



# CITY OF LATHROP

## GENERAL PLAN UPDATE

# COMMUNITY PROFILE

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CITY OF LATHROP // GENERAL PLAN UPDATE









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## CITY OF LATHROP GENERAL PLAN UPDATE

### CITY COUNCIL

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BAE Economics  
Saxelby Associates  
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West Yost Associates

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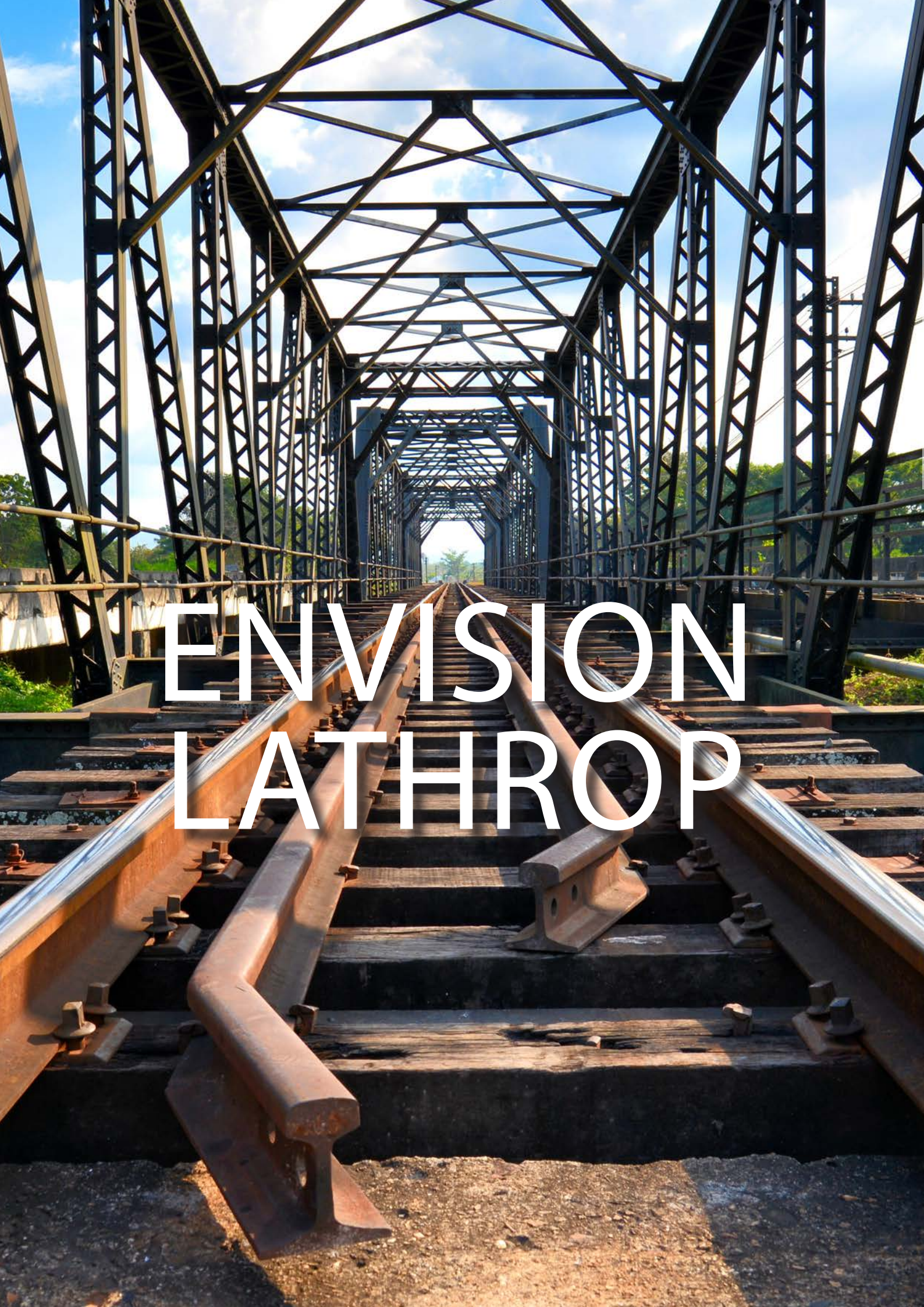
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# ENVISION LATHROP



# LATHROP'S GENERAL PLAN IDENTIFIES THE COMMUNITY'S VISION FOR THE FUTURE

In 2018, the City of Lathrop embarked on an effort to update its General Plan, a long-term policy document which identifies the community's vision for the future and provides a framework to guide decisions on growth, development, and conservation of open space and resources in a manner consistent with the quality of life desired by residents and businesses. The City of Lathrop General Plan Update is a multi-year process that will include a comprehensive update of the General Plan, which sets a vision for the future of the city and an Environmental Impact Report (EIR), which investigates the possible impacts to the surrounding physical environment. To prepare a meaningful General Plan existing

conditions must be understood and documented. This Community Profile summarizes key development patterns, natural resources, socioeconomic conditions, and environmental constraints that must be considered when charting the course for Lathrop's future. The Community Profile is a summary of information prepared under separate cover within the project's Existing Conditions Report. This abbreviated document will be a resource for the community to refer to during and after the General Plan Update process in order to understand where Lathrop has been and where it's going. For more detailed information on the topics covered in the Community Profile, we encourage you to review the comprehensive Existing Conditions Report.

Over time, the city's population and the physical environment in which its residents live and work changes. In order for the General Plan to be a useful document, it must be monitored and periodically revised to respond to and reflect changing conditions and needs. As such, a general plan should be comprehensively updated approximately every 15-20 years to reflect current conditions and emerging trends. This effort is the first comprehensive update to the City's General Plan since 1991. This General Plan Update provides the framework for long-term decision making in Lathrop for the next 20 years. We appreciate the community's participation in this project and look forward to a bright future for our city.

*The city's updated General Plan will provide the framework for long-term decision making in Lathrop for the next 20 years.*

For more information, please visit:  
<https://Lathrop.generalplan.org/>

At the project website, you can access project newsletters and status reports, the Existing Conditions Report and other key deliverables, frequently asked questions, and updates on how to get and stay involved.

# THE HISTORY OF LATHROP

The town of Lathrop began with a store and schoolhouse prior to construction of the Central Pacific Railroad around 1870, and was known as Wilson's Station. The town was founded initially by Leland Stanford, as a product of political controversy with the City of Stockton over negotiations on the Central Pacific's alignment through Stockton. Subsequently, Stanford ordered construction of the railroad around Stockton. Wilson's Station was renamed for Stanford's brother-in-law, Charles Lathrop, and became an important division point and rail stop by 1871.

During the 1940's, Lathrop expanded from its original townsite to an area of about five square miles. Housing tracts were constructed during post World War II years and Lathrop became home to large industrial employers. Residential growth was slow during the 1950's and 1960's, but accelerated through the '70's and '80's. Nearly all of the vacant land between the original townsite and Interstate 5 has been developed. Lathrop has expanded to a population of 6,841 in 1990 and about 7,000 in early 1991.

Lathrop became a municipality by an overwhelming majority of the votes cast in the election held in 1989. The current General Plan Program commenced in the spring of 1990 with a planning area extending west to the San Joaquin River and north to Roth Road.

## PROJECT BACKGROUND

A general plan is a "constitution" or "blueprint" for the future physical and economic development of a county or city. All future planning decisions and project approvals must be consistent with the general plan, including, but not limited to: Area Plans, Master Plans, subdivisions, public works projects, public services, and zoning decisions. A general plan has four defining features, as described below.

### GENERAL

As the name implies, a general plan provides general guidance for future land use, transportation, infrastructure, environmental, and resource decisions.

### COMPREHENSIVE

A general plan covers a wide range of social, economic, infrastructure, and natural resource issues. There are seven State mandated topics that general plans must cover including: land use, circulation, housing, conservation, open space, safety, and noise. The Lathrop General Plan Update will include goals, policies and implementation programs to address the seven state mandated topics and a range of optional topics, including economic and fiscal sustainability, community services and facilities, community health and wellness, air quality, and implementation.

### LONG RANGE

A general plan provides guidance on achieving a long-range vision of the future for a city or county. To reach this envisioned future, the general plan includes goals, policies, and implementation programs that address both near-term and long-term needs. The City of Lathrop General Plan Update will look ahead approximately 20-30 years.

### INTEGRATED AND COHERENT

The goals, policies, and implementation programs in a general plan must present a comprehensive, unified program for development and resource conservation. A general plan uses a consistent set of assumptions and projections to assess future demands for housing, employment, public services, and infrastructure. A general plan has a coherent set of policies and implementation programs that enables citizens to understand the vision of the general plan, and enables landowners, businesses, and industry to be more certain about how future planning decisions will be made and implemented.



## DEMOGRAPHICS

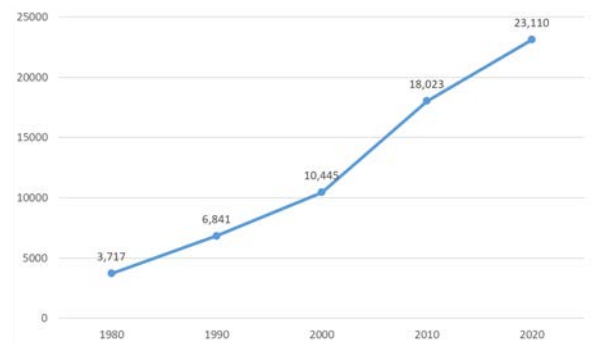
In 1990 the U.S. Census Bureau recorded Lathrop's population at 6,841. From 1990 to 2000, the city's population increased by 58 percent from 6,841 to 10,445 persons. From 2000 to 2010 Lathrop experienced population growth increasing by approximately 72 percent from 10,445 to 18,023. San Joaquin County's total population increased by approximately 20 percent during the decades of 1990-2000 and 2000-2010. Between 1990 and 2017, Lathrop's population growth rate averaged 9 percent per year, while that of San Joaquin County averaged of 2 percent per year. As of January 2017, Lathrop's population was estimated to be 23,110, an increase of 28 percent from the 2010 population of 18,023.

Households have increased at a rate generally proportional to Lathrop's population, with both households and populations increasing by similar percentages from 1990 to 2000 and household growth slightly less than population growth from 2000 to 2010, and 2010 to 2017. Over the years, the average household size has fluctuated slightly with a high of 3.86 in 2017 and a low of 3.55 in 1990.

The residents of Lathrop are typically younger in age relative to San Joaquin County, as indicated by the slightly higher median age of Lathrop residents (32.7 years of age) versus the County (33.6 years of age). Children under the age of 18 account for 29.2 percent of Lathrop's residents, a slightly larger percentage relative to the County, where children account for 27 percent of residents. Within Lathrop, working age residents between 25 and 54 years of age account for approximately 42.3 percent of the total population, versus 39.4 percent county-wide. The largest difference between Lathrop and San Joaquin County is the concentration of aging residents. More specifically, while residents over the age of 55 account for 18.3 percent of the City of Lathrop population, the same age category accounts for 23.4 percent of the county-wide population.

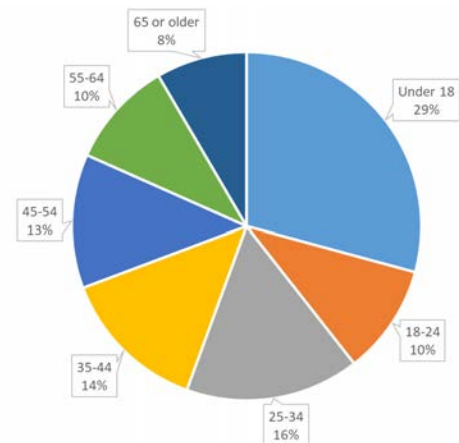
The City of Lathrop's housing type consist of almost exclusively single-family homes. Approximately 93.8 percent of homes in Lathrop are single-family. Of the units considered multifamily, the majority are within structures containing between 2 and 4 units. The City of Lathrop does have a slightly higher percentage of mobile homes relative to the County, accounting for roughly 4.3 percent of the units in Lathrop versus 3.4 percent county-wide.

### Lathrop, Population Trends, 1980-2020



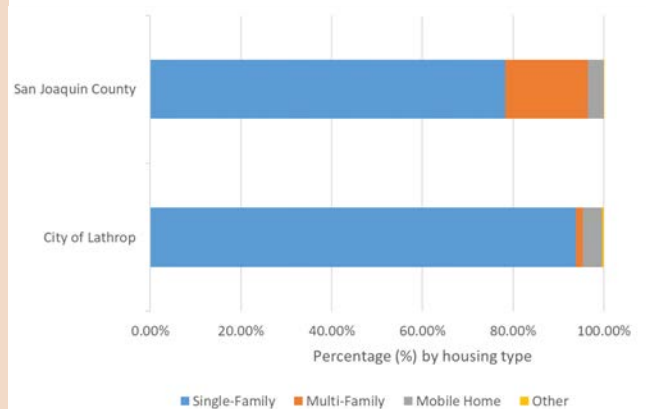
Source: U.S. Census, 1990, 2010; Lathrop Housing Element, 2016; DOF 2017

### Lathrop, Age Distribution, 2017



Source: US Census, ACS; ESRI; BAE, 2017

### Lathrop, County of San Joaquin, Housing Stock Distribution, 2015



Source: ACS, 2016; BAE, 2017



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# LAND USE

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THE GENERAL  
PLAN LAND USE  
MAP GRAPHICALLY  
REPRESENTS THE  
GROWTH AND  
DEVELOPMENT VISION  
FOR THE CITY.

Lathrop features a variety of housing opportunities, quality schools, conveniently located neighborhood parks, shopping centers, and transportation facilities. Land uses within the city include low, medium and high density residential, office, retail, industrial, commercial and conservation land and open space uses.

For much of the 20th century, the Lathrop area has been predominantly an agricultural region due to the excellent soil, mild climate, and access to water. While agriculture still plays an important role in the region, the city's economic base has become more diversified with the development of industries and the influx of Bay Area workers seeking affordable housing. Lathrop is centrally located within a 30-minute commute of Tracy, Manteca, Stockton, Lodi, Modesto, Livermore and Pleasanton. Lathrop is also located within a 60-minute commute to larger employment centers of Sacramento, San Jose/Santa Clara County and Oakland/Alameda County. Lathrop's population as of 2017 was 23,110, and the city is one of Northern California's fastest growing communities.



## EXISTING ASSESSED LAND USE

When discussing land use, it is important to distinguish between existing land uses and planned land uses as defined on the General Plan's Land Use Map. Existing land uses are those uses that are on the ground right now, the real development that is found within the community. General Plan land uses, like those identified in the current 1991 General Plan, represent the community's long-term plan for the distribution of land uses within the city. In most cases, existing land uses are consistent with the General Plan land uses. However, in limited areas, the city envisions a different use than what's on-the-ground (the existing use); for example, the community may desire an area of outdated corridor commercial uses to transition to residential or mixed-use development sometime in the future. These areas of change or inconsistency represent places in the city where the General Plan needs to provide special policy direction to guide long-term land use and development decisions. The exhibits on the following pages illustrate Lathrop's existing land use pattern and the land uses as defined in the city's existing adopted General Plan.

On-the-ground (existing) conditions reveal that Lathrop is comprised predominately of residential uses, including single-family houses and multi-family developments (i.e., duplexes, triplexes, fourplexes, and apartment buildings). Single family residential is the dominant developed land use type in the city and planning area, accounting for 37.5 percent of the planning area's land area and approximately 6,161 single family residential units. The majority of non-residential development in the city is industrial non-manufacturing uses (approximately 5 percent of the city's land area and 14 million square feet building area) and industrial manufacturing uses (approximately 8% of the city's land area and 5 million square feet building area). The city is also home to commercial uses (approximately 3 percent of the planning area's land area approximately 1.5 million square feet of building area), agricultural, (approximately 22 percent of the city's land area and 355,449 square feet of building area), and Institutional (approximately 11 percent of the city's land area and 59,816 square feet building area). The remainder of the city is comprised of office uses, parks and recreational facilities, transportation, vacant land, communication, and utilities, which together account for approximately 12 percent of all land within the city.

General Plan land uses are different from the city's Zoning Ordinance, which includes the Zoning Map. The Zoning Ordinance implements the policies of the General Plan by specifically classifying and regulating the uses of land and structures within the city. The Zoning Ordinance is adopted to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare of residents, and businesses in the city and must be consistent with the General Plan.

In addition to the land use direction provided in the General Plan and in the Zoning Ordinance, Lathrop also has four major land use plans (Lathrop Gateway Specific Plan, South Lathrop Specific Plan, Central Lathrop Specific Plan and the West Lathrop Specific Plan) that oversee the development of their respective planning areas. These plans act as tools for implementing the goals and policies of the General Plan through the regulation of use, density, height and other design standards to achieve the overall vision for the selected area.

## LATHROP GATEWAY SPECIFIC PLAN

The Lathrop Gateway Specific Plan (adopted May 16, 2011) is located south of Vierra Road and Yosemite Avenue, between two Union Pacific Railroad tracks that pass through southern Lathrop, east of the I-5 freeway and north of SR-120. The Specific Plan encompasses approximately 384 gross acres consisting of 168 acres of limited industrial uses and approximately 77 acres in roads and public facility sites. The remaining 57 acres of commercial office and 83 acres of service commercial uses remain outside of the City limits and were not annexed as part of this Specific Plan. Since adoption of the Specific Plan, this area remains largely undeveloped.

## SOUTH LATHROP SPECIFIC PLAN

The South Lathrop Specific Plan (SLSP) (adopted July 20, 2015), is located east of the I-5 freeway and south of SR-120.

The SLSP Plan Area includes three distinct land use designations, Office Commercial, Limited Industrial and Open Space. The Land Use Plan proposes approximately 222 acres of limited industrial, 10 acres of commercial office, approximately 31.5 acres of open space and 36 acres of related public facilities. Since adoption of the Specific Plan, the first 1.1 million square feet is under construction.

1993

EARLY

2005

MIDDLE



## CENTRAL LATHROP SPECIFIC PLAN

The Central Lathrop Specific Plan (CLSP) area is comprised of approximately 1,520 acres located west of the I-5 freeway, north of the West Lathrop Specific Plan area, and east of the San Joaquin River. The Central Lathrop Specific Plan envisions a vibrant and livable community that offers a balanced mix of residential neighborhoods; retail, office, service-related and other employment generating land uses; and public/semi-public uses such as schools, parks, and other civic oriented facilities. Approximately 6,800 dwelling units and 5 million square feet of office and retail uses are planned for the area. The Central Lathrop Specific Plan project obtained City Council and Planning Commission entitlements in November 2004. The plan area was annexed into the City in September 2005. Since adoption of the Specific Plan, major infrastructure has been constructed, but this area remains largely undeveloped

## WEST LATHROP SPECIFIC PLAN

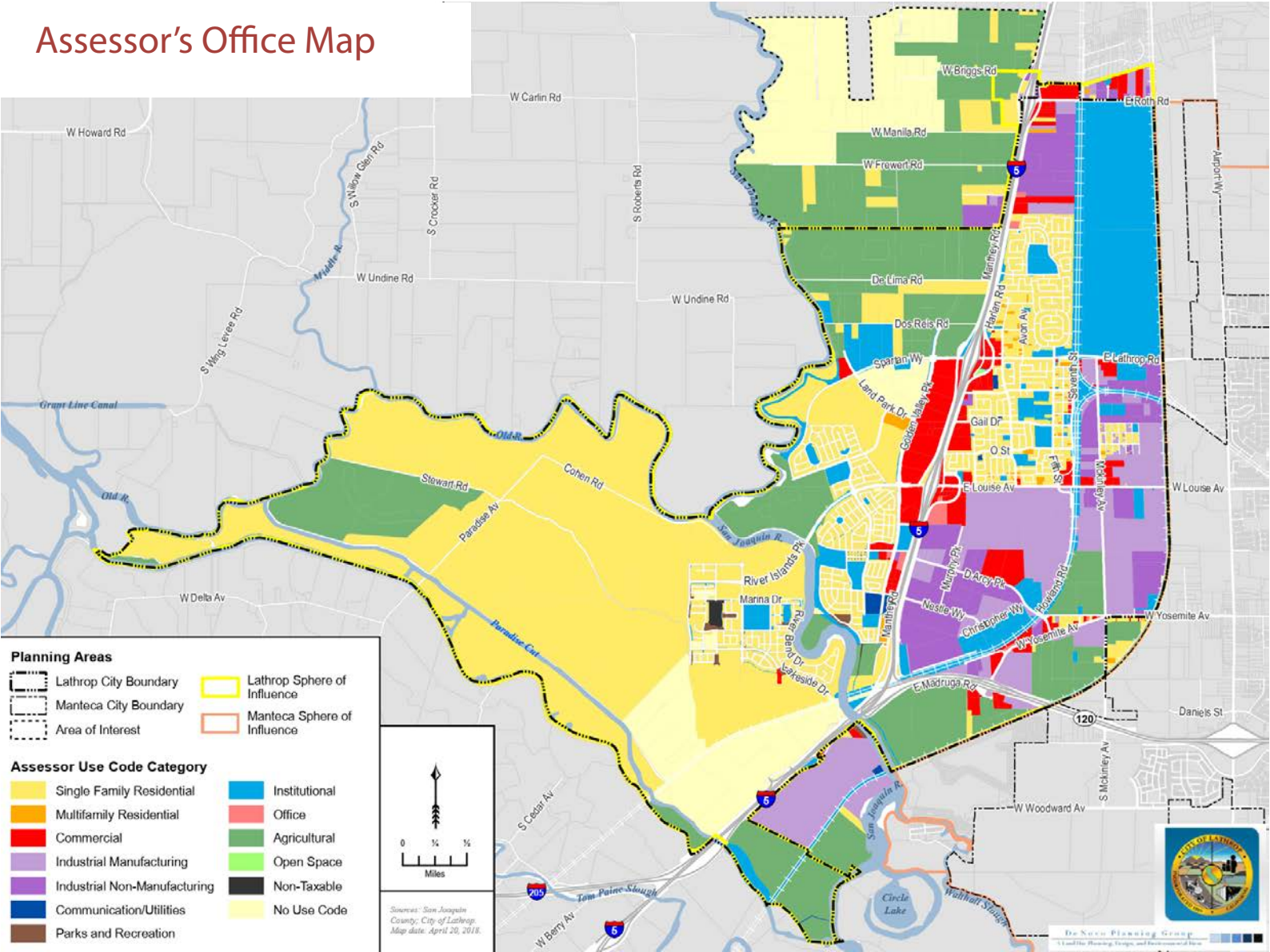
Originally adopted in 1996, the West Lathrop Specific Plan Area forms the southwestern portion of the City of Lathrop's Planning Area. The West Lathrop Specific Plan Area is comprised of two large areas: Stewart Tract (made up of River Islands and Southeast Stewart Tract totaling 5,974 acres) and Mossdale Village (1,611 acres). Since the Specific Plan's adoption, several planning documents have been adopted within the Specific Plan's planning area to further guide development including the Mossdale Village urban design concepts, and the River Island's master planned community. These areas are intended to create a pedestrian-oriented village center and implement a variety of shops, residential housing, restaurants and personal and professional services as well as indoor and outdoor gathering places.

2019  
NOW



# EXISTING ASSESSED LAND USES

## Assessor's Office Map

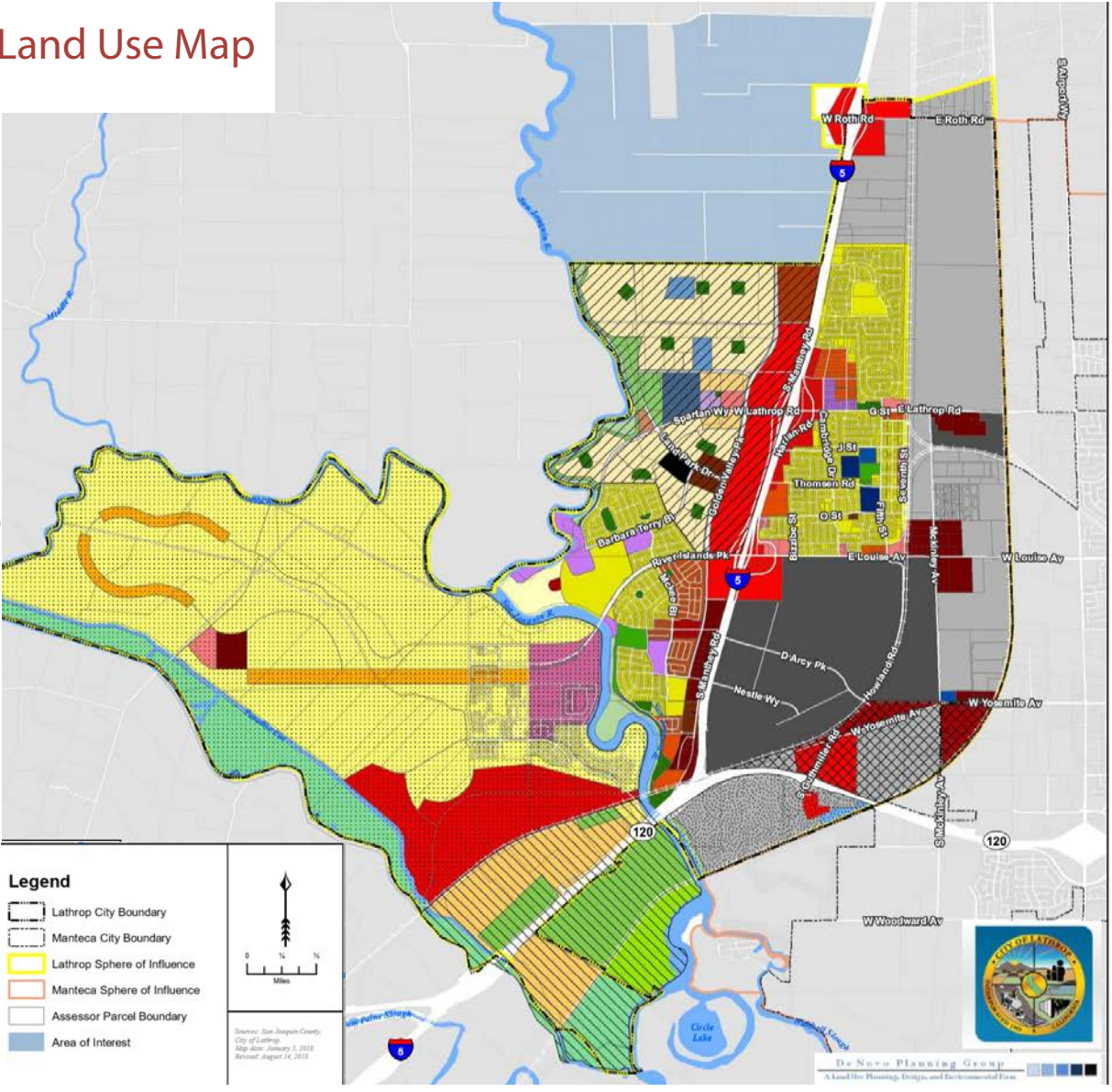


# CURRENT GENERAL PLAN LAND USES

## General Plan Land Use Map

### Land Use Designations

- LD, Low Density Residential (1-7 du/A)
- RecR, Recreational Residential (1-15 du/A)
- MD, Medium Density Residential (8-15 du/A)
- HD, High Density Residential (16-25 du/A)
- NC, Neighborhood Commercial
- VC, Village Center
- PO, Professional Office
- CC, Community Commercial
- SC, Service Commercial
- FC, Freeway Commercial
- LI, Limited Industrial
- GI, General Industrial
- ES, Elementary School
- FS, Fire Station
- P, Public
- NP, Neighborhood Park
- CP, Community Park
- OS, Open Space
  
- VR-CL, Variable Density Residential (3-16 du/A)
- HR-CL, High Density Residential (15-49 du/A)
- RMLU-CL, Residential/Mixed Use (10-40 du/A)
- OC/VR/WWTP-CL, Off Com/Var/WWTP (3-16 du/A)
- OC-CL, Office Commercial
- NC-CL, Neighborhood Commercial
- SPC-CL, Specialty Commercial
- P-SP/NC-CL, Public / Semi-Public
- K-8-CL, Elementary School
- HS-CL, Elementary School
- VR/K-8/DS-CL, Elementary School
- NP-CL, Neighborhood Park
- CP-CL, Community Park
- OS-CL, Open Space
  
- CO-LG, Commercial Office
- SC-LG, Service Commercial
- LI-LG, Limited Industrial
  
- CO-SL, Commercial Office
- LI-SL, Limited Industrial
- PIQP-SL, Public/Quasi Public Facilities
- OS-SL, Open Space River/Levee Park
  
- RL-RI, Residential Low (3-9 du/A)
- RM-RI, Residential Medium (6-20 du/A)
- RH-RI, Residential High (15-40 du/A)
- MU-RI, Mixed Use Town Center
- RC-RI, Regional Commercial
- NC-RI, Neighborhood Retail
- RCO, Resource Conservation
  
- R-ST, Residential - Stewart Tract
- RC-ST, Recreation Commercial
- RCO-ST, Resource Conservation
- RR-ST, Recreation Residential
- UR-ST, Urban Reserve



- ### Legend
- Lathrop City Boundary
  - Manteca City Boundary
  - Lathrop Sphere of Influence
  - Manteca Sphere of Influence
  - Assessor Parcel Boundary
  - Area of Interest

Scale: 0 1/4 1/2 Miles

Source: San Joaquin County, City of Lathrop, Map Date: January 3, 2018, Revised: August 14, 2013



- City Proper
- Central Lathrop
- Lathrop Gateway
- South Lathrop Specific Plan
- River Islands
- Stewart Tract



# ECONOMIC & FISCAL CONDITIONS



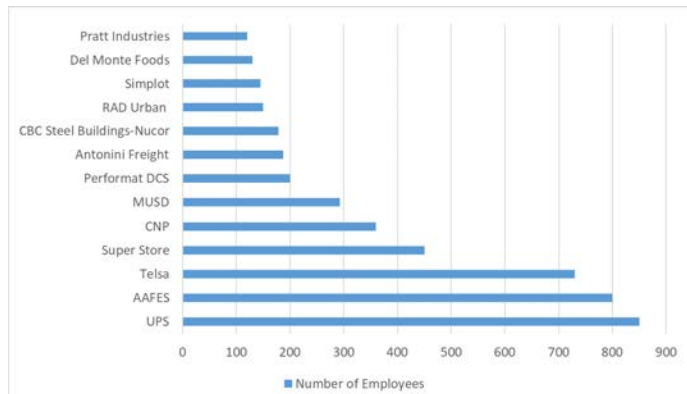
The first half of this section focuses on economic conditions, and provides a snapshot of the attributes of businesses in Lathrop, the quantities and types of jobs in Lathrop and of residents, and commuting patterns. A comparison to San Joaquin County is included for several demographic variables. It should be noted that, to the extent possible, the current state overview reflects 2016 and 2017 estimates from industry-standard data sources.

The second half of this section looks at the City's fiscal conditions; the objective is to provide a common understanding of how the City incurs costs and derives revenue, how these both relate to the various City departments, and the potential implications of these dynamics on future development, as it pertains to the City's General Plan Update.

## ECONOMIC BASE

Lathrop is home to a number of major distribution facilities for large national companies. According to the City's Annual Financial Report, the UPS Distribution Center employs the largest number of employees within the city, with an estimated 850 total employees. In addition, a number of local establishments employ between 100 and 200 workers, including prominent manufacturing, packaging, and distribution facilities. As is evident from the list of employers, the majority of the city's major employers occupy large industrial space, and are likely attracted to the Lathrop area due to the easy access to Interstate 5 and the Union Pacific railroad, for distribution purposes.

### Principal Employers, City of Lathrop - 2019

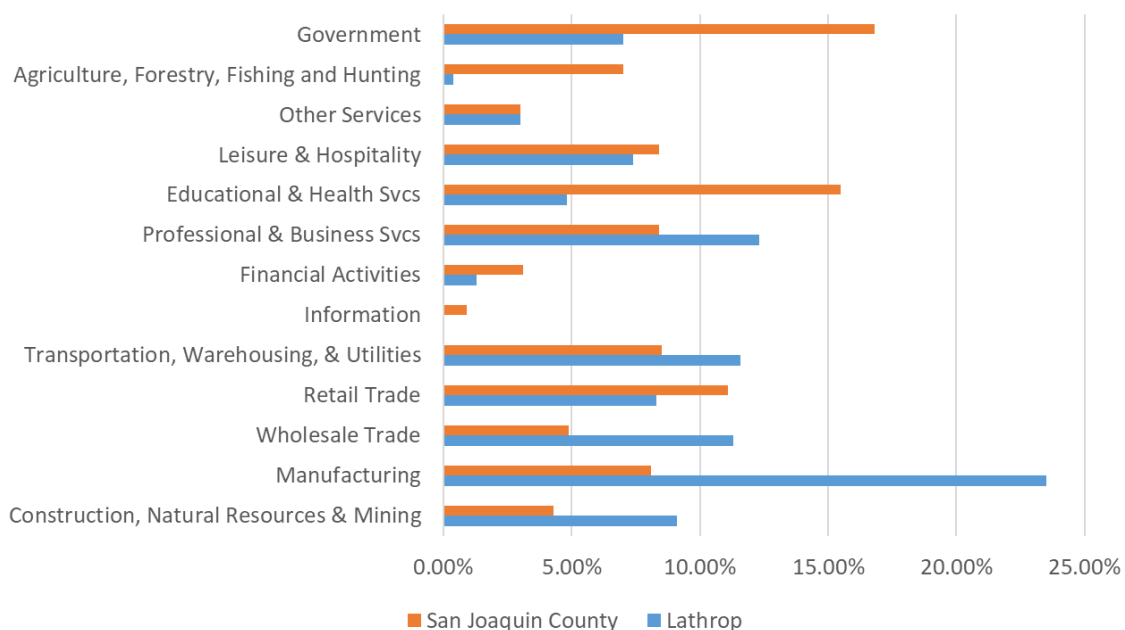


Source: City of Lathrop, Major Companies Employee Count Feb. 2019

## EMPLOYMENT COMPOSITION

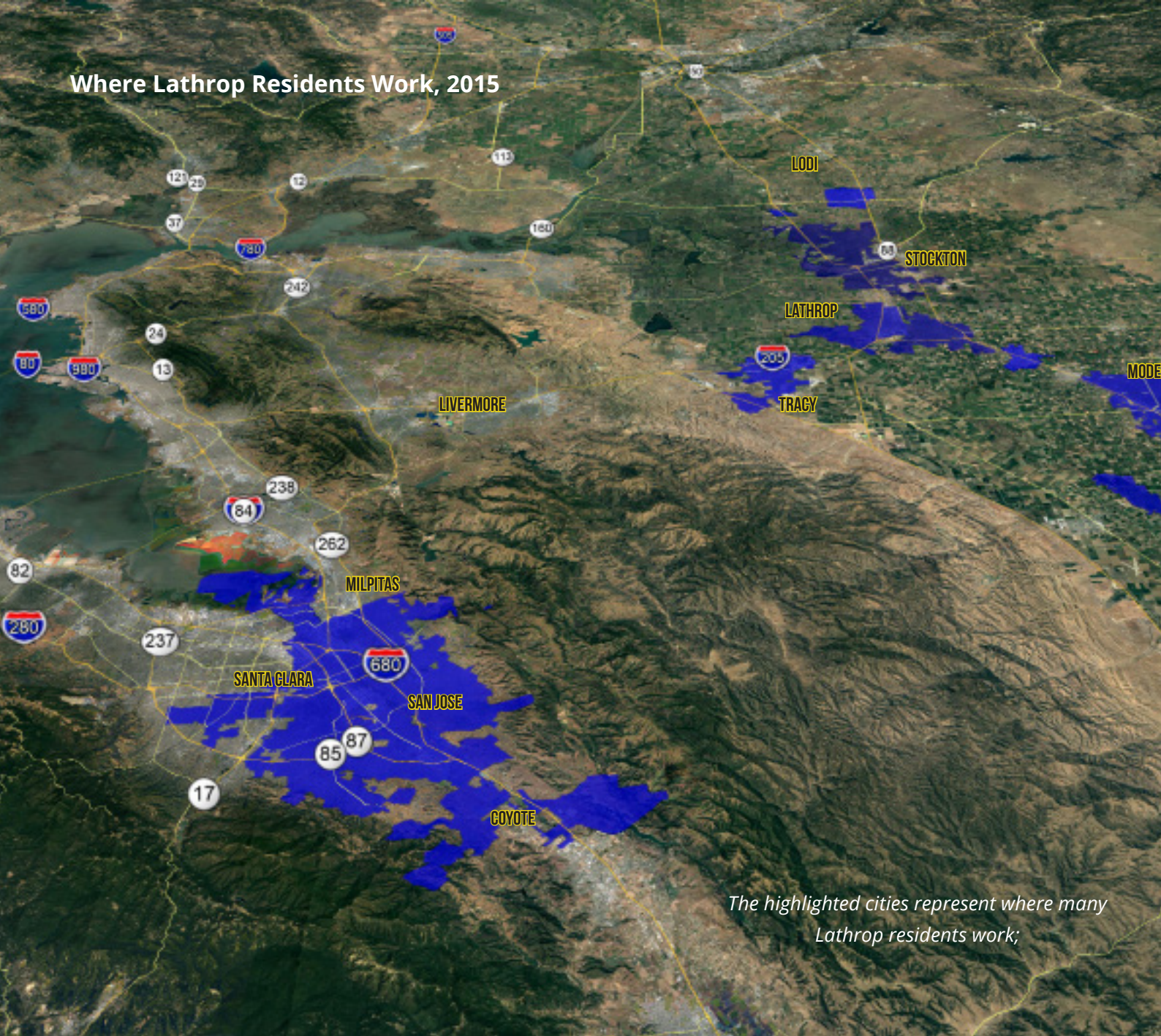
In total, the City of Lathrop contains approximately 6,000 total jobs. Manufacturing is by far the largest industry of employment within the city, accounting for 1,400 jobs, or 23.5 percent of all jobs. Lathrop also contains a significant amount of jobs in Professional and Business Services (740 jobs; 12.3 percent), Transportation, Warehousing, and Utilities (700 jobs; 11.3 percent), and Wholesale Trade (675 jobs; 11.3 percent). Relative to the distribution of jobs by industry in San Joaquin County, Lathrop contains a significantly smaller share of jobs in Educational and Health Services, Government, and Agriculture, Forestry, Fishing, and Hunting. With the exception of Agricultural Services, these industries are likely to increase as a result of population growth, as both educational institutions and health services are predominantly resident-serving. Similarly, as is discussed later in the fiscal background, public sector employment is likely to increase as population growth continues.

### Employment by Sector: Lathrop Residents and Jobs in Lathrop, 2016



Source: San Joaquin Association of Governments; BAE, 2017.

## Where Lathrop Residents Work, 2015



Source: U.S. Census Bureau. 2016. OnTheMap Application. Longitudinal-Employer Household Dynamics Program, 2015.

## COMMUTE PATTERNS

The largest share of employed Lathrop residents stay within San Joaquin County for work. More specifically, approximately 42 percent of Lathrop residents work in various San Joaquin locations, the majority of which travel to Stockton for employment. The second largest share of employed residents travel to various Alameda County locations, accounting for approximately 18 percent of residents, including the Cities of Livermore, Pleasanton, Fremont, and Oakland. Another 9 percent travel to Santa Clara County, the majority of which work specifically within the City of San Jose, while 7 percent work in Stanislaus County. Approximately 7 percent of employed Lathrop residents live and work in the city. While 42 percent of residents remain within San Joaquin County for work, approximately 27 percent travel to the Bay Area, highlighting the growing influence of the Bay Area's housing availability and affordability crisis on San Joaquin County.

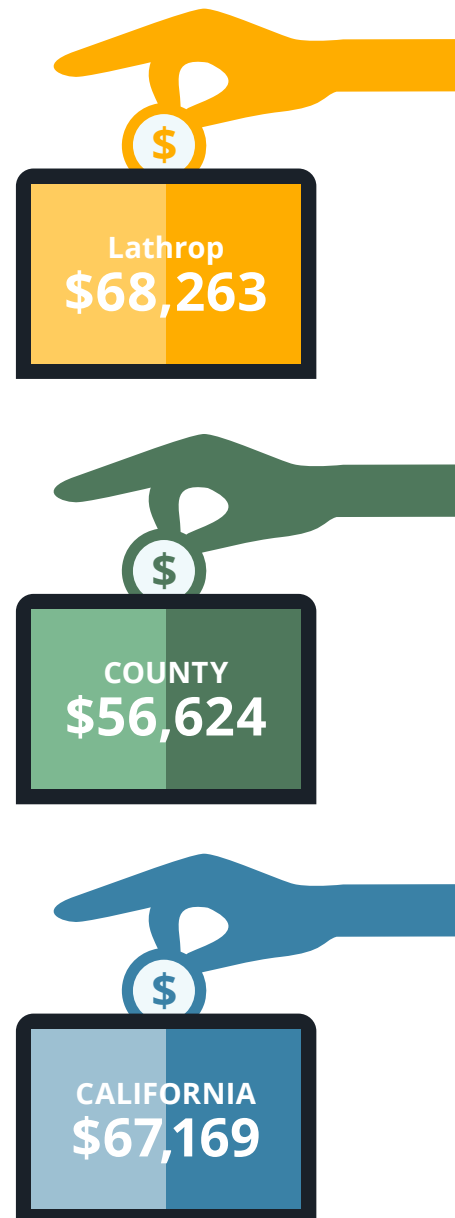
# INDUSTRY TRENDS

While the total inventory of retail space within the City of Lathrop is fairly minimal, the general vacancy and absorption<sup>1</sup> trends suggest it is a fairly healthy market. For example, Lathrop contains roughly 390,000 square feet, which only amounts to 1.3 percent of the total San Joaquin County retail inventory. That said, only 1,200 square feet of the total citywide inventory remains vacant, indicating a vacancy rate of just 0.3 percent. Similarly, the city has absorbed roughly 35,000 square feet since 2010, 5,000 of which was absorbed in the first three quarters of 2017. Though quite small, roughly 3,000 square feet of retail was delivered in 2016, followed by 2,000 square feet in the first three quarters of 2017. While rents appear to be higher than San Joaquin County as a whole, given the small inventory, these figures must be interpreted with caution. Despite this, it appears that rents are at least similar to the countywide rates, suggesting existing retail tenants are able to support moderately high rents. Despite the declining success of the retail sector, it appears Lathrop may be well positioned to capture additional retail demand from new tenants as the city continues to develop.

The City of Lathrop contains roughly 375,000 square feet of office space, which accounts for approximately 3.0 percent of the total San Joaquin County office inventory. Of the total Lathrop inventory, roughly 26,000 is currently vacant, resulting in a 7.0 percent vacancy rate, which is similar to the San Joaquin County vacancy rate of 6.6 percent. Between 2010 and 2017, the city absorbed roughly 40,000 square feet of office space, of which approximately 7,500 square feet occurred specifically in the first three quarters of 2017. There has been no new office development over the past two years in Lathrop, in fact the last major office development occurred in 2009. As noted above, the rental rates are to be interpreted with some caution, but the most recent data suggest average asking rents for Office space within the City of Lathrop are similar to the San Joaquin County rate.

According to CoStar, Lathrop contains roughly 11.7 million square feet of industrial space, which accounts for 10.6 percent of the San Joaquin County inventory, the largest share of countywide industrial space. Of the total square footage, approximately 815,000 square feet are currently vacant, yielding a citywide vacancy rate of 7.0 percent. Countywide, the vacancy rate is just 3.7 percent, indicating likely pent up demand for additional industrial space given the County's location along major transportation networks. Since 2010, Lathrop has absorbed approximately 635,000 square feet of industrial space, and roughly 100,000 square feet just in the first three quarters of 2017. In terms of new construction, the city received roughly 750,000 square feet of new industrial space in 2016, followed by 520,000 square feet in the first three quarters of 2017. Additional data from CoStar indicate that the city has roughly 1.2 million square feet currently under construction, suggesting industrial users are continuing to create demand for additional industrial space within the city and County. With respect to rents, industrial space within the city appears to be yielding slightly higher rates, relative to the County as a whole. The most recent data for the third quarter of 2017 suggest the average asking rents for industrial space in Lathrop is roughly \$0.50 per square foot, notably above the countywide rate of \$0.39.

**Average Household Income:  
Lathrop, San Joaquin County,  
California, 2017**



Source: U.S. Census ACS; ESRI; BAE, 2017

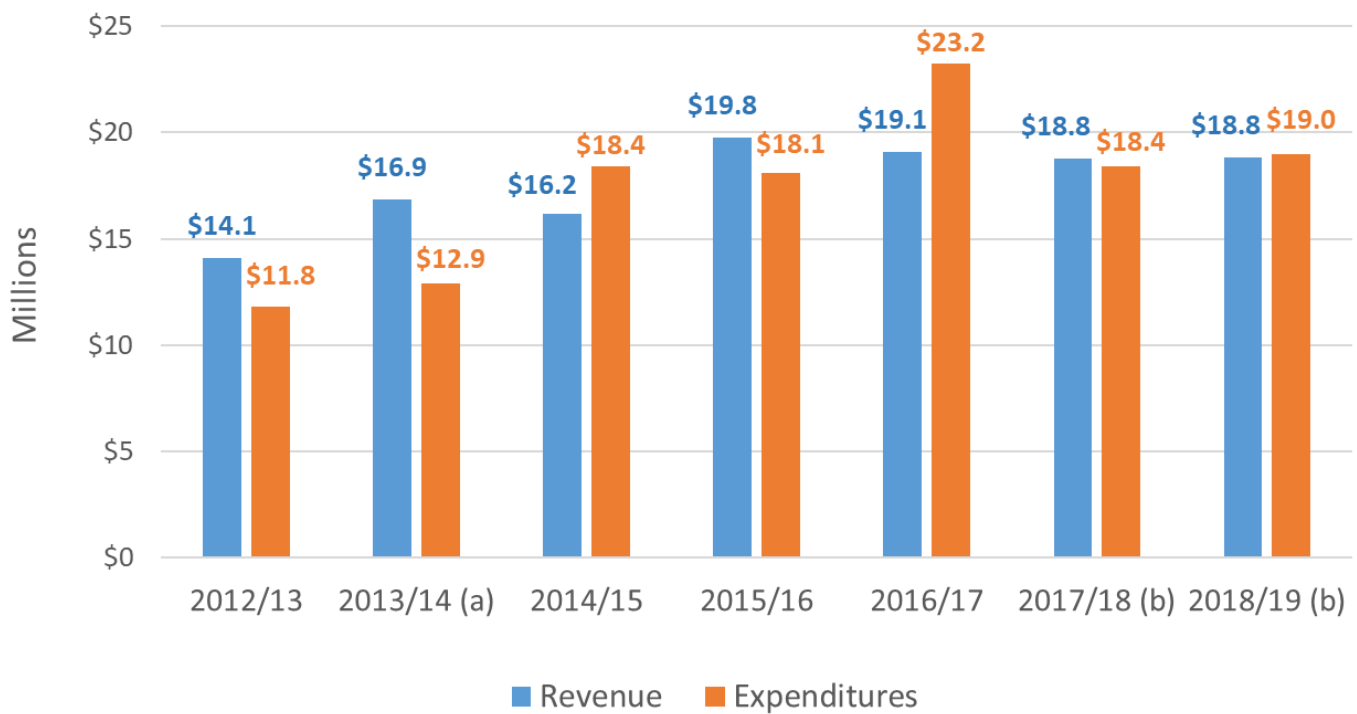
<sup>1</sup> Absorption is the amount of space or units leased within a market or submarket over a given period of time. Lease renewals are not factored into absorption unless the renewal includes the occupancy of additional space. (In that case, the additional space would be counted in absorption.) Pre-leasing of space (e.g., proposed, under construction, under renovation) is not counted in absorption until the actual move-in date.

**FISCAL CONDITIONS**

Trends in General Fund revenues and expenditures reflect the fiscal stability of the City's core operations and services. General Fund revenues include all property, sales, and other taxes, as well as services fees and fines collected by the City on an annual basis. General Fund expenditures fund services such as public safety, public works, housing, economic development, administration, and other core City services. Given the relatively small but growing population within the City of Lathrop, General Fund Revenues and Expenditures fluctuate somewhat significantly depending on the needs of the City. The City of Lathrop has fared well during the recovery from the Great Recession, exceeding the anticipated expenditures in the Fiscal Years of 2012/2013 and 2013/2014. Moderate fluctuation occurred through fiscal year 2016/2017. In fiscal year 2016/17, however, General Fund expenditures substantially exceeded revenues, principally due to a nearly \$3 million increase in Public Works expenditures as development within the City increased. While the budgets for fiscal year 2017/2018 and 2018/2019 are only preliminary and likely moderately conservative, these project that General Fund revenues will slightly exceed expenditures in fiscal year 2017/2018, however the City anticipates that expenditures will exceed revenue in FY 2018/2019, indicating the importance of increasing revenues while maintaining expenditures long-term.

**Total General Fund Operating Revenue and Expenditure Trends, Lathrop, FY12/13-FY18/19**

Source: City of Lathrop Finance Department, City Budgets, FY12-13 through FY18-19; BAE 2017



Notes:

Measure C dollars that were included in the 2013/14 General Fund Revenue were excluded in the chart given in subsequent years, Measure C is included in a different fund.

Reflect General Fund revenue and expenditures in recommended budgets

**MAJOR REVENUE SOURCES**

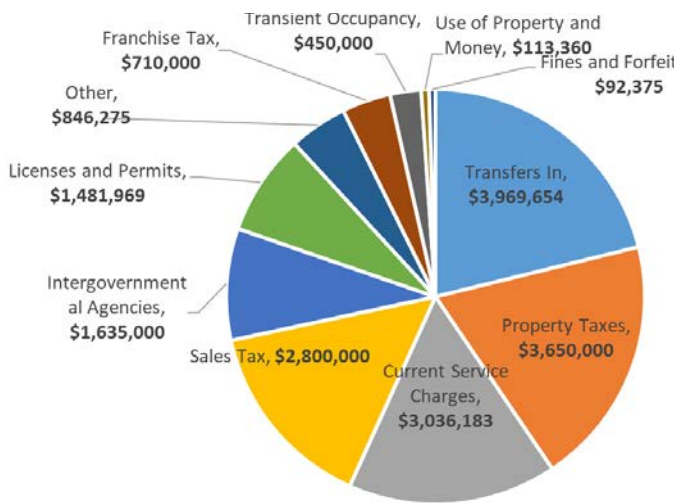
The 2017/18 Fiscal Year Budget shows that property taxes, service charges, licenses and permits, in-lieu payments and sales taxes, account for approximately 78 percent of total General Fund revenues. The remaining 22 percent is accounted for by “other” sources (5 percent), franchise tax (4 percent), transient occupancy tax (2 percent), use of property and money (0.5 percent), and forfeitures (0.5 percent).

**CITY EXPENDITURES (TOTAL)**

In the 2017/2018 Fiscal Year Budget, total General Fund expenditures were set to equal \$18.4 million. Public works and public safety comprised the largest shares. The Public Works department accounted for roughly \$5.1 million in expenditures, while Public Safety, including police service, amounted to \$5.05 million in total expenditures, each accounting for roughly 28 percent of total General Fund expenditures. Other major expenditure categories include Finance and Information Tech (14 percent), Administrative Services, General Government, Parks and Recreation (8 percent), and Community Development (4.7 percent). The remaining 2 percent of City expenditures are Transfers Out, such as capital improvements.

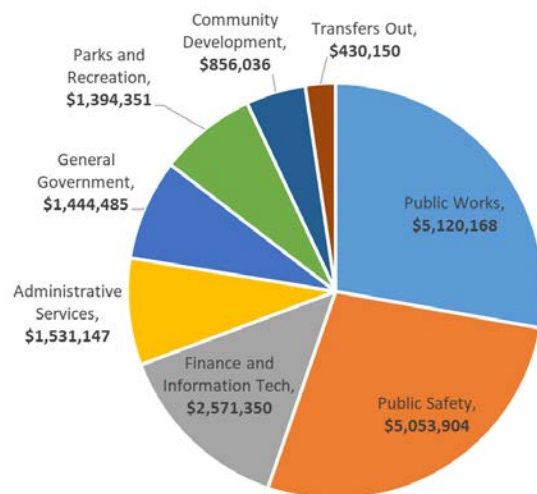
**FY 2017-18 General Fund Revenues**

Source: City of Lathrop FY17-18 Proposed Budget, BAE, 2017



**FY 2017-18 General Fund Expenditures**

Source: City of Lathrop FY17-18 Proposed Budget, BAE, 2017

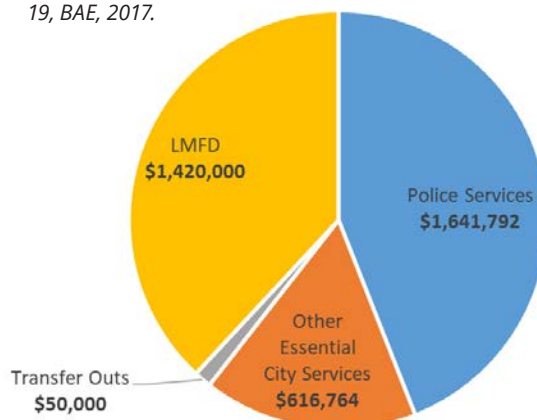


**MEASURE C REVENUE AND EXPENDITURES**

While Measure C is a separate fund, it functions similarly to the General Fund in that expenditures are earmarked for essential City services. Approved in 2012, the Measure applies an additional one percent sales tax on taxable sales within the City. As outlined in the ballot measure, 40 percent of the revenue is apportioned to the Lathrop-Manteca Fire District (LMFD), with the remaining 60 percent designated for essential City services, which thus far have been used to fund additional police officers and parks and recreation staff and improvements. Unlike many sales tax measures, Measure C does not have an official sunset date, indicating the revenue stream is likely to continue funding city services over the General Plan horizon

**FY 2018-19 Measure C Expenditures**

Source: City of Lathrop Finance Department, City Budgets, FY18-19, BAE, 2017.



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# PARKS, RECREATION & OPEN SPACE

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**P**arks, trails, and recreational facilities in the City of Lathrop are managed and maintained by the City of Lathrop Parks & Recreation Department. The City provides a wide range of recreational facilities, which include amenities and features such as sports parks, playgrounds, trails, pools, and other passive and active recreational amenities and facilities. The City is the primary service provider for parks and recreation. Currently Lathrop has approximately 82.5 acres of parkland. Therefore, with a 2017 population of approximately 23,110 the current distribution of park acreage per 1,000 residents is 3.57, which is above the Statewide Park Program standard of 3.0.

Additional parks within Lathrop will become available as the River Islands master-planned community is developed. The River Islands project area is currently under construction in the southwestern portion of the city (as of March 2018, approximately one-quarter of the first phase of 4,284 homes has been built). Once fully developed, the master-planned community will include a large number of parks,

playing fields, green spaces, and picnic areas, as well as neighborhood lakes for non-motorized boats, and 11 miles of lakefront access.

## Park Types in Lathrop

### COMMUNITY PARKS

Community parks are generally 15 to 25 acres in size, and include areas for active sports as well as space for family and group activities, such as picnicking. Community parks are larger in size than neighborhood parks and serve to fulfill the active and passive recreational needs of multiple neighborhoods. Community parks serve the needs of local neighborhoods by providing a close to home site for more active recreation that is not typically suitable or physically possible in a neighborhood park (i.e. formal sports fields and courts with night lighting). Community parks and sports parks are where most organized activities provided by the Parks and Recreation Department and various league sports are intended to occur.



## NEIGHBORHOOD PARKS

Neighborhood parks serve as the focal point of neighborhood communities, the hub for both physical and social activities in a recreational setting. Appropriately designed neighborhood parks act as “pulse points” within the city. They are spaces that develop a sense of place while at the same time evolve to reflect the neighborhood they represent. Neighborhood parks act as critical building blocks of the city’s image and assist in developing an overall sense of community and security. They also serve as critical nodes and access points in the city-wide green space network. Neighborhood parks are generally 5 to 7 acres. Amenities at neighborhood parks may include open multi-uses spaces, basketball, volleyball, soccer, and tennis courts, small picnic areas, playground equipment, restroom facilities, water play features, and barbecues.

## SPECIAL USE PARKS

Special Use parks allow for flexibility in providing recreational resources throughout the city-wide park space network. This classification is intended to accommodate special circumstances, unique site characteristics, etc. in park, trail, and recreation resources. These types of resources add diversity to the park network and accommodate a variety of non-traditional recreation amenities beyond the standard neighborhood, and community, park classifications.

# Regional Parks

- 1 Sacramento-San Joaquin Delta (Delta) which contains several recreational areas and facilities, primarily for water-based recreation.
- 2 Dos Reis Regional Park is a 8.93-acre park located along the San Joaquin River and includes camping facilities, boat launch ramps, picnic/barbecue areas, and children’s play areas.
- 3 Mossdale Crossing Park is a 4.05 acre park located on the west side of Interstate 5. Mossdale Crossing Park includes boat launch ramps, picnic/barbecue areas, and children’s play areas.
- 4 Haven Acres Marina, is a private marina located on the San Joaquin River north of Dos Reis Regional Park. This facility provides river access to the San Joaquin River and includes parking areas, a boat ramp, and 10 boat berths.



# CIRCULATION

DRIVE



WALK



BIKE



RIDE



The City of Lathrop General Plan, along with regional, state and federal plans, legislation, and policy directives, provide guidelines for the safe operation of streets and transportation facilities in Lathrop. While the City of Lathrop has primary responsibility for the maintenance and operation of transportation facilities within the city, Lathrop staff works on a continual basis with responsible regional, state, and federal agencies including the County of San Joaquin, the San Joaquin Council of Governments (SJCOG), the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and

others, to maintain, improve, and balance the multi-modal transportation needs of the community and the region.

## HOW DO PEOPLE GET AROUND?

### TRANSIT SERVICE

The San Joaquin Regional Transit District provides connections from Lathrop to Stockton, Tracy, and Livermore. San Joaquin Regional Transit provides para-transit, also known as dial-a-ride or door-to-door service, for people who are unable to independently use the transit system due to a physical or mental disability. Taxi service in Lathrop is provided by private operators that serve the city and the greater San Joaquin County area. The Altamont Corridor Express (ACE) rail service connects Lathrop to San Jose and the Bay Area by rail.



## NEW TECHNOLOGIES

New transportation technologies include Transportation Network Companies (TNCs), such as Uber and Lyft and autonomous (driverless) vehicles. Census data, which previously did not inquire about TNC usage, may provide insight in future years into the number of commute trips taken using TNCs, their effect on mode shifts away from driving alone, traditional carpooling, taxis, bicycling, or transit, and the amount of induced travel they generate.

Self-driving (autonomous) vehicles similarly could have an impact on mode share, travel behaviour, and roadway operations when they are added to the vehicle mix in the coming years. Autonomous Vehicles (AVs) may

represent a high percentage of vehicles on the road within several decades. The transition period, when streets carry large numbers of both conventional and autonomous vehicles, will involve complex interactions and require new informed analysis methods and professional judgment to address conflicts and benefits. AV interactions with pedestrians and cyclists will also require careful planning and design.

## PEDESTRIAN AMENITIES

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal infrastructure, curb ramps, and streetscape amenities. Most developed arterial streets in Lathrop provide sidewalk coverage, accessible curb ramps, and marked crosswalks. Sidewalks are also provided in most of Lathrop's single-family residential neighborhoods, in multi-family residential developments, and in commercial developments.

While the pedestrian network is generally well developed in Lathrop, there are some locations where gaps in the sidewalk network can be found. In general, facilities along developing arterials vary depending on the level of development along the street. In some locations where adjacent parcels have not been developed, the street is not fully built-out and hence sidewalks have not been constructed.

## BICYCLE FACILITIES

Bicycle circulation in Lathrop is supported by an existing network of multi-use paths and on-street bike lanes. Class I multi-use bike paths exist on some sections of Golden Valley Parkway; Spartan Way; River Islands Parkway; Lakeside Drive; Somerston Parkway; north side of Lathrop Road between Harlan Road; and 5th Street. An extensive network of Class II, on-street bike lanes, exist on eastbound Thomsen Road from Derby Lane to just west of Halmar Lane; 5th Street from Lathrop Road to H Street and from J Street to Louise Avenue; Lathrop Road from 5th Street to eastern city limit; Somerston Parkway south of River Islands Parkway; River Islands Parkway west of Somerston Parkway; and Lakeside Drive west of Somerston Parkway.

The 1995 Lathrop Bicycle Transportation Plan, last updated in 2004, was developed to improve and expand bicycling opportunities in Lathrop. The Bicycle Transportation Plan provides an additional level of refinement to the General Plan's Transportation and Circulation Element by providing a detailed set of policies and programs for bicycle circulation improvement.

In general, most Lathrop schools, parks, and public buildings are equipped with bike racks for short-term bicycle parking. The Lathrop Municipal Code also specifies bicycle parking requirements, including number of spaces and locations.



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# UTILITIES & COMMUNITY SERVICES

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**T**he provision of adequate utilities and community services is vital to maintaining a high quality of life in Lathrop. This section addresses the provision of utilities in the city, including water, wastewater (sewer), stormwater and drainage, solid waste, schools and libraries, and energy and natural gas.

# WATER

The City of Lathrop provides water service to approximately 6,308 residential, commercial, agricultural and industrial service connections from surface and groundwater supplies. In addition, private wells are utilized by two major industrial facilities within the City. The City's surface water supply is delivered fully treated from the Stanislaus River by the South County Water Supply Project (SCWSP). The SCWSP is owned and operated by the South San Joaquin Irrigation District (SSJID). In addition to surface water, five groundwater wells supply water to City residents, with a sixth that is currently not in operation. Groundwater from a variety of wells are treated to state and federal drinking water standards at the Louise Avenue Water Treatment Facility (LAWTF). The City of Lathrop maintains a current Urban Water Management Plan (UWMP), which ensures an adequate and reliable water supply. The 2015 UWMP indicates that Lathrop is projected to have sufficient supplies to meet projected demands in normal years until 2040. Additional supply, storage, and peak pumping capacity will be required to support future development through 2040.

# WASTEWATER

The City currently provides wastewater service to approximately 6,100 residential, commercial, industrial and institutional/governmental properties. Wastewater is currently treated at the Manteca Water Quality Control Facility (MWQCF) and the Lathrop Consolidated Treatment Facility (LCTF). The MWQCF treats most of the wastewater generated in areas east of Interstate Highway 5 (I 5), excluding the Crossroads development area. The LCTF treats the wastewater generated west of I-5 and in the Crossroads development area. In 2016, Lathrop generated a total average annual wastewater flow of 1.46 mgd with 0.92 mgd treated at the MWQCF and 0.54 mgd treated at the LCTF as documented in the City's Integrated Water Resources Master Plan (IWRMP). The LCTF is projected to have sufficient treatment capacity for existing and new development through 2026. The City's current capacity allocation at MWQCF is projected to be sufficient to meet projected flows from Historic Lathrop through 2040.

# STORMWATER

The City of Lathrop's storm drainage collection system uses pipelines, surface channels and, in some locations, detention basins that store peak flows to direct drainage to the San Joaquin River. The City's documented existing storm drain infrastructure includes approximately 916 inlets, 691 manholes, 21 pump stations, 4 outfalls to the San Joaquin River, 13 detention basins, and 36 miles of storm drain. The last comprehensive City storm drain master plan was published in 1992 and covers facilities in and adjacent to historic Lathrop. As development has occurred, specific plans, and project plans, have become the most current source of information on drainage facilities in each new development. These plans include Central Lathrop, Crossroads Business Park, Historic Lathrop, Mossdale Landing, North Lathrop, River Islands and South Lathrop areas.

Due to its central location in the Sacramento San Joaquin Delta, the city is threatened by seasonal flooding from surrounding waterways, including the San Joaquin River, Old River, and Paradise Cut. High flows in the San Joaquin River system can occur during intense precipitation events. The most significant mapped flood hazard is the San Joaquin River, which flows from south to north, along the western edge of the city. The rivers surrounding the city are leveed, and although the city's developed areas are outside of the Federal Emergency Management Agency (FEMA) 100 year Special Flood Hazard Area, it may be subject to flooding in the event of a levee failure. Protection from regional flooding is a collaborative effort between Federal, State, and local entities.

# SOLID WASTE

While the City of Lathrop allows industrial users to contract with an alternate garbage collection company (Waste Management), the city has an exclusive contract with Republic Services to collect solid waste, recycling, and green waste from the residential and commercial sector. Republic Services is a private garbage collection company, provides residential (single family and multi-family) and commercial garbage, recycling, and green waste collection services within the city limits. Republic Services is the second largest provider of non-hazardous solid waste collection, transfer, disposal, recycling, and energy services in the United States, servicing over 14 million people.

The vast majority (77 percent ) of landfill disposal from the City of Lathrop in 2016 went to Forward Landfill. The Forward Landfill is owned and operated by Forward, Inc. (an Allied Waste North America subsidiary), and contains a total of 354.5 acres of disposal acreage. The landfill has a permitted traffic volume of 620 vehicles per day. The Forward Landfill has a remaining landfill capacity of 22,100,000 tons, and has a current maximum permitted throughput of 8,668 tons per day, and has a total maximum capacity of 51,040,000 cubic yards. The landfill has a cease operation date of January 1, 2020; however, the Forward Landfill is currently undergoing an expansion that would allow disposal at the landfill to continue until approximately 2036.

# SCHOOLS AND LIBRARIES

Most schools within the City of Lathrop are part of the Manteca Unified School District (MUSD). The MUSD provides school services for grades kindergarten through 12 (K-12) within the communities of Manteca, Lathrop, Stockton, and French Camp. The District is approximately 113 square miles and serves more than 23,000 students. Within the City of Lathrop, there are three elementary schools (Lathrop Elementary School, Joseph Widmer School, and Mossdale Elementary School) and one high school (Lathrop High School). River Islands has two charter elementary schools, located within the Banta Unified School District (River Islands Technology Academy and the S.T.E.A.M. Academy). The schools in the city had a total enrollment of approximately 5,247 students, of which 3,917 were enrolled in elementary and middle school (grades K – 8) and 1,330 were enrolled in high school (grades 9 – 12). Mossdale Elementary School has had more students than the school's current physical capacity. However, the MUSD has been able to manage the problem by overflowing students to other campuses with available capacity. The MUSD has declared that it will need to focus on addressing the capacity needs of Mossdale Elementary School capacity in coming years.

Lathrop is served by the Lathrop Branch Library, a branch of the Stockton-San Joaquin County Public Library system. It includes a children's area, teen space, and study rooms, as well as a range of programs and activities. The Lathrop Branch Library offers computer workstations for Internet and word processing use, a ready reference collection, and a circulating collection of popular materials in English and Spanish.

# ENERGY AND NATURAL GAS

Pacific Gas and Electric Company (PG&E) provides electrical and natural gas services to residences and businesses throughout the City of Lathrop. PG&E's service area is over 70,000 square miles, located throughout northern and central California. PG&E maintains approximately 42,000 miles of natural gas distribution pipelines, 6,700 miles of gas transmission pipelines, and provides approximately 970 billion cubic feet of natural gas to its customers per year.

PG&E generates electric power from many sources, including renewable, coal, hydroelectric powerhouses, natural gas, and nuclear energy sources. Infrastructure to deliver electricity and natural gas throughout the City of Lathrop is currently in place. PG&E can generally provide these services to new development on request.

A large, grey concrete pipe is being installed in a deep, narrow trench. The pipe is composed of several sections joined together. The trench walls are made of reddish-brown soil and rock. In the foreground, there is a pile of rubble and rocks. The pipe is surrounded by concrete structures with rebar reinforcement.

THE ADEQUATE PROVISION  
OF SERVICES IS VITAL TO  
MAINTAINING A HIGH QUALITY  
OF LIFE

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# HAZARDS, NOISE AND CLIMATE CHANGE

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Issues and topics related to hazards, noise, and climate change within the city and region are discussed in this section. Some of these hazards may be naturally induced, such as seismic hazards. Other health and safety hazards may be the result of natural hazards, which are exacerbated by human activity, such as development in areas prone to flooding. Additional hazards are entirely human-made, including exposure to hazardous materials, and noise.

*Hazards can be naturally induced, the result of natural hazards exacerbated by human activity, or entirely human-made. This section explores these issues.*



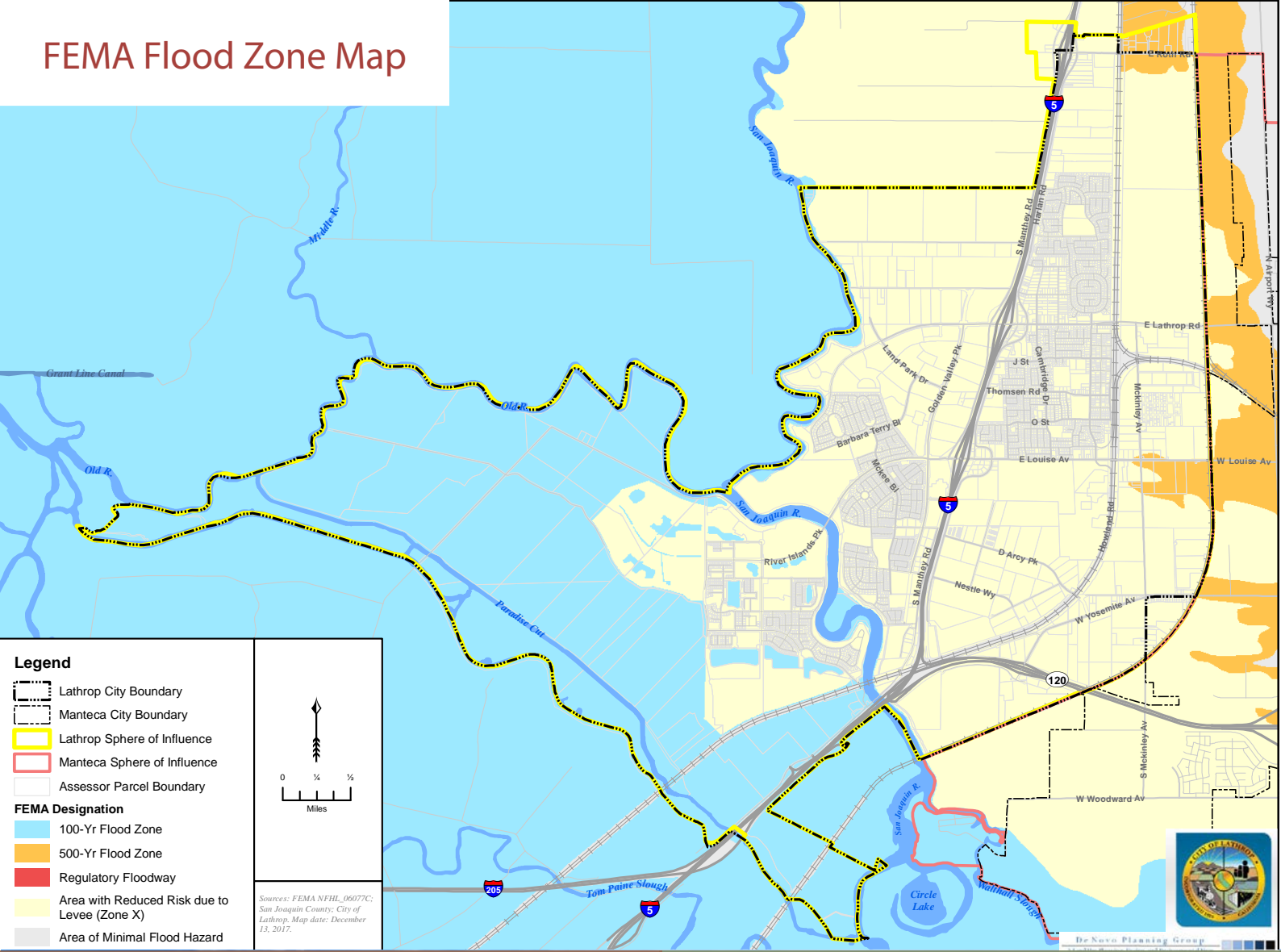
## HAZARDOUS MATERIAL

If improperly treated, stored, transported, or disposed of, hazardous material may either cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating irreversible illness or pose a substantial present or potential hazard to human health and safety or the environment. Hazardous materials are mainly present because of industries involving chemical by-products from manufacturing, petrochemicals, and hazardous building materials. Hazardous waste is the subset of hazardous materials that has been abandoned, discarded, or recycled and is not properly contained, including contaminated soil or groundwater.

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies, and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. There are not sites within Lathrop that are listed on the Cortese List. There are no hazardous materials release sites located in the Planning Area listed on the Cortese List.

There are 14 locations with a Lathrop address that are listed in the GeoTracker database for Leaking Underground Storage Tanks (LUST). All of the locations have undergone LUST cleanup and the State has closed the cases. There are 12 locations with a Lathrop address that have Underground Storage Tanks (UST) that are permitted through the California Water Resources Control Board. There are 12 locations with a Lathrop address that are listed in the GeoTracker database for Water Board Cleanup Sites. Five of the locations have undergone cleanup and the State has closed the case. There are seven locations in Lathrop with an open case.

# FEMA Flood Zone Map



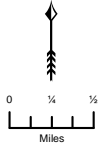
**Legend**

- Lathrop City Boundary
- Manteca City Boundary
- Lathrop Sphere of Influence
- Manteca Sphere of Influence
- Assessor Parcel Boundary

**FEMA Designation**

- 100-Yr Flood Zone
- 500-Yr Flood Zone
- Regulatory Floodway
- Area with Reduced Risk due to Levee (Zone X)
- Area of Minimal Flood Hazard

Sources: FEMA NFHL\_06077C; San Joaquin County; City of Lathrop; Map date: December 13, 2017.



## FLOODING

Flooding is a temporary increase in water flow that over tops the banks of a river, stream, or drainage channel to inundate adjacent areas not normally covered by water.

Additionally, paving further reduces infiltration and increases surface runoff, which can increase the risk of localized flooding. Localized flooding may occur in low spots or where infrastructure is unable to accommodate peak flows during a storm event. In most cases, localized flooding dissipates quickly after heavy rain ceases.

The City of Lathrop is subject to flooding from both 100- and 500-year storm events. In addition, both state policy and recently enacted State legislation (Senate Bill 5) call for 200-year (0.5 percent annual chance) flood protection to be the minimum level of protection for urban and urbanizing areas in the Central Valley. SB 5 requires all urban and urbanizing areas in the Sacramento and San Joaquin Valleys to achieve 200-year Urban Level of flood protection (or a finding of adequate progress toward 200-year flood protection) in order to approve development.

The Planning Area is subject to flooding problems along the natural creeks and drainages that traverse the area. The primary flood hazard is the San Joaquin River and its tributaries, notably Paradise Cut (along the southwestern SOI boundary). A levee running from Airport Way in Manteca west and northwest along the San Joaquin River provides flood protection for the land north and east of the River.

The 100-year flood plain is largely confined to the southern and western portions of the city limits and SOI. Additionally, the 500-year flood plain is located in the eastern and northern portions of the city limits and SOI.

## DAM INUNDATION

Dam failure is the uncontrolled release of impounded water from behind a dam. Flooding, earthquakes, blockages, landslides, lack of maintenance, improper operation, poor construction, or sabotage can all cause a dam to fail. Dam failure can result in downstream flooding that can affect property and life. Dam Inundation maps have been required in California since 1972, following the 1971 San Fernando Earthquake and near failure of the Lower Van Norman Dam. The regional vicinity has four dams that are identified to have the potential to inundate portions of the City of Lathrop including the Tulloch Dam, San Luis Dam, New Exchequer Dam (Lake McClure), and New Melones Dam. These dams do not have a history of failure; however, they are identified as having the potential to inundate the Planning Area in the unlikely event of dam failure.

The local Office of Emergency Services has prepared a Dam Failure Plan. This plan includes a description of dams, direction of floodwaters, responsibilities of local jurisdictions, and evacuation plans.

## NOISE

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person. The effects of noise on people can be placed in three categories; subjective effects of annoyance, nuisance, and dissatisfaction; Interference with activities such as speech, sleep, and learning; and Physiological effects such as hearing loss or sudden startling.

An important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it. Lathrop has several major noise generators including: traffic, the railroad/trains, and fixed noise sources (parking lots, loading docks, parks, schools, and other commercial/retail uses). To understand their impact on the community, the City has undertaken a community noise survey, the results of which are documented in the General Plan Existing Conditions Report. The results of the community noise survey indicate that existing transportation (traffic) noise sources were the major contributor of noise observed during daytime hours, especially during vehicle pass-bys. Issues related to all noise generators will be addressed in the General Plan.



## SEISMIC AND GEOLOGIC

Seismic hazards include both rupture (surface and subsurface) along active faults and ground shaking, which can occur over wider areas. Ground shaking, produced by various tectonic phenomena, is the principal source of seismic hazards in areas devoid of active faults. All areas of the state are subject to some level of seismic ground shaking. Potential hazards associated with seismic activity in Lathrop includes the potential for liquefaction a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other rapid loading.

Faults are distinguished as active (has had surface displacement within the last 11,000 years), potentially active (displacement between 1.6 million and 11,000 years ago), or inactive (no evidence of displacement within the past 1.6 million years).

The closest known faults classified as active by the California Geological Survey are the Greenville fault, located approximately 20 miles to the west. The Vernalis Fault located approximately 6 miles to the southwest is considered a potentially active fault. Additionally, there are numerous active faults located in the regional vicinity of Lathrop.

Other geologic hazards in the city include expansive soils, and erosion. Areas with moderate to high expansive soils would require special design considerations due to shrink-swell potentials. The soils in the Planning Area vary from a low shrink-swell potential to a moderate shrink-swell potential. The potential for erosion generally increases as a result of human activity, primarily through the development of impervious surfaces and the removal of vegetative cover.



# CLIMATE CHANGE & RESILIENCY

Over the next century, increasing atmospheric greenhouse gas (GHG) concentrations are expected to cause a variety of changes to local climate conditions, including sea level rise (SLR) and storm surge, increased riverine flooding, and higher temperatures more frequently (leading to extreme heat events and wildfires), particularly inland. These climate variables (and associated threats) are projected to impact critical assets throughout the region, including regionally significant highways, water and wastewater treatment plants, electricity substations, technology campuses and other employment centers, agriculture, homes, vulnerable populations, and ecosystems. Because local governments largely determine the shape of development through land-use plans, regulations, and implementing decisions, they play an important role in developing climate change strategies including resiliency planning and adaptation. Guidance about the steps involved in an adaptation planning process and adaptation tools are available to local governments by recent documents such as the California Adaptation Planning Guide. Potential climate impacts are described below.



**Sea-Level Rise (SLR):** Rising sea levels will directly impact coastal development, infrastructure, and habitats. Local impacts of SLR include temporary flooding (especially in combination with storm surge) and permanent inundation. The state's water supplies are also at risk from rising sea levels. An influx of saltwater would degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta, a major state fresh water supply.

**Wildfires:** Wildfires are a result of conditions affected by interactions between primary variables (precipitation, temperature) and other factors. Wildfires are unplanned, natural occurring fires and pose a great threat to life and property, particularly when they move from forest or range lands and into developed areas. Climate change is projected to increase the frequency of wildfire events, the extent of burn areas, and the length of wildfire seasons. Fire risk increase rates are highly localized, and the city may experience local impacts from increased wildfires in hillside areas and other impacts from surrounding area wildfires including impacts to local air quality.

**Extreme Heat:** Temperature is directly affected by changes in global atmospheric and oceanic temperatures. The region is expected to experience longer, more frequent, and more severe heat waves in the future, but like annual changes, these changes are somewhat variable across the region. Day-time and night-time temperature is projected to increase during extreme heat events in both summer and winter. The frequency of extreme heat days is predicted to increase dramatically by mid- and end-of-century as compared to the historical frequency.

**Riverine Flooding:** Riverine flooding—a secondary climate variable—occurs when heavy rainfall causes rivers or creeks to overtop their banks and inundate surrounding areas. While overall annual rainfall is not projected to change by mid-century, increases are projected to occur in winter with more frequent and stronger storms. Increased ocean temperature could result in increased moisture flux into the state; however, since this would likely increasingly come in the form of rain rather than snow in the high elevations, increased precipitation could lead to increased potential and severity of flood events, placing more pressure on California's levee/flood control system.

**Drought:** A drought is a period of abnormally dry weather which persists long enough to produce a serious hydrologic imbalance. The severity of the drought depends on the degree of moisture deficiency, the duration of the dry spell, and the size of the affected area. Periods of drought are projected to increase with climate change and may increase subsidence risk due to reduced groundwater recharge, and extraction causing aquifer depletion, and may impact water availability.

# LOCAL AND REGIONAL CLIMATE CHANGE AND ADAPTATION EFFORTS

## San Joaquin Valley Air Pollution Control District Climate Change Action Plan

In August 2008, the SJVAPCD adopted its Climate Change Action Plan. The Climate Change Action Plan directed the SJVAPCD's Air Pollution Control Officer to develop guidance to assist APCD staff, Valley businesses, land use agencies and other permitting agencies in addressing GHG emissions as part of the CEQA process. Regarding CEQA guidance, some of the goals of the Climate Change Action Plan are to assist local land use agencies, developers and the public by identifying and quantifying GHG emission reduction measures for development projects and by providing tools to streamline evaluation of project-specific GHG effects, and to assist Valley businesses in complying with State law related to GHG emissions.

## San Joaquin County Regional Transportation Plan/Sustainable Communities Strategy (SCS/RTP)

The RTP is a long-range transportation plan that guides the region's transportation improvements and is updated every four years to reflect transportation priorities and local conditions. Using growth forecasts and economic trends projected out over study timeframe, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs.

The Greenhouse Gas Reduction Targets for the 2018 San Joaquin County RTP are as follows:

- 5 percent per capita reduction from 2005 levels by 2020
- 10 percent per capita reduction from 2005 levels by 2035



OVER THE NEXT CENTURY, INCREASES IN GHG CONCENTRATIONS ARE EXPECTED TO CAUSE A VARIETY OF CHANGES TO LOCAL CLIMATE CONDITIONS



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# CONSERVATION & NATURAL RESOURCES

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**T**he city's natural resources form an important part of its unique character and quality of life. In an effort to identify and understand the key natural resources of the city, this section addresses cultural and historic resources, air quality, and biological resources in Lathrop.

THE CITY'S NATURAL RESOURCES  
FORM AN IMPORTANT PART OF  
ITS UNIQUE CHARACTER AND  
QUALITY OF LIFE.

## AIR QUALITY

Lathrop is located within the San Joaquin Valley Air Pollution Control District (SJVAPCD), which comprises eight counties including, Merced, San Joaquin, Stanislaus, Madera, Fresno, Kings, Tulare and the valley portion of Kern County.

Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. The pollution potential of the San Joaquin Valley is very high. Surrounding elevated terrain in conjunction with temperature inversions frequently restrict lateral and vertical dilution of pollutants. Abundant sunshine and warm temperatures in summer are ideal conditions for the formation of photochemical oxidant, and the Valley is a frequent scene of photochemical pollution. SJVAPCD will continue to monitor regional air quality standards and do its part to improve the air quality in Lathrop and the San Joaquin Valley.

San Joaquin County has a State designation of Nonattainment for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> and is either Unclassified or Attainment for all other criteria pollutants.



## CULTURAL AND HISTORIC RESOURCES

The City's cultural and historic resources are defined as buildings, sites, structures, or objects that may have historical, architectural, archaeological, cultural, or scientific importance. Preservation of the city's cultural heritage should be considered when planning for the future.

One hundred and seventy-two cultural resources have been identified within the City of Lathrop General Plan Study Area, according to files maintained by the Central California Information Center (CCIC) of the California Historical Resources Information System (CHRIS). The one hundred and seventy-two recorded cultural resources span both the prehistoric and historic periods and range from a Native American village site to historic period railroads, a school, buildings and single-family homes.

## BIOLOGICAL RESOURCES

Lathrop is located within the western portion of the Great Valley Geomorphic Province of California. The Great Valley Province is a broad structural trough bounded by the tilted block of the Sierra Nevada on the east and the complexly folded and faulted Coast Ranges on the west. The San Joaquin River roughly bisects the city running north/south. This major river drains the Great Valley Province into the San Joaquin Delta to the north, ultimately discharging into the San Francisco Bay to the northwest.

The Planning Area is located within the San Joaquin Valley Bioregion, which is comprised of Kings County, most of Fresno, Kern, Merced, and Stanislaus counties, and portions of Madera, San Luis Obispo, and Tulare counties. Habitat in the bioregion includes vernal pools, valley sink scrub and saltbush, freshwater marsh, grasslands, arid plains, orchards, and oak savannah. Historically, millions of acres of wetlands flourished in the bioregion, but stream diversions for irrigation dried all but about five percent. Remnants of the wetland habitats are protected in this bioregion in publicly owned parks, reserves, and wildlife areas. The bioregion is considered the state's top agricultural producing region with the abundance of fertile soil.

According to the California Wildlife Habitat Relationship System there are 16 cover types (wildlife habitat classifications) in the Planning Area out of 59 found in the

State. These include: Annual Grassland, Barren Land, Coastal Scrub, Cropland, Deciduous Orchard, Dryland Grain Crops, Eucalyptus, Evergreen Orchard, Fresh Emergent Wetland, Irrigated Grain Crops, Irrigated Hayfield, Irrigated Row and Field Crops, Riverine, Urban Land, Valley Foothill Riparian, and Vineyard.

The most prevalent cover type is "urban", which applies to over 4,460 acres of the City's land area. A distinguishing feature of the urban wildlife habitat is the mixture of native and exotic species. The eastern portions of the city include 1,283.51 acres of Annual Grassland.

A regional background search of special-status species was conducted to document occurrences within a Nine-Quad search (approximately 10-miles) of the Lathrop Planning Area. The search revealed documented occurrences of 25 special status plant species and 35 special status animal species within the search area. The search also revealed five sensitive natural communities within the search area. This includes: Coastal and Valley Freshwater Marsh, Great Valley Cottonwood Riparian Forest, Great Valley Cottonwood Riparian Forest, Great Valley, Valley Oak Riparian Forest, and Elderberry Savanna. While these areas feature special vegetation, habitat for plants of special concern, and native and non-native fish, only one (Great Valley Valley Oak Riparian Forest) is located within one mile of the city.



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# COMMUNITY HEALTH AND WELLNESS

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The places where people live, work, and play profoundly shape the health of a community. Transportation options, accessible parks, crosswalks, the availability of grocery stores, and the prevalence of fast food restaurants, and real or perceived levels of crime and safety are a few examples of physical indicators that provide a framework for a community, sculpt the daily routines of residents, impact lifestyle choices, and ultimately affect public health and longevity. Collaborative work between city planners and public health professionals can help strategically develop spaces and systems for safe and healthy human activity.

A growing body of evidence supports the idea that the built environment (urban form, design, and street configurations) has a strong impact on the public's health. Increasing rates of chronic health conditions in the U.S. have paralleled higher levels of physical inactivity, auto-dependence, and consumption of foods high in calories and low in nutrients. There is a movement to better understand our decisions about the way we structure our community. Walkable urban form, more compact development, mix of land uses, transportation choices, and access to recreation spaces all increase physical activity, which can improve health outcomes.



## Key Area Health and Wellness Indicators

	San Joaquin Residents	California Residents
Residents with asthma (Child Teen Adult)	20.3%	15.4%
Ever diagnosed with diabetes (Adult)	15.2%	10.7%
Delayed or didn't get medical care (Child Teen Adult)	13%	10.3%
Likely has serious psychological distress (Teen, Adult)	6.4%	4.4%
Adult Body Mass Index of 30+ (Obese)	34.7%	26.4%
Visited a park, playground or open space in the last month (Child, Teen)	92.3%	84.4%
Adults who currently smoke tobacco	10.6%	10.2%
Fast food eaten four or more times in the past week (Child Teen Adult)	15.4%	13.6%

**Source: UCLA Center for Health Policy Research California Health Survey 2017**

*Community health and wellness is related to a number of environmental categories and topics. To fully understand this topic as it relates to Lathrop, be sure to review the other sections of this summary report for details on related topics including circulation, parks and open space, and air quality.*

Land use and planning decisions play a role in determining community members' behavioral and lifestyle choices that ultimately impact their physical health and mental wellbeing. The quality, safety, location, and convenience of the pedestrian or bicycle environment, such as sidewalks, bicycle lanes, signals, and crosswalks, may impact a resident's decision to use them, which in turn influences physical activity levels. Similarly, neighborhood parks and open space provide an avenue for increased physical activity.

Infrastructure and zoning to support local food processing and distribution enables local food to be used in the community where it was grown. Access to full-service grocery stores and farmers'

markets is also correlated with increased consumption of fruits and vegetables.

Furthermore, urban design and maintenance can contribute to or decrease levels of crime and perceptions of pedestrian comfort and safety. Poor mental health is associated, in part, with a number of factors related to planning, including long commute times, exposure to crime, lack of transportation choice, driving related stress, lack of access to public spaces, and lack of opportunities for recreation and physical activity. Emissions from transportation sources are strongly linked with respiratory diseases, and various toxic air contaminants are known or suspected to cause asthma and cancer.

Addressing public health and wellness in the Lathrop General Plan Update acknowledges the profound effects of the built environment on travel choices, access to food, levels of physical activity, and exposure to risk from accidents or pollution. Each of these has a health impact, and the General Plan provides an opportunity to prevent further disease and injury and sustain healthy lifestyle choices for Lathrop residents. Though the creation of a healthy General Plan, Lathrop can focus on opportunities to affect changes in the overall health and wellbeing of the community. There are a range of factors to consider when evaluating community health and wellness; key indicators highlighted on this page provide just a snapshot.

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