

ITEM 5.1

CITY MANAGER'S REPORT JUNE 8, 2020 CITY COUNCIL REGULAR MEETING

ITEM: PUBLIC HEARING (PUBLISHED NOTICE) TO CONSIDER ADOPTION OF THE CITY OF LATHROP 2020 SOUTH LATHROP SPECIFIC PLAN (SLSP) AND LATHROP GATEWAY BUSINESS PARK SPECIFIC PLAN (LGBPSP) CAPITAL FACILITIES FEES STUDY UPDATE AND THE FEES RECOMMENDED THEREIN

RECOMMENDATION: Council to Consider the Following:

1. Hold a Public Hearing; and
2. Adopt a Resolution Adopting the City of Lathrop 2020 South Lathrop Specific Plan (SLSP) and Lathrop Gateway Business Park Specific Plan (LGBPSP) Capital Facilities Fees Study Update and the Fees Recommended Therein

SUMMARY:

Capital Facilities Fees (CFF) are necessary to provide a source of revenue by which new development within the City will contribute a fair and proportionate share of the cost of providing infrastructure and community facilities. The types of projects that are funded through CFFs include major street/road construction, freeway interchange improvements, water tanks, pump stations, outfall structures, new public buildings, and others.

The City retained Goodwin Consulting Group (GCG) to assist in updating the City's CFF program for the South Lathrop Specific Plan (SLSP) and the Lathrop Gateway Business Park Specific Plan (LGBPSP) areas. GCG prepared the 2020 South Lathrop Specific Plan and Lathrop Gateway Business Park Specific Plan Capital Facilities Fees Study Update (2020 Fee Study) that recommends updating transportation, water system, sewer system, storm drainage and storm drain regional outfall fees for SLSP and transportation, water system, and storm drain regional outfall fees for LGBPSP. The purpose of the update is to replace the estimated facility construction costs that support the fees in the 2019 SLSP CFF Fee Study and the 2019 LGBPSP CFF Fee Study with the actual costs of the facilities that have been constructed to date in accordance with the reimbursement agreements between the City and South Lathrop Land, LLC. The actual facility construction costs have been verified and approved by staff.

Staff requests that City Council hold a public hearing, consider all information and public testimony and, if determined to be appropriate, adopt a resolution approving the 2020 SLSP and LGBPSP Capital Facilities Fees Study Update and the fees recommended therein.

BACKGROUND:

The City of Lathrop has prepared numerous planning documents and is constructing and/or acquiring various infrastructure improvements to accommodate the service needs of both existing and anticipated residents and businesses. A variety of financing vehicles have been utilized to pay for needed infrastructure and community amenities. One of the primary financing vehicles is CFFs. The State of California Mitigation Fee Act (also known as "AB 1600," Government Code sections 66000, et seq.) identifies the required findings which must be made by the City in any action establishing, increasing, or imposing a development impact fee as a condition of approval of a development project, as described in the 2020 Fee Study being considered for approval.

On October 14, 2019, City Council adopted the 2019 SLSP CFF Study and the 2019 LGBPSP CFF Study that provided an update to the City's CFF program for the SLSP area and established a fee program for the LGBPSP area.

In April 2020, the City contracted with GCG to update the City's CFF program for the SLSP and LGBPSP areas. GCG prepared the 2020 South Lathrop Specific Plan and Lathrop Gateway Business Park Specific Plan Capital Facilities Fees Study Update, included as Attachment B, that recommends updating transportation, water system, sewer system, storm drainage and storm drain regional outfall fees for SLSP and transportation, water system, and storm drain regional outfall fees for LGBPSP. The purpose of the update is to replace the estimated facility construction costs that support the fees in the 2019 SLSP CFF Fee Study and the 2019 LGBPSP CFF Fee Study with the actual costs of the facilities that have been constructed to date. The actual facility construction costs have been verified and approved by staff.

SLSP AREA

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

The 2020 Fee Study recommends updating SLSP fees, based on actual costs, for the following facilities:

- Transportation
- Water Line
- Sewer System
- Storm Drainage
- Regional Outfall Structure
- City Administration Fee (3% of other fee rates)

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 SLSP AND LGBPSP CAPITAL FACILITIES FEES UPDATE**

The following table shows the change in SLSP facilities costs as presented in the 2019 SLSP CFF Study compared to the 2020 Fee Study.

2020 SLSP Costs vs. 2019 Costs

Facility Type	2020 SLSP Cost	2019 SLSP Cost	Cost Difference	Percent Difference
Transportation	\$7,939,723	\$7,838,217	\$101,505	1.3%
Water System	\$2,484,162	\$2,634,266	(\$150,105)	-5.7%
Sewer System	\$5,071,260	\$4,481,941	\$589,319	13.1%
Storm Drainage	\$15,914,114	\$13,421,118	\$2,492,996	18.6%
Regional Outfall Structure	\$1,218,816	\$1,177,971	\$40,845	3.5%
Total	\$32,628,074	\$29,553,514	\$3,074,560	10.4%

The total 2020 actual water system cost decreases by approximately 6% compared to the 2019 estimated cost. However, the 2020 sewer system and storm drainage facilities costs increase by approximately 13% and 19%, respectively, over the 2019 estimated costs. Overall the total actual cost to be funded through the SLSP fee program increases by approximately 10.4%, or about \$3.1 million, over the 2019 costs. The storm drainage facility cost increases by the greatest amount by approximately \$2.5 million.

Transportation CFF

Transportation facilities for the SLSP include their fair share of construction of interchanges at SR 120 and Yosemite Avenue and at I-5 and Lathrop Road, roadway sections, intersections, railroad crossing improvements, and ramp improvements on Yosemite, Louise, McKinley Avenues, and Airport Way. Improvements for Airport Way/Daniels Street, Airport Way/Westbound SR 120 Ramps, and Airport Way/Eastbound SR 120 Ramps were measured by the cost to mitigate the noted locations in Manteca. Per an agreement between Lathrop and Manteca, Lathrop will not provide these funds to Manteca. Instead, they will be spent on improvements at the SR 120/Yosemite Interchange. Also, all funds collected for use at the SR 120/Yosemite Interchange will be kept in a separate account and used only for improvements at that interchange.

The total cost of the transportation facilities is \$57.2 million. Based on the City traffic model, the SLCC parcel's share of the total cost is approximately \$7.9 million. The remainder, \$49.3 million, is allocated to the Lathrop Gateway Business Park Specific Plan (LGBPSP) area, McKinley Corridor, Crossroads, and other Lathrop developments that will benefit from these improvements. The transportation fees in the 2020 Fee Study will replace the City's current Transportation CFF for SLSP. The table below summarizes the proposed Transportation fees for SLSP.

Transportation CFF

Land Use	Unit	SLSP Transportation Fee
Commercial Office	1,000 sf	\$20,539
Light Industrial	1,000 sf	\$1,340
Warehouse	1,000 sf	\$1,340

Water Line CFF

The total cost of the water system facilities for the SLSP area is estimated at \$2.5 million. The water system facilities for SLSP includes all water line improvements from Harlan Road, underneath SR 120 freeway, continuing on Glacier Street to Yosemite Avenue, and traveling to a point just north of the SR 120 interchange in order to complete the water line loop. The water system facilities also includes improvements on Glacier Street, Jefferson Way, and Yosemite Avenue.

Water Line CFFs

Water Line Cost				\$2,484,162
Total Acres				248.67
Cost Per Acre				\$9,990
Assessor Parcel #	Acreage	Percent of Total Acres	Water Fee/Ac.	Water Line Fee
241-030-150-000	26.08	10.49%	\$9,990	\$260,534
241-030-160-000	49.62	19.95%	\$9,990	\$495,693
241-030-170-000	51.46	20.69%	\$9,990	\$514,075
241-030-180-000	44.72	17.98%	\$9,990	\$446,743
241-030-190-000	15.20	6.11%	\$9,990	\$151,845
241-030-200-000	12.50	5.03%	\$9,990	\$124,872
241-030-210-000	9.44	3.80%	\$9,990	\$94,304
241-030-220-000	6.90	2.77%	\$9,990	\$68,930
241-030-230-000	9.29	3.74%	\$9,990	\$92,805
241-410-020-000	1.20	0.48%	\$9,990	\$11,988
241-410-050-000	0.10	0.04%	\$9,990	\$999
241-410-370-000	5.00	2.01%	\$9,990	\$49,949
241-410-410-000	6.36	2.56%	\$9,990	\$63,535
241-410-420-000	3.00	1.21%	\$9,990	\$29,969
241-410-430-000	2.93	1.18%	\$9,990	\$29,270
241-410-440-000	4.87	1.96%	\$9,990	\$48,650
Totals:	248.67	100%		\$2,484,162

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 SLSP AND LGBPSP CAPITAL FACILITIES FEES UPDATE**

The South Lathrop Commerce Center (SLCC) Developer constructed the water line improvements. Their properties, the SLCC Parcels, will therefore not be subject to this fee, but will be provided a credit in the amount of the Water Line fee due for each building. Parcels within SLSP that are not owned by the SLCC Developer will be subject to the fee, and once collected, the fees will be provided to the SLCC Developer as reimbursement. The benefitting parcels and Water Line fee components are shown in the table below.

Sewer System CFF

Sewer system improvements were designed to serve the entire SLSP area and include collection mains, dual sewer force mains, manholes, and a sewer pump station. The total cost of the sewer system improvements is approximately \$5.1 million. Because these facilities will serve SLSP exclusively, the entire cost is allocated to 16 specific parcels in SLSP.

The SLCC Developer constructed the sewer system improvements. Their properties, the SLCC Parcels, will therefore not be subject to this fee, but will be provided a credit in the amount of the Sewer System fee due for each building. Parcels within SLSP that are not owned by the SLCC Developer will be subject to the fee, and once collected, the fees will be provided to the SLCC Developer as reimbursement. The benefitting parcels and Sewer System fees are shown in the table below.

Sewer System CFFs

Sewer Facilities Cost		\$5,071,260		
Total Acres		248.67		
Cost Per Acre		\$20,394		
<u>Assessor Parcel #</u>	<u>Acreage</u>	<u>Percent of Total Acres</u>	<u>Sewer Fee/Ac.</u>	<u>Sewer Fee</u>
241-030-150-000	26.08	10.49%	\$20,394	\$531,863
241-030-160-000	49.62	19.95%	\$20,394	\$1,011,927
241-030-170-000	51.46	20.69%	\$20,394	\$1,049,451
241-030-180-000	44.72	17.98%	\$20,394	\$911,999
241-030-190-000	15.20	6.11%	\$20,394	\$309,982
241-030-200-000	12.50	5.03%	\$20,394	\$254,919
241-030-210-000	9.44	3.80%	\$20,394	\$192,515
241-030-220-000	6.90	2.77%	\$20,394	\$140,715
241-030-230-000	9.29	3.74%	\$20,394	\$189,456
241-410-020-000	1.20	0.48%	\$20,394	\$24,472
241-410-050-000	0.10	0.04%	\$20,394	\$2,039
241-410-370-000	5.00	2.01%	\$20,394	\$101,968
241-410-410-000	6.36	2.56%	\$20,394	\$129,703
241-410-420-000	3.00	1.21%	\$20,394	\$61,181
241-410-430-000	2.93	1.18%	\$20,394	\$59,753
241-410-440-000	4.87	1.96%	\$20,394	\$99,317
Totals:	248.67	100%		\$5,071,260

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Storm Drainage CFF

Storm drainage improvements were designed to serve the entire SLSP area and include collection mains, manholes, a detention basin, storm water quality basin, pump station and force mains. The total cost of the storm drainage improvements is approximately \$15.9 million. Because these facilities will serve SLSP exclusively, the entire cost is allocated to 16 specific parcels in SLSP.

The SLCC Developer constructed the storm drainage improvements. Their properties, the SLCC Parcels, will therefore not be subject to this fee, but will be provided a credit in the amount of the Storm Drainage fee due for each building. Parcels within SLSP that are not owned by the SLCC Developer will be subject to the fee, and once collected, the fees will be provided to the SLCC Developer as reimbursement. The benefitting parcels and Storm Drainage fees are shown in the table below.

Storm Drainage CFFs

Storm Drainage Facilities Cost		\$15,914,114		
Total Acres		248.67		
Cost Per Acre		\$63,997		
<u>Assessor Parcel #</u>	<u>Acres</u>	<u>Percent of Total Acres</u>	<u>Storm Drainage Fee/Ac.</u>	<u>Storm Drainage Fee</u>
241-030-150-000	26.08	10.49%	\$63,997	\$1,669,040
241-030-160-000	49.62	19.95%	\$63,997	\$3,175,527
241-030-170-000	51.46	20.69%	\$63,997	\$3,293,281
241-030-180-000	44.72	17.98%	\$63,997	\$2,861,942
241-030-190-000	15.20	6.11%	\$63,997	\$972,753
241-030-200-000	12.50	5.03%	\$63,997	\$799,961
241-030-210-000	9.44	3.80%	\$63,997	\$604,131
241-030-220-000	6.90	2.77%	\$63,997	\$441,579
241-030-230-000	9.29	3.74%	\$63,997	\$594,531
241-410-020-000	1.20	0.48%	\$63,997	\$76,796
241-410-050-000	0.10	0.04%	\$63,997	\$6,400
241-410-370-000	5.00	2.01%	\$63,997	\$319,985
241-410-410-000	6.36	2.56%	\$63,997	\$407,020
241-410-420-000	3.00	1.21%	\$63,997	\$191,991
241-410-430-000	2.93	1.18%	\$63,997	\$187,511
241-410-440-000	4.87	1.96%	\$63,997	\$311,665
Totals:	248.67	100%		\$15,914,114

Regional Outfall Structure CFF

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 LGBPSP and McKinley Corridor developments in addition to the SLSP area.

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The total cost of the ROS is \$3.6 million and will be equally allocated to the three development areas. Therefore, SLSP's 33% share of the total cost is approximately \$1.2 million. The ROS fee is shown in the table below.

Regional Outfall Structure CFFs

Regional Outfall Structure (ROS) Facilities Cost		\$1,218,816		
Total Acres		248.67		
Cost Per Acre		\$4,901		
<u>Assessor Parcel #</u>	<u>Acreage</u>	<u>Percent of Total Acres</u>	<u>ROS Fee/Ac.</u>	<u>ROS Fee</u>
241-030-150-000	26.08	10.49%	\$4.901	\$127.827
241-030-160-000	49.62	19.95%	\$4.901	\$243.204
241-030-170-000	51.46	20.69%	\$4.901	\$252.223
241-030-180-000	44.72	17.98%	\$4.901	\$219.188
241-030-190-000	15.20	6.11%	\$4.901	\$74.500
241-030-200-000	12.50	5.03%	\$4.901	\$61.267
241-030-210-000	9.44	3.80%	\$4.901	\$46.269
241-030-220-000	6.90	2.77%	\$4.901	\$33.819
241-030-230-000	9.29	3.74%	\$4.901	\$45.533
241-410-020-000	1.20	0.48%	\$4.901	\$5.882
241-410-050-000	0.10	0.04%	\$4.901	\$490
241-410-370-000	5.00	2.01%	\$4.901	\$24.507
241-410-410-000	6.36	2.56%	\$4.901	\$31.173
241-410-420-000	3.00	1.21%	\$4.901	\$14.704
241-410-430-000	2.93	1.18%	\$4.901	\$14.361
241-410-440-000	4.87	1.96%	\$4.901	\$23.870
Totals:	248.67	100%		\$1,218,816

The SLCC Developer constructed the ROS. Their properties, the SLCC Parcels, will therefore not be subject to this fee, but will be provided a credit in the amount of the ROS fee due for each building. Parcels within SLSP that are not owned by the SLCC Developer will be subject to the fee, and once collected, the fees will be provided to the SLCC Developer as reimbursement.

LGBPSP AREA

The Lathrop Gateway Business Park Specific Plan area is a 384-acre master planned commercial/industrial development located in the southeastern portion of the City of Lathrop. The LGBPSP area is bound by the Union Pacific Railroad to the east and west, State Route 120 to the south, and Yosemite Avenue/Vierra Road to the north, see Attachment "D". The LGBPSP area consists of mainly employment-generating land uses. Approximately 167.6 acres are zoned Limited Industrial development, 56.7 acres Commercial Office development, and 83 acres Service Commercial development. The remaining 76.6 acres include open space, well, detention basins, and roadways.

The 2020 Fee Study recommends updating LGBPSP fees, based on actual costs, for the following facilities:

- Transportation
- Water System
- Regional Outfall Structure
- City Administration Fee (3% of other fee rates)

The following table shows the change in LGBPSP facilities costs as presented in the 2019 LGBPSP CFF Study compared to the 2020 Fee Study.

2020 LGBPSP Costs vs. 2019 Costs

Facility Type	2020 LGBPSP Cost	2019 LGBPSP Cost	LGBPSP Cost Difference	LGBPSP Percent Difference
Transportation	\$14,780,704	\$14,637,047	\$143,657	1.0%
Water System	\$1,599,223	\$1,729,373	(\$130,150)	-7.5%
Regional Outfall Structure	\$1,218,816	\$1,177,971	\$40,845	3.5%
Total	\$17,598,743	\$17,544,391	\$54,352	0.3%

The total 2020 actual water system cost decreases by approximately 8% compared to the 2019 estimated cost. The 2020 transportation and regional outfall structure facilities costs increase slightly by approximately 1% and 4%, respectively, over the 2019 estimated costs. Overall, the total cost to be funded through the LGBPSP fee program increases only 0.3% over the 2019 costs.

Transportation CFF

Transportation facilities for LGBPSP include a network of streets, intersections, and interchanges. Transportation facilities to be funded through the fee program include improvements/expansions to SR120/Yosemite interchange, I-5/Louise interchange, Yosemite Avenue, McKinley Avenue, Lathrop Road, Louise Avenue, Airport Way; intersections on Yosemite Avenue, Harlan Road, 5th Street, I-5/Louise, and Howland Road; and ramp improvements on Airport Way onto SR120. Improvements for Airport Way/Daniels Street, Airport Way/Westbound SR 120 Ramps, and Airport Way/Eastbound SR 120 Ramps were measured by the cost to mitigate the noted locations in Manteca. Per an agreement between Lathrop and Manteca, Lathrop will not provide these funds to Manteca. Instead, they will be spent on improvements at the SR 120/Yosemite Interchange. Also, all funds collected for use at the SR 120/Yosemite Interchange will be kept in a separate account and used only for improvements at that interchange.

The total cost of the transportation improvements is \$57.2 million. Based on the City traffic model, LGBPSP’s share of the total cost is approximately \$14.8 million. The remaining cost, \$42.4 million, is allocated to the SLSP area, McKinley Corridor, Crossroads, and other Lathrop developments that will benefit from these improvements. The table below shows the proposed Transportation CFFs based on land use and are per 1,000 square feet of building space for LGBPSP.

Transportation CFFs

Land Use	Unit	Transportation Fee
Shopping Center	KSF	\$17,230
Office Park	KSF	\$6,049
Industrial Park	KSF	\$1,336
Warehouse	KSF	\$1,336

Water System CFF

The total cost of the water system facilities for the LGBPSP area that is subject to this fee is estimated at \$1.6 million. The water system facilities for LGBPSP are divided into two pipeline sections. One pipeline section is referred to as the water loop and includes all water line improvements from Harlan Road, underneath SR 120 freeway, continuing on Glacier Street to Yosemite Avenue, and traveling to a point just north of the SR 120 interchange in order to complete the water line loop. LGBPSP’s share of the cost for this facility is \$557,783. The second pipeline section includes water line improvements along Yosemite Avenue within the limits of the LGBPSP area just north of SR 120 at the Yosemite Avenue interchange to D’Arcy Parkway. The cost of this section of pipeline is \$1,041,440. The water facilities have been constructed by South Lathrop Land, LLC, the master developer of the SLSP area, so LGBPSP water fee revenue will be used to reimburse the developer. The benefitting parcels and Water System fee components are shown in the table below. Development of a parcel subject to this fee will pay the full cost of the water facilities along their frontage, plus any portion of the water main not yet reimbursed between their frontage and the connection point at D’Arcy. The developer that pays this fee will then be reimbursed by other developers for whom they fronted costs when those parcels develop.

Water System CFFs

Parcel APN	Water Fee (Water Loop Facilities) a	Water Fee (Non-Water Loop Facilities) b	Total Water Fee c = a + b
241-030-050-000	\$34,740	\$0	\$34,740
241-390-050-000	\$31,560	\$62,557	\$94,117
241-390-150-000	\$18,606	\$62,078	\$80,684
241-390-200-000	\$14,956	\$137,242	\$152,197
241-390-220-000	\$16,016	\$65,270	\$81,285
241-400-010-000	\$1,531	\$0	\$1,531
241-400-020-000	\$30,736	\$0	\$30,736
241-400-030-000	\$12,777	\$0	\$12,777
241-400-040-000	\$46,987	\$19,788	\$66,776
241-400-050-000	\$37,566	\$175,542	\$213,108
241-400-060-000	\$270,265	\$242,886	\$513,151
241-400-070-000	\$33,209	\$136,763	\$169,972
241-400-080-000	\$8,832	\$25,214	\$34,046
241-400-090-000	\$0	\$37,023	\$37,023
241-400-110-000	\$0	\$77,079	\$77,079
Totals:	\$557,783	\$1,041,440	\$1,599,223

Regional Outfall Structure CFF

Storm runoff from the LGBPSP area will initially be directed to retention ponds, but in the future, this runoff will 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 SLSP and McKinley Corridor developments in addition to the LGBPSP area. The total cost of the ROS is \$3.6 million and will be equally allocated to the three development areas. Therefore, LGBPSP's 33% share of the total cost is approximately \$1.2 million and will be paid in full by the first developer within LGBPSP area that pulls a building permit for a building with 100,000 or more square footage. All subsequent builders in the LGBPSP area will pay the ROS Fee which will be used to reimburse the first developer that paid the fee in full. The ROS fee rates are per 1,000 square feet of building space for LGBPSP and are shown in the table below.

Regional Outfall Structure CFFs

Land Use	Unit	ROS Fee
Shopping Center	KSF	\$364
Office Park	KSF	\$319
Industrial Park	KSF	\$197
Warehouse	KSF	\$197

Administration Fee

A 3% City administration fee will be added to the fees, discussed above, to pay for the City administrative duties associated with the fee program.

Fee Adjustments

The Capital Facilities Fees may 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 uses, densities, or development plans. In addition to such adjustments, each year the CFF will be adjusted by the change in the Engineering News Record (ENR) 20-City Construction Cost Index (CCI) over the prior calendar year. Pursuant to the reimbursement agreements between the City and South Lathrop Land, LLC, all water, sewer, storm drainage, and ROS facilities costs in the 2020 Fee Study have been inflated by the change in the ENR 20-City CCI from December 2018 to December 2019, which amounted to a 1.75% increase.

REASON FOR RECOMMENDATION:

The purpose of the CFF Program is to provide a source of revenue by which new development within the City will contribute a fair and proportionate share of the cost of providing public infrastructure and community facilities. The CFF Program also limits the impact that new development will have on existing residents and businesses.

As new development occurs throughout the City, it is critical that fees in the CFF program be regularly updated to ensure that CFF rates keep up with the rising costs of infrastructure, facilities, and land. The proposed CFF update is necessary to replace the estimated facility construction costs that support the fees in the 2019 SLSP CFF Fee Study and the 2019 LGBPSP CFF Fee Study with the actual costs of the facilities that have been constructed to date in accordance with the reimbursement agreements between the City and South Lathrop Land, LLC.

FISCAL IMPACT:

The 2020 Fee Study analyzed \$85.9 million worth of planned facilities throughout the City and determined SLSP and LGBPSP fair shares are approximately \$32.6 million and \$17.6 million, respectively. The remaining \$35.7 million will come from other developments. The 2020 Fee Study was funded by South Lathrop Land, LLC and Phelan Haugen Development Company.

ATTACHMENTS:

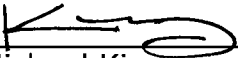
- A. Resolution Adopting the City of Lathrop 2020 South Lathrop Specific Plan (SLSP) and Lathrop Gateway Business Park Specific Plan (LGBPSP) Capital Facilities Fees Study Update and the Fees Recommended Therein
- B. 2020 South Lathrop Specific Plan and Lathrop Gateway Business Park Specific Plan Capital Facilities Fees Study Update by Goodwin Consulting Group, dated May 28, 2020
- C. SLSP Boundary Area Map
- D. LGBPSP Boundary Area Map

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SLSP AND LGBPSP CAPITAL FACILITIES FEES UPDATE**

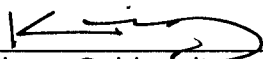
APPROVALS:

 FOR _____
Jay Davidson
Principal Engineer

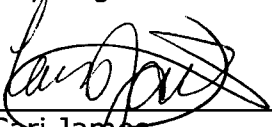
5-28-2020
Date

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Michael King
Public Works Director

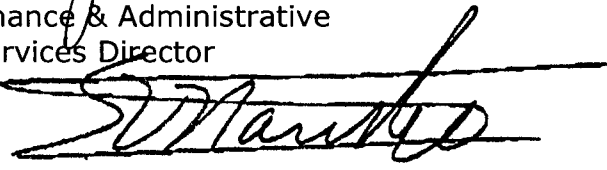
5-28-2020
Date

 FOR _____
Glenn Gebhardt
City Engineer


5-28-2020
Date

 _____
Cari James
Finance & Administrative
Services Director

5-28-2020
Date

 _____
Salvador Navarrete
City Attorney

5/28/2020
Date

 _____
Stephen J. Salvatore
City Manager

6-3-2020
Date

RESOLUTION NO. 20-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LATHROP ADOPTING THE CITY OF LATHROP 2020 SOUTH LATHROP SPECIFIC PLAN (SLSP) AND LATHROP GATEWAY BUSINESS PARK SPECIFIC PLAN (LGBPSP) CAPITAL FACILITIES FEES STUDY UPDATE AND THE FEES RECOMMENDED THEREIN

WHEREAS, the Capital Facilities Fees (CFF) and City planning fees are necessary to provide a source of revenue by which new development within the City will contribute a fair and proportionate share of the cost of providing infrastructure and community facilities; and

WHEREAS, as new development occurs throughout the City it is critical that fees in the CFF program be established, if necessary, and regularly updated to ensure that CFF rates keep up with the rising costs of infrastructure, facilities, and land; and

WHEREAS, the City retained Goodwin Consulting Group (GCG) to assist in updating the City's CFF program for the South Lathrop Specific Plan (SLSP) and the Lathrop Gateway Business Park Specific Plan (LGBPSP) areas; and

WHEREAS, GCG prepared the 2020 South Lathrop Specific Plan and Lathrop Gateway Business Park Specific Plan Capital Facilities Fees Study Update (2020 Fee Study) that recommends updating transportation, water system, sewer system, storm drainage and storm drain regional outfall fees for SLSP and transportation, water system, and storm drain regional outfall fees for LGBPSP; and

WHEREAS, the purpose of the update is to replace the estimated facility construction costs that support the fees in the 2019 SLSP CFF Fee Study and the 2019 LGBPSP CFF Fee Study with the actual costs of the facilities that have been constructed to date in accordance with the reimbursement agreements between the City and South Lathrop Land, LLC; and

WHEREAS, the State of California Mitigation Fee Act (also known as "AB 1600," Government Code sections 66000, et seq.) identifies the required findings which must be made by the City in any action establishing, increasing, or imposing a development impact fee as a condition of approval of a development project, as described in the Fee Studies; and

WHEREAS, the SLSP and LGBPSP Fees will be inflated each year by the Engineering News Record (ENR) 20-City Construction Cost Index; and

WHEREAS, pursuant to the reimbursement agreements between the City and South Lathrop Land, LLC, all water, sewer, storm drainage, and ROS facilities costs in the 2020 Fee Study have been inflated by the change in the ENR 20-City CCI from December 2018 to December 2019, which amounted to a 1.75% increase; and

WHEREAS, the Fee Study is based upon the analysis, input and active participation of City staff, GCG, and various reports and studies as described in the 2020 Fee Study; and

WHEREAS, notice of public hearing of this Resolution was published as required by the Mitigation Fee Act, California Government Code sections 66000 et seq.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Lathrop does hereby adopt the 2020 South Lathrop Specific Plan and Lathrop Gateway Business Park Specific Plan Capital Facilities Fees Study Update dated May 28, 2020 and adds the fees to the Capital Facility Fee Program based on findings required by the State of California Mitigation Fee Act. Specifically, Council hereby makes all of the following findings:

1. The purpose of the CFFs is to provide funding for the infrastructure and facilities identified in this Nexus Study for SLSP and LGBPSP. Pursuant to the Lathrop Municipal Code Section 3.20.040 collected fees may be used for no other purpose.
2. The geographic area in which the fees will be imposed is the SLSP and LGBPSP areas. The SLSP area that is located south of State Route 120, north and west of the Union Pacific Railroad, and east of the San Joaquin River. LGBPSP is bound by the Union Pacific Railroad to the east and west, State Route 120 to the south, and Yosemite Avenue/Vierra Road to the north.
3. The estimated fair and proportionate share of the cost of SLSP's and LGBPSP's contribution to providing infrastructure and community facilities within the City are contained in this Capital Facilities Nexus Study.
4. 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 2020 Fee Study. The facilities, infrastructure improvements, and capacity enhancements included in this 2020 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.
5. There is a reasonable relationship between the type of development projects on which the fee is imposed and the uses of the fees. The CFF revenue collected from the SLSP and LGBPSP areas will fund the facilities included in the 2020 Fee Study. These facilities will serve development in the SLSP and LGBPSP areas 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 and LGBPSP areas will be established to ensure that fee revenue is applied to the infrastructure and facilities for which it is collected.

6. There is a reasonable relationship between the amount of each SLSP Fee and LGBPSP Fee and the cost of the public facility, or portion thereof, is established in this 2020 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.

PASSED AND ADOPTED by the City Council of the City of Lathrop this 8th day of June 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Sonny Dhaliwal, Mayor

ATTEST:

Teresa Vargas, City Clerk

APPROVED AS TO FORM:



Salvador Navarrete, City Attorney

GCG

GOODWIN CONSULTING GROUP

**CITY OF LATHROP
2020
SOUTH LATHROP SPECIFIC PLAN (SLSP)
AND
LATHROP GATEWAY BUSINESS PARK
SPECIFIC PLAN (LGBPSP)**

**CAPITAL FACILITIES FEES STUDY
UPDATE**



May 28, 2020

CITY OF LATHROP
2020 SOUTH LATHROP SPECIFIC PLAN (SLSP)
AND
LATHROP GATEWAY BUSINESS PARK SPECIFIC PLAN (LGBPSP)
CAPITAL FACILITIES FEES STUDY UPDATE

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EXECUTIVE SUMMARY

PURPOSE

The City retained Goodwin Consulting Group to assist it in updating the SLSP CFF program and the three LGBPSP Fees. The purpose of the update is to replace the estimated facility construction costs that support the fees in the 2019 SLSP Fee Study and the 2019 LGBPSP Fee Study with the actual costs of the facilities that have been constructed to date. These actual facility construction costs have been verified and approved by City staff. As a result, the proposed fees in this fee study will be based on the actual facility construction costs for SLSP and LGBPSP.

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 fees and the cost or portion of the cost of the capital facilities attributable to future development in the SLSP and LGBPSP areas.

SOUTH LATHROP SPECIFIC PLAN

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. South Lathrop Land, L.L.C. (the “SLCC Developer”) is the primary developer of the SLSP area and owns most of the property (the “SLCC Parcels”) in the SLSP.

The current *City of Lathrop 2019 South Lathrop Specific Plan Capital Facilities Fees Study* (the “2019 SLSP Fee Study”) was adopted by the City Council in October of 2019. Not including Lathrop citywide or county fees, the current SLSP fee program includes five fees, namely, the Transportation Capital Facilities Fee (“CFF”), the Water Line CFF, Sewer System CFF, Storm Drainage CFF and the Regional Outfall Structure (“ROS”) CFF. This *City of Lathrop 2020 South Lathrop Specific Plan and Lathrop Gateway Business Park Specific Plan Capital Facilities Fees Study Update* (the “2020 Fee Study”) updates all five of these CFFs.

The SLSP was approved on July 20, 2015. The South Lathrop Commerce Center (SLCC) site plan was subsequently modified by the Planning Commission on August 8, 2018 through Site

Plan Review No. SPR-18-47 (the “Site Plan”); the parcels within that Site Plan are the SLCC Parcels. Five parcels are not within the Site Plan and are referred to as the Non-SLCC Parcels in this 2019 SLSP Fee Study. The 2019 SLSP Fee Study includes the additional square footage of development approved for the SLSP, increasing the total to 4,850,000 square feet.

LATHROP GATEWAY BUSINESS PARK SPECIFIC PLAN

The Lathrop Gateway Business Park Specific Plan (the “LGBPSP”) area is a 384-acre master planned commercial/industrial development located in the southeastern portion of the City of Lathrop. Approximately 167.6 acres in the Plan are zoned for limited industrial uses, 56.7 acres are zoned for new commercial office uses, 83.3 acres for service commercial uses, and 20.1 acres of open space, well, and detention basins. The remaining 56.5 acres will comprise of existing and future roads.

LGBPSP’s land use plan includes a maximum potential of 5.43 million square feet of building space. The LGBPSP area is bound by the Union Pacific Railroad to the east and west, State Highway Route 120 to the south, and Yosemite Avenue/Vierra Road to the north.

The current *Lathrop Gateway Business Park Specific Plan Capital Facilities Fees Study* (the “2019 LGBPSP Fee Study”) was adopted by the City Council in October of 2019. Not including Lathrop citywide or county fees, the current LGBPSP fee program includes six fees, namely, the Transportation CFF, the Water System CFF, Water Storage CFF, Sewer System CFF, Storm Drainage CFF and the Regional Outfall Structure CFF. This 2020 Fee Study updates only the Transportation CFF, the Water System CFF, and the Regional Outfall Structure CFF.

FACILITIES AND COSTS INCLUDED IN THE FEE PROGRAM

Various capital facilities and improvements will be required for the SLSP and LGBPSP areas. Facilities and cost estimates for both areas have been updated by the City and its consultants based on actual costs of facilities that have been constructed to date and are presented in this 2020 Fee Study. Table E-1 on the following page summarizes these facilities and their costs. The gross cost of the planned facilities contained in this Fee Study is \$85.9 million. Funding from other sources, totaling \$35.7 million, reduces the net amounts that will be funded with SLSP and LGBPSP Fees revenue to approximately \$32.6 million and \$17.6 million, respectively. Table E-1 summarizes the facilities and costs included in the 2020 Fee Study.

Table E-1 – SLSP and LGBPSP Facilities Costs

Facility Type	Total Estimated Cost	Funding From Other Developments¹	SLSP CFF	LGBPSP CFF
Transportation	\$57,160,965	\$34,440,539	\$7,939,723	\$14,780,704
Water System	\$4,083,384	\$0	\$2,484,162	\$1,599,223
Sewer System	\$5,071,260	\$0	\$5,071,260	\$0
Storm Drainage	\$15,914,114	\$0	\$15,914,114	\$0
Regional Outfall Structure	\$3,656,448	\$1,218,816	\$1,218,816	\$1,218,816
Total	\$85,886,171	\$35,659,355	\$32,628,074	\$17,598,743

1. Other developments include McKinley Corridor, Crossroads, and others

Tables E-2 below shows the change in SLSP facilities costs as presented in the 2019 Fee Study compared to this 2020 Fee Study. The total 2020 actual water system cost decreases by approximately 6% compared to the 2019 estimated cost. However, the 2020 sewer system and storm drainage facilities costs increase by approximately 13% and 19%, respectively, over the 2019 estimated costs. Overall the total actual cost to be funded through the SLSP fee program increases by approximately 10.4%, or about \$3.1 million, over the 2019 costs. The Storm drainage facility cost increases by the greatest amount, approximately \$2.5 million.

Table E-2 – 2020 SLSP Costs Compared to 2019 Costs

Facility Type	2020 SLSP Cost	2019 SLSP Cost	Cost Difference	Percent Difference
Transportation	\$7,939,723	\$7,838,217	\$101,505	1.3%
Water System	\$2,484,162	\$2,634,266	(\$150,105)	-5.7%
Sewer System	\$5,071,260	\$4,481,941	\$589,319	13.1%
Storm Drainage	\$15,914,114	\$13,421,118	\$2,492,996	18.6%
Regional Outfall Structure	\$1,218,816	\$1,177,971	\$40,845	3.5%
Total	\$32,628,074	\$29,553,514	\$3,074,560	10.4%

Tables E-3 below shows the change in LGBPSP facilities costs as presented in the 2019 Fee Study compared to this 2020 Fee Study. The total 2020 actual water system cost decreases by approximately 8% compared to the 2019 estimated cost. The 2020 transportation and regional outfall structure facilities costs increase slightly by approximately 1% and 4%, respectively, over the 2019 estimated costs. Overall the total cost to be funded through the LGBPSP fee program increases only 0.3% over the 2019 costs.

Table E-3 – 2020 LGBPSP Costs Compared to 2019 Costs

Facility Type	2020 LGBPSP Cost	2019 LGBPSP Cost	LGBPSP Cost Difference	LGBPSP Percent Difference
Transportation	\$14,780,704	\$14,637,047	\$143,657	1.0%
Water System	\$1,599,223	\$1,729,373	(\$130,150)	-7.5%
Regional Outfall Structure	\$1,218,816	\$1,177,971	\$40,845	3.5%
Total	\$17,598,743	\$17,544,391	\$54,352	0.3%

TRANSPORTATION FACILITIES

Transportation facilities for the SLSP include their fair share of construction of interchanges at SR 120 and Yosemite Avenue and at I-5 and Lathrop Road, roadway sections, intersections, railroad crossing improvements, and ramp improvements on Yosemite, Louise, McKinley Avenues, and Airport Way. Transportation facilities for SLSP include a network of streets, intersections, and interchanges.

LGBPSP facilities to be funded through the fee program include improvements/expansions to SR120/Yosemite interchange, I-5/Louise interchange, Yosemite Avenue, McKinley Avenue, Lathrop Road, Louise Avenue, Airport Way; intersections on Yosemite Avenue, Harlan Road, 5th Street, I-5/Louise, and Howland Road; and ramp improvements on Airport Way onto SR120.

The total cost of the transportation facilities is \$57.2 million. Based on its traffic model, the City's traffic consultant, Fehr and Peers, determined that the SLSP and LGBPSP shares of the total cost are \$7.9 million and \$14.8 million, respectively. The remainder, \$34.4 million, is allocated to the McKinley Corridor, Crossroads, and other Lathrop developments.

WATER SYSTEM FACILITIES

Water system facilities include all water lines, pipes, mains, valves, and fire hydrants located in or adjacent to Yosemite Avenue within the limits of the SLSP and LGBPSP areas from SR 120

right-of-way at the Yosemite Avenue interchange to D'Arcy Parkway, plus the pipelines on D'Arcy Parkway to the point of connection (the "Non-Water Loop Facilities").

Facilities also include all water lines, pipes, mains, and valves directly related to the water line improvements from Harlan Road, under SR120 freeway, along Glacier Road and connecting to Yosemite Avenue interchange in order to complete the water line loop (the "Water Loop Facilities"). The water facilities have been constructed by South Lathrop Land, LLC, the master developer of the South Lathrop Specific Plan area, so LGBPSP water fee revenue will be used to reimburse the SLCC Developer.

Pursuant to a reimbursement agreement between the City and the SLCC Developer, the pro rata share of the Non-Water Loop Facilities cost shall be based on a benefitting parcel's frontage along Yosemite Avenue, including the cost of the water main and appurtenances along the border of the benefitting parcel; plus, from the benefitting parcel to the point of connection on D'Arcy, any portion of the main and appurtenances costs not yet collected through Water Fees (Non-Water Loop Facilities) by the City.

This approach will require the first properties along Yosemite, between SR 120 and D'Arcy, to reimburse the full cost of the water main and facilities fronting their property, even though development on each side of the street is responsible for only one half the cost of that water main and facilities. Reimbursement for fee overpayment to the property owner that made the overpayment, including payment by the property on the side of Yosemite opposite the developing side, would be paid from Water System Fees (Non-Water Loop Facilities) collected from future developing parcels that are subject to this fee.

The total cost of the water system facilities for SLSP and LGBPSP is \$4.1 million. The City, along with its engineering consultant determined that SLSP share of the total cost is approximately \$2.5 million; the remaining cost, \$1.6 million, is allocated to the LGBPSP area.

SEWER SYSTEM FACILITIES

Sewer system improvements for the SLSP area include collection mains and dual sewer force mains that connect the sewer pump station to the Lathrop Consolidated Treatment Facility, manholes, and clean outs, sewer pump station, including the pumps, dewatering, electronic controls, fencing, City conduit with fiber, lighting, monitoring equipment, security during construction, backup generator, entry gates, landscaping, as well as soft costs and City related costs. The total cost of the SLSP sewer system improvements is \$5.1 million and because these facilities will serve SLSP exclusively, the entire cost is allocated to SLSP.

STORM DRAINAGE FACILITIES

Storm drainage facilities for the SLSP area include the drainage collection system, including pipelines, manholes, public laterals and storm drain inlets, a detention basin and storm water

quality basin, levee toe drain, storm drain pump station and force main, as well as soft costs and City related costs. The total cost of the storm drainage improvements is \$15.9 million and because these facilities will serve SLSP exclusively, the entire cost is allocated to SLSP.

REGIONAL OUTFALL STRUCTURE FACILITIES

The total cost of the ROS is \$3.7 million. Facilities include grading, dewatering, piping, sheetpiles, a concrete headwall, rip rap, soft costs and City related costs. The City and its engineering consultant have determined that the cost of the ROS should be equally allocated to three development areas in the City that will benefit from this facility – namely SLSP, LGBPSP, and the McKinley Corridor development. Accordingly, SLSP and LGBPSP are each allocated 33% of the total cost, or \$1.2 million to each development area.

LGBPSP’s share of the total cost will be paid in full by the first developer within LGBPSP that pulls a building permit for a building with 100,000 or more square footage. All subsequent builders will pay the ROS Fee which will be used to reimburse the first developer of LGBPSP.

FEE SUMMARY

Tables E-4 below and E-5 on the following page summarize the SLSP fees calculated in this report. Table E-4 includes the SLSP Transportation Fees; these fees will be levied based on building square footage. Table E-5 includes SLSP Water Line, Sewer, Storm Drainage and ROS Fees; these fees will be levied only on the specific parcels identified in Table E-5. A 3.0% City administration fee will be added to these fees to pay for the City administrative duties associated with the fee program.

Table E-4
SLSP Transportation Fee Summary

Land Use	Unit	SLSP Transportation Fee
Commercial Office	1,000 sf	\$20,539
Light Industrial	1,000 sf	\$1,340
Warehouse	1,000 sf	\$1,340

Table E-5
SLSP Fee Summary¹

<u>Assessor Parcel #</u>	<u>Water Line Fees</u>	<u>Sewer Fees</u>	<u>Storm Drainage Fees</u>	<u>ROS Fees</u>
241-030-150-000	\$260,534	\$531,863	\$1,669,040	\$127,827
241-030-160-000	\$495,693	\$1,011,927	\$3,175,527	\$243,204
241-030-170-000	\$514,075	\$1,049,451	\$3,293,281	\$252,223
241-030-180-000	\$446,743	\$911,999	\$2,861,942	\$219,188
241-030-190-000	\$151,845	\$309,982	\$972,753	\$74,500
241-030-200-000	\$124,872	\$254,919	\$799,961	\$61,267
241-030-210-000	\$94,304	\$192,515	\$604,131	\$46,269
241-030-220-000	\$68,930	\$140,715	\$441,579	\$33,819
241-030-230-000	\$92,805	\$189,456	\$594,531	\$45,533
241-410-020-000	\$11,988	\$24,472	\$76,796	\$5,882
241-410-050-000	\$999	\$2,039	\$6,400	\$490
241-410-370-000	\$49,949	\$101,968	\$319,985	\$24,507
241-410-410-000	\$63,535	\$129,703	\$407,020	\$31,173
241-410-420-000	\$29,969	\$61,181	\$191,991	\$14,704
241-410-430-000	\$29,270	\$59,753	\$187,511	\$14,361
241-410-440-000	\$48,650	\$99,317	\$311,665	\$23,870
Totals:	\$2,484,162	\$5,071,260	\$15,914,114	\$1,218,816

1. The SLCC Developer constructed the water, sewer, and storm drainage facilities that are the basis for these fees. The SLCC Parcels will therefore not be subject to these fees but will be provided a credit in the amount of the fees due for each building. Parcels within SLSP that are not owned by the SLCC Developer will be subject to these fees, and once collected, the fees will be provided to the SLCC Developer as reimbursement.

Tables E-6 below and E-7 on the following page summarize the LGBPSP fees calculated in this report. A 3.0% administration fee will be added to these fees to pay for administrative tasks associated with the fee program.

Table E-6
LGBPSP Fee Summary

Land Use	Unit	Transportation Fee	Water System Fee	Regional Outfall (ROS) Fee
Shopping Center	1,000 sf	\$17,230	(1)	\$364
Office Park	1,000 sf	\$6,049	(1)	\$319
Industrial Park	1,000 sf	\$1,336	(1)	\$197
Warehouse	1,000 sf	\$1,336	(1)	\$197

(1) The water system fee will be levied only on those specific parcels in the LGBPSP that will benefit from these facilities.

Table E-7
LGBPSP Water System Fee Summary

Parcel APN	Water Fee (Water Loop Facilities) a	Water Fee (Non-Water Loop Facilities) b	Total Water Fee c = a + b
241-030-050-000	\$34,740	\$0	\$34,740
241-390-050-000	\$31,560	\$62,557	\$94,117
241-390-150-000	\$18,606	\$62,078	\$80,684
241-390-200-000	\$14,956	\$137,242	\$152,197
241-390-220-000	\$16,016	\$65,270	\$81,285
241-400-010-000	\$1,531	\$0	\$1,531
241-400-020-000	\$30,736	\$0	\$30,736
241-400-030-000	\$12,777	\$0	\$12,777
241-400-040-000	\$46,987	\$19,788	\$66,776
241-400-050-000	\$37,566	\$175,542	\$213,108
241-400-060-000	\$270,265	\$242,886	\$513,151
241-400-070-000	\$33,209	\$136,763	\$169,972
241-400-080-000	\$8,832	\$25,214	\$34,046
241-400-090-000	\$0	\$37,023	\$37,023
241-400-110-000	\$0	\$77,079	\$77,079
Totals:	\$557,783	\$1,041,440	\$1,599,223

LATHROP CITYWIDE AND SAN JOAQUIN COUNTYWIDE FEES

The SLSP and LGBPSP Fees calculated in this 2020 Fee Study, if adopted by the City Council, will update the existing SLSP and LGBPSP CFF program. In addition to the SLSP and LGBPSP Fees shown in this 2020 Fee Study, the SLSP and LGBPSP areas will also be subject to other Lathrop citywide and regional impact fees in the CFF program such as the Municipal Service Facilities CFF and the Mossdale Tract Regional Levee Impact Fee.

The SLSP and LGBPSP areas 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. The SLSP and LGBPSP areas 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 farmland as well as to mitigate for habitat impacts to covered special status species.

WATER AND SEWER CONNECTION FEES – SLCC PARCELS

With approval of Parcel Map 17-01, per the Development Agreement, the SLCC Developer allocated to all SLCC Parcels ground water from Well No. 9 at the rate of 500 gal/day/acre. This volume will allow dry warehouse development. With each building permit, the developer will purchase SSJID surface water (SSJID Buy-in Fee per 2018 SLSP Study) for 2/3 of the total demand for the parcel being developed. With approval of Parcel Map 17-01, per the Development Agreement, the SLCC Developer allocated to all SLCC Parcels wastewater treatment capacity at the Combined Treatment Facility on Christopher Way, plus storage and disposal capacity at the current industrial rate of 355 gal/day/acre. Additional existing sewer fees that will be charged to the SLCC Parcels include the “Recycled Water Outfall” fee for a future river discharge of recycled water. This is an existing fee listed for Mossdale Village.

WATER AND SEWER CONNECTION FEES – NON-SLCC PARCELS

In addition to the SLSP Fees shown in the 2020 Fee Study, the Non-SLCC Parcels will also be subject to other Lathrop citywide fees in the CFF program for water and sewer connection fees. Water connection fees for the Non-SLCC Parcels will include the ‘Surface Water Supply Full Cost’ fee existing for Mossdale Village. Because no capital cost for surface water has been funded for the Non-SLCC Parcels in the past, the full cost is due. This fee represents two-thirds of the water required to come from surface water. Water connection fees for the Non-SLCC Parcels will also include the “Water System Buy-in” fee charged for the East Lathrop Area, which represents one-third of the water required from ground water, plus the “Water System Well Improvement” fee existing for the Mossdale Village area. This fee covers the cost of arsenic removal in the City wells.

For Non-SLCC Parcels, sewer connection fees will include the cost of wastewater treatment capacity at the Combined Treatment Facility on Christopher Way plus the cost of designing, building, permitting and land acquisition to build storage ponds and disposal spray fields for recycled water. Treatment capacity may be purchased through the City from developers with excess capacity. Ponds and spray fields may be constructed by the developer, purchased through the City from a developer with excess capacity, or purchase may be negotiated with the City. Additional existing sewer fees that will be charged to the Non-SLCC Parcels include the “Recycled Water Outfall” fee for a future river discharge of recycled water, and the “Sewer/Recycled Water System” fee to reimburse the cost of constructing recycled water mains west of Interstate 5. Both of these are existing fees for Mossdale Village and are applicable to Non-SLCC Parcels.

WATER AND SEWER CONNECTION FEES – LGBPSP

In addition to the LGBPSP Fees shown in the 2020 Fee Study, the LGBPSP area will also be subject to other Lathrop citywide fees in the CFF program for water and sewer connection fees. Water connection fees for the LGBPSP area will include the “Surface Water Supply Full Cost” fee existing for Mossdale Village. Because no capital cost for surface water has been funded for the LGBPSP area in the past, the full cost is due. This fee represents two-thirds of the water required to come from surface water. Water connection fees for the LGBPSP area will also include the “Water System Buy-in” fee existing for the East Lathrop Area, which represents one-third of the water required from ground water, by buying into the East Lathrop water system plus the “Water System Well Improvement” fee existing for the Mossdale Village area. This fee covers the cost of arsenic removal in the City wells.

Sewer connection fees will include the cost of wastewater treatment capacity at the Combined Treatment Facility on Christopher Way plus the cost of designing, building, permitting and land to build storage ponds and disposal spray fields for recycled water. Treatment capacity may be purchased through the City from developers with excess capacity. Ponds and spray fields may be constructed by the developer, purchased through the City from a developer with excess capacity, or purchase may be negotiated with the City. Additional existing sewer fees that will be charged to the LGBPSP area include the “Recycled Water Outfall” fee for a future river discharge of recycled water, and the “Sewer/Recycled Water System” fee to reimburse the cost of constructing recycled water mains west of Interstate 5. Both of these are existing fees for Mossdale Village.

FEE ADJUSTMENTS

The SLSP and LGBPSP Fees may be adjusted in the future years to reflect revised costs or changes in the land use plan. In addition to such adjustments, the SLSP and LGBPSP Fees will be inflated each year by the Engineering News Record (ENR) 20-City Construction Cost Index. Pursuant to reimbursement agreements, all water, sewer, storm drainage, and ROS facilities costs in this 2020 Fee Study have been inflated by the change in the ENR 20-City CCI from December 2018 to December 2019, which amounted to a 1.75% increase.

The last inflation adjustment conducted by the City in January 2020 was based on the December 2019 ENR 20-City Index of 11,381. Future annual inflation adjustments for the facilities costs and fees included in this 2020 Fee Study will be based on this number.

1. INTRODUCTION

BACKGROUND - SLSP

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 I 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.

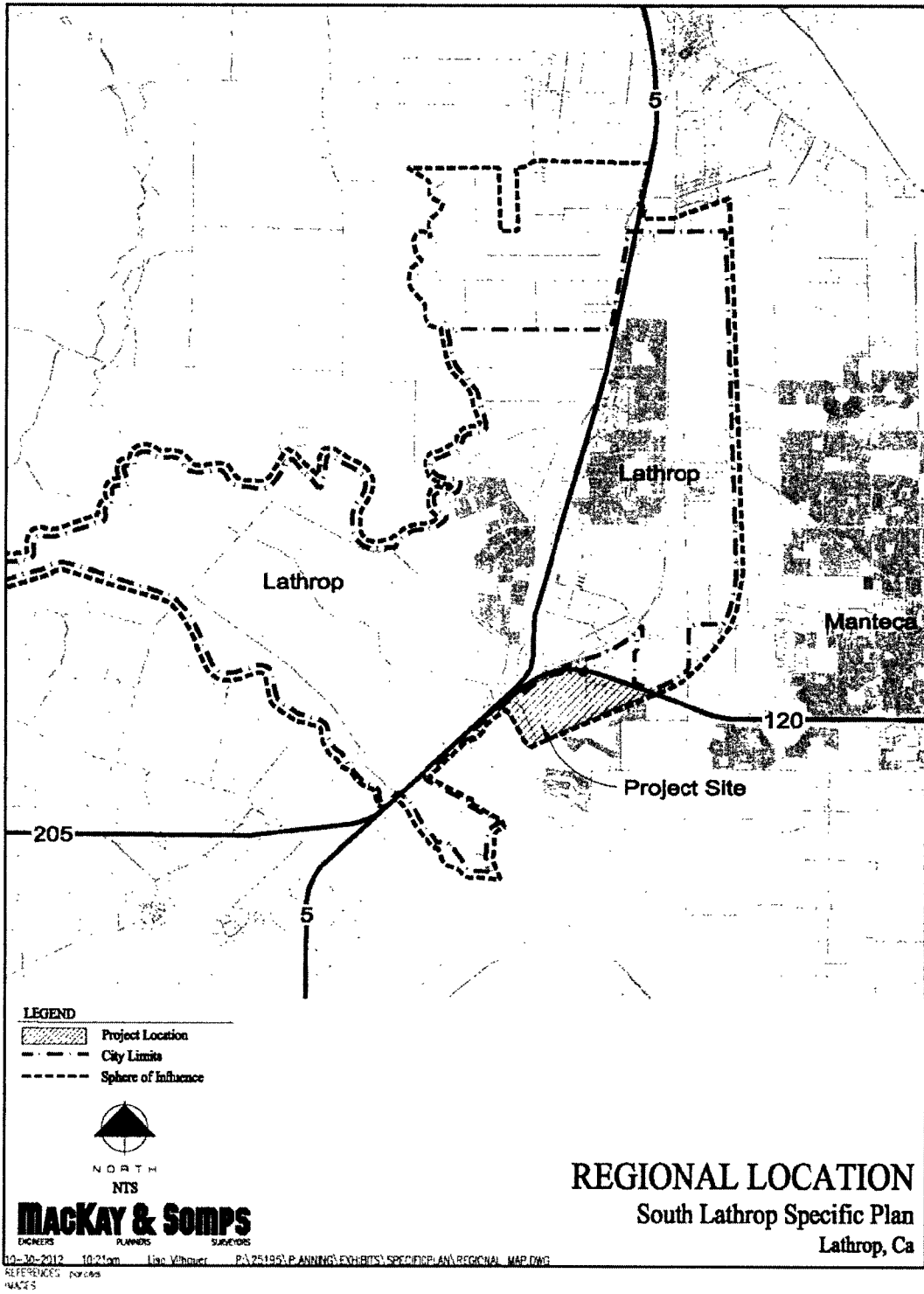
FEES INCLUDED IN 2020 SLSP CAPITAL FACILITIES FEE STUDY

The City's 2019 SLSP Fee Study was adopted by the City Council in October 2019. Not including Lathrop citywide or county fees, the 2019 SLSP Fee Study includes five fees, namely, the Transportation CFF, the Water Line CFF, Sewer System CFF, the Storm Drainage CFF, and the ROS CFF. This 2020 Fee Study updates the facility costs of all five of the existing CFFs, as well as the Administration Fee, including the following fee categories:

- Transportation CFF
- Water Line CFF
- Sewer System CFF
- Storm Drainage CFF
- Regional Outfall Structure CFF
- City Administration Fee (3.0% of other fee rates)

These fees will be referred to in this 2020 Fee Study as the "SLSP Fees". In addition to the SLSP Fees listed above, the SLSP development will also be subject to certain Lathrop citywide and regional CFF fees and San Joaquin County countywide fees.

Exhibit 1 – SLSP Project Site



BACKGROUND - LGBPSP

The LGBPSP area is a 384 acre master planned commercial/industrial development located in the southeastern portion of the City of Lathrop. The development includes approximately 167.6 acres that are zoned for limited industrial uses; 56.7 acres are zoned for new commercial office uses, 83.3 acres zoned for service commercial uses, and 20.1 acres of open space, well, and detention basins. The remaining 56.5 acres are for existing and future roads.

LGBPSP's land use plan includes a maximum potential of 5.43 million square feet of building space. The LGBPSP area is bound by the Union Pacific Railroad to the east and west, State Highway Route 120 to the south, and Yosemite Avenue/Vierra Road to the north. Exhibit 2 on the following page identifies the location of the LGBPSP area.

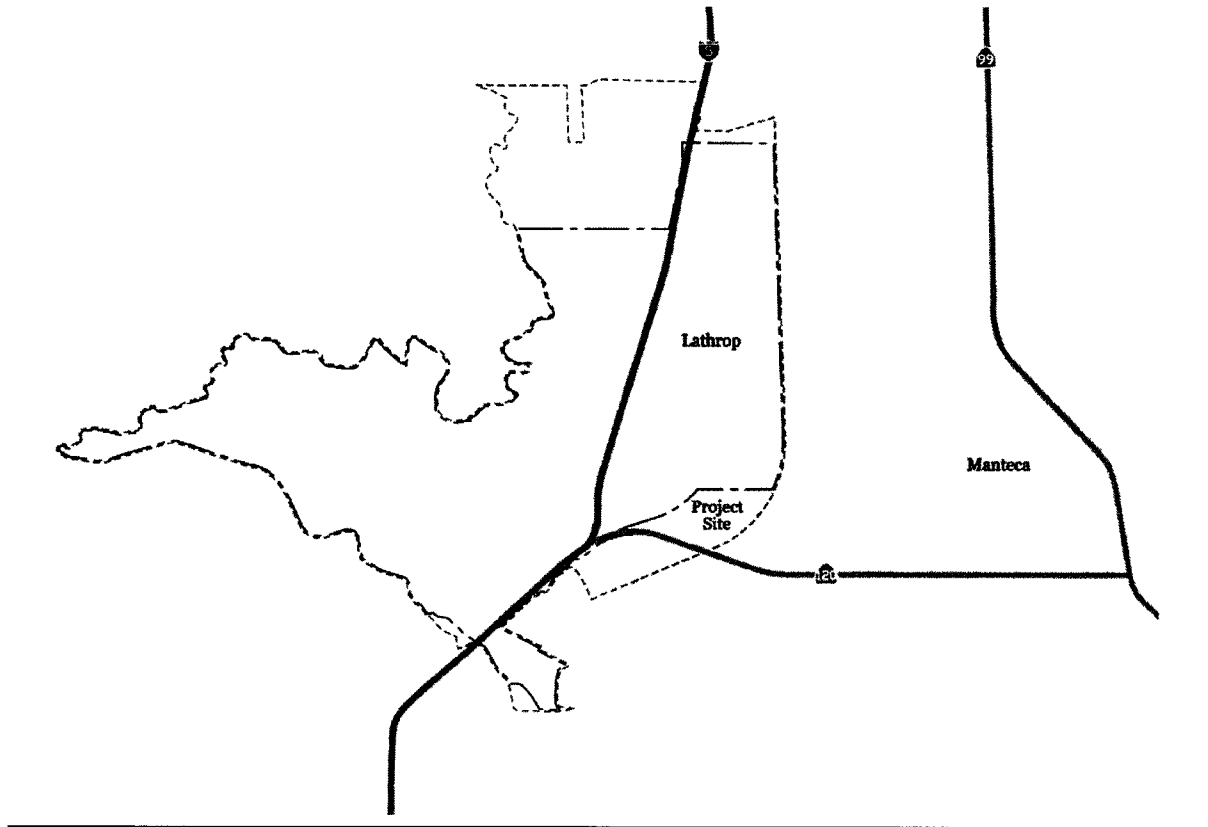
FEES INCLUDED IN FOR LGBPSP

The 2019 LGBPSP Fee Study includes five fees that are specific to the LGBPSP area. This 2020 Fee Study updates the facilities costs of only three of those fees, as well as the Administration Fee, including the following categories:

- Transportation CFF
- Water System CFF
- Regional Outfall Structure CFF
- Administration Fee (3.0% of other fee rates)

These fees will be referred to as "LGBPSP Fees" in this 2020 Fee Study. In addition to the LGBPSP Fees listed above, the LGBPSP development will also be subject to certain City of Lathrop citywide and regional CFF fees as well as San Joaquin County countywide fees.

Exhibit 2 – LGBPSP 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 2	Identifies the land uses, acres, and square footage assumptions included in the 2020 Fee Study
Chapter 3	Provides an explanation of the fee methodology used to calculate the fees in the this 2020 Fee Study
Chapter 4	Summarizes the capital facilities and costs in the fee program
Chapters 5 - 9	Provides the details of the fee calculations for transportation, water lines, sewer system, storm drainage, and regional outfall structure
Chapter 10	Provides a summary of the SLSP Fees and LGBPSP Fees calculated in this 2020 Fee Study
Chapter 11	Discusses the nexus findings for the fees
Chapter 12	Addresses implementation of the fee program, future fee adjustments, and administrative duties required by the fee law

2. *LAND USES*

SLSP Land Uses

The SLSP area includes approximately 315 acres. The majority of the acreage, about 244.1 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 the SLCC portion of SLSP is 4,775,000. However, Site Plan Review No. SPR-18-47 allows Clean Light Industrial uses within the Commercial Office land use area, increasing the potential industrial uses to a maximum of 4,850,000 sf.

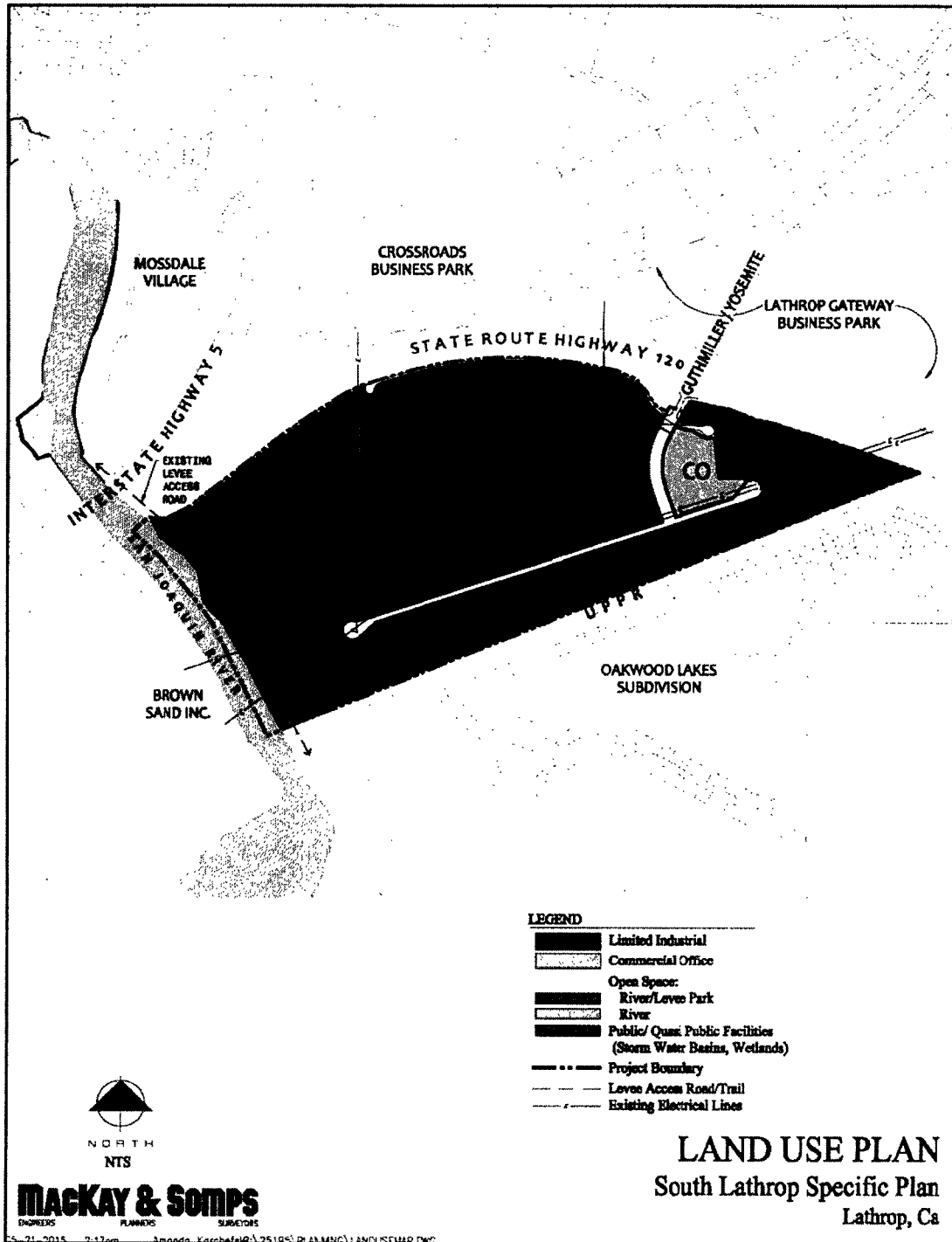
The SLCC also includes 4.5 acres of Commercial Office property situated close to the SR 120 corridor that will provide for local and regional serving office and commercial uses, including financial institutions, administrative support centers, restaurants, hotel/motels, or Clean Light Industrial uses. Although the zoning 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 2020 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, 23.3 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 pages identifies the land uses in the SLSP area.

Table 2-1 – SLSP Land Use Summary

<u>Land Use</u>	<u>Average</u>		
	<u>FAR</u>	<u>Acres</u>	<u>Sq. Ft.</u>
Commercial Office	0.38	4.5	75,000
Light Industrial	0.39	66.1	1,120,000
Warehouse	0.47	177.9	3,655,000
Subtotal¹		248.6	4,850,000
<u>Open Space</u>		<u>Acres</u>	
River/Levee Park		21.0	
River		10.5	
Public/Quasi Public		11.6	
Existing and Future Major Roads		23.3	
Subtotal		66.4	
Total		315.0	

Exhibit 3 – SLSP Land Uses



LGBPSP Land Uses

The LGBPSP is a master planned commercial/industrial development that includes approximately 384 acres. Much of the acreage, about 167.6 acres, is planned for Limited Industrial land uses. This land use category will allow for a broad range of development types, including industrial, manufacturing, assembly, warehousing/distribution, office, limited ancillary retail sales, supporting retail services, trailer and recreational vehicle sales, research and development, equipment and machinery repair, rental, and other such necessary uses and supporting services. The Limited Industrial sector is located in the central portion of the Plan area, with access from both Yosemite and McKinley Avenues, and is envisioned as an important employment-generating land use. 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 LGBPSP is 3,139,282.

The Service Commercial land use designation includes about 83.3 acres. This area is afforded immediate arterial road access to McKinley and Yosemite Avenues, and the ACE transit line station. This land use area is characterized by service and materials-oriented users such as professional and administrative support services, automotive, truck, boat, and other vehicle sales and services, bicycle shops, building materials businesses, and other product sales and services, warehousing and distribution. The Service Commercial zoning category allows for FAR ratios ranging from 0.15 to 0.66. The maximum estimated building square footage for the Service Commercial land in LGBPSP is 1,554,656.

The LGBPSP also includes 56.7 acres of Commercial Office property situated close to the SR 120 corridor that can provide for local and regional serving office and commercial uses, including financial institutions, administrative support centers, restaurants, and hotel/motels. These strategic uses create a retail commercial land use hub around the interchange. The mix of uses provides regional and local businesses with business workspace, service, and product sales. The Commercial Office zoning category allows for FAR ratios ranging from 0.20 to 0.60. The maximum estimated building square footage for the Commercial Office land in LGBPSP is 740,956.

The remaining acreage will be used for well sites, detention basins, and open space categories. There are three well site facilities that occupy 2.9 acres. The detention category makes up 15.6 acres and the open space area comprises 1.6 acres designated as landscape buffer and slope banks between on-site land uses and major roadways. Roads and pedestrian and bicycle paths will take up the remaining 56.5 acres in the development. Exhibit 4 on the following page provides an illustration of the land uses in the LGBPSP plan.

Exhibit 4 – LGBPSP Land Uses

Lathrop Gateway Business Park Specific Plan | Executive Summary

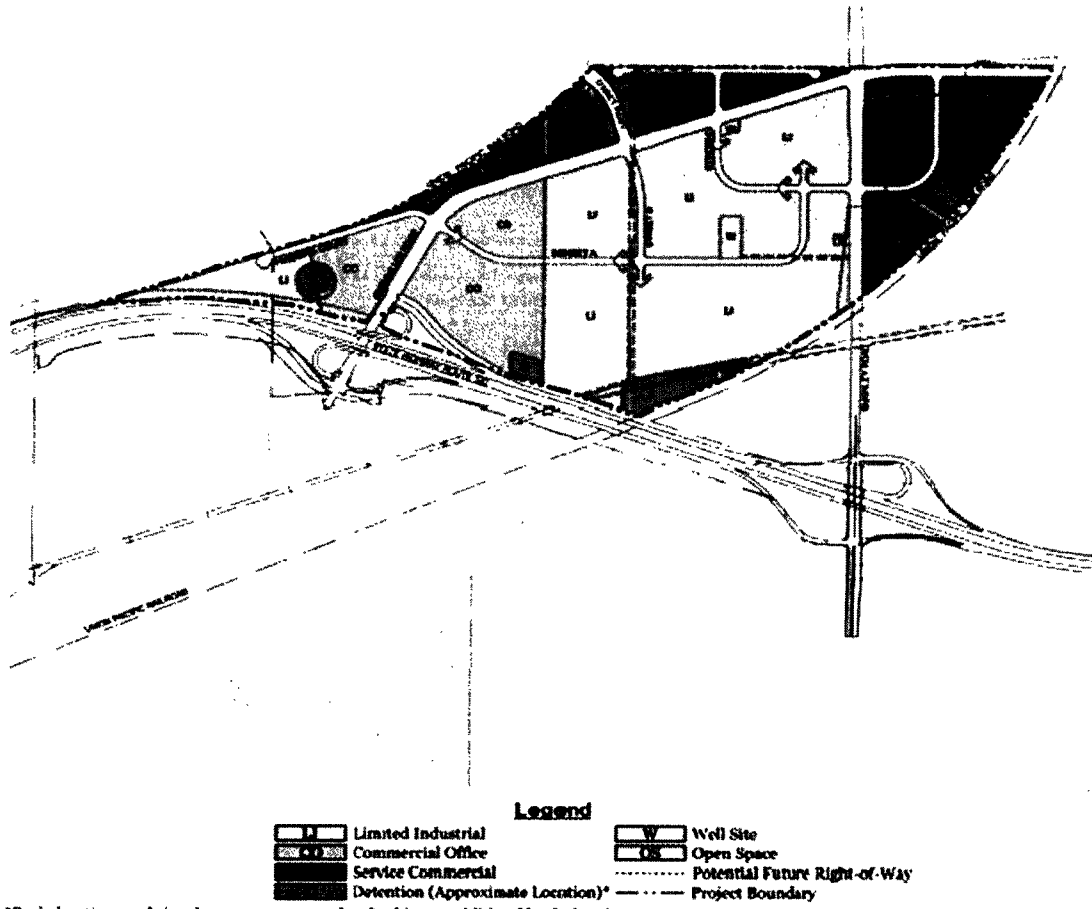


Figure 1.2: Land Use Plan		Date: April 2010
Lathrop Gateway Business Park Specific Plan Lathrop, California	NOT TO SCALE	

May 25, 2010

1-9

Table 2-2 – LGBPSP Land Use Summary

<u>Land Use¹</u>	<u>Average FAR</u>	<u>Net Acres</u>	<u>Sq. Ft.</u>
Shopping Center	0.30	14.5	189,747
Office Park	0.34	64.3	958,168
Industrial Park	0.43	103.8	1,944,257
Warehouse	0.43	124.7	2,334,794
Subtotal		307.3	5,426,966
<u>Land Use - Public</u>		<u>Acres</u>	
Well Site		2.9	-
Detention		15.6	-
Major and Existing Roads		56.5	-
Open Space		1.6	-
Subtotal		76.6	
Total		383.9	5,426,966

1. Based on land uses presented in the Fehr & Peers Lathrop Gateway Business Park Specific Plan Project Trip Generation and Traffic Analysis, dated September 28, 2018.

3. FEE METHODOLOGY

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 2020 Fee Study to allocate facilities costs to development and determine the fees in the 2020 Fee Study.

FEE METHODOLOGY

The plan-based fee methodology is used in this 2020 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 any existing deficiency in service or will serve other development areas
- Step 5** Subtract revenues available from alternative funding sources, such as federal or state grants, 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, acres) 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 to determine the facilities fees per unit, per 1,000 square feet of building space, per acre, or per parcel, as applicable, to determine the 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 produce fees that represent a reasonable relationship and are relatively proportionate to the impact created by different land uses on a facility type.

For example, trip generation rates are typically used as cost allocation factors for transportation facilities because they reasonably 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 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 that of a laundry mat. As a result, the fast food restaurant’s transportation fee will be much higher than the laundry mat’s fee. Tables 3-1 below and Table 3-2 on the following page show the cost allocation factors used in this 2020 Fee Study to allocate costs and calculate the SLSP and LGBPSP Fees.

Table 3-1 – SLSP Cost Allocation Factors

Land Use	Transportation (per KSF)	Water Line	Sewer	Storm Drainage	Regional Outfall Structure
	<i>Adjusted PM Peak Hr Trips</i>				
Commercial Office	2.46	Acre	Acre	Acre	Acre
Light Industrial	0.16	Acre	Acre	Acre	Acre
Warehouse	0.16	Acre	Acre	Acre	Acre

Source: Fehr and Peers; City of Lathrop; Goodwin Consulting Group

Table 3-2 – LGBPSP Cost Allocation Factors

Land Use	Transportation (per KSF)	Water (Water Loop) (per Acre)	Water (Excl. Water Loop) (per Linear Ft)	Storm Drainage & ROS (Per Acre)
	<i>Adjusted</i>			
	<i><u>PM Peak Hr Trips</u></i>			<i><u>C-Value</u></i>
Shopping Center	2.88	Acre	Frontage LF	0.90
Office Park	1.01	Acre	Frontage LF	0.90
Industrial Park	0.22	Acre	Frontage LF	0.70
Warehouse	0.22	Acre	Frontage LF	0.70

Source: Fehr and Peers; EKI; City of Lathrop

REIMBURSEMENT AGREEMENTS

In March 2019, the SLCC Developer entered into several reimbursement agreements (the “Agreements”) with the City of Lathrop to construct backbone infrastructure facilities. The infrastructure in the Agreements includes the water lines, sewer system, storm drainage, and the ROS facilities that are included in this 2020 Fee Study. Because the facilities will be oversized, the Developer will receive credits for its fair share of the facilities costs and a reimbursement for any oversizing of the facilities. The City has consented in the Agreements to reimburse the SLCC Developer for facility oversizing with fees collected from other developers in SLSP (i.e., Non-SLCC Parcels) and LGBPSP. A provision in the Agreements requires the costs of the water line, sewer system, ROS, and storm drainage facilities to be allocated to benefiting properties based on gross acres. The City’s engineering consultant has identified in the Agreements those properties that benefit from the facilities and this 2020 Fee Study utilizes that information to calculate the water line, sewer system, ROS, and storm drainage fees.

4. CAPITAL FACILITIES AND COSTS

Table 4-1 below summarizes the updated costs for transportation, water system, sewer system, storm drainage, and ROS facilities planned for SLSP and LGBPSP. The total cost of these facilities is \$85.9 million, with transportation facilities being the largest cost component at \$57.2 million. SLSP, LGBPSP, McKinley Corridor, Crossroads, and other local developments will provide the majority of the funding for the transportation improvements. SLSP's allocated share is \$7.9 million and LGBPSP's allocated share is \$14.8 million. For water line facilities costs, LGBPSP allocated share is \$1.6 million, leaving SLSP with its fair share obligation of \$2.5 million. The total cost of the sewer system is \$5.1 million and will serve only the SLSP development. The total storm drainage facilities cost is \$15.9 million and will serve only the SLSP development and therefore there will be no contributions from other developments. For the ROS facility, SLSP and LGBPSP will each fund approximately \$1.2 million each and other local developments will contribute the remaining \$1.2 million. The total funding contribution from the SLSP and LGBPSP CFFs will be \$32.6 million and \$17.6 million, respectively.

As previously mentioned in this report, the total SLSP facilities cost has increased by approximately 10.4% over the facilities cost estimate incorporated in the 2019 SLSP Fee Study. The LGBPSP total facilities cost in this 2020 Fee Study has increased only 0.3% over the total facilities cost estimate incorporated in the 2019 SLSP Fee Study.

Table 4-1 – Facilities Costs

Facility Type	Total Estimated Cost	Funding From Other Developments ¹	SLSP CFF	LGBPSP CFF
Transportation	\$57,160,965	\$34,440,539	\$7,939,723	\$14,780,704
Water System	\$4,083,384	\$0	\$2,484,162	\$1,599,223
Sewer System	\$5,071,260	\$0	\$5,071,260	\$0
Storm Drainage	\$15,914,114	\$0	\$15,914,114	\$0
Regional Outfall Structure	\$3,656,448	\$1,218,816	\$1,218,816	\$1,218,816
Total	\$85,886,171	\$35,659,355	\$32,628,074	\$17,598,743

1. Other developments include McKinley Corridor, Crossroads, and others

5. TRANSPORTATION FEE – SLSP AND LGBPSP

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

FACILITIES AND COSTS

The transportation facilities for SLSP and LGBPSP are identified in Tables A-1 and B-1 in Appendices A and B of this report. Facilities include a network of streets, intersections, and interchanges and include improvements/expansions to SR120/Yosemite interchange, I-5/Louise interchange, Yosemite Avenue, McKinley Avenue, Lathrop Road, Louise Avenue, Airport Way; intersections on Yosemite Avenue, Harlan Road, 5th Street, I-5/Louise, and Howland Road; and ramp improvements on Airport way onto SR120. Improvements numbered 18, 19 and 20 in Tables A-1 and B-1 were measured by the cost to mitigate the noted locations in Manteca. Per an agreement between Lathrop and Manteca, Lathrop will not provide these funds to Manteca. Instead, they will be spent on improvements at the SR 120/Yosemite Interchange. Also, all funds collected for use at the SR 120/Yosemite Interchange will be kept in a separate account and used only for improvements at that interchange.

The total cost of the facilities is \$57.2 million. Based on its traffic model, the City's traffic consultant, Fehr and Peers, determined that the SLSP and LGBPSP allocated fair share amounts of the total cost are \$7.9 million and \$14.8 million, respectively. The remainder, \$34.4 million, is allocated to McKinley Corridor, Crossroads, and other Lathrop developments. Tables A-1 and B-1 in the appendices of this report identify the detailed transportation facilities costs as well as the allocation of those costs to SLSP, LGBPSP, and other developments in the surrounding area.

SLSP COST ALLOCATION FACTORS AND TRANSPORTATION FEES

For the SLSP area, the \$7.9 million in transportation facilities costs is allocated to the Commercial Office, Light Industrial, and Warehouse land uses. Table A-2 in Appendix A shows this allocation is based on the PM Peak Hour trip generation factors shown in Table 5-1 below. These allocation factors measure the amount of trips generated for a given land use and therefore, 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 2020 Fee Study.

Table 5-1
SLSP Transportation Cost Allocation Factors

Land Use	Unit	Transportation
		<i>Adjusted PM Peak Hr Trips</i>
Commercial Office	KSF	2.46
Light Industrial	KSF	0.17
Warehouse	KSF	0.17

Table A-2 in Appendix A shows the calculation of the Transportation Fees based on the allocation of the \$7.9 million cost to the SLSP area. Table 5-2 presents the resulting Transportation Fees per 1,000 square feet of building space.

Table 5-2
SLSP Transportation Fees

Land Use	Unit	SLSP Transportation Fee
Commercial Office	1,000 sf	\$20,539
Light Industrial	1,000 sf	\$1,340
Warehouse	1,000 sf	\$1,340

LGBPSP COST ALLOCATION FACTORS AND TRANSPORTATION FEES

For LGBPSP area, the \$14.8 million in transportation facilities costs is allocated to the Shopping Center, Office Park, Industrial Park, and Warehouse land uses. Table B-2 in Appendix B shows this allocation is based on the PM Peak Hour trip generation factors shown in Table 5-3 below. The PM Peak Hour trip generation rates have been adjusted to account for internal trips as well as pass-by trips. Additionally, the trip rates for the Industrial Park and Warehouse land use categories have been assigned weighted averages of their two rates so as to avoid any future loss of fee revenue that would result if more Warehouse development occurred than currently planned. These trip generation allocation factors 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 2020 Fee Study.

Table 5-3
LGBPSP Transportation Cost Allocation Factors

Land Use	Unit	Transportation
		<i>Adjusted PM Peak Hr Trips</i>
Shopping Center	KSF	2.88
Office Park	KSF	1.01
Industrial Park	KSF	0.22
Warehouse	KSF	0.22

Table B-2 in Appendix B shows the calculation of the Transportation Fees based on the allocation of the \$14.8 million cost to the LGBPSP area. Table 5-4 presents the resulting Transportation Fees per 1,000 square feet of building space.

Table 5-4
LGBPSP Transportation Fees

Land Use	Unit	Transportation Fee
Shopping Center	KSF	\$17,230
Office Park	KSF	\$6,049
Industrial Park	KSF	\$1,336
Warehouse	KSF	\$1,336

6. WATER SYSTEM FEES – SLSP AND LGBPSP

This section of the report identifies the facilities, costs, and the fees required to fund the water system facilities for the SLSP and LGBPSP areas.

FACILITIES AND COSTS

The total cost of the water system improvements is \$4.1 million and these facilities have already been constructed by the SLCC Developer. This total cost is the actual cost, as approved by City staff, and pursuant to the Agreements, was inflated in this 2020 Fee Study by the change in the ENR 20-City CCI from December 2018 to December 2019, which amounted to a 1.75% inflation increase.

The City's engineering consultants determined that approximately, \$2.5 million, or 61% of the total cost should be allocated to SLSP area and \$1.6 million, or 39% of the cost should be allocated to the LGBPSP area.

SLSP WATER FACILITIES

Water line facilities referred to as the Water Loop include mains crossing SR 120 from the POC at Harlan Road to the point of connection on Glacier Street, on Glacier Street to the Yosemite Avenue, and on Yosemite Avenue from Glacier Street to the point at the north edge of the SR 120 right-of-way.

Other Non-Water Loop water line facilities include improvements on Glacier Street, Jefferson Way, and Yosemite Avenue. Improvements include all water lines, pipes, mains, valves, and fire hydrants as well as soft costs and City related costs.

The total water line cost allocated to SLSP is \$2.5 million and includes Water Loop and Non-Water Loop facilities. Table A-3 in Appendix A identifies the detailed water line costs.

LGBPSP WATER FACILITIES

Non-Water Loop facilities include all water lines, pipes, mains, valves, and fire hydrants located in or adjacent to Yosemite Avenue within the limits of the LGBPSP area from SR 120 right-of-way at the Yosemite Avenue interchange to D'Arcy Parkway, plus the pipelines on D'Arcy Parkway to the point of connection.

Water Loop Facilities also include all water lines, pipes, mains, and valves directly related to the water line improvements from Harlan Road, under SR120 freeway, along Glacier Road and connecting to Yosemite Avenue interchange in order to complete the water line loop.

The total water system cost allocated to LGBPSP is \$1.6 million. Tables B-3 and B-5 in Appendix B identify the detailed water system costs.

COST ALLOCATION FACTORS - SLSP

For SLSP the total cost of the water facilities is allocated to 16 specific parcels in SLSP that the City's consultant engineers have identified as benefitting from these facilities. Costs are allocated based on the acreage of each parcel.

COST ALLOCATION FACTORS - LGSPSP

For LGBPSP the cost allocation factors for the two sections of water pipelines are based on the stated methodology prescribed in the Agreement executed between the City and the SLCC Developer. In the Agreement it is prescribed that the water facilities associated with the water loop pipeline section shall be allocated based on gross acres to the properties that were identified by the engineers as benefitting from these facilities. For the non-water loop pipeline facilities, the engineers determined that these facilities costs should be allocated to parcels that front the pipeline based on the length of each parcel's frontage.

Pursuant to the Agreement, the pro rata share of the Non-Water Loop facilities cost shall be based on a benefitting parcel's frontage along Yosemite Avenue, including the cost of the water main and appurtenances along the border of the benefitting parcel; plus, from the benefitting parcel to the point of connection on D'Arcy, any portion of the main and appurtenances costs not yet collected through Water Fees (Non-Water Loop Facilities) by the City.

This approach will require the first properties along Yosemite, between SR 120 and D'Arcy, to reimburse the full cost of the water main and facilities fronting their property, even though development on each side of the street is responsible for only one half the cost of that water main and facilities. Reimbursement for fee overpayment to the property owner that made the overpayment, including payment by the property on the side of Yosemite opposite the developing side, would be paid from Water System Fees (Non-Water Loop Facilities) collected from future developing parcels that are subject to this fee.

WATER SYSTEM FEES

Tables 6-1 and 6-2 below and on the following page show the fees for the benefitting parcels in SLSP and LGBPSP. The water facilities have been constructed by the SLCC Developer, so the SLSP Water Line Fee and LGBPSP Water System Fee revenue will be used to reimburse the SLCC Developer.

Table 6-1
SLSP Water Line Fees

Water Line Cost		\$2,484,162		
Total Acres		248.67		
Cost Per Acre		\$9,990		
<u>Assessor Parcel #</u>	<u>Acreage</u>	<u>Percent of Total Acres</u>	<u>Water Fee/Ac.</u>	<u>Water Line Fee</u>
241-030-150-000	26.08	10.49%	\$9,990	\$260,534
241-030-160-000	49.62	19.95%	\$9,990	\$495,693
241-030-170-000	51.46	20.69%	\$9,990	\$514,075
241-030-180-000	44.72	17.98%	\$9,990	\$446,743
241-030-190-000	15.20	6.11%	\$9,990	\$151,845
241-030-200-000	12.50	5.03%	\$9,990	\$124,872
241-030-210-000	9.44	3.80%	\$9,990	\$94,304
241-030-220-000	6.90	2.77%	\$9,990	\$68,930
241-030-230-000	9.29	3.74%	\$9,990	\$92,805
241-410-020-000	1.20	0.48%	\$9,990	\$11,988
241-410-050-000	0.10	0.04%	\$9,990	\$999
241-410-370-000	5.00	2.01%	\$9,990	\$49,949
241-410-410-000	6.36	2.56%	\$9,990	\$63,535
241-410-420-000	3.00	1.21%	\$9,990	\$29,969
241-410-430-000	2.93	1.18%	\$9,990	\$29,270
241-410-440-000	4.87	1.96%	\$9,990	\$48,650
Totals:	248.67	100%		\$2,484,162

Table 6-2
LGBPSP Water System Fees

Parcel APN	Water Fee (Water Loop Facilities) a	Water Fee (Non-Water Loop Facilities) b	Total Water Fee c = a + b
241-030-050-000	\$34,740	\$0	\$34,740
241-390-050-000	\$31,560	\$62,557	\$94,117
241-390-150-000	\$18,606	\$62,078	\$80,684
241-390-200-000	\$14,956	\$137,242	\$152,197
241-390-220-000	\$16,016	\$65,270	\$81,285
241-400-010-000	\$1,531	\$0	\$1,531
241-400-020-000	\$30,736	\$0	\$30,736
241-400-030-000	\$12,777	\$0	\$12,777
241-400-040-000	\$46,987	\$19,788	\$66,776
241-400-050-000	\$37,566	\$175,542	\$213,108
241-400-060-000	\$270,265	\$242,886	\$513,151
241-400-070-000	\$33,209	\$136,763	\$169,972
241-400-080-000	\$8,832	\$25,214	\$34,046
241-400-090-000	\$0	\$37,023	\$37,023
241-400-110-000	\$0	\$77,079	\$77,079
Totals:	\$557,783	\$1,041,440	\$1,599,223

7. SEWER SYSTEM FEES - SLSP

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

FACILITIES AND COSTS

The total cost of the sewer system improvements is \$5.1 million; these facilities have already been constructed by the SLCC Developer. This total cost is the actual cost, as approved by City staff, and pursuant to the Agreements, was inflated in this 2020 Fee Study by the change in the ENR 20-City CCI from December 2018 to December 2019, which amounted to a 1.75% inflation increase.

Sewer system improvements include collection mains and sewer force mains that connect to the Lathrop Consolidated Treatment Facility, manholes, and clean outs, sewer pump station, including the pumps, dewatering, electronic controls, fencing, City conduit with fiber included, lighting, monitoring equipment, security during construction, backup generator, entry gates, and landscaping. The entire cost of the sewer system improvements is allocated to SLSP area because these facilities will serve only SLSP. Table A-5 in Appendix A identifies the detailed facilities costs

COST ALLOCATION FACTORS

The total \$5.1 million sewer system facilities cost is allocated to 16 specific parcels in SLSP that the City's consultant engineers have identified as benefitting from these facilities. Costs are allocated based on the acreage of each parcel. Table 7-1 on the following page shows the cost allocation to the 16 parcels based on the acreage of the parcel.

SEWER SYSTEM FEES

Table 7-1 shows the fees for the benefitting parcels in SLSP. The Sewer System Fees collected by the City will be used to reimburse the SLCC Developer.

Table 7-1
SLSP Sewer System Fees

Sewer Facilities Cost		\$5,071,260		
Total Acres		248.67		
Cost Per Acre		\$20,394		
<u>Assessor Parcel #</u>	<u>Acres</u>	<u>Percent of Total Acres</u>	<u>Sewer Fee/Ac.</u>	<u>Sewer Fee</u>
241-030-150-000	26.08	10.49%	\$20,394	\$531,863
241-030-160-000	49.62	19.95%	\$20,394	\$1,011,927
241-030-170-000	51.46	20.69%	\$20,394	\$1,049,451
241-030-180-000	44.72	17.98%	\$20,394	\$911,999
241-030-190-000	15.20	6.11%	\$20,394	\$309,982
241-030-200-000	12.50	5.03%	\$20,394	\$254,919
241-030-210-000	9.44	3.80%	\$20,394	\$192,515
241-030-220-000	6.90	2.77%	\$20,394	\$140,715
241-030-230-000	9.29	3.74%	\$20,394	\$189,456
241-410-020-000	1.20	0.48%	\$20,394	\$24,472
241-410-050-000	0.10	0.04%	\$20,394	\$2,039
241-410-370-000	5.00	2.01%	\$20,394	\$101,968
241-410-410-000	6.36	2.56%	\$20,394	\$129,703
241-410-420-000	3.00	1.21%	\$20,394	\$61,181
241-410-430-000	2.93	1.18%	\$20,394	\$59,753
241-410-440-000	4.87	1.96%	\$20,394	\$99,317
Totals:	248.67	100%		\$5,071,260

8. STORM DRAINAGE FEE - SLSP

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 total cost of the storm drainage improvements is \$15.9 million; these facilities have already been constructed by the SLCC Developer. This total cost is the actual cost, as approved by City staff, and pursuant to the Agreements, was inflated in this 2020 Fee Study by the change in the ENR 20-City CCI from December 2018 to December 2019, which amounted to a 1.75% inflation increase.

Storm drainage facilities include the drainage collection system, including pipelines, manholes, public laterals and storm drain inlets, a detention basin and storm water quality basin, levee toe drain, storm drain pump station and force main, as well as soft costs and City related costs. The total cost of the storm drainage improvements is \$15.9 million and because these facilities will serve SLSP exclusively, the entire cost is allocated to SLSP area. The detailed storm drainage facilities and costs are shown in Table A-7 in Appendix A.

COST ALLOCATION FACTORS

The total \$15.9 million storm drainage facilities cost is allocated to 16 specific parcels in SLSP that the City's consultant engineers have identified as benefitting from these facilities. Costs are allocated based on the acreage of each parcel. Table 8-1 on the following page shows cost allocation to the 16 parcels based on the acreage of the parcel.

STORM DRAINAGE FEES

Table 8-1 shows the fees for the benefitting parcels in SLSP. The Storm Drainage Fees collected by the City will be used to reimburse the SLCC Developer.

Table 8-1
SLSP Storm Drainage Fees

Storm Drainage Facilities Cost		\$15,914,114		
Total Acres		248.67		
Cost Per Acre		\$63,997		
<u>Assessor Parcel #</u>	<u>Acreage</u>	<u>Percent of Total Acres</u>	<u>Storm Drainage Fee/Ac.</u>	<u>Storm Drainage Fee</u>
241-030-150-000	26.08	10.49%	\$63,997	\$1,669,040
241-030-160-000	49.62	19.95%	\$63,997	\$3,175,527
241-030-170-000	51.46	20.69%	\$63,997	\$3,293,281
241-030-180-000	44.72	17.98%	\$63,997	\$2,861,942
241-030-190-000	15.20	6.11%	\$63,997	\$972,753
241-030-200-000	12.50	5.03%	\$63,997	\$799,961
241-030-210-000	9.44	3.80%	\$63,997	\$604,131
241-030-220-000	6.90	2.77%	\$63,997	\$441,579
241-030-230-000	9.29	3.74%	\$63,997	\$594,531
241-410-020-000	1.20	0.48%	\$63,997	\$76,796
241-410-050-000	0.10	0.04%	\$63,997	\$6,400
241-410-370-000	5.00	2.01%	\$63,997	\$319,985
241-410-410-000	6.36	2.56%	\$63,997	\$407,020
241-410-420-000	3.00	1.21%	\$63,997	\$191,991
241-410-430-000	2.93	1.18%	\$63,997	\$187,511
241-410-440-000	4.87	1.96%	\$63,997	\$311,665
Totals:	248.67	100%		\$15,914,114

9. REGIONAL OUTFALL STRUCTURE FEE – SLSP AND LGBPSP

This section of the report identifies the facilities, costs, and the fee rates required to fund the Regional Outfall Structure servicing the SLSP, LGBPSP, and surrounding areas.

FACILITIES AND COSTS

The total cost of the Regional Outfall Structure is \$3.6 million and these facilities have been constructed by the SLCC Developer. This total cost is the actual cost, as approved by City staff, and pursuant to the Agreements, was inflated in this 2020 Fee Study by the change in the ENR 20-City CCI from December 2018 to December 2019, which amounted to a 1.75% inflation increase.

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 LGBPSP and McKinley Corridor developments in addition to the SLSP area.

Facilities include grading, dewatering, piping, sheetpile, a concrete headwall, rip rap, soft costs and City related costs. The City and its engineering consultant have determined that the cost of the ROS should be equally allocated to three development areas in the City that will benefit from this facility – namely SLSP, LGBPSP, and the McKinley Corridor development. Accordingly, SLSP and LGBPSP are each allocated a 33% share of the total cost, or \$1.2 million. The detailed ROS facilities and costs are shown in Table A-9 in Appendix A of this report.

COST ALLOCATION FACTORS

For the SLSP area, the \$1.2 million share of the ROS facilities is allocated to 16 specific parcels in SLSP that the City’s consultant engineers have identified as benefitting from these facilities. Costs are allocated based on the acreage of each parcel.

For the LGBPSP area, the \$1.2 million share of the ROS facilities cost is allocated to LGBPSP land uses in Table B-8 in Appendix B based on the City’s C-value factors. C-value factors, which measure the amount of water runoff for a given land use, establish a reasonable relationship, or nexus, between the cost of the ROS facilities that is attributable to each of the land uses and the amount of the ROS Fees, as determined in this 2020 Fee Study.

REGIONAL OUTFALL STRUCTURE FEES

Table 9-1 shows the fees for the benefitting parcels in SLSP. The ROS Fees collected by the City will be used to reimburse the SLCC Developer.

**Table 9-1
SLSP Regional Outfall Structure Fee¹**

Regional Outfall Structure (ROS) Facilities Cost				\$1,218,816
Total Acres				248.67
Cost Per Acre				\$4,901
<u>Assessor Parcel #</u>	<u>Acreege</u>	<u>Percent of Total Acres</u>	<u>ROS Fee/Ac.</u>	<u>ROS Fee</u>
241-030-150-000	26.08	10.49%	\$4,901	\$127,827
241-030-160-000	49.62	19.95%	\$4,901	\$243,204
241-030-170-000	51.46	20.69%	\$4,901	\$252,223
241-030-180-000	44.72	17.98%	\$4,901	\$219,188
241-030-190-000	15.20	6.11%	\$4,901	\$74,500
241-030-200-000	12.50	5.03%	\$4,901	\$61,267
241-030-210-000	9.44	3.80%	\$4,901	\$46,269
241-030-220-000	6.90	2.77%	\$4,901	\$33,819
241-030-230-000	9.29	3.74%	\$4,901	\$45,533
241-410-020-000	1.20	0.48%	\$4,901	\$5,882
241-410-050-000	0.10	0.04%	\$4,901	\$490
241-410-370-000	5.00	2.01%	\$4,901	\$24,507
241-410-410-000	6.36	2.56%	\$4,901	\$31,173
241-410-420-000	3.00	1.21%	\$4,901	\$14,704
241-410-430-000	2.93	1.18%	\$4,901	\$14,361
241-410-440-000	4.87	1.96%	\$4,901	\$23,870
Totals:	248.67	100%		\$1,218,816

1. The SLCC Developer constructed the ROS. Their properties, the SLCC Parcels, will therefore not be subject to this fee, but will be provided a credit in the amount of the ROS fee due for each building. Parcels within SLSP that are not owned by the SLCC Developer will be subject to the fee, and once collected, the fees will be provided to the SLCC Developer as reimbursement.

Table 9-2 shows the ROS Fees for the LGBPSP area. The ROS Fees collected by the City will be used to reimburse the SLCC Developer.

Table 9-2
LGSPSP Regional Outfall Structure Fee

Land Use	Unit	ROS Fee
Shopping Center	KSF	\$364
Office Park	KSF	\$319
Industrial Park	KSF	\$197
Warehouse	KSF	\$197

10. FEE SUMMARY

The Tables 10-1 below and 10-2 on the following page summarize the fees calculated in this report that are proposed for the SLSP area. Table 10-1 shows the Transportation Fees.

Table 10-2 includes the Water Line, Sewer, Storm Drainage, and ROS Fees; these fees will be levied only on the specific parcels identified in Table 10-2. A 3.0% City administration fee will be added to these fees to pay for the City administrative duties associated with the fee program.

Table 10-1
SLSP Transportation Fee Summary

Land Use	Unit	SLSP Transportation Fee
Commercial Office	1,000 sf	\$20,551
Light Industrial	1,000 sf	\$1,341
Warehouse	1,000 sf	\$1,341

Table 10-2
SLSP Fee Summary¹

<u>Assessor Parcel #</u>	<u>Water Line Fees</u>	<u>Sewer Fees</u>	<u>Storm Drainage Fees</u>	<u>ROS Fees</u>
241-030-150-000	\$260,534	\$531,863	\$1,669,040	\$127,827
241-030-160-000	\$495,693	\$1,011,927	\$3,175,527	\$243,204
241-030-170-000	\$514,075	\$1,049,451	\$3,293,281	\$252,223
241-030-180-000	\$446,743	\$911,999	\$2,861,942	\$219,188
241-030-190-000	\$151,845	\$309,982	\$972,753	\$74,500
241-030-200-000	\$124,872	\$254,919	\$799,961	\$61,267
241-030-210-000	\$94,304	\$192,515	\$604,131	\$46,269
241-030-220-000	\$68,930	\$140,715	\$441,579	\$33,819
241-030-230-000	\$92,805	\$189,456	\$594,531	\$45,533
241-410-020-000	\$11,988	\$24,472	\$76,796	\$5,882
241-410-050-000	\$999	\$2,039	\$6,400	\$490
241-410-370-000	\$49,949	\$101,968	\$319,985	\$24,507
241-410-410-000	\$63,535	\$129,703	\$407,020	\$31,173
241-410-420-000	\$29,969	\$61,181	\$191,991	\$14,704
241-410-430-000	\$29,270	\$59,753	\$187,511	\$14,361
241-410-440-000	\$48,650	\$99,317	\$311,665	\$23,870
Totals:	\$2,484,162	\$5,071,260	\$15,914,114	\$1,218,816

1. The SLCC Developer constructed the water, sewer, and storm drainage facilities that are the basis for these fees. The SLCC Parcels will therefore not be subject to these fees but will be provided a credit in the amount of the fees due for each building. Parcels within SLSP that are not owned by the SLCC Developer will be subject to these fees, and once collected, the fees will be provided to the SLCC Developer as reimbursement.

The Table 10-3 below summarizes the fees calculated in this report that are proposed for the LGBPSP area.

Table 10-3
LGBPSP Fee Summary

Land Use	Unit	Transportation Fee	Water System Fee	Regional Outfall (ROS) Fee
Shopping Center	1,000 sf	\$17,230	(1)	\$364
Office Park	1,000 sf	\$6,049	(1)	\$319
Industrial Park	1,000 sf	\$1,336	(1)	\$197
Warehouse	1,000 sf	\$1,336	(1)	\$197

(1) The water system fee will be levied only on those specific parcels in the LGBPSP that will benefit from these facilities.

Table 10-4
LGBPSP Water System Fee Summary

Parcel APN	Water Fee (Water Loop Facilities) a	Water Fee (Non-Water Loop Facilities) b	Total Water Fee c = a + b
241-030-050-000	\$34,740	\$0	\$34,740
241-390-050-000	\$31,560	\$62,557	\$94,117
241-390-150-000	\$18,606	\$62,078	\$80,684
241-390-200-000	\$14,956	\$137,242	\$152,197
241-390-220-000	\$16,016	\$65,270	\$81,285
241-400-010-000	\$1,531	\$0	\$1,531
241-400-020-000	\$30,736	\$0	\$30,736
241-400-030-000	\$12,777	\$0	\$12,777
241-400-040-000	\$46,987	\$19,788	\$66,776
241-400-050-000	\$37,566	\$175,542	\$213,108
241-400-060-000	\$270,265	\$242,886	\$513,151
241-400-070-000	\$33,209	\$136,763	\$169,972
241-400-080-000	\$8,832	\$25,214	\$34,046
241-400-090-000	\$0	\$37,023	\$37,023
241-400-110-000	\$0	\$77,079	\$77,079
Totals:	\$557,783	\$1,041,440	\$1,599,223

LATHROP CITYWIDE AND SAN JOAQUIN COUNTYWIDE FEES

The SLSP and LGBPSP Fees calculated in this 2020 Fee Study, if adopted by the City Council, will update the existing SLSP and LGBPSP CFF program. In addition to the SLSP and LGBPSP Fees shown in this 2020 Fee Study, the SLSP and LGBPSP areas will also be subject to other Lathrop citywide and regional impact fees in the CFF program such as the Municipal Service Facilities CFF and the Mossdale Tract Regional Levee Impact Fee.

The SLSP and LGBPSP areas 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. The SLSP and LGBPSP areas 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 farmland as well as to mitigate for habitat impacts to covered special status species.

WATER AND SEWER CONNECTION FEES – SLCC PARCELS

With approval of Parcel Map 17-01, per the Development Agreement, the SLCC Developer allocated to all SLCC Parcels ground water from Well No. 9 at the rate of 500 gal/day/acre. This volume will allow dry warehouse development. With each building permit, the developer will purchase SSJID surface water (SSJID Buy-in Fee per 2018 SLSP Study) for 2/3 of the total demand for the parcel being developed. With approval of Parcel Map 17-01, per the Development Agreement, the SLCC Developer allocated to all SLCC Parcels wastewater treatment capacity at the Combined Treatment Facility on Christopher Way, plus storage and disposal capacity at the current industrial rate of 355 gal/day/acre. Additional existing sewer fees that will be charged to the SLCC Parcels include the “Recycled Water Outfall” fee for a future river discharge of recycled water. This is an existing fee listed for Mossdale Village.

WATER AND SEWER CONNECTION FEES – NON-SLCC PARCELS

In addition to the SLSP Fees shown in the 2020 Fee Study, the Non-SLCC Parcels will also be subject to other Lathrop citywide fees in the CFF program for water and sewer connection fees. Water connection fees for the Non-SLCC Parcels will include the ‘Surface Water Supply Full Cost’ fee existing for Mossdale Village. Because no capital cost for surface water has been funded for the Non-SLCC Parcels in the past, the full cost is due. This fee represents two-thirds of the water required to come from surface water. Water connection fees for the Non-SLCC Parcels will also include the “Water System Buy-in” fee charged for the East Lathrop Area, which represents one-third of the water required from ground water, plus the “Water System Well Improvement” fee existing for the Mossdale Village area. This fee covers the cost of arsenic removal in the City wells.

For Non-SLCC Parcels, sewer connection fees will include the cost of wastewater treatment capacity at the Combined Treatment Facility on Christopher Way plus the cost of designing, building, permitting and land acquisition to build storage ponds and disposal spray fields for recycled water. Treatment capacity may be purchased through the City from developers with excess capacity. Ponds and spray fields may be constructed by the developer, purchased through the City from a developer with excess capacity, or purchase may be negotiated with the City. Additional existing sewer fees that will be charged to the Non-SLCC Parcels include the “Recycled Water Outfall” fee for a future river discharge of recycled water, and the “Sewer/Recycled Water System” fee to reimburse the cost of constructing recycled water mains west of Interstate 5. Both of these are existing fees for Mossdale Village and are applicable to Non-SLCC Parcels.

WATER AND SEWER CONNECTION FEES – LGBPSP

In addition to the LGBPSP Fees shown in the 2020 Fee Study, the LGBPSP area will also be subject to other Lathrop citywide fees in the CFF program for water and sewer connection fees. Water connection fees for the LGBPSP area will include the “Surface Water Supply Full Cost” fee existing for Mossdale Village. Because no capital cost for surface water has been funded for the LGBPSP area in the past, the full cost is due. This fee represents two-thirds of the water required to come from surface water. Water connection fees for the LGBPSP area will also include the “Water System Buy-in” fee existing for the East Lathrop Area, which represents one-third of the water required from ground water, by buying into the East Lathrop water system plus the “Water System Well Improvement” fee existing for the Mossdale Village area. This fee covers the cost of arsenic removal in the City wells.

Sewer connection fees will include the cost of wastewater treatment capacity at the Combined Treatment Facility on Christopher Way plus the cost of designing, building, permitting and land to build storage ponds and disposal spray fields for recycled water. Treatment capacity may be purchased through the City from developers with excess capacity. Ponds and spray fields may be constructed by the developer, purchased through the City from a developer with excess capacity, or purchase may be negotiated with the City. Additional existing sewer fees that will be charged to the LGBPSP area include the “Recycled Water Outfall” fee for a future river discharge of recycled water, and the “Sewer/Recycled Water System” fee to reimburse the cost of constructing recycled water mains west of Interstate 5. Both of these are existing fees for Mossdale Village.

FEE ADJUSTMENTS

The SLSP and LGBPSP Fees may be adjusted in the future years to reflect revised costs or changes in the land use plan. In addition to such adjustments, the SLSP and LGBPSP Fees will be inflated each year by the Engineering News Record (ENR) 20-City Construction Cost Index. Pursuant to reimbursement agreements, all water, sewer, storm drainage, and ROS facilities costs in this 2020 Fee Study have been inflated by the change in the ENR 20-City CCI from December 2018 to December 2019, which amounted to a 1.75% increase.

The last inflation adjustment conducted by the City in January 2020 was based on the December 2019 ENR 20-City Index of 11,381. Future annual inflation adjustments for the facilities costs and fees included in this 2020 Fee Study will be based on this number.

11. NEXUS FINDINGS

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 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 and LGBPSP Fees calculated in this 2020 Fee Study meet the nexus requirements of the law, as outlined below.

NEXUS TEST

Purpose of the Fees

The purpose of the SLSP and LGBPSP Fees is to provide funding for the infrastructure and facilities identified in this 2020 Fee Study.

Use of Fee

SLSP Fee and LGBPSP 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 and LGBPSP areas.

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 2020 Fee Study. The facilities, infrastructure improvements, and capacity enhancements included in this 2020 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 and LGBPSP areas will fund the facilities included in this 2020 Fee Study. These facilities will serve development in the SLSP and LGBPSP areas 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 and LGBPSP areas 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 LGBPSP 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 and LGBPSP 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 and LGBPSP areas.

12. FEE PROGRAM ADMINISTRATION

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 and the LGBPSP 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 and the LGBPSP Fees will be adjusted by the change in the ENR 20-City construction cost index over the prior calendar year. The last inflation adjustment conducted by the City in January 2019 was based on the December 2019 ENR 20-City Index of 11,381. Future annual inflation adjustments for the facilities costs and fees included in this 2020 Fee Study will be based on this number.

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

SLSP Capital Facilities Costs and Fee Calculations

**Table A-1
Transportation Facilities Costs Allocated to Developments in Lathrop**

Improvement	Cost Estimate	SLSF	LGBSP	MC	Crossroads	Other Lathrop	Through Trips
Ph 1 SR 120 / Yosemite		42.95%	42.95%	1.00%	12.40%	0.70%	
Encroachment Permit Project	\$ 2,305,608	\$ 990,259	\$ 990,259	\$ 23,056	\$ 285,895	\$ 16,139	
Ph 2 SR 120 / Yosemite		42.95%	42.95%	1.00%	12.40%	0.70%	
Interim Phase	\$ 15,004,000	\$ 6,444,218	\$ 6,444,218	\$ 150,040	\$ 1,860,496	\$ 105,028	
Full Interchange (100% of relocate all WB ramps)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 I-5 / Lathrop Road		1.50%	2.20%	0.36%	1.50%	94.44%	
Full Interchange (61% of \$33,000,000 = \$20,000,000)	\$ 20,000,000	\$ 300,000	\$ 440,000	\$ 72,000	\$ 300,000	\$ 18,888,000	
4 Yosemite Avenue - Segment 1 SR 120 to Yosemite Court Improvement Cost (100%)	\$ 663,000	\$ 14,586	\$ 84,788	\$ 11,735	\$ 51,051	\$ 23,537	
5 Yosemite Avenue - Segment 2 Yosemite Court to D'Arcy Parkway Improvement Cost (100%)	\$ 756,000	\$ 16,632	\$ 84,788	\$ 13,381	\$ 58,212	\$ 26,838	
6 Yosemite Avenue - Segment 3 D'Arcy Parkway to McKinley Avenue Improvement Cost (100%)	\$ 430,000	\$ 8,084	\$ 71,522	\$ 33,970	\$ 42,570	\$ 37,840	
7 Yosemite Avenue - Segment 4 McKinley Avenue to UPRR Tracks Improvement Cost (100%)	\$ 380,000	\$ 7,144	\$ 71,522	\$ 30,020	\$ 37,620	\$ 33,440	
8 Yosemite Avenue - Segment 5 SR 120 to SLSF Street A Improvement Cost (\$530,000) Developer Constructed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9 Yosemite Avenue - Intersection 1 Yosemite Avenue / Yosemite Court Improvement Cost (100%)	\$ 630,000	\$ 13,860	\$ 84,788	\$ 11,151	\$ 48,510	\$ 22,365	
10 Yosemite Avenue - Intersection 2 Yosemite Avenue / D'Arcy Parkway Improvement Cost (100%)	\$ 420,000	\$ 7,896	\$ 71,522	\$ 33,180	\$ 41,580	\$ 36,960	
11 Yosemite Avenue - Intersection 3 Yosemite Avenue / McKinley Avenue Improvement Cost (100%)	\$ 770,000	\$ 14,476	\$ 71,522	\$ 60,830	\$ 76,230	\$ 67,760	
12 Yosemite Avenue - Intersection 4 Yosemite Avenue / SLSF Street A Improvement Cost (\$375,000) Developer Constructed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
13 Yosemite Avenue At-Grade UPRR Crossing Improvement Cost (100%)	\$ 600,000	\$ 11,280	\$ 71,522	\$ 47,400	\$ 59,400	\$ 52,800	
14 McKinley Avenue - Segment 1 Yosemite Avenue to UPRR Crossing Improvement Cost (100%)	\$ 432,000	\$ 173	\$ 78,888	\$ 65,750	\$ 12,010	\$ 13,306	
15 McKinley Avenue At-Grade UPRR Crossing Improvement Cost (100%)	\$ 600,000	\$ 240	\$ 78,888	\$ 91,320	\$ 16,680	\$ 18,480	
16 Lathrop Road / McKinley Avenue Improvement Cost (100%)	\$ 500,000	\$ 250	\$ 1,400	\$ 1,200	\$ 1,900	\$ 495,250	
17 Louise Avenue / McKinley Avenue Improvement Cost (100%)	\$ 600,000	\$ 2,580	\$ 39,000	\$ 90,600	\$ 5,400	\$ 462,420	
18 ¹ Airport Way / Daniels Street Improvement Cost (100%)	\$ 620,000	\$ 3,844	\$ 9,300	\$ 2,480	\$ 1,364	\$ 20,150	\$ 582,862 00
19 ¹ Airport Way / WB SR 120 Ramps Improvement Cost (30%)	\$ 4,950,000	\$ 30,690	\$ 74,250	\$ 19,800	\$ 10,890	\$ 160,875	\$ 4,653,495 00
20 ¹ Airport Way / EB SR 120 Ramps Improvement Cost (30%)	\$ 4,950,000	\$ 30,690	\$ 74,250	\$ 19,800	\$ 10,890	\$ 160,875	\$ 4,653,495 00
Subtotals - (2019 \$)	\$ 54,610,608	\$ 7,896,901	\$ 12,483,380	\$ 777,714	\$ 2,920,698	\$ 20,642,062	\$ 9,889,852
Subtotals - (2020 \$)²	\$ 54,934,899	\$ 7,939,723	\$ 12,554,638	\$ 782,393	\$ 2,937,034	\$ 20,769,943	\$ 9,951,169
		14.46%	22.86%	1.42%	5.35%	37.80%	18.11%
21 Harlan Road / Lathrop Road Inter. Improvement Cost (100%)	\$ 650,000		\$ 27,300				
22 5th Street / Lathrop Road Inter. Improvement Cost (100%)	\$ 650,000		\$ 22,100				
23 I-5 / Louise Avenue Interchange Improvement Cost (100%)	\$ 39,200,000		\$ 2,116,800				
24 Howland Road / Louise Avenue Inter. Improvement Cost (100%)	\$ 650,000		\$ 46,150				
Gateway Inter./Interchange #21 -#24 (2019 \$):	\$ -	\$ -	\$ 2,212,350				
Gateway Inter./Interchange #21 -#24 (2020 \$):²			\$ 2,226,067				
Totals	\$ 7,939,723		\$ 14,780,704				

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 Lathrop alone

2. All costs except the Phase 1 SR 120/Yosemite Encroachment Permit Project cost, which is the actual cost, are inflated from 2019 costs by 0.62% based on the ENR CCI from Sept 2019 to Dec 2019.

Table A-2
SLSP Transportation Facilities Fee Calculation

	Bldg SF	PM Peak Hour Trip Rate	Percent Adjustment For Trips¹	Adjusted PM Peak Trips Per KSF	Total New Trips	Percent Allocation	Cost Allocation	Transportation Fee
Cost:	\$7,939,723							
<u>Land Use</u>	<u>Bldg SF</u>	<u>Per KSF</u>		<u>Per KSF</u>				<u>Per KSF</u>
Commercial Office	75,000	3.73	66.1%	2.46	185	19.4%	\$1,540,432	\$20,539
Light Industrial	1,120,000	0.17	94.4%	0.16	180	18.9%	\$1,500,986	\$1,340
Warehouse	3,655,000	0.17	94.4%	0.16	588	61.7%	\$4,898,305	\$1,340
Total	4,850,000				953	100.0%	\$7,939,723	

¹ Adjustment made for internal and pass-by trips.

Source: Fehr and Peers; Goodwin Consulting Group; City of Lathrop

Table A-3
SLSP Water Line Costs

HARD COSTS	Subtotal
<u>Teichert- Work Authorization (Original) for the Offsite Backbone Improvements</u>	
Water (Harlan Road)- 12" Water Main	\$127,715
<u>Teichert- Work Authorization #4 (Mass Grading of Detention Basins)</u>	
Erosion Control	\$3,099
<u>Teichert- Work Authorization #6 (Dewatering for Storm Drain Pipe, Water Pipe and Sanitary Sewer Pipe)</u>	
Dewatering for Water Pipe	\$281,580
<u>Teichert- Work Authorization #16 (Construction of the Backbone Infrastructure Improvements)</u>	
Domestic Water- Water Mains, Valves, Fire Hydrants, Blow-Off, ARV, Etc.	\$1,365,633
<u>Teichert- Work Authorization #19 (Allowance for Wet Weather)</u>	
Water Pumped after Extended Rain Event, Unsuitable Material (Wet)	\$38,250
<u>Noceti Work</u>	
Removal of Debris, Fencing, Irrigation Pipe, Wells, Etc.	\$172,168
<u>General Conditions (2% of Hard Costs)</u>	<u>\$39,769</u>
HARD COST SUBTOTAL:	\$2,028,214
SOFT COSTS	
City Bond (Performance & Material Bond)	\$39,684
MacKay & Soms- Civil Engineering	\$106,799
Miller Starr	\$4,017
Project Management - CMS Total for Stan Ploof and Ben Navarro	\$36,314
Project Management - aRE Development consultant	\$432
ENGEO- Geotechnical Design, SWPPP & Inspections	\$80,848
Jim Miller- Water/Sanitary Sewer Consultant	\$4,545
Development Fee (5% of all project costs):	<u>\$136,787</u>
SOFT COST SUBTOTAL:	\$409,426
CITY COSTS	
Staff Costs	<u>\$3,863</u>
CITY COST SUBTOTAL:	\$3,863
TOTAL WATER LINE COSTS - 2019 \$:	<u>\$2,441,503</u>
TOTAL WATER LINE COSTS - 2020 \$¹:	\$2,484,162

1. All costs, except for City-Related Costs, are inflated by the 20-City ENR CCI increase from Dec. 2018 to Dec. 2019, which is 1.75%.

Source: MacKay & Soms

**Table A-4
SLSP Water Line Fee**

Water Line Cost				\$2,484,162
Total Acres				248.67
Cost Per Acre				\$9,990
<u>Assessor Parcel #</u>	<u>Acreage</u>	<u>Percent of Total Acres</u>	<u>Water Fee/Ac.</u>	<u>Water Line Fee</u>
241-030-150-000	26.08	10.49%	\$9,990	\$260,534
241-030-160-000	49.62	19.95%	\$9,990	\$495,693
241-030-170-000	51.46	20.69%	\$9,990	\$514,075
241-030-180-000	44.72	17.98%	\$9,990	\$446,743
241-030-190-000	15.20	6.11%	\$9,990	\$151,845
241-030-200-000	12.50	5.03%	\$9,990	\$124,872
241-030-210-000	9.44	3.80%	\$9,990	\$94,304
241-030-220-000	6.90	2.77%	\$9,990	\$68,930
241-030-230-000	9.29	3.74%	\$9,990	\$92,805
241-410-020-000	1.20	0.48%	\$9,990	\$11,988
241-410-050-000	0.10	0.04%	\$9,990	\$999
241-410-370-000	5.00	2.01%	\$9,990	\$49,949
241-410-410-000	6.36	2.56%	\$9,990	\$63,535
241-410-420-000	3.00	1.21%	\$9,990	\$29,969
241-410-430-000	2.93	1.18%	\$9,990	\$29,270
241-410-440-000	4.87	1.96%	\$9,990	\$48,650
Totals:	248.67	100%		\$2,484,162

Table A-5
SLSP Sewer System Facilities Costs

HARD COSTS	Subtotal
<u>Teichert- Work Authorization (Original) for the Offsite Backbone Improvements</u>	
Yosemite Sewer- 6" SSFM (Twin Line), ARV's, Dewatering, Jack & Bore, Pave Shoulder, Traffic Control, etc	\$704,780
<u>Teichert- Work Authorization #4 (Mass Grading of Detention Basins)</u>	
Erosion Control	\$3,099
<u>Teichert- Work Authorization #6 (Dewatering for Storm Drain Pipe, Water Pipe and Sanitary Sewer Pipe)</u>	
Dewatering Sewer Pipe and Sewer Pump Station, etc.	\$347,580
<u>Teichert- Work Authorization #10 (Material for Storm Drain & Sanitary Sewer Pump Station)</u>	
Sanitary Sewer Pump Station- Materials	\$124,801
<u>Teichert- Work Authorization #11 (Pumps for Sanitary Sewer Pump Station)</u>	
Pumps & Accessories	\$71,226
<u>Teichert- Work Authorization #12 (Construction Labor for Storm Drain and Sanitary Sewer Pump Station)</u>	
Sanitary Sewer Pump Station (Labor to Install)- Sanitary Sewer Mains and Manholes	\$956,767
<u>Teichert- Work Authorization #15 (Construction of the Sanitary Sewer Pump Station)</u>	
Sanitary Sewer Pump Station - Excavation, Backfill, Structural and Electrical	\$1,407,973
<u>Teichert- Work Authorization #16 (Construction of the Backbone Infrastructure Improvements)</u>	
Sanitary Sewer Forcemain, Pigging stations, etc.	\$141,407
<u>Teichert- Work Authorization #19 (Allowance for Wet Weather)</u>	
Pump Out Sanitary Sewer Pump Station, Water Pumped After Extended Rain Event, Unsuitable Material (Wet)	\$144,000
<u>Teichert- Work Authorization #27 (Vinyl Chain Link Fence around Pump Stations & Detention Basin)</u>	
Fencing Around Pump Stations	\$15,542
<u>Teichert- Work Authorization #31 (Junction Boxes for Pump Cables - Pump Stations)</u>	
Junction Boxes for Cables to Pump Stations	\$13,510
<u>Noceti Work</u>	
Removal of Debris, Fencing, Irrigation Pipe, Wells, Etc.	\$172,168
<u>Robertson's</u>	
Cement	\$99,202
<u>Mason</u>	
Painting	\$8,682
<u>Tennyson</u>	
Conduits and boxes	\$32,374
<u>General Conditions (2% of Hard Costs)</u>	\$84,862
HARD COST SUBTOTAL:	\$4,327,973
SOFT COSTS	
City Bond (Performance & Material Bond)	\$60,625
MacKay & Soms- Civil Engineering	\$163,154
Miller Starr	\$6,136
Project Management - CMS Total for Stan Ploof and Ben Navarro	\$55,475
UPRR Permit For Sewer Crossing	\$24,800
Project Management - aRE Development consultant	\$659
ENGEO- Geotechnical Design, SWPPP & Inspections	\$123,509
Jim Miller- Water/Sanitary Sewer Consultant	\$6,944
Development Fee (5% of all project costs):	\$208,964
SOFT COST SUBTOTAL:	\$650,266
CITY COSTS	
Staff Costs	\$5,901
CITY COST SUBTOTAL:	\$5,901
TOTAL SEWER SYSTEM COSTS - 2019 \$:	\$4,984,141
TOTAL SEWER SYSTEM COSTS - 2020 \$¹:	\$5,071,260

1. All costs, except for City-Related Costs, are inflated by the 20-City ENR CCI increase from Dec. 2018 to Dec. 2019, which is 1.75%.

Source: MacKay & Soms

Table A-6
SLSP Sewer System Fee

Sewer Facilities Cost		\$5,071,260		
Total Acres		248.67		
Cost Per Acre		\$20,394		
<u>Assessor Parcel #</u>	<u>Acreage</u>	<u>Percent of Total Acres</u>	<u>Sewer Fee/Ac.</u>	<u>Sewer Fee</u>
241-030-150-000	26.08	10.49%	\$20,394	\$531,863
241-030-160-000	49.62	19.95%	\$20,394	\$1,011,927
241-030-170-000	51.46	20.69%	\$20,394	\$1,049,451
241-030-180-000	44.72	17.98%	\$20,394	\$911,999
241-030-190-000	15.20	6.11%	\$20,394	\$309,982
241-030-200-000	12.50	5.03%	\$20,394	\$254,919
241-030-210-000	9.44	3.80%	\$20,394	\$192,515
241-030-220-000	6.90	2.77%	\$20,394	\$140,715
241-030-230-000	9.29	3.74%	\$20,394	\$189,456
241-410-020-000	1.20	0.48%	\$20,394	\$24,472
241-410-050-000	0.10	0.04%	\$20,394	\$2,039
241-410-370-000	5.00	2.01%	\$20,394	\$101,968
241-410-410-000	6.36	2.56%	\$20,394	\$129,703
241-410-420-000	3.00	1.21%	\$20,394	\$61,181
241-410-430-000	2.93	1.18%	\$20,394	\$59,753
241-410-440-000	4.87	1.96%	\$20,394	\$99,317
Totals:	248.67	100%		\$5,071,260

Table A-7
SLSP Storm Drainage Facilities Costs

HARD COSTS	Total
<u>Teichert- Work Authorization #3 (Storm Drain Force Main Pipe)</u>	
48" PVC Storm Drain Force Main Pipe	\$671,254
<u>Teichert- Work Authorization #4 (Mass Grading of Detention Basins)</u>	
Grading- Clearing & Grubbing, Cut/Fill, Erosion Control, Etc.	\$230,222
<u>Teichert- Work Authorization #5 (Backbone Storm Drain Material Purchase)</u>	
84", 72", 60" and 48" RCP Material	\$2,775,002
<u>Teichert- Work Authorization #18 (Credit of 60" RCP)</u>	
60" RCP Material Credit	(\$983,979)
<u>Teichert- Work Authorization #6 (Dewatering for Storm Drain Pipe, Water Pipe and Sanitary Sewer Pipe)</u>	
Dewatering 84" RCP, 48" FM Storm Drain Yosemite Ave & Basin, Etc.	\$379,580
<u>Teichert- Work Authorization #7 (Dewatering for Storm Drain Pipe Installation on Glacier Street)</u>	
Glacier Street Dewatering for 48" Storm Drain Pipe Installation	\$527,220
<u>Teichert- Work Authorization #9 (Toe Drain Construction at the Base of the River Levee)</u>	
Purchase of 12" Toe Drain Pipe and all costs of construction	\$350,300
<u>Teichert- Work Authorization #10 (Material for Storm Drain & Sanitary Sewer Pump Station)</u>	
Storm Water Pump Station- Materials	\$36,497
<u>Teichert- Work Authorization #12 (Construction Labor for Storm Drain and Sanitary Sewer Pump Station)</u>	
Storm Water Pump Station and Storm Drain Pipe (Labor to Install)	\$1,515,349
<u>Teichert- Work Authorization #13 (Steel Pipe for Storm Drain Force Main for ROS)</u>	
Purchase Welded Steel Pipe for ROS	\$364,802
<u>Teichert- Work Authorization #14 (Construction of the Storm Drain Pump Station)</u>	
Storm Drain Pump Station- Excavation, Backfill, Structural and Electrical	\$4,260,489
<u>Teichert- Work Authorization #16 (Construction of the Backbone Infrastructure Improvements)</u>	
Storm Drain System pipe (36", 24", 15" & 12"), inlets, Fencing, Etc.	\$2,215,187
<u>Teichert- Work Authorization #19 (Allowance for Wet Weather)</u>	
Pump Out Storm Drain Pump Station, Water Pumped After Extended Rain Event, Unsuitable Material (Wet)	\$117,750
<u>Teichert- Work Authorization #27 (Vinyl Chain Link Fence around Pump Stations & Detention Basin)</u>	
Fencing Around Storm Drain Pump Station and Detention Basin	\$31,084
<u>Teichert- Work Authorization #31 (Junction Boxes for Pump Cables - Pump Stations)</u>	
Junction Boxes for Cables to Pump Stations	\$13,510
<u>Saybrook Pump Equipment</u>	
Purchased Pumps from Saybrook and sold back-up generator	\$163,937
<u>Kelly Business Park- Storage of Pumps</u>	
Storage of Pumps for Pump Station at Kelly Business Park	\$15,840
<u>Noceti Work</u>	
Removal of Debris, Fencing, Irrigation Pipe, Wells, Etc.	\$172,168
<u>Robertson's</u>	
Cement	\$99,202
<u>Mason</u>	
Painting	\$8,682
<u>Shape</u>	
Pump Maintenance & Rotation - Shape	\$1,200
<u>Tennyson</u>	
Conduits and boxes	\$32,374
<u>Smith Denison</u>	
Install Conduit from Crossroads Pump Station to Glacier Street	\$38,790
<u>Sefnco Communications</u>	
Cost of Fiber	\$50,825
<u>General Conditions (2% of Hard Costs)</u>	<u>\$261,746</u>
HARD COST SUBTOTAL:	\$13,349,031
<u>SOFT COSTS</u>	
Pump Station Pump Mechanical Breakdown Warranty Insurance Policy	\$17,632
City Bond (Performance & Material Bond)	\$217,930
MacKay & Soms- Civil Engineering	\$586,497
Miller Starr	\$22,059
Project Management - CMS Total for Stan Ploof and Ben Navarro	\$199,420
Project Management - aRE Development consultant	\$2,370
ENGEO- Geotechnical Design, SWPPP & Inspections	\$448,483
Jim Miller- Water/Sanitary Sewer Consultant	\$24,961
Development Fee (5% of all project costs):	<u>\$751,175</u>
SOFT COST SUBTOTAL:	\$2,270,527
<u>CITY COSTS</u>	
Staff Costs	<u>\$21,213</u>
CITY COST SUBTOTAL:	\$21,213
TOTAL STORM DRAIN SYSTEM COSTS - 2019 \$:	\$15,640,771
TOTAL STORM DRAIN SYSTEM COSTS - 2020 \$¹:	\$15,914,114

1. All costs, except for City-Related Costs, are inflated by the 20-City ENR CCI increase from Dec. 2018 to Dec. 2019, which is 1.75%.

Source: MacKay & Soms

**Table A-8
SLSP Storm Drainage Fee**

Storm Drainage Facilities Cost		\$15,914,114		
Total Acres		248.67		
Cost Per Acre		\$63,997		
<u>Assessor Parcel #</u>	<u>Acreage</u>	<u>Percent of Total Acres</u>	<u>Storm Drainage Fee/Ac.</u>	<u>Storm Drainage Fee</u>
241-030-150-000	26.08	10.49%	\$63,997	\$1,669,040
241-030-160-000	49.62	19.95%	\$63,997	\$3,175,527
241-030-170-000	51.46	20.69%	\$63,997	\$3,293,281
241-030-180-000	44.72	17.98%	\$63,997	\$2,861,942
241-030-190-000	15.20	6.11%	\$63,997	\$972,753
241-030-200-000	12.50	5.03%	\$63,997	\$799,961
241-030-210-000	9.44	3.80%	\$63,997	\$604,131
241-030-220-000	6.90	2.77%	\$63,997	\$441,579
241-030-230-000	9.29	3.74%	\$63,997	\$594,531
241-410-020-000	1.20	0.48%	\$63,997	\$76,796
241-410-050-000	0.10	0.04%	\$63,997	\$6,400
241-410-370-000	5.00	2.01%	\$63,997	\$319,985
241-410-410-000	6.36	2.56%	\$63,997	\$407,020
241-410-420-000	3.00	1.21%	\$63,997	\$191,991
241-410-430-000	2.93	1.18%	\$63,997	\$187,511
241-410-440-000	4.87	1.96%	\$63,997	\$311,665
Totals:	248.67	100%		\$15,914,114

Table A-9
Regional Outfall Structure Cost

Description	Total
Grading, Dewatering & Cleanup	
Labor	\$ 23,875
Equipment	\$ 17,865
Material	\$ 7,650
Piping (6 Wall Spools)	
Labor	\$ 10,500
Equipment	\$ 5,625
Material	\$ 35,625
Sheetpile	
Labor	\$ 5,250
Subcontract	\$ 914,100
Concrete Headwall	
Labor	\$ 155,250
Equipment	\$ 29,785
Material	\$ 135,653
Subcontract	\$ 21,500
Armorflex	
Labor	\$ 17,150
Equipment	\$ 16,160
Material	\$ 71,025
Rip Rap	
Labor	\$ 36,850
Equipment	\$ 17,653
Material	\$ 132,000
Subtotal:	\$ 1,653,516
Changing Orders:	
Additional Shoring WA #28	\$ 524,319
RD-17 Requirement for Crane Bridge WA #30	\$ 26,589
Concrete for ROS	\$ 135,653
Subtotal Change Orders:	\$ 686,562
Allocation of General Conditions	
General Conditions 2%	\$ 46,802
Soft Costs	\$ 1,015,404
City-Related Costs	\$ 194,625
Total ROS Construction Costs - 2019 \$	\$ 3,596,908
Total ROS Construction Costs - 2020 \$¹	\$ 3,656,448

1. All costs, except for City-Related Costs, are inflated by the 20-City ENR CCI increase from Dec. 2018 to Dec. 2019, which is 1.75%.

Table A-10
SLSP Regional Outfall Structure Fee

Regional Outfall Structure (ROS) Facilities Cost¹				\$1,218,816
Total Acres				248.67
Cost Per Acre				\$4,901
<u>Assessor Parcel #</u>	<u>Acreage</u>	<u>Percent of Total Acres</u>	<u>ROS Fee/Ac.</u>	<u>ROS Fee</u>
241-030-150-000	26.08	10.49%	\$4,901	\$127,827
241-030-160-000	49.62	19.95%	\$4,901	\$243,204
241-030-170-000	51.46	20.69%	\$4,901	\$252,223
241-030-180-000	44.72	17.98%	\$4,901	\$219,188
241-030-190-000	15.20	6.11%	\$4,901	\$74,500
241-030-200-000	12.50	5.03%	\$4,901	\$61,267
241-030-210-000	9.44	3.80%	\$4,901	\$46,269
241-030-220-000	6.90	2.77%	\$4,901	\$33,819
241-030-230-000	9.29	3.74%	\$4,901	\$45,533
241-410-020-000	1.20	0.48%	\$4,901	\$5,882
241-410-050-000	0.10	0.04%	\$4,901	\$490
241-410-370-000	5.00	2.01%	\$4,901	\$24,507
241-410-410-000	6.36	2.56%	\$4,901	\$31,173
241-410-420-000	3.00	1.21%	\$4,901	\$14,704
241-410-430-000	2.93	1.18%	\$4,901	\$14,361
241-410-440-000	4.87	1.96%	\$4,901	\$23,870
Totals:	248.67	100%		\$1,218,816

1. SLSP's fair share of the total ROS cost is 33.3%.

APPENDIX B

LGBPSP Capital Facilities Costs and Fee Calculations

**Table B-1
Transportation Facilities Costs Allocated to Developments in Lathrop**

Improvement	Cost Estimate	SLSP	CGPSP	MC	Crossroads	Other Lathrop	Through Trips
Ph 1 SR 120 / Yosemite Encroachment Permit Project	\$ 2,305,608	\$ 990,259	\$ 990,259	\$ 23,056	\$ 285,895	\$ 16,139	
Ph 2 SR 120 / Yosemite Interim Phase	\$ 15,004,000	\$ 6,444,218	\$ 6,444,218	\$ 150,040	\$ 1,860,496	\$ 105,028	
2 Full Interchange (100% of relocate all WB ramps)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
3 I-5 / Lathrop Road Full Interchange (61% of \$33,000,000 = \$20,000,000)	\$ 20,000,000	\$ 300,000	\$ 440,000	\$ 72,000	\$ 300,000	\$ 18,888,000	
4 Yosemite Avenue - Segment 1 SR 120 to Yosemite Court Improvement Cost (100%)	\$ 663,000	\$ 14,586	\$ 562,091	\$ 11,735	\$ 51,051	\$ 23,537	
5 Yosemite Avenue - Segment 2 Yosemite Court to D'Arcy Parkway Improvement Cost (100%)	\$ 756,000	\$ 16,632	\$ 640,937	\$ 13,381	\$ 58,212	\$ 26,838	
6 Yosemite Avenue - Segment 3 D'Arcy Parkway to McKinley Avenue Improvement Cost (100%)	\$ 430,000	\$ 8,084	\$ 307,536	\$ 33,970	\$ 42,570	\$ 37,840	
7 Yosemite Avenue - Segment 4 McKinley Avenue to UPRR Tracks Improvement Cost (100%)	\$ 380,000	\$ 7,144	\$ 271,776	\$ 30,020	\$ 37,620	\$ 33,440	
8 Yosemite Avenue - Segment 5 SR 120 to SLSF Street A Improvement Cost (\$530,000) Developer Constructed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
9 Yosemite Avenue - Intersection 1 Yosemite Avenue / Yosemite Court Improvement Cost (100%)	\$ 630,000	\$ 13,860	\$ 534,114	\$ 11,151	\$ 48,510	\$ 22,365	
10 Yosemite Avenue - Intersection 2 Yosemite Avenue / D'Arcy Parkway Improvement Cost (100%)	\$ 420,000	\$ 7,896	\$ 300,384	\$ 33,180	\$ 41,580	\$ 36,960	
11 Yosemite Avenue - Intersection 3 Yosemite Avenue / McKinley Avenue Improvement Cost (100%)	\$ 770,000	\$ 14,476	\$ 550,704	\$ 60,830	\$ 76,230	\$ 67,760	
12 Yosemite Avenue - Intersection 4 Yosemite Avenue / SLSF Street A Improvement Cost (\$375,000) Developer Constructed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
13 Yosemite Avenue At-Grade UPRR Crossing Improvement Cost (100%)	\$ 600,000	\$ 11,280	\$ 429,120	\$ 47,400	\$ 59,400	\$ 52,800	
14 McKinley Avenue - Segment 1 Yosemite Avenue to UPRR Crossing Improvement Cost (100%)	\$ 432,000	\$ 173	\$ 340,762	\$ 65,750	\$ 12,010	\$ 13,306	
15 McKinley Avenue At-Grade UPRR Crossing Improvement Cost (100%)	\$ 600,000	\$ 240	\$ 473,280	\$ 91,320	\$ 16,680	\$ 18,480	
16 Lathrop Road / McKinley Avenue Improvement Cost (100%)	\$ 500,000	\$ 250	\$ 1,400	\$ 1,200	\$ 1,900	\$ 495,250	
17 Louise Avenue / McKinley Avenue Improvement Cost (100%)	\$ 600,000	\$ 2,580	\$ 39,000	\$ 90,600	\$ 5,400	\$ 462,420	
18 ¹ Airport Way / Daniels Street Improvement Cost (100%)	\$ 620,000	\$ 3,844	\$ 9,300	\$ 2,480	\$ 1,364	\$ 20,150	\$ 582,862.00
19 ¹ Airport Way / WB SR 120 Ramps Improvement Cost (30%)	\$ 4,950,000	\$ 30,690	\$ 74,250	\$ 19,800	\$ 10,890	\$ 160,875	\$ 4,653,495.00
20 ¹ Airport Way / EB SR 120 Ramps Improvement Cost (30%)	\$ 4,950,000	\$ 30,690	\$ 74,250	\$ 19,800	\$ 10,890	\$ 160,875	\$ 4,653,495.00
Subtotals - (2019 \$)	\$ 54,610,608	\$ 7,896,901	\$ 12,483,380	\$ 777,714	\$ 2,920,698	\$ 20,642,062	\$ 9,889,852
Subtotals - (2020 \$)²	\$ 54,934,899	\$ 7,939,723	\$ 12,554,638	\$ 782,393	\$ 2,937,034	\$ 20,769,943	\$ 9,951,169
		14.46%	22.86%	1.42%	5.35%	37.80%	18.11%
21 Harlan Road / Lathrop Road Inter Improvement Cost (100%)	\$ 650,000		\$ 27,300				
22 5th Street / Lathrop Road Inter Improvement Cost (100%)	\$ 650,000		\$ 22,100				
23 I-5 / Louise Avenue Interchange Improvement Cost (100%)	\$ 39,200,000		\$ 2,116,800				
24 Howland Road / Louise Avenue Inter. Improvement Cost (100%)	\$ 650,000		\$ 46,150				
Gateway Inter./Interchange #21 -#24 (2019 \$):	\$ -	\$ -	\$ 2,212,350				
Gateway Inter./Interchange #21 -#24 (2020 \$):²			\$2,226,067				
Totals	\$ 7,939,723	\$ 14,780,704					

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 Lathrop alone

2 All costs except the Phase 1 SR 120/Yosemite Encroachment Permit Project cost, which is the actual cost, are inflated from 2019 costs by 0.62% based on the ENR CCI from Sept 2019 to Dec. 2019

Table B-2
LGBPSP Transportation Facilities Fee Calculation

	Bldg SF	PM Peak Hour Trip Rate	Percent Adjustment For Trips¹	Adjusted PM Peak Trips Per KSF	Total New Trips	Percent Allocation	Cost Allocation	Transportation Fee
Cost:	\$14,780,704							
<u>Land Use</u>	<u>Bldg SF</u>	<u>Per KSF</u>		<u>Per KSF</u>				<u>Per KSF</u>
Shopping Center	189,747	3.81	75.5%	2.88	546	22.1%	\$3,269,368	\$17,230
Office Park	958,168	1.07	94.4%	1.01	968	39.2%	\$5,795,598	\$6,049
Industrial Park	1,944,257	0.24	94.4%	0.22	434	17.6%	\$2,597,039	\$1,336
Warehouse	2,334,794	0.24	94.4%	0.22	521	21.1%	\$3,118,699	\$1,336
Total	5,426,967				2,468	100.0%	\$14,780,704	

1. Adjustment made for internal and pass-by trips.

Source: Fehr and Peers; Goodwin Consulting Group; City of Lathrop

Table B-3
LGBPSP WATER SYSTEM COSTS - WATER LOOP FACILITIES

HARD COSTS	Unit	Unit Cost	QTY	Total
<u>Work Authorization (Original) for the Offsite Backbone Improvements</u>				
<u>Water (Harlan Road)</u>				
12" Water Harlan Road	LF	\$89	1,435.00	\$127,715
Jack & Bore	LF	\$1,485	580.00	\$861,300
12" Butterfly Valve	EA	\$2,500	5.00	\$12,500
ARV	EA	\$5,000	1.00	\$5,000
Blow Off W-10	EA	\$6,100	2.00	\$12,200
Connect to Existing Waterline	EA	\$5,000	2.00	\$10,000
Subtotal				\$1,028,715
<u>Water (Yosemite Avenue)</u>				
12" Water (shoulder)	LF	\$107.00	608.00	\$65,056
<u>Water (Material)</u>				
12" Ductile Iron TR Flex in Casing	LF	\$153.00	580.00	\$88,740
12" Dewatering Line in Basin	LF	\$49.00	1,285.00	\$62,965
Caltrans Silt Fencing for Water Line Construction	LF	\$6.25	1,950.00	\$12,188
Railroad Flagging for Rail Crossing	Day	\$1,125.00	30.00	\$33,750
Subtotal				\$197,643
General Conditions (2% of Hard Costs)				\$25,828
TOTAL HARD COSTS:				\$1,317,242
<u>SOFT COSTS</u>				
Geotechnical Design, SWPPP & Inspections	LS	\$32,500	1.00	\$32,500
Legal	LS	\$10,001	1.00	\$10,001
Performance & Material Bond (includes One-Year Warranty Bond)	LS	\$14,850	1.00	\$14,850
Civil Engineering & Governmental Agency Coordination, Staking	LS	\$122,350	1.00	\$122,350
UPRR Permit	LS	\$22,300	1.00	\$22,300
Development Fee (5% of all project costs)	LS	\$75,962	1.00	\$75,962
SOFT COST SUBTOTAL:				\$277,963
<u>CITY COSTS</u>				
Staff Costs				\$15,489
CITY COST SUBTOTAL:				\$15,489
WATER SYSTEM IMPROVEMENT (WATER LOOP) COSTS - 2019 \$:				\$1,610,693
WATER SYSTEM IMPROVEMENT (WATER LOOP) COSTS - 2020 \$:¹				\$1,638,609
PORTION OF WATER SYSTEM (WATER LOOP) COSTS APPLIED TO LGBPSP (34.04%) - 2020 \$:				<u>\$557,783</u>

1. All costs, except for City-Related Costs, are inflated by the 20-City ENR CCI increase from Dec. 2018 to Dec. 2019, which is 1.75%.

Table B-4

LGBPSP Water System Fee - Water Loop Facilities

Water Facilities Cost - Water Loop Facilities			\$557,783
Total Acres			94.73
Cost Per Acre			\$5,888
<u>APN</u>	<u>Acreage</u>	<u>Percentage of Total Acres</u>	<u>Total Water Fee</u>
241-030-050-000	5.90	6.23%	\$34,740
241-390-050-000	5.36	5.66%	\$31,560
241-390-150-000	3.16	3.34%	\$18,606
241-390-200-000	2.54	2.68%	\$14,956
241-390-220-000	2.72	2.87%	\$16,016
241-400-010-000	0.26	0.27%	\$1,531
241-400-020-000	5.22	5.51%	\$30,736
241-400-030-000	2.17	2.29%	\$12,777
241-400-040-000	7.98	8.42%	\$46,987
241-400-050-000	6.38	6.73%	\$37,566
241-400-060-000	45.90	48.45%	\$270,265
241-400-070-000	5.64	5.95%	\$33,209
241-400-080-000	1.50	1.58%	\$8,832
Totals:	94.73	100%	\$557,783

Source: MacKay & Soms; Goodwin Consulting Group

Table B-5

LGBPSP WATER SYSTEM COSTS - NON-WATER LOOP FACILITIES

HARD COSTS	Unit	Unit Cost	QTY	Total
12" Waterline from SR 120 to POC on D'Arcy Pkwy	LF	\$107	3,463	\$370,541
ARV	EA	\$5,000	1	\$5,000
12" BFV	EA	\$2,500	17	\$42,500
Fire Hydrants	LF	\$11,750	3	\$35,250
6" Fire Hydrants Stubs w/value	LF	\$2,250	9	\$20,250
Patch Pave (Detail R-28B)	SF	\$13.10	16,240	\$212,744
Traffic Loops/Signal Mod During Construction	LS	\$17,000	1	\$17,000.00
Traffic Control	LS	\$62,000	1	\$62,000
General Conditions	LS	\$15,306	1	\$15,306
HARD COST SUBTOTAL:				\$780,591
SOFT COSTS				
Geotechnical Design, SWPPP & Inspections	LS	\$32,500	1	\$32,500
Legal	LS	\$10,001	1	\$10,001
Performance & Material Bond (Includes One-Year Warranty Bond)	LS	\$14,850	1	\$14,850
Civil Engineering & Governmental Agency Coordination, Staking	LS	\$122,350	1	\$122,350
Development Fee (5% of all project costs)	LS	\$48,015	1	\$48,015
SOFT COST SUBTOTAL:				\$227,715
CITY COSTS				
Staff Costs				\$15,489
CITY COST SUBTOTAL:				\$15,489
WATER SYSTEM IMPROVEMENT (NON-WATER LOOP) COSTS - 2019 \$:				\$1,023,795
WATER SYSTEM IMPROVEMENT (NON-WATER LOOP) COSTS - 2020 \$¹:				\$1,041,440

1. All costs, except for City-Related Costs, are inflated by the 20-City ENR CCI increase from Dec. 2018 to Dec. 2019, which is 1.75%.

Source: MacKay & Soms

Table B-6**LGBPSP Water System Fee - Non-Water Loop Facilities**

Water Facilities Cost - Non-Water Loop Facilities			\$1,041,440
Total Frontage Linear Feet			6,526
Cost Per Linear Foot of Frontage			\$159.58
	Frontage	Percentage of	
<u>APN</u>	<u>Linear Feet</u>	<u>Total Frontage LF</u>	<u>Water Fee</u>
241-390-050-000	392	6.01%	\$62,557
241-390-150-000	389	5.96%	\$62,078
241-390-200-000	860	13.18%	\$137,242
241-390-220-000	409	6.27%	\$65,270
241-400-040-000	124	1.90%	\$19,788
241-400-050-000	1,100	16.86%	\$175,542
241-400-060-000	1,522	23.32%	\$242,886
241-400-070-000	857	13.13%	\$136,763
241-400-080-000	158	2.42%	\$25,214
241-400-090-000	232	3.56%	\$37,023
241-400-110-000	483	7.40%	\$77,079
Totals:	6,526	100%	\$1,041,440

Source: MacKay & Somps; Goodwin Consulting Group

Table B-7
Regional Outfall Structure Cost

Description	Total
Grading, Dewatering & Cleanup	
Labor	\$ 23,875
Equipment	\$ 17,865
Material	\$ 7,650
Piping (6 Wall Spools)	
Labor	\$ 10,500
Equipment	\$ 5,625
Material	\$ 35,625
Sheetpile	
Labor	\$ 5,250
Subcontract	\$ 914,100
Concrete Headwall	
Labor	\$ 155,250
Equipment	\$ 29,785
Material	\$ 135,653
Subcontract	\$ 21,500
Armorflex	
Labor	\$ 17,150
Equipment	\$ 16,160
Material	\$ 71,025
Rip Rap	
Labor	\$ 36,850
Equipment	\$ 17,653
Material	\$ 132,000
Subtotal:	\$ 1,653,516
Changing Orders:	
Additional Shoring WA #28	\$ 524,319
RD-17 Requirement for Crane Bridge WA #30	\$ 26,589
Concrete for ROS	\$ 135,653
Subtotal Change Orders:	\$ 686,562
Allocation of General Conditions	
General Conditions 2%	\$ 46,802
Soft Costs	\$ 1,015,404
City-Related Costs	\$ 194,625
Total ROS Construction Costs - 2019 \$	\$ 3,596,908
Total ROS Construction Costs - 2020 \$¹	\$ 3,656,448

1. All costs, except for City-Related Costs, are inflated by the 20-City ENR CCI increase from Dec. 2018 to Dec. 2019, which is 1.75%.

Table B-8
LGBPSP Regional Outfall Structure Fee Calculation¹

	Bldg SF	Acres	C-Value	Total C-Value	C-Value Percent Allocation	Cost Allocation	ROS Fee
Cost:		\$1,218,816					
<u>Land Use</u>			<u>Per Acre</u>				<u>Per KSF</u>
Shopping Center	189,747	14.5	0.90	13.1	5.7%	\$68,986	\$364
Office Park	958,168	64.3	0.90	57.9	25.1%	\$305,638	\$319
Industrial Park	1,944,257	103.8	0.70	72.7	31.5%	\$383,572	\$197
Warehouse	2,334,794	124.7	0.70	87.3	37.8%	\$460,619	\$197
Total	5,426,966	307.3		230.9	100.0%	\$1,218,816	

1. The City estimates that 33.3% of the cost of the ROS is LGBPSP's fair share.

Source: Teichert; City of Lathrop; Goodwin Consulting Group

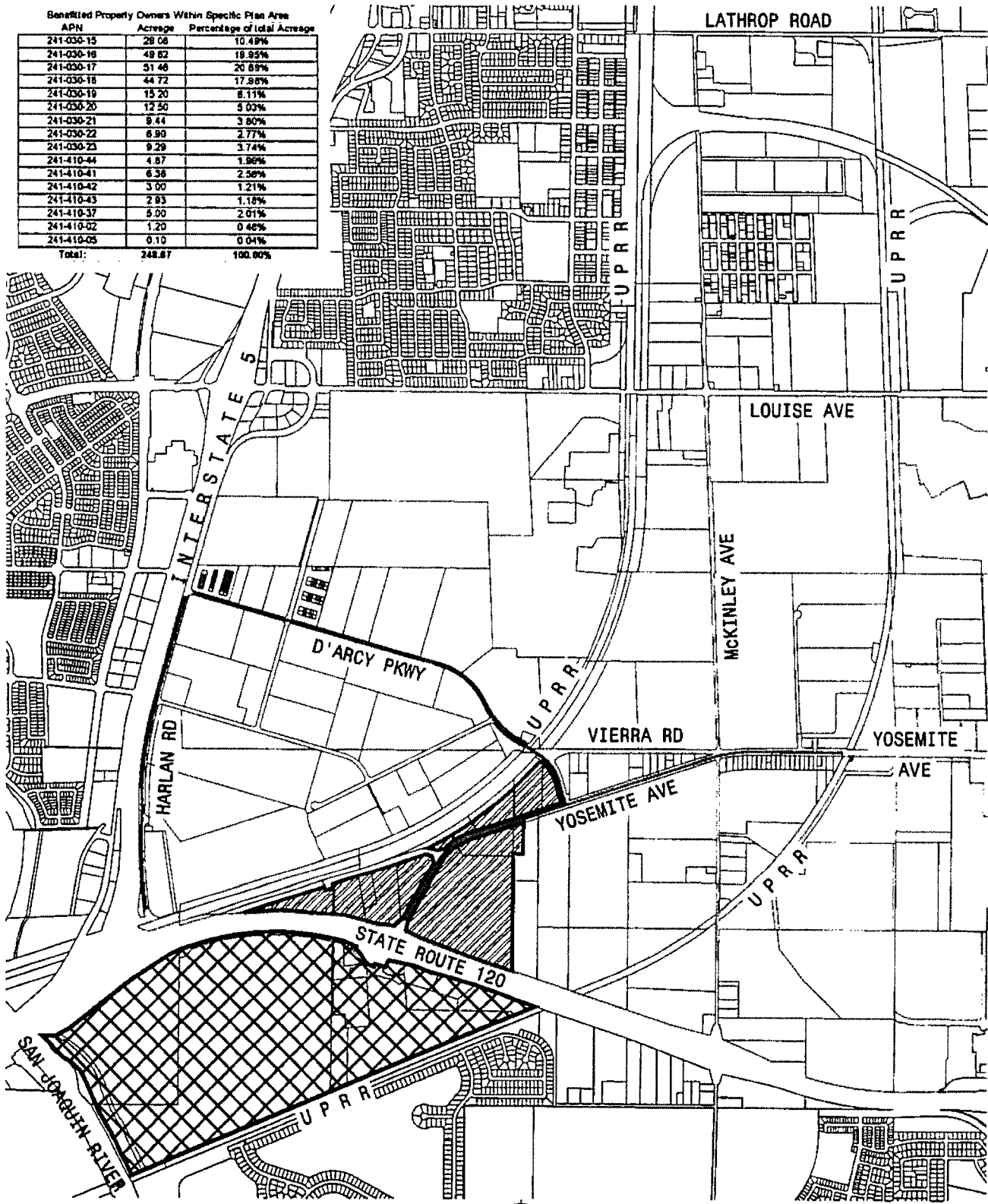
APPENDIX C



SLSP

Map of Benefitting Area and Parcels

REIMBURSEMENT AGREEMENT WITHIN SOUTH LATHROP SPECIFIC PLAN AREA
 EXHIBIT 5A: BENEFITTED PROPERTY OWNERS - "WATER LOOP"

Benefitted Property Owners Within Specific Plan Area		
APN	Acres	Percentage of total Acres
241-030-15	28.08	10.48%
241-030-16	49.82	19.95%
241-030-17	51.46	20.89%
241-030-18	44.72	17.88%
241-030-19	15.20	6.11%
241-030-20	12.50	5.03%
241-030-21	9.44	3.80%
241-030-22	6.90	2.77%
241-030-23	9.29	3.74%
241-410-44	4.87	1.96%
241-410-41	6.38	2.56%
241-410-42	3.00	1.21%
241-410-43	2.83	1.18%
241-410-37	5.00	2.01%
241-410-02	1.20	0.48%
241-410-05	0.10	0.04%
Total:	248.87	100.00%



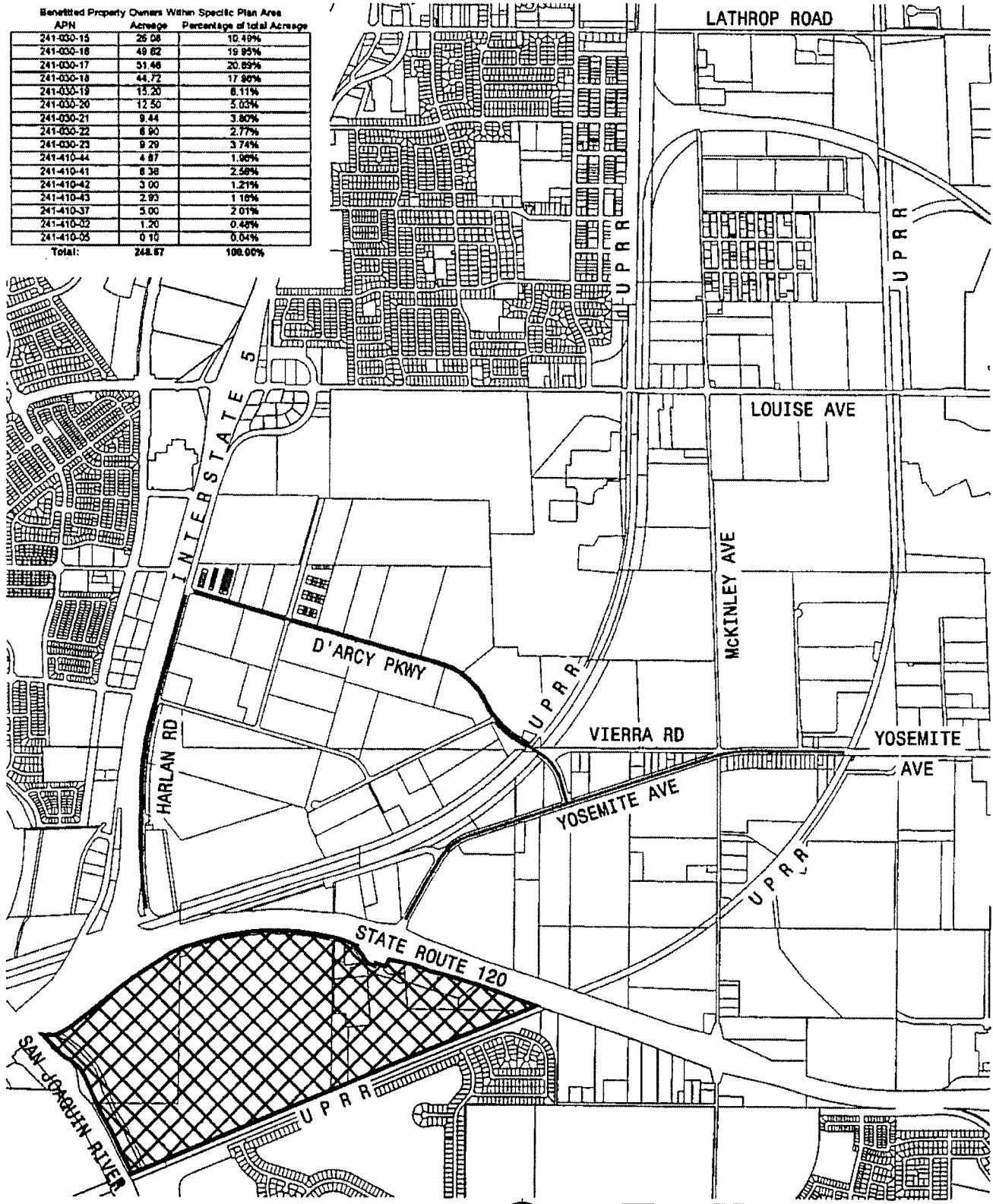
-  SOUTH LATHROP SPECIFIC PLAN
-  LATHROP GATEWAY BUSINESS PARK SPECIFIC PLAN (INCLUDED IN REIMBURSEMENT AGREEMENT FOR PROPERTIES OUTSIDE SLSP)



MACKAY & SOMPS
 ENGINEERS PLANNERS SURVEYORS
 JOB NO. 25223 000 DATE: 12.06.2018

REIMBURSEMENT AGREEMENT WITHIN SOUTH LATHROP SPECIFIC PLAN AREA
 EXHIBIT 5B: BENEFITTED PROPERTY OWNERS

Benefitted Property Owners Within Specific Plan Area		
APN	Acreage	Percentage of total Acreage
241-030-15	26.08	10.49%
241-030-16	49.82	19.95%
241-030-17	51.46	20.09%
241-030-18	44.72	17.58%
241-030-19	15.20	6.11%
241-030-20	12.50	5.03%
241-030-21	9.44	3.80%
241-030-22	8.90	2.77%
241-030-23	9.29	3.74%
241-410-44	4.87	1.98%
241-410-41	8.38	2.58%
241-410-42	3.00	1.21%
241-410-43	2.93	1.18%
241-410-37	5.00	2.01%
241-410-02	1.20	0.48%
241-410-05	0.10	0.04%
Total:	248.67	100.00%



 SOUTH LATHROP SPECIFIC PLAN



MACKAY & SOMPS

ENGINEERS PLANNERS SURVEYORS
 JOB NO. 25223.000 DATE 12.08.2018

APPENDIX D

LGBPSP

Map of Water Line Improvements

And

Benefitting Area and Parcels

Exhibit B-1: Water Facilities Map (Water Loop)

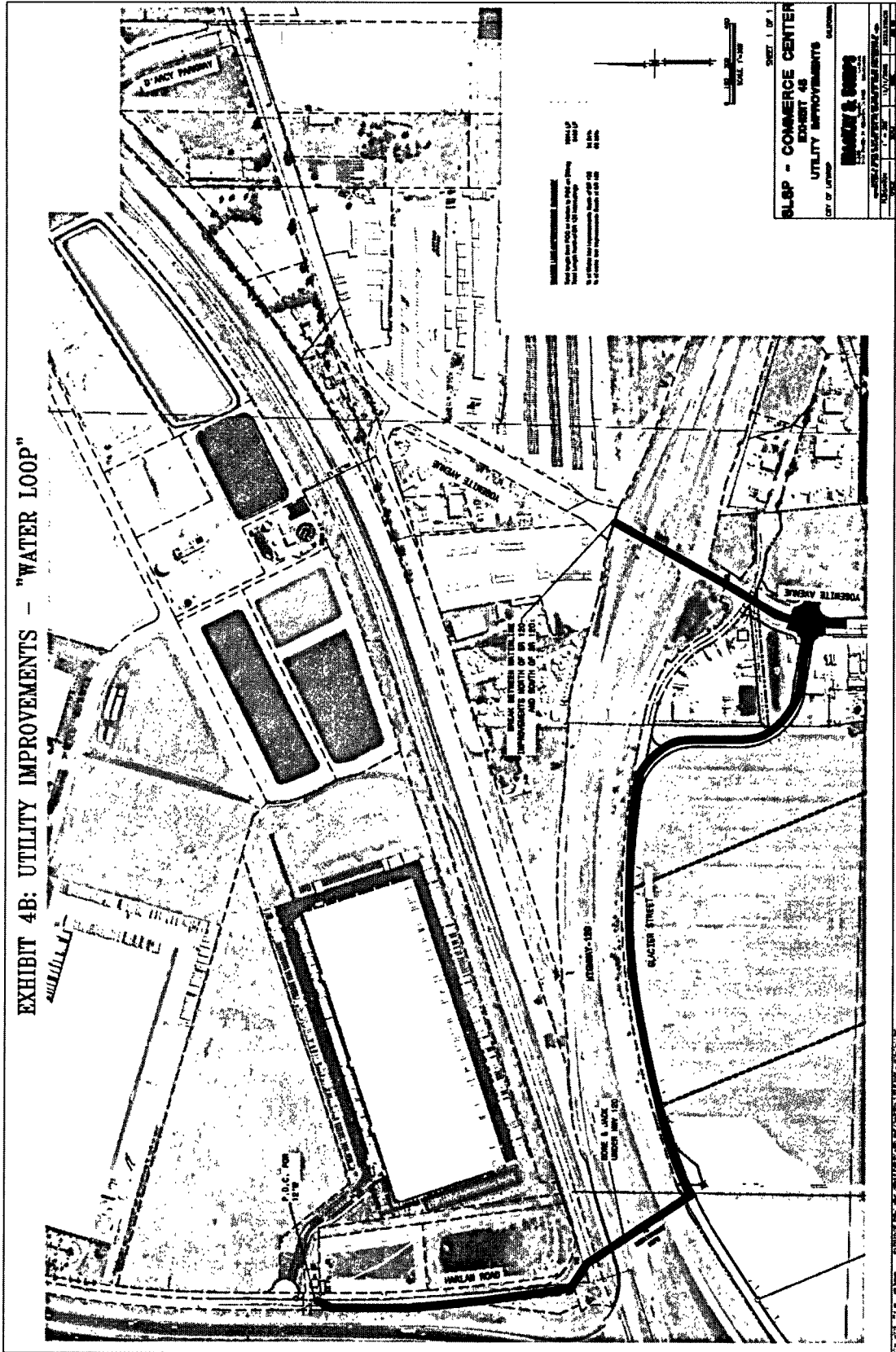
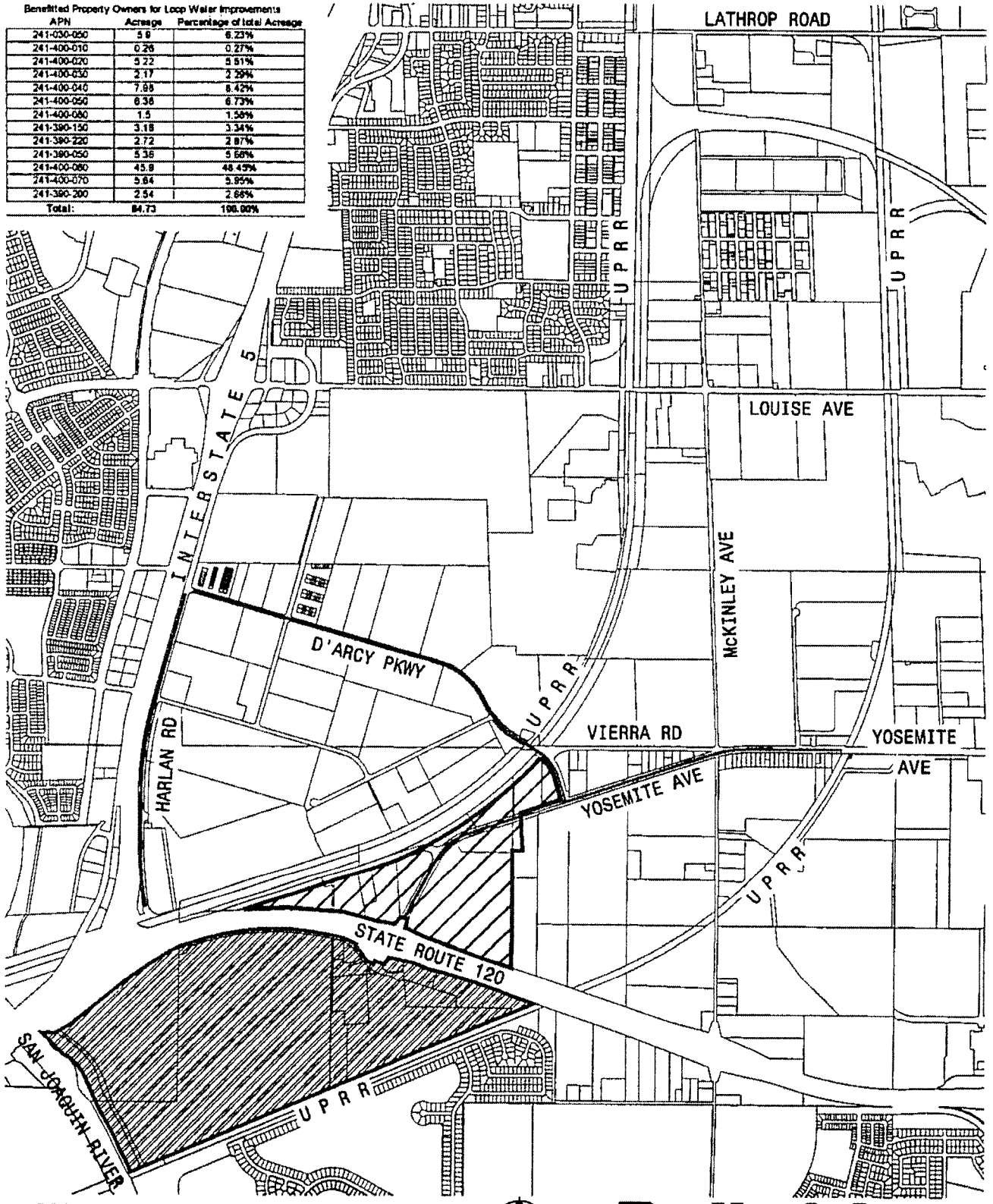




Exhibit B-2 - Water Facilities (Water Loop) Benefitting Properties

REIMBURSEMENT AGREEMENT FOR SOUTH LATHROP BENEFITTING PROPERTY OWNERS OUTSIDE SOUTH LATHROP
 EXHIBIT 6B: BENEFITTED PROPERTY OWNERS - "WATER LOOP"

Benefitted Property Owners for Loop Water Improvements

APN	Acreage	Percentage of total Acreage
241-030-060	5.9	6.23%
241-400-010	0.26	0.27%
241-400-020	5.22	5.51%
241-400-030	2.17	2.29%
241-400-040	7.89	8.42%
241-400-050	6.36	6.73%
241-400-060	1.5	1.56%
241-390-190	3.18	3.34%
241-390-220	2.72	2.87%
241-390-050	5.36	5.66%
241-400-080	45.9	48.43%
241-400-070	9.84	5.95%
241-390-200	2.54	2.68%
Total:	84.73	100.00%



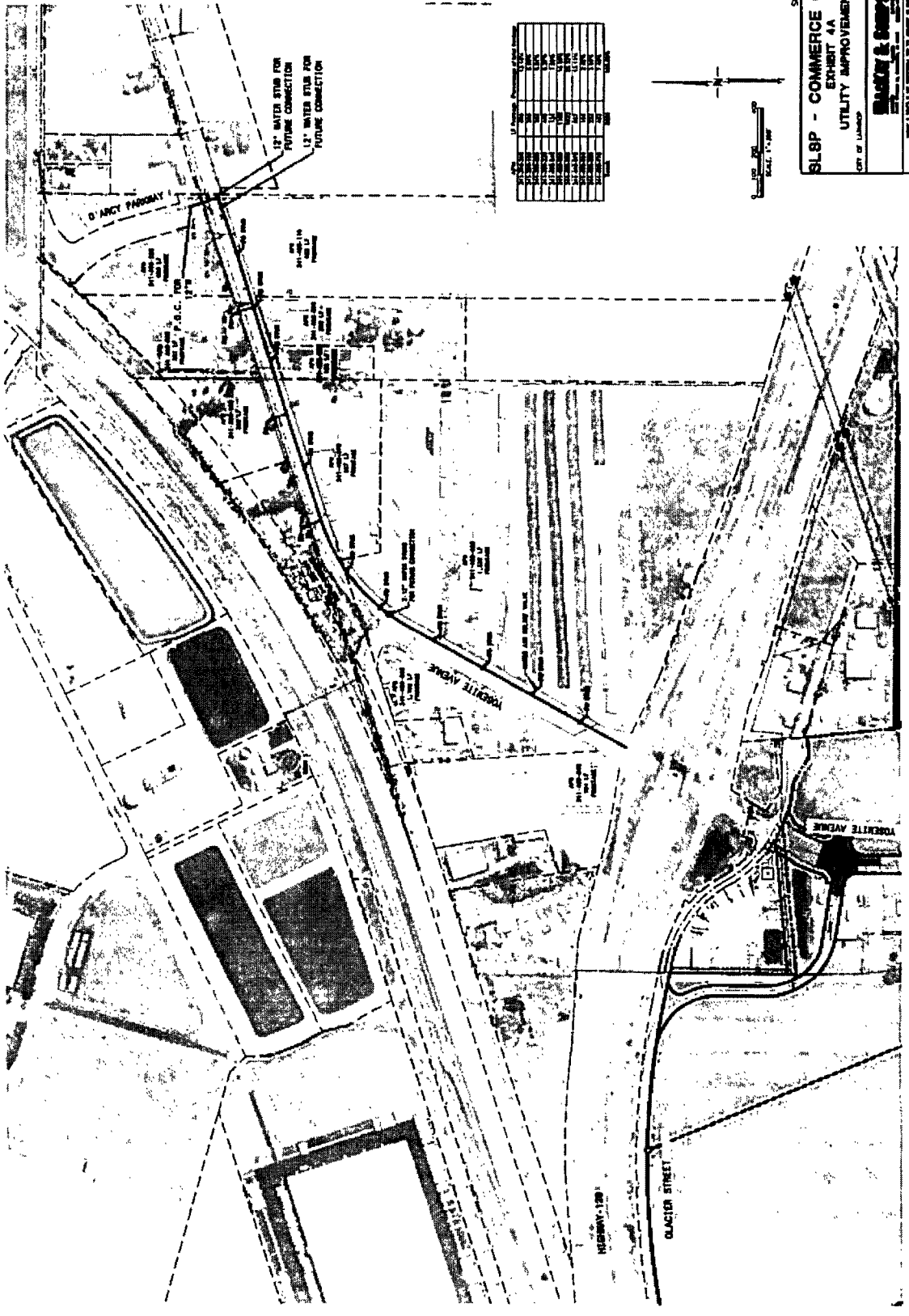
-  LATHROP GATEWAY BUSINESS PARK SPECIFIC PLAN
-  SOUTH LATHROP SPECIFIC PLAN (INCLUDED IN REIMBURSEMENT AGREEMENT FOR PROPERTIES WITHIN SLSP)



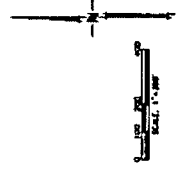
MACKAY & SOMPS
 ENGINEERS PLANNERS SURVEYORS
 JOB NO. 25223 000 DATE: 12 06 2018

Exhibit B-3 - Water Facilities Map (Excluding Water Loop)

EXHIBIT 4A: UTILITY IMPROVEMENTS - "FRONTAGE"



NO.	DESCRIPTION	DATE	BY
1	PREPARED FOR THE CITY OF LANSING	12/15/00	W. J. ...
2	REVISION	1/10/01	W. J. ...
3	REVISION	1/10/01	W. J. ...
4	REVISION	1/10/01	W. J. ...
5	REVISION	1/10/01	W. J. ...
6	REVISION	1/10/01	W. J. ...
7	REVISION	1/10/01	W. J. ...
8	REVISION	1/10/01	W. J. ...
9	REVISION	1/10/01	W. J. ...
10	REVISION	1/10/01	W. J. ...
11	REVISION	1/10/01	W. J. ...
12	REVISION	1/10/01	W. J. ...
13	REVISION	1/10/01	W. J. ...
14	REVISION	1/10/01	W. J. ...
15	REVISION	1/10/01	W. J. ...
16	REVISION	1/10/01	W. J. ...
17	REVISION	1/10/01	W. J. ...
18	REVISION	1/10/01	W. J. ...
19	REVISION	1/10/01	W. J. ...
20	REVISION	1/10/01	W. J. ...



SHEET 1 OF 1

SLBP - COMMERCE CENTER
EXHIBIT 4A
UTILITY IMPROVEMENTS

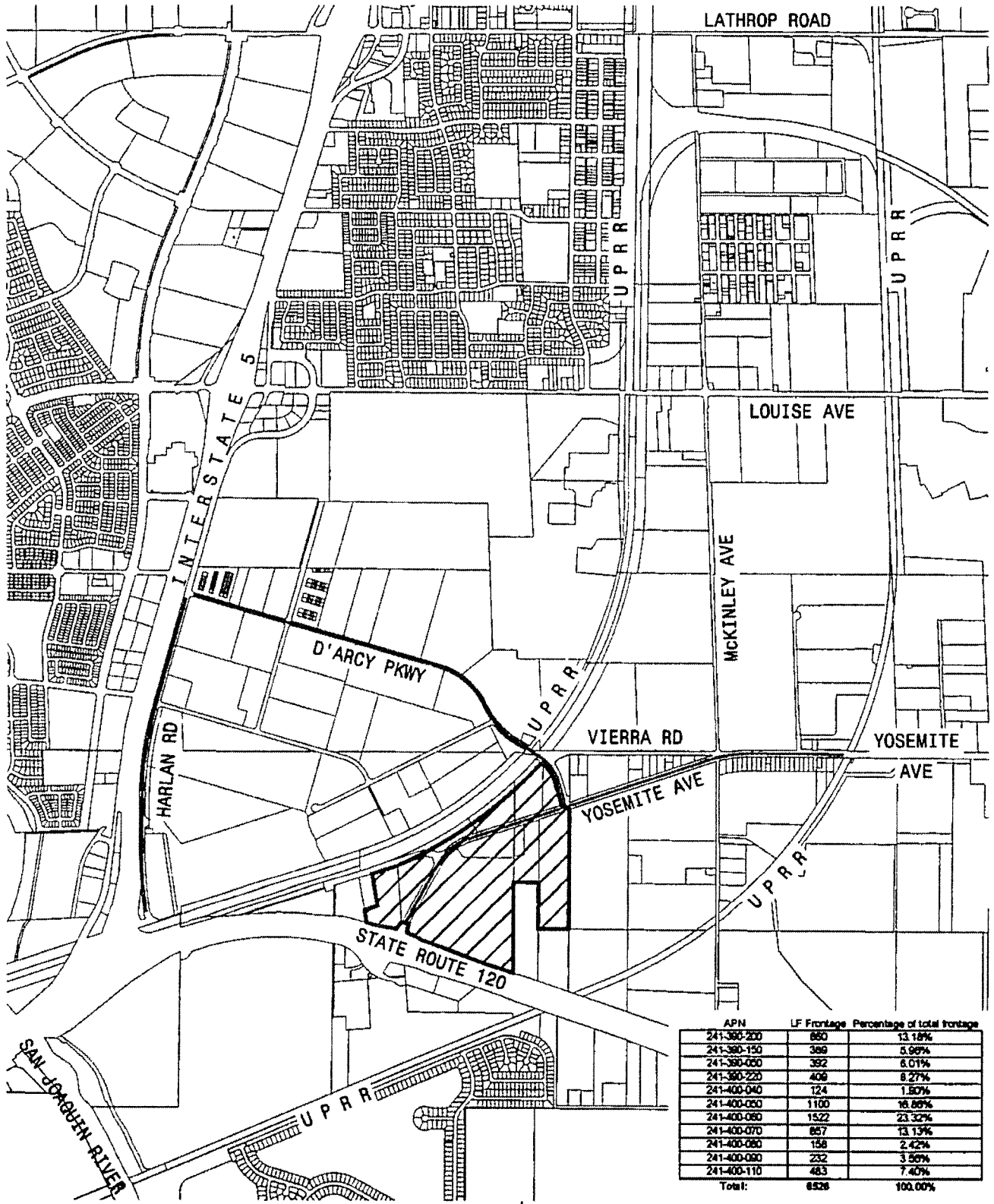
CITY OF LANSING

Black & Veatch
 ENGINEERS


CONTRACT NO. 15-10-00-0000-0000-0000

Exhibit B-4 - Water Facilities (Non-Water Loop) Benefitting Properties

REIMBURSEMENT AGREEMENT FOR SOUTH LATHROP BENEFITTING PROPERTY OWNERS OUTSIDE SOUTH LATHROP
 EXHIBIT 6A: BENEFITTED PROPERTY OWNERS - FRONTAGE



APN	LF Frontage	Percentage of total frontage
241-360-200	880	13.18%
241-360-150	369	5.60%
241-360-050	392	6.01%
241-360-225	406	6.27%
241-400-040	124	1.90%
241-400-050	1100	16.86%
241-400-060	1522	23.32%
241-400-070	857	13.13%
241-400-080	158	2.42%
241-400-090	232	3.56%
241-400-110	483	7.40%
Total:	6526	100.00%

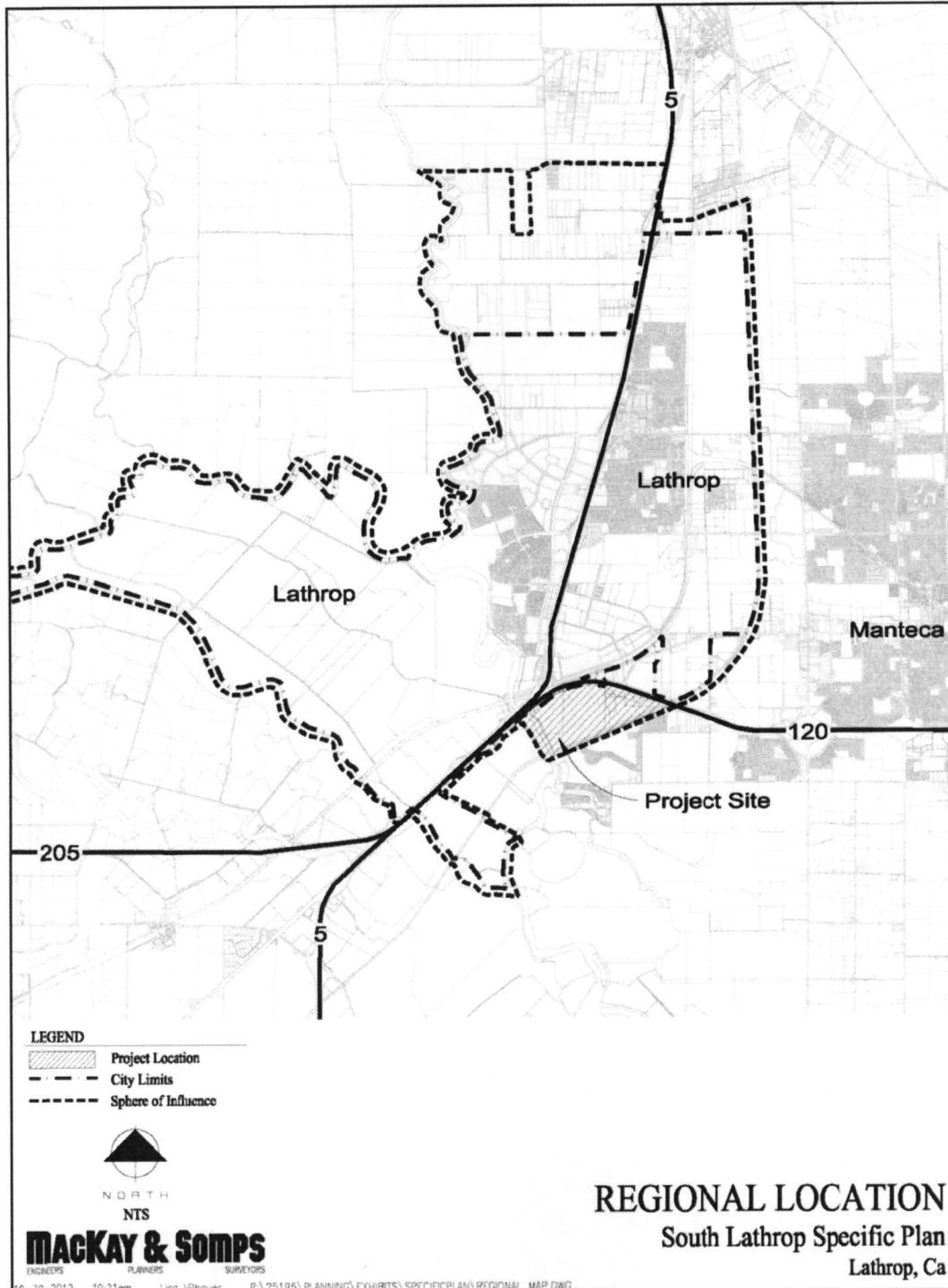
 LATHROP GATEWAY BUSINESS PARK SPECIFIC PLAN



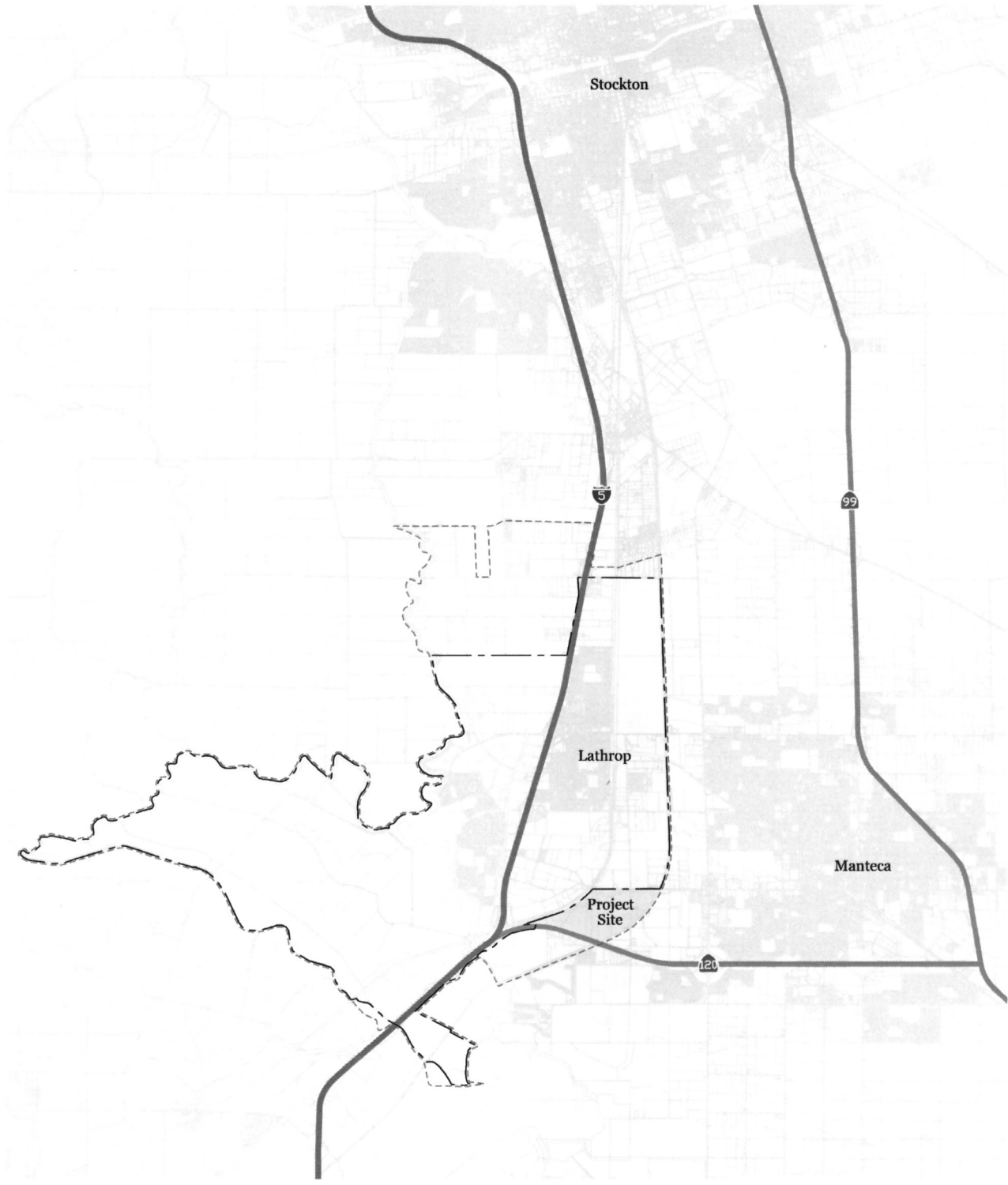
MACKAY & SOMPS
 ENGINEERS PLANNERS SURVEYORS

JOB NO. 25223 000 DATE: 12 06 2018

ATTACHMENT C SLSP AREA MAP



ATTACHMENT D LGBPSP AREA MAP



Legend

Project Location
 City Limits
 Sphere of Influence

Figure 1.1: Regional Map		Date: April 2010	
Lathrop Gateway Business Park Specific Plan Lathrop, California	NOT TO SCALE		

J:\Info\2542_Lathrop Gateway Business Park\Info\2542_Lathrop Gateway Business Park-GA\Planning\Utilities\SPA\Draft_2009\umb\Info\fig-1.1_RegionalMap.dwg 4/15/10 @ 4:04pm lbrayle