Lathrop's

Mossdale Landing

A Community by Pacific Union Homes

Urban Design Concept

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EXECUTIVE SUMMARY

This document constitutes the Urban Design Concept application for Mossdale Landing by Pacific Union Homes. This document discusses the process of creating an image and development plan for the project, establishes development and design standards for ensuing a quality project, determines infrastructure demands and how to provide for these needs, and how to implement this project including phasing, financing, and processing.

Mossdale Landing is a mixed-use master planned community consisting of approximately 1,700 dwellings units, approximately 654,000 square feet of village and service commercial uses, schools, parks, and open space. Comprised of eleven parcels, the total site area is approximately 475 acres. The proposed project is based closely upon the Mossdale Village plan and policies presented in the West Lathrop Specific Plan (WLSP).

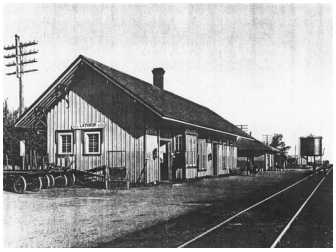
The Mossdale Landing project will utilize and expand upon the history and imagery surrounding the City of Lathrop. The planning and design of this project will feature elements established in traditional Central Valley communities including a network of interconnected streets, parkways with canopy street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

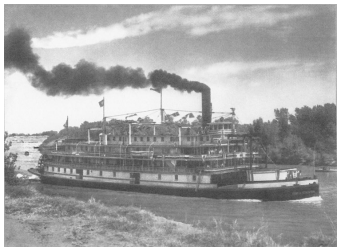
Development and design standards have been incorporated into this document to create a framework and reinforce the structure, character and quality desired for this community. These guidelines address building parcels, architecture, and landscape architecture.

A phasing and construction program has been designed to provide for development in a logical manner and to prevent sprawling growth. 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 schools.

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, and providing a mechanism for the funding of their future municipal operations and maintenance.

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





INTRODUCTION

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

The City of Lathrop adopted the West Lathrop Specific Plan in 1995 with the intention of integrating development west of I-5 with the rest of the City. The Specific Plan was originally envisioned in the City's General Plan, that was adopted in 1991, when it was recognized that without an organized master plan Mossdale might not integrate well into the existing Lathrop community.

URBAN DESIGN CONCEPT

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

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

The UDC forms the basis from which the Tentative Map, Neighborhood Design Review, and other entitlements required of the project must adhere to and build upon. Per the West Lathrop Specific Plan, the Council 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;

Figure 1 *Aerial Photograph with Site Plan*

Figure 1: Aerial Photograph with Site Plan

- 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.

HISTORICAL CONTEXT AND PRECEDENCE

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

The area is rich in California history. In mid-September 1846, *The Comet* sailed from San Francisco with twenty Mormon pioneers, outfitted with two year's provisions and tools to found the New Hope Agricultural Project on the Stanislaus River. Also in the general vicinity of Mossdale Landing was the site of the first ferry crossing of the San Joaquin River, which become 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 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, roundabouts, parkways with canopy street trees, windrows and orchards, varied architectural styles, an emphasis upon pedestrian scale and access, and a mix of land uses.

THE DEVELOPMENT PLAN

Lathrop's Mossdale Landing is based upon the Mossdale Village plan and policies presented in the West Lathrop Specific Plan(WLSP). It is consistent with the City of Lathrop's General Plan. The proposed plan provides the approximate acreages of the following land uses- 268 acres of Low Density Residential, 46 acres of Medium Density Residential, 6.89 acres of High Density Residential, 11 acres of Service Commercial, and 7 acres of Village Commercial, while Public designated uses include 19 acres of neighborhood parks, a 20 acre community park, 14 acres of levee and other open space, a fire station, and 34 acres of schools. Mossdale Landing is unique in that it follows neo-traditional planning principles for greater community interaction and access, provides opportunities for a wide range of housing options, supplies a catalyst for commercial development, imparts more park acreage than is required- meaning more play and green areas, presents local and regional bicycle and pedestrian trails, and provides street trees and separated sidewalks on all streets. The following sections provide greater details about Mossdale Landing.

RESIDENTIAL-MV

A wide variety of housing types will be provided in Mossdale Landing. Neighborhoods range from 3,200 square foot lots at approximately 8 dwelling units per acre to minimum 7,000 square foot lots at approximately 3.7 units per acre. Higher density residential uses, up to 20 units per acre, are permitted within the village center and up to 25 units per acre for the High Density zoned property at the southeast corner of Golden Valley Parkway and Brookhurst Boulevard. Within Mossdale Landing, residential neighborhoods will typically increase in density closer to the future village center mixed use area. Neighborhoods are designed as a single planning unit and are governed by the development standards of each specific product type under High Density and Medium Density, and by neighborhood planning area lot size under Low Density. Neighborhoods within Mossdale Landing are classified into typical neighborhoods in minimum lot sizes of 3,200, 5,000, 6,000 or 7,000 square feet.

The Development Concept Plan within the WLSP designates a high school site in the northeastern corner of the project area. However, the State has denied the use of this site for a high school, and prefers a location further north of Mossdale Landing. The WLSP took this possibility into consideration and provides a "selected Mossdale Village development alternative" to permit the high school site to be developed instead as low density residential to match the adjoining low density residential designated areas. The Mossdale Landing UDC is utilizing the selected Mossdale Village development alternative of low density residential as the proposed land use designation in this area. Neighborhoods of 5,000, 6,000, and 7,000 square foot lots are proposed in this application. Medium density residential areas are permitted to be developed at 8 to14 units per acre. The WLSP notes that although medium density residential uses are conceived as a multiple family district, the dwelling units may be single family detached homes on small lots. This flexibility permits a wide range of housing products to be constructed in the medium density category, while following current housing trends for detached homes on small lots. This UDC anticipates detached single family homes on 3,200 square foot "zipper" lots.

As part of the Village Commercial designation, it is proposed that high density residential uses be permitted. Densities would range between 15 and 20 units to the acre. Residential possibilities include apartments, condominiums, senior housing, and live/work. At this time, apartments are being requested on the western parcel.

As part of the Urban Design Concept process, the applicant and members of the design team met with representatives of the State of California Department of Housing and Community Development and the City of Lathrop. The applicant team explained their intent to utilize variations of single family, small lot housing products in the medium density parcels within Mossdale Landing. Representatives from both the State and the City noted that these housing and development concepts were consistent with, and met the intentions of, Lathrop's General Plan and West Lathrop Specific Plan and had no reservations about the use of these and similar product types.

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 do not change. Due to market conditions, it may be necessary to modify lot sizes within a specific planning area. For example, 5,000 square foot lots from one planning area may be exchanged with 6,000 square foot lots from another planning area. Again, as long as the overall Mossdale Landing land use densities do not increase, these types of changes may occur. Slight overall density decreases are allowed, so long as the minimum density is met. The master developer shall provide formal notification, in writing with accompanying maps, to the City of Lathrop's Community Development Director detailing what modification(s) would be required from the current plan.

VILLAGE COMMERCIAL-MV

Village Commercial-MV uses are located along the pedestrian oriented village center "Main Street" in the eastern-central portion of the project. Towne Centre Drive runs adjacent to the property line between two different development projects – Mossdale Landing and "Lathrop Station", an UDC that has been submitted to the City by Schuler Homes.

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

SERVICE COMMERCIAL-MV

Service Commercial-MV designated uses are proposed between Manthey Road and Golden Valley Parkway. The General Plan and West Lathrop Specific Plan permit proposals for the classification of retail activity in Mossdale Village to be flexible and innovative in the selection, design and development of commercial uses. This will permit the ability to respond to market demand and trends while providing a creative project. Permitted and conditional land uses have been designed to provide for a vibrant mix of services, retail, and office uses that relate to the Towne Centre Drive district.

PUBLIC-MV

Public designated lands include parks and open space, and public facilities such as schools, libraries, and police and fire stations.

Both an 16.2 net acre (16.7 gross acre) K-8 school site located in the northern part of the project and a 17.0 net acre K-8 school site located in the southern portion of the project are proposed as part of the Mossdale Landing UDC application. The placement of the Terry K-8 school facility within Mossdale Landing is not required by the WLSP, however, the relocation of this school, from the Silviera property to the west, will provide many benefits. These advantages include the timely and early provision of the K-8 school in Mossdale Village as it is unknown when the Silveria property will be developed, the relocation of this school creates a more centrally located campus for Mossdale Village's students, and it provides an educational and open space amenity as well. The second K-8 school has been relocated within the project to be central to the neighborhoods for which it will serve and to meet State school site requirements. The school sites shall retain an underlying designation of single family (SF-MV) in the event the Manteca Unified School District, the State, or any other determining entity does not accept these school sites.

Roughly 25.5 acres of park lands are required to be dedicated by this project[1], however Mossdale Landing is providing approximately 39.1 acres of parks. The park acreage is comprised of 20.2 acres of community park, located in the west-central portion of the property, and 18.9 acres of neighborhood parks scattered across the site and central to various neighborhoods.

The WLSP illustrates an 11.0 acre community park, of which the majority falls within the project area. However, City policy mandates that the community park be a minimum of 20 net acres. Because of this, the community park acreage has been expanded within Mossdale Landing to 20.2 net acres. The applicant has proposed the park acreage increase solely on their property as they believe this will be an amenity not just for the project, but for the City as a whole. This park is located at the foot of the proposed main street district, is central to the Mossdale Village area, and as it is adjacent to the San Joaquin river, it can be easily accessed by the community and surrounding environs, while relating to the open space corridor along the river. Additionally, the required neighborhood park acreage has also been exceeded by the project from both that illustrated in the West Lathrop Specific Plan and that required of the anticipated population. Again, it was thought that the provision and location of these neighborhood parks would be a benefit to the community and the City.

Additionally, there are approximately 14 acres of open space located throughout Mossdale Landing. This includes areas associated with the levee, such as slope banks and the top,

[1] This quantity was derived by multiplying the number of single family units (1,236) and multi-family units (452) with the City's General Plan ratio of persons per household (3.2 for single family and 2.5 for multi-family). This calculates to an anticipated population of 5,084 within Mossdale Landing. The City requires 2.0 acres of neighborhood parkland and 3.0 acres of community parkland per every 1,000 population. Utilizing these parkland ratios, the project is required to provide or pay in-lieu fees for 10.2 acres of neighborhood parklands and 15.3 acres of community parklands. This generates a grand total of 25.6 acres of parklands required.

Figure 2: Illustrative Site Plan

which make up 13.0 acres. The remaining .8 acre is of landscape parcels that consist of pedestrian pathways, remnant parcels and various pedestrian connections between neighborhoods.

The parks are centrally located within the community and are easily accessible to all neighborhoods. It is anticipated that they will become focal points in the community by providing places for activity, respite, and neighborhood gatherings. Parks will be accessible to all residents in the Mossdale Landing and surrounding neighborhoods of Lathrop by a network of trails, sidewalks, and bike lanes. The provision of these various parks and open spaces will create a greater expanse of greenery in the community, allow for a wide range of activity levels and amenities, enhance the character and image of the community, and provide park lands and trails in close proximity to the residents and guests of Mossdale Landing and to all residents of Lathrop.

In a letter from the Lathrop-Manteca Fire District to the City of Lathrop dated May 15, 2002 (Sim, 2002), the District and the City set forth an agreement for the development of a new fire station within the Mossdale Village area of the City. Under the agreement, an interim fire station site would be dedicated to the District by the master developer of Mossdale Landing. This interim site encompasses the three easternmost Mossdale Landing residential lots in Neighborhood 7 (Lots 67 through 69) located on the south side of River Islands Parkway at the eastern project boundary.

If the traffic analysis currently being conducted for the River Islands project determines that a grade-separated intersection is required at River Islands Parkway and Golden Valley Parkway as planned for by the West Lathrop Specific Plan, the fire station would be developed by the District at the interim Mossdale Landing site to serve all of Mossdale Village as well as the Crossroads Commerce Center just east of I-5. If, however, the traffic analysis for River Islands determines that a grade-separated intersection is not required, then a permanent, currently off-site fire station site would be acquired and dedicated by the project proponent. This site is located where the on- and off-ramps for the grade separated intersection would have occurred, which is just east of the proposed interim fire station site.

Either fire station location would release funds previously set aside for a new fire station associated with the Commerce Center, as well as acquire new funds from other residential development within the response area. With both of these funding sources, the District could construct a new fire station at either of these two locations proposed at the general vicinity of the Gold Rush Boulevard and Golden Valley Parkway intersection.

Under the agreement, the Mossdale Landing project would be served by the District's existing Lathrop facility for the first 170 homes; this number could increase or decrease depending on the phasing of the project and the actual response times. When the response time is such that it would warrant the new station, the District would require that the new facility be operational. The new facility may include temporary buildings or structures until sufficient fees are collected to fund a permanent facility.

MOSSDALE LANDING DEVELOPMENT CONCEPT

As discussed, Mossdale Landing 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 it's residents and visitors. Below are land use summaries illustrating the land uses, acres, average density, and units as designated by the West Lathrop Specific Plan and that of the proposed Project.

West Lathrop Specific Plan Land Use Summary

Land Use	*Acres*	*Avg. Density*	*Dwelling Units/Footage*
Low Density Residential (RL-MV)	294.9	5.5	1,618 du
Medium Density Residential (RM-MV)	46.6	10.0	466 du
Public (P-MV)	51.2	NA	NA
Village Commercial (CV-MV)	11.0	0.25 FAR	119,790 sf
Service Commercial (CS-MV)	18.6	0.25 FAR	202,554 sf
Major Roadways	55.0	NA	NA
TOTAL	**477.3**	NA	**2,084 du** **322,344 sf**

Mossdale Landing Land Use Summary

Land Use	*Acres*	*Density*	*Dwelling Units/Footage*
Low Density Residential (RL-MV)	268.1	4.6	1,236 du
Medium Density Residential (RM-MV)	45.1	8.4	399 du
High Density Residential (RH-MV)	6.89	25	172 du
Public (P-MV)	86.9	NA	NA
Village Commercial (CV-MV)			
	6.7	0.60 FAR	175,111 sf
Service Commercial (CS-MV)	11.4	0.60 FAR	297,950 sf
Major Roadways	52.2	NA	NA
TOTAL	**477.3**	NA	**1,807 du** **473,061 sf**

Although a few differences between the land use acreage designations of the Specific Plan and those proposed by the Mossdale Landing UDC exist, the proposed plan meets the intent of the West Lathrop Specific Plan. Single Family Residential acreage has decreased somewhat in the proposed plan due to the inclusion of a K-8 school not designated for the properties within the Specific Plan. Medium Density Residential uses are consistent with the General and Specific Plans, with the slight acreage difference due to the realignment of major streets and intersections. Proposed Single Family, Medium Density Residential, and High Density Residential units are within their appropriate density ranges as required by the West Lathrop Specific Plan. Public uses in the proposed plan have increased significantly over the Specific Plan due to the inclusion of additional parks and open space, and the provision of a second K-8 school. The Village Commercial acreage is generally the same between the two plans with the differences also resulting from the minor realignment of some major streets. The acreages of Service Commercial designated lands are essentially the same between the two plans, but have been adjusted slightly to conform to the realignment of Golden Valley Parkway. Finally, major streets have reduced in scale in the proposed plan due to various street realignments, including that of River Islands Parkway and the River Islands/Golden Valley intersection. Roadway realignments are all in conformance with the Specific Plan. The adjustments occurred due to engineering design criteria for the roadways.

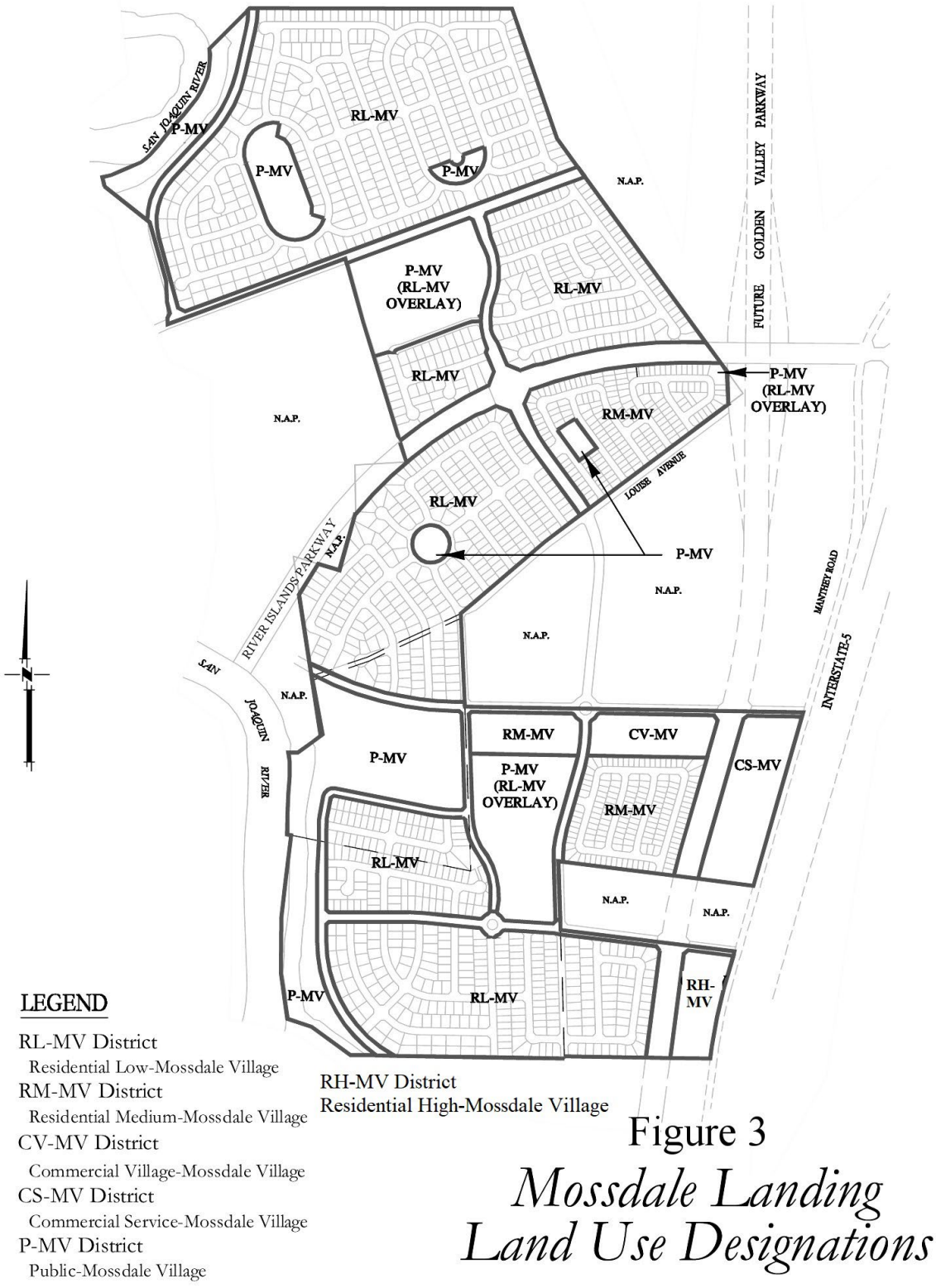


Figure 3: Mossdale Landing Land Use Designations

The Specific Plan alignments are generalized in nature for planning purposes with the understanding that once true engineering studies are completed, some realignments would occur.

Mossdale Landing will be a diverse and livable community. The project has been designed to reflect and build upon the heritage and visual character of the area. Neighborhoods have been created to provide a wide mix of housing opportunities in various lot sizes and architectural styles. Schools have been sited to be centrally located in the community so as to provide educational and recreational opportunities.

Park and open space acreage has been increased both in size and quantity to afford greater recreational amenities and open areas to community residents and guests. These areas of greenery and trees will reinforce the community character and identity. The levee area has been maintained as a continuous open space area to link with future segments of a regional open space corridor to be designed later by the City of Lathrop.

Village and service commercial areas will afford a mix of office, retail, and services uses in close proximity to residential uses. Residents and visitors will have accessible mixed uses nearby that will make Mossdale Landing a place to live, work, and play.

The near location of these uses would reduce vehicular traffic by encouraging walking and bicycling. The community will be pedestrian oriented, with a connectivity of sidewalks and trails designed throughout. Parkways are provided to separate the pedestrian from vehicular traffic. Streetscape elements such as lighting standards and street trees have been selected to provide human scale and enhance the community theme.

The following table illustrates Mossdale Landing's proposed development by land use designation, acreage, minimum lot size of each designated neighborhood planning area, quantity of units or square footage within each planning area, and density.

Land Use Designation	*Acres*	*Units/Square Feet*	*Density*
Residential-MV			
3,200 square foot Neighborhoods			
Neighborhood 7	21.7 acres	179 du	8.2 du/ac
Neighborhood 13	17.4 acres	151 du	8.7 du/ac
Subtotal	*39.1*	*330*	*8.4 du/ac*
2,200 square foot Neighborhoods			
Neighborhood 18	*7.0 acres*	*79 du*	*11.3 du/ac*
Total Medium Density Residential	*45.1 acres*	*399 du*	*9.5 du/ac*
5,000 square foot Neighborhoods			
Neighborhood 2	18.8 acres	107 du	5.7 du/ac
Neighborhood 8	13.7 acres	70 du	5.1 du/ac
Neighborhood 9	11.6 acres	66 du	5.7 du/ac
Neighborhood 11	8.9 acres	52 du	5.8 du/ac
Neighborhood 14	12.1 acres	66 du	5.5 du/ac
Neighborhood 17	12.9 acres	74 du	5.7 du/ac
Subtotal	*78.0 acres*	*435 du*	*5.6 du/ac*
6,000 square foot Neighborhoods			
Neighborhood 1	24.8 acres	110 du	4.4 du/ac
Neighborhood 3	22.8 acres	102 du	4.5 du/ac
Neighborhood 4	28.9acres	134 du	4.6 du/ac
Neighborhood 10	31.6 acres	128 du	4.1 du/ac
Neighborhood 12	13.6 acres	66 du	4.9 du/ac
Neighborhood 16	11.9 acres	53 du	4.5 du/ac
Subtotal	*133.6 acres*	*593 du*	*4.4 du/ac*
7,000 square foot Neighborhoods			
Neighborhood 5	23.3 acres	85 du	3.7 du/ac
Neighborhood 6	21.1 acres	75 du	3.6 du/ac
Neighborhood 15	12.4 acres	48 du	*3.9* du/ac
Subtotal	*56.5* acres	*208 du*	*3.8* du/ac
Total Single Family Residential Neighborhoods	*268.1 acres*	*1,236 du*	*4.6 du/ac*
Total High Density Residential	*6.89*	*172 du*	*25 du/ac*
Total Residential-MV	***306.31 acres***	***1,807 du***	***NA***
Commercial-MV			
Village Commercial-MV	6.7 acres	175,111 sf	0.60 FAR
Service Commercial-MV	11.4 acres	297,950 sf	0.60 FAR
Subtotal	***18.11 acres***	***473,061 sf***	
Public-MV			
Parks and Open Space			
Community Park	20.2 acres		
Crescent Park	1.4 acres		
Park West	6.8 acres		
The Green	1.0 acre		
Mossdale Commons	1.5 acre		
River Park	8.2 acres		
Open Space (Levee)	13.0 acres		
Landscape Parcels	.8 acres		
Subtotal	***52.8 acres***		
Schools			
K-8 School (Terry)	16.7 acres		
K-8 School (Mossdale)	17.0 acres		
Subtotal	***33.7* acres**		
Fire Station	.4 acres		
Other			
Major Streets	52.2 acres		
TOTAL	***477.3 acres***	***1,807 du*** ***473,061 sf***	

CIRCULATION

Street System

A hierarchy of arterial, collector, and residential streets are proposed to provide access to and through the community. Arterial streets are typically regional in nature and direct traffic through the project. Collectors provide a transition from the higher speed arterials to tranquil residential streets. Residential streets are pedestrian oriented, with slow speeds and a neighborhood character and scale. Mossdale Landing will be accessed primarily by River Islands Parkway. Secondary access will be provided from Manthey Road. Street cross sections and an exhibit illustrating the hierarchy of street classifications for Mossdale Landing 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. In most cases, the street width removed from the paved street section has been added to the parkways. This adjustment increases the width of the greenways along the street, separating the pedestrian further from the street and increasing the planted areas within the neighborhoods. Major residential street widths are 36' feet curb to curb, while minor residential and medium density street widths are 32' feet curb to curb.

Due to the traditional form of this project, it is anticipated and understood that exceptions to 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 River Islands Parkway will be one of the first streets constructed in the project. River Islands Parkway will be constructed in the first phase of development by either building the northern half or the outside lanes. Secondary, or emergency, access to the project will be provided by connecting collector streets to Manthey Road, depending upon phasing requirements.

Pedestrian and Bicycle Systems

Sidewalks within Mossdale Landing will always be separated from the street by landscaped parkways. This sidewalk alignment improves the pedestrian experience. All streets have sidewalks on both sides of the right of way. In certain locations, residential streets terminating in cul-de-sacs may have pedestrian connections between the neighborhood and the adjacent street.

Mossdale Landing is proposing the first segments of a network of paths and trails along the river parks and open spaces. This system will support and enhance the needs of pedestrians and bicyclists by implementing a regional wide trail facility. Eventually, these multi-use trails will connect to future City and regional trails to provide a greater benefit to the City and its residents and visitors.

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

DEVELOPMENT STANDARDS

Mossdale Landing is comprised of three separate development designations: Service Commercial-MV, Village Commercial-MV, and Residential-MV. Each land use has its own distinct requirements, yet, each is simultaneously interdependent upon and influences the others. Consequently, an underlying understanding and unifying standards need to be developed for the project to be realized as a whole and to successfully unite it with and enhance the City of Lathrop. Development standards are one approach towards accomplishing this goal.

In addition, these development and design standards are divided between two lines of thought. The first is conveying the intent of the development through standards and diagrams. The second encompasses a table format that illustrates the particular limits of buildable areas by commercial area or neighborhood area. 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.

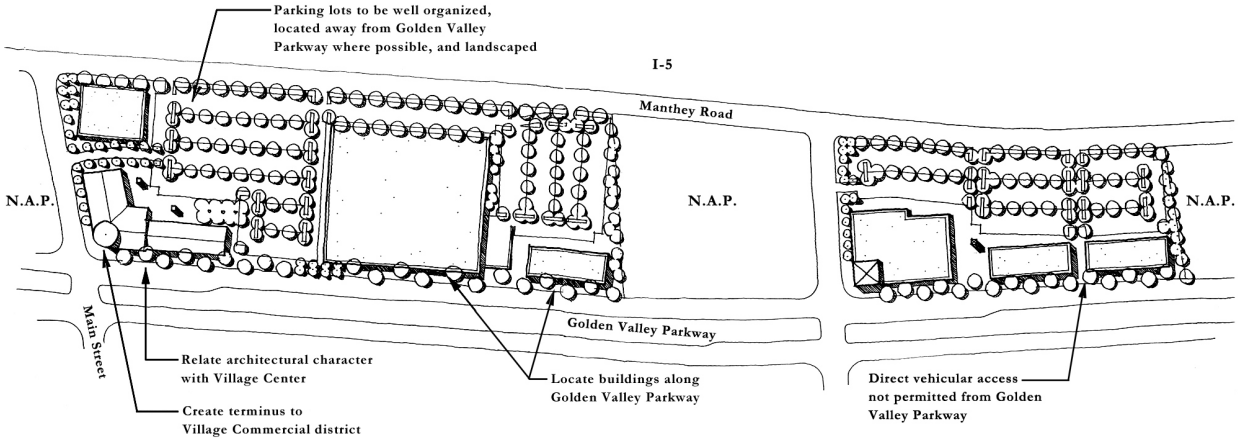
SERVICE COMMERCIAL-MV STANDARDS

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

The service commercial designated parcel of Mossdale Landing is a small 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 the remainder of the Mossdale Village commercial areas.

These commercial areas will be pedestrian oriented in terms of circulation, storefront and "public space" design, and provide connections to other adjacent commercial and residential areas. The proposed uses in the service commercial district shall provide an architecturally consistent theme along Golden Valley Parkway and the surrounding land uses, particularly the Village Center.

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



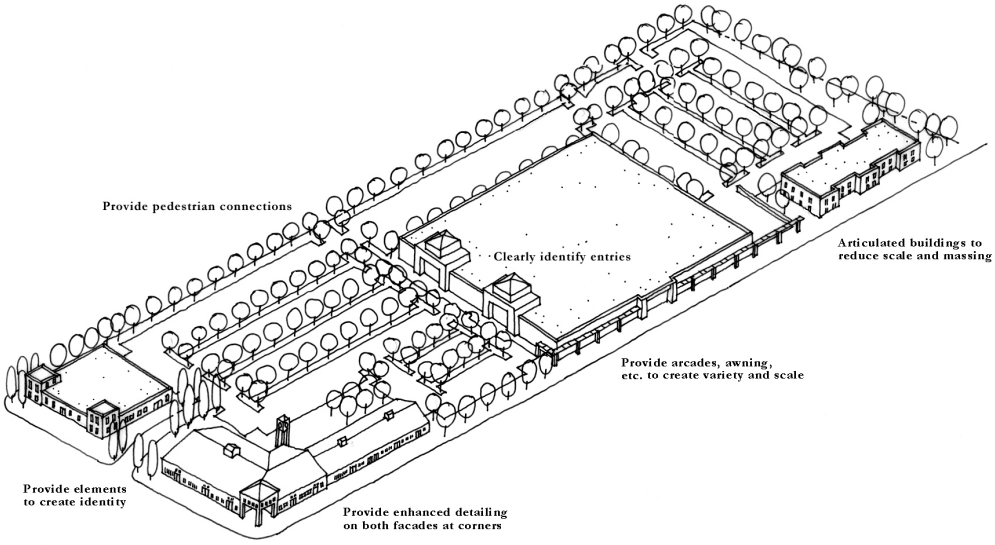
GENERAL DEVELOPMENT STANDARDS

Site Planning

- The area across from the Village Commercial parcel shall be strongly tied to the uses and character within the Village Commercial area. This corner requires special features in the form of vertical elements and façade treatment. Buildings and landscape at this location shall mark the terminus of the Village Commercial and main street district.
- Buildings shall be located along and address Golden Valley Parkway and the access streets.
- The entry to the project shall be framed by tenant buildings or uses.
- The site plan shall be well organized and easily navigable, with a clear and well organized circulation network and parking arrangement. Where possible, parking drives shall be directed towards the major use on site.
- Parking should be located between buildings, or to the east, away from Golden Valley Parkway frontage.
- Limit parking areas and vehicular access between Golden Valley Parkway and buildings.
- Locate all service areas and loading docks away from streets and major pedestrian areas, and screen them from view with walls and/or landscaping.

Building Massing

- Tower elements are encouraged to help define the relationship between the buildings and Golden Valley Parkway, the Village Commercial area, and circulation throughout the site. Tower elements are not allowed as signage for individual tenants.
- The larger mass and floor plates of anchor stores should be fronted and/or sided with smaller scale commercial spaces.
- To reduce the perceived scale and massing of larger buildings, walls shall be broken up by changes in plane and height, and with the use of articulation including recesses and shadow lines.
- Building facades shall be diverse and adequately glazed for visual access to interiors. Various elements including, but not limited to, 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 Village Commercial district.
- The architectural expression of the individual buildings shall be part of a unified design theme to the commercial center. "Corporate identity architecture" shall be sympathetic to this goal.
- Front facades shall provide a sense of variety and interest. This can be created by differing design styles, unique door and window treatments, the provision of near continuous glass store front displays, frequent entries, and articulation to make buildings or shops appear as individual and unique storefronts.
- Buildings located at street intersections shall have at least two front facades visibly exposed to the street. Taller building heights are encouraged at these locations so as to emphasize their gateway entry locations. Vertical architectural elements such as corner towers, and added embellishments such as plazas can also be utilized in attaining this emphasis.
- Freestanding buildings on individual parcels will be visible as four-sided architecture and should have a consistent level of articulation on all facades. Front entries on these freestanding buildings shall be located so that they face a public street. Where possible, secondary entries should be provided on side or rear facades for access to businesses and parking.
- Vary materials, apparent floor heights, and roof and parapet designs of the buildings.
- Entries shall be clearly identifiable. An emphasis shall be placed upon building articulation, the use of awnings, or other elements that will call attention to the building entrance.
- Exterior lighting fixtures attached to the building shall be compatible with the style, materials, colors and details of the building. Lighting used on the exterior of buildings and signs, and the light quality produced, shall be appropriate and

compatible. Shielding devices shall be utilized to prevent overflow of lights or signage if it impacts residential development.

- Provide awnings or similar structures of various sizes, shapes and colors for shade.

Materials and Colors

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

Mechanical Equipment and Utilities

- All mechanical equipment, including air conditioners, gas regulators, telephone/cable tv pedestals, etc. shall be located in visually unobtrusive locations, screened from view from surrounding areas and baffled for noise attenuation where necessary. Roof top equipment must be hidden in mechanical wells or screened by mechanical enclosures. Satellite dishes and solar panels shall be integrated as best as possible, but should be located in visually unobtrusive locations and screened from views from Golden Valley Parkway 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 trellis' that will blend with the architectural styles, materials, and colors of the adjacent buildings.
- Transformers and other above ground utility structures shall be located either in buildings, within or adjacent to the parking lot, where feasible, or behind buildings. The preferred option would be to located 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 intersections along Towne Centre Drive. Utilities should be consolidated at locations which are generally inconspicuous to pedestrian views and access.
- All utilities noted above will need to be coordinated with the street tree and street light locations along Towne Centre Drive. Street trees and light fixtures shall take precedence over other utility locations, as feasible. Tree and lighting plans shall be completed in conjunction with joint trench and utility placement plans to ensure the best spacing and location for street trees and lights.

Access and Parking

- 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 clearly and conveniently with landscaping, circulation design, and building siting.
- Project interior sidewalks shall be at least 8 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
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 or 10 feet
Maximum Building Height [1]	55 feet for general commercial uses 75 feet for office uses
Lot Coverage [2]	60%
Maximum FAR	0.60

[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 into public areas:

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

The following encroachments may project 5 feet into public areas:

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

The following encroachments may project up to 6 feet into public areas:

- 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 LAND USES

* Refer to Title 17 – Zoning, Chapter 17.57 Mossdale Landing Zoning Districts (Article 1, Sections 17.57.100 through 17.57.105) of the Lathrop Municipal Code for a listing of Permitted and Conditional Uses for properties with a "CS-MV, Service Commercial-MV" zoning designation.

VILLAGE COMMERCIAL-MV STANDARDS

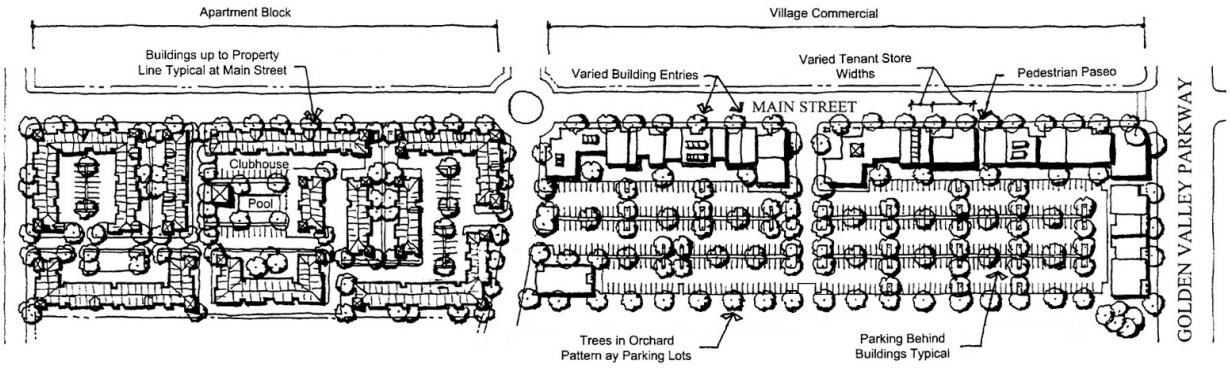
The Village Commercial-MV uses will be located along Towne Centre Drive in Mossdale Village. This district is intended as a mixed use, pedestrian-oriented development typical of traditional main streets across America. The character of main streets appeal to people because they are "comfortable" and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

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

It is possible to quantify many of the elements which create a Main Street's visual and physical character. The following guidelines will help to recreate the ambiance and appearance of a traditional Main Street. While the success of this area depends on many other considerations beyond its physical appearance, the implementation of these guidelines can provide an initial step. The goal of Mossdale Landing's village commercial area is to create the vitality and charm associated with these main streets. While this area will be a lively center for Mossdale Village, it should also be attractive to others in the City of Lathrop and beyond.

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

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



GENERAL DEVELOPMENT STANDARDS

Site Planning

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

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

Massing

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

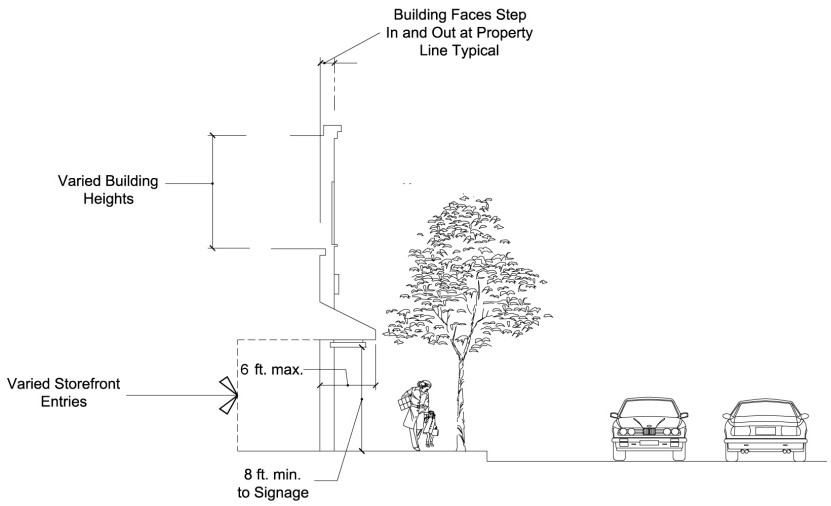
- Buildings located at the intersection of Golden Valley Parkway and Towne Centre Drive, and at the roundabout, shall be "gateway" buildings. These structures shall emphasize the importance of these locations with attention to scale, massing , detail, and orientation of facades. This massing will emphasize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

Architecture

Facades

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

- A mix of architectural styles, materials and colors will be required to provide the impression of a traditional Main Street built over time. Contemporary architectural designs based upon traditional styles are permitted. "Corporate identity architecture" shall be sympathetic to the desired image of Towne Centre Drive.
- Side and rear elevations that are visible from Golden Valley Parkway, Towne Centre Drive, and the north-south collectors shall be articulated to a similar level of detail and materials as the front facades.
- Secondary entries may be provided on side and rear elevations to provide direct service and clientele access to stores and offices.
- Front facades shall provide a sense of variety by differing design styles, unique door and window treatments that differ for individual shops, the provision of near continuous glass store front displays and frequent entries, and articulation to make buildings or shops appear as individual or unique storefronts.



- Long, monotonous and uninterrupted walls or roof planes shall be avoided. Techniques that can be utilized to prevent this includes incorporating wall offsets, recesses, changing the exterior expression of the second floor plate line, and varying the head and sill heights of windows, in addition to varying their shape and spacing.
- Subtle building offsets from the building setback line/property line ($\pm$6"- 18") may be provided at changes in the store front facade design, thus adding visual variety and interest to the building facade.
- The building style, material, roof and parapet design shall vary at least every two storefronts.
- Upper story windows should relate to the location of windows and doors on the ground level, including storefront or display windows. These shall be compatible with the style, materials, colors and details of the building.
- Street level storefronts shall provide at least 60% of the front and side (at corners) façade width as windows to permit views into the business. Exceptions may be allowed according to their use, such as movie theaters. Solid walls are prohibited.
- Upper floors shall blend appropriately with the street level façade. Residential and commercial uses shall be reflected in the massing and style of the building.
- Other elements that may occur and add interest on facades include balconies, awnings, canopies, and planter boxes provided that they are kept within the limitations of allowed encroachments as specified in the Village Commercial-MV Development Standards section of this document.
- In mixed use buildings where ground floor commercial/retail uses and entrances for upper level residential/office occur, entrances shall be highlighted by providing elements such as differences in facade treatment, use of distinct but compatible exterior materials, signs, awnings, and exterior lighting.

Corner Conditions

- Buildings located at street intersections shall have both street frontages treated as front facades. Taller building heights and towers are encouraged at corner locations to emphasize their special gateway locations.

- The provision of squares, courts, plazas, building recesses and/or colonnades at mid-block and corner locations can add variety and visual relief to the street.
- Buildings at corners may be recessed to provide public plaza spaces.

Freestanding Buildings

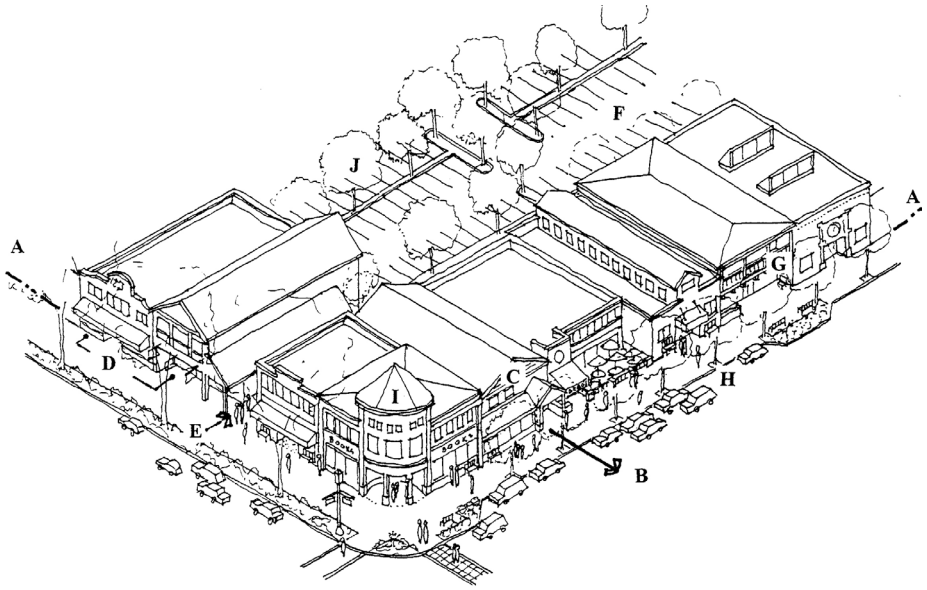
Freestanding buildings will be visible from all four sides, thereby requiring a consistent level of articulation, style, materials, and colors on all facades. Front entries on these freestanding buildings shall be located so that they face a public street. Secondary entries are permitted on side and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

Entries

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

Roofs and Roof Forms

- Provide roof line offsets in order to add architectural interest and variety to the massing of each building and to relieve the effect of a single long roof.
- Introduce various roof types and pitches to add variety and interest.
- Roof types shall be in keeping with the character of the architectural style.
- Parapet roofs, varied in height and design, are an appropriate solution to provide opportunities for architectural enhancement and transitional heights between buildings.
- Architectural elements such as dormers, chimneys, cupolas, clock towers and other elements which add visual interest to roofs are encouraged.
- Place roof vents in unobtrusive locations away from public view, unless they are part of the building's architectural style.



VILLAGE COMMERCIAL DIAGRAM

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

Architectural Detailing

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

- Architectural detailing and elements shall be integrated into the building façade to prevent differences of expression in finish, color, and having a "tacked on" appearance.
- The use of awnings in various colors, shapes, materials, and detailing are encouraged if they compliment a building's architectural style, materials, colors and details. Awnings are required to be designed as an integral part of the facade so they do not unnecessarily conceal architectural features, such as cornices and columns, nor detract from the facade.
- Exterior lighting fixtures attached to the building shall be compatible with the style, materials, colors and details of the building. Lighting used on the exterior of buildings and signs, and the light quality produced, shall be appropriate and compatible. Shielding devices shall be utilized to prevent overflow of lights or signage if it impacts residential development.
- Outdoor dining areas including, but not limited to moveable tables, chairs, umbrellas, heaters, and thematic elements, including planters, may encroach into the

sidewalk area. If separation from pedestrian traffic is desired, a maximum 42" high, moveable, self-supporting divider, such as a fence or planter boxes shall be used. The material, design and color of this divider shall be compatible with the subject building's architecture.

- Exterior lighting fixtures attached to the building shall be compatible with the style, materials, colors and details of the building. Lighting used on the exterior of buildings and signs, and the light quality produced, shall be appropriate and compatible with the Village Commercial district.

Materials and Colors

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

Mechanical Equipment and Utilities

- All mechanical equipment, including air conditioners, gas regulators, and telephone/cable tv pedestals, shall be located in visually unobtrusive locations to the side or rear of buildings away from adjacent streets or pedestrian walkways. All such items shall be screened from view and baffled for noise attenuation where necessary. Roof top equipment must be hidden in mechanical wells or screened by mechanical enclosures. Satellite dishes and solar panels shall be integrated as best as possible, but shall be located in visually unobtrusive locations and screened from views from Golden Valley Parkway, Towne Centre Drive, north-south collectors, and residential areas.
- Trash enclosures shall be located either in buildings, within or adjacent to the parking lot, or behind buildings. These facilities shall not be placed near pedestrian traffic and gathering areas. They shall be enclosed with structures such as walls, fences, and trellis' that will blend with adjacent architectural styles, materials, and colors.
- Transformers and other above ground utility structures shall be located either in buildings, within or adjacent to the parking lot, or behind buildings. The preferred option would be to located transformers within self-contained utility rooms, within a building, or at the periphery of parking lots. A second option would be to locate

them within landscape islands within parking lots. They shall be screened with plantings and or structures such as walls, fences, and trellis' that will architecturally blend with the adjacent buildings.

- Where possible, traffic signal light bases, light controller boxes, and other above ground utilities shall be located at the periphery of all intersections and plazas along Towne Centre Drive within the Village Commercial district. Utilities should be consolidated at locations which are generally inconspicuous to pedestrian views and access.
- All utilities noted above will need to be coordinated with the street tree and street light locations along Towne Centre Drive. Street trees and light fixtures shall take precedence over other utility locations, as feasible. Tree and lighting plans shall be completed in conjunction with joint trench and utility placement plans to ensure the best spacing and location for street trees and lights.

Access and Parking

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

- Paseo connections to parking and residential areas are also required along the length of Towne Centre Drive.
- Provide pedestrian connections from parking lots to Towne Centre Drive businesses and activities. Pedestrian connections through the parking lots to the commercial areas and public streets shall be integrated with the buildings, landscaping and circulation.
- Diagonal parking arrangements are acceptable in the parking lots and are prescribed along Towne Centre Drive.
- Parking lots shall be planted with one tree per six parking stalls. Trees shall be large canopy trees to provide shade and minimize the size and impact of the parking lot. In addition to these trees, the perimeter of the parking lot, and especially where these parcels abut residential areas, screen trees and understory planting shall be provided.
- Parking lots shall incorporate a continuous hedge, wall with landscaping, or other acceptable screening alternatives along street frontages.
- Parking lot light standard style(s) shall complement the adjacent architecture and be consistent throughout the Village Commercial district. The selected standard shall be reviewed by the design review committee.
- Light fixtures shall incorporate shielding devices to prevent light from impacting surrounding residential areas. Parking lot lighting shall be of a style and color complementary to the architecture.
- Parking lot light standards shall be no higher than necessary to provide adequate illumination for safety purposes.

VILLAGE COMMERCIAL-MV HIGH DENSITY RESIDENTIAL

The following standards apply only to the architecture for high density residential uses constructed as a single use within the Village Commercial Mixed Use area. The theme, design styles, materials, details, and colors shall reflect those of the adjacent Village Commercial and of the overall Mossdale Landing project.

GENERAL DEVELOPMENT STANDARDS

Site Planning

- Dwelling units, entries, and pedestrian access shall be oriented toward and/or front Main Street.
- Buildings along public streets shall be pulled to the property line/build to line except at pedestrian circulation breezeways, and at other locations such as plazas and building entries.
- The site plan shall be well organized and easily navigable, with a clear and well organized circulation network and parking arrangement.
- Parking lots shall not front along the Main Street. A minimum of five feet shall be provided between the parking lot and back of sidewalk along public streets.
- Diagonal parking spaces shall be provided along Main Street and shall count towards the project's guest parking requirement. Parking access drives and entry roads are acceptable, and one row of parking may be placed along them.
- Locate all service and maintenance areas away from public streets and pedestrian areas and screen them from view with walls and/or landscaping.
- A minimum ten foot landscape buffer shall be provided between residential and adjacent uses.
- The incorporation of a private recreation facility within the complex shall be required. However, the specific elements that are provided shall be determined by the individual builder or developer. Potential amenities within the recreation area may include, but are not be limited to, a swimming pool, spa, tennis court, and/or picnic/barbecue area. Design of the facility shall be compatible with the architectural style of the complex.

Massing

- Facades shall be articulated to reduce the scale and mass of the buildings and to differentiate between building functions and units. Elevations may be stepped both horizontally and vertically. Walls may be broken up by changes in planes and heights, and with the use of articulation including recesses and shadow lines. Desired changes in material should occur at such a step. This is applicable to the front and rear elevations as well as the street facing side elevations of corner lot units.
- Large, blank expanses of wall are to be avoided. Unique window treatments including shutters and awnings provide articulation of wall surfaces while

contributing to the character of the project. Other elements that help to minimize this condition include false, shuttered windows, decorative louvered vents, wall offsets, and horizontal banding.

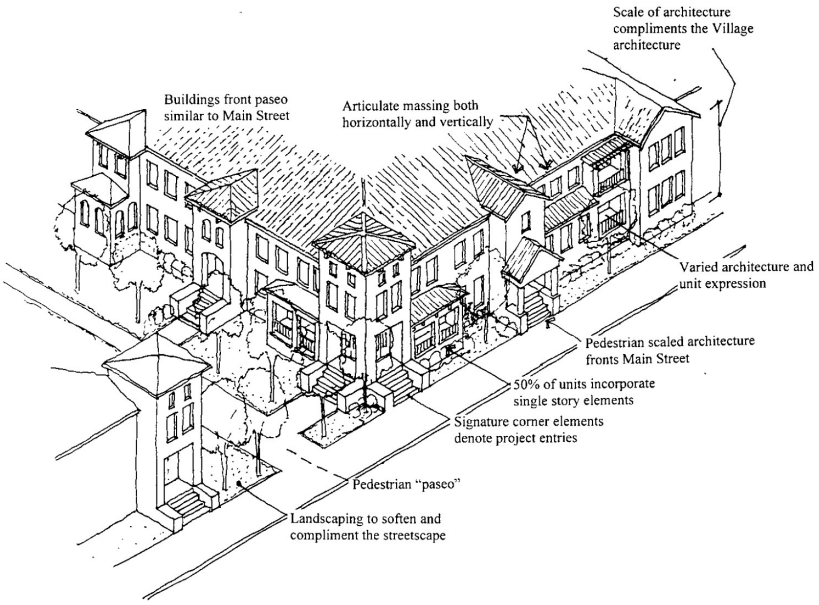
- At least 50% of the units must have significant single story elements on the front and street facing elevations. Porches may be part of this strategy.

Architecture

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

Roofs and Roof Forms

- Other elements that may occur and add interest on facades include balconies, awnings, canopies, and planter boxes provided they are kept within the boundaries of allowable encroachments as specified later in this section.
- The use of different roof types will add variety and interest to the street scene. Roof types shall be consistent with whichever architectural style is chosen.
- Roof forms having dual pitches such as Gambrel or Mansard should not be used. Flat roofs are not permitted.
- Substantial overhangs are encouraged as a response to solar and climatic conditions. The inclusion of covered porches and entries also expand sheltered living spaces, create entry statements, and provide elevation relief.
- Steps in the roof should respond to the interior room arrangement and provide visual relief and interest. A vertical step within the ridgeline shall be at least 18" to create visual impact and allow for adequate weatherproofing
- Architectural elements such as dormers, chimneys, cupolas, clock towers and other elements which add visual interest to roofs are encouraged.
- Place non-mechanical roof vents in unobtrusive locations away from public view, unless they are part of the building's architectural style.



APARTMENT BLOCK DIAGRAM

Entries

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

Windows and Doors

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

- Window grids shall be used on all street facing elevations with the grid proportion appropriate to the architectural style.
- On all elevations, openings shall be articulated with the appropriate head, sill and jamb trim, where appropriate.
- Shutters, if incorporated, shall be traditional in design, and be sized to be appropriate to the style.

Other Primary Building Elements

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

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

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

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

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

Materials and Colors

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

Mechanical Equipment and Utilities

- Service entries and loading docks, where provided, shall take place at the rear of buildings and be screened from views from public streets and major pedestrian areas. Exterior lighting fixtures attached to the building shall be compatible with the style, materials, colors and details of the building. Lighting used on the exterior of buildings and signs, and the light quality produced, shall be appropriate and compatible.
- All mechanical equipment, including air conditioners, gas regulators, and telephone/cable tv pedestals, shall be located in visually unobtrusive locations to the side or rear of buildings away from adjacent streets or pedestrian walkways. All such

items shall be screened from view and baffled for noise attenuation where necessary. Roof top equipment must be hidden in mechanical wells or screened by mechanical enclosures. Satellite dishes and solar panels shall be integrated as best as possible, but shall be located in visually unobtrusive locations and screened from views from Golden Valley Parkway, Towne Centre Drive, north-south collectors, and residential areas.

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

Access and Parking

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

- Locate garages and parking areas interior to the site off of interior vehicular access roads or driveways.
- Where possible, turn the short side of parking courts toward the street to avoid lengthy parking areas abutting the street.
- Distribute parking throughout the site to provide parking as close as possible to individual units.
- Diagonal parking arrangements are acceptable in the parking lots and is prescribed along Towne Centre Drive.
- Provide pedestrian connections from parking lots to dwelling units. Pedestrian connections shall be integrated with the buildings, landscaping and circulation.

- Parking lots shall be planted with one tree per six parking stalls. Trees shall be large canopy trees to provide shade and minimize the scale and impact of the parking lot. In addition to these trees, the perimeter of the parking lot, and especially where the parking abuts residential units shall be screened with trees and understory planting.
- Parking lots shall incorporate a continuous hedge, wall with landscaping, or other acceptable screening options along street frontages.
- Parking lot light standards shall complement the adjacent architecture style and the community theme and be consistent throughout the project.
- Parking lot light fixtures shall use shielding devices to prevent light from impacting surrounding residential units. Light standards shall be no higher than necessary to provide adequate illumination for safety purposes.

Tuck Under

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

Tuck Under Carports

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

Detached or Remote Garages and Carports

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

Signs

No permanent outdoor advertising structure or sign of any character shall be permitted.

MIXED-USE VILLAGE COMMERCIAL-MV DEVELOPMENT STANDARDS

Minimum Parcel Area:	NA
Minimum Width of Parcel:	NA
Minimum Depth of Parcel:	NA
Minimum Distance between Buildings:	0 feet or 15 feet between buildings for pedestrian access. This is encouraged at mid-block areas.
Minimum Setback Requirements:	
From Towne Centre Drive and cross street rights of way of Towne Centre Drive	0 feet for Commercial uses and upper floor Residential uses over Commercial. 5 feet for buildings with ground floor Residential uses.
From Golden Valley right of way Parkway	10 feet
Minimum Building Height:	15 feet front façade. A minimum of 30% of the facades fronting Towne Centre Drive must be greater than 20 feet in height.
Maximum Building Height:	60 feet – 4 story maximum
Tower Elements:	Height – 70 feet Square footage integrated with building designs. Total number of tower elements and substantial height difference between commercial and tower are subject to design review.
Off-street Parking [1]:	Office and non-anchor retail uses: 1 space/400 square feet of useable space. Anchor retail uses: 1 space/300 square feet of useable space. Restaurant uses: 5 spaces/1,000 square feet of useable space. Motel/Hotel uses: 1 space/room, 1 space/400 square feet of office or retail, 1 space/200 square feet of eating/dining establishment, and 1 space/employee at the maximum working shift. Residential uses [2]: 1 space/studio or single bedroom, 2 spaces/two+ bedrooms. 1/2 stall per unit for guest parking includes on-street parking of Towne Centre Drive.
Residential Standards [3]: *Setback from Open parking:* *Private Open Space (optional)*	 10 Feet 50 square feet balcony/deck Minimum 5 feet depth
Maximum Commercial FAR: *Maximum Residential FAR:*	0.60 2.00
Village Commercial-MV High Density Residential 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] On-street parking can be counted towards a project's parking requirement.
[2] These requirements may be modified for senior housing where it can be demonstrated that fewer spaces are sufficient. Residential parking shall be identified by signage or stripping.
[3] Ground floor residential use is prohibited in the eastern block of the Village Commercial district with the exception of upper story access. Where upper story residential use occurs in Mixed use buildings, ground floor uses/architecture remain subject to Village Commercial Mixed Use Development Standards, located earlier in this section.

Encroachments

The following encroachments may project up to 2 feet into public areas:

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

The following encroachments may project 5 feet into public areas:

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

The following encroachments may project up to 6 feet into public areas:

- 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 PERMITTED USES

* Refer to Title 17 – Zoning, Chapter 17.57 Mossdale Landing Zoning Districts (Article 1, Sections 17.57.110 through 17.57.115) of the Lathrop Municipal Code for a listing of Permitted and Conditional Uses for properties with a "CV-MV, Village Commercial-MV" zoning designation.

MEDIUM DENSITY RESIDENTIAL-MV STANDARDS

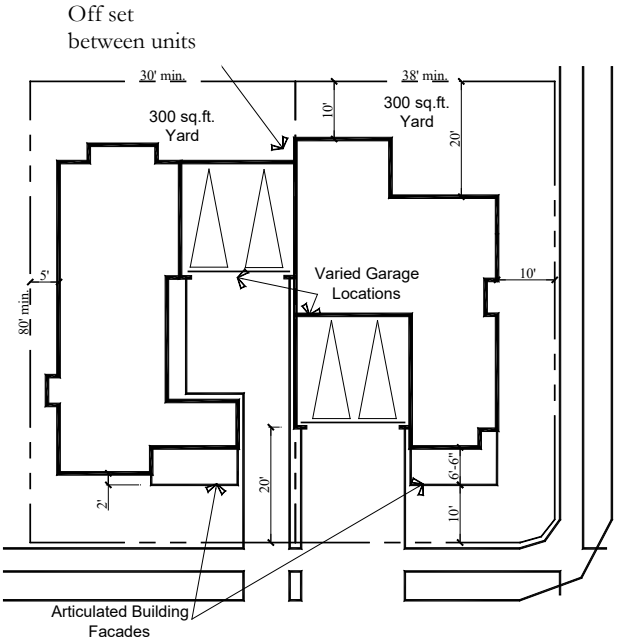
This medium density residential designation permits both attached and detached housing units. Attached housing may consist of duets, townhomes or rowhouses, condominiums, and apartments. Detached housing may consist of zero lot line, zipper lots, or courtyard housing.

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.

PRODUCT TYPES

Duets

Duets are two attached housing units. They can be used as an affordable medium density product that shall be designed to appear as one home, not two rowhouses. With the appropriate massing and floor plan design, these units can achieve privacy and individuality for each unit. Creative land planning and architectural design that incorporates shared driveways, side entry and alternate front, rear, and side entry garages are encouraged. The minimum lot size for duets is 3,000 square feet per unit, or 6,000 square feet per the pair of units (duet).



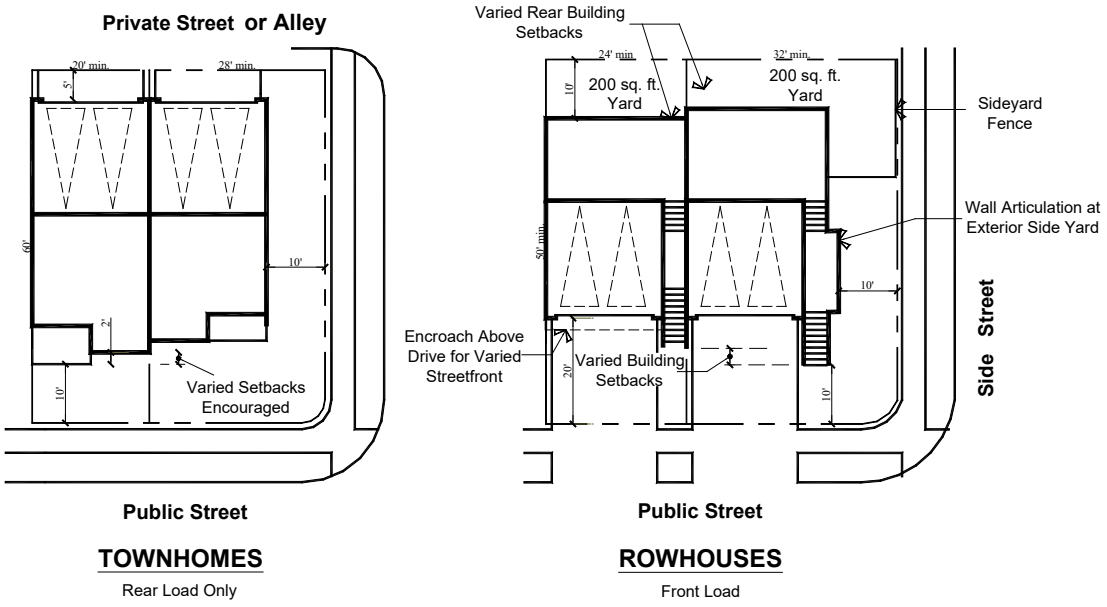
DUETS

Min. 3,000 sq. ft./ unit or
6,000 sq. ft./ 2 units

Townhomes / Rowhouses

Townhomes and row houses are groupings of three or more housing units. They provide a medium density, affordable product while maintaining ample open space that can be either common or private.

The individuality of each unit in a building does not have to be expressed through different architectural styles, although that approach is acceptable. Also acceptable is the "larger building" approach that expresses individual units through the articulation of different architectural elements, even though the building may be of one particular style. However, a single repetitive elevation is prohibited. For the design of corner and end units creative architectural massing and unit design solutions are required. The minimum lot size for townhomes and rowhouses is 1,200 square feet per unit.



Condominiums / Apartments

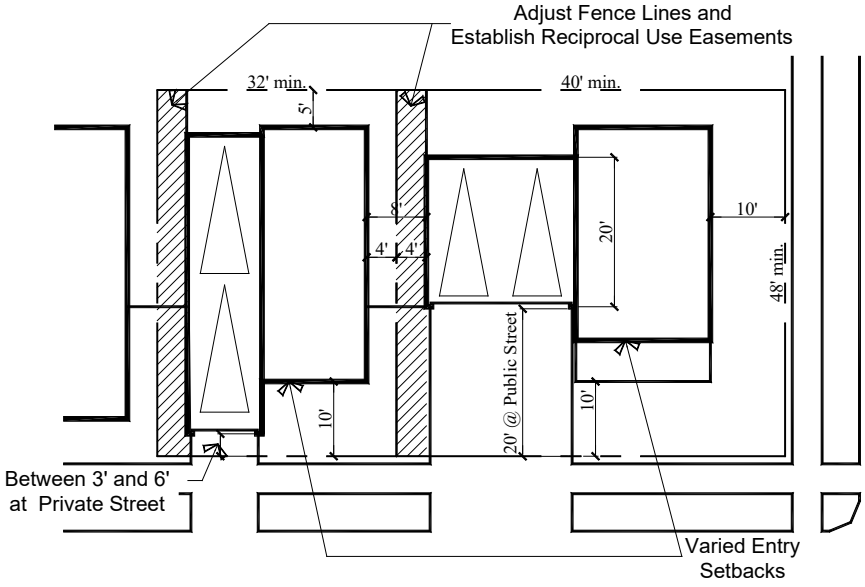
These housing types provide an alternative to home ownership. These multi-unit building complexes offer unique opportunities to design a "lifestyle" living arrangement that achieve higher densities while maintaining ample landscaped grounds and other amenities such as pools, clubhouses, and gyms that are not always part of other attached for-sale communities.

These complexes are typically developed as larger buildings designed to be part of a "community theme". As such, a single building elevation that is repeated on the site is acceptable. Even with one building elevation, variation in building massing, plate heights and the articulation of decks, windows and entries along with special design consideration to corner units shall be incorporated. Color and landscaping play an important role in the overall impact of the building and shall be given special design consideration to compliment the architecture. The minimum lot size for condominiums and apartments is 1,200.

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 following development standards cover the small lot products commonly referred to as the following: Zipper Lots in 2, 3, 4, or 5 units, Courtyard homes, Hollywood Courtyard homes, Carriage homes, Zero-lot line, and homes on lanes.

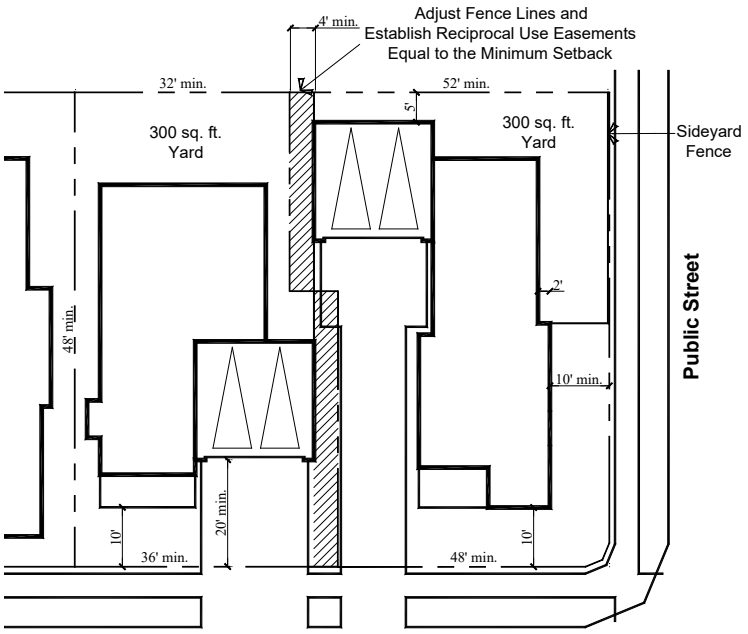
The success of these higher density neighborhoods relies on the careful integration of the land plan with the architectural design of the homes, the hardscape, and the landscaping. Issues dealing with privacy, livability and function – such as where the utilities and garbage cans are located – need to be incorporated into the design. Due to the density of these projects, distinct architectural elevations that successfully incorporate detail and color changes provide for the most successful streetscapes. Because of the small lots, garages are required to be recessed behind the porch or living space. The minimum lot size for small lot single family products, including zero lot lines, zipper lots, hollywood courtyards, and courtyards is 2,200 square feet per unit.



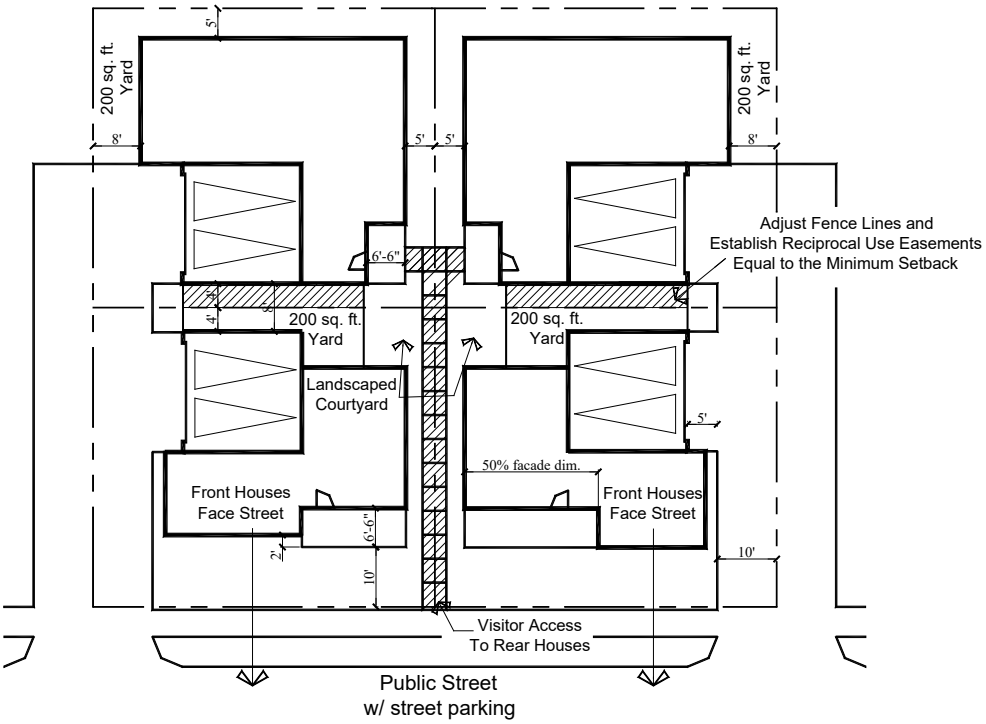
ZERO LOT LINE

2,200 sq. ft. lots

Zipper lot and zero lot line products utilize a reciprocal use easement for greater land use efficiency. The easement allows neighboring properties to obtain outdoor space up to the adjacent building, without the requirement for fire rated walls. This is the product currently plotted on the Tentative Map.

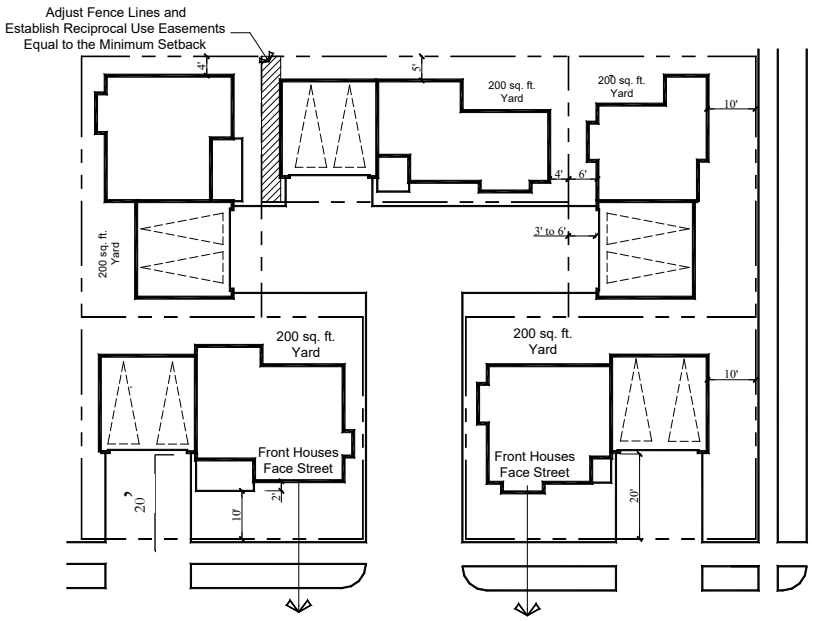


ZIPPER LOT DIAGRAM



HOLLYWOOD COURTYARD

Small Lot Single Family



COURTYARD

Small Lot Single Family

Courtyard and Hollywood Courtyard products can also utilize reciprocal use easements for more efficient land use. These types of housing alter the typical grid street pattern and establish private drives off the public streets. All these house types can achieve a density of approximately 10 units per acre.

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.

- 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.
- For duets, there shall be a minimum 3'-0" offset between units at both the front and the rear.
- Units backing or siding onto River Islands Parkway and Golden Valley Parkway 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 4 feet between living area or porch elevation and garage elevation, unless the garage is flush with the living area.
- Roll-up garage doors shall be utilized.
- Garage location options include: tandem, detached, shallow and mid-recessed, deep recessed located toward the rear of the lot, and swing-ins, if feasible. No one garage location option may exceed more than 40% of a neighborhood's unit design.
- Hollywood driveways (driveways that permit turf or other low groundcovers to be planted within the center of the driveway) are strongly encouraged on long driveways.

Corner Lot

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

The alternative of providing a side street garage entry provides many benefits to a community. This arrangement permits the front façade to not have a garage, allowing the front façade to be more interesting, in addition to increasing the landscape area of the front yard as there is no driveway. The lack of garages facing upon the front is typical of traditional neighborhood design and enhances the pedestrian experience of a street. The relocation of the garage also permits greater flexibility and innovation in house plan design.

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

Porches

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

- Porches and decks shall be designed to reflect the appropriate scale and detail for the architectural style.
- Porches must be a minimum of 50% of the 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 Coheres, 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.

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. It is recognized that lots within each specific neighborhood/housing type may exceed the minimum square foot lot size area, however, these oversized lots are still subject to the development standards required for tha specific neighborhood/housing type, as depicted on the Site Illustrative figure, page 7, be it Duet, Rowhouse/Townhouse/Apartment/Condominiums, or Small Lot Single Family.

Housing Type	**Duets**	**Rowhouses/Townhouses/Apartments/Condominiums**	**Small Lot Single Family**
Minimum Lot Area:	3,000 square feet/unit or 6,000 sq. ft. for 2 units.	1,200 sq. ft.	2,200 square feet
Minimum Frontage of Lot:	30 feet	20 feet	30 feet
Minimum Width of Lot:	30 feet/unit 40 feet at corner lot	20 feet 30 feet at corner lot	32 feet 42 feet at corner lot
Minimum Depth of Lot]:	80 feet typical, 70' minimum	50 feet typical, 40' minimum	48 feet typical, 38' minimum
Maximum Building Coverage:	50 %	70%, 50% for apartments (carports excluded)	60%
Minimum Front Yard Setback: *(from front property line)*	10 feet to porch. 10 feet to living area under 15 feet in height for a maximum of 50% of the homes. Remainder to be at 15 feet minimum. 15 feet to living areas over 15 feet in height. 20 feet to front-on garage (face of garage door).	10 feet to porch. 10 feet to living area under 15 feet in height for a maximum of 50% of the homes. Remainder to be at 15 feet minimum. 15 feet to living area over 15 feet high 20 feet to front-on garage from public street (face of garage door). Either between 3-6 feet or 20 feet. and greater to front-on garage (face of garage door) from private street.	10 feet to porch. 10 feet to living area under 15 feet in height for a maximum of 50% of the homes. Remainder to be at 15 feet minimum. 15 feet to living areas over 15 feet in height. 20 feet to front-on garage (face of garage door) from public street. Either between 3-6 feet or 20 feet and greater to front-on garage (face of garage door) from private street.
Minimum Rear Yard Setbacks: *(from rear property line)*	15 feet, or 10 feet for structures under 15' in height. 0 feet for detached garages	<u>Rowhouses and Townhouses Only</u> 5 feet. 0 feet for detached garages	5 feet to area under 15 feet in height 10 feet to living area over 15 feet in height 0 feet for detached garages
Minimum Side Yard Setbacks: *(from side property line)*	Attached side yard 0 feet. Aggregate setback for two units: 10 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	Detached side yard 5 feet Attached side yard 0 feet. Aggregate setback 10 feet. 10 feet for corner lots on the street side Alternative [1]: 8 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 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
Minimum Useable Private Open Space/Balconies: May occur in either rear or side yard area.	300 sq. ft., with Min. Dimension of 10 feet.	<u>Apartments:</u> 150 square feet for ground floor units 50 square feet deck for upper floor units – min. dim. 6 feet <u>Townhome/Rowhouse</u>: 200 square feet – min. dimension 10 ft.	300 sq. ft. for lots 3000 sq. ft. or greater with a 10 foot minimum dimension; or 200 sq. ft. for lots 2999 sq. ft. or less with an 8 foot minimum dimension.
Distance between Structures:	6 feet	6 feet	6 feet.
Maximum Building Height:	32 feet	35 feet or 40 feet for three story apartments/condominiums over parking	32 feet
Off-street Parking	2 spaces in garage.	Studio or one bedroom apt/condo – 1 uncovered space Two or more bedroom apt/condo - 1 covered space, 1 uncovered space Townhouses and Rowhouses - 2 covered spaces.	2 space minimum in garage.
On-street Parking	1 space per unit	1 space per unit. Required space may be either on or off-street provided it is in addition to the required off-street parking spaces.	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/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 feet 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 PERMITTED USES

* Refer to Title 17 – Zoning, Chapter 17.57 Mossdale Landing Zoning Districts (Article 1, Sections 17.57.130 through 17.57.135) of the Lathrop Municipal Code for a listing of Permitted and Conditional Uses for properties with a "RM-MV, Medium Density Residential-MV" zoning designation.

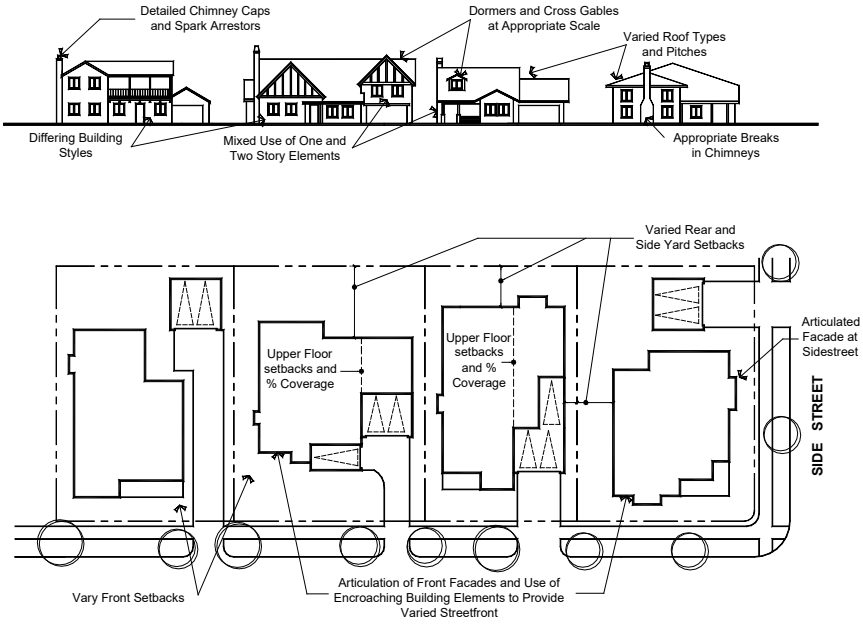
LOW DENSITY RESIDENTIAL-MV STANDARDS

The following standards apply to Mossdale Landing's single family development platted in neighborhood planning areas of three different lot sizes of 5,000 square feet, 6,000 square feet, and 7,000 square feet. It is recognized that lots within a designated neighborhood planning area may exceed the minimum square footage area of that neighborhood, however, these lots area still subject to that neighborhood's development standards. For example, a neighborhood with a minimum lot size requirement of 5,000 square feet has a 7,000 square foot lot within it; both lots, regardless of actual individual square footage, will be governed by the development standards of that neighborhood's overall designation of 5,000 square feet. As low density housing, these lots account for the majority of Mossdale Landing's residential product type. Written development standards common to all neighborhood planning areas and their respective minimum lot sizes are located in the first part of this section, while the table of standards and plan requirements particular to each specific neighborhood planning area and its respective minimum lot size its located at the rear.

GENERAL DEVELOPMENT STANDARDS

Siting Criteria

It is important to create a streetscene that provides visual quality and variety. This can be achieved by siting buildings with varying setbacks, providing a differentiation in garage locations relative to the street, reversing plans so that garages and entries are adjacent to each other, and providing relief with porches or other single story elements along the street.



SITING AND MASSING DIAGRAM

Single Family

Massing and Detail

The buildings shall be articulated so that the massing of the perceived streetscene of a neighborhood has variety and visual interest. This is applicable to the front and street facing side elevation of corner lots, as well as easily visible rear elevations such as those that back onto streets. Unless it is not appropriate to the architectural style, this can be accomplished by providing a variety of both single and double story elements. Solutions to achieve these goals include:

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

Corner Lot Conditions

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

Roofs

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

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

Garages and Driveways

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

- The design treatment shall strive to reduce the overall visual mass of the garage.

- Architectural forms should de-emphasize the garage by highlighting other elements of the house.
- There must be a minimum difference of 4 feet between living area or porch elevation and garage elevation, unless the garage is flush with the living area. Exceptions may be granted by the Community Development Director in instances where garage spaces are separated, as in a unit incorporating both a swing-in garage and front-on garage.
- Utilize a variety of garage plans. These include: tandem, detached, shallow and mid-recessed, deep recessed located toward the rear of the lot, and swing-ins.
- Garage location options include: swing-in garage, front-on garage set behind living area or porch, living area or porch set behind front-on garage, or garage flush with porch/living area. No one garage location option may exceed more than 40% of a neighborhood's unit design.
- Front facing three car garages are discouraged. If this option occurs, at least one garage door must be set back a minimum of 3' from the other two garage doors.
- Driveways shall be varied in width as appropriate to the plan.
- Roll-up garage doors shall be utilized.
- Driveways should alternate along the street as much as possible.
- Hollywood driveways (driveways that permit turf or other low groundcovers to be planted within the center of the driveway) are strongly encouraged on long driveways.

Corner Lot

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

The alternative of providing a side street garage entry provides many benefits to a community. This arrangement permits the front façade to not have a garage, allowing the front façade to be more interesting in addition to increasing the landscape area of the front yard as there is no driveway. The lack of garages facing upon the front is typical of traditional neighborhood design and enhances the pedestrian experience of a street. The relocation of the garage also permits greater flexibility and innovation in house plan design.

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

Porches and Decks

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

- A minimum of one third of the homes must have porches.
- Porches and decks shall be designed to reflect the appropriate scale and detail for the architectural style.
- Porches must be a minimum of 50% of the façade.
- Porches are to be a minimum of 5 feet deep.

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

Porte Cocheres

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

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

Windows and Doors

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

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

River Edge View Lots

Third story elements may be included in a house design on river edge view lots, and as illustrated on the following River Edge Height Limit Plan. The intent is to take advantage of river, levee, valley, and mountain views from residences along the river's edge. These features may be distinct elements separate from the main roof, as opposed to attic space. They shall be integrated into the character of the house. Refer to the Single Family Residential-MV Development Standards for permitable area, height, and setbacks.

Other Primary Building Elements

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

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

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

Materials and Colors

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

Mechanical Equipment

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

Accessory Structures

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

Signs

No permanent outdoor advertising structure or sign of any character shall be permitted.

LOW DENSITY RESIDENTIAL-MV DEVELOPMENT STANDARDS

Note: All setbacks are from property lines. The following standards apply to single family homes platted in neighborhood planning areas of three different lot sizes of minimum 5,000 square feet, 6,000 square feet, and 7,000 square feet, and as depicted on the Site Illustrative figure, page 7. It is recognized that lots within a designated neighborhood planning area may exceed the minimum square footage area of that neighborhood, however, these lots are still subject to that neighborhood's development standards. For example, a neighborhood with a minimum lot size requirement of 5,000 square feet has a 7,000 square foot lot within it. Both sizes of lots, regardless of actual individual square footage, will be governed by the development standards of that neighborhood's overall designation of 5,000 square feet.

Minimum Neighborhood Planning Area Lot Area:	**5,000 sq. ft. and greater Neighborhoods**	**6,000 sq. ft. and greater Neighborhoods**	**7,000 sq. ft. and greater Neighborhoods**
Minimum Lot Frontage :	35 feet	45 feet	55 feet
Minimum Lot Width:	40 feet for an interior 50 feet for a corner lot	50 feet for an interior lot 60 feet for a corner lot	60 feet for an interior lot 70 feet for a corner lot
Minimum Lot Depth :	100 feet typical, 90' minimum	100 feet typical, 90' minimum	100 feet typical, 90' minimum
Maximum Lot Coverage:	50%	55%	55%
Maximum Second Floor:	85% of the first story	85% of the first story	85% of the first story
Attic Level: *(Must be within Roof Form)*	Not allowed	25% of the homes may contain an attic space, which will be a maximum of 500 square feet.	25% of the homes may contain an attic space, which will be a maximum of 500 square feet.
Three Story Elements- See following map for applicable lots.	Not allowed	300 square feet maximum floor area. 38 feet maximum height limit. 28 feet maximum floor height. Following front, rear, and side setbacks apply.	300 square feet maximum floor area. 38 feet maximum height limit. 28 feet maximum floor height. Following front, rear, and side setbacks apply.
Minimum Front Yard Setbacks: *(from front property line)*	10 feet to porch. 10 feet to living area under 15 feet in height for a maximum of 50% of the homes. Remainder to be at 15 feet minimum. 15 feet to living areas over 15 feet in height 20 feet to front-on garage (face of garage door). 10 feet to swing-in garage (Swing-in garages prohibited on lots less than 55' wide).	10 feet to porch 10 feet to living area under 15 feet in height for a maximum of 50% of the homes. Remainder to be at 15 feet minimum. 15 feet to living areas over 15 feet in height 20 feet to front-on garage (face of garage door). 10 feet to swing-in garage.	10 feet to porch 10 feet to living area under 15 feet in height for a maximum of 50% of the homes. Remainder to be at 15 feet minimum. 15 feet to living areas over 15 feet in height 20 feet to front-on garage (face of garage door). 10 feet to swing-in garage.
Minimum Rear Yard Setbacks: *(from rear property line)*	Single story- 15 foot min. Two story and higher – 20 foot min. required for at least 50% of the rear elevation with 15 foot min. for remainder of the rear elevation. 0 feet for detached garages.	Single story- 15 foot min. Two story and higher- 20 foot min. required for at least 50% of the rear elevation with 15 foot min. for remainder of rear elevation. 0 feet for detached garages or 3 feet if habitable space above garage	Single story- 15 foot min. Two story and higher- 20 foot min. required for at least 50% of the rear elevation with 15 foot min. for remainder of rear elevation. 0 feet for detached garages or 3 feet if habitable space above garage
Minimum Side Yard Setbacks: *(from side property line)*	5 feet. For corner lots at the street side yard.-_10 feet 20 feet to front-on garage (face of garage door) 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	5 feet For corner lots at the street side yard.-_10 feet 20 feet to front-on garage (face of garage door) 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	5 feet -aggregate of 15 feet. For corner lots at the street side yard.- 10 feet 20 feet to front-on garage (face of garage door) Alternative [1]: 10 feet to garage (face of garage door)
Minimum Distance Between Structures:	10 feet between units on adjacent lots, 6 feet between garage and separated unit on same lot.	10 feet between units on adjacent lots, 6 feet between garage and separated unit on same lot.	12 feet between units on adjacent lots. 10 feet between detached garages on adjacent lots. 6 feet between garage and separated unit on same lot..

Maximum Building Height:	35 feet, or 2 stories.	35 feet, or 2.5 stories.	35 feet, or 2.5 stories.
Maximum Height of Accessory Structures or Detached Garages:	15 feet.	15 feet. 22 feet for garages with bonus/attic space. Bonus/attic space must fit under garage roof profile	15 feet. 22 feet for garages with bonus/attic space. Bonus/attic space must fit under garage roof profile
Off-street Parking	2 spaces in garage.	2 spaces in garage.	2 spaces in garage.
On-street Parking	1 space per unit.	1 space per unit	1 space per unit.

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

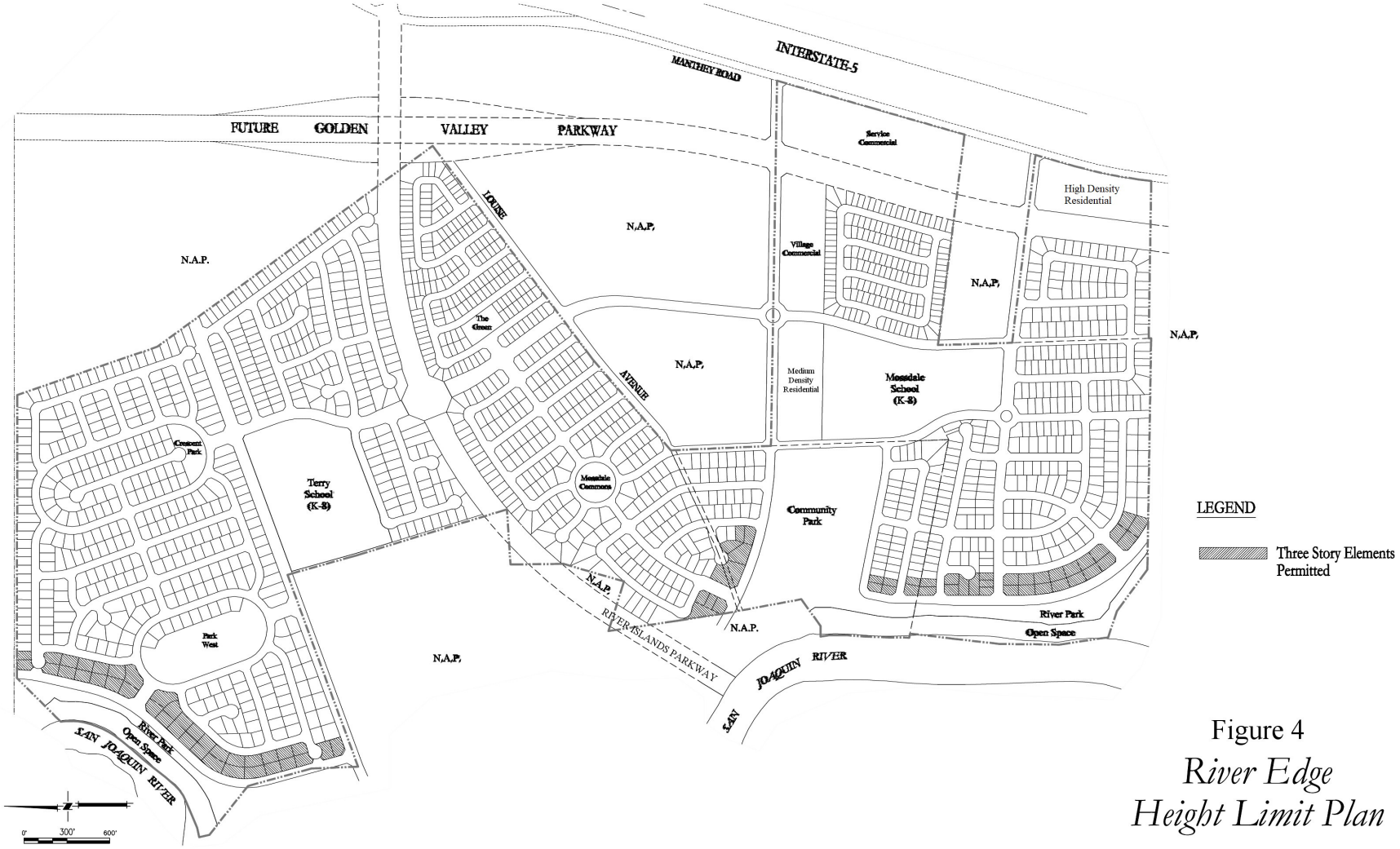


Figure 4
River Edge
Height Limit Plan

Figure 4: River Edge Height Limit Plan

Encroachments

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

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

PERMITTED AND CONDITIONAL PERMITTED USES

* Refer to Title 17 – Zoning, Chapter 17.57 Mossdale Landing Zoning Districts (Article 1, Sections 17.57.120 through 17.57.125) of the Lathrop Municipal Code for a listing of Permitted and Conditional Uses for properties with a "RL-MV, Low Density Residential-MV" zoning designation.

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.

GENERAL DEVELOPMENT STANDARDS

Site Planning

- Dwelling units, entries, and pedestrian access shall be oriented toward and/or front Golden Valley Parkway 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.
- 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. Tile roofs are required.
- 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.

- 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 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 1, Sections 17.57.140 through 17.57.145) 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 schools, parks, and other public facilities shall relate to and build upon those styles mandated for residential development in this document. This will ensure that the architecture of public uses will tie into Mossdale Landing'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 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.

Permitted Uses

* Refer to Title 17 – Zoning, Chapter 17.57 Mossdale Landing Zoning Districts (Article 1, Sections 17.57.150 through 17.57.153) of the Lathrop Municipal Code for a listing of Permitted Uses for properties with a "P/QP-MV, Public/Quasi Public-MV" zoning designation.

ARCHITECTURAL STYLES

This portion of the document follows the paradigm for diversity to create a more interesting and pedestrian-friendly development. Development Standards set form and mass requirements to create this diversity. Architectural Styles work hand in hand to further it.

As an example, Development Standards required certain massing changes along the street front. Particular architectural styles lend themselves to massing types. Italian, American Colonial Traditional, and Monterey often have dominant two-story facades. Craftsman Bungalow, French and English Country styles more readily lend themselves to single-story massing. The following Architectural Styles have been selected and described because they work well together and do not form too disparate of a street scene. The styles 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 facades 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 it's own. It has been used throughout California extensively, partially because of it's 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 facades 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, it's 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 ARCHITECTURE STANDARDS

LANDSCAPE THEME AND GUIDELINES

Mossdale Landing's planting theme is to recreate the character of memorable locally and regionally significant traditional neighborhoods and environs, with their broad shade trees, landmark palms, in addition to reflecting the agricultural heritage of the Central Valley including windrows, orchards, and grazing lands. 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. These plant species have been selected for their appropriateness to the community theme, climatic conditions, ability to tolerate recycled water, and concern for maintenance. Due to the various constraints present at this site, including the use of recycled water and climate conditions, other plant species may be suggested to and must be approved by the Master Developer and the City of Lathrop prior to use. Furthermore, once the recycled water plant is constructed and functioning, the water shall be analyzed to determine its chemical composition. Prior to obtaining and planting, a horticulturalist or other plant specialist shall review all proposed plant materials for tolerance of the specific chemical composition of this recycled water.

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

STREETS

Street rights of way and adjacent landscape areas and entries are the most visible and some of the most important elements of a community's character. Mossdale Landings streetscape design is intended to create and reinforce the overall structure and character of the community. Elements that are significant 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 have been designed for the efficient use and pleasurable experience by motorists, bicyclists, and pedestrians. The streetscape design will be of the highest quality, create visual linkages between communities and neighborhoods, and enhance the community character. The hierarchy of streets in Mossdale Landing is relative to their 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.

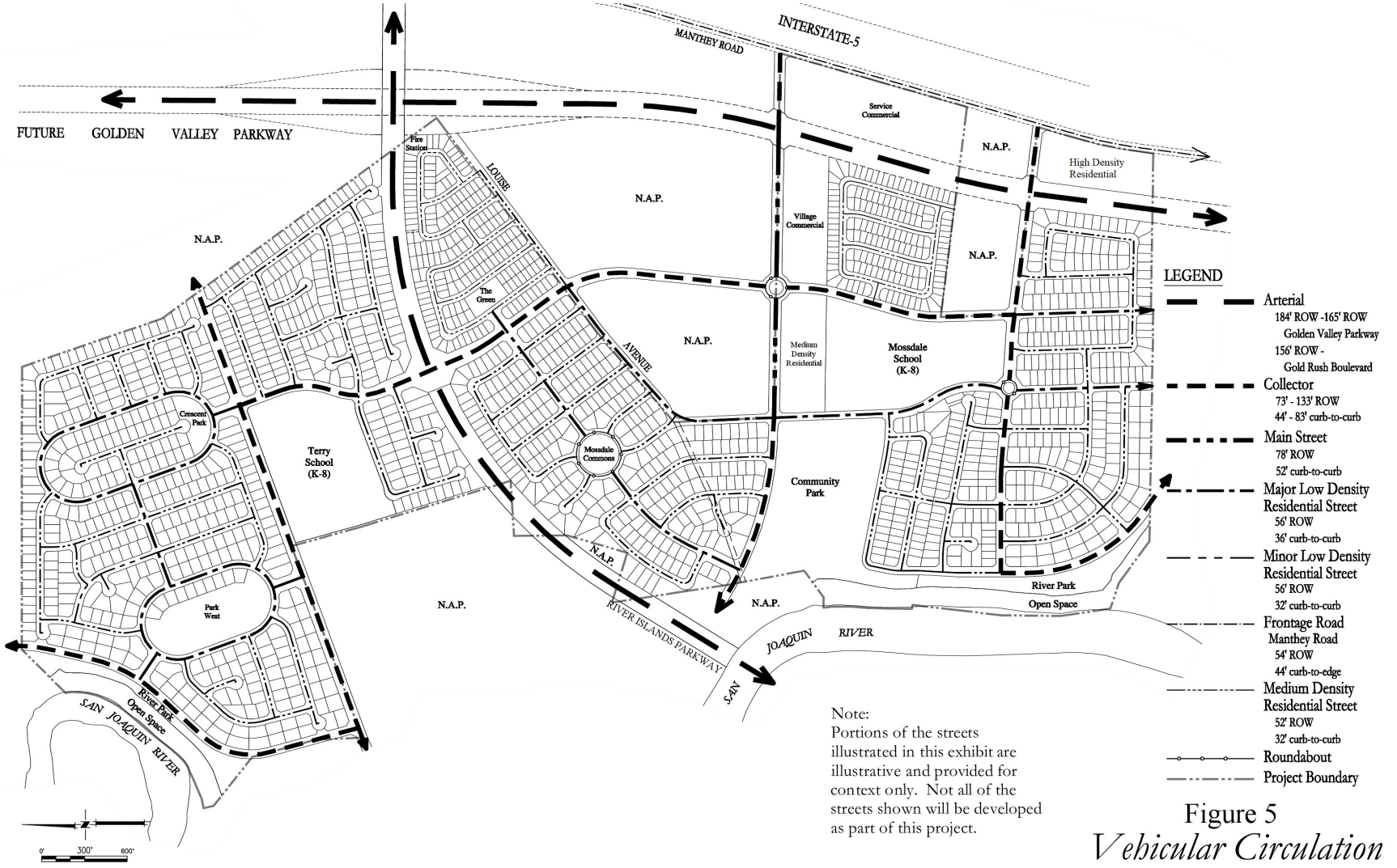


Figure 5: Vehicle Circulation

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

River Islands Parkway

River Islands Parkway is a major thoroughfare that crosses east-west through the site, connecting I-5 and Louise Avenue to the Stewart Tract, another portion of the West Lathrop Specific Plan area. Because this is the central primary street, the landscape treatment shall be the most intensive to immediately establish a distinct and identifiable character for Mossdale Landing.

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

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

The community wall will extend the length of River Islands Parkway. (Refer to the Walls and Fences section of this document for greater details). Shrubs, ground covers, and vines will be planted adjacent to the wall to soften it, create pedestrian scale, and provide a foundation for the street trees. Refer to the Planting Guidelines section for plant material sizes.

River Islands Parkway Landscape Palette

Botanical Name	*Common Name*
Tree:	
Zelkova serrata 'Green Vase'	Green Vase Sawleaf Zelkova
Shrub:	
Abelia grandiflora	Abelia
Arbutus unedo	Strawberry Tree
Correa pulchella 'Carmine Bells'	Australian Fuchia
Lavandula i. 'Provence'	Provence Lavender
Lavandula stoechas 'Quasi Otto'	Spanish Lavander
Phormium tenax species	New Zealand Flax
Pittosporum tenuifolium	Tobira
Pittosporum tobira 'variegata'	Variegated Tobira
Prunus l. 'Zabeliana'	Zabeliana Laurel
Rhamnus californica 'Eve Case'	Coffeeberry
Rosa species	Shrub and Climbing Rose
Rosemarinus species	Rosemary
Viburnum tinus 'Spring Bouquet'	Compact Laurestinus
Xylosma congestum	Xylosma
Goundcover:	
Carex species	Sedge
Coprosma kirkii	Creeping Mirrorplant
Cotoneaster dammeri 'Coral Beauty'	Cotoneaster
Cotoneaster salicifolius 'Repens'	Weeping Cotoneaster
Festuca species	Fescue
Hemerocallis spp.	Daylily
Hypericum calycinum	Aaron's Beard
Iberis sempervirens 'Snowflake'	Candytuft
Kniphofia uvaria	Red Hot Poker
Leymus species	Wild Rye
Lonicera japonica	Honeysuckle
Muehlenbergia species	Deer Grass
Native grasses	
Oenothera berlandieri	Mexican Evening Primrose
Pennisetum species	Fountain Grass
Rosa species	Carpet Rose
Trifolium species	Scarlet Clover
Tulbaghia violacea 'varigata'	Variegated Society Garlic
Vinca Minor	Dwarf Periwinkle
Wildflower hydroseed mix	Wildflower
Vine:	
Ficus pumila	Creeping Fig
Parthenocissus quinquefolia	Virginia Creeper

Golden Valley Parkway

Golden Valley Parkway is another major thoroughfare, being the primary north-south street that runs parallel to Interstate 5. This street is anticipated to become a six-lane arterial with an enlarged median provided for a future light rail corridor and station. This street is planned to eventually become a regional freeway bypass, and 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 it's scale and pace is required.

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 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.

Although the light rail lines and station are a future addition, their location and space requirements should be defined prior to planting trees and placing lights within the median. Due to the minimum clearance envelopes anticipated for the rail cars running down the middle of the median, and the need for left turn lanes along Golden Valley, a single row of windrow trees will be located approximately 4' behind the curb on both sides of the median. Street light standards should be paired along both sides of the median, and be aligned with the street tree row. Due to the width of the right-of-way, it is suggested that a single armed pole be provided along Golden Valley Parkway. Trees and light standards would be eliminated where there were conflicts with rail boarding areas and vehicular turn lanes. Grasses, clover, and/or wildflowers shall be placed in the median and parkway and left natural; evoking the surrounding agricultural and open space character and visual quality of Lathrop.

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

Golden Valley Parkway Landscape Palette

Botanical Name	*Common Name*
Tree:	
Pistacia Chinensis "Raywood' (between River Islands Pkwy. and Towne Centre)	Chinese Pistache
Populus nigra 'Thevestina'	Theve's Poplar
Quercus coccinea (between Towne Centre and Cornucopia)	Scarlet Oak
Ulmus parvifolia cultivars	Chinese Elm
Shrub:	
Abelia grandiflora	Abelia
Arbutus unedo	Strawberry Tree
Buxus microphylla japonica	Japanese Boxwood
Correa pulchella 'Carmine Bells'	Australian Fuchia
Lavandula i. 'Provence'	Provence Lavender
Lavandula stoechas 'Quasi Otto'	Spanish Lavander
Myrtus communis compacta	Compact Myrtle
Pittosporum tenuifolium	Tobira
Pittosporum tobira 'variegata'	Variegated Tobira
Prunus l. 'Zabeliana'	Zabeliana Laurel
Rhamnus californica 'Eve Case'	Coffeeberry
Rosa species	Shrub and Climbing Rose
Rosmarinus species	Rosemary
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 grasses	
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

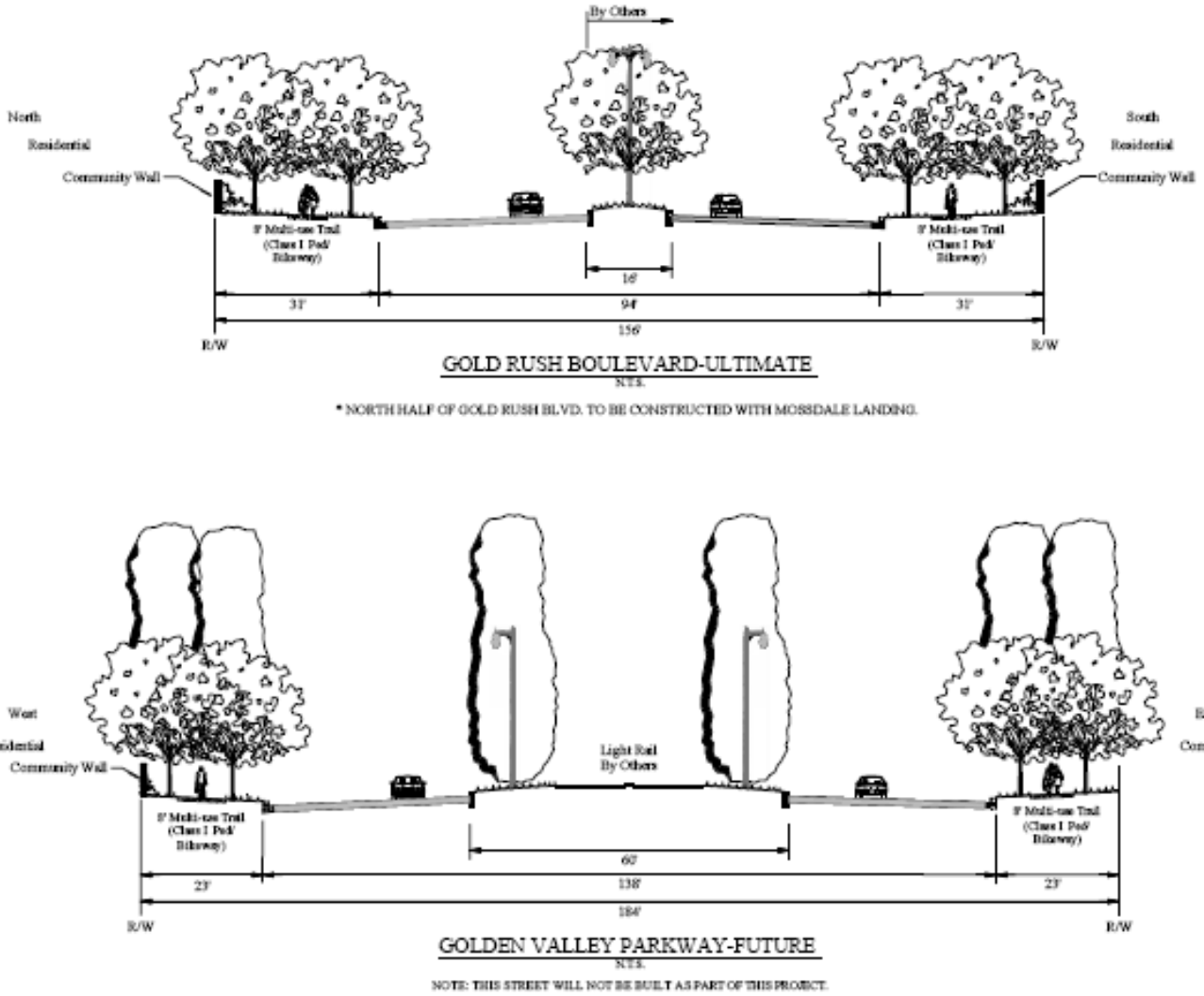


Figure 6: Street Section – Golden Valley Parkway
Collectors and Major North-South Residential Streets

Collectors and some major north-south residential streets provide a transition from the higher speed and larger scale arterials to smaller scale, more tranquil neighborhood residential streets. Collectors and major residential streets connect major site features such as the Village Center, schools and parks together. Collectors are two lane divided or undivided streets, while major residential streets are two lane undivided streets. A median only occurs within Mossdale Boulevard, generally between Red Barn Drive and Johnson Ferry Road. The tree species shall be uniform along the length of each collector or north-south major residential street. No rolling berms are permitted in parkways or other landscaped areas.

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

Two street sections occur along these streets. In the first section, where lots front onto a collector or major residential street, only a parkway is present for street landscaping, while the second section, 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. 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. For the second section, street trees shall be placed in a linear row on both sides of the sidewalk, 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. Refer to the Vesting Tentative Map for median locations.

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 River Road 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.. River Road 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.

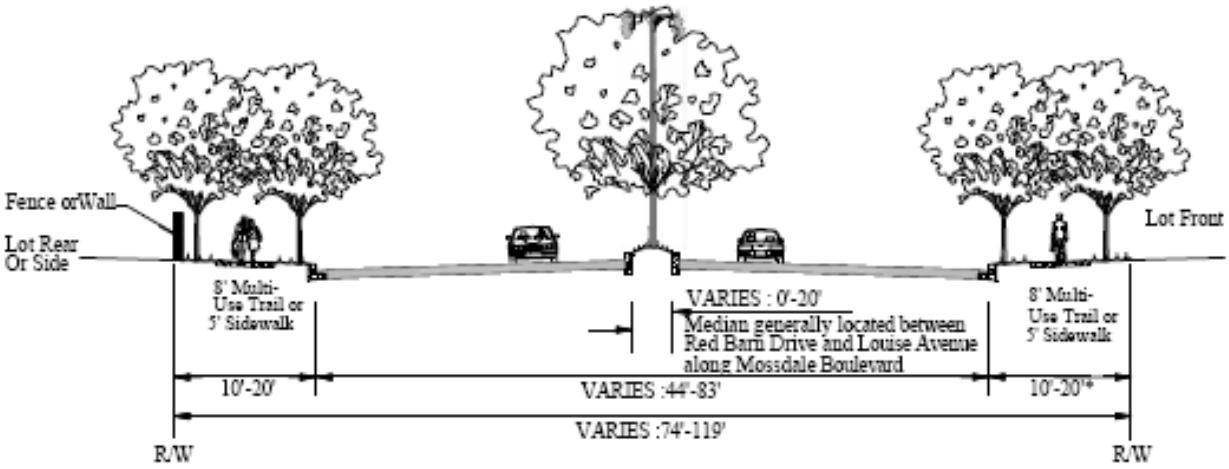
North-south Collectors Landscape Palette

Botanical Name	*Common Name*
Tree:	
Carpinus betulus 'Fastigata'	Columnar European Hornbeam
Liriodendron tuipifera (for Golden Spike Trail)	Tulip Tree
Populus alba 'Pyramindalis'	Bolleana Poplar
Populus nigra 'Thevestina'	Theve's Poplar
Quercus coccinea (for McKee Boulevard)	Scarlet Oak
Quercus lobata (for Inland Passage Way)	Valley Oak
Quercus robur 'Skymaster'	Skymaster English Oak
Zelkova 'Village Green'	Village Green Zelkova
Shrub:	
Abelia grandiflora	Abelia
Arbutus unedo	Strawberry Tree
Buxus microphylla japonica	Japanese Boxwood
Correa pulchella 'Carmine Bells'	Australian Fuchia
Lavandula i. 'Provence'	Provence Lavender
Lavandula stoechas 'Quasi Otto'	Spanish Lavander
Myrtus communis compacta	Compact Myrtle
Pittosporum tenuifolium	Tobira
Pittosporum tobira 'variegata'	Variegated Tobira
Prunus l. 'Zabeliana'	Zabeliana Laurel
Rhamnus californica 'Eve Case'	Coffeeberry
Rosa species	Shrub and Climbing Rose
Rosemarinus species	Rosemary
Viburnum tinus 'Spring Bouquet'	Compact Laurestinus
Rosmarinus species	Rosemary
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
Kniphofia uvaria	Red Hot Poker
Leymus species	Wild Rye
Lonicera japonica	Honeysuckle
Muehlenbergia species	Deer Grass
Native grasses	
Oenothera berlandieri	Mexican Evening Primrose
Pennisetum species	Fountain Grass
Rosa species	Carpet Rose
Trifolium species	Scarlet Clover
Tulbaghia violacea 'varigata'	Variegated Society Garlic
Vinca Minor	Dwarf Periwinkle
Wildflower hydroseed mix	Wildflower

Vine:	
Parthenocissus quinquefolia	Virginia Creeper
Wisteria species	Wisteria

East-west Collectors Landscape Palette

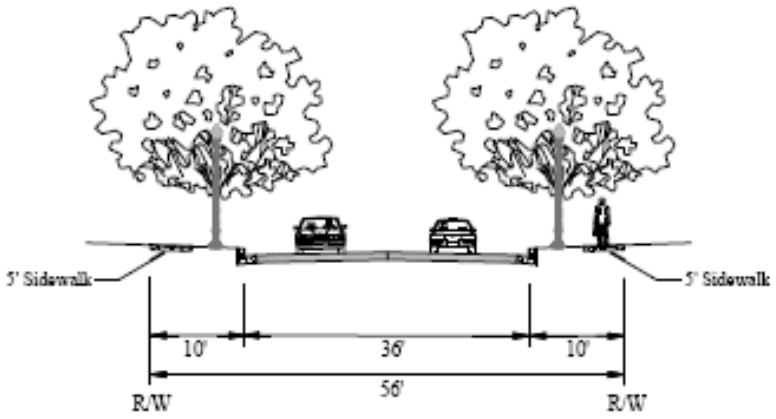
Botanical Name	*Common Name*
Tree:	
Acer platanoides cultivars	Norway Maple
Pistacia Chinensis (for Johnson Ferry Road)	Chinese Pistache
Platanus acerifolia 'Yarwood' (for Barbara Terry Boulevard)	Yarwood Plane Tree
Quercus coccinea (for Brookhurst Boulevard)	Scarlet Oak
Quercus macrocarpa	Bur Oak
Quercus shumardii	Shumard Oak
Shrub:	
Abelia grandiflora	Abelia
Arbutus unedo	Strawberry Tree
Buxus microphylla japonica	Japanese Boxwood
Correa pulchella 'Carmine Bells'	Australian Fuchia
Lavandula i. 'Provence'	Provence Lavender
Lavandula stoechas 'Quasi Otto'	Spanish Lavander
Myrtus communis compacta	Compact Myrtle
Phormium tenax species	New Zealand Flax
Pittosporum tenuifolium	Tobira
Pittosporum tobira 'variegata'	Variegated Tobira
Prunus l. 'Zabeliana'	Zabeliana Laurel
Rhamnus californica 'Eve Case'	Coffeeberry
Rosa species	Shrub and Climbing Rose
Rosmarinus species	Rosemary
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
Kniphofia uvaria	Red Hot Poker
Lonicera japonica	Honeysuckle
Muehlenbergia species	Deer Grass
Native grasses	
Oenothera berlandieri	Mexican Evening Primrose
Pennisetum species	Fountain Grass
Rosa species	Carpet Rose
Trifolium species	Scarlet Clover
Tulbaghia violacea 'varigata'	Variegated Society Garlic
Vinca Minor	Dwarf Periwinkle
Wildflower hydroseed mix	Wildflower
Vine:	
Parthenocissus quinquefolia	Virginia Creeper
Wisteria species	Wisteria



COLLECTOR STREET 74-119' RW

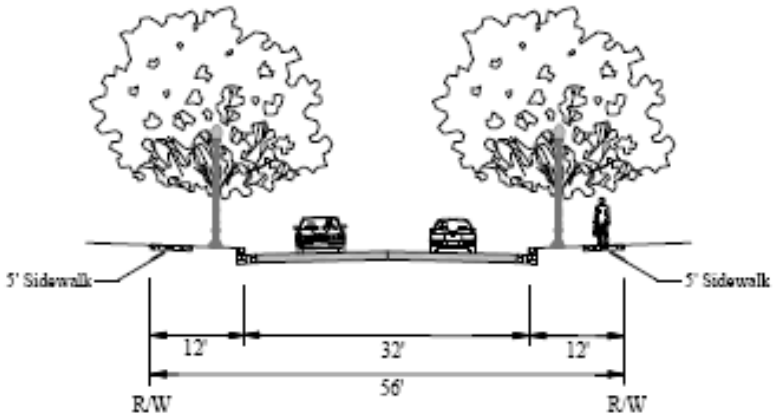
N.T.S.

* 10' ALONG SCHOOL FRONTAGE



MAJOR LOW DENSITY RESIDENTIAL STREET

N.T.S.



MINOR LOW DENSITY RESIDENTIAL STREET

N.T.S.

Figure 7: Street Section – Collector and Residential Streets

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

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

Residential Streets Landscape Palette
Neighborhood Unit 1 (Neighborhoods 1 and 2)

Botanical Name	*Common Name*
Tree:	
Koelreuteria bipinnata	Chinese Flame Tree
Goundcover:	
Hybrid fescue	Sod
	Clover

Neighborhood Unit 2 (Neighborhoods 3 and 4)

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

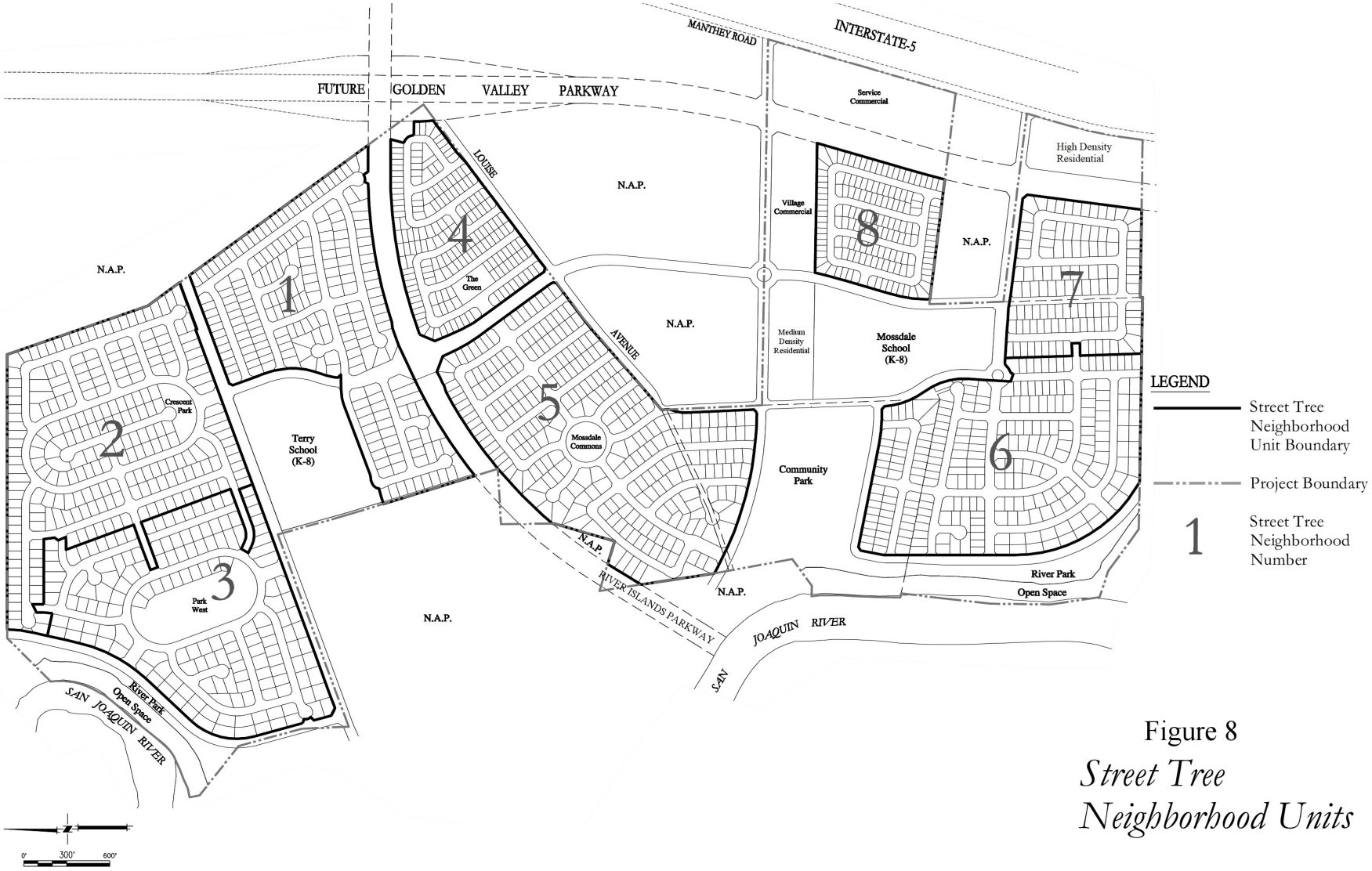


Figure 8
Street Tree Neighborhood Units

Figure 8: Street Tree Neighborhood Unit

Neighborhood Unit 3 (Neighborhoods 5 and 6)

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

Neighborhood Unit 4 (Neighborhood 7)

Botanical Name	*Common Name*
Tree:	
Celtis sinensis	Chinese Hackberry
Goundcover:	
Hybrid fescue	Sod
	Clover

Neighborhood Unit 5 (Neighborhoods 8, 9, and 10)

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

Neighborhood Unit 6 (Neighborhoods 11, 14, 15 and 16)

Botanical Name	*Common Name*
Tree:	
Quercus coccinea/Pistacia chinesis	Scarlet Oak/Chinese Pistache
Gound cover:	
Hybrid fescue	Sod
	Clover

Neighborhood Unit 7 (Neighborhoods 12 and 17)

Botanical Name	*Common Name*
Tree:	
Koelreuteria paniculata/Pistacia chinesis	Goldenrain Tree/Chinese Pistache
Goundcover:	
Hybrid fescue	Sod
	Clover

Neighborhood Unit 8 (Neighborhood 13)

Botanical Name	*Common Name*
Tree:	
Cercis Canadensis 'Oklahoma'/Pistacia chinesis	Eastern Redbud/Chinese Pistache
Goundcover:	
Hybrid fescue	Sod
	Clover

Towne Centre Drive

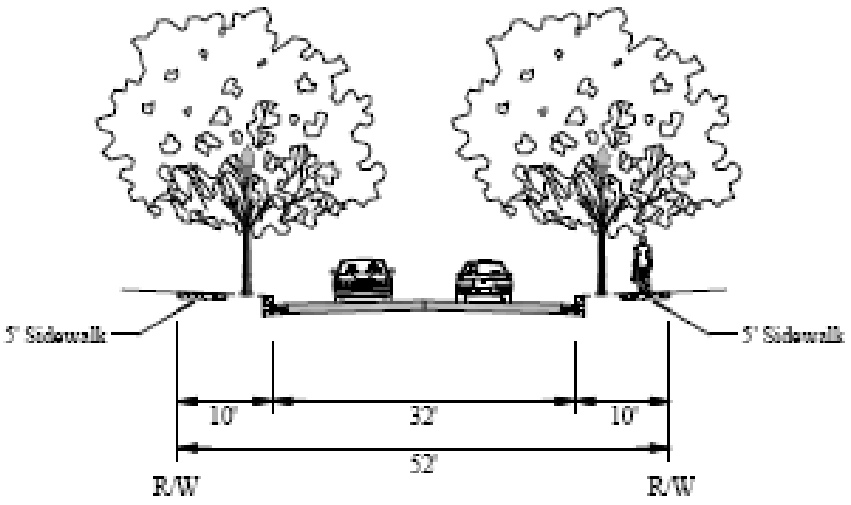
This street is intended as a mixed use, pedestrian-oriented traditional main street for Mossdale Village and the City of Lathrop. As such, the design of this street shall provide the charm and vitality found in typical Main Streets. This street shall have slow vehicular speeds to enhance the pedestrian experience. East of McKee Blvd. two traffic lanes, in addition to diagonal parking on either side of the street, will help ensue slower traffic. This portion of Towne Centre Drive will have widened sidewalks between the parking stalls and the buildings for street trees, lighting, and benches. The sidewalk area (that area between the face of curb and face of building) will vary between 10 and 15 feet. This will permit pedestrian niches and articulated facades to occur along the street edge. The public utility easement will overlay 10 feet of the sidewalk, or sidewalk and parkway, beginning at the face of curb. This is also true of the Village Commercial portion of the streets that bisect Towne Centre Drive. Between McKee Blvd. and Golden Spike Trail, there will be a 5 foot separated sidewalk and 5 foot parkway adjacent to the parallel parking to create a more residential ambiance.

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

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

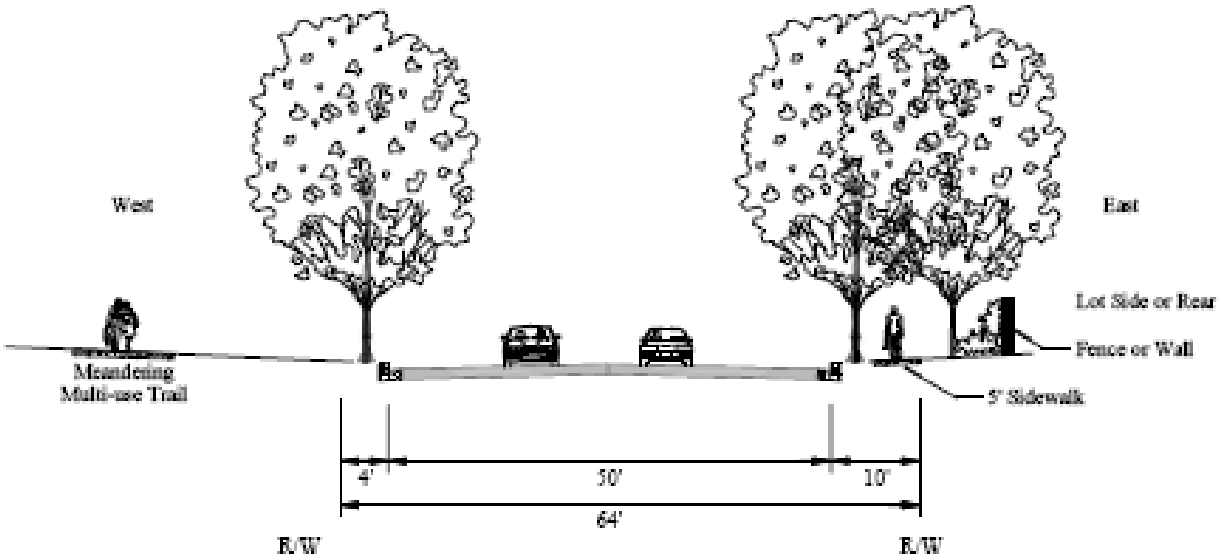
Along the commercial uses, trees shall be placed in tree wells with grates, cobbles with decomposed granite, or other acceptable walkable surface. Along residential uses, tree grates or a tree planted parkway may be utilized. Any selection must meet ADA requirements. Tree wells shall provide a minimum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

Pasesos are pedestrian accessways that are provided between buildings. If provided, they shall permit easy access between the parking lot and Towne Centre Drive. The paving shall match that used along Towne Centre Drive in terms of materials, colors, and patterns. The minimum dimension of a paseo is 10 feet wide clear. Planting, signage, and site furnishings may be provided in these spaces.



MEDIUM DENSITY RESIDENTIAL STREET

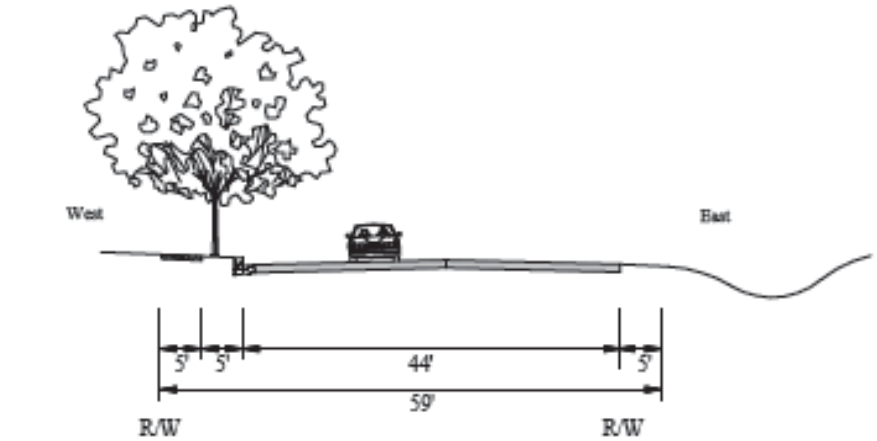
N.T.S.



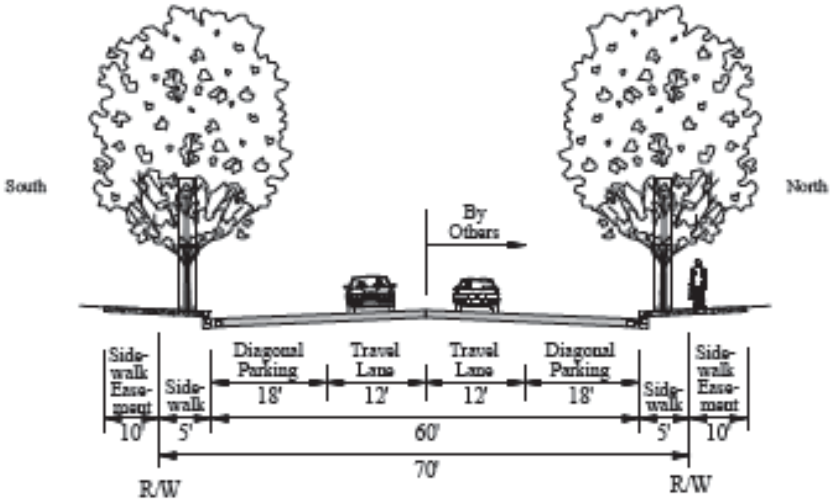
RIVER ROAD

N.T.S.

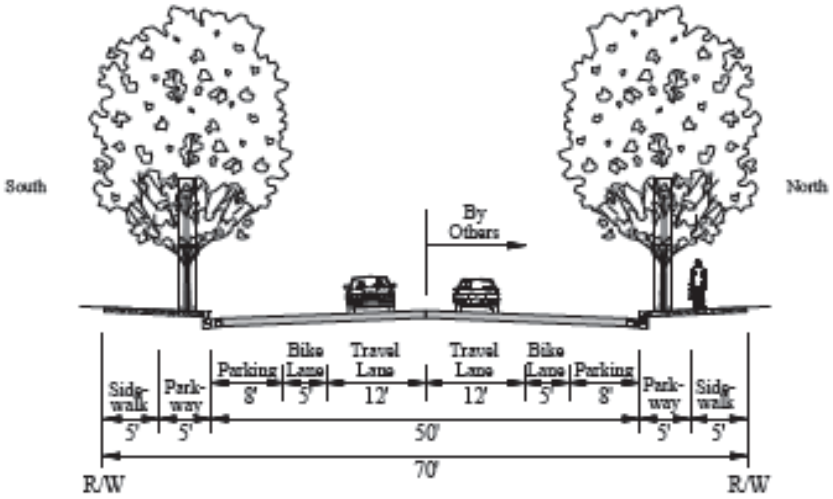
Figure 9: Street Sections – Medium Density and River Road



MANTHEY ROAD
N.T.S.



TOWNE CENTRE - COMMERCIAL SECTION
N.T.S.



TOWNE CENTRE - RESIDENTIAL SECTION
N.T.S.

Street Sections

Figure 10: Street Sections – Manthey Rd. and Towne Centre

Mid-block crossings are pedestrian crosswalks between street crossings. Mid-block crossings shall be bumped out into the Main Street parking area to decrease the width of street to be crossed by pedestrians. The paving of mid-block crossings may be of an enhanced material to caution cars to slow down, and to continue the pedestrian realm.

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

Towne Centre Drive Landscape Palette

Botanical Name	*Common Name*
Tree:	
Ginkgo biloba 'Autumn Gold'	Autumn Gold Maidenhair Tree

Manthey Road

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

Manthey Road Landscape Palette

Botanical Name	*Common Name*
Tree:	
Pistacia chinensis	Chinese Pistache

MULTI-USE TRAILS AND BICYCLE LANES

As noted in the Streets and Parks sections, the project proposes various multi-use trails and bicycle lanes throughout Mossdale Landing.

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 move bicycle traffic off of the street because of concerns about bicyclist safety due to high traffic volumes and automobile speeds. Multi-use trails occur along the arterials (River Islands Parkway and Golden Valley Parkway), one certain collector, and in River Park, along River Road. Refer to the Pedestrian and Bicycle Circulation Map for actual locations. Multi-use trails along the arterials and the one specific collector shall be of concrete and 8 feet wide. The multi-use trail along River Park shall be 8 feet wide asphaltic concrete, 2 feet of compacted decomposed granite and 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 on certain collector streets, 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.

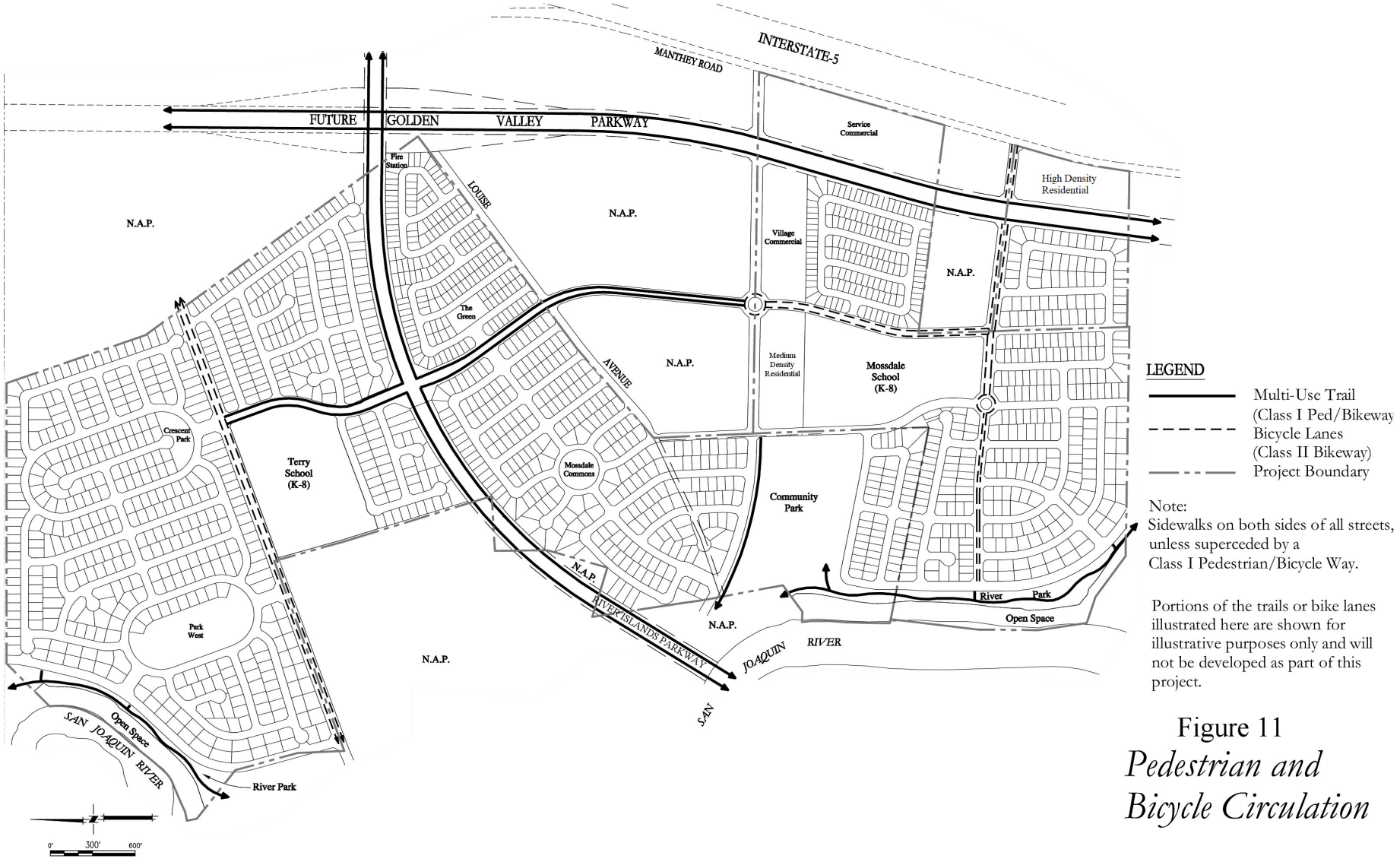


Figure 11
Pedestrian and Bicycle Circulation

Figure 11: Pedestrian and Bicycle Circulation

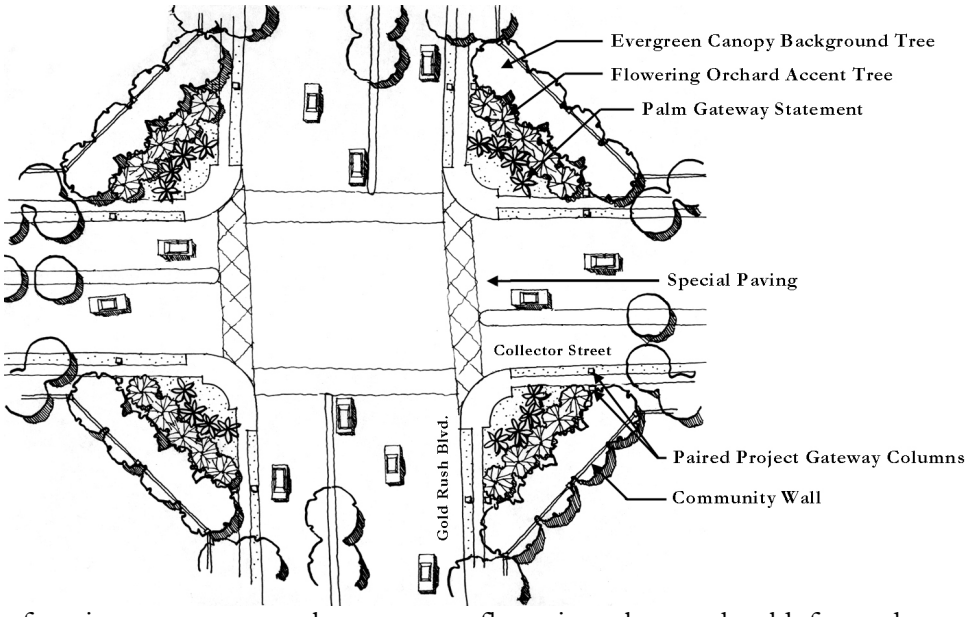
GATEWAYS AND ENTRIES

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

Project Gateway

The project gateway is the intersection of River Islands Parkway and Mossdale Boulevard. This collector is a spine that connects to the Mossdale Village Towne Centre Drive, schools, and numerous neighborhoods. This gateway establishes and identifies the character and tone not just for Mossdale Landing, but for the entire West Lathrop Specific Plan area. Thus, the design and scale of this gateway shall reflect the size and importance of this location and these streets.

Palm trees shall be incorporated to identify this area as a point of arrival and to create a sense of gateway. The use of palms as landmarks is a traditional practice of early settlers in the region. Palms shall be located on all four corners, shall be used in a controlled manner, and be supported by other trees and vegetation. A backdrop of a row of orchard flowering trees and a row of evergreen broad canopy trees will establish this as a major point of interest. To emphasize the importance of this gateway, trees within the parkway should be eliminated along the length of the gateway planting area. Entry trees shall be matched in size, form, and shape. Their placement shall be in formal rows or grids.



A field of native or ornamental grasses or flowering clover, should form the predominant ground plane. (Refer to Entry Monuments, Columns, and Low Walls for greater details) Other areas of understory planting may be perennials and shrubs. At the community wall along the

entry, understory planting and vines shall be used to soften the wall. Symmetry is also required of understory plantings.

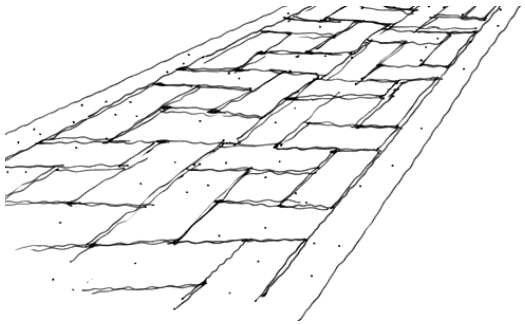
Paired entry columns shall be located within the general vicinity of the hinge point of the community wall that angles across the entry. (Refer to Entry Monuments, Columns, and Low Walls for greater details). One shall be placed centrally within the parkway, with the other placed behind the sidewalk. The twin entry columns shall be aligned across the rights of way. These monuments shall maintain clear visibility at the corners for safety. All entry monumentation shall be designed at a scale representative of the project gateways importance and be all the same height. These columns will create a visual place marker of entry and passage.

Low walls shall be incorporated at these entries. (Refer to Entry Monuments, Columns, and Low Walls for greater details). Although primarily a backdrop for entry signage, low walls may also be used to provide enclosure. Where used, low walls shall be a minimum of 5 feet from the sidewalk. The project name's wall shall be a minimum of 15 feet from the sidewalk.

Materials utilized at project gateways are based upon those used historically within the Central Valley area. A high level of detailing and craftsmanship shall be evident in the entry features. The sign wall may be lit by external light sources that are well concealed and subtle. Gateway trees may also have concealed exterior lighting.

Signage at this location shall identify Mossdale Landing. 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. Only on the low sign wall shall the name of the project be present. Plaques depicting project emblems or logos are permitted on the sign wall and columns. Signage shall be consistent on all four corners of the gateway. (Refer to the Signage section).

Enhanced pavement shall be located at these entries only on the north-south collector. Special paving will be the crosswalks and along the entry drive to the entry procession and reduce traffic speeds. This paving will be stamped concrete, with a slate rock finish and color to replicate the ledger stone used on the entry walls and entry columns.



Project Gateway Landscape Palette

Botanical Name	*Common Name*
Tree:	
Malus species	Flowering Crabapple
Phoenix canariensis	Canary Island Palm
Quercus virginiana	Southern Live Oak
Shrub:	
Abelia grandiflora	Abelia
Buxus microphylla japonica	Japanese Boxwood
Correa pulchella 'Carmine Bells'	Australian Fuchia
Lavandula stoechas 'Quasi Otto'	Spanish Lavander
Myrtus communis compacta	Compact Myrtle
Phormium tenax species	New Zealand Flax
Pittosporum tenuifolium	Tobira
Pittosporum tobira 'variegata'	Variegated Tobira
Prunus l. 'Zabeliana'	Zabeliana Laurel
Rhamnus californica 'Eve Case'	Coffeeberry
Rosa species	Shrub and Climbing Rose
Rosemarinus species	Rosemary
Viburnum tinus 'Spring Bouquet'	Compact Laurestinus
Xylosma congestum	Xylosma
Goundcover:	
Carex species	Sedge
Festuca species	Fescue
Hemerocallis spp.	Daylily
Hypericum calycinum	Aaron's Beard
Iberis sempervirens 'Snowflake'	Candytuft
Leymus species	Wild Rye
Muehlenbergia species	Deer Grass
Oenothera berlandieri	Mexican Evening Primrose
Pennisetum species	Fountain Grass
Trachelospermum asiaticum	Star Jasmine
Tulbaghia violacea 'varigata'	Variegated Society Garlic
Vinca Minor	Dwarf Periwinkle
Vine	
Ficus pumila	Creeping Fig
Parthenocissus quinquefolia	Virginia Creeper
Wisteria species	Wisteria

Interim Project Gateway

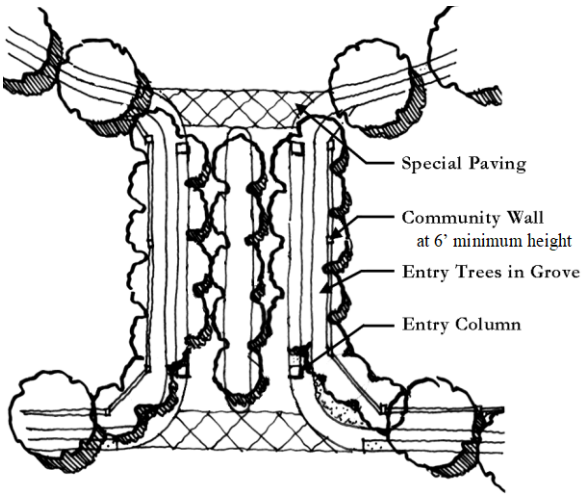
An interim project gateway feature shall be located at the intersection of the eastern boundary of the project and the street that provides access to the site. Located on both sides of the interim entry road to the project, this gateway will establish and portray the character of Mossdale Landing during its initial stages.

The use of orchard flowering trees and evergreen broad canopy trees on both sides of the interim entry road will provide a signature gateway to Mossdale Landing. Entry trees shall be matched in size, form, and shape. A field of native or ornamental grasses or flowering clover, should form the predominant ground plane. This ground plane planting shall continue along the sides of the entry road. A low signage wall is permitted on either side of the interim entry road. (Refer to Entry Monuments, Columns, and Low Walls for greater details) The sign wall may be lit by external light sources that are well concealed and subtle. Interim gateway trees may also have concealed exterior lighting.

Paired entry columns may be located within the general vicinity of the entry tree statement. (Refer to Entry Monuments, Columns, and Low Walls for greater details). The twin project gateway columns shall be aligned across the right of way. The placement of these monuments shall maintain clear visibility at the corners for safety.

Signage at this location shall identify the Mossdale Landing project. Signage shall be clear and simple, and in scale with the entry sequence. Only on the low sign wall shall the name of the project be present. Plaques depicting project emblems or logos are permitted on the sign wall and columns. Signage shall be consistent. (Refer to the Signage section).

Neighborhood Entries



Neighborhood entries shall be consistent with the character and design vocabulary established at the project gateway, yet be more pedestrian in scale and of a more simple nature. These entries mark important points of access and set the tone for those entering into the residential areas of the project. These entries shall be a focal point and be consistent throughout Mossdale Landing.

All neighborhood entries shall have a unified and unique entry tree species. Refer to the following plant palette for selected landscape species. Entry trees shall be matched in size, form, and shape. Their placement shall be in formal rows or grids. Symmetry is also required of understory plantings, and walls and fences.

Entry accent trees shall be planted on either side of the entry walkway in the right of way in rows and in a row within the median, if one is present. The median tree may be a different species than those located beyond the curb. Groundcover may be native or ornamental grasses,

perennials, or shrubs . At the community wall along the entry, understory planting and vines shall be used to soften the wall and enhance the pedestrian experience. Plant materials should focus on local and regional traditional and historical references and imagery.

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

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

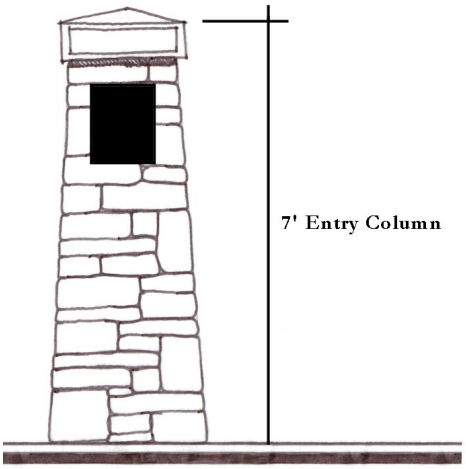
Signage at these locations is to primarily identify specific neighborhoods. Signage shall be clear and simple, and in scale with the entry sequence. Signs shall be uniform in style, color, and materials throughout Mossdale Village. Signage shall follow that integrated and designed for the project gateway,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

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

Neighborhood Entries Landscape Palette

Botanical Name	*Common Name*
Tree:	
Prunus cerasifera 'Krauter Vesuvius'	Flowering Purple Plum
Shrub:	
Buxus microphylla japonica	Japanese Boxwood
Lavandula stoechas 'Quasi Otto'	Spanish Lavander
Pittosporum tobira 'variegata'	Variegated Tobira
Rhamnus californica 'Eve Case'	Coffeeberry
Rosa species	Shrub and Climbing Rose
Rosemarinus species	Rosemary
Viburnum species	Viburnum
Goundcover:	
Festuca species	Fescue
Hemerocallis spp.	Daylily
Hypericum calycinum	Aaron's Beard
Iberis sempervirens 'Snowflake'	Candytuft
Oenothera berlandieri	Mexican Evening Primrose
Trachelospermum asiaticum	Star Jasmine
Tulbaghia violacea 'varigata'	Variegated Society Garlic
Vinca Minor	Dwarf Periwinkle
Vine	
Ficus pumila	Creeping Fig
Parthenocissus quinquefolia	Virginia Creeper
Wisteria species	Wisteria

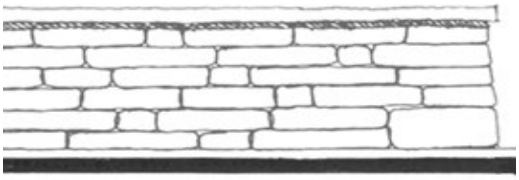
Entry Monuments- Columns and Low Walls



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

Parks within Mossdale Landing will provide a variety of outdoor activities for those living in or near the community. Parks have been located to emphasize the entry to neighborhoods. In addition, these parks have been centrally placed within the community for easy access by residents and visitors. 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, including developed ballfields, must be above the 100-year storm level unless otherwise approved by the Director of Parks and Recreation. Parks are connected by a network of pedestrian walks, bicycle lanes, and multi-use trails. 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 has been designed so that all homes are within a one-half mile distance from a neighborhood park. This provides residents with nearby open space and recreation opportunities. Refer to following exhibit.

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

Community Park

At 20 acres, this is the largest park in Mossdale Landing. This park will serve the City of Lathrop and all of the Mossdale Village area. Furthermore, a K-8 school is located across the street, to the east. This park can provide additional recreational and educational facilities for these students. The athletic fields (including baseball and soccer) shall be centrally located within the park to provide easy access from all directions, and to minimize the amount of noise and light that may spill over to the surrounding residences. Broad, tall trees shall surround the fields to provide a visual screen and form a loose boundary between active and passive elements of the park. Bar-be-que/picnic areas and a large covered pavilion shall be provided. Wide meandering paths, providing a place for rollerblading, bicycling and walking, will be provided. Groves of ornamental flowering trees shall be placed throughout the park to provide an orchard character, reminiscent of the region's agricultural landscape. Off-street parking is anticipated to be provided in the western quadrant of the park. Additionally, a water quality/flood control feature will be part of this park. Refer to the Infrastructure section for greater detail.

Neighborhood Parks

Mossdale Commons is a unique round park that is the focal point of six converging streets. This park is intended primarily for passive uses, in addition to neighborhood and community gatherings such as block parties. Large shade trees and ornamental trees will surround the park and may line the paths from the perimeter to a central gazebo. This park's design shall reflect that of a traditional community square one with a central bandstand, extensive lawns and gardens. It should be a place where people can gather for various activities or personal reflection. A small playground should be included.

Crescent Park is located one block directly north of the Terry K-8 school. This park is intended for children ages 2-12. The prevailing theme for this park is the Delta region, linking it with the historical ties the area has to the riverboat system of the past. Interactive play structures shall emphasize this theme. Large shade trees will be included to provide shade from the summer heat. The materials used for any structures in this park shall be durable and be safe for all users.

Park West is located in the northwest area of the site. This park is primarily intended for use by teens and more active persons. This park is to be equipped with a basketball court and other outdoor activity areas. Tall, columnar trees shall be used in this area to both provide a buffer between the residences and the park, and keep the tree foliage from interfering with the activities occurring in the park. Larger turf planting areas shall be utilized at this park as physical activities may damage other plantings. The Gold Rush era should be the recognized theme of this park and be represented in park elements. Additionally, a water quality/flood control feature will be part of this park. Refer to the Infrastructure section for greater detail.

The Green, located in the east-central area of Mossdale Landing, is primarily intended for use by preschool children (1-5 years of age). The equipment play area shall be enclosed with a see-through 30" metal fence (chain-link is prohibited). Large shade trees will be included in the park to provide protection from the sun and heat. Interactive play structures shall celebrate the area's railroad history. The materials used for any structures in this park shall be durable to abuse, accessible to all, and be safe for toddlers.

River Parks are located at the western edge of the site and Mossdale Village. Two separate segments located in Mossdale Landing will be the first in a series of continuous neighborhood parks that will parallel the San Joaquin River delta system. Intended to provide a natural looking greenbelt, the river park will also provide a setback to keep construction activities from damaging the integrity of the levee. These areas will be informally planted, and will be a mix of turf, taller unmown grasses, and shrubs. Trees within the river park shall be planted loosely and naturalistically. The plant materials shall reflect the surrounding delta river character in appearance and species. These parks may be used for hiking, jogging, picnic areas, and various other activities. All park activities are to be restricted to the flat areas extending from 10 feet beyond the toe of the levee slope to River Road. No structures, with the exception of the multi-use trail, are permitted within 60 feet of the levee toe. The meandering 12' wide asphaltic concrete bicycle and pedestrian trail present here will connect to other portions of the river park as they are developed.

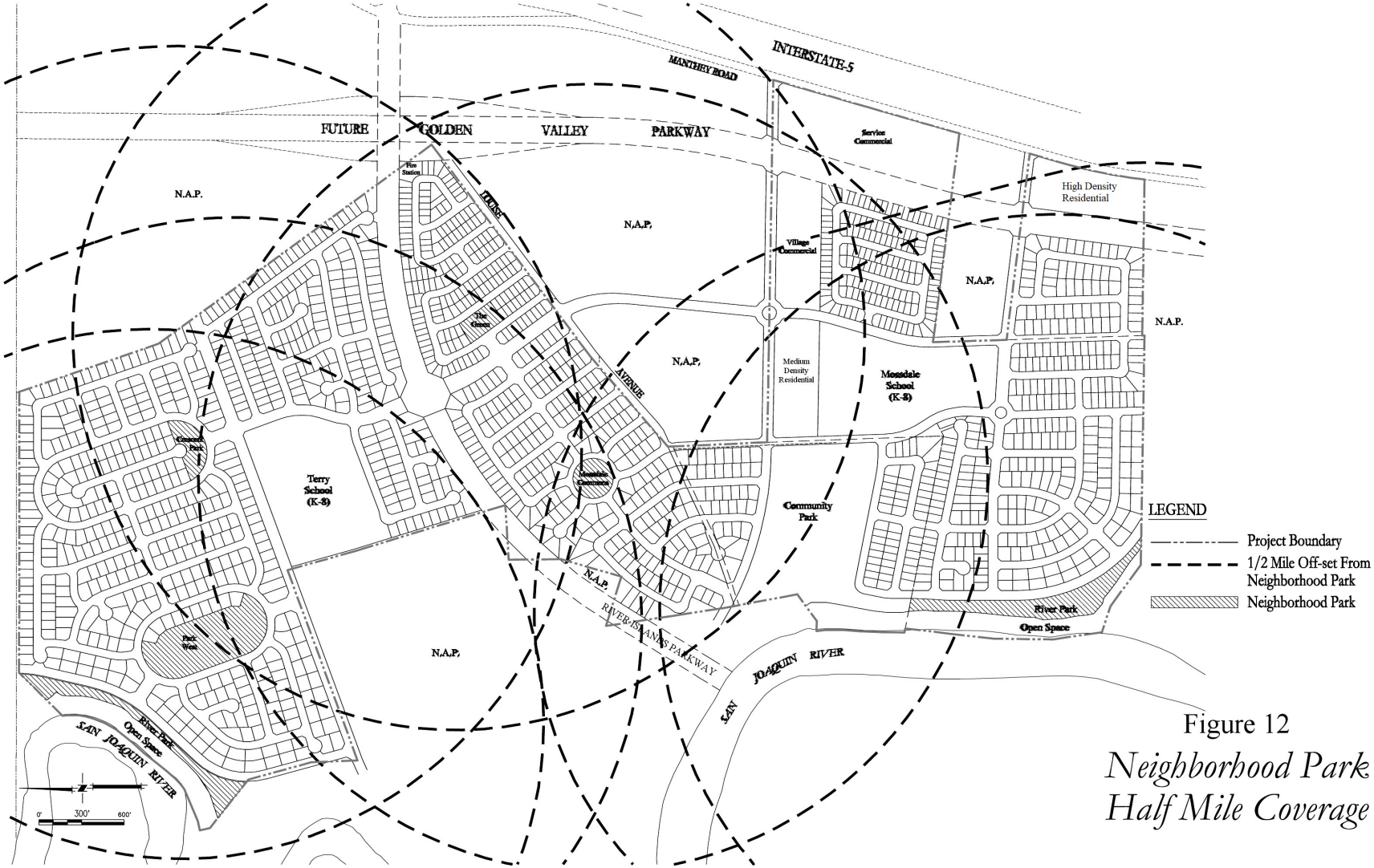


Figure 12

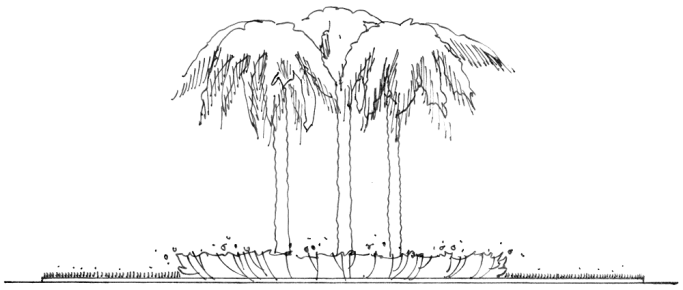
Neighborhood Park Half Mile Coverage

Figure 12: Neighborhood Park Half-Mile Coverage

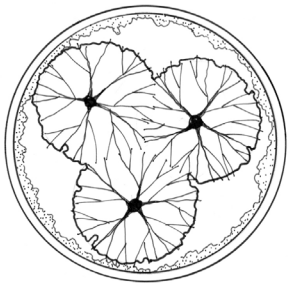
OPEN SPACE

Roundabouts

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



Conceptual Roundabout Elevation



Conceptual Roundabout Plan

Levee Slope Area

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

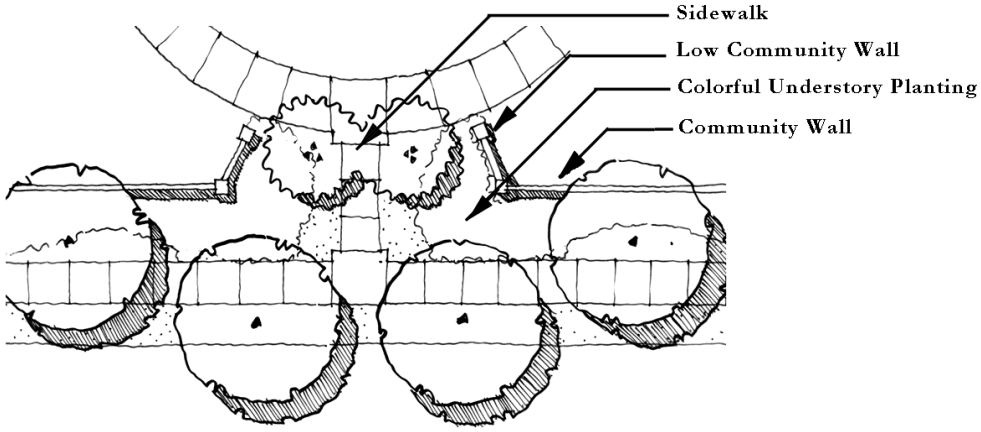
Pedestrian Pathway

A pedestrian pathway is proposed between the northern east-west collector and River Islands Parkway, along the western property boundary. This pathway is placed adjacent to the K-8 school and residential areas, providing convenient access through the project. The corridor shall be 15 wide, with an 8 foot wide pathway located within. Groundcovers, shrubs and trees shall be incorporated.

The interim condition of this pathway corridor will maintain the existing conditions as a drainage channel is centered along the project's property line. Once the Silveira property to the west is developed and the channel can be filled will this pedestrian pathway be constructed.

Pedestrian Connections

Located throughout the community are open space connections that provide pedestrian access from neighborhoods to streets, parks or schools. Pedestrian connections typically involve a cul-de-sac terminating adjacent to a perpendicular street. These connections shall permit easy pedestrian and bicycle access and be landscaped. Low walls, fences, and/or columns are permitted to be placed at these entries.



In order to provide flexibility in determining the provision of pedestrian connections, Neighborhood Design Review will be utilized to approve final neighborhood design. If pedestrian connections are provided, the home builder shall be required to disclose to future homeowners that pedestrian access will be provided through the cul de sac(s).

WALLS AND FENCES

Several different types of fences and walls shall be used throughout Mossdale Landing. 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 affect on the quality of the environments they are located in. In order to maintain a 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. The design, color, and materials of the project's walls and fences shall be consistent throughout Mossdale Landing.

Community Walls

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

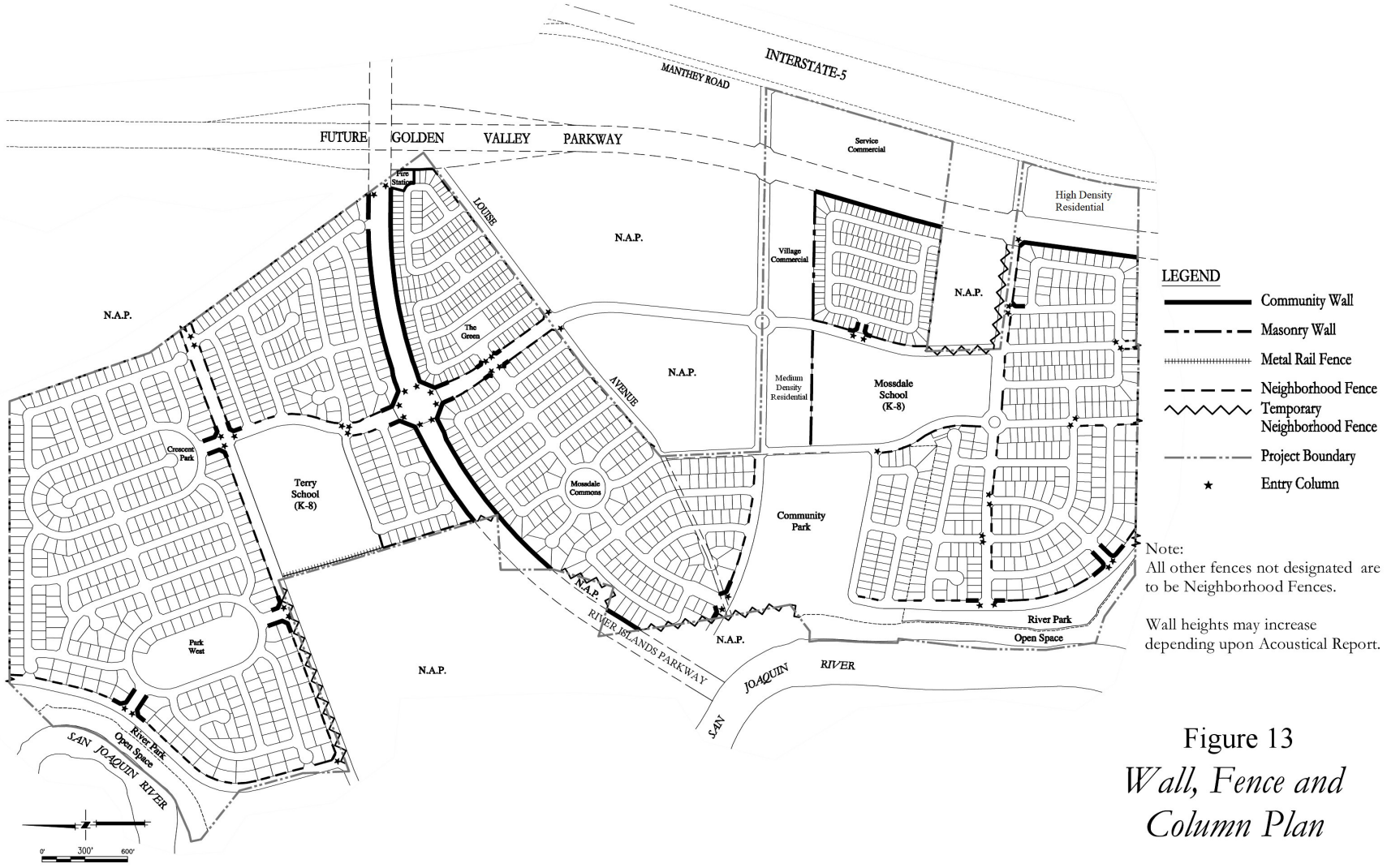


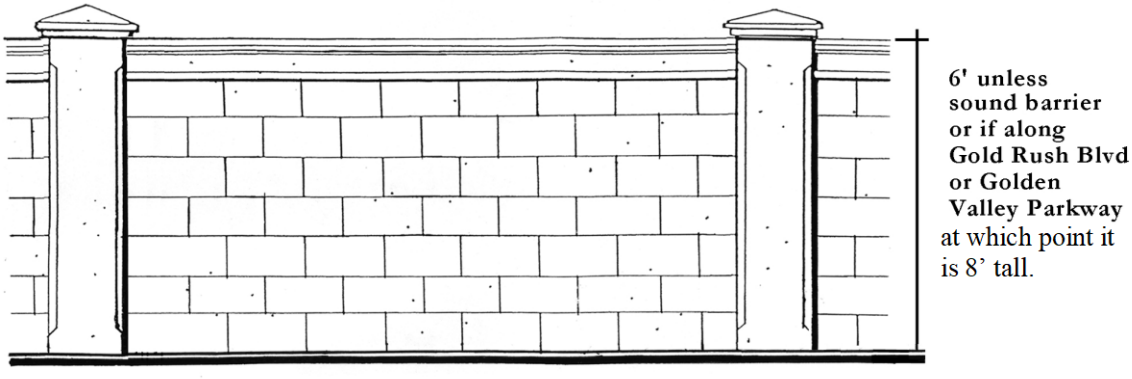
Figure 13
Wall, Fence and Column Plan

Figure 13: Wall, Fence and Column Plan

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 River Islands Parkway and 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.

Where 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, may shall be utilized to minimize the height of the actual wall panel. The use of sound barriers shall be minimized and used only where noise volumes mandate them. The sound barrier shall be installed on the public utility easement (P.U.E.) boundary or right of way/property line, on the private property side of the property line. Foundation shrubs and vines will be planted against the sound barrier to provide visual relief.



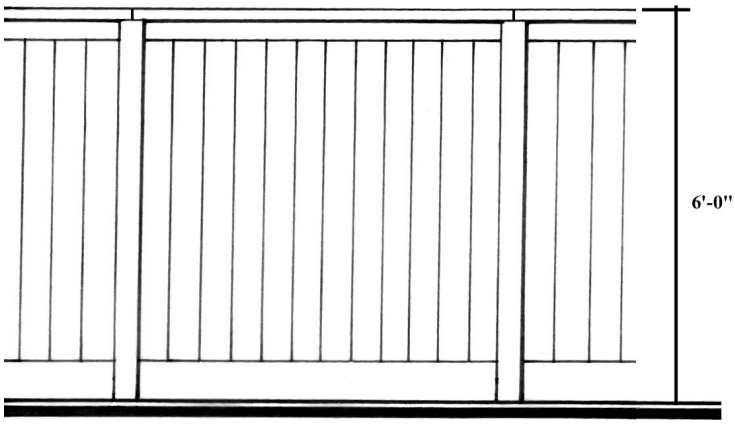
Community Wall with detailed column

Neighborhood Fence

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

Where 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, it should be attempted 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.

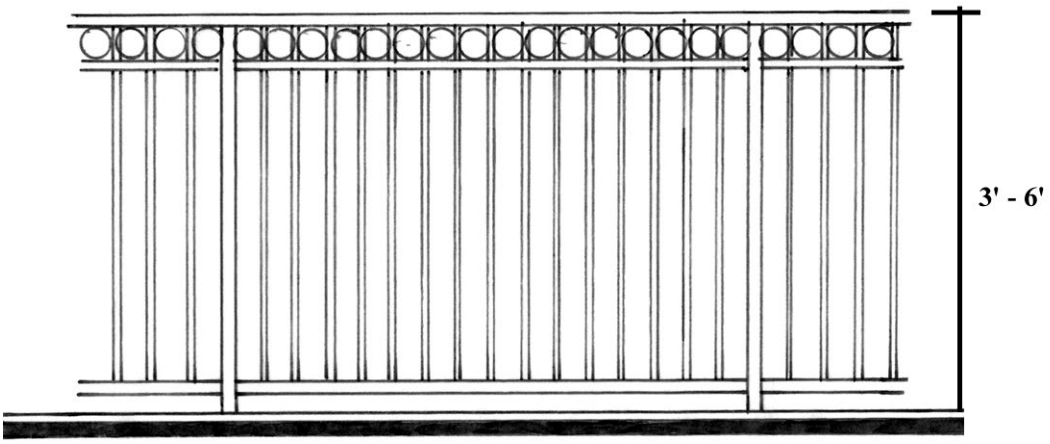
In instances where the front portion of a sideyard property line (between the front property line and the return point of the sideyard fence into the house occurs) is adjacent to the property line, the stub end of a street terminates at the property boundary or abuts operational farming lands, or a street parallels the project perimeter or abuts operational farming land, a temporary Neighborhood Fence (as described above) shall be provided. This fence shall be removed when the adjacent agricultural parcel is developed or vehicular circulation is provided. Temporary fencing will also occur in Neighborhood 14 where, due to the jogging nature of the property line, some areas can not be fully developed at this time.



Neighborhood Fence

Lane and School Interface Metal Rail Fence

Where housing is designed in a courtyard, or lane, configuration (homes side onto streets and front onto a shared driveway), fencing and pedestrian gates may be provided at the terminus end of the lane. Additionally, where the K-8 school is located adjacent to open space along its western side, such fencing shall be provided. Fencing shall consist of tubular steel, wrought iron, or other approved metal material. The fence may range between 3 feet and 6 feet in height at the lanes, and be 6 feet along the school site. If a gate is provided, the gate posts may be higher than the fence to indicate it as an entryway. Lane fencing should complement the nearby architecture. Although the style of the fencing need not be consistent within a neighborhood, it must be consistent across each lane.



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

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. All color specified metals shall be powder-coated or anodized rather than painted.

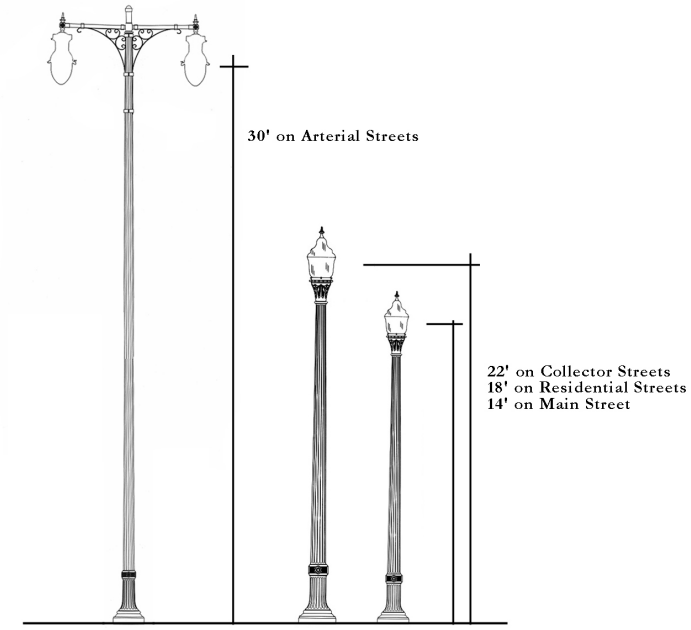
Street Lighting

The type, scale, and illumination of street lights shall adhere to the hierarchy of the street or area that it is located on. All poles, bases, and fixtures shall be of a similar design vocabulary to reinforce the community theme of a traditional town. Arterial streets and the project gateway shall utilize the City standard ornamental light pole and fixture for arterial streets. The design of this base, pole, and fixture will continue the traditional character of Mossdale Landing. 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 and the project gateway, light standards shall be placed at the corners of the intersecting streets.

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

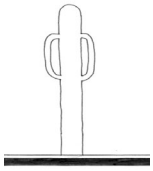
All street light standards shall be of a single uniform color. The color shall be green black, and match color RAL 6012. All other color specified metals shall be power-coated or anodized rather than painted. All finishes shall match City of Lathrop Department of Public Works standards and specifications as provided by the manufacturer. Lighting spacing and brightness shall meet City, PG&E, and State of California standards for illumination and safety.



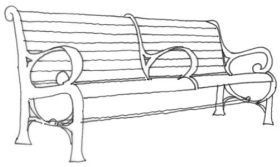
Street Furniture

Street furniture selected to be used (such as bollards, bus shelters, benches, trash cans, etc.) they shall reflect the community theme and design vocabulary as other street furnishings specified here, and be of the same green-black color RAL 6012. All other color specified metals shall be power-coated or anodized rather than painted. All finishes shall match City of Lathrop Department of Public Works standards and specifications as provided by the manufacturer.

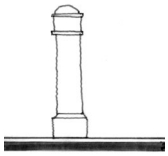
Typical Bike Rack



Typical Bench



Typical Bollard



Mail Boxes – See Cluster Mail Box Design Enclosed

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

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

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

UTILITY PLACEMENT

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

Where possible, traffic signal light bases, light controller boxes, and other above ground utilities shall be located at the periphery of gateways, entries, other corner conditions and not along Towne Centre Drive. Utilities shall be consolidated at locations which are generally inconspicuous to pedestrian views and access. 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 Towne Centre Drive. Street trees and light fixtures shall take precedence over other utility locations, as feasible. Tree and lighting plans shall be completed in conjunction with joint trench and utility placement plans to ensure the best spacing and location for street trees and lights.

IRRIGATION

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

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. 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 establishes a sense of uniformity, quality and character for Mossdale Landing. Permanent signage shall be located within the parcel of land for which it is intended to serve, unless as otherwise noted in this section.

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, several various documents were reviewed and analyzed to compile an effective sign program for Mossdale Landing. 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 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. The following standards shall apply for street and vehicular regulation signs unless the City has established a separate unified sign standard for West Lathrop. Street name plaques should reflect the community theme, be unique to Mossdale Landing, and shall be of a consistent design and green black color to match that of the project's lighting and street furniture. These items shall conform to the City's requirements for traffic regulatory signs and posts.

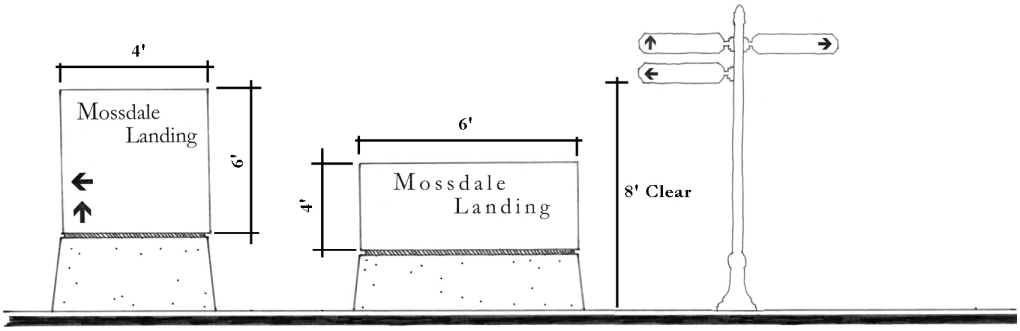
Temporary Signage

Marketing and Directional Signage

Marketing and Directional Signage shall provide sales information to potential homeowners within specific neighborhoods or districts. These signs provide sales information, model home identification, and directional information to specific areas where sales events are happening. Signs promoting commercial developments and planned future benefits or opportunities, in addition to identifying future amenities such as schools and parks may also be posted. Signage will be located along roadways and at model complexes. Temporary marketing signs shall be limited to one sign per every 1/8 mile (660') per direction of traffic.

All marketing and directional signs will have a consistent design and color and relate to the community theme. These signs shall follow the same theme, colors, design, and materials of other signage throughout the site. These signs may only be posted during times of sales for that particular neighborhood and must be removed as soon as the initial sales are completed.

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 name and logo, developer name, and the name and direction to builder projects. The maximum size per sign is 24 square feet. Signage shall be kept in good repair. Concealed ground mounted illumination is permitted.



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 projects boundaries, face parallel to the street, and be in accordance with city code. Signs must be freestanding and no larger than 16 square feet.

Residential Area Signage

Project Gateway

The intersection between River Islands Parkway and Mossdale Boulevard requires the most significant and elaborate signage and monumentation within the community . This signage shall establish a strong sense of entry and establish a materials and theme palette for the entire project. Signage features will not only identify visitors and residents to Mossdale Landing, but will also introduce the City of Lathrop. The scale of the signage at this entry shall be tailored to match the entry's importance.

To identify this intersection as the primary gateway to Mossdale Landing, community signage shall be incorporated into entry columns and low entry walls. A sign identifying the community and the City of Lathrop shall be placed onto a low wall. Additional signage consisting of a plaque incorporating the logo or emblem of the project shall be incorporated on the entry monument columns.

Plaques shall be either precast concrete or metal. Plaques may be surface mounted, raised away from the monument face, or inset into the wall. The signage shall be of a contrasting color to the materials of the monuments and walls. Signage shall be mounted on the monument side facing the direction of entry.

The signage may be illuminated by concealed ground mounted lights, or if surface mounted, back lit. Signage shall occur at all four corners and it's design, size, materials, and colors shall be consistent throughout.

Neighborhood Entry Monument Signs

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

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

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

Public Facility Signage

Community Park

Signage providing the name of this park shall be placed at the entrance to it's parking lot(s) and at major street intersections. These sign(s) shall clearly identify the park, and maintain the character and scale of the adjacent neighborhoods. The design of the signage shall continue the theme of the park. The signage shall be well lit. Interior signage, if present, shall clearly identify where certain features of the park are located such as ballfields, picnic areas, and parking.

Neighborhood Parks

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

Commercial Signage

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

General Building Signage Regulations

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

Permitted Signs

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

Ground Floor Signs

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

Upper Floor Signs

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

Prohibited Signs

The following signs are prohibited:

- Large freestanding signs (pylons) are prohibited within Village Commercial area. Large freestanding signs are permitted in Service Commercial areas;
- Roof mounted signs;
- Changeable letter signs;
- Signs that incorporate flashing or blinking lights or movement;
- Easel or A-frame signs;
- Cabinet signs;
- Non-historically reminiscent painted wall signs in the Village Commercial district;

- Large plastic face and internally lit signs;
- Floating or mounted inflatable signs; and
- Temporary sale and advertisement banners, posters and hand painted signs.

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

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

Exceptions to this are:

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

Calculation of an Individual Sign Area

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

Calculation of Maximum Total Sign Area

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

- Each business or building may be allowed up to a total of 2 square foot of sign area per lineal foot of primary street frontage.
- Each business or building may be allowed up to a total of 1 of a square foot of sign area per lineal foot of side or rear 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 of a 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, under one inch 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, 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 this are subject to staff 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 design review approval.

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

Sign colors utilized within the Village Commercial area shall be appropriate to their use and be compatible with the color schemes of the immediate and surrounding buildings. Extremely bright colors and sharply contrasting color combinations shall be avoided. Illuminated signs are subject to 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 must be located fronting a public street or on the same side as the primary building access.

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

Projecting Signs

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

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

All projecting signs shall conform to the following criteria:

- Maximum number of projecting signs shall not exceed one each per storefront or side 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 to not project above the façade it is attached to.
- Signs shall not be internally illuminated.

Awning/Canopy Signs

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

Awning and canopy signs shall comply with the following criteria:

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

Window Signs

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

Window signs shall conform to the following criteria:

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

Entry Signs

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

- Storefront Entry: Each tenant is permitted to display business hours, an emergency telephone number or similar information at each public entry.
- Service/Receiving Entry: Each tenant shall display the tenant name, address and emergency telephone number on the service door.
- Letter height: The maximum letter height for entry signs shall be 6 inches.
- Addressing: The minimum letter height shall be 8 inches and shall be mounted above the entry.

Directory Signs
Directory signs are those that contain information regarding the name and location of multiple tenants who share direct frontage onto a public street or pedestrian walkway. These signs are typically flush mounted an 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. These may include temporary flags and banners for holidays, or signs that span Towne Centre Drive. Special signs shall be appropriate to the character of the commercial districts and to the architectural styles. These signs shall contribute to the character and identity of the district, be creative in their expression of the business theme they reflect, and be sized appropriately to the pedestrian scale. Signs that are oversized or in some other way simply do not comply with the standards set by these guidelines do not quality as "special signs". Special signs must be approved by the architectural review board to determine how greatly they are compatible 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.

Service Commercial
Permitted Signs

- Monument signs to a project;
- A single large cluster or multi-user free standing sign along the freeway per parcel or project, unless the project is over four acres in area. If a project is over four acres in

area, two such signs are permitted. There must be a minimum of 750 feet of separation between these signs; and

- Directional signage.

Village Commercial
Permitted Signs

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

Prohibited Signs
The following signs are prohibited within the Service and Village Commercial districts:

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

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

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

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

Village Commercial
Maximum total sign area for all signs shall not exceed 100 square feet, per tenant. Along the primary frontage, 1.5 square feet of signage is permitted per 1 linear foot of frontage. Along the secondary frontage, 1 square foot of signage is permitted per 1 linear foot of frontage.

Maximum Individual Sign Area

Service Commercial

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

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

Village Commercial

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

Calculation of Individual Sign Area

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

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

Allowable Number of Signs

Service Commercial

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

Village Commercial

Two monument signs at the intersection of Towne Centre Drive and Golden Valley Parkway (one on each corner). Any exceptions to this is subject to staff design review.

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.

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 type of light sources are prohibited.

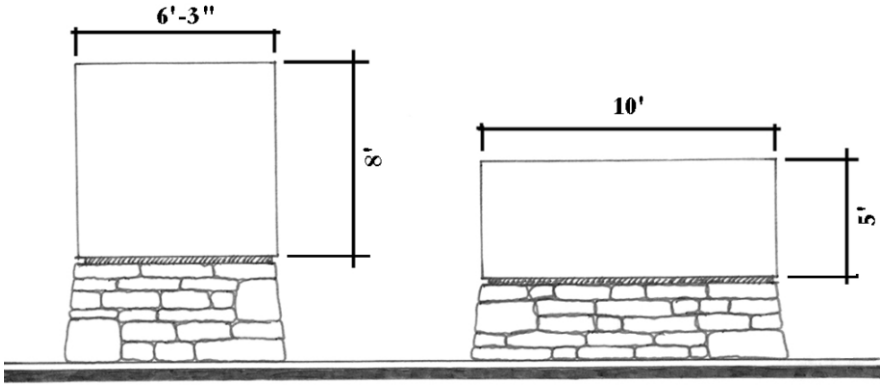
- Bare bulbs or tube lights that are not properly shielded or shaded.
- Moving or blinking lights.

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.



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

INFRASTRUCTURE

INTRODUCTION

In July 2001, the City of Lathrop adopted a City Wide Master Utility Plan Study dated June 2001 (Revised February 2001), which was prepared by Nolte. The Master Utility Plans (Master Plans) provide for the expansion and/or implementation of potable water, wastewater, and recycled water facilities. The Master Plans divide 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. The City is also currently overseeing the development of a City Wide Storm Water Quality Master Plan, which is also expected to be adopted in 2002.

Infrastructure demands for Mossdale Landing are divided into two infrastructure demand phases. Infrastructure demand phase 1 consists of the Terry and Harris properties comprising approximately 340 acres. Infrastructure demand phase 2 consists of the additional properties (Tholke, Osborn, Ratto, Cefalu, Linker, and Darden) comprising approximately 137 acres. The two infrastructure demand phases combined total 477 acres.

Infrastructure demands have been calculated based on interim and build-out conditions. The interim condition is due to the current lack of off-site sewer effluent disposal capacity. The lack of off-site capacity requires on-site disposal. The disposal will be provided by storage ponds and dedicated spray fields. The interim condition will remain in-place until off-site disposal capacity is available. Based on a preliminary analysis, Infrastructure demand phase 1 ponds and spray fields will be located on approximately 26.6 acres of residential and 5.9 acres of commercial. The Infrastructure demand phase 2 pond and spray fields are tentatively located on approximately 19.2acres of residential. The design analysis of the ponds and spray fields may need to be revised as development occurs.

STORM DRAINAGE AND WATER QUALITY

Storm drain facilities for Mossdale Landing will be designed in conformance with the 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 is also addressed.

Currently, the Mossdale Village drainage shed is separated into six sub-sheds, M1 through M6, which total approximately 912 acres. Mossdale Landing is approximately 477 acres and is encompassed within three of the sub-sheds. The Terry property, which is a portion of Infrastructure demand phase 1, is located within the M1 and M2 sub-sheds. The Harris property, which is also a portion of Infrastructure demand phase 1, is located within the M5 sub-shed. The additional Mossdale Landing properties, which are part of Infrastructure demand phase 2, are also located within the M5 sub-shed.

Per the Drainage Plan, sub-sheds will be designed to operate independently of each other. There will ultimately be 1 pump station per sub-shed. Each sub-shed within Mossdale Landing will contain a storm water quality basin and a flood control detention basin. The main pipe collectors within each sub-shed will lead to a pump station. The pump stations will ultimately discharge into one common outfall to the San Joaquin River (SJR). However, the Mossdale Landing pump stations will pump the "first flush" flows to a water quality basin. When the water quality basin capacity is reached, the pump station will stop pumping to that basin. A different set of pumps will then be actuated, which will discharge the storm water to the SJR up to a specified flow rate. First flush can generally be defined as the volume of water equal to the 85th percentile of a 24-hour storm event. The flow rate will be approximately 10% to 30% of the peak discharge rate. If the flow rate into the pump station exceeds the outflow, water will back up into the flood control detention basins. When the storm event stops, the pumps will continue to drain any ponded water into the SJR. In addition, if the SJR reaches elevation 21.0, the pumps may be shut down until the river subsides. Refer to the Drainage Plan for details.

Each sub-shed will be associated with 1 or 2 force mains that will collect at one common outfall to the SJR. The outfall pipes will run up the land side of the levee and continue across by cutting into no more than the top three feet of the levee. The pipes will terminate near the top of the water side of the levee. A concrete spillway will continue down the water side face of the levee to the "mean high water" level. From that elevation down to the water side toe of the levee, "armorflex" will be installed to protect the levee from erosion.

Temporary retention basins may be used until the outfall is permitted and constructed. Design criteria for temporary retention basins is defined in the Drainage Plan.

The City of Lathrop is currently developing a Master Storm Water Quality Management Plan (MSWQMP) as part of Infrastructure demand phase II of the National Pollution Discharge Elimination System (NPDES). It is expected to be approved in 2003. However, a Tentative Map for Infrastructure demand phase 1 of Mossdale Landing (Terry & Harris) is expected to be approved prior to the Master Storm Water Quality Plan. Therefore, a separate storm water quality plan is being submitted to the City for Infrastructure demand phase 1. The plan discusses background information, implementation standards, development guidelines and the processing and approval process. The plan includes both structural and non-structural Best Management Practices (BMP). The main structural components will be grassy swales and storm water quality basin, which will capture "first flush" run-off. Water quality features are expected to be in conformance with the upcoming MSWQMP. Infrastructure demand phase 2 of Mossdale Landing will be subject to the MSWQMP being prepared by the City.

WATER

Water system facilities to serve Mossdale Landing will be designed in accordance with the City's 2001 Master Utility Plans.

In order to ensure there will be adequate water system pressure within Mossdale Landing, two independent connections will be made to the City's existing water system. The Master Plans show one connection via Johnson Ferry Road at Interstate-5. The other connection is

approximately 1.1 miles south of the Johnson Ferry Road/Interstate 5 interchange and will require a bore and jack under I-5. An alternative that is under consideration for Infrastructure demand phase 1 of Mossdale Landing is to provide two connection points at the Johnson Ferry Road interchange. The southern connection may be deferred until Infrastructure demand phase 2. Final pipe sizes will be determined at the design stage of the project and will be sized to accommodate potable water demand from the Mossdale Village Specific Plan area. Preliminary analysis indicates that a water storage tank will be required. The City is currently analyzing timing requirements for the new tank. When required, the storage tank will be located near the north-west corner of the project. The following tables show the estimated water demand for Mossdale Landing Infrastructure demand phase 1 and 2 for interim and ultimate conditions.

Table 1: Infrastructure demand phase 1 Estimated Interim Water Demand (Terry/Harris Properties)

Land Use	Acres	Water Demand (gal/ac/day)[1]	Average Daily Demand (MGD)	Maximum Daily Demand (MGD)[2]	Maximum Hourly Demand (MGD)[3]
Low Density Residential	205.4	1,760	0.362	0.724	1.376
Medium Density Residential	8.7	3,000	0.026	0.052	0.099
School (K-8)	16.7	3,000	0.050	0.100	0.190
Parks	34.5	300	0.010	0.020	0.038
Fire Station	0.4	2,100	0.001	0.002	0.003
Total			**0.449**	**0.898**	**1.706**

Table 2: Infrastructure demand phase 1 Estimated Build-Out Water Demand (Terry/Harris Properties)

Land Use	Acres	Water Demand (gal/ac/day)[1]	Average Daily Demand (MGD)	Maximum Daily Demand (MGD)[2]	Maximum Hourly Demand (MGD)[3]
Low Density Residential	219.0	1,760	0.385	0.770	1.463
Medium Density Residential	21.7	3,000	0.065	0.130	0.247
School (K-8)	16.7	3,000	0.050	0.100	0.190
Parks	34.5	300	0.010	0.020	0.038
Service Commercial	5.9	1,500	0.009	0.018	0.034
Fire Station	0.4	2,100	0.001	0.002	0.004
Total			**0.520**	**1.040**	**1.976**

Table 3: Infrastructure demand phase 2 Estimated Interim Water Demand (Additional Properties)

Land Use	Acres	Water Demand (gal/ac/day)[1]	Average Daily Demand (MGD)	Maximum Daily Demand (MGD)[2]	Maximum Hourly Demand (MGD)[3]
Low Density Residential	31.8	1,760	0.056	0.112	0.213
Medium Density Residential	17.4	3,000	0.052	0.104	0.198
High Density Residential (VC)	6.0	4,200	0.025	0.050	0.096
School (K-8)	17.0	3,000	0.051	0.102	0.194
Parks	4.6	300	0.001	0.003	0.005
Service Commercial	12.4	1,500	0.019	0.037	0.071
Village Commercial	6.7	1,500	0.010	0.020	0.038
Total			**0.204**	**0.409**	**0.777**

Table 4: Infrastructure demand phase 2 Estimated Build-Out Water Demand (Additional Properties)

Land Use	Acres	Water Demand (gal/ac/day)[1]	Average Daily Demand (MGD)	Maximum Daily Demand (MGD)[2]	Maximum Hourly Demand (MGD)[3]
Low Density Residential	49.3	1,760	0.087	0.174	0.330
Medium Density Residential	23.4	3,000	0.070	0.140	0.266
High Density Residential (VC)					
School (K-8)	17.0	3,000	0.051	0.102	0.194
Parks	4.6	300	0.001	0.003	0.005
Service Commercial	12.4	1,500	0.019	0.037	0.071
Village Commercial	6.7	1,500	0.010	0.020	0.038
Total			**0.228**	**0.456**	**0.866**

1) Information from Master Plan Documents by Nolte dated June 2000 (revised February 2001).
2) City Standards: Maximum Daily Demand = Average Daily Demand x 2.0
3) City Standards: Maximum Hourly Demand = Average Daily Demand x 3.8

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

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

Water supply for the initial infrastructure demand phases of the project will be supplied by the construction of Well #21. When water becomes available from SSJID, Well #21 water would then be utilized for peaking and fire flows. Water supply for future infrastructure demand phases of the project will be determined as development throughout the City occurs.

WASTEWATER

The wastewater facilities for Mossdale Village will be developed in accordance with the 2001 Master Utility Plans.

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

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. Capacity at WRP #1 would be provided by a multi phased expansion. The City of Lathrop's Master Plan envisions this plant to be expanded up to 6.0 MGD. The phased expansion will provide a tertiary level of treatment. When tertiary treatment becomes available, effluent can be disposed of by irrigating crop lands, landscaping along public streets, parks, and school play fields.

The capacity at WRP#1 would most likely be initiated with the 1B expansion and would provide capacity for Mossdale Landing. The 1B expansion will be implemented in three sub phases, 1B-1, 1B-2, and 1B-3. It is envisioned that each sub phase will increase the capacity by approximately 600,000 gpd. Future expansions would increase the plant capacity to 6.0 MGD.

WRP #1 may not be able to provide storage capacity, therefore treated effluent may be returned to the Mossdale Village area for storage and disposal until river discharge or another disposal option becomes available. In order to determine the amount of storage and disposal capacity that could be provided at the project site, a "water budget" model was prepared. The model balances effluent between storage ponds and spray areas throughout the year. It assumes that the average dry weather sewer flow (ADWF) that is generated by the project will return to the

site for storage and disposal. The Recycled Water Spray Field Exhibits, Infrastructure demand phase I and Infrastructure demand phase 2 included in this section of the UDC show potential locations for the storage ponds and spray areas. Refer to the following recycled water section for further discussion. The pond and sprayfield locations illustrated on these exhibits are conceptual in nature in depicting potential locations. Each property owner will determine how they will dispose of their own effluent on a case by case basis as they proceed with their project. Land areas of the pond and sprayfield are generalized in scope and location. As detailed design occurs within the Infrastructure demand phase 2 area, they may be moved to different locations and in different configurations.

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 a new sewer lift station at the southwest corner of the Johnson Ferry Road/Interstate 5 interchange, between the freeway on-ramp and Manthey Road. A force main will be constructed to the south in Manthey Road for approximately 4,800 feet. At that point, the force main would change direction to the east and continue under Interstate 5 through a jack and bore operation for approximately 400 feet. If the existing plant is upgraded to tertiary treatment, in the interim, the force main could connect to an existing sanitary sewer manhole at the intersection of Harlan Road and Nestle Way. The wastewater would then be conveyed to WRP#1 via the existing pipeline located in Nestle Way, which currently has excess capacity. When ultimate capacity of the Nestle Way pipeline is reached, the force main would be disconnected from the existing manhole. At that time, an extension of the force main would be constructed in Nestle Way to WRP#1 for approximately 4,000 feet. The wastewater would be tertiary treated and conveyed back to the project site via recycled water pipelines. Final lift station and pipe sizes will be determined at the design stages of the project and will be sized to accommodate wastewater flows from the Mossdale Village Specific Plan area.

Option 2: Treatment at future WRP No. 2 proposed on Frewert Road.

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

Wastewater Volume Calculations

Table 5 represents the estimated wastewater production for Infrastructure demand phase 1 of Mossdale Landing based on the interim condition. The Infrastructure demand phase 1 interim condition uses approximately 26.6 acres of residential (13.6 ac. low density/66 d.u.; 13.0 ac. medium density/115 d.u.) and approximately 5.9 acres of service commercial for ponds and spray fields. Table 6 represents the estimated wastewater production for Infrastructure demand phase 1 at build-out. Table 7 represents the additional estimated wastewater production for the Infrastructure demand phase 2 interim condition. The Infrastructure demand phase 2 interim condition uses approximately 19.2 acres of residential (19.2 low density/101 d.u.) for ponds and spray fields. Table 8 represents the estimated wastewater production for Infrastructure demand phase 2 at build-out.

Table 5: Infrastructure demand phase 1 Estimated Interim Wastewater Flows (Terry/Harris Properties)

Land Use	Acres	Units	Flow Generation (gpd/ac)[1]	Flow Generation (gpd/unit) [2]	Average Dry Weather Flow (MGD)	Peak Wet Weather Flow (MGD)[3]
Low Density Residential	205.4	931		288	0.268	0.724
Medium Density Residential	8.7	64		234	0.015	0.041
School (K-8)	16.7		670		0.011	0.030
Parks	34.5		100		0.003	0.008
Service Commercial	0.0		1,200		0	0
Fire Station	0.4		1,200		0.001	0.003
Total					**0.298**	**0.806**

Table 6: Infrastructure demand phase 1 Estimated Build-Out Wastewater Flows (Terry/Harris Properties)

Land Use	Acres	Units	Flow Generation (gpd/ac)[1]	Flow Generation (gpd/unit) [2]	Average Dry Weather Flow (MGD)	Peak Wet Weather Flow (MGD)[3]
Low Density Residential	219.0	997		288	0.287	0.775
Medium Density Residential	21.7	179		234	0.043	0.116
School (K-8)	16.7		670		0.011	0.030
Parks	34.5		100		0.003	0.008
Service Commercial	5.9		1,200		0.007	0.019
Fire Station	0.4		1,200		0.001	0.003
Total					**0.351**	**0.948**

Table 7: Infrastructure demand phase 2 Estimated Interim Wastewater Flows (Additional Properties)

Land Use	Acres	Units	Flow Generation (gpd/ac)[1]	Flow Generation (gpd/unit) [2]	Average Dry Weather Flow (MGD)	Peak Wet Weather Flow (MGD)[3]
Low Density Residential	31.8	157		288	0.045	0.122
Medium Density Residential	17.4	151		234	0.035	0.095
High Density (Village Commercial)	6.0	122		189	0.023	0.062
School (K-8)	17.0		670		0.011	0.030
Parks	4.6		100		0	0
Service Commercial	12.4		1,200		0.015	0.041
Village Commercial	6.7		1,200		0.008	0.022
Total					**0.130**	**0.351**

Table 8: Infrastructure demand phase 2 Estimated Build-Out Wastewater Flows (Additional Properties)

Land Use	Acres	Units	Flow Generation (gpd/ac)[1]	Flow Generation (gpd/unit) [2]	Average Dry Weather Flow (MGD)	Peak Wet Weather Flow (MGD)[3]
Low Density Residential	49.3	241		288	0.069	0.186
Medium Density Residential	17.4	220		234	0.051	0.138
High Density (Village Commercial)						
School (K-8)	17.0		670		0.011	0.030
Parks	4.6		100		0	0
Service Commercial	12.4		1,200		0.015	0.041
Village Commercial	6.7		1,200		0.008	0.022
Total					**0.147**	**0.397**

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 will be designed in accordance with the 2001 Master Utility Plans. One off-site connection will be provided to the City's proposed recycled water system. The Master Plans show a connection approximately 1.1 miles south of the Louise Avenue/Interstate 5 interchange. The construction of this pipeline will require a bore and jack under Interstate 5. The facilities will be constructed to serve the ultimate build-out conditions. However, temporary connections will be provided to the interim storage ponds. Therefore, a pump will be provided at the pond to pump recycled water back into the system as needed. Final pipe sizes for the proposed project will be determined at the design stage of the project and will be sized to accommodate recycled water demand from the Mossdale Village Specific Plan Area.

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

Table 9: Preliminary Water Balance Design Data

Land Use	Average Dry Weather Flow (MGD)	Pond Surface Area (ac.)	Maximum Pond Volume (ac-ft)	Application Area (ac.)
Infrastructure demand phase 1	0.298	13.5	115.6	54.1
Infrastructure demand phase 2	0.130	6.2	51.3	24.8

The following tables identify the areas where recycled water will be used on an interim basis within the Mossdale Landing project. Refer to the following Infrastructure demand phase 1 and Infrastructure demand phase 2 Recycled Water Spray Field figures for pond and spray area locations.

Table 10: Infrastructure demand phase 1 Estimated Interim Application Area (Terry & Harris)

Land Use	Acres	Percent Irrigated	Application Area (ac.)
Interim Spray Fields	13.0	100%	13.0
Community Park	20.2	75%	15.2
Neighborhood Parks	14.3	50%	7.2
School	16.7	60%	10.0
Exterior Berms	3.5	100%	3.5
Public Landscaping[1]	5.3	100%	5.3
TOTAL			**54.1**

Table 11: Infrastructure demand phase 2 Estimated Interim Application Area (Additional Properties)

Land Use	Acres	Percent Irrigated	Application Area (ac.)
Interim Spray Fields	9.3	100%	9.3
Neighborhood Park	4.6	50%	2.3
School	17.0	60%	10.2
Exterior Pond Berm	1.0	100%	1.0
Public Landscaping[1]	2.0	100%	2.0
TOTAL			**24.8**

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

The following tables identify ultimate recycled water demand.

Table 12: Infrastructure demand phase 1 Estimated Ultimate Recycled Water Demand (Terry & Harris)

Land Use	Acres	Application Rate (ac-in/ac/yr)[1]	Annual Demand (ac-in/yr)
Community Park	20.2	55 x 75%	836
Neighborhood Parks	14.3	55 x 50%	396
School	16.7	55 x 60%	550
Public Landscaping[2]	5.3	55 x 100%	292
TOTAL			**2074**

Table 13: Infrastructure demand phase 2 Estimated Ultimate Recycled Water Demand (Additional Properties)

Land Use	Acres	Application Rate (ac-in/ac/yr)[1]	Annual Demand (ac-in/yr)
Neighborhood Park	4.6	55 x 50%	127
School	17.0	55 x 60%	561
Public Landscaping[2]	2.0	55 x 55%	110
TOTAL			**798**

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

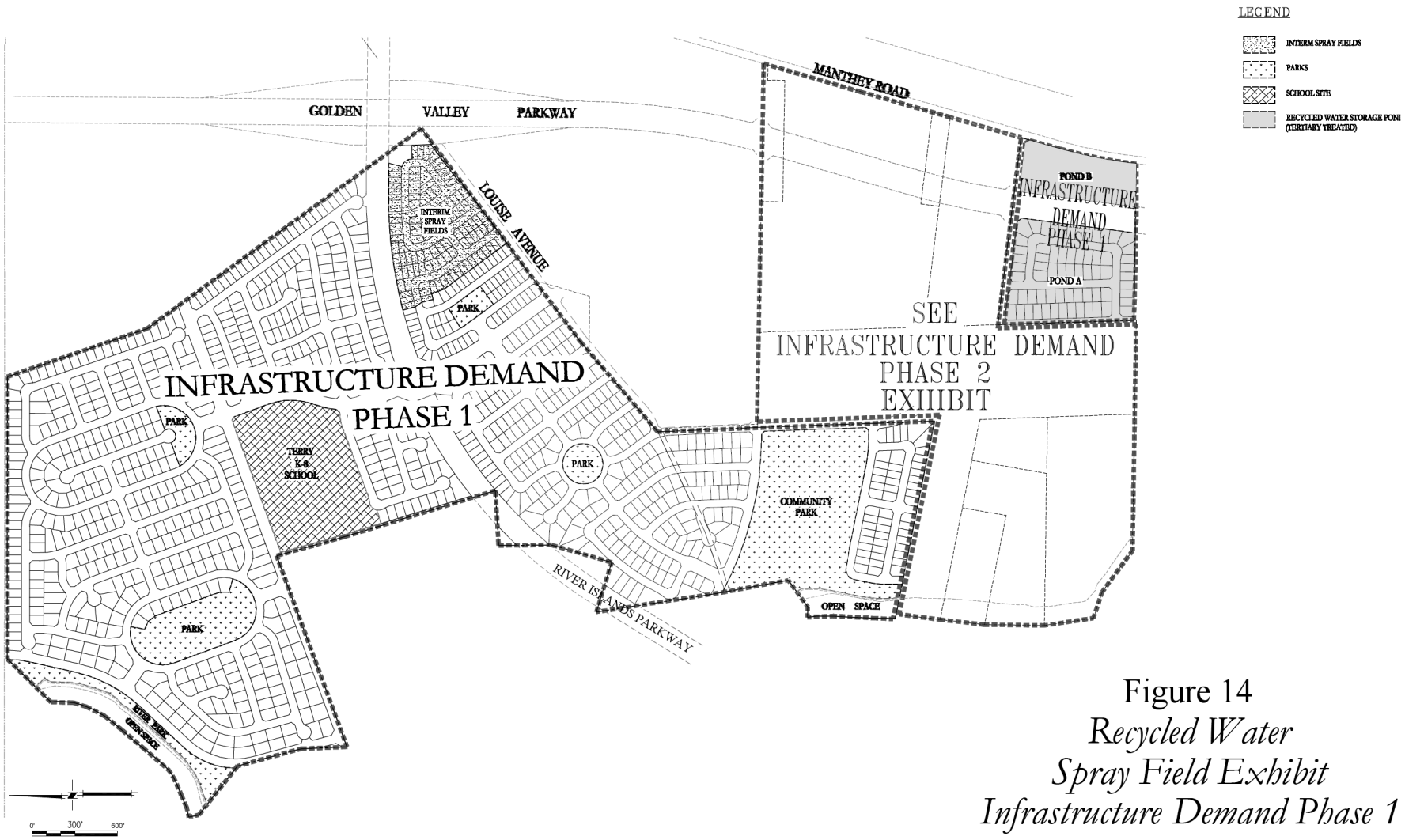


Figure 14
Recycled Water
Spray Field Exhibit
Infrastructure Demand Phase 1

Figure 14: Recycled Water Spray Field Exhibit Infrastructure Demand Phase 1

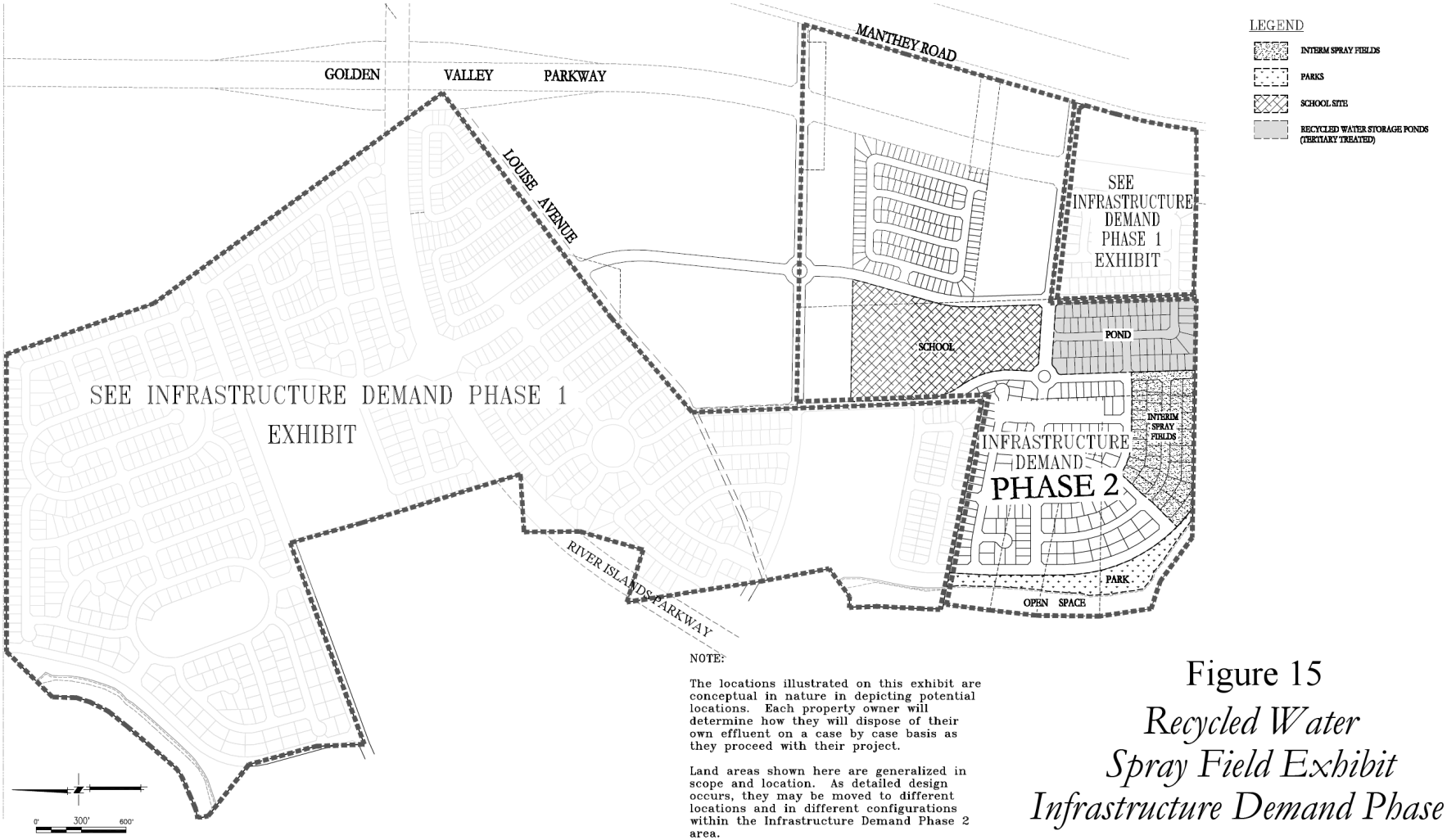


Figure 15
Recycled Water
Spray Field Exhibit
Infrastructure Demand Phase 2

Figure 15: Recycled Water Spray Field Exhibit Infrastructure Demand Phase 2

IMPLEMENTATION

PHASING

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

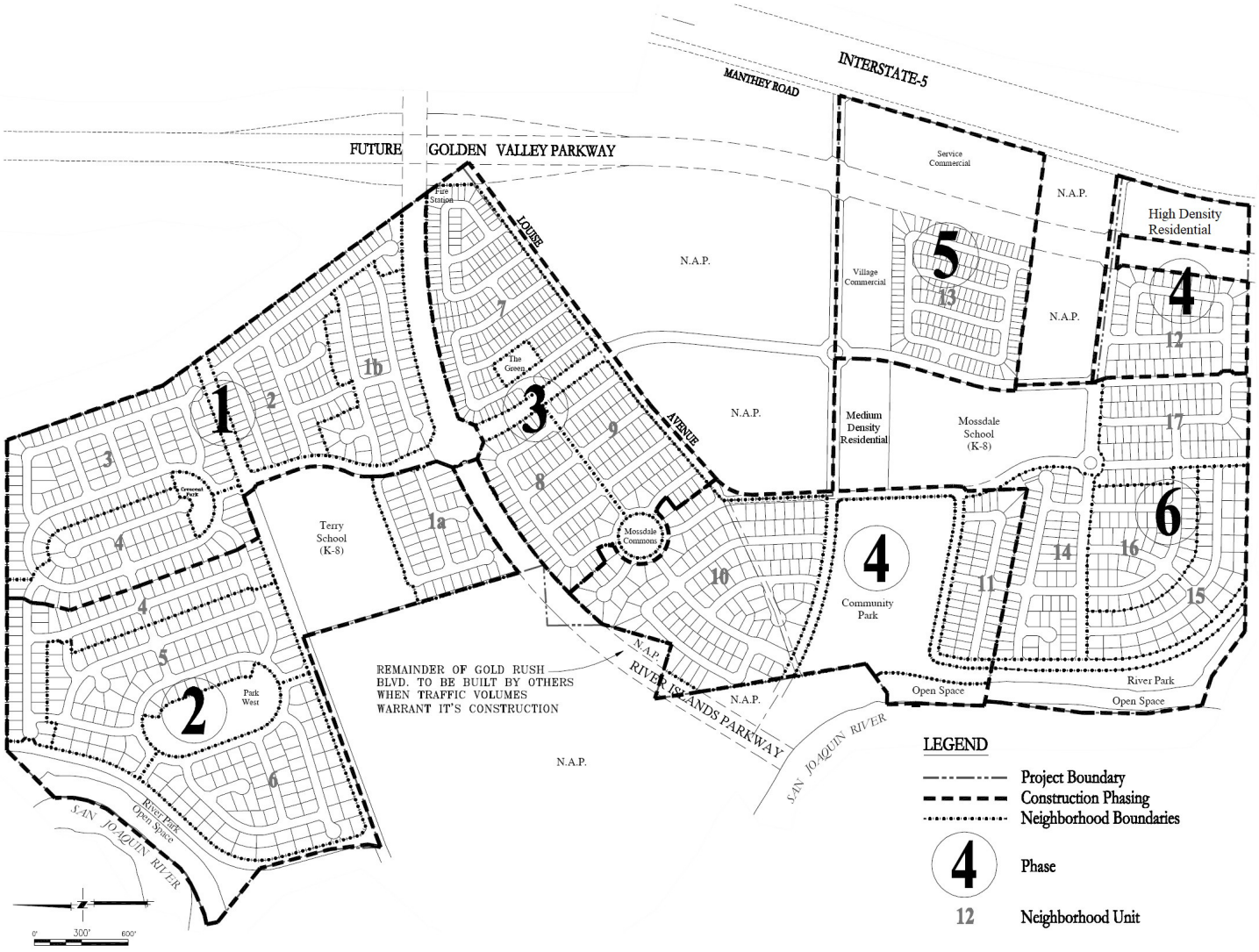
Pacific Union Homes, Inc. will be the master developer for those portions of Mossdale Landing under their control (being the Terry and Harris parcels), being responsible for items such as backbone infrastructure and community entry features. Pacific Union Homes may also construct some of the neighborhoods themselves. The remaining residential neighborhoods are anticipated to be sold to other home builders. This process will ensure the diverse, yet cohesive character of Mossdale Landing, reminiscent of traditional communities. The commercial properties are planned to be sold to commercial builders, however, Pacific Union reserves the right to design and construct the Village Center themselves. Schools will be constructed as determined by the Manteca Unified School District.

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 do not change. The phasing plan may be required to change due to unforeseen infrastructure or market conditions. The phasing of the project will continue the balance of land uses throughout development, as is possible, based upon any changed conditions related to infrastructure or the market.

Additionally, due to these conditions, it may be necessary to modify lot sizes within a specific residential zoning category, that is, lots could only be revised, exchanged, or transferred within the same residential category, such as in all low density residential lands or in all medium density residential lands. For example in low density residential zoned lands, 5,000 square foot lots from one neighborhood planning area may be exchanged with 6,000 square foot lots from another neighborhood planning area. As long as the overall Mossdale Landing residential category's (medium or low) density range is still maintained, these types of changes may occur. Slight overall unit count decreases are allowed, so long as the minimum density range of each specific residential land use category (low or medium) is met. The master developer shall provide formal notification, in writing with accompanying maps, to the City of Lathrop's Community Development Director detailing what modification(s) would be made to the plan. Amendments such as this are subject to approval by the Community Development Director.

Mossdale Landing is planned to be constructed in six development subphases. Development will be initiated on those neighborhoods north of the future River Islands Parkway. It is anticipated that the project phasing will then commence westward and subsequently loop back around to the south as outlined in the table below and as illustrated in the following Phasing

Plan exhibit. It takes into consideration the logical sequencing of infrastructure improvements. 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. The school construction schedule will be controlled by the Manteca Unified School District.



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

Development Phasing Plan is conceptual and subject to change.

Figure 16
Development Phasing Plan

Figure 16: Development Phasing Plan

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

Subphase	*Area*	*Minimum Planning area Lot/Parcel Size*	*Units/SF*
1	Neighborhood 1b Neighborhood 2 Neighborhood 3 Neighborhood 4 Crescent Park	6,000 square foot lots, 14.5 acres 5,000 square foot lots, 18.8 acres 6,000 square foot lots, 22.8 acres 6,000 square foot lots, 14.7 acres 1.4 net acres	65 du 107 du 102 du 66 du NA
Subtotal			**340 du**
2	Neighborhood 1a Neighborhood 4 Neighborhood 5 Neighborhood 6 Terry K-8 School* Park West River Park Open Space	6,000 square foot lots, 10.3 acres 6,000 square foot lots, 14.2 acres 7,000 square foot lots, 23.3 acres 7,000 square foot lots, 21.1 acres 16.2 net acres (16.7 gross) 6.8 net acres 3.6 net acres 4.9 net acres	45 du 68 du 85 du 75 du NA NA NA NA
Subtotal			**273 du**
3	Neighborhood 7 Neighborhood 8 Neighborhood 9 Mossdale Commons The Green	3,200 square foot lots, 21.7 acres 5,000 square foot lots, 13.7 acres 5,000 square foot lots, 11.6 acres 1.5 net acre 1.0 net acre	179 du 70 du 66 du NA NA
Subtotal			**315 du**
4	Neighborhood 10 Neighborhood 11 Neighborhood 12 Service Commercial-MV Community Park Open Space	6,000 square foot lots, 31.0 acres 5,000 square foot lots, 8.9 acres 6,000 square foot lots, 13.6 acres 5.9 acres 20.2 net acres 2.5 net acres	128 du 52 du 66 du 154,202 sf NA NA
Subtotal			**246 du** **324,086 sf**
5	Neighborhood 13 Service Commercial-MV Village Commercial-MV	3,200 square foot lots, 17.4 acres 12.4 acres 6.7 acres	151 du 324,086 sf 175,111 sf
Subtotal			**151 du** **329,313 sf**
6	Neighborhood 14 Neighborhood 15 Neighborhood 16 Neighborhood 17 Neighborhood 18 Mossdale K-8 School* River Park Open Space	5,000 square foot lots, 12.2 acres 7,000 square foot lots, 12.4 acres 6,000 square foot lots, 11.9 acres 5,000 square foot lots, 13.1 acres 2,200 square foot lots, 7.0 acres 17.0 net acres (17.0 gross) 4.6 net acres 5.6 net acres	66 du 48 du 53 du 74 du 69 du NA NA NA
Subtotal			**310 du**
TOTAL			**1,635 du** **653,399 sf**

* The school construction schedule will be controlled by the Manteca Unified School District.

PROJECT ENTITLEMENTS

The Mossdale Landing Environmental Impact Report, Urban Design Concept, Tentative Map, and Development Agreement are expected to be adopted or approved in November of 2002. Individual Final Maps, Neighborhood Design Review, and Improvement Plans for the initial development subphase are anticipated to follow shortly thereafter.

FINANCING MECHANISMS

In order to insure Mossdale Landing 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 project will be required to expand 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's on-site master infrastructure improvements. It is anticipated there will be some oversizing requirements to serve future adjoining 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 are also several parks as well as two school sites within Mossdale Landing. Currently, there are approximately 39 acres of parks and 14 acres of open spaces provided within the project. Of this total, the Quimby Act requires approximately 26 acres of parkland. A substantial amount of the excess park area results from the placement of the community park within the Mossdale Landing project. Since a community park is a city facility, it should be funded on a citywide level. Other projects in the Mossdale Village area will not be required to participate in the cost of the excess neighborhood park acreage provided in Mossdale Landing unless they are relying upon these neighborhood parks to meet City requirements, such as of

required park acres and distances between parks and residential units for their projects. Reimbursement from other projects could be accomplished through development fees, a CFD, or reimbursement agreement. The methodology for this cost sharing will be outlined within the Development Agreement.

If accepted by the Manteca Unified School District, the school sites will be sold to the District and the construction of the sites may be financed by the District through fees required at building permit and possibly with assistance from the State Board of Education.

As discussed within the Infrastructure section, there are significant off-site improvements necessary to allow for development of Mossdale Landing as well as the entire Mossdale Village. The main item includes the expansion of the WRP No. 1 sewage treatment facility to serve the area. It is anticipated that this facility as well as numerous other items will be included within a Community Facilities District. This will be addressed within the Development Agreement.

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

FINANCING PLAN

As discussed in the Implementation Section of the West Lathrop Specific Plan (WLSP), the Mossdale Landing 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.

Pacific Union Homes has contracted with Goodwin and Associates to conduct a financing implementation plan (FIP) and capital facility fee (CFF) study as part of the Mossdale Landing UDC submittal application. These studies will be the basis for much of the financing of this project. Although not required by CEQA, this report will be integrated and analyzed in the project's EIR.

Prior to the first final subdivision map, excluding parcel maps, being approved for any subphase of the project, a detailed Financing Plan for Mossdale Landing 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.

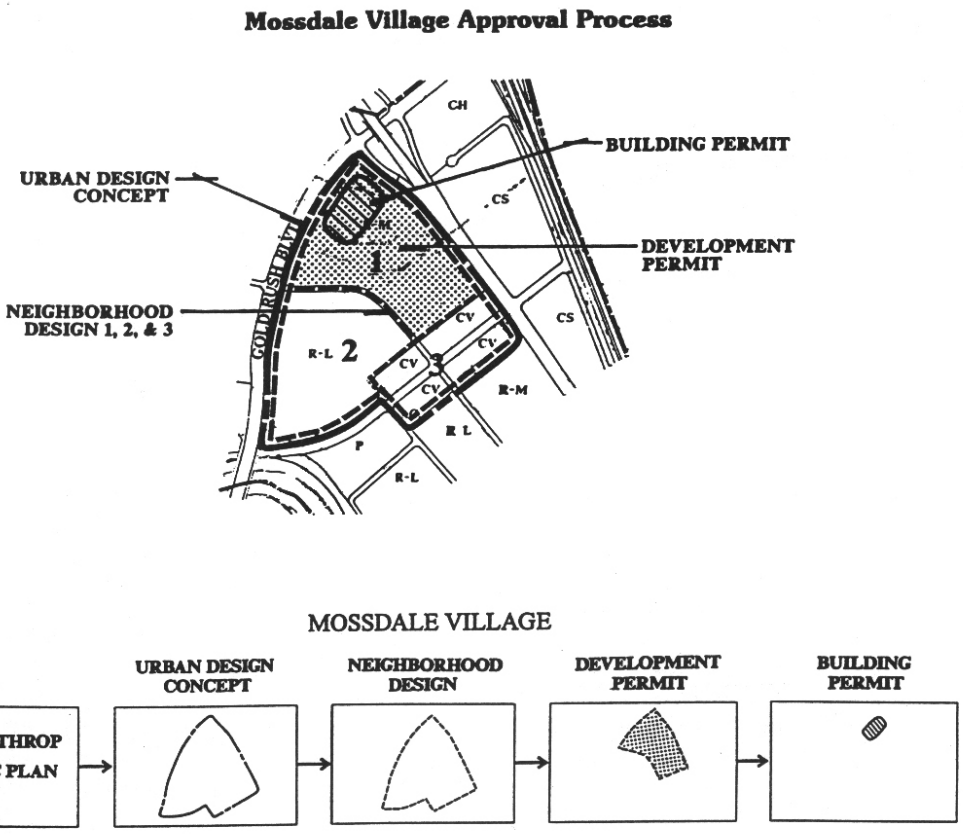
The implementation of the Financing Plan shall be governed by the following principles that could be applicable to Mossdale Landing as outlined in the WLSP unless otherwise stated in a Development Agreement:

- There shall be no cost to the City's existing residents for facilities or services necessary to serve the proposed project unless a direct benefit can be shown. Otherwise, all costs associated with the provision of municipal services shall be paid for by the project.

- Any consideration by the City of Lathrop to use project revenue to fund infrastructure shall first ensure that the levels of City operated facilities and municipal services in a project area are of a quality not less than existing city operated facilities and services in the existing City.
- The City will consider using revenue generated from project development to help fund public improvements.
- The City will consider the use of any public financing mechanism that is deemed appropriate to help construct the project provided the method of repayment is from the project, not the general citizenry at large.
- The City will establish appropriate financing mechanisms to cover the cost of municipal services. Additionally, the City may aid in securing financing needed for capital infrastructure construction and maintenance. These mechanisms include but are not limited to the following:
  - Establishment of Lighting and Landscape Districts, Reclamation Districts and user charges for operation and maintenance purposes.
  - Establishment of Assessment Districts, Benefit Districts, Community Facilities Districts, Infrastructure Financing Districts and Joint Power Arrangements for capital construction.
- The City agrees to establish reimbursement mechanisms in the event that a development pays for infrastructure that exceeds what is needed by the developer.
- The City shall consider implementing per-unit fees to accommodate financing infrastructure improvements or the reimbursement of costs fronted by another developer.
- The City will assist developers of the plan area in obtaining private and public financing for both on and off-site improvements.

CITY APPROVAL PROCESS

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



Source: West Lathrop Specific Plan

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. NDRs are meant to ensure that proposed projects are consistent with the policies and guidelines of the West Lathrop Specific Plan and the Mossdale Landing Urban Design Concept. The Neighborhood Design Review is a discretionary permit from the City of Lathrop. The City mandates that certain standards shall be met by each project in regards to architecture styles and design and landscape and signage themes.

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

Development Permit

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

Building Permit Review and Plan Checking

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

AMENDMENT PROCESS

It is anticipated that certain modifications to the Urban Design Concept text and exhibits may be necessary during the life of the community. Any modifications to these documents shall occur in accordance with the amendment process described in this section. These amendments, should they occur, are divided into two categories- Minor Amendments and Major Amendments. Minor Amendments allow for administrative changes to the Urban Design Concept and may be approved by the Community Development Director. All other proposed changes are considered Major Amendments and shall be reviewed for approval by the Planning Commission. All amendments shall be consistent with the General Plan, the West Lathrop Specific Plan, the Mossdale Landing 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 do not change. The phasing plan may be required to change due to unforeseen infrastructure or market conditions. The phasing of the project will continue the balance of land uses throughout development, as is possible, based upon any changed conditions related to infrastructure or the market.

Additionally, due to these conditions, it may be necessary to modify lot sizes within a specific residential zoning category, that is, lots could only be revised, exchanged, or transferred within the same residential category, such as in all low density residential lands or in all medium density residential lands. For example in low density residential zoned lands, 5,000 square foot lots from one planning area may be exchanged with 6,000 square foot lots from another planning area. As long as the overall Mossdale Landing residential category's (medium or low) density range is still maintained, these types of changes may occur. Slight overall unit count decreases are allowed, so long as the minimum density range of each specific residential land use category (low or medium) is met. The master developer shall provide formal notification, in writing with accompanying maps, to the City of Lathrop's Community Development Director detailing what modification(s) would be made to the plan. Amendments such as this are subject to approval by the Community Development Director.

Amendments to Urban Design Concept

Approval of the Urban Design Concept signifies acceptance by the City of Lathrop of both general and specific development guidelines for the improvement of Mossdale Landing. 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 a illustration of architectural elements which typify the proposed style.

Major Urban Design Concept Amendment

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

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

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

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

Signage guidelines for commercial designations in Mossdale Landing 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 project based its standards on those noted in the West Lathrop Specific Plan. Refer to the Signage section for the revised standards.

Land Uses:
Land use acreages have been adjusted to take into account the realignment of roads (due in large part to compromising between various land owners) and the inclusion of a second middle school facility, the provision of additional neighborhood parks, the enlargement of the community park acreage, and the inclusion of a fire station. Refer to both the land use plan and the land use summary for the revised uses and acreages.

General Street Standards:
1. Residential street radii curves may be a minimum of 150', 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 homeowners association, they shall be constructed and maintained to City standards.

8. Minimum street surfacing dimensions will be determined and included in the Development Agreement.

Public Utility Easements:

1. In Mossdale Landing public utility easements (PUE) typically are located adjacent to and part of the right of way on both sides of the street. However, the following streets will not be provided with a P.U.E.

2. Streets adjacent to the Village Commercial Parcels (Towne Centre Drive and portions of the streets that are perpendicular to Towne Centre Drive) – public utilities will be constructed in the right-of-way under the sidewalk. PUEs shall overlay 10' of the sidewalk, or sidewalk and parkway, beginning at the face of curb.

3. Various types of encroachments are permitted over or on the public utility easement located along Service Commercial and Village Commercial designated parcels. Refer to the Encroachment section of each use's development standards for specifics.

4. With the exception of River Road, 10' wide PUEs are provided along all both sides of major streets unless 20' is provided from face of curb to right of way.

5. Along River Road there will be a 10' PUE from back of curb extending into the park along the linear park length.

Signage:

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

Parking:

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

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

Street Sections:

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

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 -Minor Low Density Street	56'	32'	5'	Parkway- 7'
WLSP- Local Street	56'	36'	5'	Parkway- 5'

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

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

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- River Edge Avenue	90’	50’	5’	From Face of Curb to ROW- 20’ (includes walk) Refer to Collector Street Section in Landscape Chapter of UDC
WLSP- River Road	70’	50’	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-Grass Valley Avenue	80' along school frontage, 90' otherwise	50'	5'	From Face of Curb to ROW- 20' on non-school frontage (includes walk), 10' school side (includes walk)
WLSP-River Road	70'	50'	Not identified	From Face of Curb to ROW- 10'

Classification	*Right of Way Width*	*Face of Curb to Face of Curb*	*Sidewalk/ Multi-use Trail Width*	*Other*
UDC-Village Circle Drive	39'	27.5'	5' (sidewalk only on outer side)	5' Parkway on outer side 1.5' curb and landscape area on inside
WLSP- No Comparable				

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

Classification	*Right of Way Width*	*Face of Curb to Face of Curb*	*Sidewalk/ Multi-use Trail Width*	*Other*
UDC- River Road South	64’	50’	5’ Sidewalk provided only on non-park side. Multi-use trail provided outside of ROW within park.	4’ landscape area on park side, 5’ parkway on non-park side.
WLSP- Scenic Drive	86’	66’	Not identified	

Classification	*Right of Way Width*	*Face of Curb to Face of Curb*	*Sidewalk/ Multi-use Trail Width*	*Other*
UDC- River Road North	64’	50’	5’ Sidewalk provided only on non-park side. Multi-use trail provided outside of ROW within park.	4’ landscape area on park side, 5’ parkway on non-park side.
WLSP-River Road	70’	50’	Not identified	

Classification	*Right of Way Width*	*Face of Curb to Face of Curb*	*Sidewalk/ Multi-use Trail Width*	*Other*
UDC- Mossdale Blvd. between River Edge and Watermelon	56’	32’	5’	Parkway- 7’ No on-street bike lane No median
WLSP- River Road	70’	50’	Not identified	Parkway- 5’ On-street bike lane No median

Classification	*Right of Way Width*	*Face of Curb to Face of Curb*	*Sidewalk/ Multi-use Trail Width*	*Other*
UDC- Mossdale Blvd. along school frontages	74'	44'	8' non-school side, 5' school side	From Face of Curb to ROW- 20' on non-school frontage (includes walk), 10' school side (includes walk) No on-street bike lane No median
WLSP- River Road	70'	50'	Not identified	From Face of Curb to ROW- 10' On-street bike lane No median

Classification	*Right of Way Width*	*Face of Curb to Face of Curb*	*Sidewalk/ Multi-use Trail Width*	*Other*
UDC- Mossdale Blvd. (north of River Islands Pkwy.)	90-114'	50-74'	8'	From Face of Curb to ROW- 20' (includes walk) No on-street bike lane Median varies between 0-8'. Refer to Tentative Map for specific locations and widths.
WLSP- River Road	70'	50'	Not identified	From Face of Curb to ROW- 10' On-street bike lane No Median

Classification	*Right of Way Width*	*Face of Curb to Face of Curb*	*Sidewalk/ Multi-use Trail Width*	*Other*
UDC- Mossdale Blvd. (south of River Islands Pkwy.)	95'-123'	55-83'	8'	From Face of Curb to ROW- 20' (includes walk) No on-street bike lane Median varies from 8' to 20' wide between Louise Ave. and Red Barn Dr.
WLSP- River Road	70'	50'	Not identified	From Face of Curb to ROW- 10' On-street bike lane No Median

Classification	*Right of Way Width*	*Face of Curb to Face of Curb*	*Sidewalk/ Multi-use Trail Width*	*Other*
UDC- Golden Valley Parkway	184'	138'	8'	From Face of Curb to ROW- 23' (includes trail)
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-River Islands Pkwy.	156'	94' (includes 4'-16' median. Refer to Tentative Map for location)	8'	From Face of Curb to ROW- 31' (includes trail)
WLSP- Gold Rush Blvd.	156'	106'	Not identified	From Face of Curb to ROW- 25'