



GOODWIN CONSULTING GROUP

**CITY OF LATHROP**

**SOUTH LATHROP SPECIFIC PLAN (SLSP)  
CAPITAL FACILITIES FEE STUDY**

**February 6, 2018**

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***EXECUTIVE SUMMARY***

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The South Lathrop Specific Plan area (the “SLSP”) is a 315 acre development in the southeast portion of the City. The project is located south of State Route 120, north and west of the Union Pacific Railroad, and east of the San Joaquin River. The SLSP consists of mainly employment-generating land uses. Approximately 246 acres are zoned for Light Industrial and Warehouse development and 10 acres are zoned for Commercial Office development. The remaining 59 acres include open space, public and quasi-public land, the San Joaquin River, and roadways.

The City retained Goodwin Consulting Group to assist it in establishing a fee program for the SLSP area through the adoption by the City Council of this SLSP Capital Facilities Fee Study (“Fee Study”). This Fee Study is compliant with the requirements set forth in the Mitigation Fee Act, also known as AB 1600, and ensures that a rational nexus exists between the SLSP Fees and the cost or portion of the cost of capital facilities attributable to future development in the SLSP area.

**FACILITIES AND COSTS INCLUDED IN THE FEE PROGRAM**

Various capital facilities will be required for the SLSP area. Facilities and cost estimates have been prepared by the City and its consultants and are presented in this Fee Study. Table ES-1 summarizes these facilities and their costs. The gross cost of the planned facilities contained in this Fee Study is \$70.8 million. Funding from other sources, totaling \$56.2 million, reduces the net amount that will be funded with SLSP Fee revenue to approximately \$9.1 million.

**Table ES-1 – Facilities Costs**

<b>Facility Type</b>	<b>Total Estimated Cost</b>	<b>Funding From Other Developments<sup>1</sup></b>	<b>SLSP CFD Funding</b>	<b>SLSP Fees</b>
Transportation	\$65,805,000	\$52,744,379	\$5,552,405	\$7,508,216
Water	\$3,320,158	\$2,324,158	\$0	\$996,000
Storm Drainage	\$1,720,875	\$1,146,875	\$0	\$574,000
<b>Total</b>	<b>\$70,846,033</b>	<b>\$56,215,412</b>	<b>\$5,552,405</b>	<b>\$9,078,216</b>

1. Other developments may include Lathrop Gateway Specific Plan, McKinley Corridor, Crossroads, and others.

Source: MacKay & Soms; H2O Urban Solutions; Fehr and Peers

## **TRANSPORTATION FACILITIES**

Transportation facilities for SLSP include construction of interchanges at SR 120 and Yosemite Avenue and at I-5 and Lathrop Road. Transportation facilities also include roadway, intersection, and railroad crossing improvements for Yosemite and McKinley Avenues, and Airport Way. The total cost of the facilities is \$65.8 million. Based on its traffic model, the City's traffic consultant determined that SLSP's share of the total cost is \$13.1 million. The remainder, \$52.7 million, is allocated to the Lathrop Gateway Specific Plan (LGSP) area, McKinley Corridor, Crossroads, and other Lathrop developments.

Of the \$13.1 million allocated to SLSP, the project developer plans to finance approximately \$5.6 million through a future community facilities district bond issue. The remaining SLSP share of the cost, \$7.5 million, will be funded through SLSP Transportation Fees.

## **WATER SYSTEM FACILITIES**

Water system facilities include a 1.0 MG storage tank and booster pump station for Well 21. The total cost of these improvements is approximately \$3.3 million. The City staff determined that 30% of the total cost of the water system facilities is attributable to future SLSP development. As a result, SLSP's fair share of the total cost is \$1.0 million and will be funded through the SLSP Water System Fees.

## **STORM DRAINAGE FACILITIES**

Storm drainage facilities include construction of the South Lathrop Outfall. The total cost of the facility is \$1.7 million. The City's engineering consultant estimates that the total cost of the facility should be equally split between three development areas - SLSP, LGSP, and the McKinley Corridor development. SLSP's 33.3% share of the total cost is \$574,000 and will be funded through SLSP Storm Drainage Fees.

## FEE SCHEDULE

The table below summarizes the fees calculated in this report. A 3.0% administration fee is included to pay for the administrative duties associated with the fee program.

**Table ES-2**  
**Fee Summary**

<b>Land Use</b>	<b>Unit</b>	<b>Transportation Fee</b>	<b>Water Fee</b>	<b>Storm Drainage Fee</b>	<b>City Admin Fee (3.0%)</b>	<b>Total</b>
<i>per 1,000 Bldg. Square Feet</i>						
<b>Commercial Office</b>	<b>KSF</b>	<b>\$15,631</b>	<b>\$988</b>	<b>\$380</b>	<b>\$510</b>	<b>\$17,508</b>
<b>Light Industrial</b>	<b>KSF</b>	<b>\$4,516</b>	<b>\$467</b>	<b>\$129</b>	<b>\$153</b>	<b>\$5,266</b>
<b>Warehouse</b>	<b>KSF</b>	<b>\$466</b>	<b>\$133</b>	<b>\$129</b>	<b>\$22</b>	<b>\$750</b>

## LATHROP CITYWIDE AND SAN JOAQUIN COUNTYWIDE FEES

The SLSP Fees calculated in this Fee Study, if adopted by the City Council, will be added to the City's Capital Facilities Fee (CFF) program. In addition to the SLSP Fees shown in this Fee Study, the SLSP area will also be subject to other Lathrop citywide impact fees in the CFF program. One such citywide fee is the Municipal Service Facilities fee that funds various municipal buildings and facilities. City staff have reviewed the assumptions and the calculation of the Municipal Service Facilities fee and have determined that the SLSP development will not affect the calculation of the fee or change the existing fee rates for this citywide fee.

SLSP will also be subject to San Joaquin County fees, such as the San Joaquin County Regional Transportation Impact Fee (RTIF) and the County Capital Facilities Fee. Additionally, pursuant to the SLSP Mitigation Monitoring and Reporting Program, SLSP project proponents shall participate in the City's agriculture mitigation program and the San Joaquin Multi-Species Habitat Conservation and Open Space Plan by paying the per-acre fees for the loss of important farmland as well as to mitigate for habitat impacts to covered special status species.

## FEE ADJUSTMENTS

The SLSP Fees may be adjusted in future years to reflect revised facility standards, receipt of funding from alternative sources (federal grants), revised costs, or changes in the land use plan. In addition to such adjustments, the SLSP Fees will be inflated each year by a predetermined construction cost index selected by the City.

## ***I. INTRODUCTION***

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### **BACKGROUND**

The South Lathrop Specific Plan area is a 315 acre development in the southeast portion of the City. Specifically, the project is located south of State Route 120, north and west of the Union Pacific Railroad, and east of the San Joaquin River. Exhibit 1 on the following page identifies the location of the project within the City. The SLSP consists of mainly employment-generating land uses. Approximately 246.4 acres are zoned for Light Industrial and Warehouse development and 10 acres are zoned Commercial Office. The remaining 59 acres includes open space, public and quasi-public lands, the San Joaquin River, and roadways.

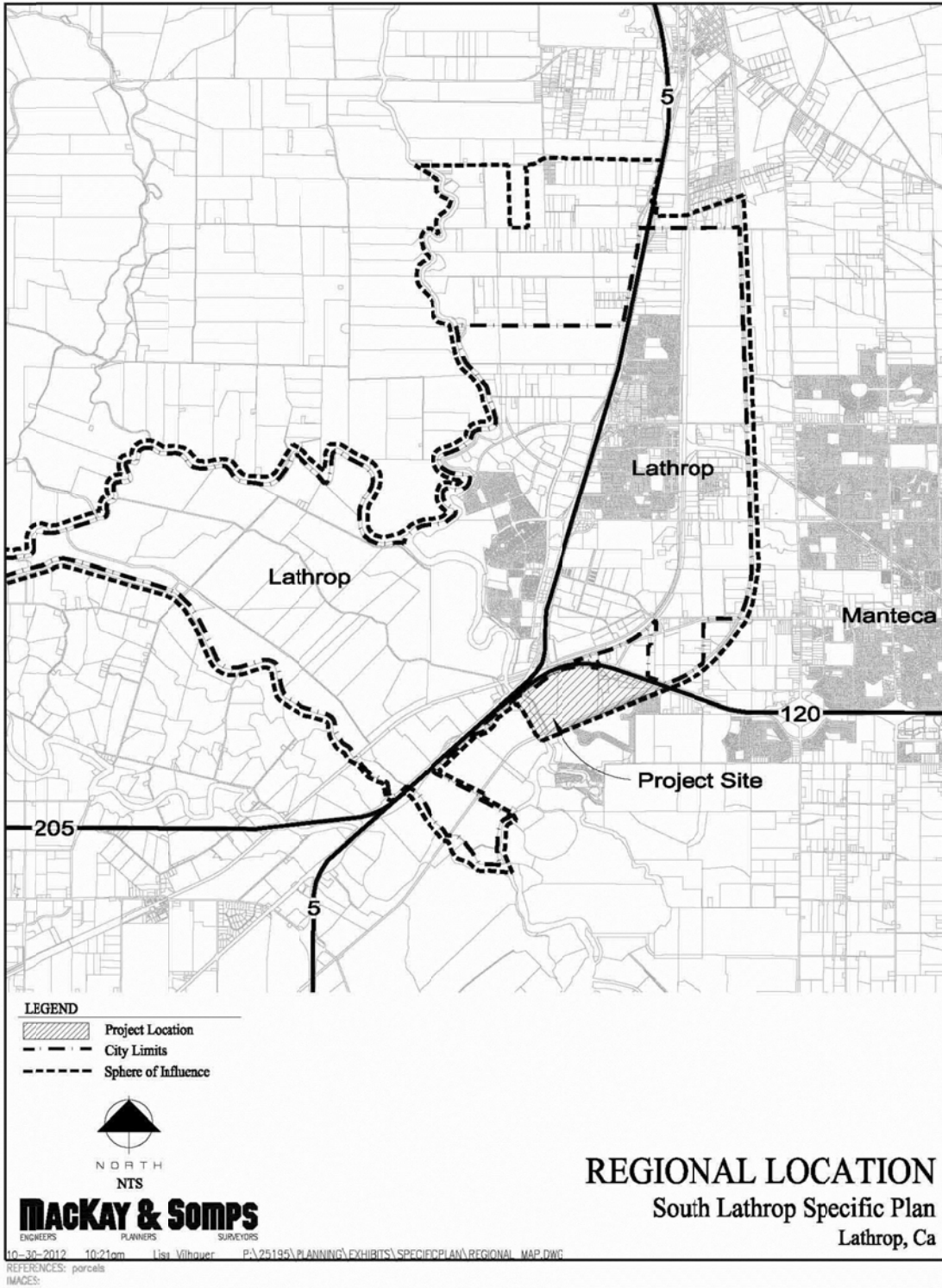
### **FEES INCLUDED IN SLSP CAPITAL FACILITIES FEE STUDY**

The SLSP Capital Facilities Fee Study includes fees that are specific to the land uses in SLSP area. The fees in the Fee Study relate to the following categories:

- Transportation Facilities
- Water System Facilities
- Storm Drainage Facilities
- Administration Fee (3.0% of other fee rates)

These fees will be referred to in this Fee Study as the “SLSP Fees”. In addition to the SLSP Fees listed above, the SLSP development will also be subject to certain City of Lathrop citywide CFF fees and San Joaquin County countywide fees.

**Exhibit 1 – SLSP Project Site**



## **MITIGATION FEE ACT (AB 1600)**

The Mitigation Fee Act, commonly known as Assembly Bill (AB) 1600, was enacted by the State of California in 1987 and created Section 66000 et. seq. of the Government Code. AB 1600 requires that all public agencies satisfy the following requirements when establishing, increasing, or imposing a fee as a condition of approval for a development project:

1. Identify the purpose of the fee
2. Identify the use to which the fee will be put
3. Determine how there is a reasonable relationship between:
  - A. The fee's use and the type of development project on which the fee is imposed
  - B. The need for the public facility and the type of development project on which the fee is imposed
  - C. The amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed

The purpose of this Fee Study is to demonstrate that the fees calculated herein comply with the Mitigation Fee Act. The assumptions, methodologies, facility standards, costs, and cost allocation factors that were used to establish the nexus between the fees and the development on which the fees will be levied are summarized in subsequent chapters of this report.

## **ORGANIZATION OF REPORT**

The remainder of this report has been organized into the following chapters:

Chapter II	Identifies the land uses, acres, and square footage assumptions included in the Fee Study
Chapter III	Provides an explanation of the fee methodology used to calculate the fees in the this Fee Study
Chapter IV	Summarizes the capital facilities and costs in the fee program
Chapters V-VII	Provide the details of the fee calculations for transportation, water system, and storm drainage fees
Chapter VIII	Provides a summary of the SLSP Fees calculated in this Fee Study
Chapter IX	Discusses the nexus findings for the SLSP Fees
Chapter X	Addresses implementation of the fee program, future fee adjustments, and administrative duties required by the fee law



## II. LAND USES

The SLSP area includes approximately 315 acres. The majority of the acreage, about 246.4 acres, is planned for Limited Industrial land uses. This land use category will allow for a large range of development types, including warehouse/distribution, light industrial, manufacturing, office, retail sales and services, R&D, recreation vehicle sales, and equipment and machinery sales and repair services, to name just a few. The Limited Industrial zoning category allows for floor area ratios (FAR) ranging from 0.15 to 0.65. The maximum estimated building square footage for the Limited Industrial land in SLSP is 4,213,918.

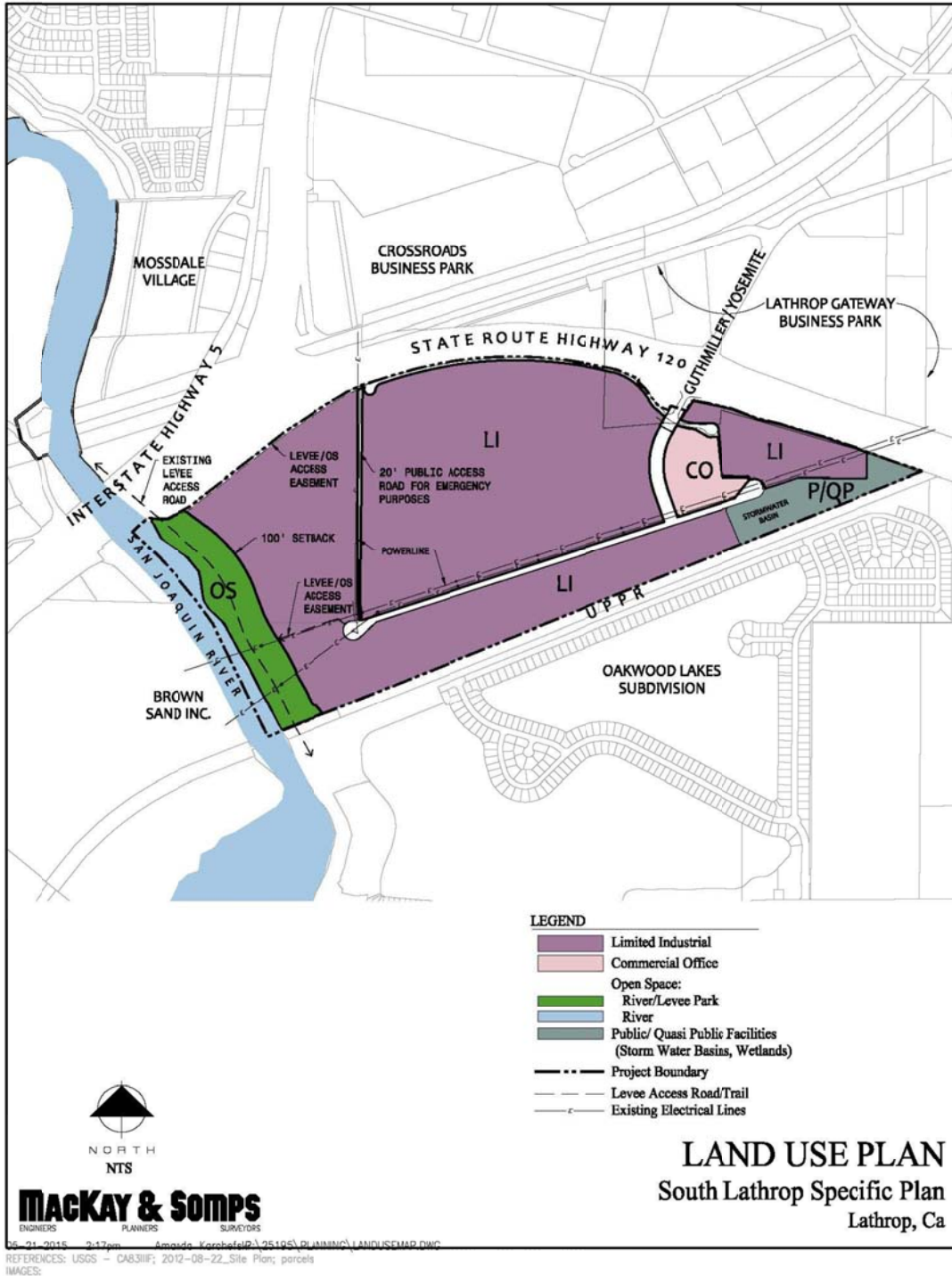
The SLSP also includes 10 acres of Commercial Office property situated close to the SR 120 corridor and will provide for local and regional serving office and commercial uses, including financial institutions, administrative support centers, restaurants, and hotel/motels. Although the 0.30 FAR could allow for 130,000 square feet, the EIR anticipated that a more likely size would be 75,000 square feet of building space, and so that is the building space used in this Fee Study.

The Open Space land use designation includes about 31.5 acres of San Joaquin River frontage that extends to the centerline of the river. This area includes trails that will connect to the City's trail system. The Public/Quasi-Public Facilities land use consists of 11.6 acres of land that is planned for storm water and recycled water basins. Lastly, 15.5 acres are set aside for existing and future roads. Table 2-1 summarizes the land uses, acres, and building square feet and Exhibit 2 on the following page shows the location of the land uses in the SLSP area.

**Table 2-1 – Land Use Summary**

<u>Land Use</u>	<u>Average FAR</u>	<u>Acres</u>	<u>Sq. Ft.</u>
Commercial Office	0.30	10.0	75,000
Light Industrial	0.39	63.1	1,079,759
Warehouse	0.39	183.3	3,134,159
<b>Subtotal</b>		<b>256.4</b>	<b>4,288,918</b>
<b><u>Open Space</u></b>		<b><u>Acres</u></b>	
River/Levee Park		21.0	
River		10.5	
Public/Quasi Public		11.6	
Existing and Future Major Roads		15.5	
<b>Subtotal</b>		<b>58.6</b>	
<b>Total</b>		<b>315.0</b>	

## Exhibit 2 – SLSP Land Uses



### ***III. FEE METHODOLOGY***

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When impact fees are calculated, an analysis must be presented in enough detail to demonstrate that a logical and thorough consideration was applied in the process of determining how the fees relate to the impacts from new development. Various findings pursuant to the impact fee statute must be made to ensure that a reasonable relationship exists between the fee amount and the impact caused by development on which the fee will be levied. Following is a discussion of the method used in this Fee Study to allocate facilities costs to development and determine the fees in the fee program.

#### **FEE METHODOLOGY**

The plan-based fee methodology is used in this Fee Study. This methodology is used for facilities that must be designed based on future demand projections within a geographic location. Typically, a formal plan such as a specific plan, facilities needs assessment, or master plan identifies and supports the level of facilities required to serve the plan area. This plan would typically consider the existing facilities already in place and determine what additional facilities would be necessary to accommodate new development. For example, the need for transportation-related improvements depends specifically on the projected number of trips that must be accommodated on specific roadways. An analysis of existing facilities, geographic constraints, and current levels of service must be completed in order to identify the future facility needs. This information is analyzed in conjunction with a projection of the amount and location of future development in the plan area to determine the adequacy of existing facilities and the demand for new improvements that will be required. Depending on the level of existing facilities, the plan-based fee methodology may allocate planned facilities costs to either future development only or to future and existing development. The steps to calculate a fee under the plan-based fee methodology include the following:

- Step 1*** Identify existing facilities and estimate future demand for facilities at build out of the plan area
- Step 2*** Determine facilities needed to serve anticipated growth in the plan area
- Step 3*** Estimate the gross cost of facilities needed to serve the future development in the plan area

- Step 4** Subtract the gross cost of any facilities included in the facilities plan that will cure an existing deficiency in service or will serve other development areas
- Step 5** Subtract revenues available from alternative funding sources, if any, to identify a net facilities cost that will be allocated to future development.
- Step 6** Select cost allocation factors (e.g., trips generated, gallons per day, C-values) that will be used to allocate facility costs on a proportional impact basis; apply cost allocation factors to each of the land use categories based on their relative service demand or impact on each type of facility
- Step 7** Estimate the total impact from future development by multiplying the total number of units/acres/square feet for each respective land use by its cost allocation factor. Sum the total cost allocation factors for each land use category
- Step 8** Determine the percentage distribution of the cost allocation factors for each land use category by dividing the total of the cost allocation factors for each land use category by the total of all cost allocation factors for all land use categories
- Step 9** Multiply the percent distribution for each land use category, as determined in Step 8, by the total facilities cost to determine the portion of the facility cost that is allocated to each land use category
- Step 10** Divide the facilities cost that is allocated to each land use category, as determined in Step 9, by the number of units, in the case of SLSP Fees, per 1,000 square feet of building space, to determine the facilities fees

## **COST ALLOCATION FACTORS**

Cost allocation factors are used to allocate facilities costs to different land uses based on each land use's specific impact on that facility. These factors establish the nexus in the Fee Mitigation Act that requires that the amount of the fee and the cost of the public facility attributable to the development on which the fee is imposed is reasonably related. Cost allocation factors, if chosen correctly, will represent a reasonable and relatively proportionate impact that different land uses will have on a facility.

For example, trip generation rates are typically used as cost allocation factors for transportation facilities because they accurately measure the impact of different types of development on a transportation system. A fast food restaurant, for example, attracts many customers throughout a normal day. On the other hand, a coin operated laundry mat will attract much fewer customers in a day than a fast food restaurant. Therefore the trip generation rate of a fast food restaurant is much higher than a laundry mat’s trip generation rate. As a result, the fast food restaurant’s transportation fee will be much higher than the laundry mat’s fee. Table 3-1 below shows the cost allocation factors used in this Fee Study to allocate costs and calculate the SLSP Fees.

**Table 3-1 – Cost Allocation Factors**

<b>Land Use</b>	<b>Transportation (per KSF)</b>	<b>Water (per Acre)</b>	<b>Storm Drainage (per Acre)</b>
	<i>Adjusted</i>		
	<u><i>PM Peak Hr Trips</i></u>	<u><i>GPD</i></u>	<u><i>C-Value</i></u>
Commercial Office	3.36	1,300	0.90
Light Industrial	0.97	1,400	0.70
Warehouse	0.10	400	0.70

*Source: SLSP DEIR; EKI Environment and Water; City of Lathrop*

#### **IV. CAPITAL FACILITIES AND COSTS**

Table 4-1 below summarizes the facilities costs for transportation, water system, and storm drainage facilities planned for SLSP.

**Table 4-1 – Facilities Costs**

<b>Facility Type</b>	<b>Total Estimated Cost</b>	<b>Funding From Other Developments<sup>1</sup></b>	<b>SLSP CFD Funding</b>	<b>SLSP Fees</b>
Transportation	\$65,805,000	\$52,744,379	\$5,552,405	\$7,508,216
Water	\$3,320,158	\$2,324,158	\$0	\$996,000
Storm Drainage	\$1,720,875	\$1,146,875	\$0	\$574,000
<b>Total</b>	<b>\$70,846,033</b>	<b>\$56,215,412</b>	<b>\$5,552,405</b>	<b>\$9,078,216</b>

1. Other developments may include Lathrop Gateway Specific Plan, McKinley Corridor, Crossroads, and others.

#### **TRANSPORTATION FACILITIES**

Transportation facilities for SLSP include construction of interchanges at SR 120 and Yosemite Avenue and at I-5 and Lathrop Road. Transportation facilities also include roadway, intersection, and railroad crossing improvements for Yosemite and McKinley Avenues, and Airport Way. The total cost of the facilities is \$65.8 million, as shown in Table B-1 in Appendix B. Based on its traffic model, the City’s traffic consultant determined that SLSP’s share of the total cost is \$13.1 million. The remainder, \$52.7 million, is allocated to the Lathrop Gateway Specific Plan area, McKinley Corridor, Crossroads, and other Lathrop developments.

Of the \$13.1 million allocated to SLSP, the project developer plans to finance approximately \$5.6 million through a future community facilities district bond issue. The remaining SLSP share of the cost, \$7.5 million, will be funded through SLSP Transportation Fees.

#### **WATER SYSTEM FACILITIES**

Water system facilities include a 1.0 MG storage tank and booster pump station for Well 21. The total cost of these improvements is approximately \$3.3 million, as shown in Table B-2 in Appendix B. The City’s water system consultant determined that 62% of the total cost of the water system facilities would be attributable to future SLSP development if the industrial properties built out as 100% light industrial. However, the EIR anticipated that 75% of the

industrial properties would be built as warehousing, which requires much less water. This analysis follows the EIR assumption that 75% of the industrial properties will be built as warehousing, so the total anticipated impact on the need for a water tank is much less. As a result, SLSP's fair share of the total cost is reduced to 30%, resulting in an allocated cost of \$1.0 million, which will be funded through SLSP Water Fees.

### **STORM DRAINAGE FACILITIES**

Storm drainage facilities include construction of the South Lathrop Outfall. The total cost of the facility is \$1.7 million, as shown in Table B-3 in Appendix B. The City's engineering consultant determined that the total cost of the facility should be equally split between three development areas - SLSP, LGSP, and the McKinley Corridor. SLSP 33.3% share of the total cost is \$574,000 and will be funded through the SLSP Storm Drainage Fees.

## **V. TRANSPORTATION FEE**

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This section of the report identifies the facilities, costs, and the fee rates required to fund the transportation facilities in the SLSP area.

### **FACILITIES AND COSTS**

The transportation facilities for SLSP are identified in Table B-1 in Appendix B. The facilities include the SR120/Yosemite interchange (\$25.3 million); the I-5/Lathrop Road interchange (\$20.0 million); road widening and improvements to five segments of Yosemite Avenue and one segment each of McKinley Avenue and Airport Way; construction/improvements of four intersections on Yosemite Avenue and two on McKinley Avenue; improvements to railroad crossings on Yosemite and McKinley Avenues; and improvements to SR 120 ramps at Airport Way.

The total cost of SLSP transportation facilities is approximately \$65.8 million. The City's traffic consultant, Fehr and Peers, conducted a traffic analysis that determined SLSP's fair share, based on trip generation, is approximately 19.8% of the total cost, or \$13.1 million. The remaining \$52.7 million cost is allocated to LGSP, McKinley Corridor, the Crossroads development, and other developments in Lathrop.

The developer of SLSP plans to fund approximately \$5.6 million of the \$13.1 million transportation costs through a future community facilities district bond issue. The remaining \$7.5 million cost will be funded through the SLSP fee program.

Several intersections in Manteca were identified in the EIR as being impacted by SLSP. The City has an agreement with Manteca that rather than charge one another's developers for impacts, the cities will consider the impacts to be equal and fund each's own improvements. However, one problem with this solution is that Lathrop will end up with unfunded improvements that would otherwise have been funded by Manteca developers. In the spirit of the Lathrop/Manteca agreement, Lathrop and the SLSP developer have agreed to collect the impact costs for intersections in Manteca and spend those funds on Lathrop improvements to avoid a gap in funding due to not receiving money from the Manteca developers.

### **COST ALLOCATION FACTORS**

The \$7.5 million in transportation facilities costs is allocated to the Commercial Office, Light



Industrial, and Warehouse land uses in SLSP. Table A-1 in Appendix A shows this allocation is based on the PM Peak Hour trip generation factors shown in Table 5-1. These allocation factors, that measure the amount of trips generated for a given land use, establish a reasonable relationship, or nexus, between the cost of the transportation facilities that is attributable to each of the land uses and the amount of the Transportation Fees, as determined in this Fee Study.

**Table 5-1**  
**Transportation Cost Allocation Factors**

<b>Land Use</b>	<b>Unit</b>	<b>Transportation</b>
		<i>Adjusted PM Peak Hr Trips</i>
<b>Commercial Office</b>	<b>KSF</b>	<b>3.36</b>
<b>Light Industrial</b>	<b>KSF</b>	<b>0.97</b>
<b>Warehouse</b>	<b>KSF</b>	<b>0.10</b>

**TRANSPORTATION FEE**

Table A-1 in Appendix A shows the calculation of Transportation Fee and Table 5-2 below summarizes the fee rates for the land use categories in SLSP. The Transportation Fee rates in Table 5-2 are per 1,000 square feet of building space.

**Table 5-2**  
**Transportation Fees**

<b>Land Use</b>	<b>Unit</b>	<b>Transportation Fee</b>
<b>Commercial Office</b>	<b>KSF</b>	<b>\$15,631</b>
<b>Light Industrial</b>	<b>KSF</b>	<b>\$4,516</b>
<b>Warehouse</b>	<b>KSF</b>	<b>\$466</b>

**TRANSPORTATION FEE REVENUE ESTIMATE**

The total estimated Transportation Fee revenue at build out of the SLSP area is shown in Table 5-3.

**Table 5-3**  
**Transportation Fee Revenue**

	<b>Bldg SF</b>	<b>Transportation Fee</b>	<b>Fee Revenue</b>
<b><u>Land Use</u></b>		<b><u>Per KSF</u></b>	<b><u>Per KSF</u></b>
Commercial Office	75,000	\$15,631	<b>\$1,172,288</b>
Light Industrial	1,079,759	\$4,516	<b>\$4,876,635</b>
Warehouse	3,134,159	\$466	<b>\$1,459,294</b>
<b>Total</b>	<b>4,288,918</b>		<b>\$7,508,216</b>

## **VI. WATER SYSTEM FEE**

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This section of the report identifies the facilities, costs, and the fee rates required to fund the water system facilities in the SLSP area.

### **FACILITIES AND COSTS**

The water system facilities for SLSP are identified in Table B-2 in Appendix B. The facilities include a 1.0 million gallon storage tank (\$1.2 million) and a booster pump station for Well 21 (\$1.3 million). The total cost of the facilities including a 15% markup for contingency and a 16% markup for soft costs, is approximately \$3.3 million.

The City's water system consultant determined that 62% of the total cost of the water system facilities would be attributable to future SLSP development if the industrial properties built out as 100% light industrial space. However, the EIR anticipated that 75% of the industrial properties would be built as warehousing, which requires much less water. This analysis follows the EIR assumption that 75% of the industrial properties will be built as warehousing, so the total anticipated impact on the need for a water tank is much less. As a result, SLSP's fair share of the total cost is reduced to 30%, resulting in an allocated cost of \$1.0 million, which will be funded through SLSP Water Fees. The remainder of the \$3.3 million cost will be funded by other developments in the City.

### **COST ALLOCATION FACTORS**

The \$1.0 million facilities cost is allocated to the Commercial Office, Light Industrial, and Warehouse land uses in Table A-2 in Appendix A. The cost allocation factors used to allocate the facilities costs to the land use categories are based on average water usage factors from the City's Integrated Water Resources Master Plan. These water usage factors are shown in Table 6-1 on the following page. Water usage factors, that measure the amount of water used for a given land use, establish a reasonable relationship, or nexus, between the cost of the facilities attributable to each of the land uses and the amount of the Water Fees, as determined in this Fee Study.

**Table 6-1**  
**Water System Cost Allocation Factors**

<b>Land Use</b>	<b>Unit</b>	<b>Water</b>
		<u><i>GPD</i></u>
<b>Commercial Office</b>	<b>Acre</b>	<b>1,300</b>
<b>Light Industrial</b>	<b>Acre</b>	<b>1,400</b>
<b>Warehouse</b>	<b>Acre</b>	<b>400</b>

**WATER SYSTEM FEE**

Table A-2 in Appendix A shows the calculation of Water System Fee and Table 6-2 below summarizes the fee rates for the land use categories in SLSP. The Water System Fee rates in Table 6-2 are per 1,000 square feet of building space.

**Table 6-2**  
**Water System Fees**

<b>Land Use</b>	<b>Unit</b>	<b>Water Fee</b>
<b>Commercial Office</b>	<b>KSF</b>	<b>\$988</b>
<b>Light Industrial</b>	<b>KSF</b>	<b>\$467</b>
<b>Warehouse</b>	<b>KSF</b>	<b>\$133</b>

**WATER SYSTEM FEE REVENUE ESTIMATE**

The total estimated Water System Fee revenue at build out of the SLSP area is shown in Table 6-3.

**Table 6-3**  
**Water System Fee Revenues**

	<b>Bldg SF</b>	<b>Water Fee</b>	<b>Fee Revenue</b>
<b><u>Land Use</u></b>		<b><u>Per KSF</u></b>	<b><u>Per KSF</u></b>
Commercial Office	75,000	\$988	<b>\$74,117</b>
Light Industrial	1,079,759	\$467	<b>\$503,946</b>
Warehouse	3,134,159	\$133	<b>\$417,937</b>
<b>Total</b>	<b>4,288,918</b>		<b>\$996,000</b>

## ***VII. STORM DRAINAGE FEE***

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This section of the report identifies the facilities, costs, and the fee rates required to fund the storm drainage facilities in the SLSP area.

### **FACILITIES AND COSTS**

The South Lathrop Specific Plan states that storm runoff from the SLSP area is anticipated to discharge to the San Joaquin River through a new outfall located near the southwest corner of the SLSP area. The proposed South Lathrop outfall facility will be a regional facility that will also serve the LGSP and McKinley Corridor developments in addition to the SLSP area.

The storm drainage facilities for SLSP are identified in Table B-3 in Appendix B. The facilities include construction of the outfall facility, 1,200 feet of pipeline, and other related appurtenances. The total cost of facilities is approximately \$1.7 million. City staff and its engineering consultants estimate that the total cost of the outfall facility should be allocated equally to the three developments that will benefit from this facility, namely SLSP, LGSP, and the McKinley Corridor. Therefore, SLSP's share of the total cost is \$574,000 and will be funded with SLSP Storm Drainage Fees. The remaining \$1.1 million cost is allocated to future development in LGSP and the McKinley Corridor.

### **COST ALLOCATION FACTORS**

The \$574,000 storm drainage facilities cost is allocated to the Commercial Office, Light Industrial, and Warehouse land uses in SLSP. The \$574,000 cost is allocated in Table A-3 in Appendix A to the land use categories based on the City's C-value factors shown in Table 7-1 on the following page. C-value factors, that measure the amount of water runoff for a given land use, establish a reasonable relationship, or nexus, between the cost of the storm drainage facilities that is attributable to each of the land uses and the amount of the Storm Drainage Fees, as determined in this Fee Study.

**Table 7-1**  
**Storm Drainage Cost Allocation Factors**

<b>Land Use</b>	<b>Unit</b>	<b>Storm Drainage</b>
		<u><i>C-Value</i></u>
<b>Commercial Office</b>	Acre	<b>0.9</b>
<b>Light Industrial</b>	Acre	<b>0.7</b>
<b>Warehouse</b>	Acre	<b>0.7</b>

**STORM DRAINAGE FEES**

Table A-3 in Appendix A shows the calculation of Storm Drainage Fee and Table 7-2 below summarizes the fee rates for the land use categories in SLSP. The Storm Drainage Fee rates in Table 7-2 are per 1,000 square feet of building space.

**Table 7-2**  
**Storm Drainage Fees**

<b>Land Use</b>	<b>Unit</b>	<b>Storm Drainage Fee</b>
<b>Commercial Office</b>	<b>KSF</b>	<b>\$380</b>
<b>Light Industrial</b>	<b>KSF</b>	<b>\$129</b>
<b>Warehouse</b>	<b>KSF</b>	<b>\$129</b>

**STORM DRAINAGE FEE REVENUE ESTIMATE**

The total estimated Storm Drainage Fee revenue at build out of the SLSP area is shown below in Table 7-3.

**Table 7-3**  
**Storm Drainage Fee Revenues**

	<b>Bldg SF</b>	<b>Storm Drainage Fee</b>	<b>Fee Revenue</b>
<b><u>Land Use</u></b>		<b><u>Per KSF</u></b>	<b><u>Per KSF</u></b>
Commercial Office	75,000	\$380	<b>\$28,466</b>
Light Industrial	1,079,759	\$129	<b>\$139,786</b>
Warehouse	3,134,159	\$129	<b>\$405,748</b>
<b>Total</b>	<b>4,288,918</b>		<b>\$574,000</b>



**VIII. FEE SUMMARY**

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The table below summarizes the fees calculated in this report. A 3.0% administration fee is also included to pay for the administrative duties associated with the fee program.

**Table 8-1 – Fee Summary**

<b>Land Use</b>	<b>Unit</b>	<b>Transportation Fee</b>	<b>Water Fee</b>	<b>Storm Drainage Fee</b>	<b>City Admin Fee (3.0%)</b>	<b>Total</b>
<i>per 1,000 Bldg. Square Feet</i>						
<b>Commercial Office</b>	<b>KSF</b>	<b>\$15,631</b>	<b>\$988</b>	<b>\$380</b>	<b>\$510</b>	<b>\$17,508</b>
<b>Light Industrial</b>	<b>KSF</b>	<b>\$4,516</b>	<b>\$467</b>	<b>\$129</b>	<b>\$153</b>	<b>\$5,266</b>
<b>Warehouse</b>	<b>KSF</b>	<b>\$466</b>	<b>\$133</b>	<b>\$129</b>	<b>\$22</b>	<b>\$750</b>

**LATHROP CITYWIDE AND SAN JOAQUIN COUNTYWIDE FEES**

The SLSP Fees calculated in this Fee Study, if adopted by the City Council, will be added to the City’s Capital Facilities Fee program. In addition to the SLSP Fees shown in this Fee Study, the SLSP area will also be subject to other Lathrop citywide impact fees in the CFF program. One such citywide fee is the Municipal Service Facilities fee that funds various municipal buildings and facilities. City staff have reviewed the assumptions and the calculation of the Municipal Service Facilities fee and have determined that the SLSP development will not affect the calculation of the fee or change the existing fee rates for this citywide fee.

SLSP will also be subject to San Joaquin County fees, such as the San Joaquin County Regional RTIF and the County Capital Facilities Fee. Additionally, pursuant to the SLSP Mitigation Monitoring and Reporting Program, SLSP project proponents shall participate in the City’s agriculture mitigation program and the San Joaquin Multi-Species Habitat Conservation and Open Space Plan by paying the per-acre fees for the loss of important farmland as well as to mitigate for habitat impacts to covered special status species.

## ***IX. NEXUS FINDINGS***

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Development in the City will create a need for additional public facilities as well as expansion of existing facilities to serve future residents and employees. The SLSP CFF program will provide funding for public facilities in accordance with the policies and goals set forth by the City. As required pursuant to the Mitigation Fee Act, the SLSP Fees calculated in this Fee Study meets the nexus requirements of the law, as outlined below.

### **NEXUS TEST**

#### **Purpose of the Fees**

The purpose of the SLSP Fees is to provide funding for the infrastructure and facilities identified in this Fee Study.

#### **Use of Fee**

SLSP Fee revenue will be used to fund future development's fair share of the cost of infrastructure and facilities that have been identified by the City as necessary to serve new development in the SLSP area.

#### **Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.**

New non-residential development will generate additional demand for the infrastructure and facilities identified in this Fee Study. The facilities, infrastructure improvements, and capacity enhancements included in this Fee Study will ensure that the City will maintain the desired level of service standards that are identified for the facility categories included in this Fee Study.

#### **Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.**

Fee revenue collected from the SLSP area will fund the facilities included in this Fee Study. These facilities will serve development in the SLSP area and the estimated fees are a fair-share cost allocation based on the impact that future development will have on these facilities and improvements. Fee accounts for the SLSP area will be established to ensure that fee revenue is applied to the infrastructure and facilities for which it is collected.

**Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.**

A reasonable relationship between the amount of each SLSP Fee and the cost of the public facility, or portion thereof, is established in this Fee Study through the use of cost allocation factors to estimate the demand for a facility or, the impact that a land use will have on a facility. For example, the cost allocation for the Transportation Fee is based on the number trips generated for each specific land use. The trip generation rates, which differ between land use categories, measure each land use's impact on facilities and infrastructure. As a result, each land use category or development type is allocated its fair share of the cost based on its impact, as identified by its cost allocation factor.

By assigning the demand for infrastructure and facilities based on the cost allocation factors for each land use and quantifying that demand in the calculation of the SLSP Fees, a reasonable relationship is established between the amount of the fee and the cost of the facilities attributable to the different types of non-residential development in the SLSP area.

## ***X. FEE PROGRAM ADMINISTRATION***

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### **FEE IMPLEMENTATION**

According to the California Government Code, prior to levying a new fee or increasing an existing fee, a public agency must hold at least one open and public meeting. At least 10 days prior to this meeting, the agency must make data on facility costs and funding sources available to the public. Notice of the time and place of the meeting, and a general explanation of the matter, are to be published in accordance with Section 6062a of the Government Code, which states that publication of notice shall be posted over a 10-day period in a newspaper regularly published once a week or more. Two publications, with at least five days intervening between the dates of the first and last publication, not counting such publication dates, are sufficient. The Fee Study and fees established herein will be adopted through a City ordinance and resolution. Once the fee program is adopted by the Lathrop City Council, it shall become effective no sooner than sixty days after the final legislative action.

### **FEE ADJUSTMENTS**

The SLSP Fees will be adjusted in future years to reflect revised facility standards, receipt of funding from alternative sources (i.e., state or federal grants), revised costs, or changes in land use. In addition to such adjustments, each year the SLSP Fees will be adjusted by the change in a construction cost index selected by the City over the prior twelve-month period.

### **ANNUAL ADMINISTRATIVE DUTIES**

The Government Code requires a public agency to report, every year and every fifth year, certain financial information regarding their impact fees. Within 180 days after the last day of each fiscal year the public agency must make the following information available for the past fiscal year:

- (a) A brief description of the type of fee in the account or fund
- (b) The amount of fee revenue
- (c) The beginning and ending balance of the account or fund
- (d) The amount of fee revenue collected and interest earned
- (e) An identification of each public improvement on which fees were expended and the amount of expenditures on each improvement, including the total percentage of the cost of public improvement that was funded with fees

- (f) An identification of an approximate date by which time construction on the improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement
- (g) A description of each interfund transfer or loan made from the account or fund, when it will be repaid and at what interest rate
- (h) The amount of any refunds made once it is determined that sufficient monies have been collected to fund all projects

The public agency must make this information available for public review and must also present it at the next regularly scheduled public meeting not less than 15 days after this information is made available to the public.

#### **FIFTH-YEAR ADMINISTRATIVE DUTIES**

For the fifth year following the first deposit into the fee account and every five years thereafter, the public agency must make the following findings with respect to any remaining funds in the fee accounts:

- (a) Identify the purpose to which the fee is to be put
- (b) Demonstrate a reasonable relationship between the fee and the purpose for which it is charged
- (c) Identify all sources and amounts of funding anticipated to complete financing incomplete improvements
- (d) Designate the approximate dates on which funding is expected to be deposited into the appropriate accounts or funds

As with the annual report, the five-year report must be made public within 180 days after the end of the public agency's fiscal year and must be reviewed at the next regularly scheduled public meeting. The public agency must make these findings; otherwise the law states that the City must refund the fee revenue to the then current owners of the development project.

## ***APPENDIX A***

### ***Capital Facilities Cost Allocations***

**Table A - 1  
Transportation Facilities Cost Allocation**

	<b>Bldg SF</b>	<b>PM Peak Hour Trip Rate</b>	<b>Percent Adjustment For Internal Trips</b>	<b>Adjusted PM Peak Trips Per KSF</b>	<b>Total New Trips</b>	<b>Percent Allocation</b>	<b>Cost Allocation</b>	<b>Transportation Fee</b>
<b>Cost:</b>	<b>\$7,508,216</b> <sup>/1</sup>							
<b>Land Use</b>	<b><i>Bldg SF</i></b>	<b><i>Per KSF</i></b>		<b><i>Per KSF</i></b>				<b><i>Per KSF</i></b>
Commercial Office	75,000	3.73	10%	3.36	252	15.6%	\$1,172,288	<b>\$15,631</b>
Light Industrial	1,079,759	0.97	0%	0.97	1,047	65.0%	\$4,876,635	<b>\$4,516</b>
Warehouse	3,134,159	0.10	0%	0.10	313	19.4%	\$1,459,294	<b>\$466</b>
<b>Total</b>	<b>4,288,918</b>				<b>1,613</b>	<b>100.0%</b>	<b>\$7,508,216</b>	

<sup>/1</sup> Transportation fees are calculated based on the assumption that a future SLSP CFD will fund approximately \$5.6 million of SLSP's \$13.1 million share of the transportation facilities improvements.

Source: Fehr and Peers; DEIR - South Lathrop Specific Plan; Goodwin Consulting Group

**Table A - 2**  
**Water Facilities Cost Allocation**

	<b>Bldg SF</b>	<b>Acres</b>	<b>Avg Gallons Per Day Per Acre</b>	<b>Total Gallons</b>	<b>Percent Allocation</b>	<b>Cost Allocation</b>	<b>Water System Fee</b>
<b>Cost:</b>	<b>\$996,000</b>						
<b><u>Land Use</u></b>							<b><u>Per KSF</u></b>
Commercial Office	75,000	10.0	1300	13,000	7.4%	\$74,117	<b>\$988</b>
Light Industrial	1,079,759	63.1	1400	88,391	50.6%	\$503,946	<b>\$467</b>
Warehouse	3,134,159	183.3	400	73,305	42.0%	\$417,937	<b>\$133</b>
<b>Total</b>	<b>4,288,918</b>	<b>256.4</b>		<b>174,697</b>	<b>100.0%</b>	<b>\$996,000</b>	

Source: SLSP; H2O Urban Solutions; EKI Environment and Water



**Table A - 3**  
**Storm Drainage Facilities Cost Allocation**

	<b>Bldg SF</b>	<b>Acres</b>	<b>C-Value Per Acre</b>	<b>Total C-Value</b>	<b>Percent Allocation</b>	<b>Cost Allocation</b>	<b>Storm Drainage Fee</b>
<b>Cost: \$574,000</b>							
<b><u>Land Use</u></b>							<b><u>Per KSF</u></b>
Commercial Office	75,000	10.0	0.90	9.00	5.0%	\$28,466	<b>\$380</b>
Light Industrial	1,079,759	63.1	0.70	44.20	24.4%	\$139,786	<b>\$129</b>
Warehouse	3,134,159	183.3	0.70	128.28	70.7%	\$405,748	<b>\$129</b>
<b>Total</b>	<b>4,288,918</b>	<b>256.4</b>		<b>181.48</b>	<b>100.0%</b>	<b>\$574,000</b>	

Source: SLSP; MacKay and Soms; City of Lathrop

## ***APPENDIX B***

### ***Detailed Facilities Costs***

**Table B-1 - Revised Dated October 24 2017  
South Lathrop Capital Facilities Fee (CFF) Study**

Improvement	Cost Estimate	SLSP	LGBPSP	MC	Crossroads	Other Lathrop	Through Trips
Total Interchange	38,125	16,394	16,331	478	2,334	68	2,520
		43.00%	42.84%	1.25%	6.12%	0.18%	6.61%
<b>Phase 1</b> SR 120 / Yosemite		46.04%	45.87%	1.34%	6.56%	0.19%	
Phase 1 Improvement (50% of SLSP)	\$ 4,000,000	\$ 1,841,763.80	\$ 1,834,686.14	\$ 53,700.32	\$ 262,210.36	\$ 7,639.38	
<b>Phase 2</b> SR 120 / Yosemite		46.04%	45.87%	1.34%	6.56%	0.19%	
Phase 2 Improvement (100% of SLSP)	\$ 2,300,000	\$ 1,059,014.18	\$ 1,054,944.53	\$ 30,877.69	\$ 150,770.96	\$ 4,392.64	
Full Interchange							
<b>2</b> (100% of relocate all WB ramps)	\$ 19,000,000	\$ 8,748,378.04	\$ 8,714,759.16	\$ 255,076.53	\$ 1,245,499.23	\$ 36,287.04	
Total Interchange	54,378	830	1,045	151	516	37,119	14,717
		1.53%	1.92%	0.28%	0.95%	68.26%	27.06%
<b>3</b> I-5 / Lathrop Road Full Interchange		2.09%	2.63%	0.38%	1.30%	93.59%	
(61% of \$33,000,000 = \$20,000,000)	\$ 20,000,000	\$ 418,547.19	\$ 526,966.04	\$ 76,145.33	\$ 260,205.24	\$ 18,718,136.20	
	23,438	1,709	16,557	543	2,390	1,035	1,205
		7.29%	70.64%	2.32%	10.20%	4.41%	5.14%
<b>4</b> Yosemite Avenue - Segment 1 SR 120 to Yosemite Court Improvement Cost (100%)	\$ 1,014,000	\$ 77,942.11	\$ 755,112.69	\$ 24,764.52	\$ 109,000.38	\$ 47,180.29	
	10,809	1,318	4,187	646	2,549	905	1,205
		12.19%	38.74%	5.98%	23.58%	8.37%	11.14%
<b>5</b> Yosemite Avenue - Segment 2 Yosemite Court to D'Arcy Parkway Improvement Cost (100%)	\$ 1,449,000	\$ 198,842.42	\$ 631,679.21	\$ 97,459.94	\$ 384,559.43	\$ 136,459.00	
	9,235	1,193	3,962	689	1,396	791	1,205
		12.92%	42.90%	7.46%	15.12%	8.56%	13.04%
<b>6</b> Yosemite Avenue - Segment 3 D'Arcy Parkway to McKinley Avenue Improvement Cost (100%)	\$ 1,392,000	\$ 206,793.60	\$ 686,769.69	\$ 119,430.67	\$ 241,981.45	\$ 137,024.59	
	15,671	1,054	7,341	1,258	1,093	1,678	3,248
		6.73%	46.84%	8.03%	6.97%	10.70%	20.72%
<b>7</b> Yosemite Avenue - Segment 4 McKinley Avenue to UPRR Tracks Improvement Cost (100%)	\$ 1,180,000	\$ 100,110.27	\$ 697,257.62	\$ 119,486.46	\$ 103,814.55	\$ 159,331.11	
	18,102	18,102	-	-	-	-	-
		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>8</b> Yosemite Avenue - Segment 5 SR 120 to SLSP Street A Improvement Cost (\$530,000) Developer Constructed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	43,828	1,709	36,947	543	2,390	1,120	1,120
		7.29%	157.64%	2.32%	10.20%	3.78%	5.78%
<b>9</b> Yosemite Avenue - Intersection 1 Yosemite Avenue / Yosemite Court Improvement Cost (100%)	\$ 600,000	\$ 24,009.27	\$ 519,058.27	\$ 7,628.46	\$ 33,576.45	\$ 15,727.55	
	20,044	2,511	8,149	1,335	3,945	1,695	2,409
		12.53%	40.66%	6.66%	19.68%	8.46%	12.02%
<b>10</b> Yosemite Avenue - Intersection 2 Yosemite Avenue / D'Arcy Parkway Improvement Cost (100%)	\$ 375,000	\$ 53,395.24	\$ 173,284.66	\$ 28,388.15	\$ 83,888.57	\$ 36,043.38	
	24,906	2,247	11,303	1,947	2,489	2,468	4,452
		9.02%	45.38%	7.82%	9.99%	9.91%	17.88%
<b>11</b> Yosemite Avenue - Intersection 3 Yosemite Avenue / McKinley Avenue Improvement Cost (100%)	\$ 675,000	\$ 74,152.98	\$ 373,008.95	\$ 64,252.71	\$ 82,139.19	\$ 81,446.17	
	26,380	26,380	-	-	-	-	-
		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>12</b> Yosemite Avenue - Intersection 4 Yosemite Avenue / SLSP Street A Improvement Cost (\$375,000) Developer Constructed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	15,671	1,054	7,341	1,258	1,093	1,678	3,248
		4.00%	29.47%	5.05%	4.39%	6.74%	13.04%
<b>13</b> Yosemite Avenue At-Grade UPRR Crossing Improvement Cost (100%)	\$ 600,000	\$ 50,903.53	\$ 354,537.77	\$ 60,755.83	\$ 52,787.06	\$ 81,015.82	
	11,110	4	7,899	1,731	284	316	876
		0.04%	71.10%	15.58%	2.56%	2.84%	7.88%
<b>14</b> McKinley Avenue - Segment 1 Yosemite Avenue to UPRR Crossing Improvement Cost (100%)	\$ 1,000,000	\$ 390.85	\$ 771,838.97	\$ 169,142.08	\$ 27,750.64	\$ 30,877.47	
	11,110	4	7,899	1,731	284	316	876
		0.04%	71.10%	15.58%	2.56%	2.84%	7.88%
<b>15</b> McKinley Avenue At-Grade UPRR Crossing Improvement Cost (100%)	\$ 600,000	\$ 234.51	\$ 463,103.38	\$ 101,485.25	\$ 16,650.38	\$ 18,526.48	
	59,156	20	90	80	124	32,376	26,466
		0.03%	0.15%	0.14%	0.21%	54.73%	44.74%
<b>16</b> Lathrop Road / McKinley Avenue Improvement Cost (100%)	\$ 500,000	\$ 305.90	\$ 1,376.57	\$ 1,223.62	\$ 1,896.60	\$ 495,197.31	
	62,387	168	2,529	5,850	716	29,683	23,441
		0.27%	4.05%	9.38%	1.15%	47.58%	37.57%
<b>17</b> Louise Avenue / McKinley Avenue Improvement Cost (100%)	\$ 600,000	\$ 2,588.20	\$ 38,961.64	\$ 90,124.79	\$ 11,030.66	\$ 457,294.72	
	53,035	699	1,468	303	162	2,763	47,640
		1.32%	2.77%	0.57%	0.31%	5.21%	89.83%
<b>18<sup>1</sup></b> Airport Way / Daniels Street Improvement Cost (100%)	\$ 620,000	\$ 8,171.58	\$ 17,160.65	\$ 3,539.91	\$ 1,893.84	\$ 32,304.29	\$ 556,929.72
	52,648	1,042	2,188	451	141	4,014	44,812
		1.98%	4.16%	0.86%	0.27%	7.62%	85.12%
<b>19<sup>1</sup></b> Airport Way / WB SR 120 Ramps Improvement Cost (30%)	\$ 4,950,000	\$ 97,969.53	\$ 205,739.89	\$ 42,440.14	\$ 13,256.91	\$ 377,376.80	\$ 4,213,216.73
	49,904	979	2,056	424	194	3,836	42,415
		1.96%	4.12%	0.85%	0.39%	7.69%	84.99%
<b>20<sup>1</sup></b> Airport Way / EB SR 120 Ramps Improvement Cost (30%)	\$ 4,950,000	\$ 97,107.45	\$ 203,929.47	\$ 42,066.68	\$ 19,242.95	\$ 380,463.88	\$ 4,207,189.57

Footnote 1 - Although mitigation funds will be measured by the cost to mitigate the intersections listed above, the City may use those funds to improve intersections in Lath

Please note that these locations that are in the LGBPSP MMRP are not included in Table 1: a) Harlan Rd/Lathrop Rd; b) 5th St/Lathrop Rd; c) I-5/Louise Ave interchange; and d) Howland Rd/Louise Ave

These four (4) locations will be added in a supplemental Table to be provided to the City of Lathrop

	SLSP	LGBPSP	MC	Crossroads	Other Lathrop
<b>Totals with Phase 1 Improvements at SR 120 / Yosemite Interchange</b>	<b>\$ 44,505,000</b>	<b>\$ 3,253,228</b>	<b>\$ 8,254,472</b>	<b>\$ 1,102,035</b>	<b>\$ 1,705,885</b>
	<b>7.31%</b>	<b>18.55%</b>	<b>2.48%</b>	<b>3.83%</b>	<b>47.66%</b>
<b>Totals with Phase 2 Improvements at SR 120 / Yosemite Interchange</b>	<b>\$ 46,805,000</b>	<b>\$ 4,312,243</b>	<b>\$ 9,309,416</b>	<b>\$ 1,132,913</b>	<b>\$ 1,856,656</b>
	<b>9.69%</b>	<b>20.92%</b>	<b>2.55%</b>	<b>4.17%</b>	<b>47.67%</b>
<b>Totals with Ultimate Improvements at SR 120 / Yosemite</b>	<b>\$ 65,805,000</b>	<b>\$ 13,060,621</b>	<b>\$ 18,024,175</b>	<b>\$ 1,387,989</b>	<b>\$ 3,102,155</b>
	<b>19.85%</b>	<b>27.39%</b>	<b>2.11%</b>	<b>4.71%</b>	<b>32.30%</b>

**Table B - 2**  
**Water Facilities Cost**

Well 21 Phase 2B Improvements	Quantity	Unit Cost	Total Estimated Cost
<b>1 MG Storage Tank &amp; Foundation</b>	1	\$1,200,000	\$1,200,000
<b>Booster Pump Station</b>			
Mechanical Improvements			
Pump	4	\$20,000	\$80,000
Motor	4	\$10,000	\$40,000
Cans	4	\$12,500	\$50,000
Piping and Fittings	1	\$120,000	\$120,000
Valves	12	\$3,000	\$36,000
Instrumentation	1	\$15,000	\$15,000
Seals	4	\$4,000	\$16,000
Pedestals	4	\$15,000	\$60,000
Concrete Pad	1	\$30,000	\$30,000
Shade Structure	1	\$30,000	\$30,000
Electrical Improvements			
Starters (VFD)	4	\$20,000	\$80,000
MCC	1	\$250,000	\$250,000
Modify Switchgear	1	\$150,000	\$150,000
Transformer	1	\$50,000	\$50,000
Genset	1	\$250,000	\$250,000
Conductors and Conduits	1	\$30,000	\$30,000
<b>Subtotal Construction Costs</b>			<b>\$2,487,000</b>
Contingency		15.0%	\$373,050
<b>Total Construction Costs</b>			<b>\$2,860,050</b>
<b>Soft Costs</b>			
Engineering, DDW Permitting		8.0%	\$228,804
Construction Management		8.0%	\$228,804
O&M Plan for DDW Permitting			\$2,500
<b>Total Soft Costs</b>			<b>\$460,108</b>
<b>Total Project Costs</b>			<b>\$3,320,158</b>

Source: MacKay & Somps; H2O Urban Solutions

**Table B - 3**  
**Storm Drainage Facilities Cost**

<b>South Lathrop Outfall</b>				<b>Total</b>
<b>Facilities Description</b>	<b>Unit</b>	<b>Quantity</b>	<b>Unit Cost</b>	<b>Estimated Cost</b>
Site Clearing	Each	1	\$10,000	\$10,000
Excavation/Backfill/Hauling/Final Grading	CY	4,200	\$10	\$42,000
Sheet Piles PCZ36 x 35 ft	LF	140	\$1,500	\$210,000
Dewatering	Each	1	\$50,000	\$50,000
Silt Curtain	LF	140	\$100	\$14,000
Concrete Pad and Thrust Blocks	CY	20	\$800	\$16,000
Storm Outfall Structure	CY	75	\$1,000	\$75,000
36' Butterfly Valve in Valve Box	Each	6	\$28,000	\$168,000
8" Vent Pipe Galvanized Steel	Each	6	\$2,000	\$12,000
36" Tideflex Check Valves	Each	2	\$18,000	\$36,000
36" Sch 30 Steel Pipe plus Fittings	LF	1,200	\$300	\$360,000
Steel Pipe Manifold	Each	1	\$3,000	\$3,000
18' - 24" Rip Rap Material and Installation	CY	900	\$300	\$270,000
10" Minus Rip Rap Material and Installation	CY	150	\$200	\$30,000
Armoredflex Matt L-70	SF	1,250	\$15	\$18,750
Railings, Fence, and Bollards	Each	1	\$4,000	\$4,000
Contractor Startup	Lump Sum			\$5,000
<b>Subtotal Construction Costs</b>				<b>\$1,323,750</b>
Contingency			10.0%	\$132,375
<b>Total Construction Costs</b>				<b>\$1,456,125</b>
<b>Soft Costs</b>			20.0%	<b>\$264,750</b>
<b>Total Project Costs</b>				<b>\$1,720,875</b>

Source: MacKay & Soms