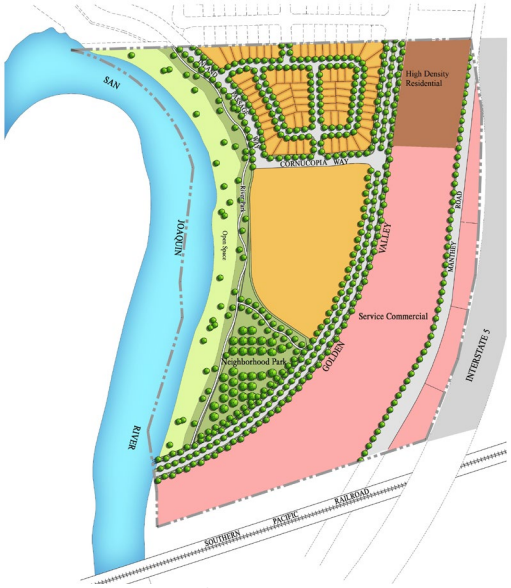
Mossdale Landing South

A Community Designed for the City of Lathrop by

TCN Properties

Urban Design Concept



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December 1, 2005, Minor Amendment
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TABLE OF CONTENTS

LIST OF FIGURES

EXECUTIVE SUMMARY

This document constitutes the Urban Design Concept application for Mossdale Landing South by TCN Properties. 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 the means of meeting these demands, and sets forth implementing this project through phasing, financing, and processing.

Mossdale Landing South is a mixed-use master planned community consisting of approximately 414 dwellings units, approximately 247,200 square feet of service commercial, as well as parks and open space. Comprised of sixteen parcels, the total site area is approximately 106 acres. An approximately 2.4 acre parcel (APN: 241-020-34) has been added to the UDC area between the southernmost property of the original UDC and the County right-of-way that runs adjacent to the railroad tracks. The northern parcel will hereafter be referred to as Unit 1, and the southern fourteen parcels will hereafter be referred to as Unit 2. 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 South 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, in order to create a framework which reinforces 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 South Urban Design Concept emphasizes the creation of a livable, pedestrian-oriented community that will provide identity and variety.

INTRODUCTION

Mossdale Landing South by TCN Properties 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 the city limits of Lathrop and is bordered on the west by the San Joaquin River. 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). To the south and north are agricultural lands with farmsteads and various outbuildings, which have been designated for residential and commercial uses by the West Lathrop Specific Plan and subsequent other Urban Design Concepts. 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. The master planned community of Mossdale Landing East was approved on March 2, 2004 and forms the northern boundary of Unit 2. These combined projects encompass roughly 630 acres, and gained approval for approximately 2,200 units and 1,192,000 square feet of commercial uses. This project will further solidify the long range goals of the West Lathrop Specific Plan and complete Mossdale Village in the southern area.

URBAN DESIGN CONCEPT

The Mossdale Landing South Urban Design Concept emphasizes the creation of a livable, pedestrian-oriented community that provides identity and variety.

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 the standards 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.

Figure 1

Aerial Photograph

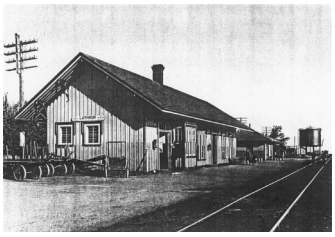
Figure 1: Aerial Photograph with Mossdale Landing South Site Plan

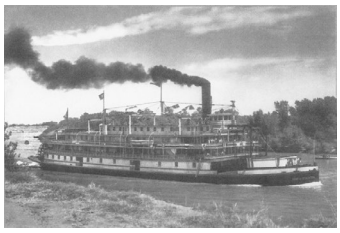
HISTORICAL CONTEXT AND PRECEDENCE

Mossdale Landing South 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 years of 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 South 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 and Mossdale Landing East projects and feature elements established in traditional Central Valley communities. Such elements include 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.

THE DEVELOPMENT PLAN

Lathrop's Mossdale Landing South is based upon the Mossdale Village plan and policies presented in the West Lathrop Specific Plan (WLSP), as well as the Mossdale Landing and Mossdale Landing East projects. It is consistent with the City of Lathrop's General Plan. The proposed plan provides the approximate acreages of the following land uses - 20.6 acres of Medium-Density Residential, 5.1 acres of High Density Residential, 33.6 acres of Service Commercial, and approximately 25.4 acres of Public designated uses made up of 5.0 acres of neighborhood park, 4.6 acres of river park and approximately 15.8 acres of levee and other open space.

Mossdale Landing South 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 variety of 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. 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 South connects to approved local and regional bicycle and pedestrian trails, and provides an attractive streetscape with street trees and separated sidewalks on all streets. The following sections provide greater details about Mossdale Landing South.

RESIDENTIAL-MV

Neighborhoods within Mossdale Landing South will consist of medium density, predominantly detached neighborhoods. This includes 3,200 square foot lots at approximately 10.4 dwelling units per net acre (net acreage subtracts arterial, collector and residential streets and includes only the land actually available for residential use), cluster units (minimum 2,200 square fee) of approximately 11.3 units per net acre, and one high density complex at about 17.6 units per net acre. Residential neighborhoods in Mossdale Landing South are consistent with the West Lathrop Specific Plan.

Four separate medium-density neighborhoods are proposed within Mossdale Landing South, as well as one high density complex. Each of these is consistent in both size and configuration with the Mossdale Village portion of the WLSP. The medium density neighborhoods will consist of single family detached housing units and the high density area will contain a complex of attached units.

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 South 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.

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 allow the ability to respond to market demand and trends while promoting a creative project. Permitted and conditional land uses have been chosen to provide uses that will cohesively blend with surrounding Service Commercial from the Mossdale Landing and Mossdale Landing East projects.

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, Mossdale Landing East, and Mossdale Landing South 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, will allow for a wide range of activity levels and amenities, will enhance the image of the community, and will improve the quality of life for residents of Mossdale Landing South and the City of Lathrop.

The West Lathrop Specific Plan identifies a portion of the River Park as being located in Mossdale Landing South. This park extends along the length of the levee and connects with approved future segments of a regional open space corridor to the north. The Mossdale Landing South UDC provides for an approximately 4.6 acre river park running linearly along the east side of the levee and 15.8 acres of open space will be provided by Mossdale Landing South in Unit 2. This includes areas associated with the levee, such as slope banks and a buffer intended to transition between the levee and the adjacent river park.

TCN Properties also recognizes the value that pedestrian-accessible, neighborhood-oriented parks present to homeowners and, as a result, Mossdale Landing South provides an additional neighborhood park beyond the requirements of the Specific Plan.

A 5-acre park has been included at the southerly end of Mossdale Landing South to serve the residents of Unit 2, as well as the wider community. Golden Valley Parkway will border the park site on the east and south. The levee and open space along the San Joaquin River serve as the western edge and Inland Passage Way and the Unit 2 neighborhood, the north. Vehicular access to the park will ultimately be via a new street an extension of Inland Passage Way along the park's northern edge, stretching from Golden Valley Parkway to Cornucopia Way.

Figure 2: Mossdale Landing South Unit 1 Illustrative

Figure 3
Mossdale Landing South
Unit 2 Illustrative

Figure 3: Mossdale Landing South Unit 2 Illustrative

MOSSDALE LANDING SOUTH DEVELOPMENT SUMMARY

As discussed above, Mossdale Landing South 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, gross acres, gross density, and units or square footage of the proposed Project.

Mossdale Landing South Land Use Summary

Land Use Designations	*Gross Acres*	*Gross Density*	*Dwelling Units/ Square Footage*
Medium Density Residential (RM-MV)	29.01	7.4	214 du
High Density Residential (RH-MV)	5.1	24.8	120 du[1]
Service Commercial (CS-MV)	33.6	0.25 FAR (net)	365,795 sf
Public (P-MV)	26.0	NA	NA
Major Roadways[2]	13.4	NA	NA
TOTAL	**110.9**	NA	**334 du** **365,795 sf**

[1] *Portion of project which overlaps with Mossdale Landing East UDC*

[2] *Major roadways as defined in the West Lathrop Specific Plan include Brookhurst Boulevard, Golden Valley Parkway, Cornucopia Way and Inland Passage Way.*

The proposed plan meets the intent of the West Lathrop Specific Plan. Medium and High Density Residential acreage and numbers of dwelling units are the same in the proposed plan as in the Specific Plan. Proposed Medium 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 are the same as the Specific Plan. The acreages and square footage of Service Commercial designated lands are the same as indicated in the Specific Plan. Finally, the alignment of Golden Valley Parkway has changed slightly due to engineering design criteria for those roadways, but is generally consistent with the Specific Plan.

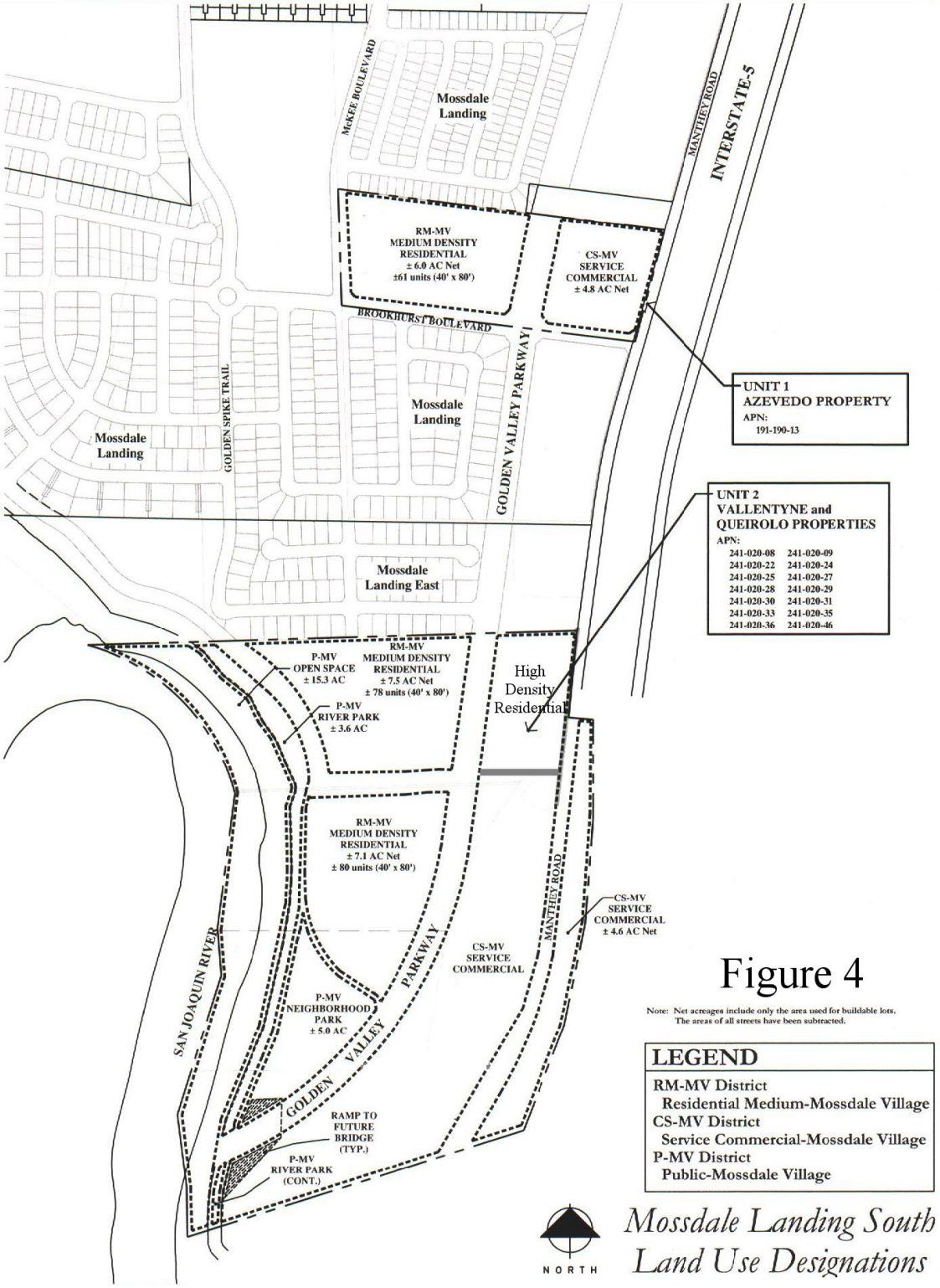


Figure 4: Mossdale Landing South Land Use Designations

The following table illustrates Mossdale Landing South's proposed development by land use designation, net acreage, lot size, quantity of units or square footage, and net density. The area of all streets has been subtracted from net acreages, including arterial, collector and residential streets.

Land Use Designation	*Net Acres*	*Units/Square Feet*	*Net Density*
Residential-MV			
Medium Density Residential			
MDR Unit 1 (3200 sf lots)	6.0 acres	61 du	10.3 du/ac
MDR Unit 2 (3200 sf lots)	7.5 acres	78 du	10.3 du/ac
MDR Unit 3 (2200 sf lots)	7.1 acres	80 du	11.3 du/ac
MDR Unit 4 (3200 sf lots)	10.7 acres	74 du	6.9 du/ac
High Density Residential			
HDR	5.1 acres	120 du	24.8 du/ac
Total Residential	***25.7 acres***	***339 du***	***14 du/ac***
Commercial-MV			
Service Commercial-MV	33.6 acres	365,795 sf	0.25 FAR
Total Commercial-MV	***33.6 acres***	***365,795 sf***	***0.25 FAR***
Public-MV			
Neighborhood Park	5.0 acres		
River Park	4.6 acres		
Open Space (Levee)	15.8 acres		
Total Public-MV	***25.4 acres***		
TOTAL NET AREA	**84.7 acres**		
Other			
**** Streets***	***22.4 acres***		
TOTAL GROSS AREA	*107.1 acres*	*339 du* *365,795 sf*	

*All streets (arterial, collector and internal residential 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 emphasizing neighborhood character and pedestrian scale. Unit 1 of Mossdale Landing South will be accessed primarily via Brookhurst Boulevard and McKee Boulevard. Portions of both streets are anticipated to be constructed by the Mossdale Landing project. The service commercial portions will be accessed primarily from Golden Valley Parkway with secondary access available from Manthey Road. Unit 2 of Mossdale Landing South will initially have primary access from the construction of Inland Passage Way and secondary access from Cornucopia Way. In the ultimate condition, primary access to Unit 2 will come from Golden Valley Parkway. Street cross sections and an exhibit illustrating the hierarchy of street classifications for Mossdale Landing South 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 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, Brookhurst Boulevard 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 existing Manthey Road or other streets constructed by the Mossdale Landing and Mossdale Landing East projects, depending upon phasing requirements.

Pedestrian and Bicycle Systems

Sidewalks within Mossdale Landing South 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 South will construct a network of paths and trails which will connect to those established by the approved Mossdale Landing and Mossdale Landing East projects. 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 McKee and Brookhurst Boulevards and Cornucopia Way. Additionally, a dual use sidewalk and bike path will occur along Golden Valley Parkway and within the River Park, connecting to pedestrian and bike paths throughout the West Lathrop Planning Area.

DEVELOPMENT STANDARDS

Mossdale Landing South is comprised of four separate development designations: Service Commercial-MV, High Density Residential-MV, Medium Density Residential-MV, and Public-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 and Mossdale Landing East projects 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.

SERVICE COMMERCIAL-MV STANDARDS

Service commercial-MV uses will be located along the frontage of I-5, east of Golden Valley Parkway. 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 South 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 service commercial district shall provide an architecturally consistent theme which will blend with the other commercial districts along Golden Valley Parkway, as well as the surrounding land uses.

The General Plan permits 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, may 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 differentiates 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 in Unit 1, located at the intersection of Golden Valley Parkway and Brookhurst Boulevard, shall require special features in the form of vertical elements and façade treatment. Buildings and landscape at this location shall relate in scale and architectural character to the Service Commercial buildings on the south side of Brookhurst Boulevard. 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 a Service Commercial site shall not be located adjacent to Brookhurst Boulevard 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 Brookhurst Boulevard and at Cornucopia Way. All other connections to Golden Valley Parkway shall be designated right-in/right-out.
- 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, neighboring Service Commercial areas, 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 façades shall be diverse and adequately glazed for visual access to interiors. Various elements including, but not limited to, façade 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 façades 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 façades 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 façades. 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 façades 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 façade 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]	30%
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 façade:

- Eaves;
- Second floor architectural projections such as overhangs; and
- First floor architectural projections such as columns and building façades at entries. However, at public streets, these projections can only encroach by 1 foot into a right-of-way (above a sidewalk area, not over streets).

The following encroachments may project 5 feet beyond the building façade into public rights of way (above a sidewalk area, not over streets):

- 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 façade on public streets/right-of-way (above a sidewalk area, not over 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 3, Sections 17.57.300 through 17.57.305) of the Lathrop Municipal Code for a listing of Permitted and Conditional Uses for properties with a "CS-MV, Service Commercial-MV" zoning designation.

MEDIUM DENSITY RESIDENTIAL-MV STANDARDS

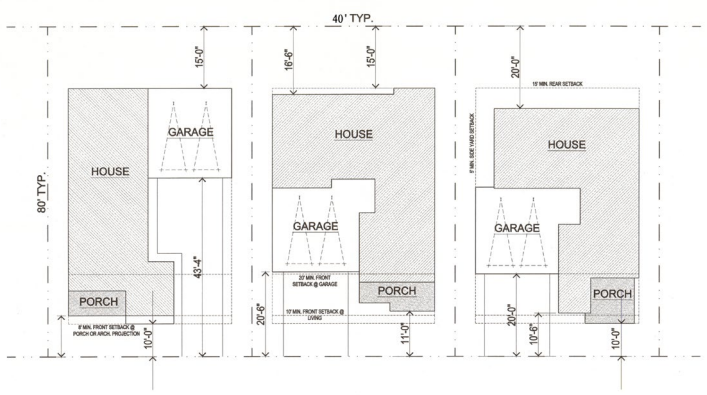
This medium density residential designation permits both attached and detached housing units. New planning concepts and lot reconfigurations, such as alleys or other features particular to a selected housing type, that do not fall within the following development standards may be considered by the Community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

Small Lot Single Family

Small lot, detached homes offer affordable single family home ownership with densities that can achieve between 8 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 to minimize the impact of the garage on the street scene. 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.



SMALL LOTS

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 South 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 Golden Valley Parkway, Inland Passage Way, Cornucopia Way, Manthey Road, Brookhurst Boulevard and McKee Boulevard 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 façade 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 four (4) feet between living area or porch elevation and garage elevation, unless the garage is flush with the living area, or ambient noise considerations require alternative design.
- 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 or courtyard 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.
- Where garages are pulled forward from the living area, special additional design is necessary to deemphasize the garage, such as enhanced building detailing, a port cochere, textured or patterned driveway, or fencing.

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 façade removes the garage from the front façade, allows more freedom in the design of the façade, and façade 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 ten 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 façade 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 façade. 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:	**3,200 square feet**	**2,200 sq. ft. where applicable**
Minimum Frontage of Lot:	30 feet	30 feet
Minimum Width of Lot:	32 feet for an interior lot 42 feet for a corner lot	32 feet for an interior lot 42 feet for a corner lot
Minimum Depth of Lot:	80 feet typical, 60 feet minimum	48 feet typical, 38 feet minimum
Maximum Building Coverage:	60%, excluding porches	60%, excluding porches
Minimum Front Yard Setback: *(from front property line)*	10 feet to porch or architectural projection. 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) 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 under 15 feet in height for a maximum of 50% of the homes. Remainder to be at 15 feet minimum. 10 feet to living areas over 15 feet in height. 20 feet to front-on garage (face of garage door) from public street. 0 feet to detached garage
Minimum Rear Yard Setbacks: *(from rear property line)*	5 feet to area under 15 feet in height. 10 feet to living area over 15 feet in height. 0 feet for detached garages.	3 feet to living area 0 feet for detached garages.
Minimum Side Yard Setbacks: *(from side property line)*	4 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 10 feet for corner lots on the street side
Minimum Useable Private Open Space/Balconies: May occur in either rear or side yard area.	300 sq. ft. for lots 3200 sq. ft. or greater with a 10 foot minimum dimension; or	200 sq. ft. with an 8 foot minimum dimension
Distance between Structures:	6 feet.	6 feet
Maximum Building Height:	32 feet	38 feet
Off-street Parking	2 space minimum in garage.	2 spaces in garage
On-street Parking	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 closer than 10' to the 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 3, Sections 17.57.310 through 17.57.315) 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.

HIGH DENSITY RESIDENTIAL-MV STANDARDS

The High Density residential (RH-MV) designation permits attached housing units. The theme, design styles, materials and colors shall reflect those of the other residential neighborhoods of Mossdale Landing South.

Site Planning

- Dwelling units, entries, and pedestrian access shall be oriented toward and/or front Golden Valley Parkway, Cornucopia Way and away from the freeway.
- The site plan shall be well organized and easily navigable, with a clear and well organized circulation network and parking arrangement.
- A minimum of five feet shall be provided between the parking lot and back of sidewalk along public streets.
- 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 where residential units are adjacent to service commercial 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.
- The northern portion of High Density Residential in Unit 2 shall require special aesthetic consideration pursuant to the Neighborhood Design Review Process as it is directly adjacent to the water tank on the Mossdale Landing East project.
- All storm system design shall conform to the City of Lathrop's National Pollutant Discharge Elimination System (NPDES) permit requirements.

Massing

- Façades 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.
- Large, blank expanses of wall are to be avoided, unless necessary for noise attenuation. 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 or lower height 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.
- Façade articulation, styles, materials and colors shall relate to those present in the adjoining neighborhoods.
- 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.

Roofs and Roof Forms

- 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 permitted only with appropriate parapets and in limited applications.
- 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 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.

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.

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 should be used on all public 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

- 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 and Cornucopia Way
- 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 primary 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 along Golden Valley Parkway. Utilities should be consolidated at locations that are generally inconspicuous to pedestrian views and access.
- Transformers and other above ground utility structures shall be located within or adjacent to the parking lot, where feasible, or behind buildings. 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.
- 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 Golden Valley Parkway 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.

- 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 façade articulation.

Detached or Remote Garages and Carports

- Design style, materials, detailing, and colors shall replicate those on the residential façades. 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.

HIGH DENSITY RESIDENTIAL - DEVELOPMENT STANDARDS

Minimum Parcel Area:	NA
Minimum Width of Parcel:	NA
Minimum Depth of Parcel:	NA
Minimum Distance between Buildings [1]:	30 feet: primary to primary 20 feet: primary to secondary 10 feet: secondary to secondary
Minimum Setback Requirements:	
From Cornucopia Way and Manthey Road	10 feet to carport 15 feet to living area
From Golden Valley Parkway right of way	15 feet
From Property Line of Adjacent Service Commercial Use	15 feet
From Interior Project Street	10 feet
From Drive Aisle	5 feet to living area, 3 feet to garage
Maximum Building Height:	50 feet – 3 story living area maximum
Off-street Parking [2]:	Residential uses [3]: 1 space/studio or single bedroom, 2 spaces/two+ bedrooms. 1/2 stall per unit for guest parking includes on-street parking of Cornucopia Way.
Setback from Parking:	10 Feet
Private Open Space	50 square feet balcony/deck Minimum 5 feet depth
Maximum Building Coverage:	70%
Common Area:	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] Primary elevations contain more than two feature windows per floor. All other elevations are considered secondary walls (no more than two individual unit entries may occur on a secondary elevation).
[2] On-street parking can be counted towards a project's parking requirement.
[3] 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 striping.

Encroachments

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

- Eaves; and,
- Second and third floor architectural projections such as balconies, overhangs, bay windows, window seats etc.

PERMITTED AND CONDITIONAL USES

* Refer to Title 17 – Zoning, Chapter 17.57 Mossdale Landing Zoning Districts (Article 3, Sections 17.57.320 through 17.57.325) of the Lathrop Municipal Code for a listing of Permitted and Conditional Uses for properties with a "RH-MV, High Density Residential-MV" zoning designation.

PUBLIC USES-MV

The architectural design style of park buildings 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 South'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 3, Sections 17.57.330 through 17.57.333) of the Lathrop Municipal Code for a listing of Permitted and Conditional Uses for properties with a "P/QP-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 South 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, Italian, Monterey, American Colonial Traditional, Craftsman/Bungalow, Mediterranean, French Country and English Country. 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

Usually simple one or two-story volumes with a low-pitched roof of little or no eave overhang. Rear colonnades and porches are covered by this principal roof. The main roof is typically gabled and is often combined with wings of either gabled or hip roof forms. Shed extensions of the roof are common at entryways or projecting windows.

The façades walls are massive and dominate the typically asymmetrical, deep-set punched openings. Only the doors and the principal windows are arched. Oftentimes, the principal windows are triple arched with the center window large in scale.

Materials and Details

Roofs are red in either Mission tile or Spanish Tile. Walls are off-white or creamy beige stucco with little or no texture. A variety of ornate, colorful detailing accompanies the main doors and focal windows (such as spiral columns, carved stone work, etc.). Heavy wood entry doors can include tiny multiple paned openings. Similarly, focal windows contain the same multiple paned ornate glazing. French doors often open to the rear covered porches and colonnades.

ITALIAN

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

Traditionally, simple boxlike forms can brace either a subordinate projecting central wing or two side wings. These buildings are almost typically symmetrical in both their form and openings. The roof, including recessed entry porches, is typically hipped with a substantial eave. Modern interpretations break down the traditional box, but maintain the changeable detailing and dominant two-story wall massing.

Materials and Details

The roof is s-tiled. The eave is typically boxed and supported by frequent decorative brackets integrated with a strong cornice.

The walls are masonry veneer or either rough or smooth stucco. Colors are most often off-whites, creams, or beiges. Openings are deep-set. First floor openings are arched and the second floor openings are squared up against the cornice. Shutters and cast-iron railings and balconies are common.

MONTEREY

Thomas Larkin is credited for building, in Monterey, California, the first version of this style in 1835. This style "is a free revival of the Anglo-influenced Spanish Colonial houses of Northern California and blended Spanish adobe construction with pitched-roof, simple box shapes were brought to California from New England. The revival version similarly fuses Spanish Eclectic and Colonial Revival details. Earlier examples, built from about 1925 to 1940, tend to favor Spanish detailing; those from the 1940's and 1950's typically emphasize English Colonial details. Scattered examples occur throughout the country in suburbs built during the second quarter of the 20th century."[1]

Form and Mass

A Monterey house is often a simple two-storied mass with a low-pitched, gabled roof (occasionally hipped). A second story balcony is usually cantilevered and covered by the principal roof. Cross gables are common with the dominant roof as a side gable along the front. Eaves and rakes are minimal.

Materials and Details

The roof is wood shingle or clay Spanish tile. The cantilevered balcony consists of exposed wooden beam supports. Wood and metal posts and railings are interchangeable. The siding is either stucco brick or wood. It is often a combination of the two split between the stories. The stucco has little or no texture. Wood can be weatherboard, shingle or vertical board and batten. Door and windows are deeply inset with surrounds that are either absent or of simple colonial form. Paired windows and false shutters are common. Full-length windows or French doors are also common at the balcony.

[1] *A Field Guide to American Houses*, Virginia and Lee McAlester, pg. 431

AMERICAN COLONIAL TRADITIONAL

The American Colonial style is broad. It developed over two centuries from 1607 to the 1780's. While the varied colonial powers brought their separate building strategies, uniquely American adaptations soon developed. However, material availability, social and economic differences, and weather concerns made these adaptations very regional. For example, the hall-parlor two room plan of the south was in marked contrast to the three room plans of the Dutch and Germans, or the English medieval post and beam houses of the northeast. Still, most of these plans were contained in rectangular forms and did contain a second story. Finally, with the strong influence of the Georgian design in the mid 1700's, symmetry and more elaborate detailing developed.

Form and Mass

Simple elongated masses can be elaborated upon by a combination of large and small dormers at the upper level or small wing attachments. Symmetry is common in the plan, but asymmetry can occur in this simple form. Roof forms are typically normal to steeply pitched gables with some shed elements. Hip roofs are rare. Accentuated front door or full-width, single story front porch elements are common. Two-story front elevations are common.

Materials and Details

Roofs are a flat shingle type. Rakes and eaves are small and typically boxed. Siding is predominantly wood clapboard or brick, often with a mix. Contrasting colors between these elements and the roof are the norm. Typically, wood siding is a white with shutters, brick and roof being darker. Windows are simply and tightly cased, often with accompanying shutters. They are also glazed with divided lights. Entry elements are often more ornate in form and detail.

CRAFTSMAN/BUNGALOW

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

Low-pitched, gable roofs (seldom hipped) with wide exposed rafter tail eaves and rakes cover simply raised boxy forms. The gable ends can be front facing or side facing, and sometimes may be combined in a crossed-gabled form. Porches are typically integrated into the roof form.

Materials and Details

In response to the ornate Victorian detailing, these buildings strove to express the building elements in a tasteful handmade way. This expression occurred throughout all the elements. Strong and crafted barge rafters are supported by projecting roof beams or knee braces. Porches are varied in detailing, but all contain simple forms of columns and beams supported by more massive piers continuing from footing to above-rail height. Windows and doors are wide, wood-cased elements often with asymmetrical panes. The roof material is typically wood shingle or asphalt composition. Siding is most often a variety of wood types with accent of stone. Stucco is seldom used. Colors are often earth tone with some pastels and low in contrast.

MEDITERRANEAN

The Mediterranean style is a mix of many styles from southern Europe and northern Africa. It cannot be attributed to any one style from these regions, but has developed as its own. It has been used throughout California extensively, partially because of its appropriate climatic design characteristics.

Form and Mass

Simple boxlike masses are often fronted by a small central wing or two small projecting wings at either side, creating a recessed central lock. Roofs are simple hips. Symmetrical façades and openings make up this mass. An indoor/outdoor plan is appropriate. Two-story massing is often reduced with one-story roofed elements.

Materials and Details

Roofs are s-tiled. Details commonly are shaped, appearing handcrafted, as is often noticed in the open eaves. Unlike Italian, there is not a cornice. There is a delicate color palette of off-white or beige stucco. The walls of stepped recessed openings are typical. Both the lower and upper story openings can be arched. Belt courses or water table often occur below the upper and lower story windows.

FRENCH COUNTRY

The French Country Home first came to America in the latter half of the 19th century. Students of the Ecole des Beaux Arts polished their freehand drawing skills on trips to the French countryside. These images obviously remained in many a student's head upon their return to America. Because of the vernacular charm, its popularity grew after people of the services returned from WWI.

Form and Mass

An elongated, boxy main plan is articulated by a variety of one and two-story extensions and projections. Steeply gabled roofs express this articulation with varying heights and cross-gabling. Entries are often articulated with sweeping extensions of the roof.

Materials and Details

Roofs are of a flat tile nature. Walls are typically stucco with stone accents. The walls curve to meet the eave and the rake overhang is small. Dark roofs are contrasted by white rakes and eaves, and darker earthy or pastel type wall color. Openings are typically square at the head, but can be a flat arch at prominent locations. A windowsill is typically minimally expressed and sometimes the head is expressed by a large timber form or a keystone arch. Jambs are typically wrapped with stucco. Shutters and window boxes are often included. A stucco or stone base often functions as the sill for the ground floor windows.

ENGLISH COUNTRY

The rich history of English vernacular architecture began with the Norman conquest of 1066. Political and economic stability brought the first permanent housing to England. 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 1920's.

Form and Mass

Simple elongated one or two-storied boxes are often articulated by asymmetrical front and rear projecting wings. The length of the plan typically fronts the street and is side-gabled. The projecting wings are front-gabled and form an asymmetrical cross-gabled roof.

Materials and Details

The roof is typically a flat tile. Eaves are small and often boxed. Walls are typically stucco with wood and brick. Brick detailing can be included. The stucco walls are detailed similar to Tudor detailing. Timber lintels at openings and stucco infill of timber framing elements are typical. The dark-colored timbers are contrasted with creamy or off-white stucco to accentuate this detailing. Gable ends are often projected at the support line and corbel supports expressed below. Entry elements provide a change in detail, but still remain simple, not ornate.

LANDSCAPE ARCHITECTURAL STANDARDS

LANDSCAPE THEME AND GUIDELINES

Mossdale Landing South's planting theme strives to recreate the character of memorable locally and regionally significant traditional neighborhoods and environs, with their broad shade trees, 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 in other Mossdale Village projects 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 South. 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 a minimum 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 South'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 South 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 South 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, the 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 South'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.

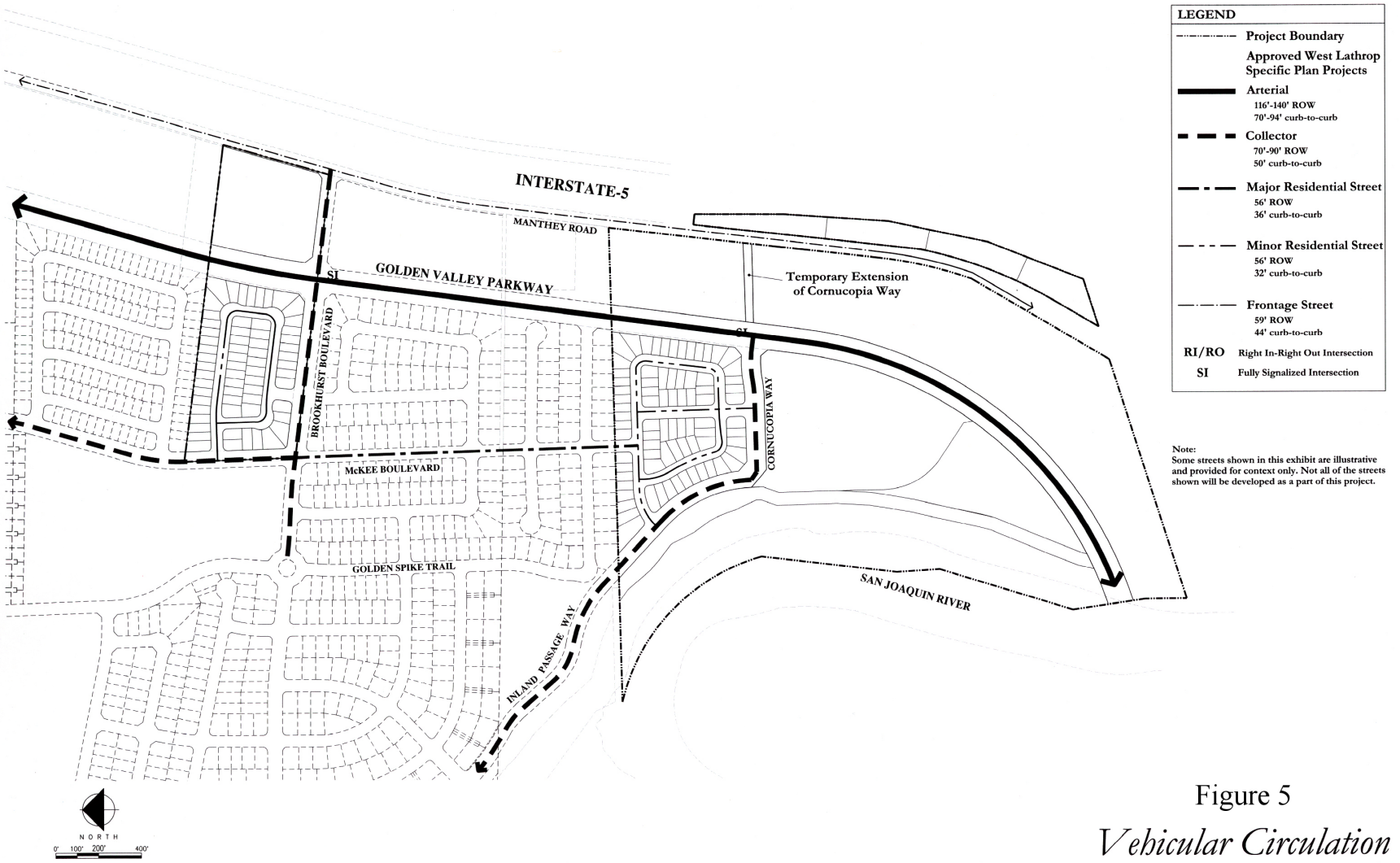


Figure 5
Vehicular Circulation

Figure 5: Vehicular Circulation

Golden Valley Parkway

Golden Valley Parkway is the 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 and plant species for Golden Valley Parkway approved in the Mossdale Landing and Mossdale Landing East UDCs.

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.

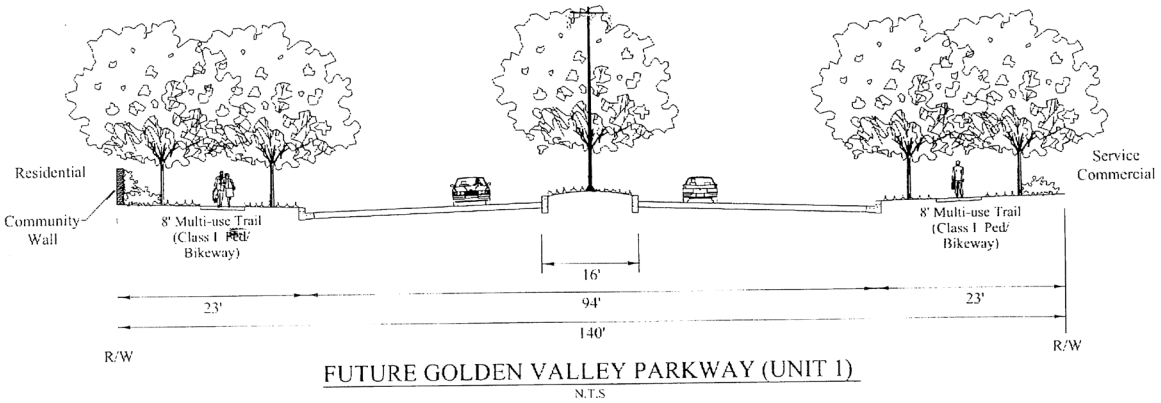
Canopy street trees shall alternate on either side of the pathway and be of a single species. Street trees shall be placed in a linear row, and located centrally in the parkway strip and planting area beyond the sidewalk. One row of windrow trees shall be planted centrally in the parkway, and one row 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 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.

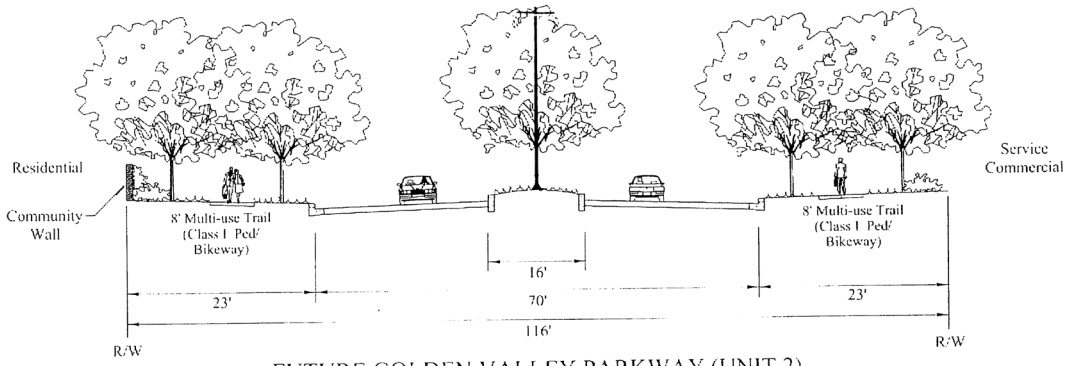
Golden Valley Parkway will have shared 8 foot wide pedestrian and bicycle multi-use trails separated from the roadway by 8 foot parkways. Where residential areas abut the street, the community wall will parallel Golden Valley Parkway. (Refer to the Walls and Fences section of this document for greater details). The predominant ground cover shall be native or taller ornamental 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:	
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 i. 'Provence'	Provence Lavender
Lavandula stoechas 'Quasi Otto'	Spanish Lavender
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
Goundcover:	
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 ornamental grasses	Grass
Oenothera berlandieri	Mexican Evening Primrose
Pennisetum species	Fountain Grass
Rosa species	Carpet Rose
Trifolium species	Scarlet Clover
Tulbaghia violacea	Society Garlic
Tulbaghia violacea 'varigata'	Variegated Society Garlic
Vinca minor	Dwarf Periwinkle
Wildflower hydroseed mix	Wildflower
Vine:	
Ficus pumila	Creeping Fig
Parthenocissus quinquefolia	Virginia Creeper



FUTURE GOLDEN VALLEY PARKWAY (UNIT 1)
N.T.S



FUTURE GOLDEN VALLEY PARKWAY (UNIT 2)
N.T.S.

Figure 6: Street Sections – Golden Valley Parkway

Collectors and Major Residential Streets

Collectors like Brookhurst Boulevard, McKee Boulevard, Cornucopia Way and Inland Passage Way 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 neighborhoods, schools and parks together. Collectors and major residential streets are two lane divided or undivided streets. The tree species shall be uniform along the length of each collector or north-south major residential street, as established in the earlier projects of Mossdale Landing and Mossdale Landing East. No rolling berms are permitted in parkways or other landscaped areas.

North-south collectors and major residential 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 and major residential streets 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 streets paralleling the River Park, Inland Passage Way where it follows the River Park and the major residential street which forms the northern edge of the neighborhood park and the eastern side of Manthey Road. Manthey Road will function as a frontage road along I-5 and provide access to 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 specified section of Inland Passage Way and the street constituting the northern boundary of the park 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.

McKee Boulevard Landscape Palette

Botanical Name	*Common Name*
Tree:	
Quercus coccinea	Scarlet Oak

Inland Passage Way Landscape Palette

Botanical Name	*Common Name*
Tree:	
Quercus lobata	***Valley Oak***

Brookhurst Boulevard Landscape Palette

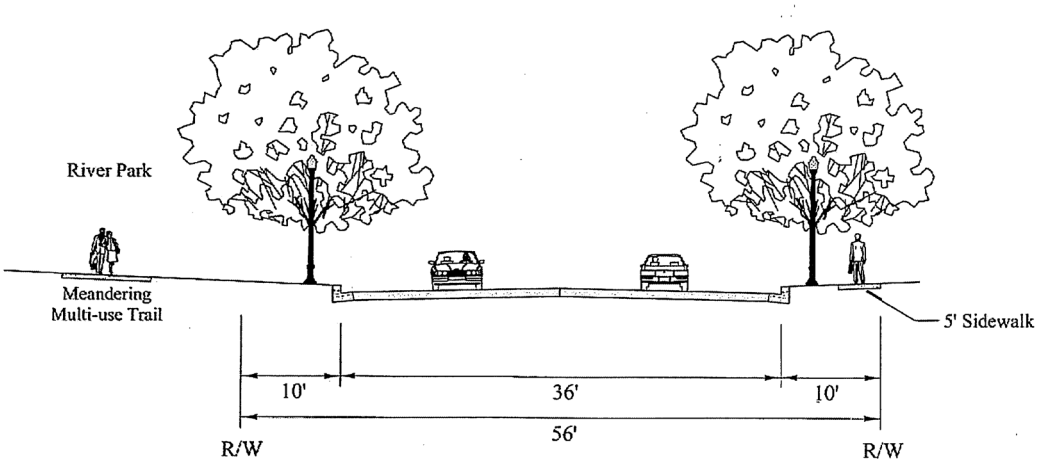
Botanical Name	*Common Name*
Tree:	
Platanus acerifolia 'Yarwood'	Plane Tree

Cornucopia Way and other Collectors and Major Residential Street Landscape Palette

Botanical Name	*Common Name*
Tree:	
Liriodendron tuipifera	***Tulip Tree***
Carpinus betulus 'Fastigiata'	European Hornbeam

McKee Boulevard, Inland Passage Way, Brookhurst Boulevard & Cornucopia Way Landscape Palette

Botanical Name	*Common Name*
Shrub:	
Abelia grandiflora	Abelia
Arbutus unedo	Strawberry Tree
Buxus microphylla japonica	Japanese Boxwood
Correa pulchella 'Carmine Bells'	Australian Fuchsia
Lavandula i. 'Provence'	Provence Lavender
Lavandula stoechas 'Quasi Otto'	Spanish Lavender
Lavandula a. 'Twickel Purple'	English Lavender
Leonotis leonurus	Lion's Tail
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
Goundcover:	
Carex species	Sedge
Coprosma kirkii	Creeping Mirrorplant
Cotoneaster dammeri 'Coral Beauty'	Cotoneaster
Festuca species	Fescue
Helictotrichon sempervirens	Blue Oat Grass
Hemerocallis spp.	Daylily
Hypericum calycinum	Aaron's Beard
Iberis sempervirens 'Snowflake'	Candytuft
Kniphofia uvaria	Red Hot Poker
Leymus species	Wild Rye
Lonicera japonica	Honeysuckle
Muehlenbergia species	Deer Grass
Native ornamental grasses	Grass
Oenothera berlandieri	Mexican Evening Primrose
Pennisetum species	Fountain Grass
Rosa species	Carpet Rose, Shrub Rose
Trifolium species	Scarlet Clover
Tulbaghia violacea 'varigata'	Variegated Society Garlic
Vinca Minor	Dwarf Periwinkle
Wildflower hydroseed mix	Wildflower
Vine:	
Parthenocissus quinquefolia	Virginia Creeper
Wisteria species	Wisteria



MAJOR RESIDENTIAL STREET

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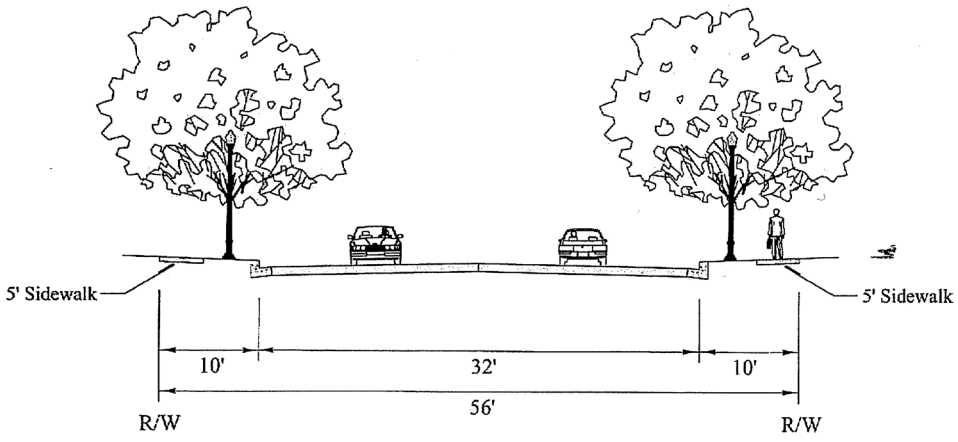
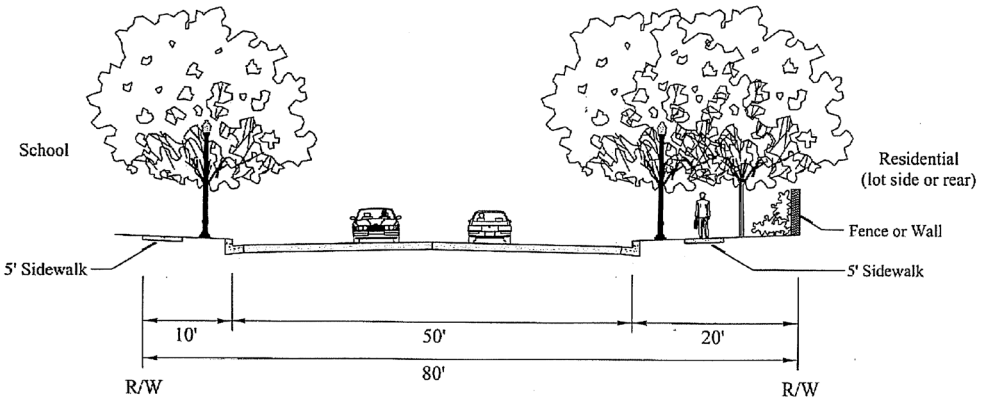


MINOR RESIDENTIAL STREET

N.T.S.

Figure 7: Street Sections – Major and Minor Residential



McKEE BOULEVARD (UNIT 1)
(North of Brookhurst Boulevard)
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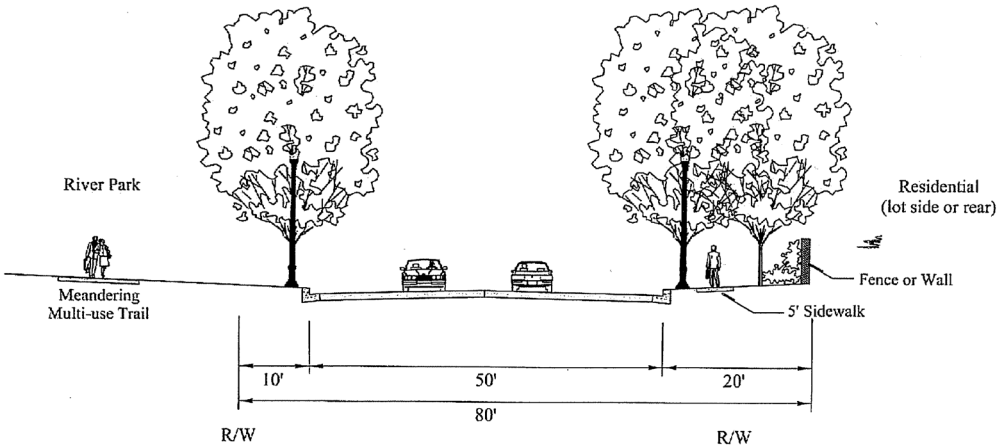
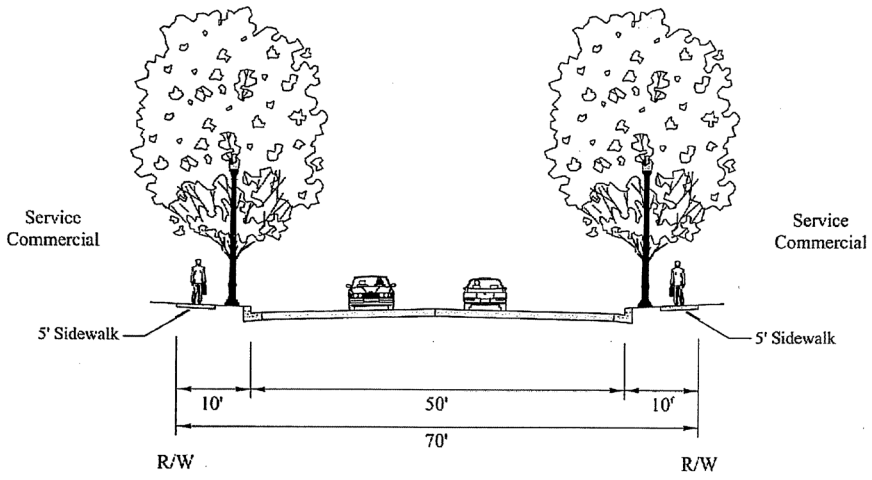
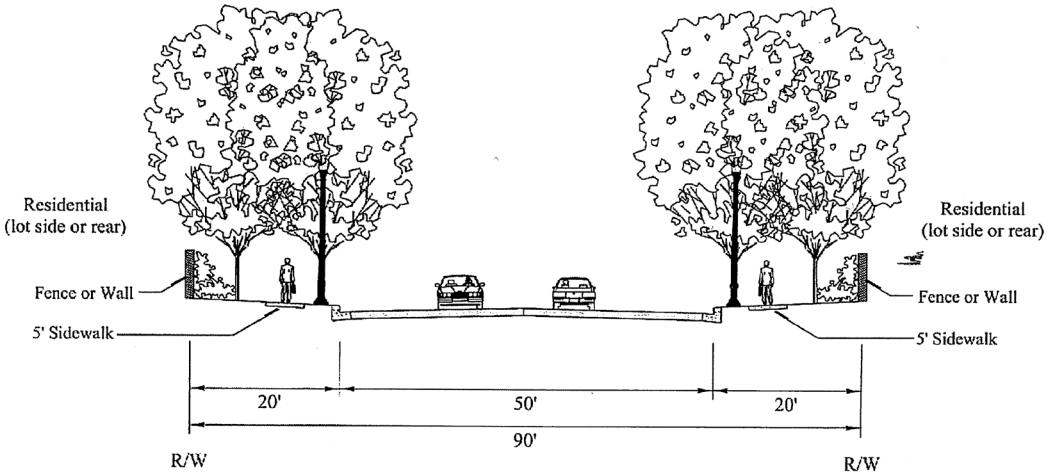


INLAND PASSAGE WAY
(Along Levee and River Park)
N.T.S.

Figure 8: Street Sections – McKee Blvd. (Unit 1) and Inland Passage Way

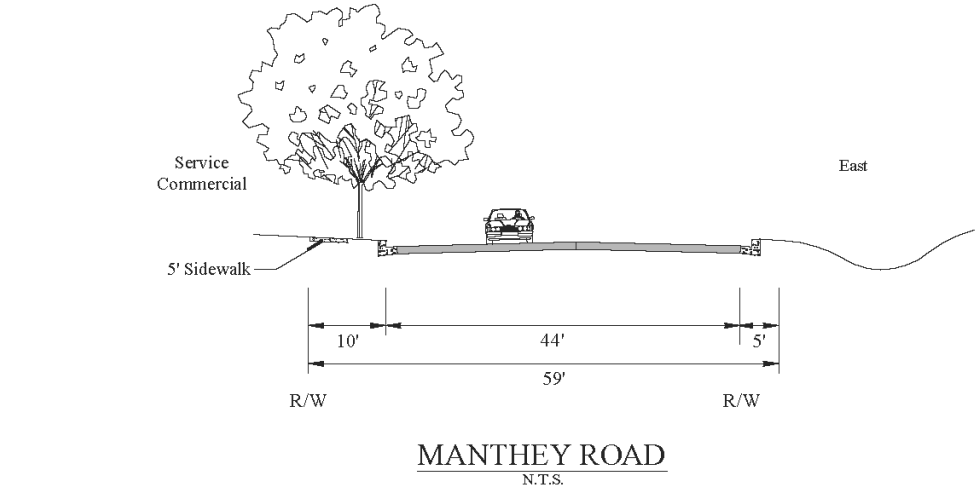


BROOKHURST BOULEVARD
(East of Golden Valley Parkway)
N.T.S.

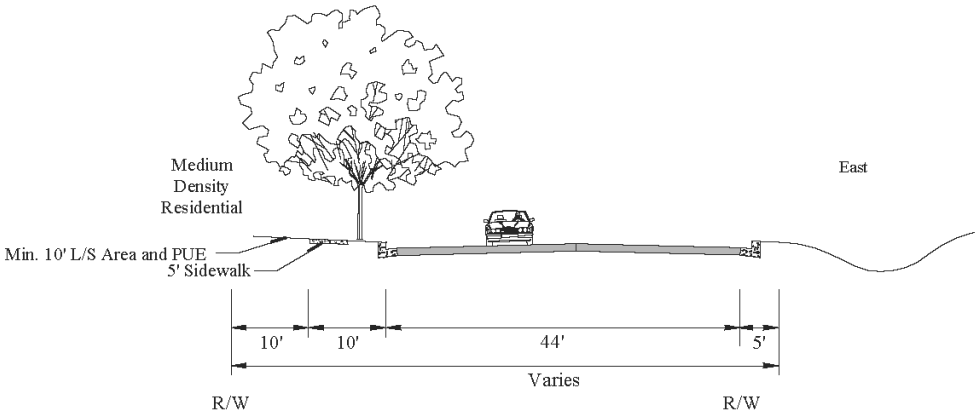


BROOKHURST BOULEVARD
(Between McKee Boulevard and Golden Valley Parkway)
and
CORNUCOPIA WAY
N.T.S.

Figure 9: Brookhurst Blvd. and Cornucopia Way



MANTHEY ROAD
N.T.S.



MANTHEY ROAD
(Along South Queirolo Properties Frontage)
N.T.S.

Approved July 12, 2006 as part of the South Queirolo Medium Density Residential Project

Figure 10: Street Sections – Manthey Road

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 South. 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 area.

Trees shall be placed in a single row, centrally located in the parkway. 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.

Residential Streets Landscape Palette
Neighborhood 1

Botanical Name	*Common Name*
Tree:	
Pistacia Chinensis	Chinese Pistache
Goundcover:	
Hybrid fescue, Clover	Sod

Neighborhood 2

Botanical Name	*Common Name*
Tree:	
Koelreuteria paniculata	Goldenrain Tree
Goundcover:	
Hybrid fescue, Clover	Sod, Clover

Neighborhood 3

Botanical Name	
Tree:	
Pistacia Chinensis	Chinese Pistache
Goundcover:	
Hybrid fescue, Clover	

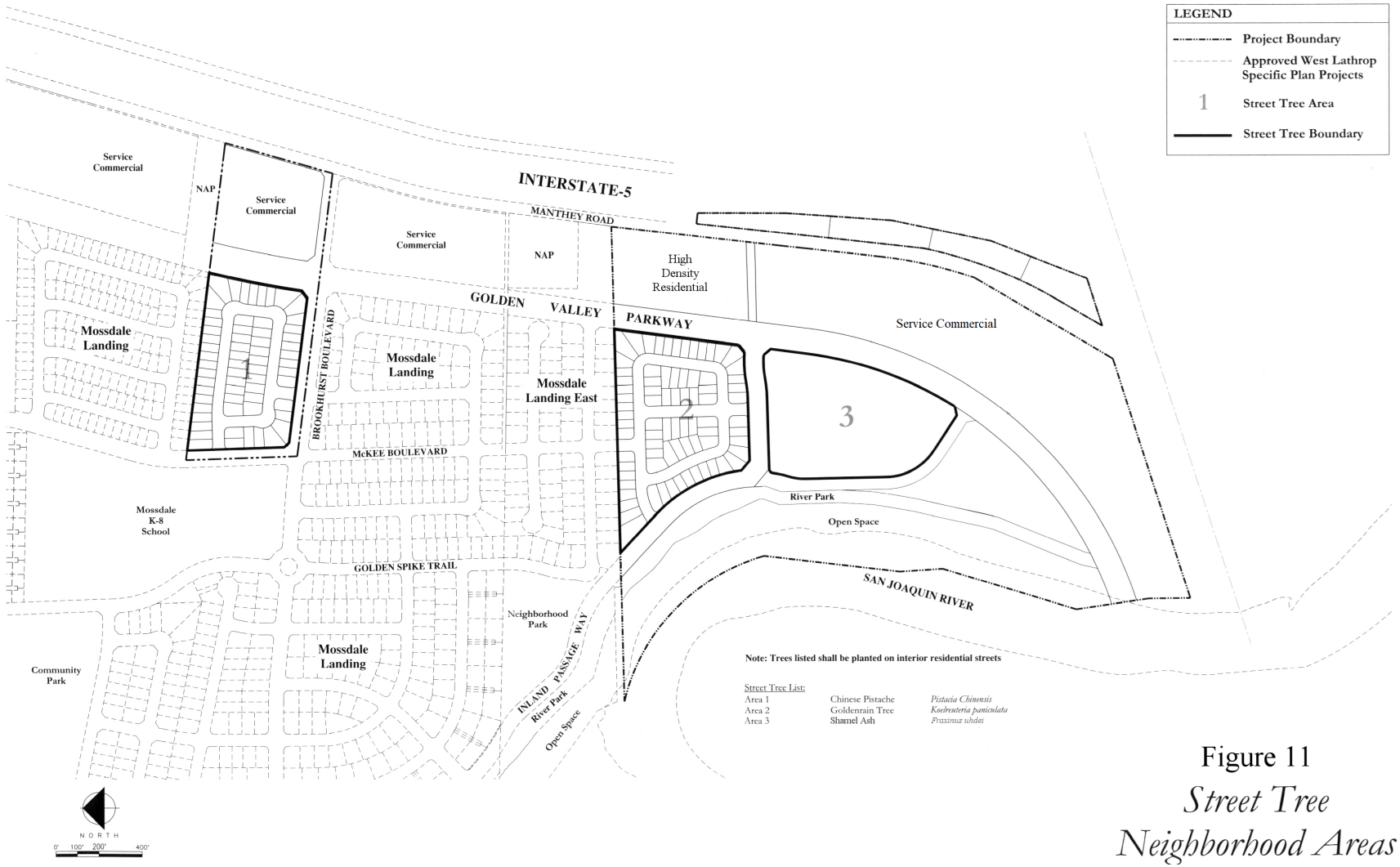


Figure 11
Street Tree Neighborhood Areas

Figure 11: Street Tree Neighborhood Areas

Street Tree List:

Area 1	Chinese Pistache Pistacia chinensis	Area 3	Shamel Ash	Fraxinus uhdei
Area 2	Goldenrain Tree Koelreuteria paniculata			

Manthey Road

Manthey Road will remain as a frontage road paralleling Interstate 5 and will provide access to the uses along its length. Manthey Road is a two lane roadway. It will be planted with large canopy trees to provide shade in the summer and a uniform appearance to freeway travelers. Trees shall be placed in a single row, centrally located in the parkway along the western side only. 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. Refer to the street cross sections for sidewalk and parkway locations and dimensions.

Manthey Road Landscape Palette

Botanical Name	*Common Name*
Tree:	
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 South that link into the other Mossdale Village projects.

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 arterial. Golden Valley Parkway, and in River Park, along Inland Passage Way. Refer to the Pedestrian and Bicycle Circulation Map for actual locations. Multi-use trails along the arterial shall be 8 feet wide concrete trails. The 12 foot multi-use trail along River Park shall consist of 8 feet wide asphaltic concrete bordered 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 Brookhurst Boulevard, portions of Inland Passage Way, Cornucopia Way and McKee Boulevard, 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.

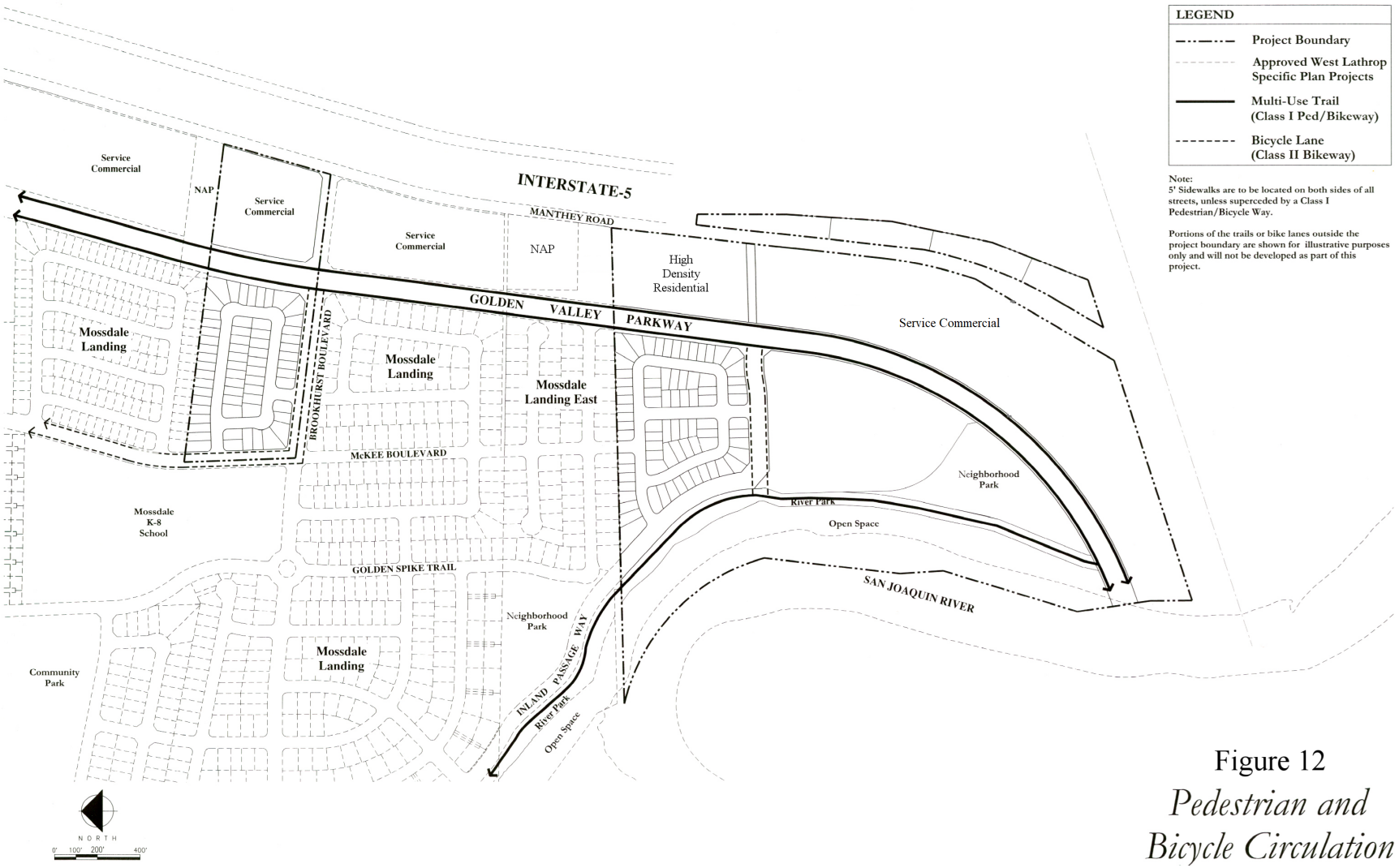


Figure 12
Pedestrian and Bicycle Circulation

Figure 12: Pedestrian and Bicycle Circulation

LANDMARKS

Columns, fences, and walls define landmarks within Mossdale Landing South. 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. 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.

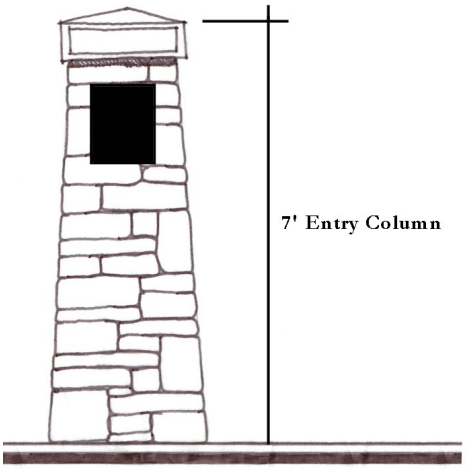
Entry columns shall be placed centrally within the parkway, and paired across the right of way. These monuments shall be placed within the general vicinity of the hinge point of the community wall that angles across the entry, yet maintain clear visibility at the corner for safety. A second column is 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 utilized at neighborhood entries should be based upon those used historically in the area. Materials and colors incorporated shall follow those and relate to those found employed in previous Mossdale Landing projects. Detailing and craftsmanship shall be evident in the entry features. (Refer to 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 previous Mossdale Landing projects. (Refer to the Signage section).

Enhanced pavement shall be located at these neighborhood 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.

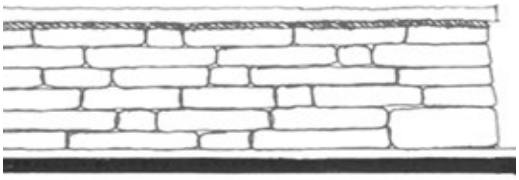
Entry Monuments, Columns and Low Walls



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 adaptation of these elements, such as signage bases, bridge crossings, and park furniture, is 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 West Lathrop Specific Plan, though exceeding the Specific Plan in park acreage, Mossdale Landing South will provide approximately 5.0 acres of neighborhood park, approximately 3.5 acres of River Park and approximately 15.3 acres of other open space areas 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 South 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 South has been designed so that all homes are within a one-half mile distance from a neighborhood park. Consistent with the intention of the West Lathrop Specific Plan, the approved Mossdale Landing East project has provided one neighborhood park to the south of Unit 1 that falls within a third to a half mile radius of the southern Mossdale Landing South neighborhoods. Residents of Unit 2 of Mossdale Landing South will be able to access this park and the new neighborhood park in the southerly portion of Mossdale Landing South by foot without crossing any major streets. Residents of Unit 1 will have only a third-of-a- to half-mile walk to the Community Park and the Neighborhood Park along Inland Passage Way, provided by the Mossdale Landing East project. 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. 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 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 and maintaining spaces for ball fields and courts as desired by the City Parks Director. 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. Additionally, storm water basins may be included in the park and should be aesthetically designed, if placed in the park. Under such circumstances, full park credit may not be provided for the acreage of park included in a storm water basin. The neighborhood park will be irrigated using reclaimed water.

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 South is a link in this greater system of linear parks.

Intended to provide a natural looking greenbelt, the 60 foot-wide 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, groundcovers 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 Inland Passage Way. No structures, with the exception of the multi-use trail, are permitted within 60 feet of the levee toe. The meandering twelve foot-wide bicycle and pedestrian trail present here will connect to other portions of the River Park as they are developed.

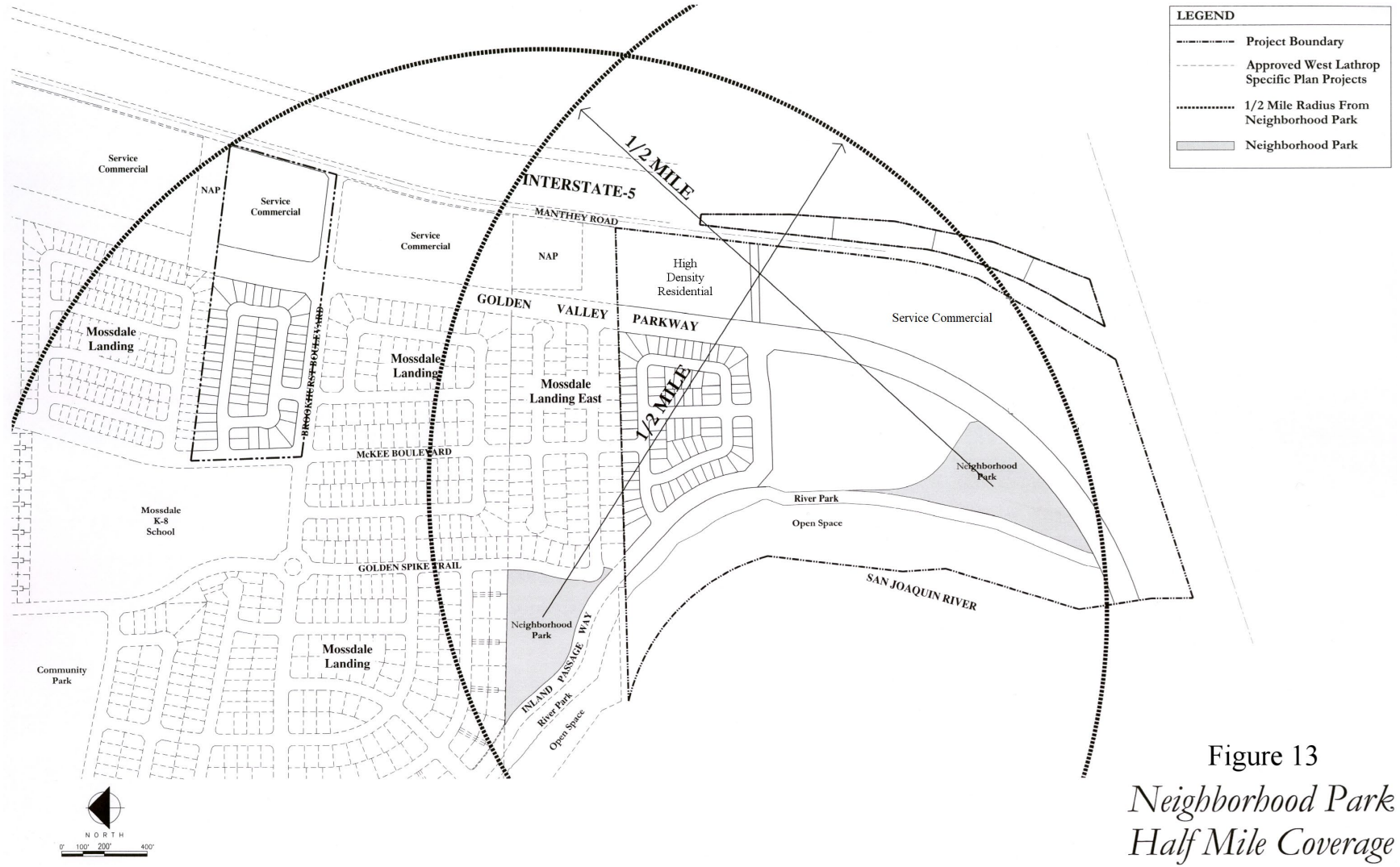


Figure 13
Neighborhood Park Half Mile Coverage

Figure 13: Neighborhood Park Half-Mile Coverage

OPEN SPACE

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.

WALLS AND FENCES

Several different types of fences and walls shall be used throughout Mossdale Landing South. 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 South. The design, color, and materials of the project's walls and fences shall be consistent with previous Mossdale Landing projects throughout the Mossdale Landing South 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 South and be consistent with community wall design for the previous Mossdale Landing projects. 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 following exhibit) 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.

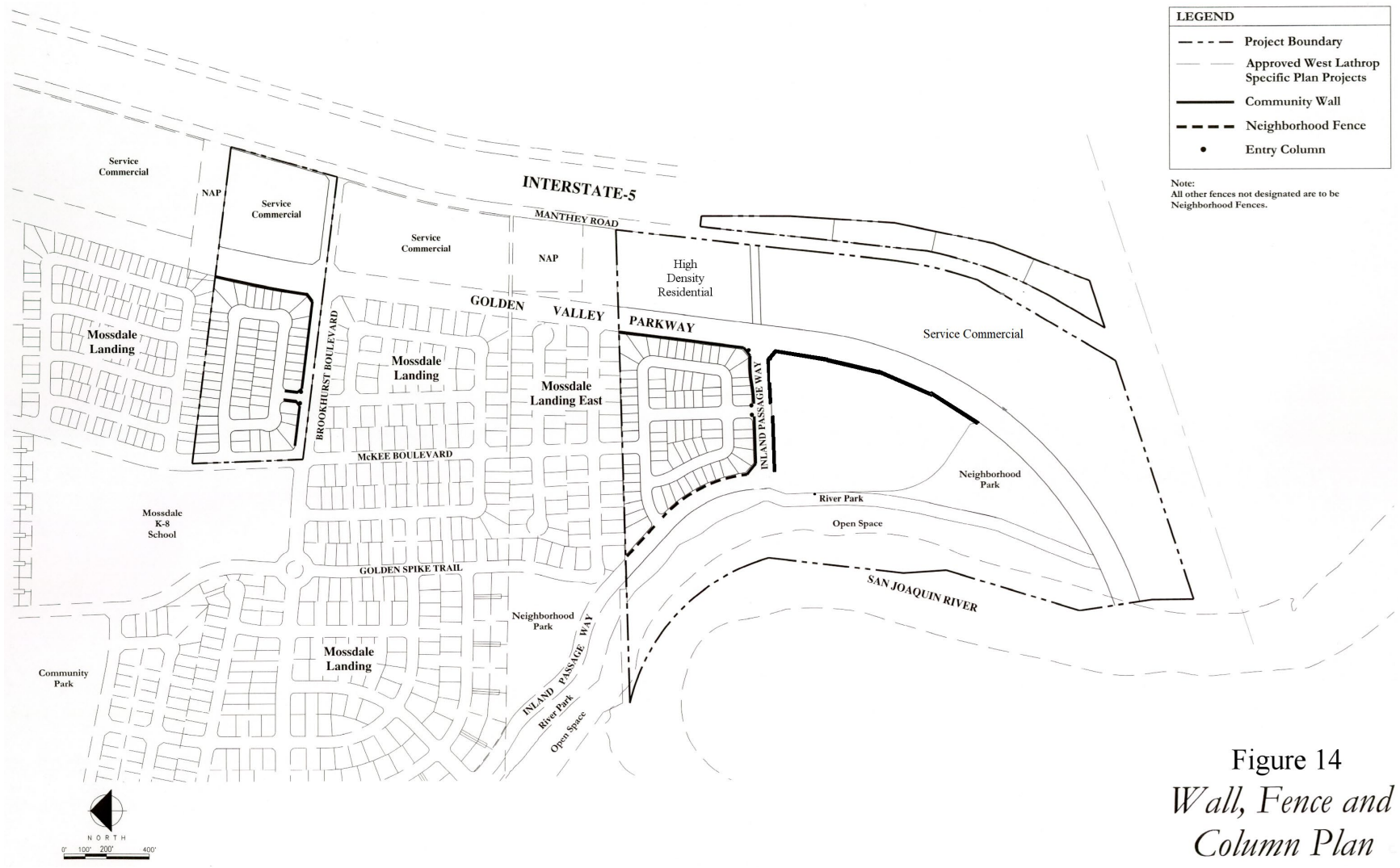
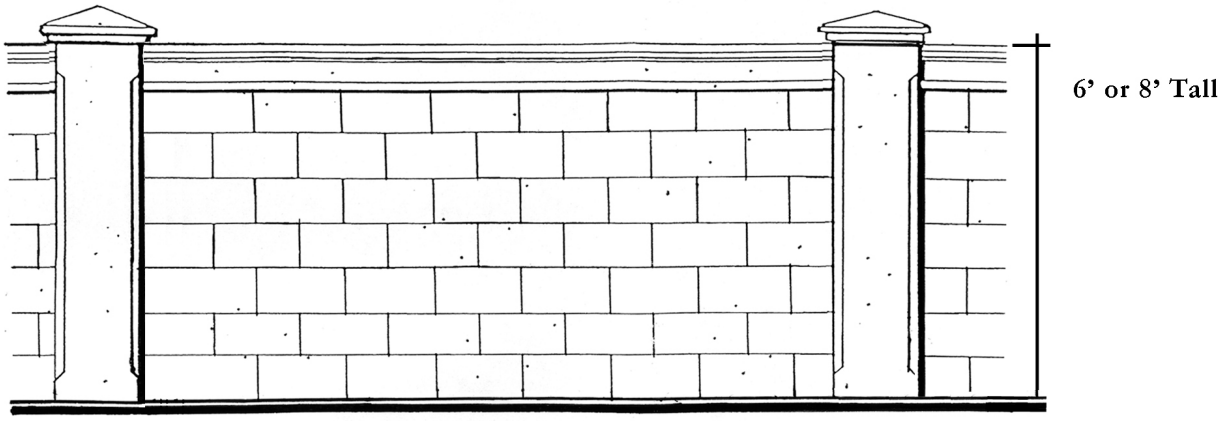


Figure 14: Wall, Fence, and Column Plan

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.

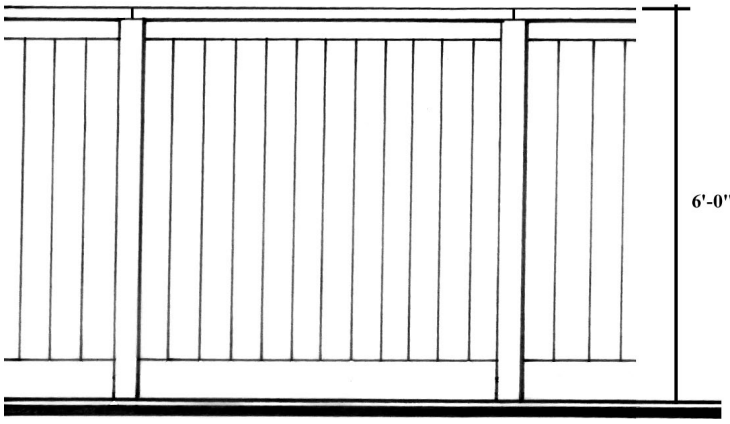


Community Wall with detailed column

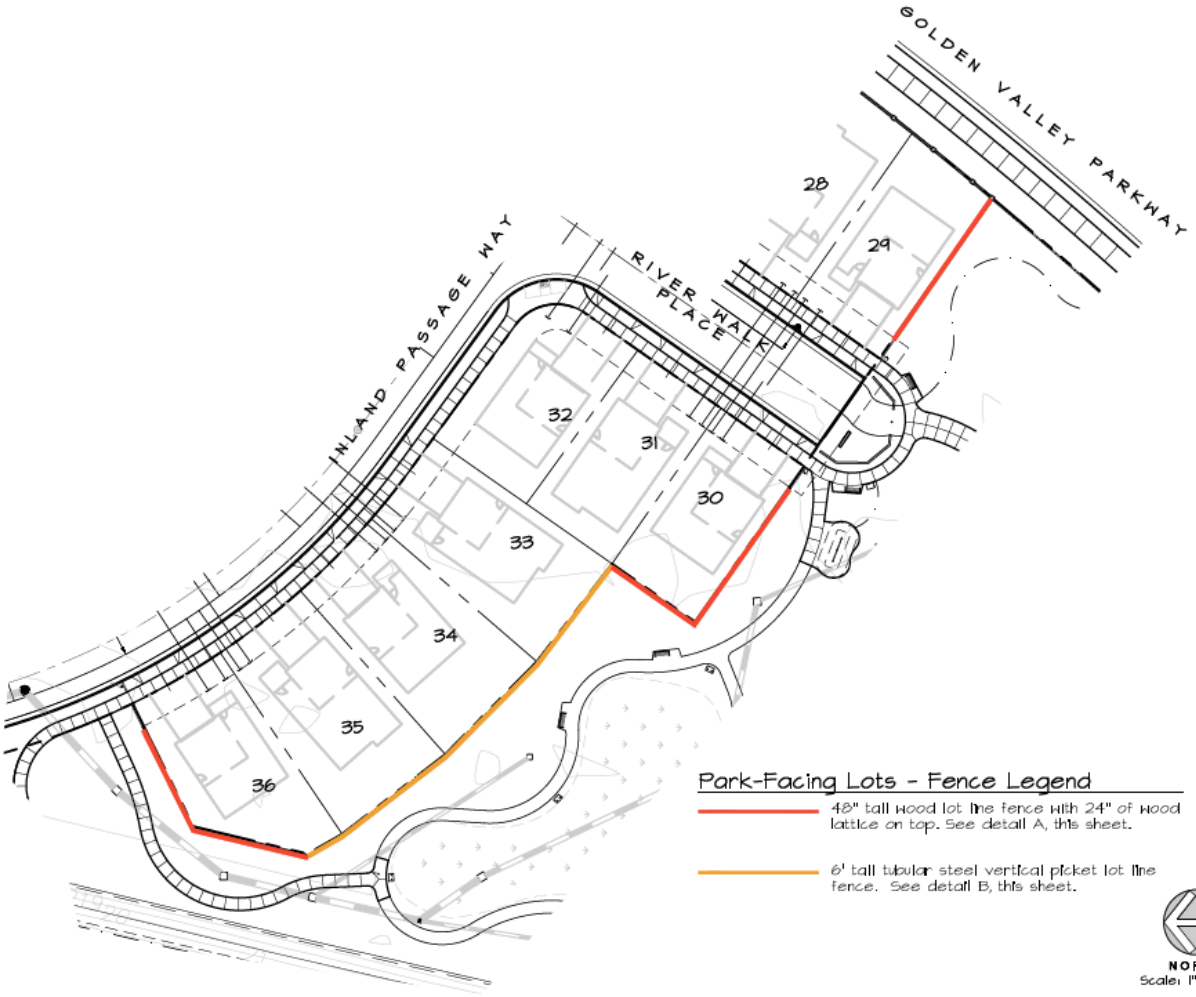
Neighborhood Fence

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 and between units, facing the front yard. 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. Residential lots that are adjacent to the Eagles Landing Neighborhood Park shall have 2 types of required fencing: 6' tall steel and 6' tall wood fence (4' solid with 2' of lattice on top). See the fence detail and location on the following page.

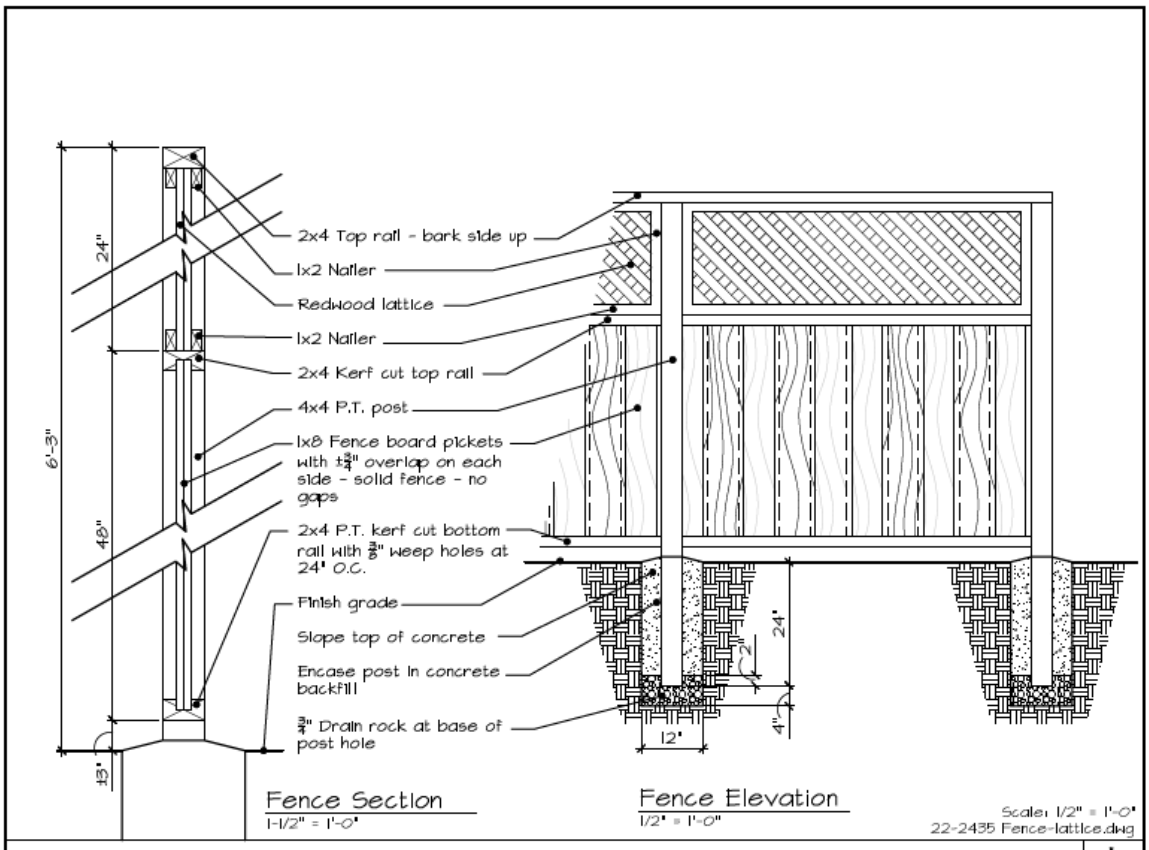
If sound barriers are required where a neighborhood fence would otherwise be utilized, they shall match the design, materials, and color of the neighborhood fence. Fence heights may exceed the 6 foot height where sound barriers are required, however, all attempts should be made to minimize the height 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.



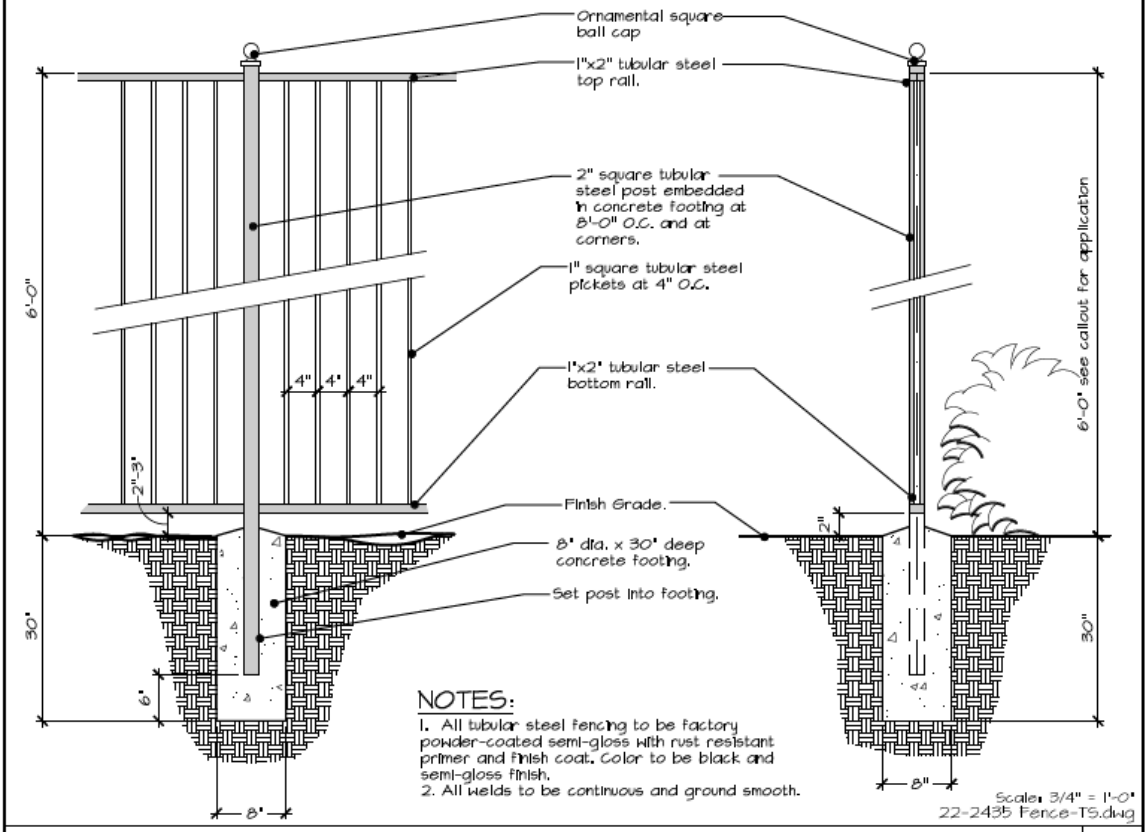
Neighborhood Fence



Special fencing at the homes that back up to the park
Scale: 1" = 30'-0"



Wood Fence with Lattice | A



Tubular Steel Fence | B

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 desirous, they shall match the standards and themes already set forth above in regards to materials, colors, and design.

STREET FURNITURE

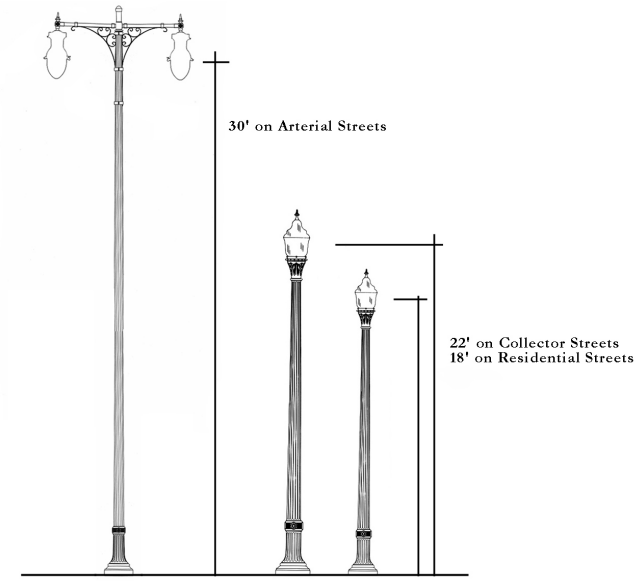
Street Lighting

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 South. With it's 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, 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.

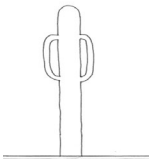
All cast iron and steel light pole parts are to be factory finish painted "black-green (RAL 6012)". All other color specified metals shall be powder-coated or anodized rather than painted. All finishes shall match City Department of Public Works standards and specifications as provided by the manufacturer.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



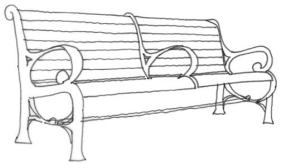
Street Furniture

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. Color shall be "black-green (RAL 6012)". All other color specified metals shall be powder-coated or anodized rather than painted. All finishes shall match City Department of Public Works standards and specifications as provided by the manufacturer.

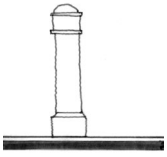
Typical Bike Rack



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 entries and other corner conditions. 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 South.

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 South. 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 South. 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 South. 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

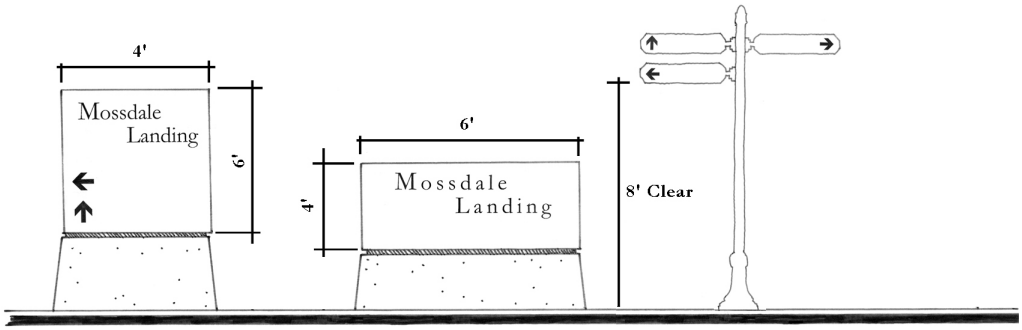
These signs identify Mossdale Landing South street names, orient travel, contribute to the overall image of the project, and become part of the streetscape design vocabulary. Signs may follow a hierarchy in size with more prominent signs located at major intersections along arterials. Mossdale Landing South shall use the new residential street sign standards adopted by the City of Lathrop. Sign colors and design 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 South 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.

Public Facility Signage

Neighborhood Parks

Neighborhood parks shall be identified at major street intersections. Signage shall not occur at every intersection. 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

Service Commercial signage shall complement 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 Service Commercial district 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.

Conditionally Permitted Signs

The following signs are generally not permitted, but may be considered subject to design review approval.

- Small freestanding signs;
- Neon signs (front façades only);
- Interior illuminated signs; and
- Signs painted directly on wall surfaces that are reminiscent of historic signage.

Prohibited Signs

The following signs are prohibited:

- Roof mounted signs;
- Changeable letter signs;
- Signs that incorporate flashing or blinking lights or movement;
- Easel or A-frame signs;
- Canned signs;
- Cabinet signs;
- 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
- 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 façade on which the area is calculated.

- Each business or building may be allowed up to a total of 2 square feet of sign area per lineal foot of primary street frontage.
- Each business or building may be allowed up to a total of 1 square foot of sign area per lineal foot of side or rear façade 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 square foot of sign area per lineal foot of secondary street façade 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 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 façade. Any exceptions to these are subject to design review approval.

Materials and Colors

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.

Specific Sign Type Standards

Wall Signs
Wall signs are those that are mounted flush to the buildings façade 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.
- 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 façade, (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 façade 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 (12) 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 façade.

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. 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.

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 (4) acres in area. If a project is over four (4) acres in area two (2) such signs are permitted. There must be a minimum 750 feet of separation between these signs; and
- Directional signage.

Prohibited Signs

The following signs are prohibited:

- More than two large cluster or multi-user freestanding sign in the Service 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

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.

Maximum Individual Sign Area

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 of project unless the project is over four (4) acres in area. If a project is over four (4) acres in area, two such signs re permitted.

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

One 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 freestanding outdoor advertising structures may be located on each parcel or commercial project, whichever is less.

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 Mossdale Landing South.

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.

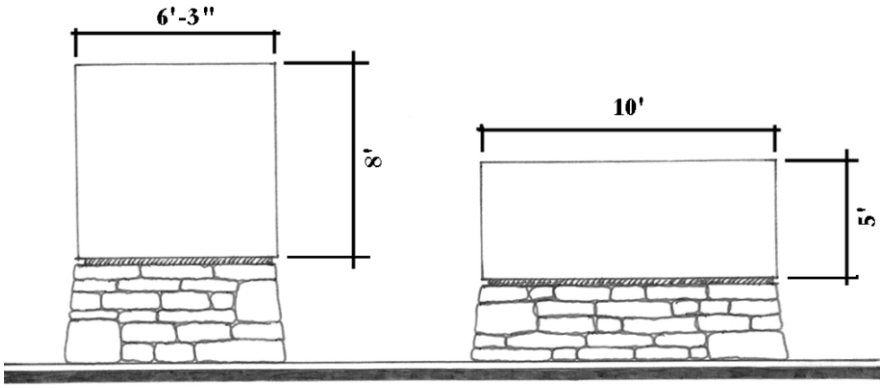
Specific Sign Type Standards

Service Commercial Monument Signs

Monument signs are those that are located at vehicular entries to 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.



INFRASTRUCTURE

INTRODUCTION

In July 2001, the City of Lathrop adopted a City Wide Master Utility Plan Study, 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 expected to be adopted in 2004.

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

STORM DRAINAGE AND WATER QUALITY

Storm drain facilities for Mossdale Landing South 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 South is approximately 104.2 acres with approximately 16.5 acres within the M5 drainage shed, and approximately 87.6 acres within the M6 drainage 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 will contain a storm water quality basin or water quality vault (i.e. CDS) and a flood control detention basin. An underground detention basin may be used as an alternative. The main pipe collectors within each sub-shed will lead into their respective basins. Each of the sheds 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 treated, 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 detained water into the San Joaquin River. In addition, if the San Joaquin River reaches elevation 21.0, (the base-flood) 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 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, storm water quality basins and underground vaults (i.e. CDS), 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 South will be designed in accordance with the City's Master Utility Plan.

The following tables show the estimated interim and ultimate water demand for Mossdale Landing South. The interim demand is defined as Development Phases 1-3 and the ultimate condition as buildout of the entire Mossdale Landing South Planning Area.

Table 1: Estimated Interim Water Demand (Development Plan Phases 1-3)

Land Use	Acres	Water Demand (gal/ac/day)[1]	Average Daily Demand (MGD)	Maximum Daily Demand (MGD)[2]	Maximum Hourly Demand (MGD)[3]
Medium Density Residential	13.5	3,000	0.041	0.082	0.156
Service Commercial	4.8	1,500	0.007	0.014	0.027
Total			**0.048**	**0.096**	**0.183**

Table 2: Estimated Ultimate Water (Buildout of Mossdale Landing South)

Land Use	Acres	Water Demand (gal/ac/day)[1]	Average Daily Demand (MGD)	Maximum Daily Demand (MGD)[2]	Maximum Hourly Demand (MGD)[3]
Medium Density Residential	31.3	3,000	0.094	0.188	0.357
High Density Residential	8.4	4,400	0.037	0.074	0.141
Service Commercial	23.4	1,500	0.035	0.070	0.133
Parks	5.0	300	0.002	0.003	0.006
Total			**0.168**	**0.336**	**0.638**

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 may be supplied by the construction of Well #21 or Well #22. When water becomes available from SSJID, Well #21 and #22 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 South will be developed in accordance with the Master Utility Plan and subsequent planning that has 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) with interim disposal solutions

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 South. Capacity at WRP #1 would be provided by a multi phased expansion which is currently under construction. The City of Lathrop's Master Plan envisions this plant to be expanded up to 6.0 MGD. The current expansion will provide a tertiary level of treatment, which allows tertiary treated water to be disposed of by irrigating certain crop lands, landscaping along public streets, parks, and school play fields. TCN Properties has contributed to the funding of the plant construction and has approximately 39,745 gpd (0.04 MGD) of capacity average dry weather flow allocated to the construction of Mossdale Landing South.

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 the treated water between storage pond and spray areas throughout the year. It assumes that the average dry weather sewer flow (ADWF) plus 10% for inflow/infiltration that is generated by the project will return to the site for storage and disposal. The Recycled Water Spray Field Location Exhibit included in this section of the UDC shows potential locations for the storage pond and spray areas. Refer to the following recycled water section for further discussion. The pond and sprayfield locations illustrated on this exhibit 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 treated to Title 22 Standards for Human/Body Contact Levels at WRP#1 and conveyed back to the project site via recycled water pipelines

Option 2: Treatment at the 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. At this time, the entitlements for WRP #2 are not currently being processed. Therefore, this option is not currently viable for Mossdale Landing South.

Wastewater Volume Calculations

Table 3 represents the estimated wastewater production for Mossdale Landing South based on the interim condition. The interim condition requires approximately 8.4 acres of spray fields and 4.3 acres for a recycled water basin. The basin and sprayfields will be located on the Queirolo Parcels. In addition to the 8.4 acres to accommodate the Mossdale Landing South project, an additional 12.0 acres of sprayfields will be created to serve other developments to the north. All of the proposed sprayfields will be located within Development Phases 6 & 7. However, if conditions change and additional sprayfields are required, Development Phase 4 may also be used. Table 4 represents the estimated Mossdale Landing South wastewater production at build-out.

Table 3: Estimated Interim Wastewater Flows (Development Plan Phases 1-3)

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]
Medium Density Residential	13.5	140		234	0.033	0.089
Service Commercial	4.8		1,200		0.006	0.016
Total					**0.039**	**0.105**

Table 4: Estimated Ultimate Wastewater Flows (Buildout of Mossdale Landing South)

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]
Medium Density Residential	31.3	294		234	0.092	0.248
High Density Residential	5.1	120		189	0.039	0.106
Service Commercial	23.4		1,200		0.028	0.076
Parks	5.0		100		0.0005	0.0014
Total					**0.156**	**0.431**

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 South will be designed in accordance with the Master Utility Plan. 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 within medians, parkways, and parks. 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) plus 10% inflow/infiltration 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, although additional CEQA analysis would be required to evaluate the location at that time. The tables shown below indicate preliminary design data for the pond and spray areas. The design and analysis of the pond and spray fields may need to be revised as development occurs.

Table 5: Preliminary Water Balance Design Data

Land Area	Average Dry Weather Flow (MGD)	Pond Surface Area (ac.)	Maximum Pond Volume (ac-ft)	Application Area (ac.)
Development Phases 1-4	0.039	2.60	28.4	8.4

In the interim condition 90% of the recycled water will be applied to interim sprayfield located on the Queirolo parcels and the remainder will be applied to the River Park in Development Phase 2. Refer to the following Recycled Water Spray Field and Pond locations figure for pond and spray area locations.

Table 6: Estimated Interim Application Area (Serving Development Phases 1-3)

Land Use	Acres	Percent Irrigated	Application Area (ac.)
Interim Spray Fields	14.3	100%	3.2
River Park	3.8	50%	1.9
Neighborhood Park	5.0	50%	2.5
Exterior Pond Berms	0.8	100%	0.8
TOTAL			**8.4**

In order for the Mossdale Landing South project to achieve buildout, alternative means of disposal must be obtained. Although other options may exist, this will most likely be achieved by relocation of the sprayfields or by attaining a river discharge permit. At buildout of Mossdale Landing South recycled water will continue to be used for the irrigation of public areas as shown in Table 7 below.

Table 7: Estimated Ultimate Recycled Water Demand (Serving the Buildout of Mossdale Landing South)

Land Use	Acres	Application Rate (ac-in/ac/yr)[1]	Annual Demand (ac-in/yr)
Neighborhood Parks	5.0	55 x 50%	138
River Parks	3.8	55 x 50%	105
Public Landscaping[2]	3.1	55 x 100%	167
TOTAL	**11.9**		**410**

1) Application rate from Master Plan Documents by Nolte dated June 2000 (Revised February 2001).
2) Public Landscaping consists of parkways and medians within major streets.

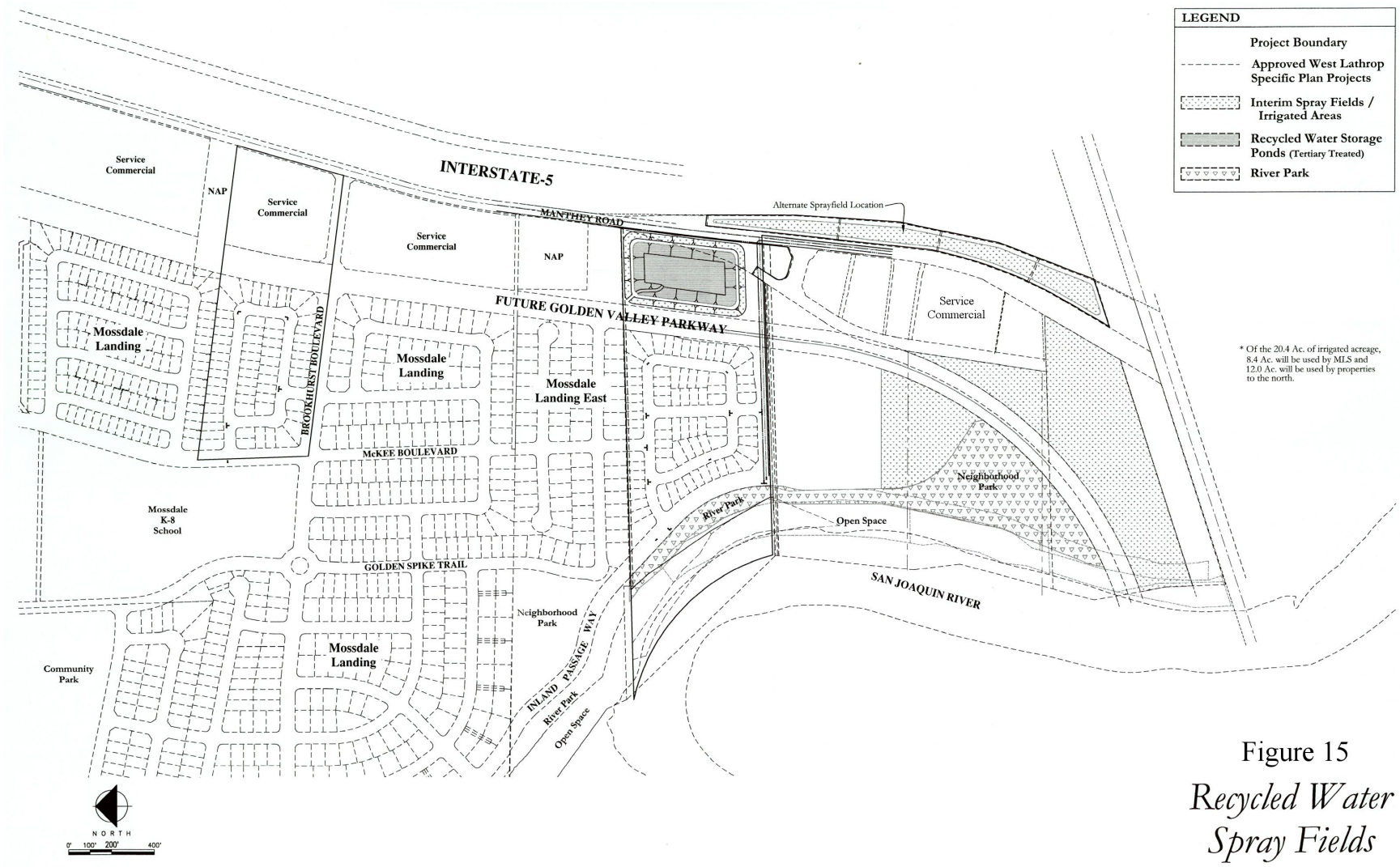


Figure 15
Recycled Water Spray Fields

Figure 15: Recycled Water Spray Fields

IMPLEMENTATION

PHASING

The following program is the currently anticipated phasing for Mossdale Landing South. 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.

TCN Properties will be the master developer for those portions of Mossdale Landing South under their ownership, and will assume responsibility for items such as backbone infrastructure. TCN Properties may construct the neighborhoods themselves or sell the neighborhoods to other home builders. The remaining commercial properties of TCN Properties are intended to be sold to commercial builders. Other property owners within the Mossdale Landing South planning area may continue their existing use (maintain the status quo), may develop residential or commercial projects consistent with this UDC, or may sell their properties to commercial and/or residential builders.

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 lots remain detached, single-family residential lots. 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 South is planned to be constructed in four development subphases for the Medium-Density Residential portion, one development phase for the High Density Residential portion, and four development subphases for the Service Commercial. The phasing for the Medium-Density Residential, High Density Residential, and the Service Commercial portions shall be independent of one another. It is anticipated that the project phasing for the Medium-Density Residential portion will begin with Unit 1(APN 191-190-13). Phase Two will consist of the construction of the northerly neighborhood of Unit 2 (APN 241-09). The River Park will be dedicated as part of development of the residential phases that are adjacent to the levee system, and the Neighborhood Park will be acquired by the City using the parkland dedication in-lieu fees paid by each residential phase. Construction of the Service Commercial will commence with Phase Three, the development of the Commercial portion of Unit 1 (APN 191-190-13). and Phase Four will include the Service Commercial area east of Manthey Road at the eastern edge of the site (APN 241-020-28, -29, -30, -31).

Development of the northern portion of the Service Commercial areas of Unit 2, between Golden Valley Parkway and Manthey Road, to the east of the Phase 2 construction will be Phase Five (APN 240-020-09, -24). Residential Development will continue with the construction of the southern half of Unit 2 as Phase Six of development (APN 240-020-08, -22) and conclude with Phase 7 of development (APN 241-020-33, -34). The remaining Service Commercial areas to the east and south of the southern neighborhood of Unit 2 will be developed last, as Phase Eight (APN 240-020-25, -27, -33, -35, -36, -46). 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.

Phase	*Area*	*Lot Size/Net Acreage*	*Units/SF*
1	Medium-Density Residential Neighborhood Park (fees)	3,200 square foot lots/6.0 acres	61 du
2	Medium-Density Residential River Park Open Space Neighborhood Park (fees)	3,200 square foot lots/7.5 acres 1.8 acres 4.3 acres	78 du
3	Service Commercial	4.8 acres	52,490 sf
4	Service Commercial	4.6 acres	50,094 sf
5	High-Density Residential	8.4acres	120 du
6	Medium-Density Residential River Park Open Space Neighborhood Park (fees) (City Acquisition)	2,200 square foot lots/7.1 acres 2.8 acres 11.5 acres 5 acres	80 du
8	Service Commercial	24.7 acres	265,211 sf
TOTAL			**339 du** **365,795 sf**

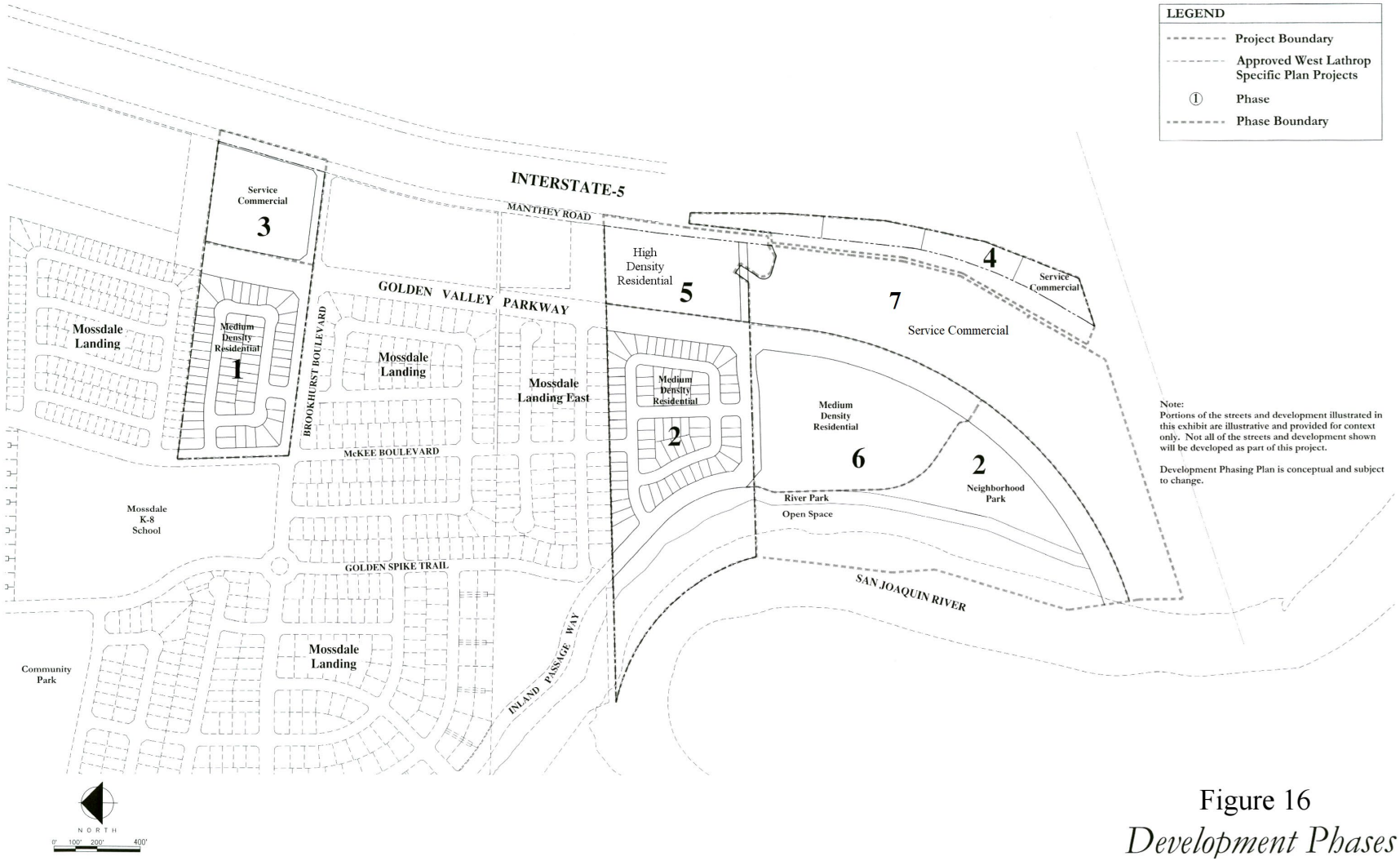


Figure 16
Development Phases

Figure 16: Development Phasing Plan

PROJECT ENTITLEMENTS

The Mossdale Landing South Environmental Impact Report, Urban Design Concept, Specific Plan Amendment, General Plan Amendment, Tentative Map, and Development Agreement are expected to be adopted or approved in 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 South 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 South 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 South'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 South. Currently, these two parks total approximately 9 acres. In addition, 15 acres of open space is provided within the project. 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 South as well as the entire Mossdale Village area.

Funding for construction, operation and maintenance costs is governed by the "Agreement for Financing of Design, Construction, Maintenance and Operation of Additional Sanitary Sewer Facilities in the City of Lathrop", dated June 5, 2003 ("Consortium Agreement"). Under the terms of the Consortium Agreement, Mossdale Landing South has rights to 49,955 gpd of treatment capacity.

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

FINANCING PLAN

As discussed in the Implementation Section of the West Lathrop Specific Plan (WLSP), the Mossdale Landing South 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 South. These studies identify the financing necessary to support each development proposal.

Prior to the first final subdivision map, excluding large lot parcel maps (not individual retail lots), being approved for any phase of the project, a Financing Plan for Mossdale Landing South 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.

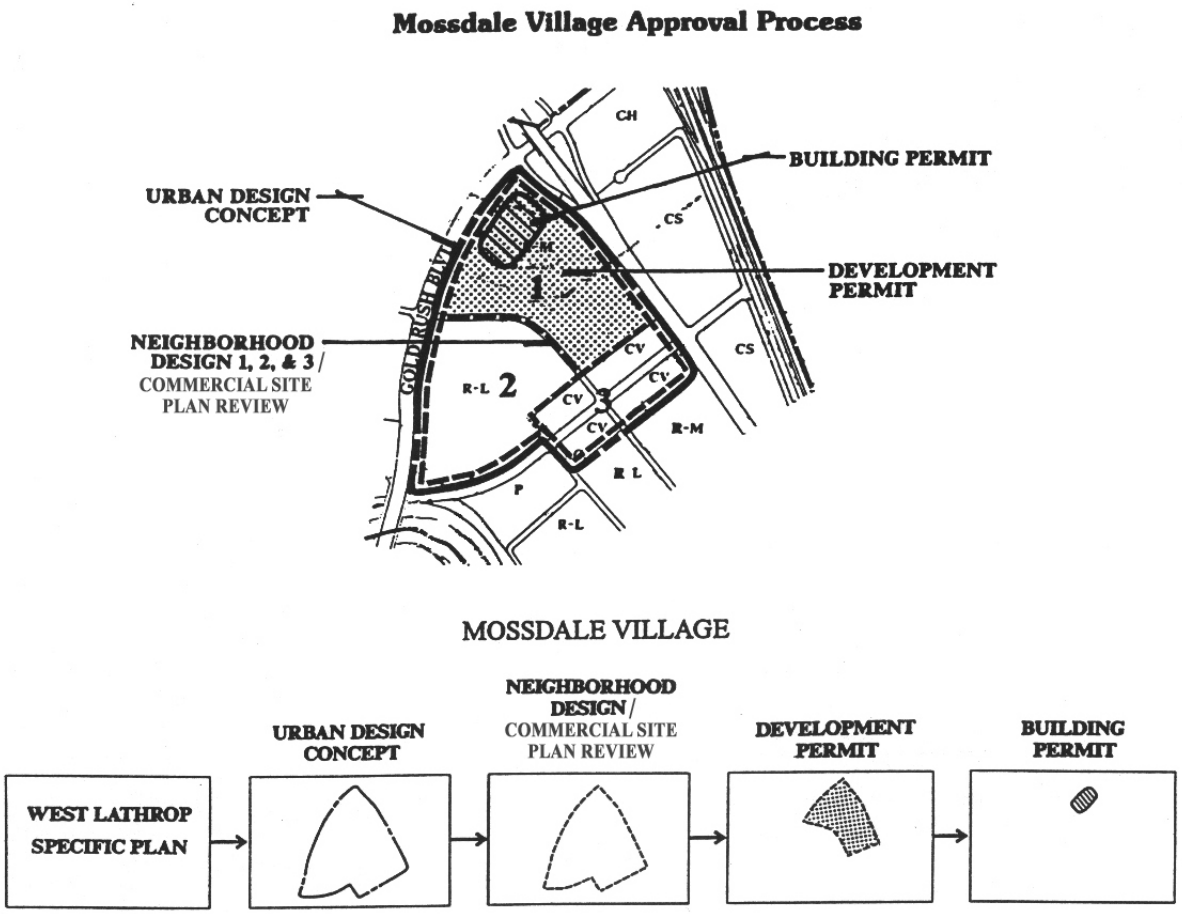
The implementation of the Financing Plan shall be governed by the following principles that could be applicable to Mossdale Landing South as outlined in the WLSP unless otherwise stated in a Development Agreement:

- 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 has established 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.



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 South 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.

An Architectural Design Review Board will review and approve all proposed residential, public, and commercial architectural elevations for Mossdale Landing South.

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 standards of the West Lathrop Specific Plan and this Mossdale Landing South 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

Service Commercial MV uses are subject to either a site plan review for permitted uses; or a conditional use permit for conditionally permitted uses. Medium-Density Residential MV 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 South 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 South do not change, as long as the development is comprised of single-family detached homes on lots of minimum 3,200 square feet, or high density residential development on land designated for such uses. 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 all residential areas provide only for detached single-family residential lots, with a minimum lot size of 3,200 square feet. 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 South. The Urban Design Concept amendment process is a 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 General Plan, West Lathrop 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 SOUTH URBAN DESIGN CONCEPT

Land Uses:
Permitted and Conditionally Permitted land uses for Service 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 South 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 and residential designations in Mossdale Landing South 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 South project based its standards on those noted in the West Lathrop Specific Plan. Refer to the Signage section for the revised standards.

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:

In Mossdale Landing South public utility easements (PUE) typically are located adjacent to and part of the right of way on both sides of the street Ten foot-wide PUEs are provided along both sides of residential streets. A ten foot-wide easement runs along the western side of the Manthey Road right-of-way. Along the arterial and collector roads, utilities are to be placed within the 20 foot-wide utility corridor between the top of curb and edge of right-of-way. Ten foot-wide PUEs will run along each side of the portion of Inland Passage Way where the road parallels the River Park.
Various types of encroachments are permitted over or on the public utility easement located along, Service Commercial designated parcels. Refer to the Encroachment section of each use's development standards for specifics.

Along Inland Passage Way 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 (except in high-density residential projects).

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. In the case of high density residential complexes, internal private streets may not meet City street standards as long as the dimensions are acceptable to emergency response service agencies and departments. For full street sections that are dimensioned, refer to the Landscape section of this UDC or the Vesting Tentative Map.

Street Sections:

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

Classification	*Right of Way Width*	*Face of Curb to Face of Curb*	*Sidewalk/ Multi-use Trail Width*	*Other*
UDC- Brookhurst Blvd. East of GVP West of GVP	 70’ 90’	 50’ 50’	5’ sidewalk within ROW	10’ from curb to ROW east of Golden Valley Parkway, 20’ west of GVP
WLSP-	86’	66’	Not identified	

Classification	*Right of Way Width*	*Face of Curb to Face of Curb*	*Sidewalk/ Multi-use Trail Width*	*Other*
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’

Classification	*Right of Way Width*	*Face of Curb to Face of Curb*	*Sidewalk/ Multi-use Trail Width*	*Other*
UDC- Inland Passage Way Along River Park	80'	50'	5' on east side, meandering path on west side	From Face of Curb to ROW- 20' (includes sidewalk on west side). Refer to Inland Passage Way Street Section
Cornucopia Way	90'	50'	5'	
WLSP – Scenic Drive	86'	66'	Not identified	No Landscape/Utility area behind Sidewalk

Classification	*Right of Way Width*	*Face of Curb to Face of Curb*	*Sidewalk/ Multi-use Trail Width*	*Other*
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'

Classification	*Right of Way Width*	*Face of Curb to Face of Curb*	*Sidewalk/ Multi-use Trail Width*	*Other*
UDC- McKee Boulevard				From Face of Curb to ROW (includes sidewalk)
Unit 1	80'	50'	5'	10'
Unit 2	56'	36'	5'	10'
WLSP- River Road	70'	50'	Not identified	No Landscape/Utility area behind Sidewalk

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& Accessories

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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.

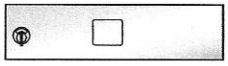
florencemailboxes.com/CBU

Cluster Box Unit Standard Compartment Sizes

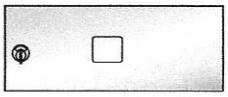
All CBU Types are USPS Approved and pre-configured with standard tenant and parcel locker compartment heights which meet specific regulations.

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

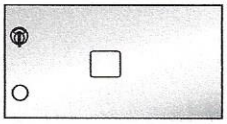
Type I, II, III, VI
Tenant Compartment
3" H x 12" W



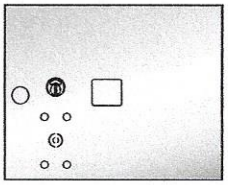
Type IV
Tenant Compartment
4-3/4" H x 12" W



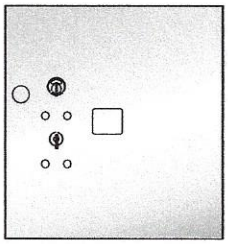
Type V
Double High Tenant Compartment
6-1/2" H x 12" W



Type I, II, III, IV, V, VI
Parcel Locker Compartment
9-7/8" H x 12" W



Type I, III, V, VI
Parcel Locker Compartment
13-3/8" 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.

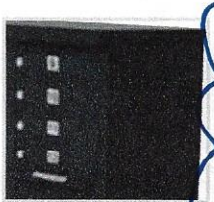
Engraving: Custom engraving utilizes the USPS Standard *US Block* font and is 3/4" tall. All engraving can include up to 12 characters.

(Optional Engraving into Aluminum Door)

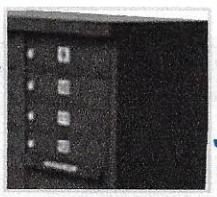
Color Options

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

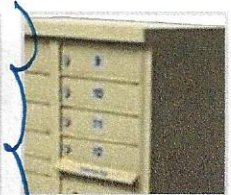
*Note: Postal Grey is USPS Approved for *replacement only* and is not intended for new installations.



Black (BK)



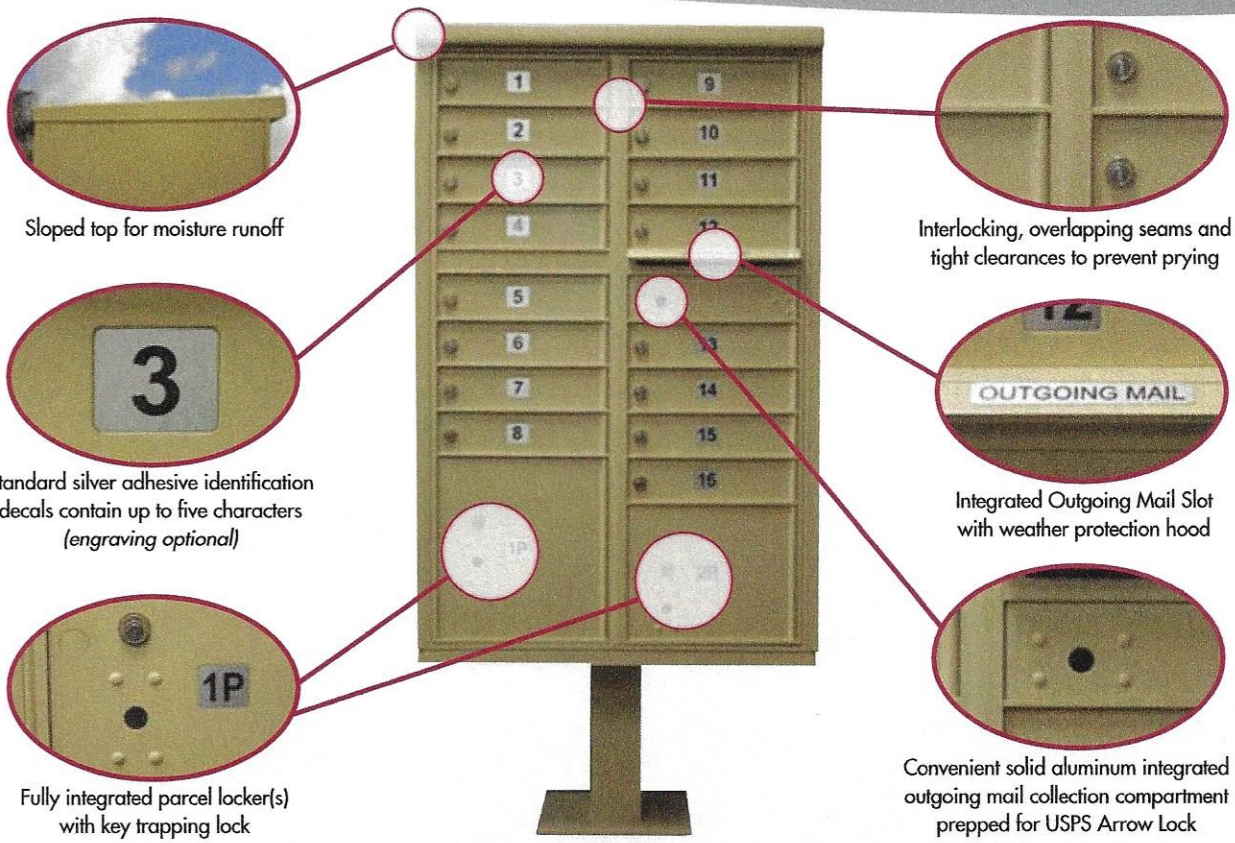
Dark Bronze (DB)



Sandstone (SD)

Postal Grey* (PG)

Powering Your Centralized **Mailbox** Design since 1934



Sloped top for moisture runoff

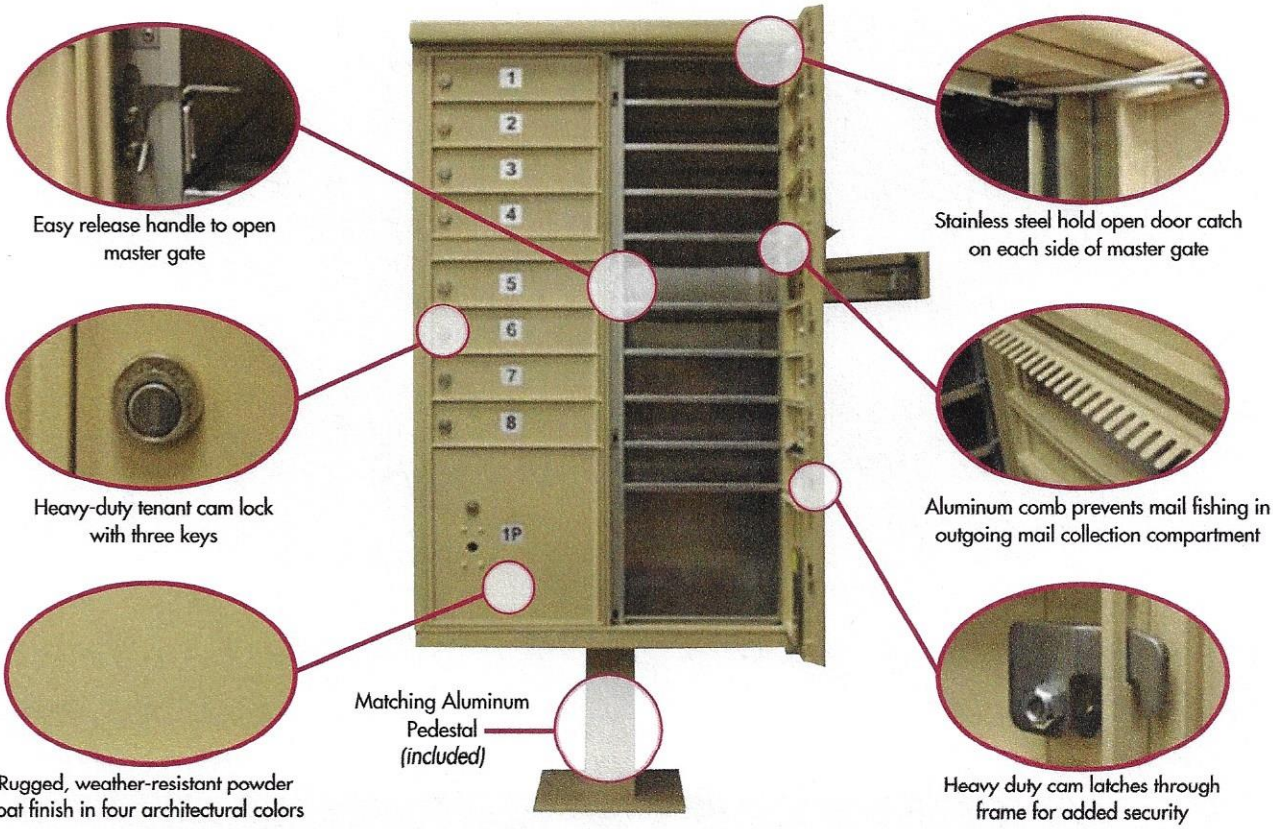
Interlocking, overlapping seams and tight clearances to prevent prying

Standard silver adhesive identification decals contain up to five characters *(engraving optional)*

Integrated Outgoing Mail Slot with weather protection hood

Fully integrated parcel locker(s) with key trapping lock

Convenient solid aluminum integrated outgoing mail collection compartment prepped for USPS Arrow Lock



Easy release handle to open master gate

Stainless steel hold open door catch on each side of master gate

Heavy-duty tenant cam lock with three keys

Aluminum comb prevents mail fishing in outgoing mail collection compartment

Matching Aluminum Pedestal *(included)*

Rugged, weather-resistant powder coat finish in four architectural colors

Heavy duty cam latches through frame for added security

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.

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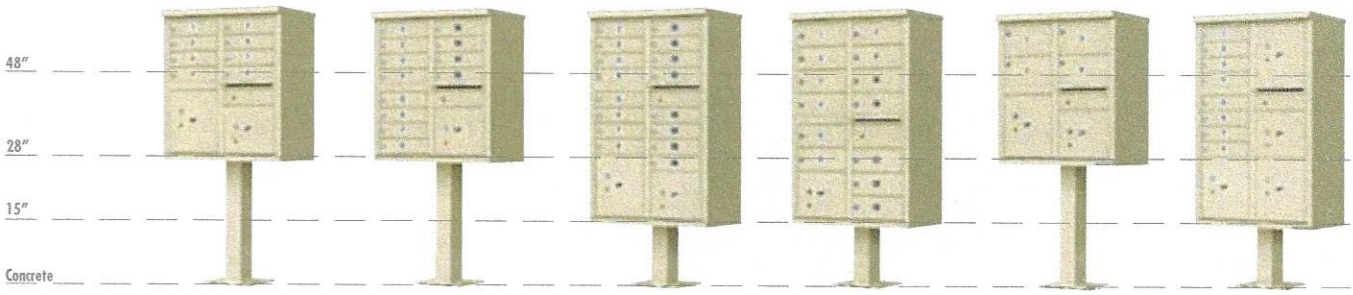


1570-8XX | 1570-12XX | 1570-16XX | 1570-13XX | 1570-4T5XX | 1570-8T6XX

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.

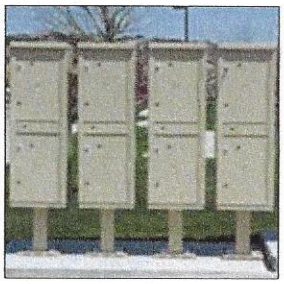
1590-T1XX | 1590-T2XX

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.*

FLORENCE EXCLUSIVE PRODUCT

USPS APPROVED



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

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

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USPS APPROVED

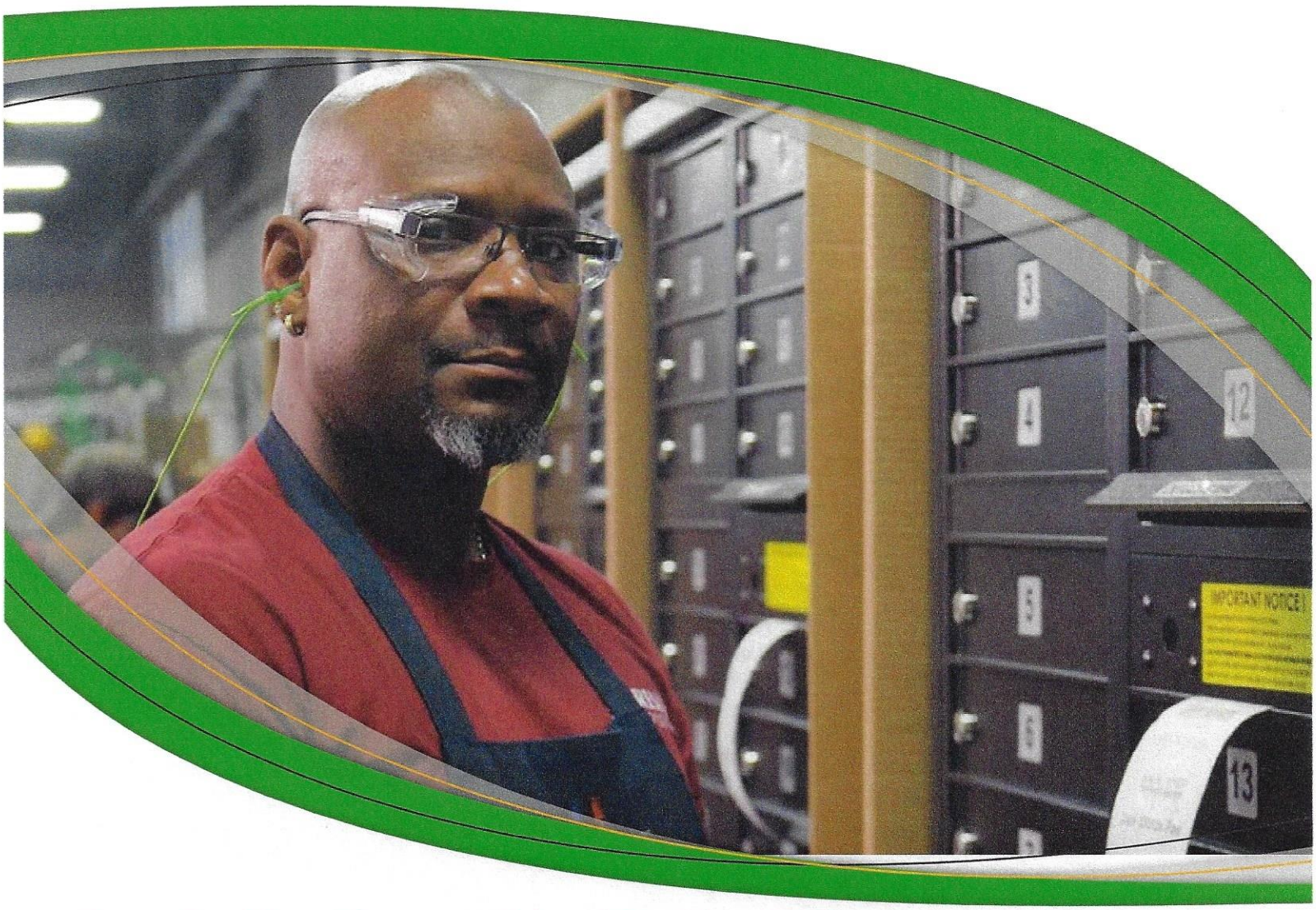
FLORENCE EXCLUSIVE PRODUCT

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

FLORENCE CORPORATION

Call us Today Toll-free
800.275.1747

Visit Us Online for More Info
FlorenceMailboxes.com



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.

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