent to the exterior side yard.
- End lots on lanes shall be treated as corner lots.

Roofs

A variety of roof plans and pitches is desired and will assist the massing and site criteria. The various precedent studies of architectural styles presented in the *Architectural Styles* section can create this variety. Hence, there are no additional stipulations for roof pitch, other than the elevation requirements for each plan should generate the desired variety of pitches and types.

- Mechanical equipment is not permitted on the roof.
- Satellite dishes shall be sited so that they are limited from view from the street as much as possible.
- Roof penetrations for vents shall be on the rear side of roof ridges whenever possible. All vents shall be painted to match the roof color.

Garages and Driveways

Garages and driveways should not be the primary feature of a home. As discussed in Siting Criteria, differing garage locations is important. Other strategies to accomplish this are:

- The design treatment shall strive to reduce the overall visual mass of the garage.
- Architectural forms shall de-emphasize the garage by highlighting other elements of the house.
- There must be a minimum difference of 4 feet between living area or porch elevation and garage elevation. Exceptions may be granted by the Community Development Director in

instances where garage spaces are separated, as in a unit incorporating both a swing-in garage and front-on garage.

- Utilize a variety of garage plans. These include: tandem, detached, shallow and mid-recessed, deep recessed located toward the rear of the lot, and swing-ins.
- Garage location options include: swing-in garage, front-on garage set behind living area or porch, living area or porch set behind front-on garage, or garage flush with porch/living area. No one garage location option may exceed more than 40% of a neighborhood's unit design.
- Front facing three car garages are discouraged. If this option occurs, at least one garage door must be set back a minimum of 3' from the other two garage doors.
- Driveways shall be varied in width as appropriate to the plan.
- Roll-up garage doors shall be utilized.
- Driveways should alternate along the street as much as possible.
- Hollywood driveways (driveways that permit turf or other low groundcovers to be planted within the center of the driveway) are strongly encouraged on long driveways.

Corner Lot

- The garage and driveway are to be placed along the interior side yard, or accessed from the side street at the rear of the yard.

Side street garages provide many benefits to a community. This arrangement removes the garage from the front facade, allows more freedom in the design of the facade, and increases the landscape area of the front yard in the absence of the driveway. This arrangement is typical of traditional neighborhood design and enhances the pedestrian experience of a street. The relocation of the garage also permits greater flexibility and innovation in house plan design.

Since this option can only occur on corner lots, there is adequate parking along both the lot's front and side streets for resident and guest parking. The driveway shall be limited to eight feet long so as to discourage residents from parking in the driveway. This placement of the garage also preserves a useable and pleasant rear yard for the residents.

Porches and Decks

As discussed in Massing, porches can be used as single story elements at the street elevations if they are incorporated into the architecture and roof lines. Because of this, corner lots are encouraged to include a wraparound porch.

- A minimum of one third of the homes must have porches.
- Porches and decks shall be designed to reflect the appropriate scale and detail for the architectural style.
- Porches must be a minimum of 50% of the facade.
- Porches are to be a minimum of 5 feet deep.
- At least two plans must have a porch option that can be converted to a wraparound corner treatment.

- On oversized corner lots that can accept the added width of wraparound porches, a minimum of 50% of corner lots must have wraparound porches. Porches shall wrap a minimum of 5' onto the side facade. Other significant architectural elements appropriate to the architectural style may work as a substitute as determined by the architectural design review committee.

Porte Cocheres

Porte cocheres are encouraged for articulating the massing and as a visual filter for garages that are set back.

- Porte cocheres must be less than 12 feet in height.
- There is a 3 foot minimum side yard setback required.

Windows and Doors

As with roofs, windows and doors shall vary because of the various elevation styles required amongst the plans. In addition, they should reflect restraint in the number of types, styles and sizes. Consistency of window and door detailing on all elevations must be maintained.

- On all elevations, openings shall be articulated with the appropriate head and sill detail as a minimum. Jamb trim can be added where appropriate.
- Shutters, if incorporated, should be traditional in design, and be sized to be appropriate to the style.
- Window grids, if appropriate to the architectural style, shall be used on all street facing elevations.
- Windows may be provided in various shapes and sizes, and double entry doors with or without side panels may be provided, as long as they are appropriate to the building's architectural style.

Other Primary Building Elements

Dormer windows shall be architecturally correct in scale, proportion and detail with the selected architectural style.

Bay windows should be carried down to grade or express appropriate visual support of a cantilevered condition. The wall area of bay windows shall be detailed in a manner that is appropriate to the architectural style.

Chimneys shall be properly located and in correct proportion to the mass of the home. Chimneys shall be designed with appropriate breaks for architectural character. Decorative chimney caps are encouraged.

Materials and Colors

Within a given architectural style, the exterior shall receive a consistent use of materials and colors on all sides. Accent materials such as brick and stone used on street facing elevations shall be

returned to a logical point of termination on the adjacent elevation. Natural or natural appearing materials should be used as details to compliment the architectural style, and are subject to architectural design review. These materials include wood, stone, brick, and copper. Full metal roofs are prohibited. Built-up or roll roofing and similar appearing materials are only permitted if they are not viewable from the street.

Mechanical Equipment

Mechanical equipment shall be located in the rear yard when the side yard setback is less than 7 feet.

Accessory Structures

See Section 17.32.050 (K)(1) of the Lathrop Municipal Code.

Signs

No permanent outdoor advertising structure or sign of any character shall be permitted with the exception of those signs used in conjunction with entry monuments and subject to their particular standards.

LOW DENSITY RESIDENTIAL-MV DEVELOPMENT STANDARDS

Note: All setbacks are from property lines.

Minimum Lot Area: 6,000 sq. ft.

<i>Minimum Lot Frontage :</i>	40 feet
<i>Minimum Lot Width:</i>	50 feet for an interior lot 60 feet for a corner lot
<i>Minimum Lot Depth :</i>	100 feet typical, 85 feet minimum
<i>Maximum Lot Coverage:</i>	55%
<i>Maximum Second Floor:</i>	85% of the first story
<i>Attic Level: (Must be within Roof Form)</i>	25% of the homes may contain an attic space, which will be a maximum of 500 square feet.
<i>Minimum Front Yard Setbacks: (from front property line)</i>	10 feet to porch 10 feet to living area under 15 feet in height for a maximum of 50% of the homes. Remainder to be at 15 feet minimum. 15 feet to living areas over 15 feet in height 20 feet to front-on garage (face of garage door). 10 feet to swing-in garage.
<i>Minimum Rear Yard Setbacks: (from rear property line)</i>	Single story: 15 foot minimum Two story and higher: 20 foot minimum required for at least 50% of the rear elevation with 15 foot minimum for the remainder of the rear elevation. 0 feet for detached garages or 3 feet if habitable space above garage
<i>Minimum Side Yard Setbacks: (from side property line)</i>	5 feet For corner lots at the street side yard -10 feet Alternative [1]: 10 feet to garage (face of garage door) 0 feet for rear detached garage, as long as there are not two adjoining rear garages
<i>Minimum Distance Between Structures:</i>	10 feet between units on adjacent lots, 6 feet between garage and separate unit on same lot.
<i>Maximum Building Height:</i>	35 feet, or 2.5 stories.
<i>Maximum Height of Accessory Structures or Detached Garages:</i>	15 feet. 22 feet for garages with bonus/attic space. Bonus/attic space must fit under garage roof profile
<i>Off-street Parking</i>	2 spaces in garage.
<i>On-street Parking</i>	1 space per unit

[1] This design alternative is permitted only with Planning Commission and City Council approval.

Encroachments

The following encroachments may project up to 3 feet into yard setbacks, so long as the encroachment does not infringe into a public service/utility easement. All non-fire rated encroachments must be at least 3 feet from property lines. Encroachments may not exceed 25% of the length of the facade. Overhead patio structures may not extend within 10' of a rear property line.

- Fireplaces;
- Porches;
- Log storage;
- Entertainment niches;
- Balconies (on front and rear facades only);
- Bay windows;
- Window seats;
- Second floor overhangs on front and rear only; and
- Decks.

PERMITTED AND CONDITIONAL USES

* Refer to Title 17 – Zoning, Chapter 17.57 Mossdale Landing Zoning Districts (Article 2, Sections 17.57.230 through 17.57.235) of the Lathrop Municipal Code for a listing of Permitted and Conditional Uses for properties with a “RL-MV, Low Density Residential-MV” zoning designation.

PUBLIC USES-MV

The architectural design style of parks and other public facilities shall relate to and build upon those styles mandated for residential development in this document. This will ensure that the architecture of public uses will tie into Mossdale Landing East’s traditional character. Materials and colors shall be appropriate to the design style selected.

The landscape of public uses shall utilize the design themes proposed for the streetscapes and entries of the community. Where possible, rows and groves of canopy trees shall be used to recreate traditional agricultural uses with large canopy trees arching over a street or pathway. Additionally, windrows and “orchard” grove patterns will build upon the character of the surrounding agricultural landscape. Plant palettes shall relate to those selected for the adjacent residential and commercial areas.

Building placement and massing shall be sensitive to the site and adjacent neighborhoods. Facilities shall be located for easy access by pedestrian, bicycle or vehicular traffic. Parking lots and drop-off areas shall be sensitively sited so as to not impact neighboring residential areas. All storm system design shall conform to the City of Lathrop’s National Pollutant Discharge Elimination System (NPDES) permit requirements.

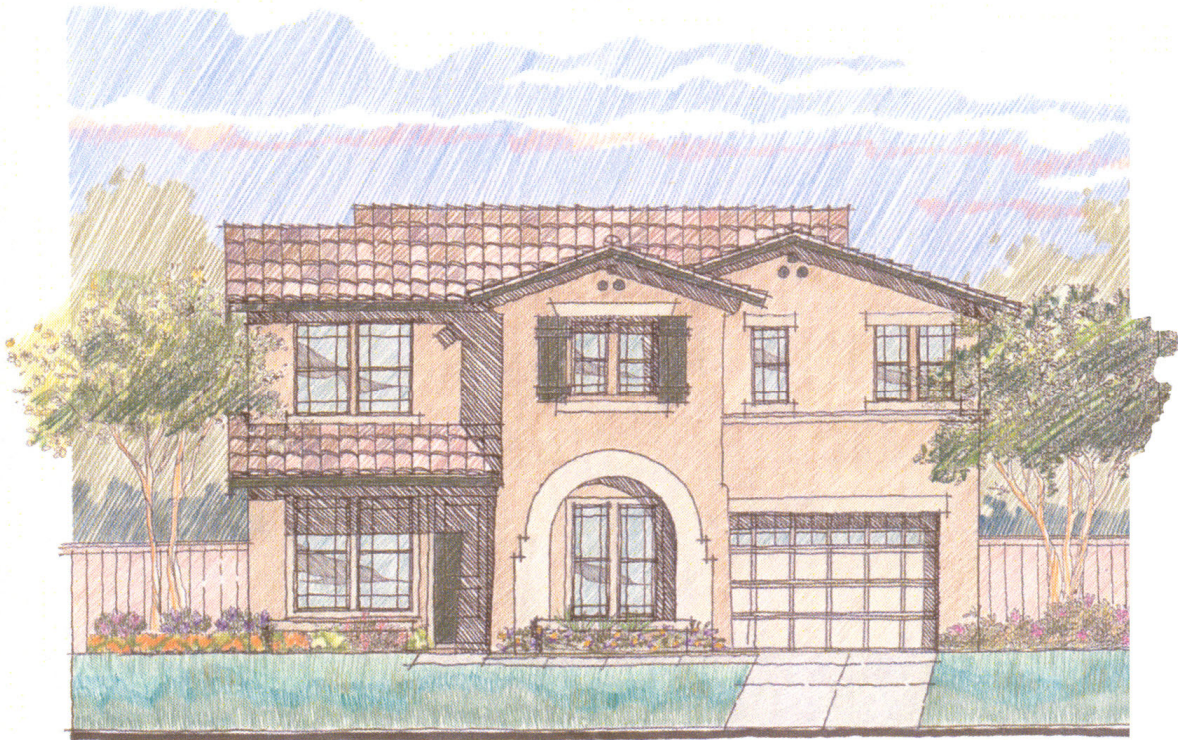
Permitted Uses

* Refer to Title 17 – Zoning, Chapter 17.57 Mossdale Landing Zoning Districts (Article 2, Sections 17.57.250 through 17.57.253) of the Lathrop Municipal Code for a listing of Permitted Uses for properties with a “P/OP-MV, Public Quasi Public-MV” zoning designation.

ARCHITECTURAL STYLES

This portion of the document strives to create a more interesting and pedestrian friendly development by establishing a paradigm for diversity. Development Standards establish form and mass requirements in order to create this diversity. Architectural Styles work hand in hand to further it.

The architectural styles for Mossdale Landing East have been thoughtfully selected to be cohesive with one another, and at the same time, individually diverse. Utilizing a combination of these styles will create a street scene that is visually appealing for the pedestrian and homeowner alike. The styles for the medium density neighborhood are Spanish, Italianate, and Cottage. The styles for the low density portion of the project are Spanish, Craftsman, Italianate, and Cottage. These descriptions are meant to be prescriptive. They shall be used as a starting point to create an interesting and balanced community. Modern interpretation of these styles is encouraged.



SPANISH

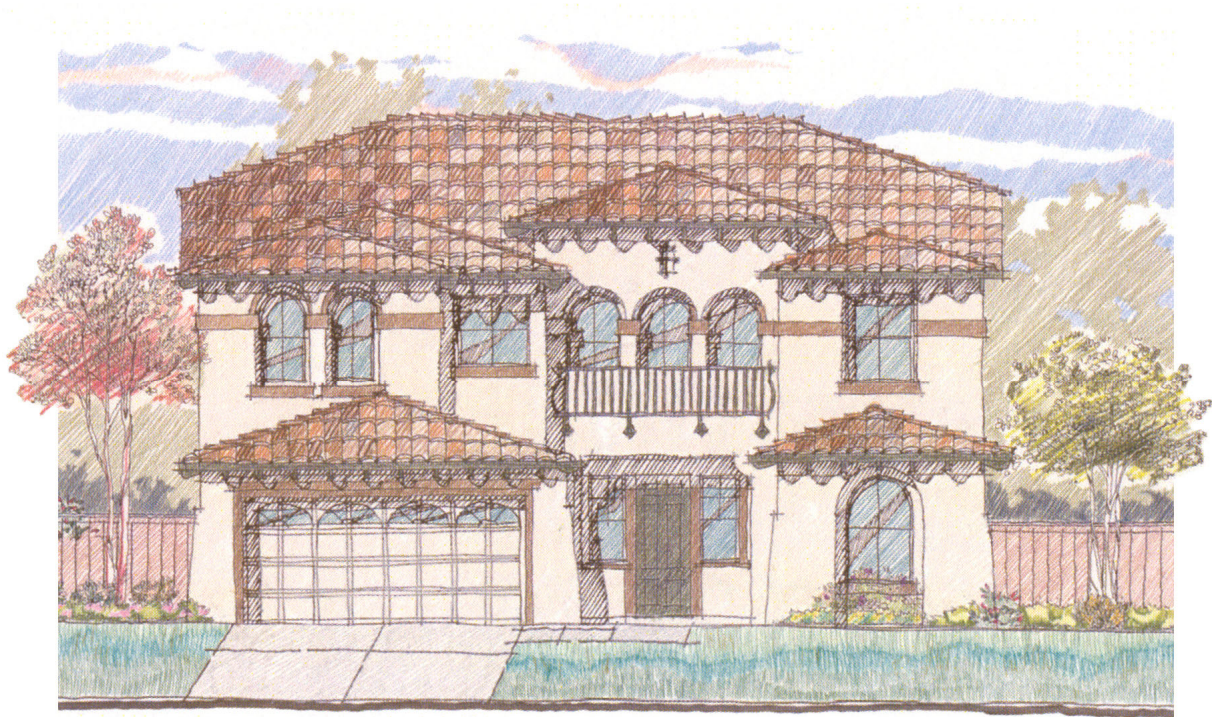
The style combines the entire history of Spanish architecture, which may be of Moorish, Byzantine, Gothic, or Renaissance inspiration lending an unusually rich and varied series of decorative precedents. The 1915 San Diego Exposition increased the popularity of the style through designs by Betram G. Goodhue and Carleton M. Winslow and it was subsequently refined by Montecito architect, George Washington Smith.

Form and Mass

The Spanish elevation is stucco exterior with tile vent accents and accent color and tower elements that vary by plan. Arched stucco soffits and garden walls enhance and further articulate the elevations. The roof lines are a combination of hips and gables with concrete villa roof tile. The typical roof pitch of this style is 4:12 and 5:12.

Materials and Details

Windows are recessed and have accent wood shutters for additional articulation on the front elevation. The detailing of this style is completed with half round stucco corbels at the gable ends, and flared stucco bases at feature tower elements.



ITALIANATE

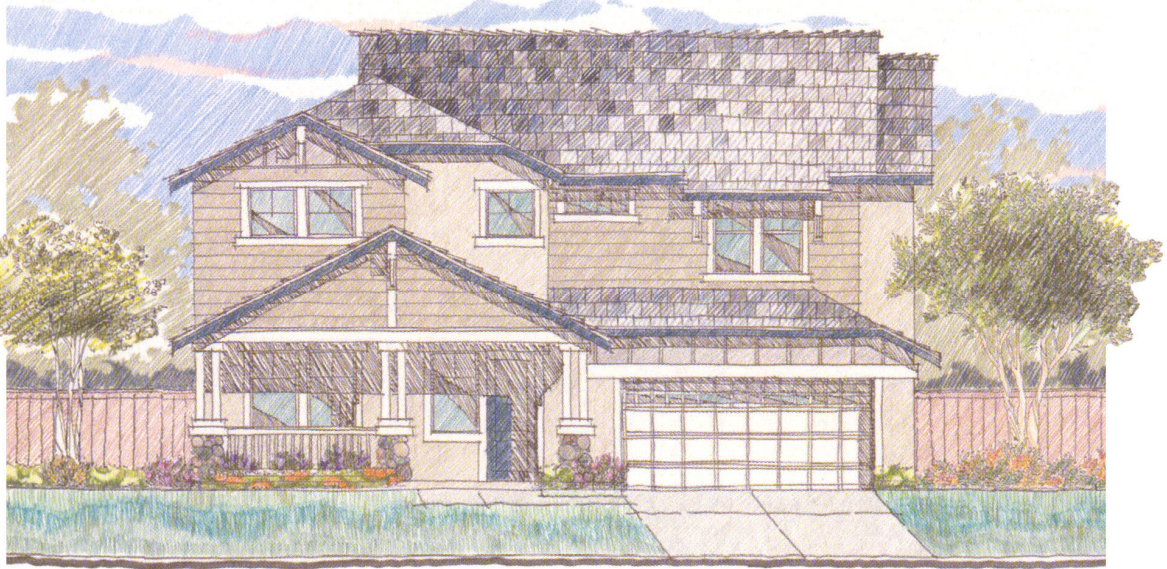
The Italian revival of the late 1800's is credited to the New York Villard Houses of McKim, Mead & White. This style accurately mimics the Italian Renaissance. Post World War I improvements in masonry veneering made authenticity more possible.

Form and Mass

Front elevations feature arched top accent windows. Windows are recessed for additional articulation on the front elevation. The rooflines are made up of full hips and have concrete villa roof tile. The typical roof pitch for this style is 4:12 and 5:12.

Materials and Details

The Italianate elevation is a stucco exterior with tower elements that have arched openings with wrought iron rail accents that vary by plan. The wrought iron railing style is unique to this elevation style



CRAFTSMAN

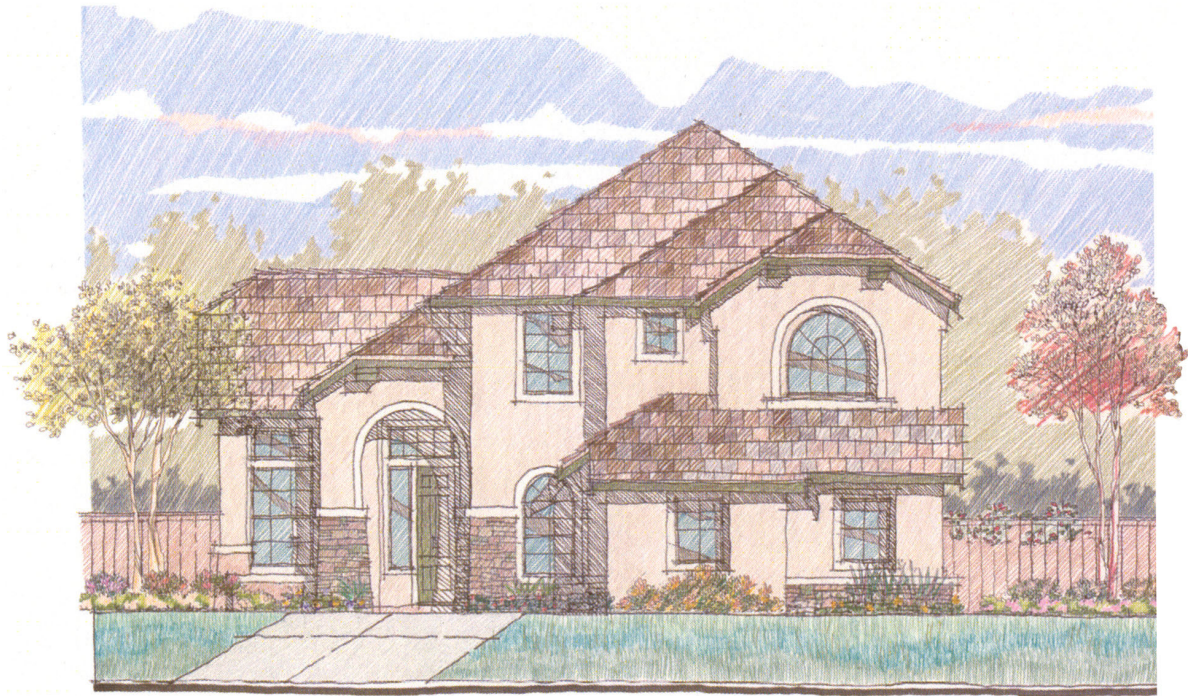
The rejection of contemporary Victorian detailing and a humanizing of the new machine aesthetic generated the English Arts and Crafts movement of the late 19th century and the craftsman house. The architects, Greene and Greene, championed the style in the United States and furthered the intricate wooden detailing with traditional Asian woodworking.

Form and Mass

The typical roof pitches are 5:12 and are primarily gable and shed roof forms with flat concrete tile shingles. The wide front porches are pronounced with tapered columns, in singles or pairs, on substantial bases with wood porch railings.

Materials and Details

The Craftsman elevations utilize a horizontal lap siding finish with matching trim on all sides of the home. The gable ends are detailed with wood accent trim elements. Window trim is carried around to the side and rear elevations as well. The wide front porches are pronounced with tapered columns, in singles or pairs, on substantial bases with wood porch railings. Optional stone veneer is used at the porches and other feature elements of the front elevations. Some plans use accent windows of varying sizes.



COTTAGE

Centuries of vast folk influences have created a deep and rich character in the English Cottage, one that holds great popularity in America. The ability to recreate this style was greatly enhanced when veneer techniques were improved in the 1920s.

Form and Mass

The typical roof pitches are a steep 8:12 pitch and are primarily hipped with accent gables. Recessed stucco elements and accent roof elements with wood posts articulate the elevation and are carried around all sides of the homes.

Materials and Details

The Cottage elevation is a stucco exterior with flat concrete roof tile. Large stone feature elements add excitement to the elevations and visually anchor the home to the site. Stucco corbels and wood accent shutters at the gable ends complete the style.

LANDSCAPE ARCHITECTURAL STANDARDS

LANDSCAPE THEME AND GUIDELINES

Mossdale Landing East's planting theme strives to recreate the character of memorable locally and regionally significant traditional neighborhoods and environs, with their broad shade trees and landmark palms, while at the same time, emphasizing the agricultural heritage of the Central Valley and its abundant use of windrows, orchards, and grazing lands. This landscaping concept will match the character already established by the Mossdale Landing project and blend into the community as a whole. Plant materials shall unify the project, provide a dominant character and identity, and set a framework for the community. It is the intent of these guidelines to provide flexibility and diversity in the plant materials selected.

The following is the proposed plant palette for Mossdale Landing East. These plant species have been selected for their appropriateness to the community theme, their cohesion with local climatic conditions, their ability to tolerate recycled water, and their ease of maintenance. Due to the various constraints present at this site, including climate and the use of recycled water, other plant species may be proposed by the developer and approved by the City of Lathrop prior to use. Furthermore, once the recycled water plant is constructed and functioning, the water shall be analyzed to determine its chemical composition. Prior to obtaining and planting, a horticulturalist or other plant specialist shall review all proposed plant materials for tolerance of the specific chemical composition of this recycled water.

A limited palette of plant materials shall be utilized and be organized in simple and significant patterns so that they reinforce and unite the community character. Trees will be 15 gallon size while shrubs, groundcovers, and vines will be 1 gallon containers.

STREETS

Landscaping along streets and entries typically forms the backbone of a community's character. Mossdale Landing East's streetscape design is intended to create and reinforce the overall structure and character of the community. Elements that are essential to creating and maintaining the character of the community are discussed in greater detail, while other elements are discussed more generally to permit a greater amount of variety and flexibility.

The streets of Mossdale Landing East have been designed for efficiency and provide a pleasurable experience by motorists, bicyclists, and pedestrians. The streetscape design will be of the highest quality, creating visual linkages between communities and neighborhoods and enhancing the community character. The hierarchy of streets in Mossdale Landing East has been established based on function and scale. Hence, the more heavily traveled and regionally-oriented streets will receive a more extensive landscape treatment, both in mass and grandeur,

than those streets with lower traffic volumes or local travel. The imagery of the streetscape should be more rural in appearance in keeping with the agrarian context of the area.

The streetscape theme for the major streets, being arterials and collectors, is based upon local and regional street design utilizing rows of canopy trees, and the character of the surrounding agricultural landscape, such as windrows, orchards, and grasslands. The theme of Mossdale Landing East's residential streetscape is to recreate the neighborhoods of old- those with large canopy trees arching over the street, separated sidewalks, and turfed parkways. Historically, these traditional street trees were predominantly deciduous so as to provide shade in the summer and sunlight during the winter.



Figure 5: Vehicular Circulation

River Islands Parkway

River Islands Parkway is a major east-west thoroughfare that forms the northern boundary of the site, connecting I-5 and Johnson Ferry Road to the Stewart Tract, another portion of the West Lathrop Specific Plan area. Because this is a major thoroughfare, the landscape treatment shall be the most intensive in order to immediately establish a distinct and identifiable character for Mossdale Landing East and identically match the planting design of River Islands Parkway from the approved Mossdale Landing UDC.

River Islands Parkway is proposed to be a four to six lane divided arterial. . The large structural canopy street trees will separate the vehicular and pedestrian zones and shall be used to unify the streetscape. Only one variety of tree shall be used for the entire length of this arterial, including medians. Street trees shall be paired on either side of the pathway and be of a single species. Trees shall be placed in a linear row, and located centrally in the parkway strip and planting area. Spacing shall be as regular as possible, taking into account utilities and cross streets. Maintaining a consistent, identifiable pattern of street trees shall take preference over the meander of the sidewalk. The same tree species shall be planted within the median, consisting of a single row of trees centrally located.

The street shall have an 8' wide shared pedestrian and bicycle multi-use trail in the landscaped parkways on both sides. The trails will be separated from the roadway by an 8' parkway. The use of similar understory plant materials will unite the landscape theme along the streets length. The predominant understory planting in the median and in the parkways shall be native or taller grasses, clover, wildflowers or a mix of these groundcovers. This area should be kept unmown, typical of the area's fodder crop industry and grazing lands. The larger massing of shrubs and ground covers are preferred over many small groupings. No rolling berms are permitted within the right of way.

Refer to the Planting Guidelines section for plant material sizes.

River Islands Parkway Landscape Palette

Botanical Name

Common Name

Tree:

Zelkova serrata 'Green Vase'

Green Vase Sawleaf Zelkova

Shrub:

Abelia grandiflora

Abelia

Arbutus unedo

Strawberry Tree

Correa pulchella 'Carmine Bells'

Australian Fuchsia

Lavandula stoechas 'Quasi Otto'

Spanish Lavander

Lavandula a. 'Twickel Purple'

English Lavander

Lavatera thuringiaca

Mallow

Phormium tenax species

New Zealand Flax

Pittosporum tenuifolium

Tobira

Pittosporum tobira 'variegata'

Variegated Tobira

Prunus l. 'Zabeliana'

Zabeliana Laurel

Rhamnus californica 'Eve Case'

Coffeeberry

Rosa species

Shrub and Climbing Rose

Viburnum tinus 'Spring Bouquet'

Compact Laurestinus

Xylosma congestum

Xylosma

Goundcover:

Carex species

Sedge

Coprosma kirkii

Creeping Mirrorplant

Cotoneaster dammeri 'Coral Beauty'

Cotoneaster

Cotoneaster salicifolius 'Repens'

Weeping Cotoneaster

Festuca species

Fescue

Hemerocallis spp.

Daylily

Hypericum calycinum

Aaron's Beard

Iberis sempervirens 'Snowflake'

Candytuft

Kniphofia uvaria

Red Hot Poker

Leymus species

Wild Rye

Lonicera japonica

Honeysuckle

Miscanthus transmorrisonensis

Evergreen Miscanthus

Muehlenbergia species

Deer Grass

Nassella tenuissima

Mexican Feather Grass

Native grasses

Oenothera berlandieri

Mexican Evening Primrose

Pennisetum species

Fountain Grass

Rosa species

Carpet Rose

Trifolium species

Scarlet Clover

Tulbaghia violacea 'variegata'

Variegated Society Garlic

Vinca Minor

Dwarf Periwinkle

Wildflower hydroseed mix

Wildflower

Vine:

Ficus pumila

Creeping Fig

Parthenocissus quinquefolia

Virginia Creeper

Golden Valley Parkway

Golden Valley Parkway is another major thoroughfare, being the primary north-south street that runs parallel to Interstate 5. This street is anticipated to become a four to six-lane arterial and eventually become a regional freeway bypass. As such, cross street traffic and entries are limited in scope. Because of the high speeds and volumes anticipated on this street, a planting scheme matching its scale and pace is required. The planting design of Golden Valley Parkway will identically match the concepts for Golden Valley Parkway approved in the Mossdale Landing UDC.

This street shall also rely on the imagery of the area's agriculture and that of early traditional communities established in the valley. To create a sequence of movement and identity, this street shall incorporate interspersed groves of large canopy trees with windrows of vertical trees. Windrow trees shall start and end each block, and be broken approximately every 100', or at an equal distance along a block, by an approximately 300' wide grove of canopy trees.

Canopy street trees shall alternate on either side of the pathway and be of a single species. Street trees shall be placed in a linear row, and located centrally in the parkway strip and planting area beyond the sidewalk. One row of windrow trees shall be planted centrally in the parkway, and one row of this species centrally planted behind the pathway. Windrow trees shall be paired across the sidewalk. The same two species of trees shall be used along the entire length of Golden Valley Parkway. Spacing shall be as regular as possible, taking into account utilities and cross streets. To maintain a consistent and identifiable pattern of street trees, the walkway shall parallel the street.

. Due to the need for left turn lanes along Golden Valley, a single row of windrow trees will be located approximately 4' behind the curb on both sides of the median. Street light standards should be paired along both sides of the median, and be aligned with the street tree row. Due to the width of the right-of-way, it is suggested that a single armed pole be provided along Golden Valley Parkway. Trees and light standards would be eliminated where there were conflicts with vehicular turn lanes. Grasses, clover, and/or wildflowers shall be placed in the median and parkway and left natural; evoking the surrounding agricultural and open space character and visual quality of Lathrop.

Golden Valley Parkway will have shared 8 foot wide pedestrian and bicycle multi-use trails separated from the roadway by 8 foot parkways. Where residential areas abut the street, the community wall will parallel Golden Valley Parkway. (Refer to the Walls and Fences section of this document for greater details). The predominant ground cover shall be native or taller grasses. Shrubs, ground covers, and/or vines shall be planted adjacent to the wall to soften it, create pedestrian scale, and provide a foundation for the street trees. No rolling berms are permitted. Refer to the Planting Guidelines section for plant material sizes.

Golden Valley Parkway Landscape Palette

Botanical Name

Common Name

Tree:

Pistacia Chinensis
(River Islands Pkwy to Towne Centre Drive)

Chinese Pistache

Quercus coccinea
(south of Towne Centre Drive)

Scarlet Oak

Shrub:

Abelia grandiflora

Abelia

Arbutus unedo

Strawberry Tree

Buxus microphylla japonica

Japanese Boxwood

Correa pulchella 'Carmine Bells'

Australian Fuchsia

Lavandula stoechas 'Quasi Otto'

Spanish Lavander

Myrtus communis compacta

Compact Myrtle

Pittosporum tenuifolium

Tobira

Pittosporum tobira 'variegata'

Variegated Tobira

Prunus l. 'Zabeliana'

Zabeliana Laurel

Rhamnus californica 'Eve Case'

Coffeeberry

Rosa species

Shrub and Climbing Rose

Viburnum tinus 'Spring Bouquet'

Compact Laurestinus

Groundcover:

Carex species

Sedge

Coprosma kirkii

Creeping Mirrorplant

Cotoneaster dammeri 'Coral Beauty'

Cotoneaster

Festuca species

Fescue

Hemerocallis spp.

Daylily

Hypericum calycinum

Aaron's Beard

Iberis sempervirens 'Snowflake'

Candytuft

Leymus species

Wild Rye

Lonicera japonica

Honeysuckle

Muehlenbergia species

Deer Grass

Native grasses

Oenothera berlandieri

Mexican Evening Primrose

Pennisetum species

Fountain Grass

Rosa species

Carpet Rose

Trifolium species

Scarlet Clover

Tulbaghia violacea

Society Garlic

Tulbaghia violacea 'variegata'

Variegated Society Garlic

Vinca minor

Dwarf Periwinkle

Wildflower hydroseed mix

Wildflower

Vine:

Ficus pumila

Creeping Fig

Parthenocissus quinquefolia

Virginia Creeper

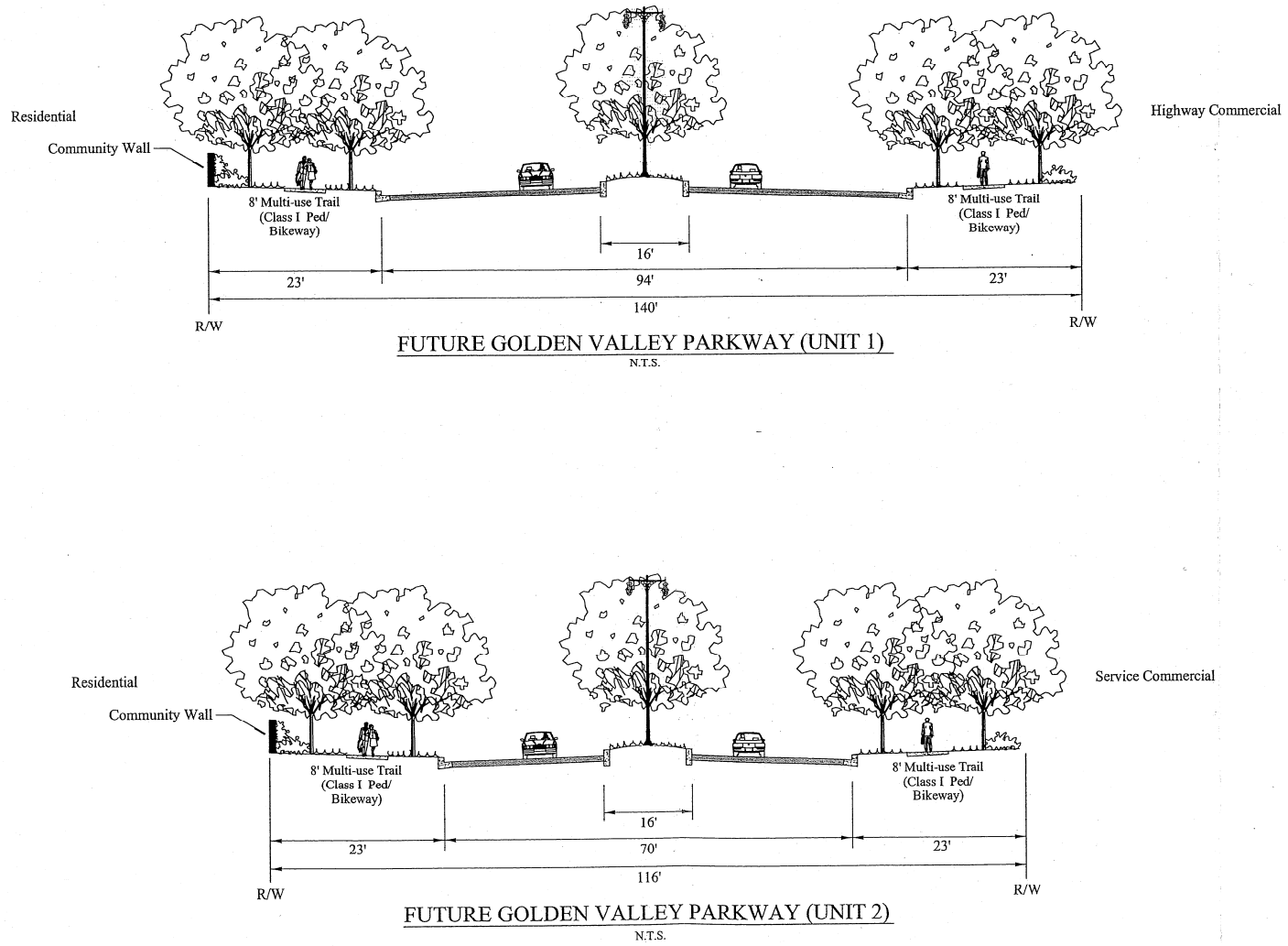


Figure 6: Street Sections – Golden Valley Parkway

Collectors

Collectors like McKee Boulevard and the Unit 2 collector provide a transition from the higher speed and larger scale arterials to smaller scale, more tranquil neighborhood residential streets. Collectors and major residential streets connect major site features such as the Village Center, schools and parks together. Collectors are two lane divided or undivided streets, while major residential streets are two lane undivided streets. The tree species shall be uniform along the length of each collector or north-south major residential street. No rolling berms are permitted in parkways or other landscaped areas.

These streets shall be characterized by windrows of a single species of columnar tree per street. This concept is based upon local windrow plantings and signifies, through their height, the visual and physical connection of community amenities. East-west collectors shall be planted with a single species of large canopy shade tree per street. Different tree species may be used on each individual street, however, they must be from the following provided tree list unless otherwise approved by the City.

Two scenarios occur along these streets. In the first, where lots front onto a collector or major residential street, only a parkway is present for street landscaping. Where the first condition exists on collectors, and on all major north-south residential streets, trees shall be placed in a single row, centrally located in the parkway. In the second scenario, where lots either back or side onto a collector or major residential street, there is an additional planting area behind the sidewalk. This extra planting area will become part of the right of way. Street trees shall be placed in a linear row on both sides of the sidewalk in this scenario, and be located centrally in the parkway strip and planting area. Trees shall alternate spacing along the walk, rather than be paired. For both conditions, there shall be a minimum of one tree per interior lot, and a minimum of two trees per corner lot. Trees shall be spaced as uniformly as possible, taking into account utilities and crossing streets.

The pedestrian walk will be separated from the street by a landscaped parkway planted with trees. Two exceptions of this typical section occur, being the western side of the Unit 2 collector and the eastern side of Manthey Road. Manthey Road will function as a frontage road along I-5 and provide access to highway and service commercial parcels. Because of this, only one row of street trees and a sidewalk will be provided on the western side of the street. On the eastern half of the right of way, no sidewalks will be provided along the street, nor will there be any street trees located there. The Unit 2 collector will not provide a western sidewalk and second row of trees on the western edge as it abuts River Park. The river park instead provides a meandering 12' multi-use trail. This park's character is intended to be natural in appearance and provide open space opportunities.

The understory planting in the parkway shall be native or ornamental grasses. The planting area between the sidewalk and either the community wall or the neighborhood fence (refer to the Fence, Wall, and Column Plan) shall be a combination of shrubs and groundcovers. Understory plantings shall be grouped in larger masses. Planting should be limited in the number of species used and be consistent along the entire length of the street. Refer to the Planting Guidelines section for plant material sizes.

M

McKee Boulevard

Botanical Name

Common Name

Tree:

Quercus coccinea

Scarlet Oak

Golden Spike Trail

Botanical Name

Common Name

Tree:

Liriodendron tulipifera

Tulip Tree

Johnson Ferry Road (Formerly Louise Avenue)

Botanical Name

Common Name

Tree:

Pistacia Chinensis

Chinese Pistache

Unit 2 Collector and other Collectors

Botanical Name

Common Name

Tree:

Liriodendron tulipifera

Tulip Tree

Zelkova serrata “Village Green”

Village Green Zelkova

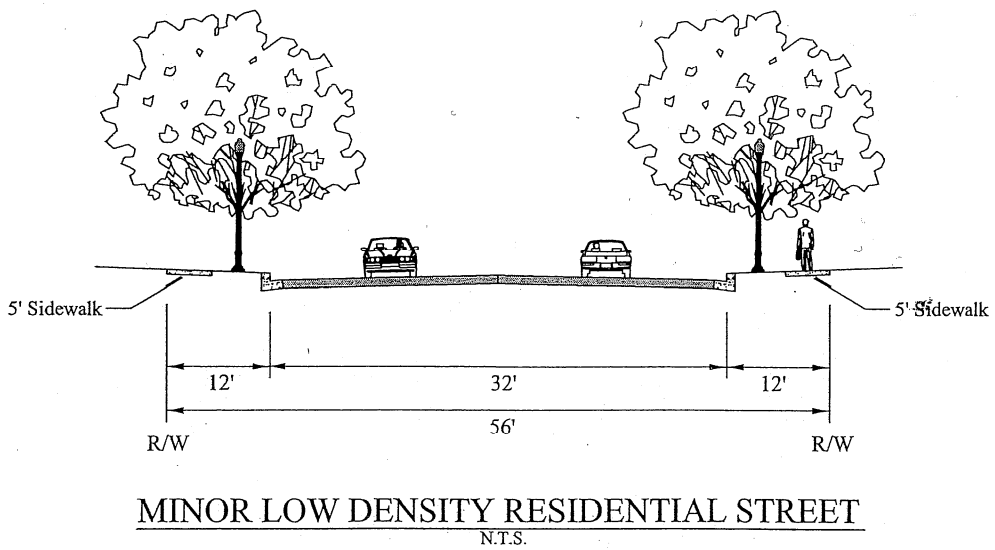
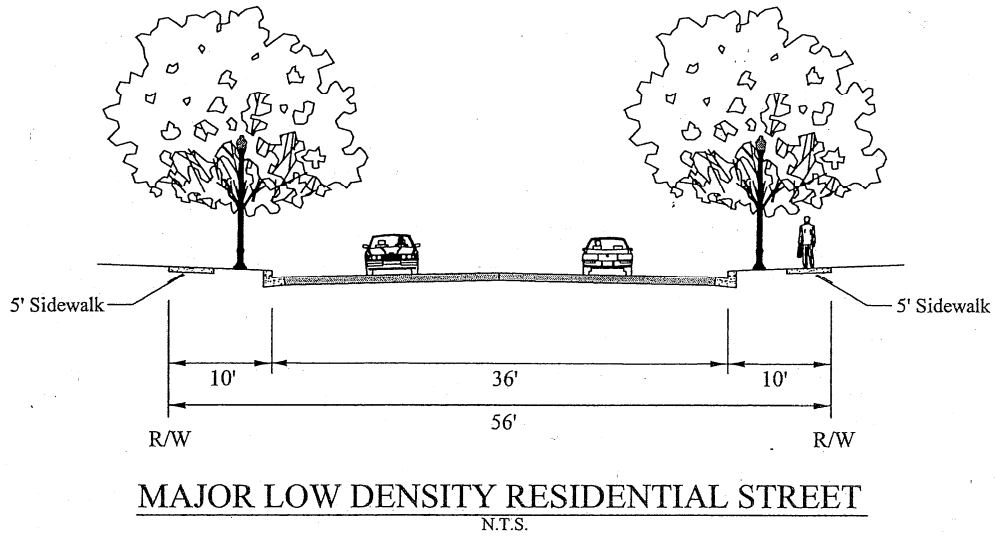
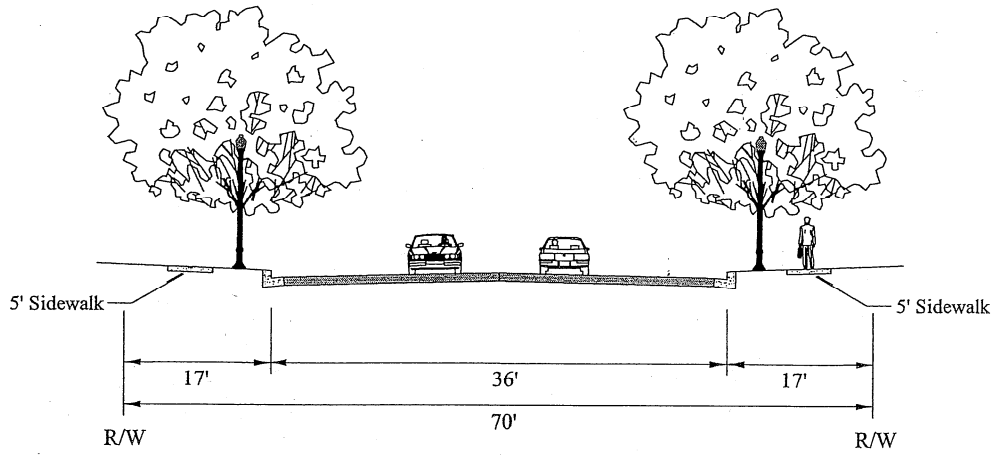
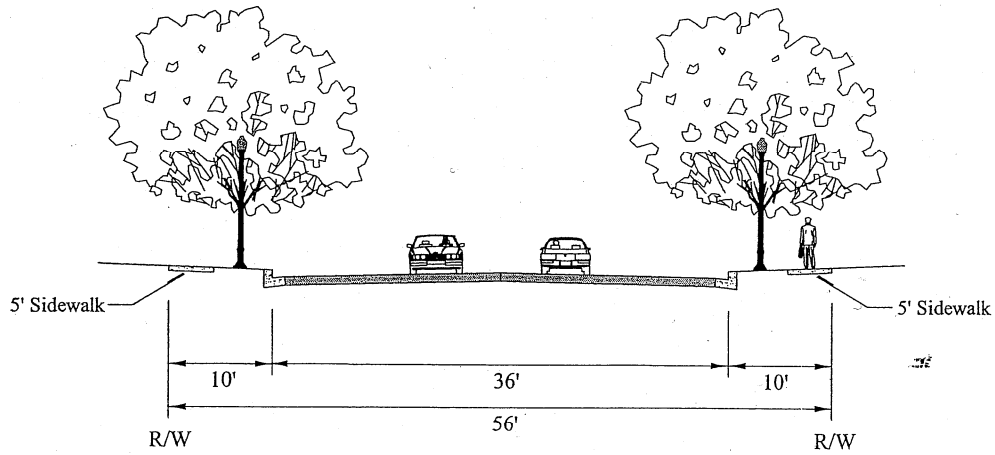


Figure 7: Street Sections – Major and Minor Low Density



McKEE BOULEVARD (UNIT 1)

N.T.S.
* No Parking Allowed



McKEE BOULEVARD (UNIT 2)

N.T.S.

Figure 8: Street Sections – McKee Boulevard

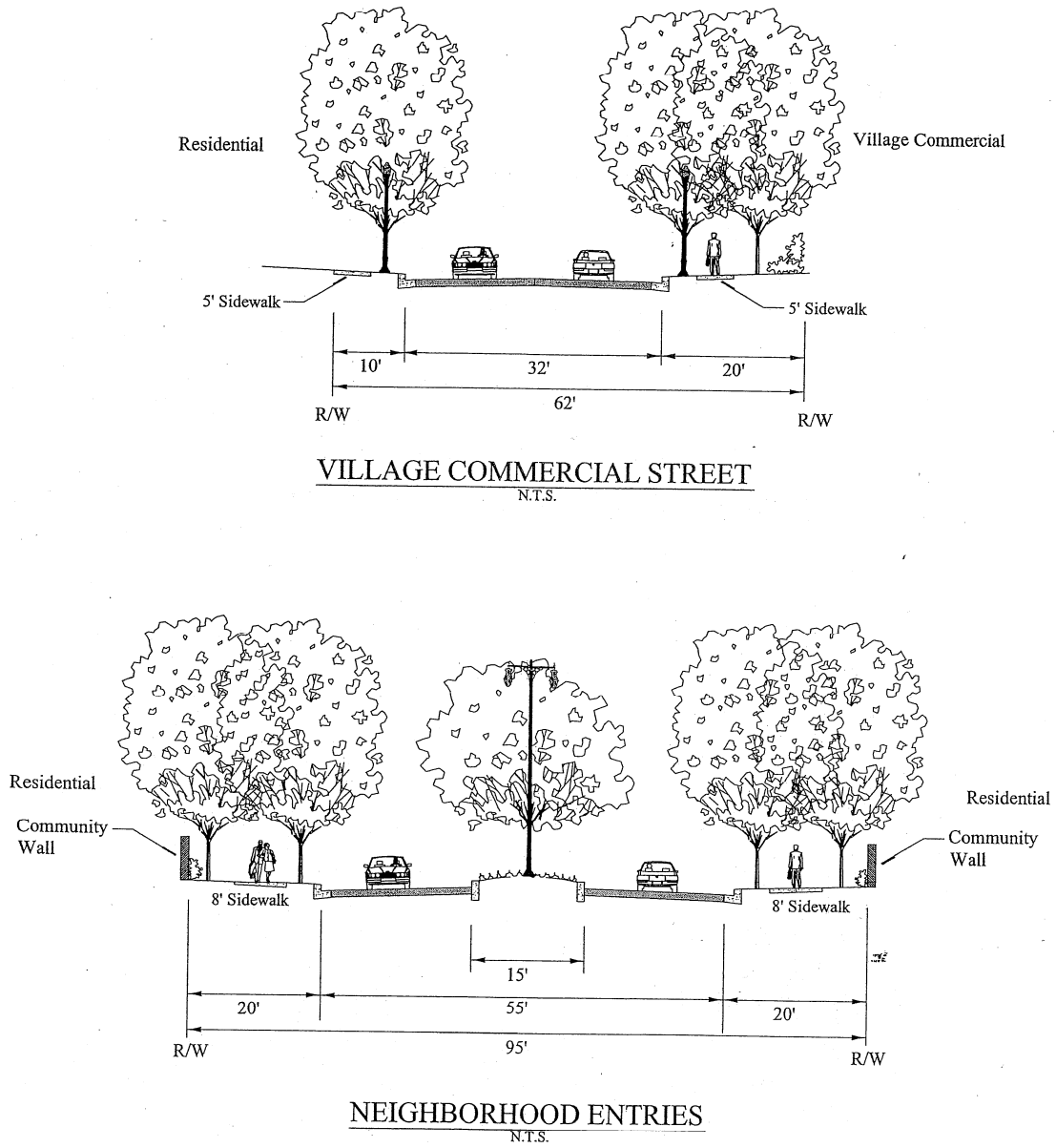


Figure 9: Street Sections – Village Commercial and Neighborhood Entries

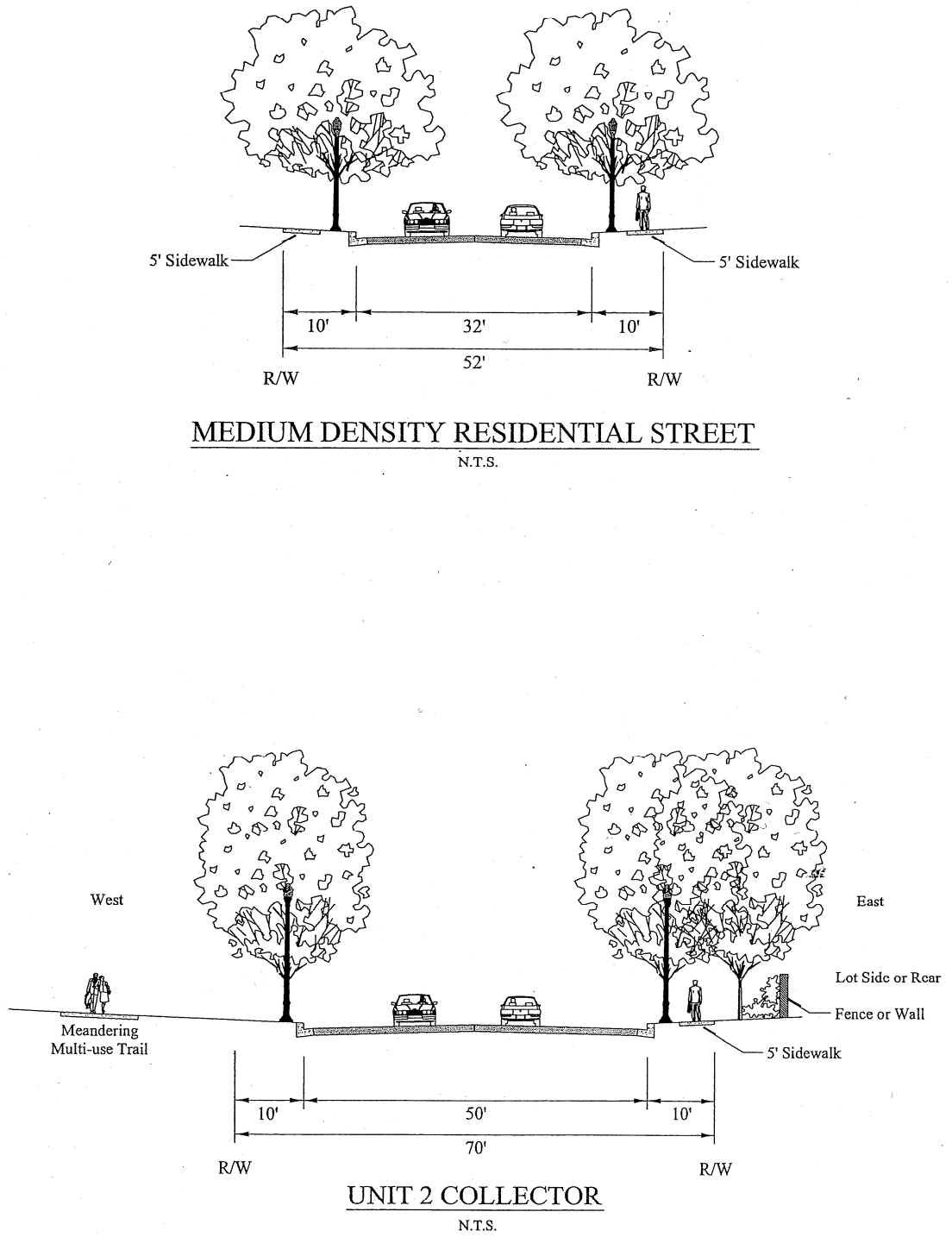
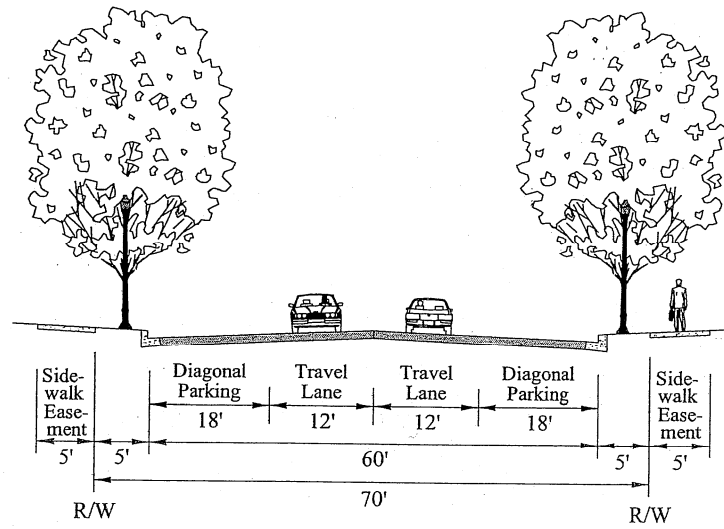
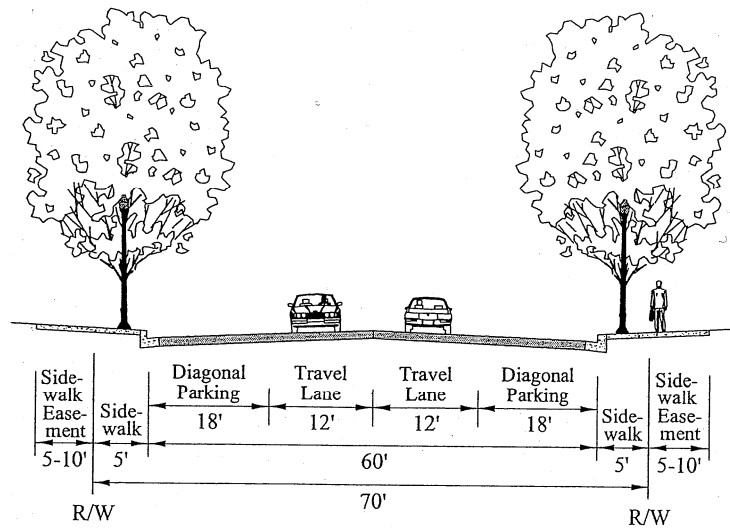


Figure 10: Street Sections – Medium Density and the Unit 2 Collector



COLLECTOR STREET

N.T.S.



TOWNE CENTRE DRIVE

N.T.S.

Figure 11: Street Sections – Collector and Towne Centre Drive

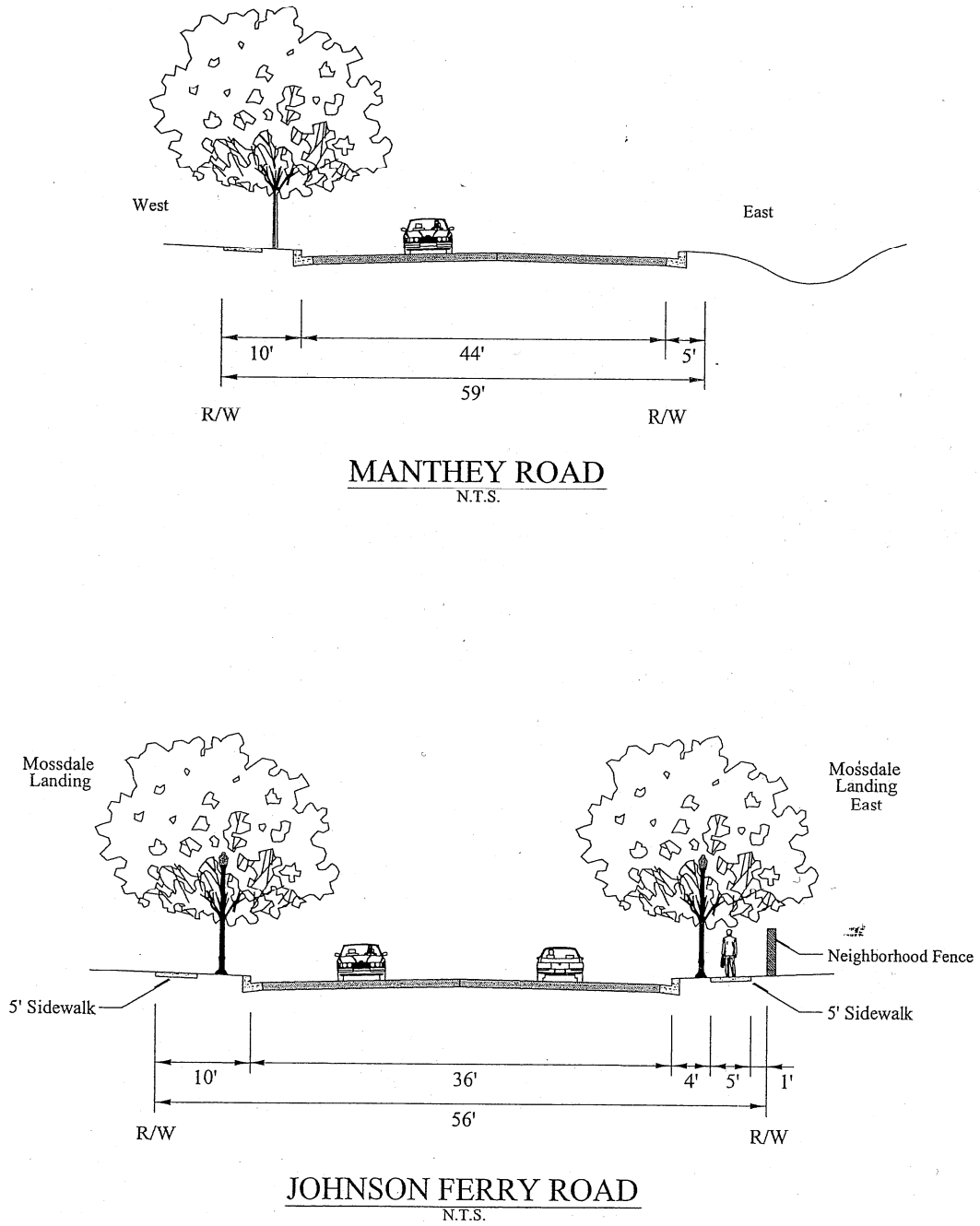


Figure 12: Street Sections – Collector and Towne Centre Drive

Residential Streets

Residential streets are pedestrian oriented in scale and character, and have slow speeds. These streets are two lane roadways which typically front onto dwelling units. Due to the emphasis on pedestrian convenience and safety, the pedestrian walk shall be separated from the street by a parkway. The parkways shall be planted with large shade trees and either grass or clover. These shade trees will help provide a quieter, cooler, and more peaceful character for the neighborhood.

Selected tree species shall identify each neighborhood as unique within Mossdale Landing East. This will be achieved by utilizing a different street tree species per neighborhood to create and enhance the structure of the neighborhood’s character. This variation in tree species will provide diversity and interest throughout the community. There shall be only one species of street tree per neighborhood. Refer to the Neighborhood Units Map for the specific areas classified as a neighborhood unit.

Trees shall be placed in a single row, centrally located in the parkway. In residential areas, trees may only be shifted into residential lots at cul-de-sacs where parkways have been eliminated. There shall be a minimum of one tree per interior lot, and a minimum of two trees per corner lot. Trees shall be spaced as uniformly as possible, taking into account utilities and crossing streets. Refer to the Planting Guidelines section for plant material sizes. In-tract parkways will be watered and maintained by each individual homeowner fronting along that parkway section. Refer to the street cross sections for sidewalk and parkway locations of residential streets, including Johnson Ferry Road and others.

Residential Streets Landscape Palette

Neighborhood 1

<u>Botanical Name</u>	<u>Common Name</u>
Tree:	
Pistacia Chinensis	Chinese Pistache
Goundcover:	
Hybrid fescue	Sod, Clover

Neighborhood 2

<u>Botanical Name</u>	<u>Common Name</u>
Tree:	
Pistacia Chinensis	Chinese Pistache
Goundcover:	
Hybrid fescue	Sod, Clover

Neighborhood 3

<u>Botanical Name</u>	<u>Common Name</u>
Tree:	
Koelreuteria bipinnata	Chinese Flame Tree
Goundcover:	
Hybrid fescue	Sod, Clover

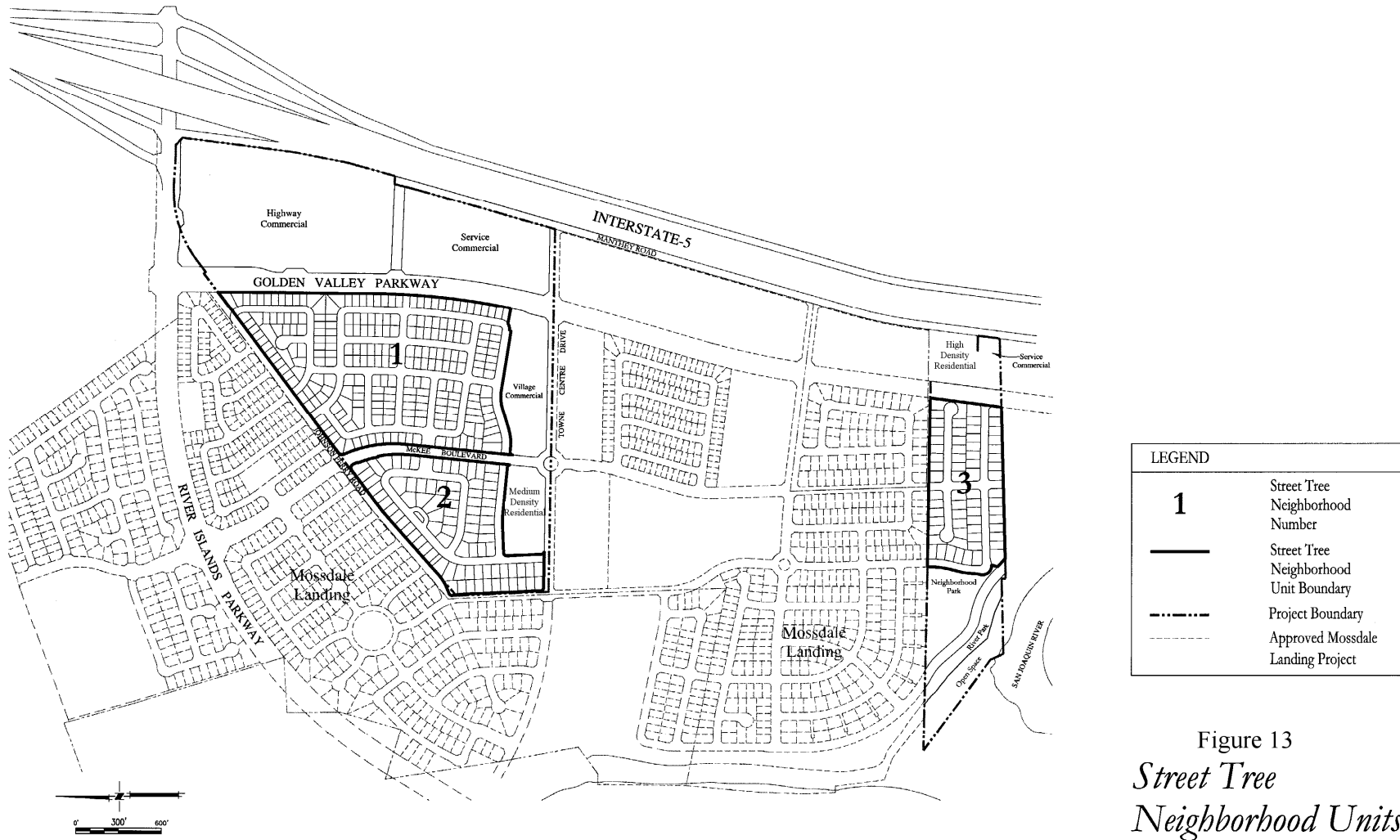


Figure 13
*Street Tree
 Neighborhood Units*

Figure 13: Street Tree Neighborhood Units

Towne Centre Drive

This street is intended as a mixed use, pedestrian-oriented traditional Main Street for Mossdale Village and the City of Lathrop. As such, the design of this street shall provide the charm and vitality found in typical Main Streets. This street shall have slow vehicular speeds to enhance the pedestrian experience. Two traffic lanes, in addition to diagonal parking on either side of the street, will help ensure slower traffic. Widened sidewalks between the parking stalls and the buildings will allow for street trees, lighting, and benches. The sidewalk area (that area between the face of curb and face of building) will vary between 10 and 15 feet. This will permit pedestrian niches and articulated facades to occur along the street edge. The public utility easement will overlay 10 feet of the sidewalk, or sidewalk and parkway, beginning at the face of curb. This is also true of the Village Commercial portion of the streets that bisect Towne Centre Drive.

The paving of the Towne Centre Drive sidewalk and plaza areas, where provided, shall be enhanced to provide an attractive surface and to relate to the community theme. Paving may be interlocking concrete pavers, brick pavers, colored concrete and/or textured concrete. Materials, colors, and patterns shall be based upon the community theme and be consistent along the length of the sidewalk. Plazas should be provided along the commercial uses of Towne Centre Drive to provide gathering areas for patrons. Plazas may have paving unique unto themselves, but it must reflect the Towne Centre theme in terms of colors, materials, and style.

Many different types of street furniture will be utilized along Towne Centre Drive. This includes benches, trash cans, bollards, newspaper racks, and street lights. Styles and materials shall reflect the community theme. The colors of these elements may be different from the rest of the community, but shall be consistent throughout the Village Commercial area. Street lighting standards shall be a traditional pole and fixture and shall be of a lower height to provide for pedestrian scale. Light standards shall be paired at street intersections.

Along the commercial uses, trees shall be placed in tree wells with grates, cobbles with decomposed granite, or other acceptable walkable surface. Along residential uses, tree grates or a tree planted parkway may be utilized. Any selection must meet ADA requirements. Tree wells shall provide a minimum of 24 square feet of planting area to maintain an adequate root zone area for the tree.

Paseos are pedestrian connections between buildings. These connections are encouraged as they provide convenient access between parking lots and Towne Centre Drive. These connections should continue through the parking areas and tie into the sidewalk on the north side of the block. This will connect residents in the northern neighborhoods to Towne Centre amenities. In addition to providing connections, paseos also create smaller “blocks” and break down the perceived distance of Towne Centre Drive. The paving of paseos shall match that used along Towne Centre Drive in terms of materials, colors, and patterns. Adequate lighting shall be provided along the length of paseos in order to insure safety and define these areas as pedestrian access points. The minimum dimension of a paseo is 10 feet wide clear. Planting, signage, and site furnishings may be provided in and along these spaces.

Mid-block pedestrian crossings are encouraged. These crossings cater to pedestrian use by linking the north and south sides of Towne Centre Drive. The face of curb at mid-block crossings shall be bumped out into the Towne Centre Drive parking area to decrease the width

of the street and calm traffic. The paving of mid-block crossings may be of an enhanced material in order to encourage pedestrian use.

Additionally, corners along Main Street shall be bumped out into the parking area to increase the pedestrian area. Ramps should be a minimum of 10' wide so as to provide adequate pedestrian crossing maneuvers.

Towne Centre Drive

Botanical Name

Common Name

Tree:

Ginkgo biloba

Autumn Gold Ginkgo

Manthey Road

Manthey Road is a two land frontage street paralleling Interstate 5 and provides access to the uses located along it. Large canopy trees shall be planted to provide shade and a uniform appearance. Trees are located only on the western side of the right of way, and shall be centrally placed within the parkway. Trees shall be spaced as uniformly as possible, taking into account utilities and crossing streets. Refer to the Planting Guidelines section for plant material sizes, and to the street cross sections for sidewalk and parkway locations and dimensions.

Manthey Road Landscape Palette

Botanical Name

Common Name

Pistacia chinensis

Chinese Pistache

MULTI-USE TRAILS AND BICYCLE LANES

As noted in the Streets and Parks sections, the project proposes a network of multi-use trails and bicycle lanes throughout Mossdale Landing East that link into the Mossdale Landing project.

Multi-use Trails

Multi-use trails are shared routes between pedestrians and bicyclists, and are also referred to as Class I pedestrian and bicycle ways. These trails have been created to remove bicycle traffic from the street because of concerns about bicyclist safety due to high traffic volumes and automobile speeds. Multi-use trails extend along the arterials (River Islands Parkway and Golden Valley Parkway), and in River Park, along The Unit 2 collector. Refer to the Pedestrian and Bicycle Circulation Map for actual locations. Multi-use trails along the arterials shall be 8 feet wide concrete trails. The 12 foot multi-use trail along River Park shall consist of 8 feet wide asphaltic concrete sandwiched by 2 feet of compacted decomposed granite on both sides. This condition shall be consistent along its length. This trail shall meander through River Park. Refer to the street sections for greater detail.

Bicycle Lanes

Bicycle lanes, also known as Class II bicycle ways, are present along McKee Boulevard and within the traffic circle on Towne Centre Drive, and are provided within the street section. As such, they shall be made of asphalt. Bike lanes shall be 5' wide. Refer to the Pedestrian and Bicycle Circulation Map for actual locations.

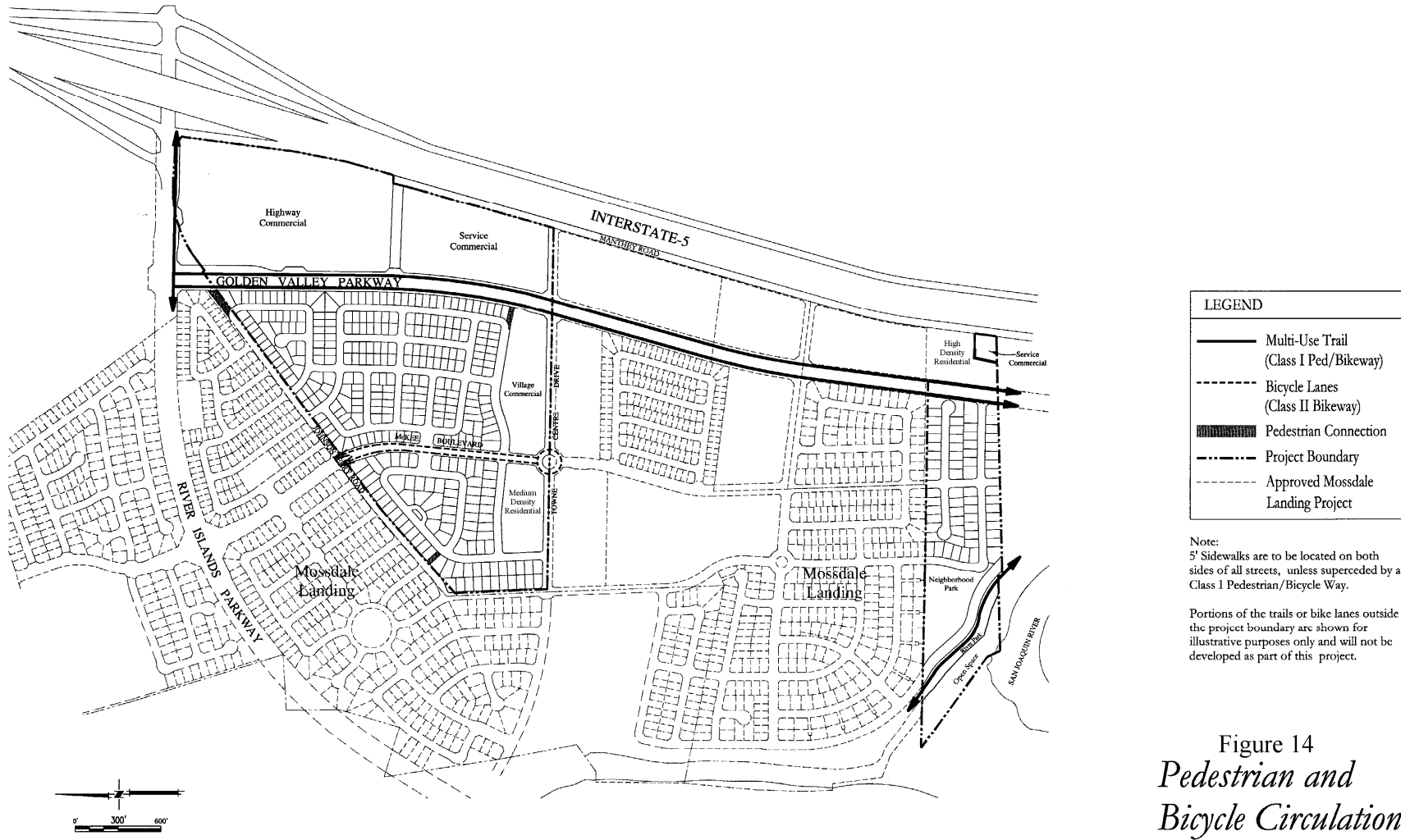


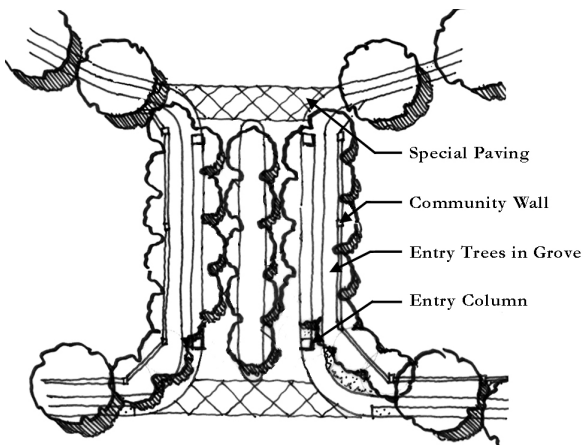
Figure 14
*Pedestrian and
Bicycle Circulation*

Figure 14: Pedestrian and Bicycle Circulation

NEIGHBORHOOD ENTRIES AND LANDMARKS

Neighborhood entries, columns, fences, and walls define landmarks within Mossdale Landing East. These elements shall be located at important points of entry and along certain neighborhood boundaries in order to define significant edges. These features are designated on the Wall, Fence and Column Plan exhibit. These elements are designed to establish a sense of arrival to the community and reinforce its distinct character. A hierarchy of scale shall be established, appropriate with the importance of each entry. Consistent design, materials, and colors shall be incorporated throughout. The design theme is based strongly upon the local and regional agricultural patterns and historic communities. Trees are placed in frameworks of orchard style groves, rows, and windrows, while materials are based upon local and regional examples.

Neighborhood Entries



Neighborhood entries shall be consistent with the character and design vocabulary established in the Mossdale Landing project. These entries mark important points of access and set the tone for those entering into the residential areas of the project. These entries shall be consistent focal points throughout Mossdale Landing East.

All neighborhood entries shall have a unified and unique entry tree species. Refer to the following plant palette for selected landscape species. Entry trees shall be matched in size,

form, and shape. Their placement shall be in formal rows or grids. Symmetry is also required of understory plantings, and walls and fences.

Entry accent trees shall be planted on either side of the entry walkway in the right of way in rows and in a row within the median, if one is present. The median tree may be a different species than those located beyond the curb. Groundcover may be native or ornamental grasses, perennials, or shrubs. At the community wall along the entry, understory planting and vines shall be used to soften the wall and enhance the pedestrian experience. Plant materials should focus on local and regional traditional and historical references and imagery.

Entry columns shall be placed centrally within the parkway, and paired across the right of way. These monuments shall be placed within the general vicinity of the hinge point of the community wall that angles across the entry, yet maintain clear visibility at the corner for safety. A second column is allowable behind the sidewalk. If a second monument is provided, it must be paired with the original column and may be a different height. (Refer to Entry Monuments, Columns, and Low Walls for greater details).

Low walls and fences may be incorporated at entries. Materials and colors utilized at neighborhood entries should be based upon those used historically in the area and shall relate to those employed at the project gateway. Detailing and craftsmanship shall be evident in the entry features. (Refer to Entry Monuments, Columns, and Low Walls for greater details).

Signage at these locations is to primarily identify specific neighborhoods. Signage shall be clear and simple, and in scale with the entry sequence. Signs shall be uniform in style, color, and materials throughout Mossdale Village. Signage shall follow that integrated and designed for the Mossdale Landing project. (Refer to the Signage section).

Enhanced pavement shall be located at these entries within the crosswalks and along the entry drive to emphasize the entry procession and reduce traffic speeds. The materials, colors, and finish shall be similar to those used on the entry column.

Neighborhood Entries Landscape Palette

Botanical Name

Common Name

Tree:

Prunus cerasifera “Krauter Vesuvius”

Flowering Purple Plum

Shrub:

Buxus microphylla japonica

Japanese Boxwood

Lavandula stoechas ‘Quasi Otto’

Spanish Lavander

Pittosporum tobira 'variegata'

Variegated Tobira

Rhamnus californica 'Eve Case'

Coffeeberry

Rosa species

Shrub and Climbing Rose

Rosemarinus species

Rosemary

Viburnum species

Viburnum

Groundcover:

Festuca species

Fescue

Hemerocallis spp.

Daylily

Hypericum calycinum

Aaron's Beard

Iberis sempervirens 'Snowflake'

Candytuft

Oenothera berlandieri

Mexican Evening Primrose

Trachelospermum asiaticum

Star Jasmine

Tulbaghia violacea ‘variegata’

Variegated Society Garlic

Vinca Minor

Dwarf Periwinkle

Vine

Ficus pumila

Creeping Fig

Parthenocissus quinquefolia

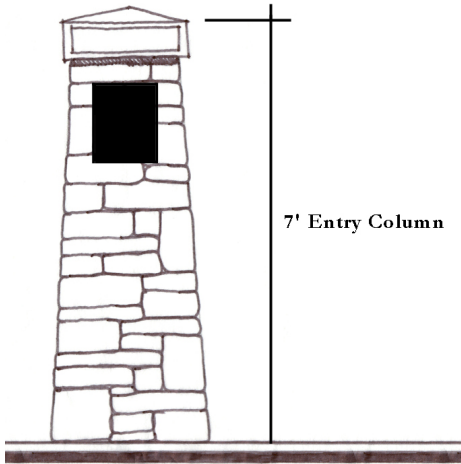
Virginia Creeper

Wisteria species

Wisteria

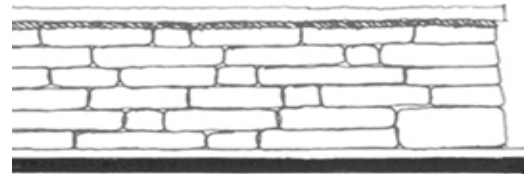
Entry Monuments- Columns and Low Walls

Entry monuments shall contain a vocabulary of elements based upon the historic imagery of local and regional communities. The columns and low walls shall be consistent in material, color, and style. Other adaptations of these elements, such as signage bases, bridge crossings, and park furniture, are encouraged elsewhere in the community.



Monuments shall be surfaced with natural or natural appearing ledger stone in a medium gold-brown color. The selected stone and color shall be consistently used throughout the project. The ledger stones shall be placed in such a manner as to give the image of being dry stacked. All monuments shall have battered forms. Entry columns shall be 2 feet square where it meets the cap and 3 feet square at the base, with a height of 7'-0" to the top of the cap.

Low walls may vary in height as needed and terminus ends are permitted to increase in height. The wall portion may not exceed 48" in height. Walls must be at least 1 foot thick. Caps are required and shall overhang the wall by one inch in each direction.



Caps on the columns will be natural color precast concrete with a sandblast finish. Cap tops shall have a low chamfer. The entry column cap shall be 8" in height and 26" in width, centered over the column. There shall be a one inch border on each cap face, with the interior panel inset.

PARKS

The West Lathrop Specific Plan has established a hierarchical network of parks equally dispersed throughout the entire Mossdale Village area. The sizes and locations of these parks are intended to serve the community as a whole. Consistent with the intention of the Specific Plan, the approved Mossdale Landing project has provided two neighborhood parks to the north of the project site that easily fall within a third to a half mile radius of the northern Mossdale Landing East neighborhoods. Residents of Mossdale Landing East will be able to access these parks by foot without crossing any major streets. Consistent with neo-traditional design, a high level of effort has been made to encourage pedestrian traffic from residences to parks, including the use of pedestrian connections at strategic locations. In addition to neighborhood parks, a Community Park site consisting of approximately 20 acres sits on the southwest corner of

Towne Centre Drive and Golden Spike Trail. The close location and variety of amenities available in this park site will directly benefit the residents of Mossdale Landing East. Consistent with the West Lathrop Specific Plan, Mossdale Landing East will provide approximately 4 acres of neighborhood park and approximately 2 acres of River Park in the southern portion of the site.

These parks will serve the needs of all age groups. There shall be no deeply sunken or hidden areas in any parks to ensure them as a child-friendly and safe area. Active play areas must be above the 100-year storm level unless otherwise approved by the Director of Parks and Recreation. These parks shall be connected to a network of pedestrian walks, bicycle lanes, and multi-use trails that extend through Mossdale Landing East and link into the pedestrian circulation system established with Mossdale Landing. Park design and themes will draw upon the rich history of the area. Plant materials utilized in parks shall emphasize and define the different activity areas. Landscaping shall buffer adjacent residential lots from park uses, but still permit views into the park. Pedestrian and bicycle access into parks shall be uncomplicated and frequently placed.

Mossdale Landing East has been designed so that all homes are within a one-half mile distance from a neighborhood park. This provides residents with nearby open space and recreation opportunities. Refer to following exhibit.

Parks shall be subject to the review and approval of the City's Park and Recreation Director and Recreation Commission, in addition, they shall be designed and themed in accordance with the General Plan and Chapter 17.92 of the Zoning Code. Exceptions include permitting shrubs to be sized between 1 and 5 gallon containers, depending upon the species and use of the plant, landscape maintenance requirements and schedules may be modified as per the Development Agreement, and street trees will be spaced dependant upon the selected species growth characteristics and centered within the parkway. Park designs shall be coordinated with the Parks and Recreation Director on design concepts and equipment selection during design phases.

Neighborhood Park

The design concept for the southern neighborhood park will emulate an historic use of land in the area, that of an orchard. The trees in this park shall be planted in a formal grid design characteristic of fruit or nut tree orchards. Special attention should be paid to the view alleys created by these tree lines. A permanent storm water detention pond is proposed on a portion of this site. The pond shall be designed as a useable active play area or passive gathering area, and as such, the need for fencing shall be negated. This pond should be centrally located and circular or freeform in shape. The contrast of this shape within the grid created by the orchard will create visual interest and solidify the pond as a focal point. This park is intended primarily for passive uses although some active uses could be incorporated into the pond area. Special consideration should be given to the views from the front yards of lots facing into the park. This park should be a place where people can gather for various activities or personal reflection. A small playground could also be included.

River Parks are located at the western edge of Mossdale Village and will parallel the San Joaquin River delta system. The River Park planned in the southern portion of Mossdale Landing East is

a link in this greater system of linear parks. Intended to provide a natural looking greenbelt, the river park will also provide a setback to keep construction activities from damaging the integrity of the levee. These areas will be informally planted, and will be a mix of turf, taller unmown grasses, and shrubs. Trees within the river park shall be planted loosely and naturalistically. The plant materials shall reflect the surrounding delta river character in appearance and species. These parks may be used for hiking, jogging, picnic areas, and various other activities. The River Park area may be designated “off-leash” for pets if the City of Lathrop determines such a need exists. All park activities are to be restricted to the flat areas extending from 10 feet beyond the toe of the levee slope to River Road. No structures, with the exception of the multi-use trail, are permitted within 60 feet of the levee toe. The meandering 12’ wide asphaltic concrete bicycle and pedestrian trail present here will connect to other portions of the river park as they are developed.

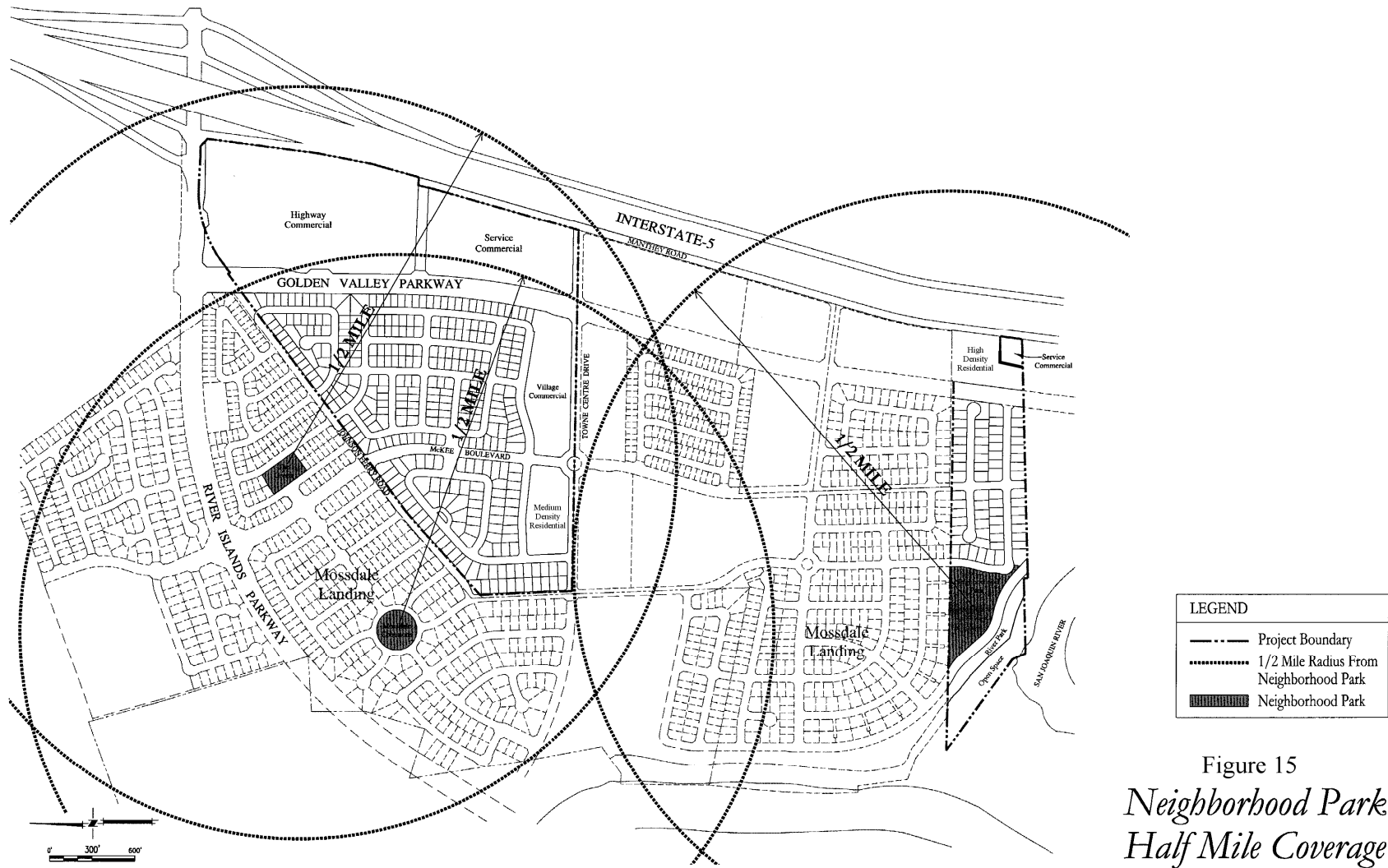


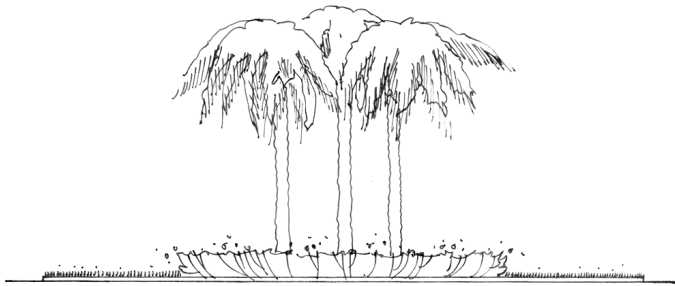
Figure 15: Neighborhood Park Half-Mile Coverage

Figure 15
*Neighborhood Park
Half Mile Coverage*

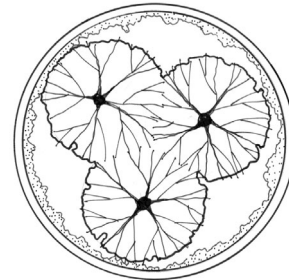
OPEN SPACE

Roundabouts

Roundabouts are planned to provide efficiency in vehicular movement, traffic calming, and open space features at important crossroads. Roundabouts shall not be paved or use extensive areas of non-landscape materials. A focal element such as a monument, palms, relocated oaks from elsewhere on the site, or other accent trees should be used. Low walls or fountains reflecting the community theme are permitted. The minimum diameter of a roundabout should be 80', face of curb to face of curb.



Conceptual Roundabout Elevation



Conceptual Roundabout Plan

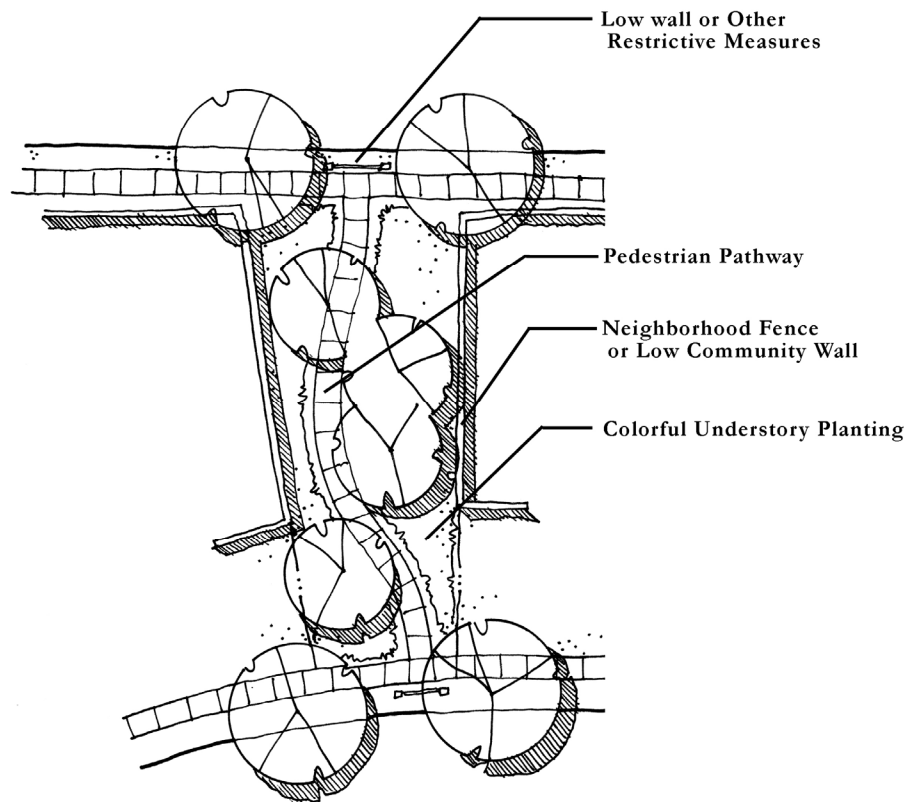
Levee Slope Area

The levee slope area functions as a buffer between the river delta system and River Park, and provides a visual continuation of River Park. The levee slope area begins 10 feet in front of the toe of slope of the inland side and encompasses the entire levee down to the water. Existing natural grass areas will remain; any additional planting shall be subject to approval by Reclamation District 17, a District of the State Reclamation District who controls the levee system. The City may at a future date design these areas in an overall riverbank master plan and trail system, and at that point may plant and irrigate these open space areas. These areas will be dedicated in whole along with the River Parks to the City of Lathrop.

Village Commercial Buffer A unique condition exists in Mossdale Landing East in the interplay between the village commercial portion of the site and the residential uses to the north. The village commercial buildings on Towne Centre Drive front that street, typical of traditional main street design. This condition creates the need for parking in the north half of the village commercial block. As a result, residential lots north of this area front onto parking. In order to buffer residential uses from parking, this area shall be landscaped extensively, creating front yard views of green space. The vegetative screen should be multi-layered and not perceived as an impervious wall. The screen should be naturalistic, clumping trees and shrubs so that they form a meandering vegetative buffer. The screen should be thickest from the ground plane up to the roof height of a typical car, and then looser once it rises past that height. Periodic breaks in the vegetation should allow visual access for safety and indicate areas where residential and village commercial walkways connect.

Pedestrian Connections

Located throughout the community are open space connections that provide pedestrian access from neighborhoods to streets, parks or schools. Pedestrian connections in Mossdale Landing East shall consist of paved pathways within landscaped separations between lots. These connections shall link the sidewalks of adjacent residential streets. These connections shall permit easy pedestrian and bicycle access and be landscaped. Use of bollards, heavy landscaping, low walls, columns or other restrictive measures shall be incorporated at the terminus of the pathways so as to discourage pedestrian traffic from funneling directly into adjacent streets. These measures will encourage pedestrian traffic to remain on sidewalks and to use designated crosswalks. In addition, signage will be provided at streets adjacent to pedestrian connections which shall indicate caution and identify these areas of pedestrian use to drivers.



In order to provide flexibility in determining the provision of pedestrian connections, Neighborhood Design Review will be utilized to approve final neighborhood design. If pedestrian connections are provided, the home builder shall be required to disclose to future homeowners the locations of all pedestrian access points that will be provided throughout Mossdale Landing East.

WALLS AND FENCES

Several different types of fences and walls shall be used throughout Mossdale Landing East. They will range from masonry or precast concrete community walls to wood neighborhood

fences. As these walls and fences act as buffers between public and private areas, they have a direct effect on the quality of the environments in which they are located. In order to maintain consistency of character, function and materials, permitted types of walls and fences are prescribed below. To reduce their visual prominence, all walls and fences shall be used in combination with shrub, ground cover, and vine plantings. Breaks in walls and fencing shall be incorporated at pedestrian connection locations. Refer to the Wall, Fence and Column plan for specific locations of these features within Mossdale Landing East. The design, color, and materials of the project's walls and fences shall be consistent with Mossdale Landing throughout the Mossdale Landing East project.

Community Walls

The community wall shall be incorporated into high visibility areas such as along Golden Valley Parkway and at neighborhood entries. Wall design shall reinforce the traditional theme of Mossdale Landing East and match the community wall design for Mossdale Landing. The wall shall be articulated and provide shadow relief to break up its mass. The wall shall consist of concrete masonry units or equivalent, such as precast concrete panels, with columns equally spaced. Detailed columns (those with chamfered corners and raised cap- Refer to exhibit below) shall be located at significant locations of directional changes and at all ends of the community wall. All other columns will be simple and uncapped.

Columns shall not be spaced further than 30 feet apart. Columns shall stand out from the wall by at least 6" on the public face of the panel.

A continuous cap shall be provided along the wall panels and a separate cap shall be placed on those columns having caps. Caps shall overhang the panel and columns by at least 1 inch. The color shall be neutral and not create glare. The wall shall be 8 feet tall along residential areas adjacent to Golden Valley Parkway and 6 feet tall elsewhere. Where walls are provided at heights greater than 6 feet, berming may be utilized to minimize the height of the actual wall panel. Detailed columns shall be at least 6" taller than the wall to provide articulation. The wall shall be placed at either the right of way/property line, or the public utility easement boundary, on the private property side of the property line. Foundation shrubs and vines will be planted against the wall to provide visual relief. Refer to the Golden Valley Parkway street section for a more detailed graphic of the relationship between landscaping, the multi-use trail and the community wall.

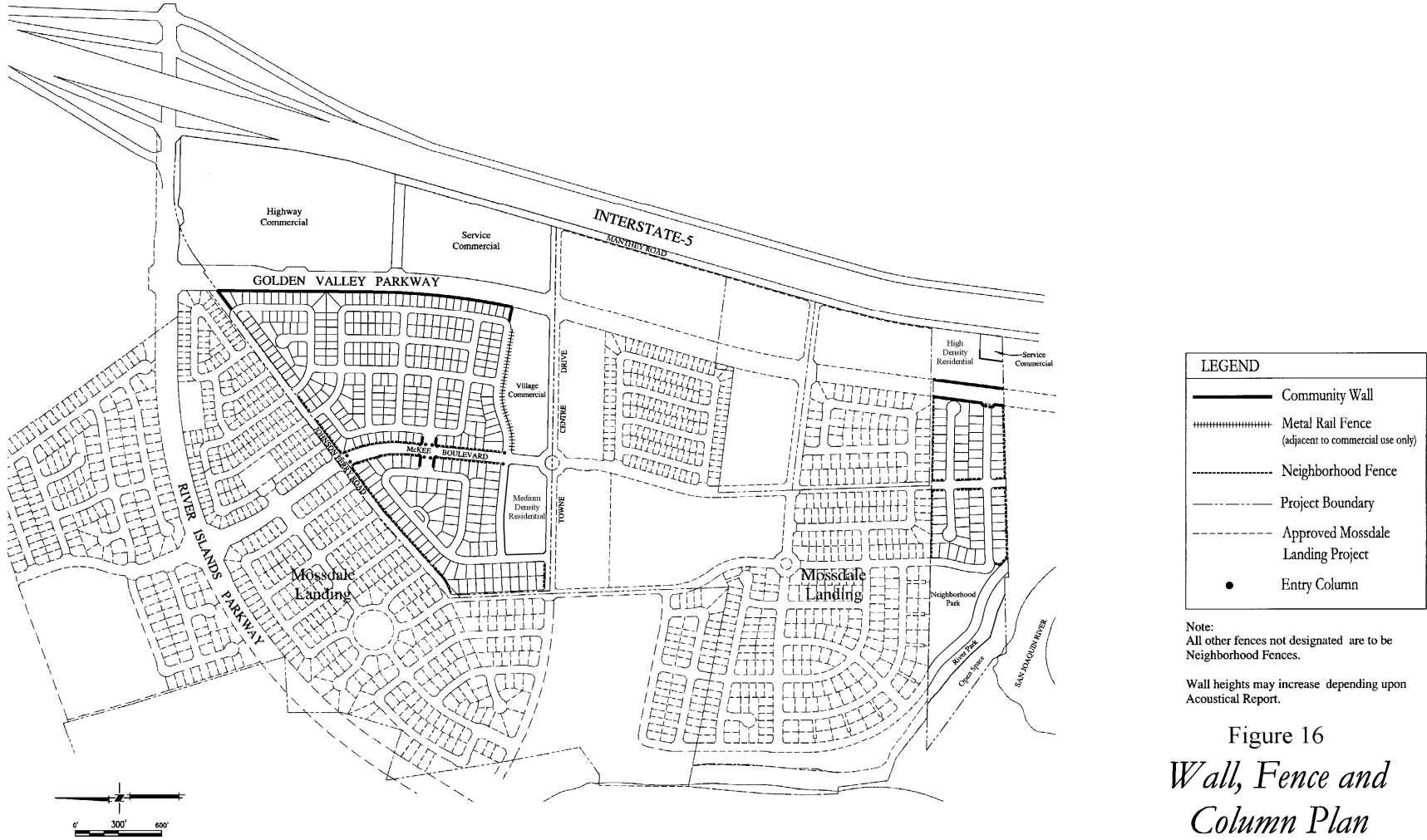
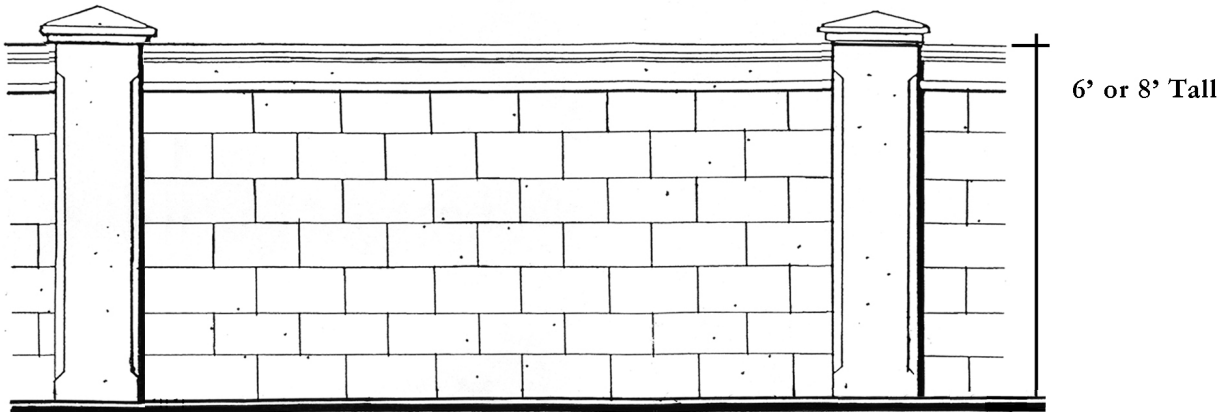


Figure 16
Wall, Fence and
Column Plan

Figure 16: Wall, Fence, and Column Plan

If sound barriers are required where a community wall would otherwise be utilized, they shall match the design, materials, and color of the community wall. Where sound barriers are required at heights greater than 6 feet, berming may be utilized to minimize the height of the actual wall panel. The use of sound barriers shall be minimized and used only where noise volumes mandate them. The sound barrier shall be installed on the public utility easement (P.U.E.) boundary or right of way/property line, on the private property side of the property line. Foundation shrubs and vines will be planted against the sound barrier to provide visual relief.

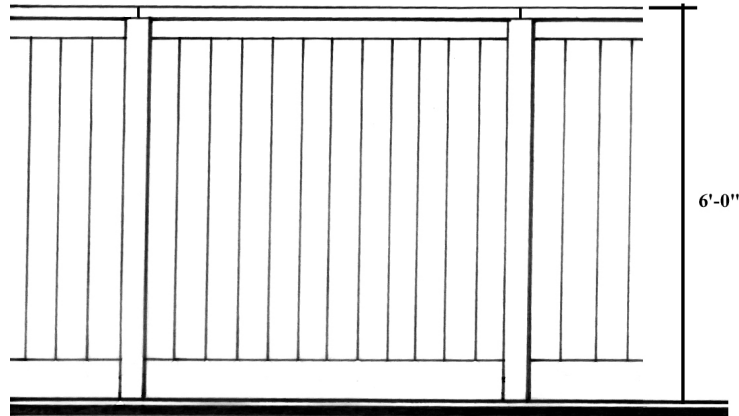


Community Wall with detailed column

Neighborhood Fence

Within and around residential areas, the neighborhood fence shall be utilized to act as a privacy fence for rear and side yards. These fences shall provide an attractive edge along residential streets and lots. Fences shall be located on the rear and side property lines of the home lot, except at entries where the community wall is specified to be used. The fence shall return back to the residential unit at a logical point related to the specific architecture on corners. Neighborhood fences shall be 6 feet high and made of wood. Where residential lots are located adjacent to ongoing agricultural operations, a 6 foot tall neighborhood fence shall be provided. The design and materials used on these fences are to be uniform throughout the project site.

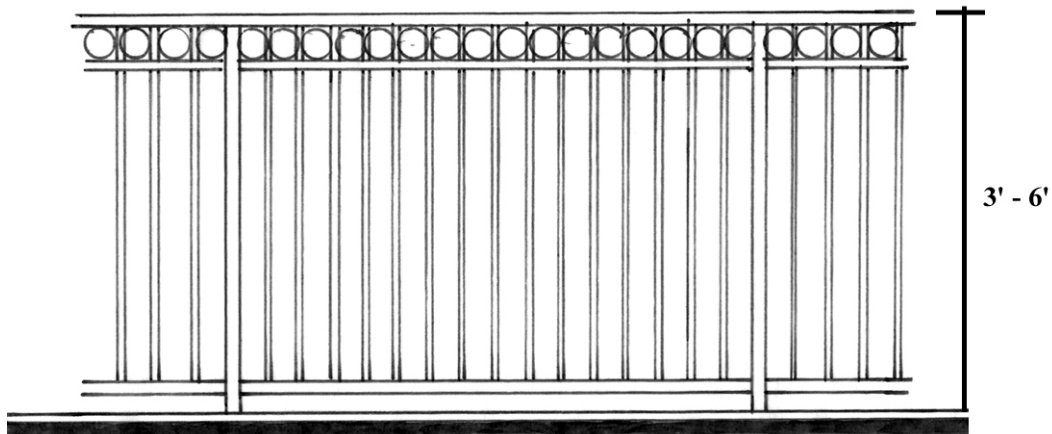
If sound barriers are required where a neighborhood fence would otherwise be utilized, they shall match the design, materials, and color of the neighborhood fence. Fence heights may exceed the 6 foot height where sound barriers are required, however, all attempts should be made to minimize the height of the actual fence panel as much as possible. The use of sound barriers shall be minimized and used only where noise volumes mandate them. The sound barrier shall be installed on the public utility easement (P.U.E.) boundary or right of way/property line.



Neighborhood Fence

Metal Rail Fence

A metal rail fence shall be used in conjunction with the landscape buffer between village commercial and residential uses. This fence shall be between 3' and 4' high and is intended as a minor barrier between uses as well as a landscape feature. This fence shall have periodic breaks along its length to allow pedestrian access from the residences to the amenities of Towne Centre Drive. Gate posts may be higher than the fence at these access points to mark them as entryways. Fencing shall consist of tubular steel, wrought iron, or other approved metal material. Metal rail fencing should complement both the residential architecture as well as the architecture along Towne Centre Drive. Any high density residential use that fronts a public street within the village commercial portion of the project shall negate the need for a metal rail fence along that particular portion.



Metal Rail Fence

Public Facilities Fencing

Fencing for Public Facilities, including but not limited to public facilities and sites, public infrastructure facilities and sites, public parks and open space areas, temporary stormwater basins and recycled waste water basins and spray fields located within the Mossdale Landing projects shall be subject to review and approval by the City of Lathrop Community Development Director or his/her designee. Fencing type, color and height for such facilities may vary based on the specific site or use, and based on location, safety and/or security requirements.

Other Walls and Fences

Although not anticipated at this time, if additional walls, including retaining, or fences are deemed necessary or desirable, they shall match the standards and themes already set forth above in regards to materials, colors, and design.

STREET FURNITURE

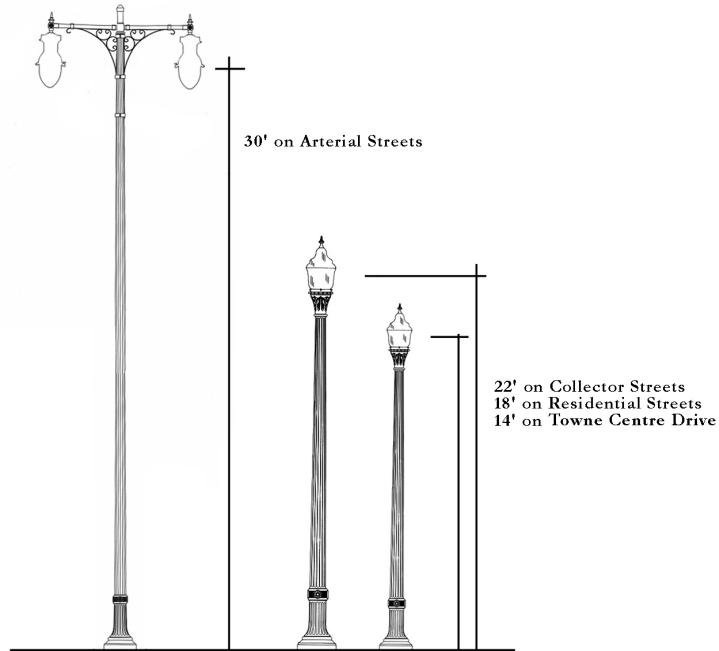
Street Lighting

Because street lighting is an integral part of the streetscape, its style, location, and height should reinforce the community character. Fixtures shall use a shielding device to prevent light from intruding into adjacent residential units.

The type, scale, and illumination of street lights shall adhere to the hierarchy of the street or area upon which it is located. All poles, bases, and fixtures shall be identical to those adopted by the City of Lathrop for the Mossdale Landing project. This design vocabulary shall reinforce the community theme of a traditional town. The design of this base, pole, and fixture will continue the traditional character of Mossdale Landing East. With its height of approximately 30 feet and double armed fixtures, this light will enhance the community theme and scale desired for these higher speed thoroughfares. Along arterials, street lights shall be placed centrally in the median. At intersections and the project gateway, light standards shall be placed at the corners of the intersecting streets.

Collector and residential streets will have a lower, more pedestrian-scaled pole, base, and fixture. However, the pole height on collectors should be higher than those provided on residential streets. The same light standard shall be placed on collector and residential streets, and at neighborhood entries. Light standards shall be an ornamental acorn-fixture and alternate between the two sides of the street. At neighborhood entries, light standards shall be paired at each intersection. Lighting standards shall be uniform within all the neighborhoods.

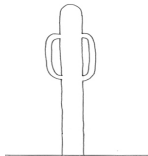
All cast iron and steel light pole parts are to be factory finish painted “green-black” and match RAL 6012. All other color specified metals shall be powdercoated or anodized rather than painted. All finishes shall match City of Lathrop Department of Public Works standards and specifications as provided by the manufacturer. Lighting spacing and brightness shall meet City, PG&E, and State of California standards for illumination and safety.



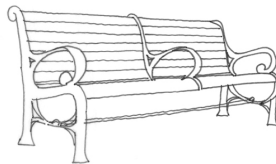
Street Furniture

Street furniture selected to be used (such as bollards, bus shelters, benches, trash cans, etc.) shall identically match those adopted by the city of Lathrop for the Mossdale Landing project. Colors shall be “green-black” and match RAL 6012. All other color specified metals shall be powdercoated or anodized rather than painted. All finishes shall match City of Lathrop Department of Public Works standards and specifications as provided by the manufacturer.

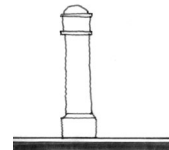
Typical Bike Rack



Typical Bench



Typical Bollard



Mail Boxes – See Cluster Mail Box Design Enclosed

Due to their number, location, and rhythm along the street, mailboxes become an important element of the residential streetscape. For these reasons, they should be harmonious with the design and character of the community theme and residential architecture.

Mail receptacles shall be of the grouped or “ganged” style. Ganged boxes shall be located at central, logical locations to provide easy access for residents. Within single family residential neighborhoods, mailboxes shall be placed behind the sidewalk, with a minimum of 6” clearance between the face of the mailbox and the edge of the sidewalk. The “doors” of the mailbox shall open onto the sidewalk. These facilities should carefully and selectively be placed in residential lots so as to not impact units, such as not blocking driveway access or picture windows. Because of this, mailbox units shall occur at sideyard property lines where possible.

The type, location, and construction of the ganged mailbox units shall be handicap accessible and approved by the United States Post Office.

UTILITY PLACEMENT

Utilities within the project and associated with each lot or parcel shall be placed underground as specified by the City’s Subdivision Regulations, Section 159.127. Any utility structures which must be placed above ground shall be coordinated with the landscape planting and sidewalk plan. Above ground utilities are subject to City review and approval regarding their placement, design, and color.

Where possible, traffic signal light bases, light controller boxes, and other above ground utilities shall be located at the periphery of gateways, entries, other corner conditions and not along Towne Centre Drive. Utilities should be consolidated at locations which are generally inconspicuous to pedestrian views and access to the extent possible. Where feasible, landscape planting or low walls shall be utilized to screen these utilities from public view. All utilities noted above will need to be coordinated with the street tree and street light locations along streets. Street trees and light fixtures shall take precedence over other utility locations, as feasible. Tree and lighting plans shall be completed in conjunction with joint trench and utility placement plans to ensure the best spacing and location for street trees and lights.

IRRIGATION

Recycled water will be the irrigation source of all parkway strips, medians, other planting within backbone street rights of way, and all parks within Mossdale Landing East.

Irrigation shall be accomplished by means of automatically controlled spray, bubbler and drip irrigation systems. The design shall incorporate water saving techniques and equipment, and shall meet the water efficient landscape ordinance specified in AB325. All irrigation systems shall be efficiently designed to reduce overspray onto walks, walls, streets, other non-landscaped areas, and onto the levee open space area. Drip or other water conserving irrigation systems should be recommended for installation throughout Mossdale Landing East. When spray systems are installed, low gallonage/low precipitation spray heads should be used in accordance with soil infiltration rates. Irrigation systems shall be valved separately depending on plant ecosystems, orientation and exposure to sun and shade, wind, and soil conditions. Irrigation design shall be sensitive to the water requirements of the plant material selected and similar water using plants shall be valved together.

SIGNAGE

A comprehensive signage program contributes to the overall character of a community, while providing direction and identity. Signage shall be consistent, foster accessibility, and ensure efficient traffic circulation. The signage program shall be understated and utilized only where necessary. Project signage shall be designed and located in a hierarchical manner and shall reinforce and relate to the community theme. All signage shall be consistent in color, material and design and shall utilize materials and coatings that are permanent, durable, and vandal resistant. Signage will establish a sense of uniformity, quality and character for Mossdale Landing East. Permanent signage shall be located within the parcel of land for which it is intended to serve, unless otherwise noted in this section. All signage shall be subject to Neighborhood Design Review.

The names of streets, residential and commercial projects, parks, and schools shall be based upon and reflect the historical context of the area. This includes, but is not limited to, the delta system; shipping, railroad, and farming activities; locally and regionally historic people and places. Each neighborhood should attempt to address one theme to provide a unifying subject and identity.

To create a complete, yet reasonable set of signage guidelines, various documents were reviewed and analyzed to compile an effective sign program for Mossdale Landing East. The design standards specified in this section take precedence over those found in the City's Zoning Ordinance and West Lathrop Specific Plan. Any other signs, unless those specifically prohibited by these standards, will continue to be governed by these documents.

Community-wide Signage

Street and Vehicular Regulation Signs

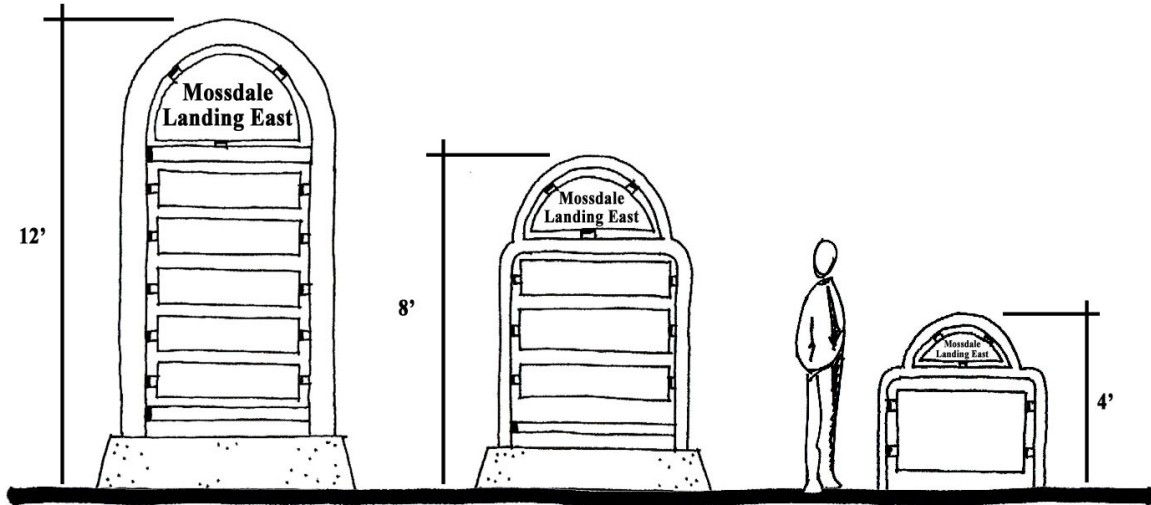
These signs identify Mossdale Landing East street names, orient travel, contribute to the overall image of the project, and become part of the streetscape design vocabulary. Signs may follow a hierarchy in size with more prominent signs located at major intersections along arterials. Mossdale Landing East shall use the new residential street sign standards adopted by the City of Lathrop. Sign colors shall identically match those used by the Mossdale Landing project. These items shall conform to the City's requirements for traffic regulatory signs and posts.

Marketing and Directional Signage

Marketing and Directional Signage shall provide sales information, model home identification, or directions to specific neighborhoods, districts or amenities. Signs promoting commercial developments and planned future amenities such as schools and parks may also be posted. Signage shall be located along roadways and at model complexes. Marketing signs shall be limited to one sign per every 1/8 mile (660') per direction of traffic unless otherwise approved by the Community Development Director.

All marketing and directional signs shall be cluster type signs and shall relate in both color and design to the community theme, as well as signage throughout the site.

Signage shall incorporate a low base, matching the low entry wall in design and color. A painted wood or metal signage panel will display the Mossdale Landing East name and logo, developer name, and the name and direction to builder projects. Once marketing is completed, these signs may be used on a permanent basis in order to designate the locations of community amenities and/or neighborhood districts. The maximum size per individual sign panel is 8 square feet, unless otherwise approved by the Community Development Director. Signage shall be kept in good repair. Concealed ground mounted illumination is permitted. The following is a conceptual design for cluster type signage.



Construction Signage

Construction signage is used to identify the parties involved in the design and construction of a specific site. The signage may only be placed when construction begins and must be promptly removed following completion of the project. These signs must be located within the project boundaries, face parallel to the street, and be in accordance with city code. Signs must be freestanding and no larger than 16 square feet.

Residential Area Signage

Neighborhood Entry Monument Signs

These signage monuments shall articulate and establish an identity at the entry into specific neighborhoods for low, medium, and high density residential uses. Neighborhood entry signage shall be integrated into the columns placed at designated neighborhood entries and shall be consistent throughout the project. In lieu of a project's name, signage shall consist of a plaque incorporating the logo or emblem of the project. Signage shall be mounted on the monument side facing the direction of entry.

Plaques shall be either precast concrete or metal, and may be surface mounted, raised away from the monument face, or inset into the monument column. Signage shall be of a contrasting color to the materials of the monuments and walls.

The signage may be illuminated by concealed ground mounted lights, or if surface mounted, back lit. Signage design, size, materials, and colors shall be consistent throughout the project.

Public Facility Signage

Neighborhood Parks

Neighborhood parks shall be identified at major street intersections. Signage shall not occur at every intersection, such as at Mossdale Commons. These signs shall clearly identify the park and maintain the scale of the adjacent neighborhoods. The design of the signage shall continue the selected theme of each park.

Commercial Signage

Highway, Service and Village Commercial signage shall compliment the overall community character. Individual tenant signage shall be integrated into the building design and architecture. Signage shall be appropriately scaled. Building signs shall be varied in format, graphic style, shape and method of lighting according to the function and architectural style of each building.

General Building Signage Regulations

General building signage guidelines regulate signs that are attached to buildings, structures, and their elements. This section is meant to provide information and direction about signage for a specific place of business, whether it is the only tenant of a building or one of many tenants within a single building.

Permitted Signs

The following sign types are permitted in the Highway, Service and Village Commercial districts and are subject to the following sign regulations.

Ground Floor Signs

- Wall signs;
- Projecting signs;
- Window signs;
- Awning signs; and
- Special signs.

Upper Floor Signs

- Directory and projecting signs located at ground floor entries;
- Projecting signs located at the upper story window sill level;
- Wall signs located on the upper level; and
- Letters and logos applied directly to the upper floor windows.

Prohibited Signs

The following signs are prohibited:

- Large freestanding signs (pylon) in Village Commercial areas are prohibited. Large freestanding signs are permitted in Service Commercial areas;
- Roof mounted signs;
- Changeable letter signs;
- Signs that incorporate flashing or blinking lights or movement;
- Easel or A-frame signs;
- Canned signs;
- Cabinet signs;
- Non-historically reminiscent painted wall signs in the Village Commercial district;
- Large plastic face and internally lit signs;
- Floating or mounted inflatable signs; and
- Temporary sale and advertisement banners, posters and hand painted signs.

In addition to the above mentioned specific sign types, any signs that possess the following characteristics are prohibited:

- Signs that are determined to be visually indiscriminate, unattractive or otherwise incompatible with the character of the Commercial districts.
- Signs that overwhelm, or restrict the view of, adjacent signs or architecture.
- Signs that may have a negative impact on the health, safety and/or general welfare of the community.

Exceptions to this are:

- On-premise barber poles; and
- Within the Highway and Service Commercial districts only, a sign changing the price of gasoline, diesel, or other retail fuel in accordance with state law.

Calculation of an Individual Sign Area

The area calculation of an individual sign shall be determined by measuring the circumference of the sign. In cases where the lettering, logos, and so forth are placed individually onto the building surface, the area shall be determined by measuring around the outside edge of the collective sign elements. This area includes the spaces between characters. Where individual letters or logos are located on a background material or surface other than the building, the area shall be calculated around the circumference of the background material.

Calculation of Maximum Total Sign Area

Maximum total sign area for each business or building within the commercial districts shall not exceed 200 square feet. Total sign areas may be applied only to that facade on which the area is calculated.

- Each business or building may be allowed up to a total of 2 square foot of sign area per lineal foot of primary street frontage.
- Each business or building may be allowed up to a total of 1 of a square foot of sign area per lineal foot of side or rear facade frontage.

- In the case of corner buildings with secondary street frontage or adjacent pedestrian pathway, each business or building may be allowed up to 1 of a square foot of sign area per lineal foot of secondary street facade frontage or pedestrian pathway.
- Address signs, directory signs, and projecting signs are not required to be included in the calculation of total sign area.
- Store information, such as hours of operation, two inches or less in height that is incorporated within window signs, are not included in the calculation of total sign area.

Allowable Number of Signs

The maximum number of signs for the Village and Service Commercial areas, with the exception of street address, hours of operation, projecting signs, small directory signs, and menu signs for any individual business or building is three signs per facade. High density residential uses within Village Commercial areas shall be subject to the standards outlined in the “Residential Area Signage” portion of this document.

The maximum number of signs for the Highway Commercial area, with the exception of street address, hours of operation, projecting signs, small directory signs, and menu signs for any individual business or building is three signs per facade. Any exceptions to these are subject to design review approval.

Materials and Colors

Highway Commercial

All sign materials shall be appropriate to the character of the Highway Commercial area. High quality materials and innovative design are encouraged. A high level of craftsmanship is required for all signs and supports.

All wall mounted tenant identification signs and secondary identification signs shall consist of individually mounted letters and/or symbols (or an assembly of dimensional letter forms if the tenant’s logotype is script-style letters). Design, color, style and spacing of letters are subject to design review. Signs shall have a maximum of two rows of copy.

Sign colors utilized within the Highway Commercial area shall be appropriate to their use and be compatible with the color schemes of the immediate and surrounding buildings. Extremely bright colors and sharply contrasting color combinations shall be avoided. Internally illuminated signs are subject to design review approval.

Service Commercial

All sign materials shall be appropriate to the character of the Service Commercial area. High quality materials and innovative design are encouraged. A high level of craftsmanship is required for all signs and supports.

All wall mounted tenant identification signs and secondary identification signs shall consist of individually mounted letters and/or symbols (or an assembly of dimensional letter forms if the tenant’s logotype is script-style letters). Design, color, style and spacing of letters are subject to design review. Signs shall have a maximum of two rows of copy.

Sign colors utilized within the Service Commercial area shall be appropriate to their use and be compatible with the color schemes of the immediate and surrounding buildings. Extremely bright colors and sharply contrasting color combinations shall be avoided. Internally illuminated signs are subject to staff design review approval.

Village Commercial

All sign materials shall be appropriate to the traditional character of Towne Centre Drive envisioned for the Village Commercial mixed use area. High quality materials and innovative design are encouraged. A high level of craftsmanship is required for all signs and supports.

Sign colors utilized within the Village Commercial area shall be appropriate to their use and be compatible with the color schemes of the immediate and surrounding buildings. Extremely bright colors and sharply contrasting color combinations shall be avoided. Illuminated signs are subject to staff design review approval.

Specific Sign Type Standards

Wall Signs

Wall signs are those that are mounted flush to the buildings facade and do not extend past the side or above the highest wall of the building. They are generally used to identify the building name, address or current tenant. Wall signs shall be designed and located according to the individual character and architectural detailing of each building or tenant.

Wall signs identifying specific buildings or major tenants must comply with the following criteria:

- Signs are limited to the name of the building or the tenant and the goods and services provided.
- Signs shall be located on continuous wall surfaces uninterrupted by doors, windows, columns or architectural details such as moldings.
- Wall signs, including any mounting boards, may not exceed the maximum total sign area.
- In the Service Commercial area, the maximum individual letter size shall not exceed 3 feet in height for major tenants. In the Village Commercial area, the maximum individual letter size shall not exceed 24 inches in height.
- Projection from the face of wall surface shall not exceed 6 inches.

Projecting Signs

Projecting signs are defined as those that hang or extend perpendicular to the building surface, supported by brackets or suspended from a frame. They generally consist of a two-sided sign with text, or a graphic or logo in combination with text. Decorative mounting brackets or hangers shall be designed in keeping with the character of the sign, the business that it represents, and the architecture on which it will be located.

Projecting signs are strongly encouraged and shall be carefully designed and constructed to express the unique personality of individual businesses, while still considering the architectural character of their location. The typically smaller sizes of these signs will lend a sense of individuality and human scale to the commercial districts. As such, they shall be located and designed with the pedestrian view in mind, as opposed to the automobile.

All projecting signs shall conform to the following criteria:

- Maximum number of projecting signs shall not exceed one each per storefront or side facade, (in the case of corner buildings).
- Total individual sign area shall not exceed 6 square feet.
- Maximum projection from building faces shall not exceed 3.5 feet.
- Minimum clearance between the sign and the building face shall be 3 inches.
- Minimum clearance below projecting signs shall be 8 feet.
- Top of sign shall not project above the facade to which it is attached.
- Signs shall not be internally illuminated.

Awning/Canopy Signs

Awning or canopy signs are defined as those that are printed, painted, sewn, transferred, etc., directly onto the outside surface of an awning or canopy and do not extend past any edge of that surface. Awnings and canopies provide an opportunity to serve as sign surfaces while adding color, dimension and character to the commercial districts.

Awning and canopy signs shall comply with the following criteria:

- Awning/canopy valances, (e.g., vertical faces), shall not exceed twelve inches in height. Letter and logo height shall not exceed 12 inches. Where no valance is provided as in quarter-circle style canopies and awnings, letters and logos may not exceed 30% of the awning/canopy face.
- Letters, logos and other design elements applied to the side of an awning, if present, shall not exceed 30% of that area.
- Awning/canopy signs are not permitted above the ground floor level.

Window Signs

Window signs are defined as those that are permanently applied directly to window surfaces. These signs generally provide the company name, address and hours of operation. These are commonly text only, however colorful graphics or logos may be combined in a format that is complementary to the character of the business and the architecture. Signs taped to windows or suspended freely near the glass are not permitted.

Window signs shall conform to the following criteria:

- Individual window signs shall not exceed twenty-five percent of any single window area.
- Total area of window signs shall not exceed ten percent of the total ground floor window area.
- Lettering sizes shall not exceed six inches.
- Window sign text shall be limited to business name, address, hours of operation, emergency telephone numbers, custom logos, and generic products or services provided by the specific tenant (e.g., Books or Appliance Repair).

Entry Signs

Entry signs are those that provide information to the general public and are placed at entries to buildings or storefronts.

- Storefront Entry: Each tenant is permitted to display business hours, an emergency telephone number or similar information at each public entry.

- Service/Receiving Entry: Each tenant shall display the tenant name, address and emergency telephone number on the service door.
- Letter height: The maximum letter height for entry signs shall be 6 inches.
- Addressing: The minimum letter height shall be 8 inches and shall be mounted above the entry.

Directory Signs

Directory signs are those that contain information regarding the name and location of multiple tenants who share direct frontage onto a public street or pedestrian walkway. These signs are typically flush mounted on a wall surface, at or near a main entry, although in some instances may be attached to a freestanding kiosk within the building courtyard or lobby area.

Directory signs must conform to the following criteria:

- Maximum individual sign area shall not exceed 16 square feet
- Sign information is limited to building name, building logo, address, business tenant names and suite numbers or letters.
- Letter height for primary building name or logo shall not exceed three inches.
- All other sign characters shall not exceed one inch in height.

Menu signs

Menu signs contain actual menus or listed daily specials, describing food served, prices, and other general information. These signs shall be permitted with all restaurants with sit down dining. Menu signs should be prominently displayed near restaurant entries. Menus that are located in sign boxes that are mounted to wall surfaces are preferred, however menus signs may also be mounted in window areas and on erasable signs that change regularly. Small movable signs such as pedestal signs may be utilized as long as they do not encroach greater than 2' beyond the building facade.

Special Signs

Special signs are those that do not correspond with one of the above categories, but due to its creative appeal, may be permitted through design review. These may include temporary flags and banners for holidays, or signs that span Towne Centre Drive. Special signs shall be appropriate to the character of the commercial districts and to the architectural styles. These signs shall contribute to the character and identity of the district, be creative in their expression of the business theme they reflect, and be sized appropriately to the pedestrian scale. Signs that are oversized or in some other way simply do not comply with the standards set by these guidelines do not qualify as “special signs”. Special signs must be approved by the architectural review board to determine their compatibility with the adjacent uses, architecture, and signage.

General Site Signage Regulations

General site signage guidelines regulate the various types of signs found within a project or site area with numerous places of business under different ownerships or proprietorships. This section is meant to provide uniformity and clarity to an entity larger than a single store or building. Project identification along roads and entries, directional signage, and related signage are regulated under Site Signage.

Highway and Service Commercial

Permitted Signs

- Monument signs to a project;
- A single large cluster or multi-user free standing sign along the freeway per parcel or project, unless the project is over four acres in area. If a project is over four acres in area, two such signs are permitted. There must be a minimum 750 feet of separation between these two signs; and
- Directional signage.

Village Commercial (not applicable to high density residential uses)

Permitted Signs

- Monument signs, one per entry; and
- Directional signage.

Prohibited Signs

The following signs are prohibited within the Highway, Service and Village Commercial districts:

- More than two large cluster or multi-user freestanding signs in the Highway and Service Commercial district and any cluster or multi-user freestanding signs in the Village Commercial district;
- Roof mounted signs;
- Changeable letter signs;
- Signs that incorporate flashing or blinking lights or movement;
- Easel or A-frame signs;
- Cabinet signs;
- Large plastic face and internally lit signs;
- Plastic, canvas, or other such thin and flexible materials;
- Floating or mounted inflatable signs; and
- Temporary sale and advertisement banners, posters and hand painted signs.

In addition to the above mentioned specific sign types, any signs that possess the following characteristics are prohibited:

- Signs that are determined to be visually indiscriminate, unattractive or otherwise incompatible with the character of the Service Commercial area.
- Signs that overwhelm, or restrict the view of, adjacent signs or architecture.
- Signs that may have a negative impact on the health, safety and/or general welfare of the community.

Maximum Total Sign Area

Highway and Service Commercial

Maximum total sign area for all signs shall not exceed 200 square feet per tenant. On the primary frontage, 2 square feet of signage is permitted per 1 linear foot of frontage. On the secondary frontage, 1 square foot of signage is permitted per 1 linear foot of frontage.

Village Commercial (not applicable to high density residential uses)

Maximum total sign area for all signs shall not exceed 50 square feet.

Maximum Individual Sign Area

Highway and Service Commercial

Maximum total sign area for a sign, with the exception of a single cluster or multi-user large sign, shall not exceed 200 square feet.

Cluster or multi-user freestanding area identification signs displaying the name and/or logographic symbol of a shopping center and/or the names of other groupings of businesses, offices, services or combinations thereof shall not exceed 800 square feet. Maximum height of this signage shall not exceed seventy-five (75) feet above freeway grade. One such sign is permitted per parcel or project, unless the project is over four acres in area. If a project is over four acres in area, two such signs are permitted.

Village Commercial (not applicable to high density residential uses)

Maximum total sign area for a sign shall not exceed 100 square feet.

Calculation of Individual Sign Area

The area calculation of an individual sign shall be determined by measuring the circumference of the sign. In cases where the lettering, logos, etc., are placed individually onto the building surface, the area shall be determined by measuring around the outside edge of the collective sign elements. This area includes the spaces between characters. Where individual letters or logos are located on a background material or surface other than the building, the area shall be calculated around the circumference of the background material.

- In the case of a double faced sign, only one face shall be calculated towards the maximum total sign area.
- The area calculation of an individual sign shall be determined by measuring the circumference of the sign.

Allowable Number of Signs

Highway Commercial

Two signs per vehicular entry, excluding directional, emergency, and address signs. Along the freeway frontage, not more than one cluster or multi-user freestanding sign or monument structure may be located on each parcel or commercial project, whichever is less. Any exceptions to these are subject to design review.

Service Commercial

One monument sign per vehicular entry, excluding directional, emergency, and address signs is permitted. Along the freeway frontage, not more than two cluster or multi-user freestanding signs or free-standing outdoor advertising structures may be located on each parcel or commercial project, whichever is less.

Village Commercial

Two monument signs at the intersection of Towne Centre Drive and Golden Valley Parkway (one on each corner). Any exceptions to this are subject to staff design review. If a portion of the Village Commercial is to be developed as high density residential, that area shall be allowed a neighborhood monument sign subject to the regulations detailed under the “Neighborhood Entry Monument Signs” section.

Materials and Colors

All sign materials shall be appropriate to the character of each commercial area. High quality materials and innovative design are encouraged. A high level of craftsmanship is required for all signs and supports. Sign bases shall be consistent with the materials and colors utilized for monuments and walls within Mosssdale Landing East.

Sign colors utilized within the commercial area shall be appropriate to their use and be compatible with the color schemes of the immediate and surrounding buildings. Extremely bright colors and sharply contrasting color combinations shall be avoided. Internally illuminated sign colors are subject to design review approval.

Lighting

All sign lighting sources shall be inconspicuous. Exterior fixtures shall be shielded or shaded to reduce glare and control light spillage. The following types of light sources are prohibited.

- Bare bulbs or tube lights that are not properly shielded or shaded.
- Moving or blinking lights.

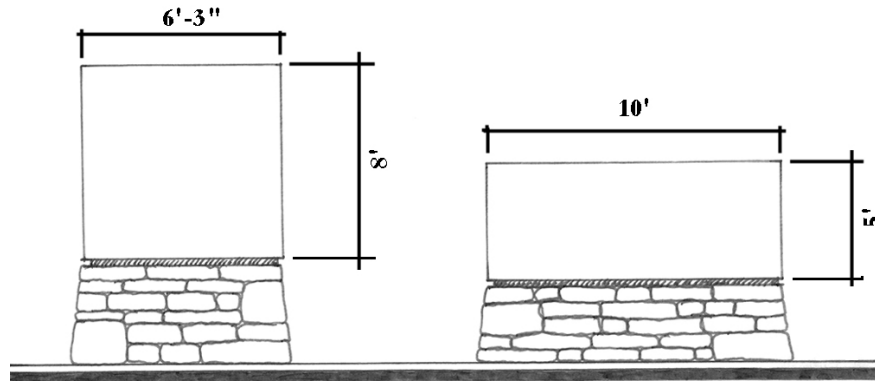
Specific Sign Type Standards

Highway and Service Commercial Monument Signs

Monument signs are those that are located at vehicular entries to Highway and Service Commercial areas that generally identify the building tenants, complex name, and/or address. Monument signs shall be designed according to the character and architectural detailing of each complex or entity.

Monument signs identifying specific buildings or tenants must comply with the following criteria:

- Signs are limited to the name of the building or the tenant, the complex, and address.
- Signs must be located at a driveway access from a street.
- Monument signs may not exceed the maximum total sign area (100 square feet).
- Maximum individual letter size shall not exceed 1 foot in height.
- Projection from the face of surface shall not exceed 6 inches.
- Signage must be placed onto a 2 foot base.



Village Commercial Monument Signs

If utilized, monument signs are those that are located at the primary entry of the Village Commercial district on Towne Centre Drive at Golden Valley Parkway. They are meant to signify the identity and character of the district while calling attention to the district's gateway. Only the district's name or logo may be incorporated in the signage. Monuments are subject to staff design review for approval.

INFRASTRUCTURE

INTRODUCTION

In July 2001, the City of Lathrop adopted a City Wide Master Utility Plan Study dated June 2001, which was prepared by Nolte & Associates. The Master Utility Plans (Master Plans) provide for the expansion and/or implementation of potable water, wastewater, and recycled water facilities. The Master Plans divided the City into three separate sub-plan areas. Mossdale Village is included in sub-plan area two.

The City approved the “Project Area Drainage Plan for Mossdale Landing” (Drainage Plan) on December 10, 2002 (Revised September 2003). As part of the Clean Water Act of 1972, the City of Lathrop is required to apply for coverage under the National Pollutant Discharge Elimination System (NPDES) Phase II permit. The City is also currently overseeing the development of a City Wide Storm Water Quality Master Plan, which is also expected to be adopted in early 2004.

Infrastructure demands have been calculated based on interim and build-out conditions. The interim condition is due to the current lack of off-site sewer effluent disposal capacity. The lack of off-site capacity requires on-site disposal. The disposal will be provided by storage ponds and dedicated spray fields. The interim condition will remain in-place until off-site disposal capacity is available.

STORM DRAINAGE AND WATER QUALITY

Storm drain facilities for Mossdale Landing East will be designed in conformance with the Mossdale Landing Master Drainage Plan. The Drainage Plan provides background information, objectives, design criteria for 100-year flood control protection, hydrology information, etc. Design, construction, and permitting of the outfall are also addressed.

Currently, the Mossdale Village drainage shed is separated into six sub-sheds, M1 through M6, which total approximately 912 acres. Mossdale Landing East is approximately 150 acres and is part of two of the sub-sheds. Unit 1 encompasses the entire M3 sub-shed while Unit 2 is located at the low end of the M6 sub-shed.

Per the Drainage Plan, sub-sheds will be designed to operate independently of each other. There will ultimately be one pump station per sub-shed. Each sub-shed within Mossdale Landing East will contain a storm water quality basin which will also function as a flood control detention basin. The main pipe collectors within each sub-shed will lead into their respective basins. Each of the basins will be designed to treat the first flush of the storm event. First flush can generally be defined as the volume of water equal to the 85th percentile of a 24-hour storm event. After that first flush has been effectively contained, the pumps will begin to discharge the storm water to the San Joaquin River up to a specified flow rate (30% of the peak discharge rate per MBK Technical Memorandum, June 2002) into one common outfall at the San Joaquin River. When the storm event stops, the pumps will continue to drain any ponded water into the

San Joaquin River. In addition, if the San Joaquin River reaches elevation 21.0, the pumps may be shut down until the river subsides. Refer to the Drainage Plan for details.

Temporary retention basins may be used until the outfall is permitted and constructed. Design criteria for temporary retention basins are defined in the Drainage Plan and the City of Lathrop Standard Details.

The City of Lathrop has prepared a Storm Water Management Plan (SWMP) as part of its requirements for coverage under the NPDES General Permit for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (Small MS4s). The SWMP has been approved by the City Council and the Regional Water Quality Control Board (RWQCB) and is expected to be approved by the State Water Resources Control Board (SWRCB) in early 2004. The City must also comply with the supplemental provisions of Attachment 4 of the General Permit because it is subject to high growth. The Attachment 4 supplemental provisions include receiving water limitations and design standards that must be incorporated in the design and construction of the infrastructure for new development. The permit requires that both structural and non-structural Best Management Practices (BMP) for post construction be implemented for new development. Examples of structural or treatment BMP's are grassy swales and storm water quality basins, which treat and capture the first flush run-off. In accordance with the City's SWMP and NPDES permit requirements, operations and maintenance (O&M) manuals and proposed maintenance schedules will need to be provided for the structural or treatment BMP's to ensure adequate long-term operation and maintenance of the BMP's occurs.

WATER

Water system facilities to serve Mossdale Landing East will be designed in accordance with the City's Master Utility Plan.

As part of the development of Mossdale Landing, connections were made to the City's existing water system. Preliminary analysis indicates that a water storage tank will be required as part of the Mossdale Villages development. The City is currently analyzing timing requirements for the new tank. When required, the storage tank will be located between Golden Valley Parkway and existing Manthey Road in Unit 2 of Mossdale Landing East. The following tables show the estimated interim and ultimate water demand for Mossdale Landing East.

Table 1: Estimated Interim Water Demand (Unit 1)

Land Use	Acres	Water Demand (gal/ac/day) ¹	Average Daily Demand (MGD)	Maximum Daily Demand (MGD) ²	Maximum Hourly Demand (MGD) ³
Low Density Residential	17.6	1,760	0.031	0.062	0.118
Medium Density Residential	39.5	3,000	0.119	0.238	0.452
Highway Commercial	27.5	1,500	0.04	0.08	0.152
Total	84.6		0.19	0.38	0.722

Table 2: Estimated Ultimate Water (Units 1 & 2)

Land Use	Net Acres	Water Demand (gal/ac/day) ¹	Average Daily Demand (MGD)	Maximum Daily Demand (MGD) ²	Maximum Hourly Demand (MGD) ³
Low Density Residential	23.3	1,760	0.041	0.082	0.156
Medium Density Residential	31.6	3,000	0.095	0.190	0.360
High Density Residential	3.3	4,200	0.025	0.050	0.095
Village Commercial	6.5	1,500	0.098	0.020	0.037
Service Commercial	13.2	1,500	0.020	0.039	0.075
Highway Commercial	27.5	1,500	0.040	0.08	0.152
Total			0.319	0.638	1.212

1) Information from Master Plan Documents by Nolte dated June 2000 (revised February 2001).

2) City Standards: Maximum Daily Demand = Average Daily Demand x 2.0

3) City Standards: Maximum Hourly Demand = Average Daily Demand x 3.8

Both the Master Plans and the West Lathrop Specific Plan assume that water for Mossdale Village may come from four potential sources:

- Construction of new City wells.
- Conversion of agricultural water entitlements to municipal and industrial uses.
- The South San Joaquin Irrigation District Surface Water Project.
- Water reallocation due to irrigation of schools, parks, and parkways with recycled water.

Water supply for the initial infrastructure demand phases of the project will be supplied by the construction of Well #21. When water becomes available from SSJID, Well #21 water would

then be utilized for peaking and fire flows. Water supply for future infrastructure demand phases of the project will be determined as development throughout the City occurs.

WASTEWATER

The wastewater facilities for Mossdale Landing East will be developed in accordance with the Master Utility Plan and subsequent planning that occurred with the Mossdale Landing Project.

The existing wastewater collection system is owned and operated by the City of Lathrop. Current wastewater flows to the City's existing plant, Water Recycling Plant No.1 (WRP No.1), are far below the plant's design capacity. Although there is excess treatment capacity, the City does not have a river discharge permit for disposal and there is no available storage capacity for treated effluent. However, the Master Plans have identified two options for sewer service in the Mossdale Village area (within Sub Plan Area 2) with interim disposal solutions. (A third option is presented in the Master Plans for Sub Plan Area 3 and therefore would not be applicable to Mossdale Landing East).

Option 1: Treatment at Water Recycling Plant No.1.

Under option one, wastewater from the project would be conveyed to WRP #1. This option is shown in the Master Plans as the "contingency strategy" and is currently the preferred option for Mossdale Landing East. Capacity at WRP #1 would be provided by a multi phased expansion which is currently under construction. Mossdale Landing East was contributed to the funding of the plant construction and was approximately 125,000 gpd of capacity reserved in the first expansion phase. The City of Lathrop's Master Plan envisions this plant to be expanded up to 6.0 MGD. The phased expansion will provide a tertiary level of treatment. When tertiary treatment becomes available, effluent can be disposed of by irrigating crop lands, landscaping along public streets, parks, and school play fields.

WRP #1 may not be able to provide storage capacity, therefore treated effluent may be returned to the Mossdale Village area for storage and disposal until river discharge or another disposal option becomes available. In order to determine the amount of storage and disposal capacity that could be provided at the project site, a "water budget" model was prepared. The model balances effluent between storage ponds and spray areas throughout the year. It assumes that the average dry weather sewer flow (ADWF) that is generated by the project will return to the site for storage and disposal. The Recycled Water Spray Field Exhibits included in this section of the UDC show potential locations for the storage ponds and spray areas. Refer to the following recycled water section for further discussion. The pond and sprayfield locations illustrated on these exhibits are conceptual in nature in depicting potential locations.

In order for wastewater to be conveyed from the Mossdale Village area to WRP #1, it will be collected into a gravity system that will flow to an existing sewer pump station near the intersection of River Islands Parkway and McKee Boulevard. A force main then takes the flow to the south then east under Interstate 5 and along Nestle Way to WRP #1. The wastewater will be tertiary treated at WRP#1 and conveyed back to the project site via recycled water pipelines

Option 2: Treatment at future WRP No. 2.

Under option two of the 2001 Master Utility Plans, wastewater from the proposed project would be conveyed to future WRP#2. WRP#2 may be located to the north of Mossdale Village. However, the entitlements for WRP #2 are not currently being processed. Therefore, this option is not currently viable.

Wastewater Volume Calculations

Table 3 represents the estimated wastewater production for s Mossdale Landing East based on the interim condition. The interim condition uses approximately 16.7 acres for spray fields and 3.7 acres for recycled water basins within MLE Unit 2, due the processes at the wastewater treatment plant, not all the wastewater returns as recycled water. Table 4 represents the estimated wastewater production at build-out.

Table 3: Estimated Interim Wastewater Flows (Unit 1)

Land Use	Acres	Units	Flow Generation (gpd/ac) ¹	Flow Generation (gpd/unit) ²	Average Dry Weather Flow (MGD)	Peak Wet Weather Flow (MGD) ³
Low Density Residential	17.6	85		288	0.024	0.066
Medium Density Residential	39.5	252		234	0.059	0.159
High Density Residential	4.0	80		189	0.015	0.041
Highway Commercial	20.8		1,200		0.024	0.067
Total					0.122	0.333

Table 4: Estimated Build-Out Wastewater Flows (Units 1 & 2)

Land Use	Net Acres	Units	Flow Generation (gpd/ac) ¹	Flow Generation (gpd/unit) ²	Average Dry Weather Flow (MGD)	Peak Wet Weather Flow (MGD) ³
Low Density Residential	23.3	151		288	0.043	0.116
Medium Density Residential	31.6	293		234	0.069	0.186
High Density Residential	3.3	82	5,050	202	0.017	0.046
Village Commercial	6.5		1,200		0.008	0.021
Service Commercial	13.2		1,200		0.016	0.043
Highway Commercial	27.5		1,200		0.033	0.089
Total					0.186	0.502

1) Master Plan Documents by Nolte dated June 2000 (Revised Feb. 2001).

2) Master Plan Documents by Nolte indicate ADWF for LD to be 1,584 gpd/ac. (based on 5.5 d.u./ac. = 288 gpd/d.u.) and MD to be 2,808 gpd/ac. (based on 12.0 d.u./ac. = 234 gpd/d.u.) and HD to be 3,969 gpd/ac. (based on 21 d.u./ac. = 189 gpd/d/u/)

3) City of Lathrop Design Standards: Peak Wet Weather Flow = ADWF x 2.7 peaking factor (Detail S-1).

RECYCLED WATER

Recycled water system facilities to serve Mossdale Landing East will be designed in accordance with the Master Utility Plan. One off-site connection has been provided as part of the Mossdale Landing development that can be used for distribution. In the interim condition pumps will be provided at the pond to pump recycled water back into the pressurized recycled water system as needed. Final pipe sizes for the proposed project will be determined at the design stage of the project.

On an interim basis recycled water will be stored in ponds and applied to interim spray areas as well as ultimate landscape areas. In order to determine the amount of storage and disposal capacity that could be provided at the project site, a “water budget” model was prepared. The model balances effluent between storage ponds and spray areas throughout the year. It assumes that the average dry weather sewer flow (ADWF) that is generated by the project will return to the site for storage and disposal. The model also includes precipitation which will be collected in the ponds based on 100-year rainfall data. The model is based on preliminary design assumptions that may need to be modified during final design. The developer reserves the right at a later time to determine alternate locations and a future CEQA analysis would be required to evaluate the location at that time. The tables shown below indicate preliminary design data for the ponds and spray areas. The design and analysis of the ponds and spray fields may need to be revised as development occurs.

Table 5: Preliminary Water Balance Design Data

Land Use	Average Dry Weather Flow (MGD)	Pond Surface Area (ac.)	Maximum Pond Volume (ac-ft)	Application Area (ac.)
Infrastructure Demand	0.146	3.7	36	16.7

The following tables identify the areas where recycled water will be used on an interim basis within the Mossdale Landing project. Refer to the following Recycled Water Spray Field figure for pond and spray area locations.

Table 6: Estimated Interim Application Area (Serving Unit 1)

Land Use	Acres	Percent Irrigated	Application Area (ac.)
Interim Spray Fields	12.3	100%	12.3
Exterior Berms	1.7	100%	1.7
Public Landscaping ¹	2.7	100%	2.7
TOTAL			16.7

1) Public Landscaping consists of parkways, medians and landscape pockets.

The following table identifies ultimate recycled water demand.

Table 7: Estimated Ultimate Recycled Water Demand (Serving Units 1 & 2)

Land Use	Acres	Application Rate (ac-in/ac/yr) ¹	Annual Demand (ac-in/yr)
Neighborhood Parks	4.1	55 x 50%	113
Public Landscaping ²	2.7	55 x 100%	149
TOTAL			262

1) Application rate from Master Plan Documents by Nolte dated June 2000 (Revised February 2001).

2) Public Landscaping consists of parkways, medians and landscape pockets.

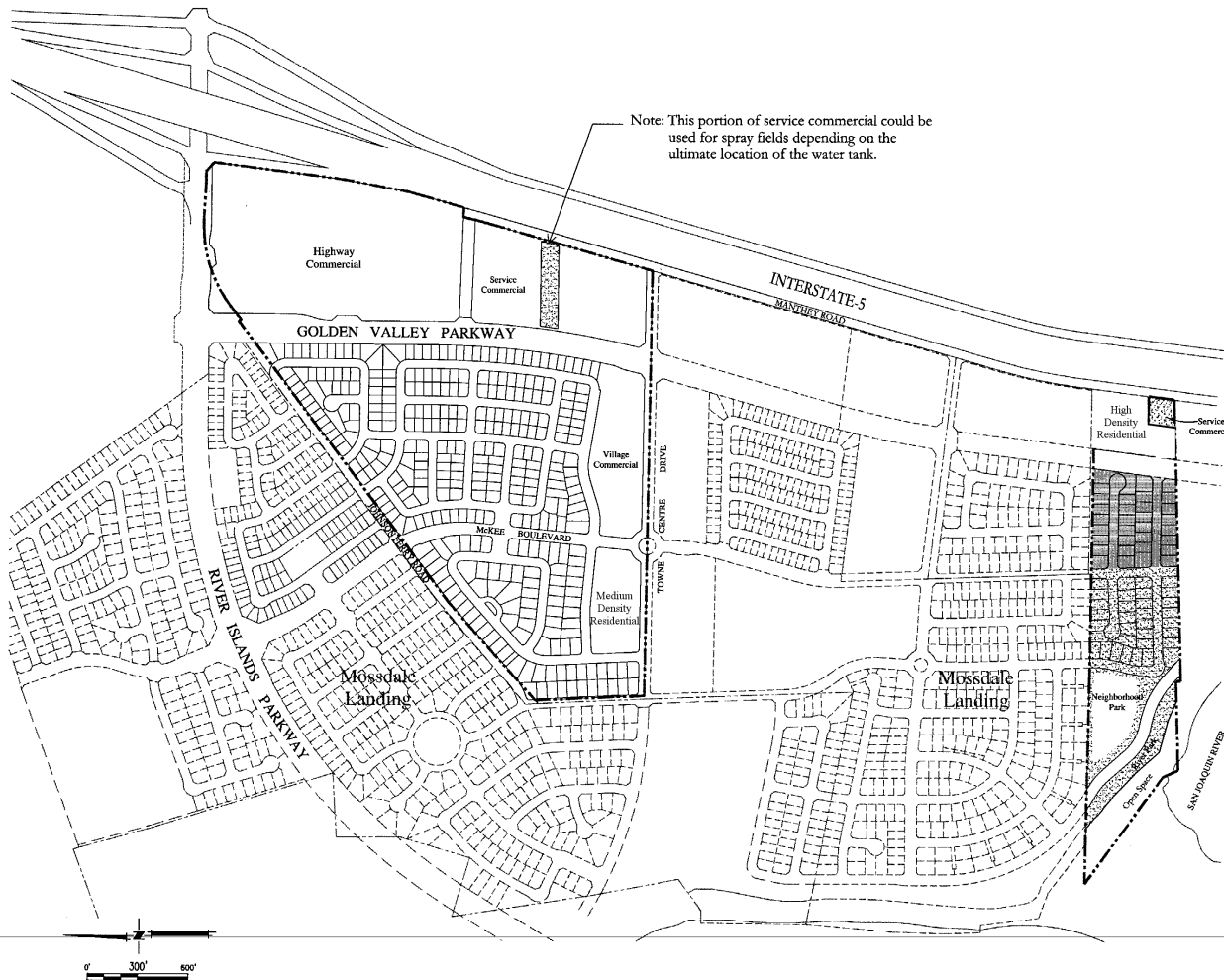


Figure 17
*Recycled Water
 Spray Field Exhibit*

Figure 17: Recycled Water Spray Field Exhibit

IMPLEMENTATION

PHASING

The following program is the currently anticipated phasing for Mossdale Landing East. This phasing program is conceptual and is subject to modification as market conditions change over time. Phasing changes of the development plan may take place without requiring the approval of the City, however, the City will be informed of any adjustments. Specific timing for project-buildout will depend upon market demand and infrastructure availability. This program has been designed to provide for development in a logical manner and efficient use of infrastructure improvements.

Western Pacific Housing will be the master developer for those portions of Mossdale Landing East under their control (being portions of the McKee property, and the Nevin/Lathrop Associates properties), and will assume responsibility for items such as backbone infrastructure. Western Pacific Housing may construct the neighborhoods themselves or sell the neighborhoods to other home builders. The remaining commercial properties under the control of Western Pacific Housing are intended to be sold to commercial builders

Watt/ McKee LLC will be the master developer for those portions of Mossdale Landing East under their control (being portions of the McKee property). Watt/ McKee LLC will assume responsibility for infrastructure triggered by their property. This joint process will ensure the diverse, yet cohesive character of Mossdale Landing East, reminiscent of traditional communities.

The master developers may make modifications to the overall land use plan and project phasing without going through a formal review process if the overall densities and land uses for Mossdale Landing East do not change. The phasing plan may be required to change due to unforeseen infrastructure or market conditions. The phasing of the project will continue the balance of land uses throughout development, as is possible, based upon any changed conditions related to infrastructure or the market.

Additionally, due to these conditions, it may be necessary to modify lot sizes within a specific residential zoning category. Slight overall unit count increases or decreases are allowed, so long as the minimum density range of each specific residential land use category (high, low or medium) is met. The master developer shall provide formal notification, in writing with accompanying maps, to the City of Lathrop's Community Development Director detailing what modification(s) would be made to the plan. Amendments such as this are subject to approval by the Community Development Director.

Mossdale Landing East is planned to be constructed in two development subphases for the highway commercial portion, and nine development subphases for the remainder. The phasing for the highway commercial portion and the phasing of the remainder of Mossdale Landing East shall be independent of one another. It is anticipated that the project phasing for the highway commercial portion will begin at the intersection of River Islands Parkway and Golden Valley

Parkway and will conclude with the second phase in the southern half of that piece. The rest of the Mossdale Landing East project will begin its first phase on the low density portion of the northern neighborhood. Phase two through four will develop the medium density portions. Phase five and six will include the village commercial areas. Phase seven will include the northern service commercial area. Phase eight will develop the southern low density residential uses and its immediate surroundings. And phase nine will develop the southern service commercial use. This phasing process is illustrated in detail in the following Phasing Plan exhibit. The order in which neighborhoods are built out has been established based on the logical patterns of infrastructure improvements and anticipated market demands. All necessary roadways, site grading, and utility backbone improvements and easements will occur in a timely manner with each development subphase as required by the demands generated by each infrastructure demand phase.

Below is a table illustrating each development phase by area, acreage and number of units.

<i>Phase</i>	<i>Area</i>	<i>Lot Size/Net Acreage</i>	<i>Units/SF</i>
1	Low Density Residential	6,000 square foot lots	85 du
2	Medium Density Residential	4,000 square foot lots	93 du
3	Medium Density Residential	4,000 square foot lots	69 du
4	Medium Density Residential	4,000 square foot lots	90 du
5	Medium Density Residential	2,200 square foot lots	41 du
6	Village Commercial-MV	6.5 acres	79,497 sf
7	Service Commercial-MV	12.5 acres	136,125 sf
8	Low Density Residential	6,000 sf	66 du
	Neighborhood Park	4.1 acres	
	River Park	1.7 acres	
	Open Space	3.6 acres	
9	High Density Residential	3.3 acres	82 du
1H	Highway Commercial	15.2 acres	163,424 sf
2H	Highway Commercial	12.3 acres	132,245 sf
TOTAL			526 du 515,728 sf



LEGEND	
	Project Boundary
	Construction Phasing
	Phase
	Highway Commercial Phase

Note:
Portions of the streets and development illustrated in this exhibit are illustrative and provided for context only. Not all of the streets and development shown will be developed as part of this project.

Development Phasing Plan is conceptual and subject to change.

*Highway Commercial Phasing is independent of the rest of the project.

Figure 18
Development Phasing Plan

Urban Design Concept ■ Page 136

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Figure 18: Development Phasing Plan

PROJECT ENTITLEMENTS

The Mossdale Landing East Environmental Impact Report, Urban Design Concept, Tentative Map, and Development Agreement are expected to be adopted or approved in January of 2004. Individual Final Maps, Neighborhood Design Review, and Improvement Plans for the initial development phases are anticipated to follow shortly thereafter.

FINANCING MECHANISMS

In order to insure Mossdale Landing East has adequate financing to move forward, numerous financing mechanisms may be required to facilitate and implement the development and operation of major infrastructure items and essential community facilities.

The Mossdale Landing East project will be required to install various infrastructure facilities in order to bring access and utilities to the site, which are discussed within the Infrastructure section of this document. As outlined within the West Lathrop Specific Plan (WLSP), the Urban Design Concept (UDC) shall discuss the financing options that are available. The various mechanisms that may be used include, but are not limited to, the following funding methods which are discussed in further detail in Section VI-C within the WLSP:

Infrastructure Financing Districts

1. Special Taxes such as Mello Roos Community Facilities Districts (CFD)
2. General Obligation Bonds
3. Revenue Bonds
4. Impact Fees
5. Private Developer Financing
6. Financing of Ongoing Operation and Maintenance (this could include Property Taxes, Transient Occupancy Taxes and Sales Taxes, User Fees, and Special Assessment resulting from the formation of a Landscaping and Lighting District)

Private developer financing will finance much of Mossdale Landing East's on-site master infrastructure improvements. There will be some oversizing of infrastructure in Golden Valley Parkway in order to accommodate future development; these improvements would be refunded in time through a reimbursement agreement, future connection fees, a CFD, or some other mechanism which will be outlined in the Development Agreement(s).

There is one neighborhood park and one river park within Mossdale Landing East. Currently, these two parks total approximately 6 acres. In addition, 4 acres of open space is provided within the project. Mossdale Landing East will participate in the cost of any deficient park acreage required by the Quimby Act by paying in-lieu fees. Since the community park is a city facility, it shall be funded on a citywide level.

As discussed within the Infrastructure section, there are significant off-site improvements necessary to allow for the development of Mossdale Landing East as well as the entire Mossdale Village area. The main item includes the expansion of the WRP No. 1 sewage treatment facility to serve the area. This facility, as well as other infrastructure, is included within the newly

adopted Community Facilities District. Payment of these fees will be addressed within the Development Agreement.

Maintenance of many of the improvements such as parks, landscaped medians and parkways, streets, etc. will most likely be provided through a Community Facilities District serving the Mossdale Landing East residents.

FINANCING PLAN

As discussed in the Implementation Section of the West Lathrop Specific Plan (WLSP), the Mossdale Landing East project shall be responsible for developing a plan for financing all capital improvements, and providing a mechanism for the funding of future municipal operations and maintenance of such facilities. The following process and discussion regarding financing are based upon and are discussed in further detail in Section VI-D within the WLSP.

On January 17, 2003, Goodwin and Associates conducted a comprehensive financing implementation plan (FIP) and capital facility fee (CFF, September 2, 2003) study for all of the General Plan area west of Interstate 5, including Mossdale Landing East. These studies identify the financing necessary to support each development proposal.

Prior to the first final subdivision map, excluding parcel maps, being approved for any phase of the project, a Financing Plan for Mossdale Landing East will be prepared and approved by the City. The detailed plan will identify appropriate funding mechanisms for public improvements and maintenance. The plan will outline a strategy for funding the costs of public infrastructure, community facilities, and public services necessary to develop the area.

The implementation of the Financing Plan shall be governed by the following principles that could be applicable to Mossdale Landing East as outlined in the WLSP unless otherwise stated in a Development Agreement:

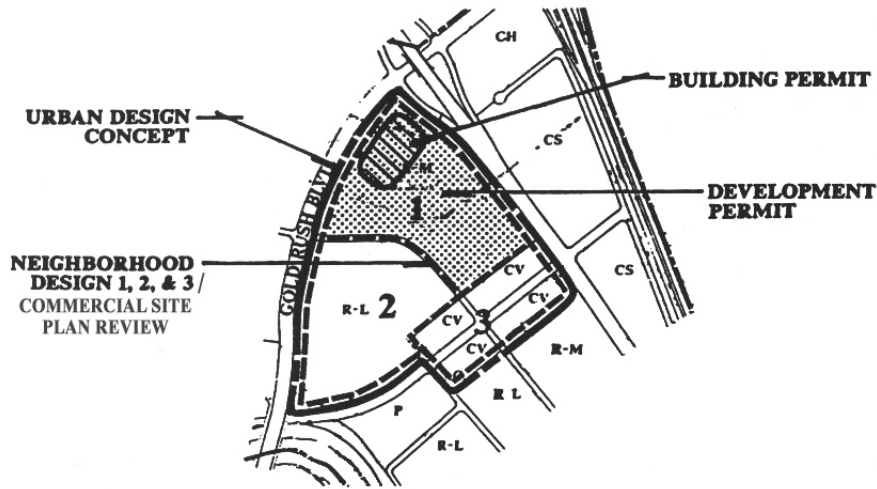
- There shall be no cost to the City's existing residents for facilities or services necessary to serve the proposed project unless a direct benefit can be shown. Otherwise, all costs associated with the provision of municipal services shall be paid for by the project.
- Any consideration by the City of Lathrop to use project revenue to fund infrastructure shall first ensure that the levels of City operated facilities and municipal services in a project area are of a quality not less than existing city operated facilities and services in the existing City.
- The City will consider using revenue generated from project development to help fund public improvements.
- The City will consider the use of any public financing mechanism that is deemed appropriate to help construct the project provided the method of repayment is from the project, not the general citizenry at large.
- The City will establish appropriate financing mechanisms to cover the cost of municipal services. Additionally, the City may aid in securing financing needed for capital infrastructure construction and maintenance. These mechanisms include but are not limited to the following:

- Establishment of Lighting and Landscape Districts, Reclamation Districts and user charges for operation and maintenance purposes.
- Establishment of Assessment Districts, Benefit Districts, Community Facilities Districts, Infrastructure Financing Districts and Joint Power Arrangements for capital construction.
- The City agrees to establish reimbursement mechanisms in the event that a development pays for infrastructure that exceeds what is needed by the developer.
- The City shall consider implementing per-unit fees to accommodate financing infrastructure improvements or the reimbursement of costs fronted by another developer.
- The City will assist developers of the plan area in obtaining private and public financing for both on and off-site improvements.

CITY APPROVAL PROCESS

The City of Lathrop Community Development Department will be the lead department in reviewing and approving all development projects for the West Lathrop Specific Plan area. The review process the City will utilize in approving the various stages of this project include: an Urban Design Concept, Neighborhood Design Review, Development Permit Review, Building Permit Review, Improvement Plan Checking, Tentative Tract Map, and Final Map. The following diagram, from the West Lathrop Specific Plan, illustrates this process. Refer to the WLSP document for greater detail.

Mossdale Village Approval Process



MOSSDALE VILLAGE



Source: West Lathrop Specific Plan (with Commercial Site Plan Review added)

Urban Design Concept

An Urban Design Concept (UDC) document is required to be adopted by the Planning Commission prior to the establishment of any planned development and the issuance of any subsequent development or building permits as specified by the West Lathrop Specific Plan. The Urban Design Concept will provide the City, developers, and builders a framework of specific and detailed land uses, development, design, and street standards and guidelines, architecture, landscape, site planning, infrastructure, and implementation of the project. This document fulfills the requirements of the City’s Urban Design Concept process.

Neighborhood Design Review and Architectural Design Review

Neighborhood Design Review (NDR) is required at Final Map with each development subphase or development project. NDR's are meant to ensure that proposed projects are consistent with the policies and guidelines of the West Lathrop Specific Plan and the Mossdale Landing East Urban Design Concept. The Neighborhood Design Review is a discretionary permit from the City of Lathrop. The City mandates that certain standards shall be met by each project in regards to architecture styles and design and landscape and signage themes.

The applicant anticipates that an Architectural Design Review Board will be formed to review and approve all proposed residential, public, and commercial architectural elevations for Mossdale Landing East. While the details of the Board members and required submittals require further refinement, it is expected that the existing Architectural Design Review process initiated by the City of Lathrop will be used as a model upon which to expand and enhance.

Commercial Site Plan Review

Commercial Site Plan Review is required with each development subphase or development project. This review is meant to ensure that the proposed project is consistent with the policies and guidelines of the West Lathrop Specific Plan and the Mossdale Landing East Urban Design Concept. The City mandates that certain standards are met by each project with regards to architecture, densities, setbacks, landscaping, signage, parking and circulation. This review is preformed by the Community Development Director, who may refer the project to the Planning Commission for approval.

Development Permit

Highway, Service and Village Commercial MV uses are subject to either a site plan review for permitted uses; or a conditional use permit for conditionally permitted uses. Single Family MV and Medium Density MV Residential uses are subject to Neighborhood Design Review with the Final Map.

Building Permit Review and Plan Checking

Decisions and recommendations made by the Architectural Review Committee will be included with and reviewed as part of the Final Map application. City staff will review building plans (construction plans) for specific development proposals as part of its building permit process.

AMENDMENT PROCESS

It is anticipated that certain modifications to the Urban Design Concept text and exhibits may be necessary during the life of the community. Any modifications to these documents shall occur in accordance with the amendment process described in this section. These amendments, should they occur, are divided into two categories- Minor Amendments and Major Amendments. Minor Amendments allow for administrative changes to the Urban Design Concept and may be approved by the Community Development Director. All other proposed changes are considered Major Amendments and shall be reviewed for approval by the Planning Commission. All amendments shall be consistent with the General Plan, the West Lathrop Specific Plan, the Mossdale Landing East UDC, and the Development Agreements between the City of Lathrop and development proponents.

The master developer may make modifications to the overall land use plan and project phasing without going through a formal review process if the overall densities and land uses for Mossdale Landing East do not change. The phasing plan may be required to change due to unforeseen infrastructure or market conditions. The phasing of the project will continue the balance of land uses throughout development, as is possible, based upon any changed conditions related to infrastructure or the market.

Additionally, due to these conditions, it may be necessary to modify lot sizes within a specific residential zoning category. Slight overall unit count increases or decreases are allowed, so long as the minimum density range of each specific residential land use category (low or medium) is met. The master developer shall provide formal notification, in writing with accompanying maps, to the City of Lathrop's Community Development Director detailing what modification(s) would be made to the plan. Amendments such as this are subject to approval by the Community Development Director.

Amendments to Urban Design Concept

Approval of the Urban Design Concept signifies acceptance by the City of Lathrop of both general and specific development guidelines for the improvement of Mossdale Landing East. The Urban Design Concept amendment process is as follows:

Minor Urban Design Concept Amendment

Minor Amendments are those modifications to the text and/or graphics which are consistent with the UDC and with the flexibility mechanisms of the Specific Plan, UDC and/or Development Agreement. As such, Minor Amendments may be administratively approved by the Community Development Director. Minor Amendment decisions are subject to appeal to the Planning Commission. Requests for Minor Amendments might include, but not necessarily be limited to, changes to plant palettes, modifications to permitted building materials, editorial corrections to text or graphics, changes to text or graphics to conform with other pre-eminent laws, trail realignments, revisions to fence locations or types, regulations or policies, a change by ten percent (10%) or less to unit numbers or acreage totals, retroactive changes to text or graphics to conform with existing conditions and/or prior City development project approvals, or any other such similar modifications which are in accordance with the purpose and intent of a Minor Amendment at the determination of the Community Development Director.

Also included for consideration as Minor Amendments are additions of new architectural styles to the Urban Design Concept. Requests for new architectural styles shall be accompanied by a written description of the style, a schematic drawing, and an illustration of architectural elements which typify the proposed style.

Major Urban Design Concept Amendment

A Major Amendment to the Urban Design Concept is a modification which seeks a change deemed by the Community Development Director to be more substantial than an administrative change and/or does not qualify as a Minor Amendment. Major Amendments must be approved by the Planning Commission, subject to appeal to the City Council. Certain Major Amendments may require concurrent amendments to the Specific Plan and this UDC. Changes which would require a Major Amendment would include any change to the text or graphics which would not constitute a Minor Amendment described in the preceding section or, for example, the relocation of a neighborhood park.

DIFFERENCES BETWEEN THE WEST LATHROP SPECIFIC PLAN, CITY SUBDIVISION CODE, AND MOSSDALE LANDING EAST URBAN DESIGN CONCEPT

Land Uses:

Permitted and Conditionally Permitted land uses for Highway Commercial, Service Commercial and Village Commercial have been modified from those noted in the West Lathrop Specific Plan. These uses have been evaluated and revised to better address current and anticipated demands and needs within the overall West Lathrop Specific Plan development area. Refer to various land use chapters in this document for the revised land use list.

Development Standards:

Development standards, such as setbacks and coverage, for all land use designations in MosSDale Landing East have been modified and expanded upon from those noted in the West Lathrop Specific Plan. These development standards have been evaluated and revised to better address current and anticipated demands and needs of product design and building trends. The intent of the West Lathrop Specific Plan is met with these modifications. Refer to each individual land use section for the revised standards.

Signage guidelines for commercial designations in MosSDale Landing East have been modified from those of the City of Lathrop's Zoning Code. These guidelines were revised to better address the traditional development building types and environment desired for the project and building trends. The intent of the Zoning Code is met with these modifications. The MosSDale Landing East project based its standards on those noted in the West Lathrop Specific Plan. Refer to the Signage section for the revised standards.

Land Uses:

Land use acreages have been adjusted to take into account the realignment of roads and to conform to current market trends. Refer to both the land use plan and the land use summary for the revised uses and acreages.

General Street Standards:

1. Residential street radii curves may be a minimum of 100', with the approval of the City Engineer.
2. Cul-de-sac radii shall be 50' minimum to right of way.
Cul-de-sac radii shall be 45' minimum to face of curb.
3. Due to safety concerns, bike lanes on major streets have been revised to off-street multi-use trails.
4. The back of separated sidewalks shall be located at the property line.
5. The minimum allowable street slope shall be 0.4%.
6. Lanes/places located near street intersections shall be located so as to allow a minimum of 40' of automobile stacking in the street.

7. If any street, place, or lane becomes private or maintained by a private maintenance agreement, they shall be constructed and maintained to City standards.
8. Minimum street surfacing dimensions will be determined and included in the Development Agreement.

Public Utility Easements:

1. In Mossdale Landing East public utility easements (PUE) typically are located adjacent to and part of the right of way on both sides of the street. However, the following streets will not be provided with a P.U.E.
2. In streets adjacent to the Village Commercial Parcels (Towne Centre Drive and McKee Boulevard) – public utilities will be constructed in the right-of-way under the sidewalk. PUE's shall overlay 10' of the sidewalk, or sidewalk and parkway.
3. Various types of encroachments are permitted over or on the public utility easement located along Highway Commercial, Service Commercial and Village Commercial designated parcels. Refer to the Encroachment section of each use's development standards for specifics.
4. With the exception of The Unit 2 collector and Johnson Ferry Road, 10' wide PUEs are provided along both sides of major streets unless 20' is provided from face of curb to right of way. The PUE for Johnson Ferry Road will be located only on the north side of that street.
5. Along The Unit 2 collector there will be a 10' PUE from back of curb extending into the park along the linear park length.

Signage:

1. Because PUE's have been included within rights of way, there are no privately held open space areas along streets. Hence, temporary signage, including sales, marketing, and special signage, shall be permitted only behind the curb within public street rights-of-way. No temporary signage is permitted within a median or on a sidewalk.

Parking:

1. Required residential off-street parking for attached residential units or a detached unit or lot that is part of a courtyard or shared driveway, or is located on an inside street radius the City determines is too tight for parking to occur is not required to be located directly in front of or immediately adjacent to that unit or lot. An off-street parking space shall be provided for each unit at no greater than 200 feet from that lot.

The following street sections have been revised from the City standard or included with the UDC to address the physical and design nature of the project and the site's existing conditions. Only the proposed street conditions that vary from City standards are noted below. For full street sections that are dimensioned, refer to the Landscape section of this UDC or the Vesting Tentative Map.

Street Sections:

<i>Classification</i>	<i>Right of Way Width</i>	<i>Face of Curb to Face of Curb</i>	<i>Sidewalk/ Multi-use Trail Width</i>	<i>Other</i>
UDC-Lanes/Places	20'	19'	None	
City of Lathrop- Shared driveway access to private driveways	20'	NA		

<i>Classification</i>	<i>Right of Way Width</i>	<i>Face of Curb to Face of Curb</i>	<i>Sidewalk/ Multi-use Trail Width</i>	<i>Other</i>
UDC-Medium Density Street	52'	32'	5'	5' Parkway
WLSP-Local Street	56'	36'	5'	5' Parkway

<i>Classification</i>	<i>Right of Way Width</i>	<i>Face of Curb to Face of Curb</i>	<i>Sidewalk/ Multi-use Trail Width</i>	<i>Other</i>
UDC -Minor Low Density Street	56'	32'	5'	Parkway- 7'
WLSP- Local Street	56'	36'	5'	Parkway- 5'

<i>Classification</i>	<i>Right of Way Width</i>	<i>Face of Curb to Face of Curb</i>	<i>Sidewalk/ Multi-use Trail Width</i>	<i>Other</i>
UDC –Village Commercial Street	62'	32'	5'	From face of curb to ROW (includes sidewalk)- 10'(north side) 20'(south side)
WLSP- Local Street	56'	36'	5'	Parkway- 5'

<i>Classification</i>	<i>Right of Way Width</i>	<i>Face of Curb to Face of Curb</i>	<i>Sidewalk/ Multi-use Trail Width</i>	<i>Other</i>
UDC- Neighborhood Entry	95'	55' (includes 15' median)	8'	From Face of Curb to ROW- 20' (includes sidewalk)
WLSP- No Comparable				

<i>Classification</i>	<i>Right of Way Width</i>	<i>Face of Curb to Face of Curb</i>	<i>Sidewalk/ Multi-use Trail Width</i>	<i>Other</i>
UDC-Towne Centre Drive	70'	60'	5' sidewalk within ROW, 5'-10' sidewalk easement beyond	Diagonal Parking
WLSP- Not addressed				

<i>Classification</i>	<i>Right of Way Width</i>	<i>Face of Curb to Face of Curb</i>	<i>Sidewalk/ Multi-use Trail Width</i>	<i>Other</i>
UDC- Manthey Road	59'	44'	5'	Parkway/Landscape area on both sides- 5'
WLSP- Frontage Road and Manthey Road	54	44'	Not identified	Landscape/Utility area between pavement and Caltrans ROW- 0'

<i>Classification</i>	<i>Right of Way Width</i>	<i>Face of Curb to Face of Curb</i>	<i>Sidewalk/ Multi-use Trail Width</i>	<i>Other</i>
UDC-Johnson Ferry Road	56'	36'	5'	5' parkway both sides
WLSP- No Comparable				

<i>Classification</i>	<i>Right of Way Width</i>	<i>Face of Curb to Face of Curb</i>	<i>Sidewalk/ Multi-use Trail Width</i>	<i>Other</i>
UDC- The Unit 2 Collector	70'	50'	5'	From Face of Curb to ROW- 10' (includes sidewalk on west side). Refer to The Unit 2 Collector Street Section
WLSP – Scenic Drive	86'	66'	Not identified	No Landscape/Utility area behind Sidewalk

<i>Classification</i>	<i>Right of Way Width</i>	<i>Face of Curb to Face of Curb</i>	<i>Sidewalk/ Multi-use Trail Width</i>	<i>Other</i>
UDC- Golden Valley Parkway				From Face of Curb to ROW on both Unit 1 and 2 - 23' (includes trail)
Unit 1	140'	94'	8'	
Unit 2	116'	70'	8'	
WLSP- Golden Valley Parkway A1	180'	150'	Not identified	From Face of Curb to ROW- 15'
WLSP- Golden Valley Parkway A2	184'	154'	Not identified	From Face of Curb to ROW- 15'

<i>Classification</i>	<i>Right of Way Width</i>	<i>Face of Curb to Face of Curb</i>	<i>Sidewalk/ Multi-use Trail Width</i>	<i>Other</i>
UDC- McKee Boulevard				From Face of Curb to ROW (includes sidewalk)
Unit 1	70'	36'	5'	17'
Unit 2	56'	36'	5'	10'
WLSP- River Road	70'	50'	Not identified	No Landscape/Utility area behind Sidewalk

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2018 Product Catalog Booklet

Cluster Box Units & Accessories



Cluster Box Units

Securely Handling Mail and Packages



Whether your neighborhood has aging mailboxes or if you are just tired of the snowplow knocking over your curb-side mailbox, secure and convenient cluster box units may be the solution.

Developed and approved by the USPS in 2005, the new cluster box unit "F" specification became the standard for all manufacturers and replaces both the outdated Neighborhood Delivery Collection Box Unit (NDCBU) and the "E" series CBU. No longer permitted for replacement or new installations, the original NDCBU introduced convenience for residents and letter carriers alike, but unfortunately these units are now falling into disrepair as they have aged, and are in many

cases, quite dilapidated. The newer specifications and thoroughly tested design requires more stringent security features which help protect your valuable mail and parcels better than any previously available community mailbox. (see *images on opposite page.*)

As these older units may have been in your community for well over 20 years, it is the Homeowners Association (or simply the residents of the neighborhood) responsibility to maintain the mailbox. Newer units have larger compartments which lay the mail flat rather than rolling it, built in parcel lockers, convenient outgoing mail slots, and are significantly more secure.



With up to 16 locked compartments, plus up to four integrated parcel lockers, and a secure outgoing slot convenient for mail collection, pre-configured CBU equipment is the perfect solution for your neighborhood. These pedestal-mounted units are widely used across North America for safe, secure access to mail and package delivery 24 hours a day by multiple residents in one central location.

Plus, continued growth in online shopping means providing ample parcel locker space for package delivery is more important than ever! Expand your

residents' ability to securely receive packages by adding matching outdoor parcel lockers (OPL) to your new or existing centralized mail delivery installation, or create a standalone package center. Florence is proud to be the **only** USPS Approved manufacturer of the OPL, ensuring the Postal Service can always deliver the packages you or your customers are waiting for the very first time! (see page 10 for product details)

Dress up your basic CBU with decorative accessories in two distinct styles to fit your neighborhood. (see page 11 for product details)



Obsolete NDCBUs are no longer permitted for replacement or new installations.



CBUs accommodate both mail and packages while providing greater security.

Cluster Box Units

Features and Options



Florence "F" Series CBU is Officially Licensed by the US Postal Service

The complete Florence vital™ 1570 series CBU line was the first Officially Licensed CBU product of the US Postal Service for centralized mail delivery. License #1CDSEQ-08-B-0012



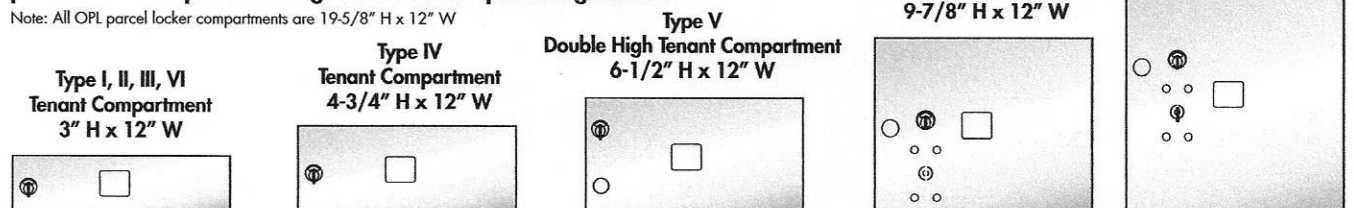
Whether you plan to serve four or 2,000 residents, cluster box units (CBU) provide a flexible solution to accommodate your building project needs. Simply select the pre-configured unit(s) that has the best options for your residents. These standard units can be used individually or in larger group installations - all providing a convenient, secure method of mail and package delivery to residents.

 florencemailboxes.com/CBU

Cluster Box Unit Standard Compartment Sizes

All CBU Types are USPS Approved and pre-configured with standard tenant and parcel locker compartment heights which meet specific regulations.

Note: All OPL parcel locker compartments are 19-5/8" H x 12" W

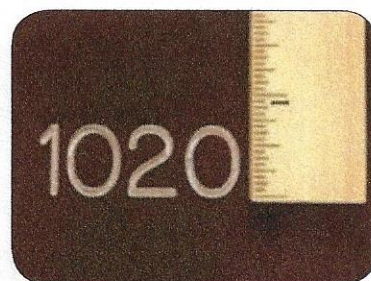


(Actual Size Shown)

Door ID Options

Decals: All CBUs come standard with silver adhesive decals which are 1-1/2"H x 1-3/4"W. Black lettering can contain up to five characters per decal.

Engraving: Custom engraving utilizes the USPS Standard *US Block* font and is 3/4" tall. All engraving can include up to 12 characters.

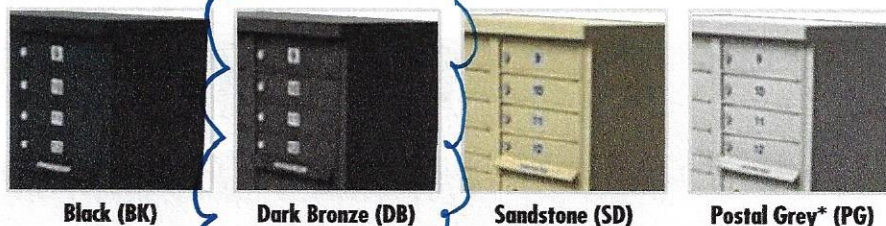


(Optional Engraving into Aluminum Door)

Color Options

All cluster box unit types are available in four different architectural color options; all in a durable, powder coat finish.

*Note: Postal Grey is USPS Approved for replacement only and is not intended for new installations.



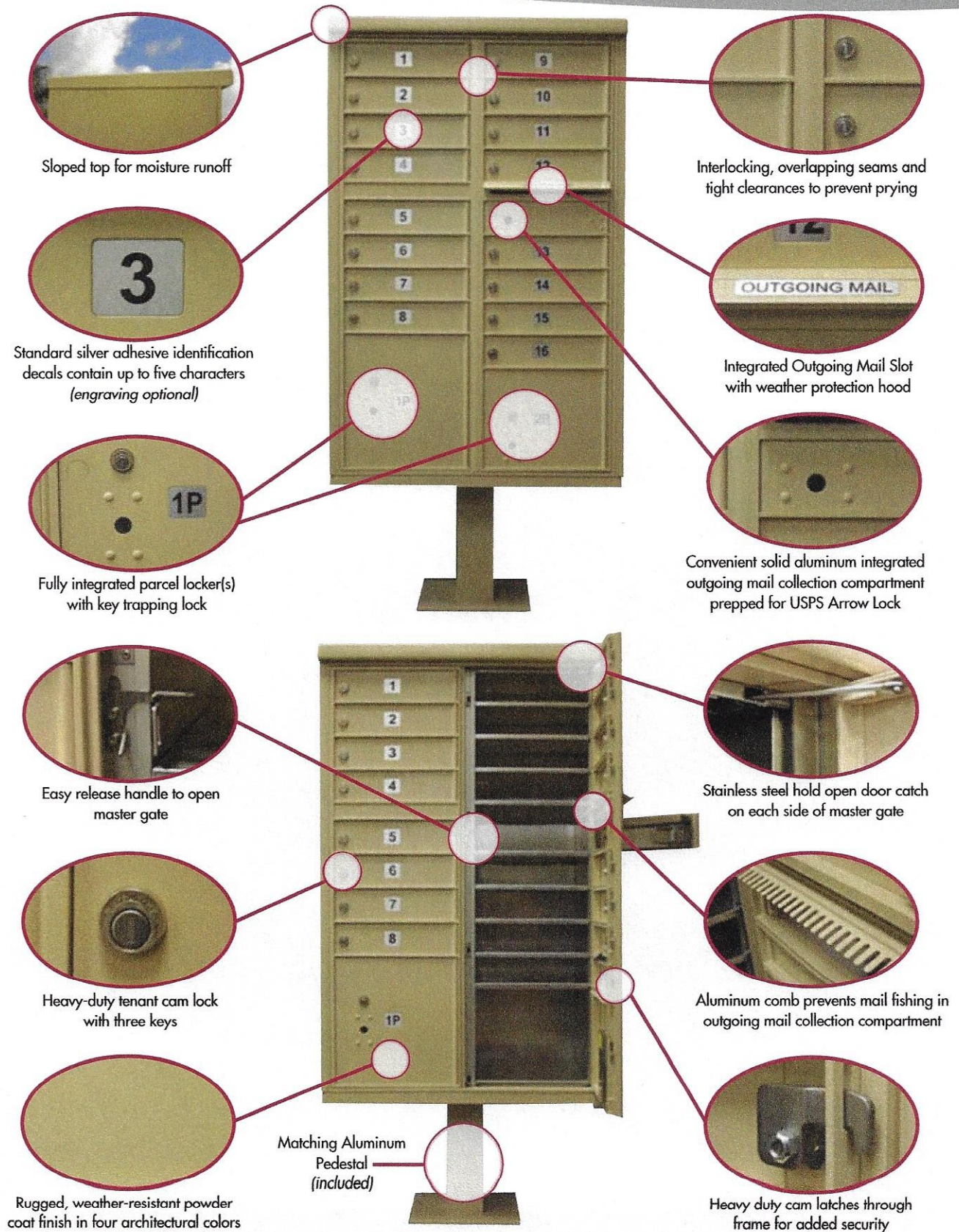
Black (BK)

Dark Bronze (DB)

Sandstone (SD)

Postal Grey* (PG)

Cluster Boxes





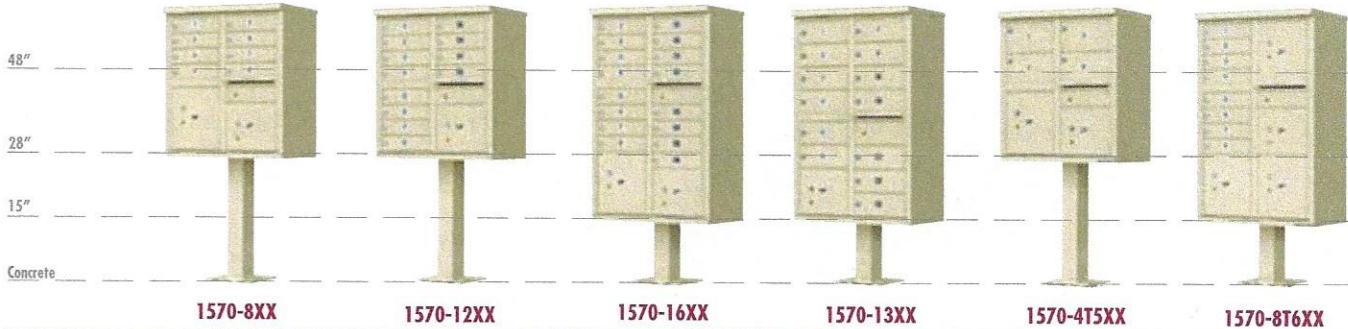
Outdoor Delivery Equipment

Florence is proud to partner with end-users, design, construction and building professionals, and postal officials alike to continually develop new products which meet the ever-changing project demands and USPS Centralized Mail Delivery requirements.



vital™ cluster box units

Pre-configured units include built-in parcel lockers and outgoing mail collection for added convenience to be used alone or in large groupings to accommodate every project need.



MODEL #	CBU TYPE	INSTALLED HEIGHT	INSTALLED WIDTH	INSTALLED DEPTH	PEDESTAL HEIGHT	WEIGHT (LBS)	STANDARD TENANT COMPARTMENT DIMENSIONS	MAILBOX COMPARTMENTS	PARCEL LOCKERS
1570-8XX	vital™ Type I CBU	62"	30-1/2"	18"	28-1/2"	144	3"H x 12"W x 15"D	8	2
1570-12XX	vital™ Type II CBU	62"	30-1/2"	18"	28-1/2"	144	3"H x 12"W x 15"D	12	1
1570-16XX	vital™ Type III CBU	62"	30-1/2"	18"	14-1/2"	175	3"H x 12"W x 15"D	16	2
1570-13XX	vital™ Type IV CBU	62"	30-1/2"	18"	14-1/2"	167	4-3/4"H x 12"W x 15"D	13	1
1570-4T5XX	vital™ Type V CBU	62"	30-1/2"	18"	28-1/2"	145	6-1/2"H x 12"W x 15"D	4	2
1570-8T6XX	vital™ Type VI CBU	62"	30-1/2"	18"	14-1/2"	176	3"H x 12"W x 15"D	8	4

Note: Exchange "XX" in Model # above for two-digit color reference: Black=BK Dark Bronze=DB Sandstone=SD Postal Grey=PG

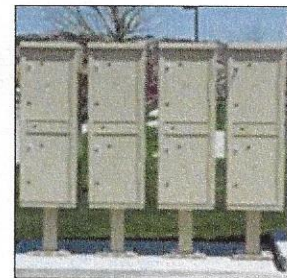
valiant™ outdoor parcel lockers

Industry unique package delivery system with key trapping locks can be used alone or with CBU installation to increase convenience for your residents.



Sole Source Supplier:

Florence Corporation continues to dedicate itself to providing secure postal specialty products built to the latest USPS Standards. We are the *only* manufacturer authorized to supply cluster box units, outdoor parcel lockers, replacement pedestals, and parts directly to the USPS since they awarded Florence their single-source contract for outdoor delivery equipment in 2005. *Florence is also the only company in the industry approved to manufacture outdoor parcel lockers.*



MODEL #	OPL TYPE	INSTALLED HEIGHT	INSTALLED WIDTH	INSTALLED DEPTH	PEDESTAL HEIGHT	WEIGHT (LBS)	STANDARD PARCEL COMPARTMENT DIMENSIONS	MAILBOX COMPARTMENTS	PARCEL LOCKERS
1590-T1XX	valiant™ Type I OPL	62"	16"	18"	14-1/2"	100	19-5/8"H x 12"W x 15"D	0	2
1590-T2XX	valiant™ Type II OPL	62"	30-1/2"	18"	14-1/2"	139	19-5/8"H x 12"W x 15"D	0	4

Note: Exchange "XX" in Model # above for two-digit color reference: Black=BK Dark Bronze=DB Sandstone=SD Postal Grey=PG

Cluster Boxes

vogue™ cluster box accessories

These fashionable snap-together accessories place the final touches on your centralized neighborhood mailbox; choose from Classic or Traditional style to fit your surrounding area.

Classic

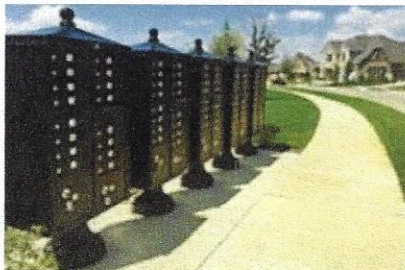


Traditional



MODEL #	CBU/VOGUE COMBO TYPE	INSTALLED HEIGHT	INSTALLED WIDTH	INSTALLED DEPTH	WEIGHT (LBS)	STANDARD TENANT COMPARTMENT DIMENSIONS	MAILBOX COMPARTMENTS	PARCEL LOCKERS
1570-8VXX	Classic Type I CBU Combo	65-1/8"	33-7/8"	21-3/8"	182	3"H x 12"W x 15"D	8	2
1570-12VXX	Classic Type II CBU Combo	65-1/8"	33-7/8"	21-3/8"	182	3"H x 12"W x 15"D	12	1
1570-16VXX	Classic Type III CBU Combo	65-1/8"	33-7/8"	21-3/8"	206	3"H x 12"W x 15"D	16	2
1570-13VXX	Classic Type IV CBU Combo	65-1/8"	33-7/8"	21-3/8"	198	4-3/4"H x 12"W x 15"D	13	1
1570-4T5VXX	Classic Type V CBU Combo	65-1/8"	33-7/8"	21-3/8"	183	6-1/2"H x 12"W x 15"D	4	2
1570-8T6VXX	Classic Type VI CBU Combo	65-1/8"	33-7/8"	21-3/8"	207	3"H x 12"W x 15"D	8	4
1590-T1VXX	Classic Type I OPL Combo	65-1/8"	19-5/8"	21-3/8"	124	N/A	0	2
1590-T2VXX	Classic Type II OPL Combo	65-1/8"	33-7/8"	21-3/8"	182	N/A	0	4
1570-8V2XX	Traditional Type I CBU Combo	71-3/8"	31-5/8"	18-1/2"	177	3"H x 12"W x 15"D	8	2
1570-12V2XX	Traditional Type II CBU Combo	71-3/8"	31-5/8"	18-1/2"	177	3"H x 12"W x 15"D	12	1
1570-16V2XX	Traditional Type III CBU Combo	71-3/8"	31-5/8"	18-1/2"	203	3"H x 12"W x 15"D	16	2
1570-13V2XX	Traditional Type IV CBU Combo	71-3/8"	31-5/8"	18-1/2"	195	4-3/4"H x 12"W x 15"D	13	1
1570-4T5V2XX	Traditional Type V CBU Combo	71-3/8"	31-5/8"	18-1/2"	178	6-1/2"H x 12"W x 15"D	4	2
1570-8T6V2XX	Traditional Type VI CBU Combo	71-3/8"	31-5/8"	18-1/2"	204	3"H x 12"W x 15"D	8	4
1590-T1V2XX	Traditional Type I OPL Combo	71-3/8"	17-3/8"	18-1/2"	119	N/A	0	2
1590-T2V2XX	Traditional Type II OPL Combo	71-3/8"	31-5/8"	18-1/2"	178	N/A	0	4

Note: Exchange "XX" in Model # above for two-digit color reference: Black=BK Dark Bronze=DB Sandstone=SD Postal Grey=PG



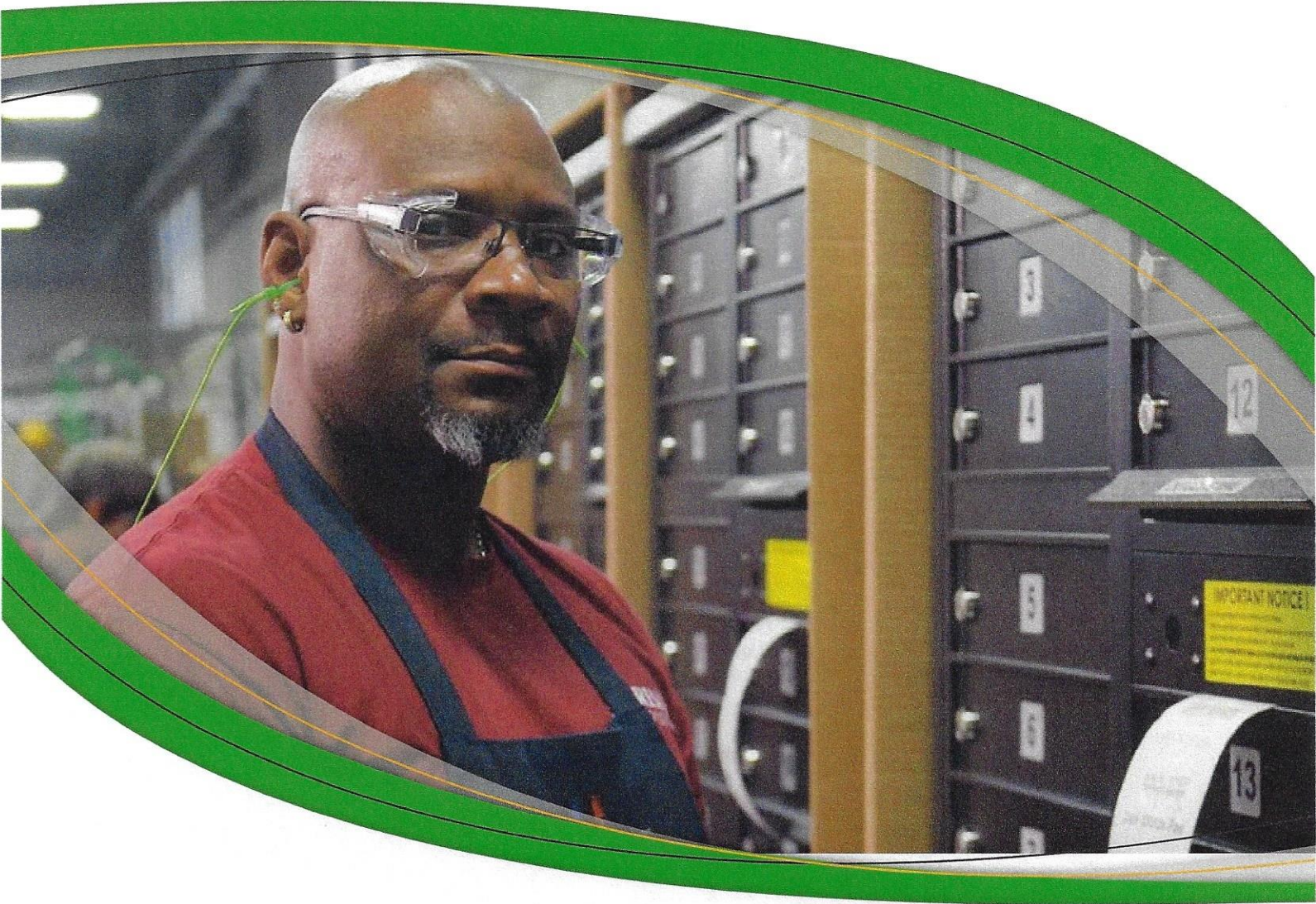
Dress up your outdoor delivery equipment with color coordinating designer caps and pedestal covers in two different styles.



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Powering Your Commercial and Residential Centralized Mailbox Designs for Over 80 Years!

Florence Corporation. Established. Dependable. Strong.

Like all great stories, ours started in a garage. Elbow grease, a sweaty brow. It's that kind of story. More than 80 years later, we're still hard at it; continually perfecting our craft, allowing you to perfect yours. You may take our products for granted. We take that as a compliment. Our products don't require attention or fuss. They're built smart, designed to work, and engineered to last.

We empower our customers with the products, the support, and the tools to design faster. Build smarter. Manage better. We understand that in a world of global commerce, demands of efficiency and last minute deadlines, you need a partner that can keep pace. You've met your match with Florence. Established. Dependable. Strong. It's not just what we make...it's what makes us.



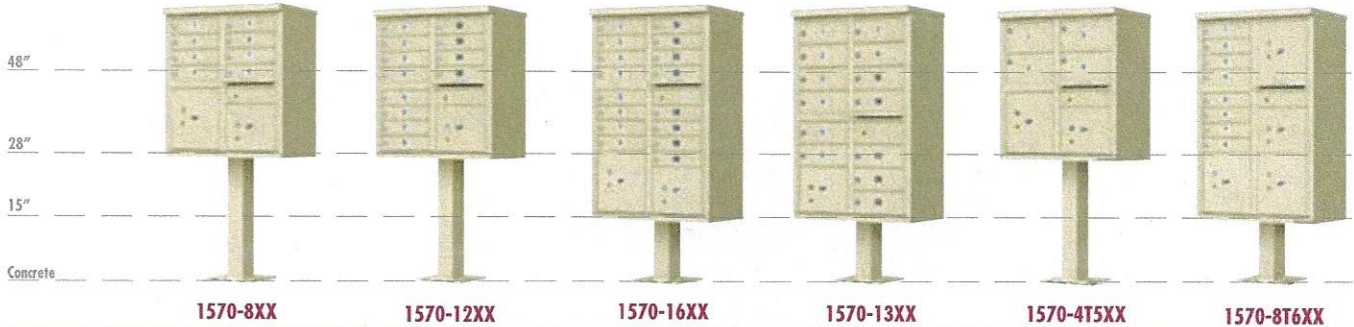
Outdoor Delivery Equipment

Florence is proud to partner with end-users, design, construction and building professionals, and postal officials alike to continually develop new products which meet the ever-changing project demands and USPS Centralized Mail Delivery requirements.



vital™ cluster box units

Pre-configured units include built-in parcel lockers and outgoing mail collection for added convenience to be used alone or in large groupings to accommodate every project need.



MODEL #	CBU TYPE	INSTALLED HEIGHT	INSTALLED WIDTH	INSTALLED DEPTH	PEDESTAL HEIGHT	WEIGHT (LBS)	STANDARD TENANT COMPARTMENT DIMENSIONS	MAILBOX COMPARTMENTS	PARCEL LOCKERS
1570-8XX	vital™ Type I CBU	62"	30-1/2"	18"	28-1/2"	144	3"H x 12"W x 15"D	8	2
1570-12XX	vital™ Type II CBU	62"	30-1/2"	18"	28-1/2"	144	3"H x 12"W x 15"D	12	1
1570-16XX	vital™ Type III CBU	62"	30-1/2"	18"	14-1/2"	175	3"H x 12"W x 15"D	16	2
1570-13XX	vital™ Type IV CBU	62"	30-1/2"	18"	14-1/2"	167	4-3/4"H x 12"W x 15"D	13	1
1570-4T5XX	vital™ Type V CBU	62"	30-1/2"	18"	28-1/2"	145	6-1/2"H x 12"W x 15"D	4	2
1570-8T6XX	vital™ Type VI CBU	62"	30-1/2"	18"	14-1/2"	176	3"H x 12"W x 15"D	8	4

Note: Exchange "XX" in Model # above for two-digit color reference: Black=BK Dark Bronze=DB Sandstone=SD Postal Grey=PG

valiant™ outdoor parcel lockers

Industry unique package delivery system with key trapping locks can be used alone or with CBU installation to increase convenience for your residents.

