Northeast Turlock Master Plan

Adopted
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City of Turlock
Inc. 1908

NORTHEAST TURLOCK MASTER PLAN

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Northeast Turlock Master Plan

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SECTION 1

INTRODUCTION

1.1 WHY A MASTER PLAN?

An attractive, desirable place to live...this is what people look for in a residential neighborhood. The City of Turlock recognizes the importance of a high quality of life, and wants to provide it for its residents through strategic planning efforts. The Northeast Turlock Master Plan is more than just a subdivision plan, it is a broader vision established to unify the Plan Area and create a sense of community. The Master Plan reflects goals and objectives set forth in City documents and communicates community desires in a site specific manner to provide a "desirable place to live" throughout the Plan Area.

The Northeast Turlock Master Plan Area is primarily within the City's Sphere of Influence and has been designated in the City's General Plan for urban growth. The General Plan and City Zoning Ordinance emphasize the desire to ensure that the area, as it develops, is effectively integrated into the current fabric of the City of Turlock. A unique feature of this Plan Area is the need to define the City's "edge" in the east. A clear separation between Turlock and Denair is a high priority for both communities.

The Master Plan provides development standards and design guidelines to ensure consistency in the quality and character of the Plan Area neighborhoods as the Plan is implemented. It is not the intent of the Master Plan to restrict development opportunity, but rather to provide a framework, which will ensure that over time the built environment of the Plan Area will be cohesive with the overall vision of the City. This Master Plan will be used as a tool in the review and approval process of precise development proposals such as tentative subdivision maps, site plans, and improvement plans as they are proposed for the Plan Area. Responsibility for interpretation of these development standards and design guidelines lies with the City of Turlock and the Community Development Services Department.

1.2 WHERE IS THE PLAN AREA?

The City of Turlock is located along Highway 99 near the southern border of Stanislaus County. The Northeast Turlock Master Plan Area is located in the northeastern corner of the City of Turlock and extends slightly beyond the Secondary Sphere of influence boundary. The Plan Area consists of approximately 255 acres divided into eighteen individual parcels that range from 0.6-acres to 19.79 acres. The Plan Area is bound on the north by the Turlock Irrigation District (TID) Lateral #3, which runs parallel along Taylor Road; on the east by the rear parcel lines of the lots that front the east side of Berkeley Avenue; on the south by the existing City limit; and on the west by Colorado Avenue, with a rectangular "finger" that stretches along Christoffersen Parkway to Olive Avenue (refer to Figure 1-1 Location Map).

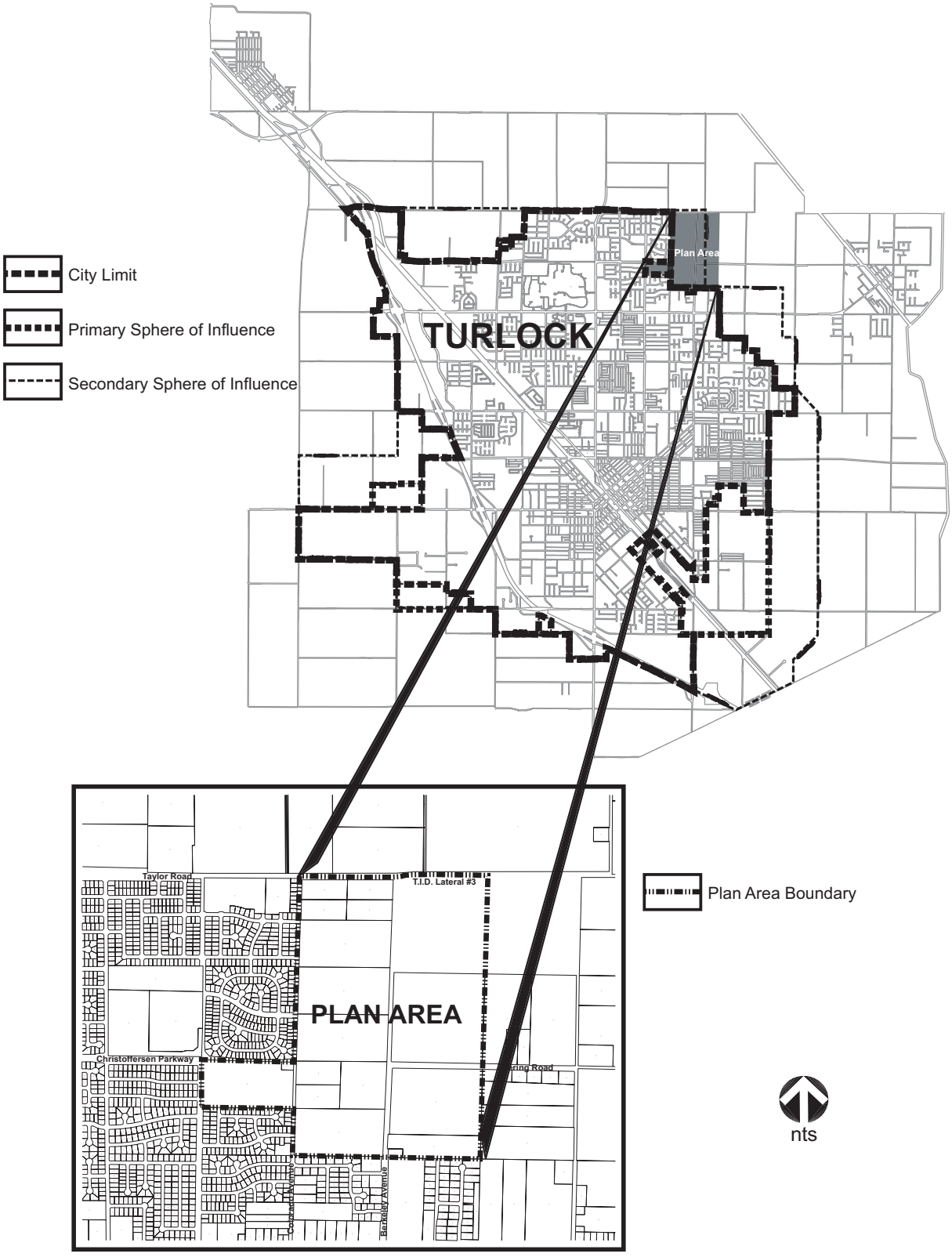


Figure 1-1 Location Map

1.3 WHAT WAS THE PLAN PROCESS?

The Northeast Turlock Master Plan was completed in 5 phases: (1) research and an Opportunities and Constraints analysis; (2) preliminary Land Use and Circulation Concepts; (3) refinement of the Land Use and Circulation Concept; (4) preparation of the Draft Master Plan; and (5) the completion of the Northeast Turlock Master Plan. Throughout this process, RRM Design Group coordinated with City officials and Sub Consultants regularly. In addition, two stakeholder workshops were held to report the progress of the Plan and solicit comments.

1.3.1 Stakeholder Workshops

The first of two scheduled Stakeholder Workshops for the Northeast Turlock Master Plan was held on Thursday, November 14, 2002 from 6 to 8 p.m. The primary focus of the first workshop was to introduce the Master Plan purpose and process to stakeholders of the Northeast Turlock Plan Area, as well as receive input about the proposed Land Use Concept Plan. At the workshop several exhibits were presented including; an Opportunities and Constraints analysis, Master Plan Strategies, the City's existing General Plan Land Use Map for the Plan Area, a Land Use Concept Plan, detailed Design Concepts, and Circulation Concepts. The meeting participants also engaged in an "open dialog" session where they had the opportunity to evaluate the design concepts and ask questions.

The second of two scheduled Stakeholder Workshops for the Northeast Turlock Master Plan was held on Thursday, January 23, 2003 from 6 to 8:30 p.m. The primary focus of the second workshop was to present the two Concept Plans that were derived from the first workshop and additional comments received from stakeholders, as well as receive input about the two Concept Plans. At the workshop, a PowerPoint presentation was presented to the stakeholders as a tool to compare the two Concept Plan's strategies and design details. The meeting participants were given a "report card" handout that asked them to judge the Concept Plan strategies and write any additional comments they had. The participants also engaged in a "question and answer" session where they had the opportunity to evaluate the Concepts and ask questions.

1.3.2 Design Challenges

The Opportunities and Constraints analysis included a variety of methods to collect and analyze data, including a visual survey, a land use survey, document research, City staff meetings, and other valuable information from pertinent groups and organizations involved with the City. The following design challenges came out of the Opportunities and Constraints analysis:

- The Project creates an eastern edge for the City.
- The County General Plan map designates all land east of Berkeley Road as Agriculture, while the City General Plan map designates it Very Low Density Residential.
- The Low Density Residential adjacent to the planned commercial site may not be compatible.
- The closure of Colorado Avenue to Taylor Road will significantly alter the traffic and flow patterns of Berkeley Avenue.
- The City's General Plan requires Christoffersen Parkway to provide noise attenuating features to protect adjacent residential developments.
- Christoffersen Parkway will be improved to a four-lane expressway through the Plan Area.
- The existing masonry fencing on Christoffersen Parkway between Olive Avenue and Colorado Avenue creates a unfriendly environment.
- The location of existing T.I.D. and private irrigation lines within the Plan Area.
- The presence of existing structures within the Plan Area.
- The dairy facility in close proximity to the Plan Area.
- Existing Williamson Act Contracts.
- The School District Boundaries bisect the Plan Area along Berkeley Road. East of Berkeley Road is Denair school district.
- Large utility wires along Taylor Road.
- Existing utility wires along Colorado Avenue, Zeering Road, and Berkeley Avenue.
- Adjacent neighborhood structures and lack of connectivity to the Plan Area.
- Access to Schools.
- The Plan Area Drainage.
- Zeering Road and Christoffersen Parkway interface west of Olive Avenue causing traffic issues.
- The T.I.D. Lateral #3 parallels the Plan Area.
- Christoffersen Parkway is a major eastern entry and Berkeley Avenue is a major northern entry into the City of Turlock.

1.3.3 Design Strategies

From the Opportunities and Constraints analysis, and the desires of the City as expressed in the General Plan, a list of design strategies were created. These strategies are reflected throughout this Master Plan, and are the key expectations for the development and implementation of the Plan Area.

Land Use

- Create a subtle transition between urban character and rural character from west to east through land use designations and density.
- Provide a mixture of residential uses within the Plan Area.
- Where feasible, coordinate proposed development with the existing development lot layouts and circulation systems.
- Establish a greenbelt buffer between the urban uses and rural uses.
- Provide neighborhood scale commercial uses that will provide services for both the Plan Area and the surrounding neighborhoods.
- Provide adequate recreational facilities that are linked throughout the Plan Area to promote pedestrian and bicycle activity.

Circulation

- Transition Christoffersen Parkway from an urban expressway to a rural road as it exits the eastern boundary of the Plan Area.
- Reclassify Berkeley Avenue as a 2-lane divided collector north of Monte Vista Avenue and improve the TID Lateral #3 Bridge crossing.
- Prevent Christoffersen Parkway and Berkeley Avenue from bisecting the Plan Area into four independent areas.
- Close Colorado Avenue's connection to Taylor Road.
- Provide local roads that face the TID Lateral #3 and greenbelt buffer to encourage eyes on the trail system.
- Provide circulation that promotes pedestrian and alternative modes of transportation.
- Connect to the surrounding neighborhood's circulation systems to promote connectivity within the northeast Turlock area.
- Provide an open street pattern by fronting lots along all collector and local streets and by discouraging the use of dead-end cul-de-sacs.
- Provide pedestrian/bicycle access to the planned parks.

1.4 CONSISTENCY WITH THE CITY'S GENERAL PLAN?

The Master Plan provides a refined interpretation of the land use designations established in the City of Turlock's General Plan at the neighborhood level. The Northeast Turlock Master Plan serves as a General Plan implementation tool for the development of the Northeast Turlock Area. The Master Plan provides a link between the broad-based policies provided in the City's General Plan and the framework necessary for the site-specific planning, design and development. The Master Plan particularly responds to the City of Turlock's General Plan objectives, principals, and policies to provide a more compact, community-oriented, and efficient urban form. The Master Plan is also consistent with other pertinent City documents, such as the Zoning Ordinance, Standard Specifications and Drawings, the Parks Master Plan Report, and the Turlock Beautification Master Plan.

1.5 HOW DO I USE THE MASTER PLAN?

The Northeast Turlock Master Plan guides the form of growth within the Plan Area. Detailed concepts, development standards and design guidelines are provided to ensure that all projects within the Plan Area are consistent with the central vision of the Northeast Turlock Master Plan. The Master Plan is divided into the 7 sections shown below:

Section 1 Introduction—The Introduction section of the Master Plan outlines the basic purpose of the Plan, it describes the site, the planning process, the Plan's consistency with other City documents, and how the Plan is organized.

Section 2 Existing Conditions—The Existing Conditions section of this Plan identifies the landforms and uses, and the circulation system that currently exists within the Plan Area and is proposed by the current General Plan.

Section 3 Community Character and Design Guidelines—The Community Character and Design Guidelines section of the Master Plan identifies the land uses, zoning and unique community features within the Plan Area and provides a list of design guidelines and development standards to develop the overall community appearance.

Section 4 Circulation—The Circulation section of the Master Plan includes the circulation concept and guidelines required to support the proposed land uses. Each street type is individually described and illustrated within this section, as well as other circulation features.

Section 5 Parks and Open Space —The Parks and Open Space section of the Master Plan illustrates the Plan Area's parks and open spaces used for local and regional recreation, as well as provides the guidelines and requirements necessary to accomplish the Master Plan's vision.

Section 6 Public Facilities and Services—The Public Facilities and Services section of the Master Plan describes the types of facilities and services that will be needed to serve the Plan Area residents, including water, wastewater, stormwater, fire and police services.

Section 7 Plan Implementation—The Plan Implementation section of the Master Plan addresses the implementation challenges, the development process including phasing provisions of the Master Plan, along with public facilities and financing, and maintenance of future development.

SECTION 2

EXISTING CONDITIONS

2.1. EXISTING LANDFORMS AND USES

The Plan Area presently consists of agricultural uses, mainly orchards and row crops. Although most of the fields are currently fallow, there are six parcels held under Williamson Act Contracts. A number of farm residences and farm buildings are scattered throughout the Plan Area and are located off of Colorado Avenue, Berkeley Avenue, and Zeering Road. The City's General Plan calls for the Plan Area to include specified allocations for Very Low Density Residential, Low Density Residential, Medium Density Residential, Commercial, Parks and Agricultural land uses. Table 2-1 General Plan Land Use Summary outlines the existing General Plan's land use designations for the Plan Area and their corresponding acreages and population projections.

Existing Plan Area

Just outside of the Plan Area, to the west and southwest, are low and medium density residential subdivisions serviced by a joint elementary school and park / drainage basin located due west. Southeast of the Plan Area are houses zoned as Very Low Density Residential and a private Christian Jr. High / High School (Turlock Christian). All land north and east of the Plan Area remains productive agricultural land and includes additional parcels held under the Williamson Act Contract and a dairy farm located northeast of Quincy Road. The City of Turlock intends to establish the Turlock Irrigation District (TID) Lateral #3 as the northern City limit. The TID Lateral #3 and TID's large utility wires run parallel to Taylor Road and form a physical barrier for the northern boundary of the Plan Area. Additional irrigation utilities exist within the Plan Area consisting primarily of underground cast-in-place T.I.D. pipelines running down Berkeley Avenue with an arm branching west at the northern most section. There are also eleven private lines and two tile drains within the Plan Area. Refer to Figure 2-1 Existing Conditions (page 2-4).

Surrounding Residential

Table 2-1 General Plan Land Use Summary

Land Use Designation	Acreage	Land Use Distribution	Units[1] Per Acre	Total Units	Population[2]	FAR[3]	Potential Building[4] Square Footage
Residential							
Very Low Density Residential (VLDR)	41.86	16%	1.6	67	201		
Low Density Residential (LDR)	110.58	43%	5	553	1,659		
Medium Density Residential (MDR)	9.87	4%	11	109	271		
Agriculture							
Agriculture	75.42	30%					
Commercial							
Community Commercial (CC)	7.68	3%				0.25	83,635
Public							
Park (P)	9.31	4%					
Total	**255**	**100%**		**728**	**2,131**		**83,635**

Assumptions:

1 Units per acre is representative of the average range of residential density allowable within the General Plan.

2 Population is derived from the assumption of 3 persons per household for VLDR and LDR and 2.5 persons per household for MDR.

3 FAR (Floor Area Ratio) is the average ratio of building area to parcel area.

4 Potential building square footage is derived by multiplying the gross floor area ratio and the total land use acreage.

2.2. EXISTING CIRCULATION

The General Plan's existing transportation network within the Plan Area consists of one expressway, Christoffersen Parkway; two arterials, Berkeley Avenue and Olive Avenue; and three collectors, Taylor Road, Springer Drive and Colorado Avenue. Circulation designations adjacent to the Plan Area include four collectors, Fosberg Road, Fullerton Drive, Cedar Ridge Drive, and Quincy Road. In addition, there are currently two Class II Bikeways within the Plan Area located on Berkeley Avenue and Colorado Avenue, as well as a Class I Bikeway adjacent to Taylor Road and the TID Lateral #3.

Colorado Avenue

In order to meet the transportation demands for the expanding City limits, several changes to existing circulation patterns have been proposed. Christoffersen Parkway is currently being upgraded to a four-lane expressway consistent with the City General Plan. This expanded Christoffersen Parkway will extend through the Plan Area to connect with and override what is currently Zeering Road. Additional proposed circulation changes that will be made in and around the Plan Area include the closure of roads leading into Taylor road, thus reducing pressures to improve Taylor Road beyond its rural two-way collector status. The traffic study conducted by Omni-Means identifies Berkeley Avenue to be the only connection to Taylor Road within the Plan Area. This requires a road closure at the intersection of Colorado Avenue and Taylor Road. Additional circulation changes include the extension of Springer Road from Fosberg Road to Olive Avenue accompanied with a Class II Bikeway, and the termination of Zeering Road as a frontage road at North Olive Avenue, west of the Plan Area.

Insert 11x17 Figure 2-1 Existing Conditions

SECTION 3

COMMUNITY CHARACTER AND DESIGN GUIDELINES

3.1 INTRODUCTION

One of the main principles of the City of Turlock's General Plan is to protect and define its urban-agricultural edge. With growth occurring within the City, urban uses are being pushed further outward making it difficult to define a distinctive edge. The vision of the Master Plan is to provide that urban-agricultural edge by establishing a buffer and creating rural-character neighborhoods that minimize the conflict between the urban and agricultural uses. This section provides the comprehensive standards and guidelines to define architectural style of housing, product types, fencing, signage, lighting and to create gateways that are designed to respond to the natural environment and emphasize a strong sense of community character. The Master Plan concepts, standards and guidelines are in accordance with the Turlock General Plan, Municipal Ordinances, and the City's Standards, Specifications, and Drawings.

The primary purpose of the Northeast Turlock Master Plan is to provide well-planned neighborhoods that create a definitive northern and eastern urban edges for the City. The Master Plan applies the assigned General Plan Land Use designations to the Plan Area and rearranges them into a more appropriate pattern of development. The Master Plan Area includes a wide array of land uses including Very Low, Low, and Medium Density Residential (VLDR / LDR / MDR), Community Commercial (CC), Parks (P), and an Open Space system. The diversity of land uses are intended to provide neighborhoods that exemplify "smart growth" principles as well as create a smooth transition from urban to agricultural uses.

The intent of this Master Plan is to create neighborhoods, which encourage pedestrian circulation, reduce auto dependency and foster interaction among neighbors, while creating an urban to rural transitional area at the same time. Development patterns within the Plan Area shall provide multiple through routes, centralized open space features, tree lined streets, and access to surrounding uses. This approach to neighborhood design fosters neighborhood unity and cohesiveness that forms a community with a high quality of life and a distinct identity.

The vision of this Master Plan will be accomplished through the use of the following key concepts:

- The Plan Area's Land Uses will transition from an urban to a more rural-character through residential density changes.
- A greenbelt buffer will encompass detention ponds, the community recreational trail, and a transitional zone between urban and rural uses.
- A possible neighborhood scaled commercial location will serve the Plan Area residents as well as existing neighborhoods.
- Two neighborhood parks are proposed which will be linked to other recreational amenities within the Plan Area.
- Connectivity to existing neighborhoods will be accomplished by linking existing neighborhood patterns, streets and infrastructure to the Plan Area.
- The community recreational trail will continue along the T.I.D. Lateral #3 and veer southward as it will meander through the greenbelt buffer on the eastern edge of the Plan Area.

Table 3-1 Master Plan Area Land Use Summary

Land Use Designation	Acreage	Land Use Distribution	Units[1] Per Acre	Total Units	Population[2]	FAR[3]	Potential Building[4] Square Footage
Residential							
Very Low Density Residential (VLDR)	45.26	18%	1.6	72	217		
Low Density Residential (LDR)	167.74	66%	5	839	2,516		
Medium Density Residential (MDR)	9.87	4%	11	109	271		
Open Space							
Open Space	24.13	9%					
Optional Commercial[5]							
Community Commercial (CC)	6.00	2%				0.25	65,340
Public							
Neighborhood Park (P)	8.00	3%					
Total	**255**	**100%**		**1,020**	**3,005**		**65,340**

Assumptions:

1 Units per acre is representative of the average range of residential density allowable within the General Plan.

2 Population is derived from the assumption of 3 persons per household for VLDR and LDR and 2.5 persons per household for MDR.

3 FAR (Floor Area Ratio) is the average ratio of building area to parcel area.

4 Potential building square footage is derived by multiplying the gross floor area ratio and the total land use acreage.

5 Community Commercial is optional and will take the place of Low Density Residential acreage if it is built.

Insert 11x17 Figure 3-1 Land Use Plan

3.2 RESIDENTIAL

The Plan Area is predominantly residential, directed towards single-family homes. As noted in Table 3-1, approximately 218 acres of the Plan Area is slated for the development of single family homes in the range of Low Density Residential (LDR) to Very Low Density Residential (VLDR). The key residential concept of the Plan Area is to create a smooth residential transition from existing higher urban densities to very low, rural densities. This transition takes place within the two land uses (LDR and VLDR) and over an area approximately 2,400 feet in distance.

Residential Guiding Policies

a. Neighborhood densities and lot sizes are controlled by the Master Plans residential standards and Figure 3-2 Transect Diagram, and not by the City's minimum or maximum allowable lot sizes.
b. East of Berkeley Avenue to the greenbelt buffer there shall be a minimum of three different residential density transitions occurring within the two land use designations (LDR and VLDR) (refer to Figure 3-2 Transect Diagram).
c. The Low Density Residential lot sizes shall range from 5,000 s.f. minimum to 14,500 s.f. maximum.
d. The Very Low Density Residential lot sizes shall be 14,500 s.f. minimum.
e. The City Council may approve a Planned Development (PD) upon the Planning Commissions recommendation as long as the PD density is consistent with the General Plan, it adheres to the required density transition, and it is properly related to abutting or adjacent development.
f. All residential lots and housing types shall respect the like product of the existing residential lot layouts and housing types that they abut or are adjacent to. Where applicable, front lots shall not face side lots or back lots, and existing single-story houses shall not be overlooked by two-story houses (e.g. southern boundary of Master Plan).
g. Residential subdivisions shall be designed to provide variety in building placement and residential architectural style through the use of varied side and front setbacks, building heights (one or two stories) and exterior building facades.

3.2.1 Special Residential Density Transition Zone

The area east of Berkeley Avenue contains more than one residential land use designation. Consistent with the policies of the General Plan and the Northeast Turlock Master Plan, the purpose of this multiple designation area is to create a definitive transition of development densities toward the city's urban edge. To implement this policy, the Master Plan calls for a series of Residential Density Transition Zones east of Berkeley Avenue to be designed as follows:

- A minimum 200-300 foot greenbelt buffer separated from houses by the frontage road (No houses shall back up or side on to the greenbelt buffer).
- A minimum of three distinct residential density transitions, including a residential density transition zone nearest the greenbelt buffer with minimum 14,500 s.f. lots.
- All residential density transition zones shall be of similar width (approximately 300-400 feet) and shall contain a minimum of two columns of like-sized lots.
- Lot area shall vary by at least 35% between adjoining residential density transition zones.
- Examples of acceptable transitions could be (starting at Berkeley going east) lots of 5,000 – 7,500 -11,000 – 15,000 square feet; alternatively, lots of 6,000 - 10,000 –14,500 square feet in area.
- Generally, a transition in residential density shall occur at the rear lot line; homes that face each other across a street shall be similar in size, width and/or dimension.

As the purpose of the multiple designation area is to create a definitive transition of densities towards the city's urban edge, the range of residential development densities required by the Plan and the General Plan shall not be averaged over a single property.

The City Council, upon a recommendation of the Planning Commission, may approve a Planned Development (PD) on properties east of Berkeley Avenue that vary slightly from the above-established standards if it can be found that:

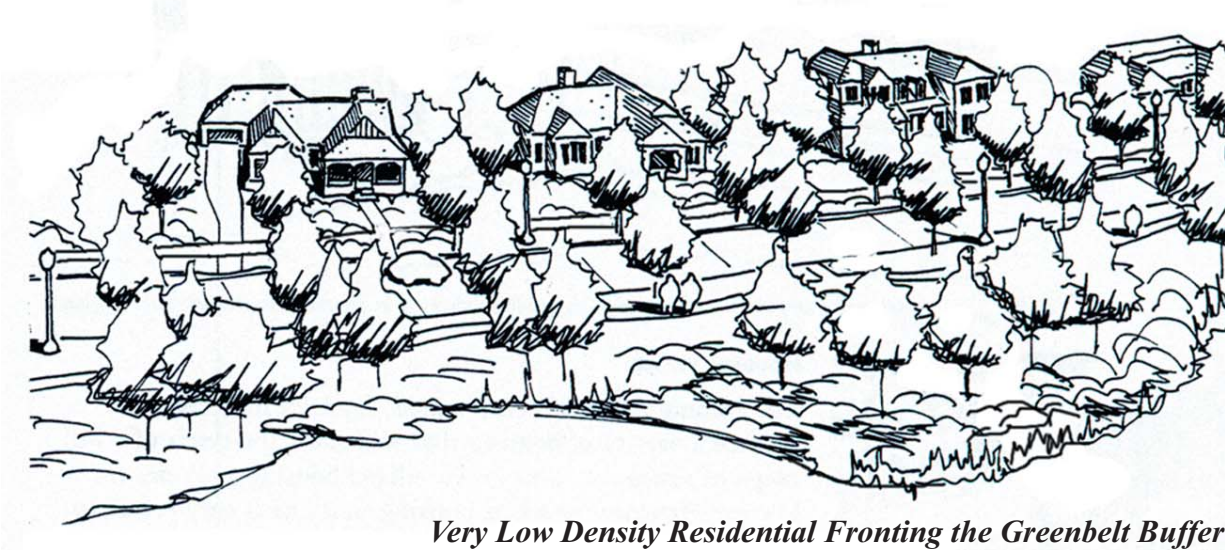
1. An appropriate density transition as established above and by the Master Plan's Transect Diagram (Figure 3-2) and by the General Plan is still achieved.
2. The design is consistent with the policies contained in the General Plan.
3. The design is consistent with the Northeast Turlock Master Plan.
4. The design creates a definitive transition of residential densities.
5. There are at least three ranges of density and lot sizes in the project.
6. That the project is properly related to adjoining properties.

Figure 3-2 Plan Area Transect Diagram

3.2.2 Very Low Density Residential (VLDR)

Very Low Density Residential (VLDR) designation provides areas for large lot, "rural estate" homes within the City. The typical densities range from 0.2 to 3 homes per acre. This designation is intended to act as a buffer between higher density urban uses and the lower density rural and agricultural uses that surround the City of Turlock. Homes within this designation shall possess a rural, countryside character that is complementary of Turlock's agrarian areas. Large homes in a variety of styles are to incorporate architectural features and forms found in the surrounding countryside, and large private parcels will be the attraction of living in this rural neighborhood. Some of these distinctive homes will have views of the greenbelt buffer and the community recreational trail system. Split rail fences running along the narrow tree covered streets, which meander adjacent to the greenbelt buffer, will characterize this area.

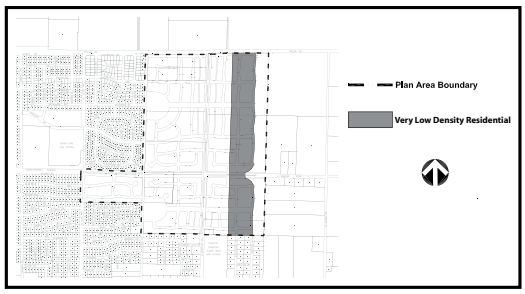
The VLDR designation occurs on approximately 44 acres located 500 feet east of Berkeley Avenue to the greenbelt buffer, and runs the length of the Plan Area. This designation is located adjacent to the greenbelt buffer, and acts as the final residential land use buffer between urban and rural uses. Table 3-2 lists the development standards for the Very Low Density Residential designation within the Plan Area.

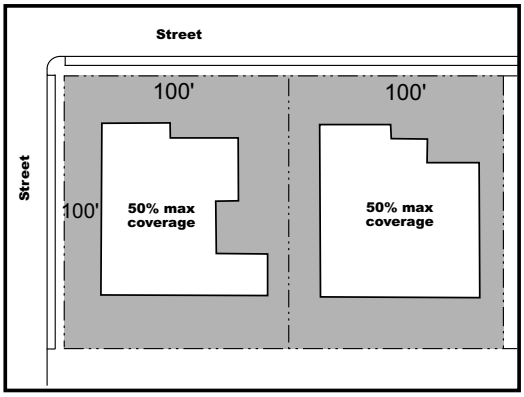


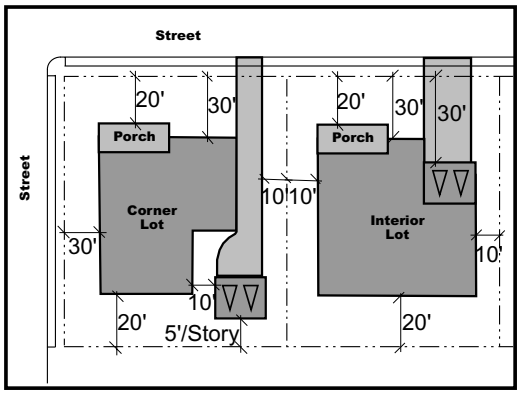
Very Low Density Residential Fronting the Greenbelt Buffer

Table 3-2 Very Low Density Residential Standards

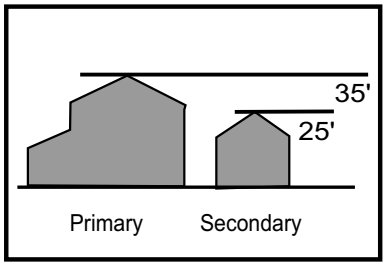
Category	Regulation	Interpretation
Land Use		
Applicable Zoning District	R-E	
Density Range	0.2-3 dwelling units/gross acre	
Permitted Uses	Refer to City of Turlock Zoning	
Conditional Uses	Regulations Section 9-3-202	
Minor Discretionary Permit		
Minor Administrative Permit		
Lot Configuration		
Lot Area	14,500 square feet minimum	
Width		
Interior Lot	100 feet minimum (measured at the front yard setback)	
Corner Lot	100 feet minimum (measured at the front yard setback)	
Depth	100 feet minimum (average minimum depth per lot)	
Curved/Cul-de-sac Frontage	60 feet minimum (measured at the front yard setback)	
Landscape Area Coverage	30% of lot minimum	
Setbacks		
Front Yard		
Living Space	30 feet minimum	
Porch	20 feet minimum	
Garage	30 feet minimum	
Side Yards		
Interior	10 feet minimum	
Exterior	30 feet minimum (corner side loading garages shall provide a 30 foot minimum setback)	
Rear Yard		
Primary Building	20 feet minimum	
Secondary Building (Detached Garage)	5 feet for single-story garage 10 feet for two-story garage or other accessory structure	
Distance Between Buildings	10 feet minimum	



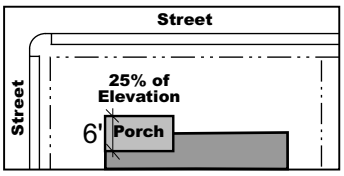




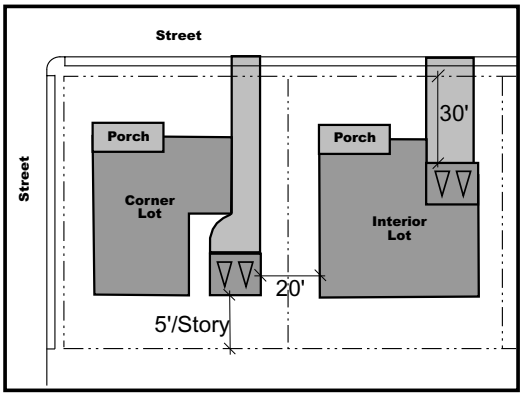
Category	Regulation	Interpretation
Building Massing		
Building Height		
Primary Building	35 feet maximum	
Secondary Building	25 feet maximum	



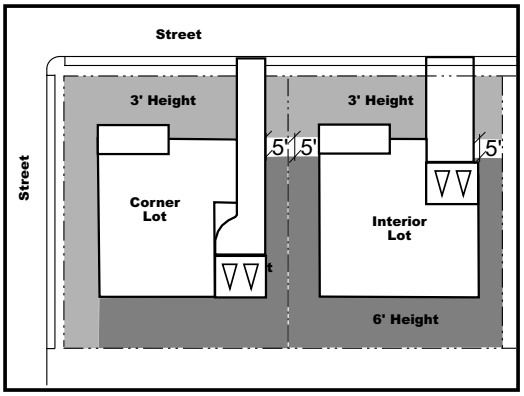
Porch/Courtyard	**Refer to Section 3.2.5 Porch/Courtyard Guidelines**
Porch/Courtyard	50% of all dwelling units
Depth	6 feet minimum
Width	25% minimum of front elevation



Off Street Parking	**Refer to Section 3.2.6 Garage Guidelines**
Parking Requirements	2 spaces/unit (spaces shall be paved and covered)
Front Loaded Garage	50% maximum of front elevation
Front Yard Setback	30 feet minimum
Corner Side Yard Setback	30 feet minimum
Detached Garage	
Side Yard (Interior)	10 feet minimum
Rear Yard	5 feet for single-story garage 10 feet for two-story garage or other accessory structure
Adjacent Dwellings	20 feet minimum (separation between garage and adjacent dwellings)



Fencing and Walls	**Refer to Section 3.5 Walls and Fences**
Within Setbacks	
Front Yard	4 feet maximum height (50% minimum transparency*) 3 feet maximum height if solid
Corner Side Yard	4 feet maximum height (50% minimum transparency*) 3 feet maximum height if solid
Behind Setbacks	
Behind Building Edge	7 feet maximum height (5 feet minimum behind building edge along front yard)
In Front of Building	4 feet maximum height (50% minimum transparency*) 3 feet maximum height if solid
Along Alleyway	7 feet maximum height (setback 1 1/2 feet minimum behind Garage)



* A picket fence or split rail fence meets the definition of 50% transparency

Very Low Density Residential Design Guidelines

Site Planning

Large Setbacks

a. Deep setbacks shall be utilized to ensure the rural character of the area is maintained by providing ample space between homes and the street.

b. Rail fencing may be used in the front of the house to promote a rural feeling within the neighborhoods.

c. Landscaped areas requiring irrigation should be minimized.

d. Street trees shall be planted at intervals of 30 feet on center within planting strips. Typically each lot should plant a minimum of 3 street trees. An additional 2-3 street trees should be planted along the side yard of a corner lot.

e. Lots shall be varied in width and depth to provide variation and flexability in building placement and massing along the streetscape.

Building Design

f. A variety of building types and styles shall be provided within a residential neighborhood. This is accomplished through building heights, massing, setbacks, and architectural elevations and floorplans. No more than 25% of homes on a block shall have the same architectural design.

g. Structures shall be designed to complement the site surroundings. Compatible colors and materials shall be utilized.

h. Architectural features such as porches, balconies, chimneys, door placement, window proportions, dormers, wood detailing, fencing, siding, and color scheme shall be used to complement the overall building design, site and neighborhood context.

i. Exterior wall materials, trim and architectural details shall be provided on all elevations. All elevations exposed to public rights-of-way shall be architecturally enhanced.

j. Building wall and roof planes shall be varied and articulated into smaller modules and features to reduce the structures apparent bulk and size. Roofing colors should be soft earth tones to minimize reflective glare and visual impacts.

k. All utility and mechanical equipment shall be screened from view. Roof mounted air conditioners, coolers or antennas are discouraged.

l. Garages shall be creatively designed and located to minimize their visual presence. Alternative garage loading configurations are encouraged (rear lot garages, turn-in garages, detached garages, etc.).
m. Driveway apron widths shall be minimized at the street (maximum two car/16' width).

Reduction of Driveway Apron at Street

3.2.3 Low Density Residential (LDR)

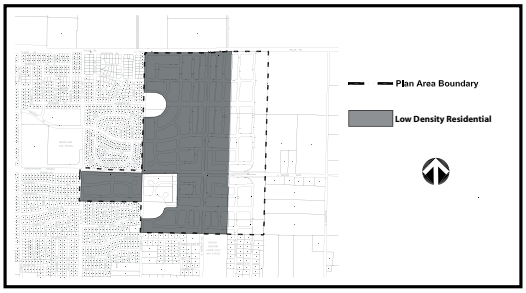
Low Density Residential (LDR) designation provides areas for detached single-family homes. The typical densities range from 3 to 7 homes per acre. This designation is intended to provide a range of different lot sizes (approximately 5,000 s.f. to 14,500 s.f.) and housing designs within the Plan Area. Neighborhood densities are controlled by the Master Plan and not by minimum allowable lot size. The Low Density Residential neighborhoods are envisioned with a combination of traditional and suburban residential qualities with a strong emphasis on overall neighborhood and community character.

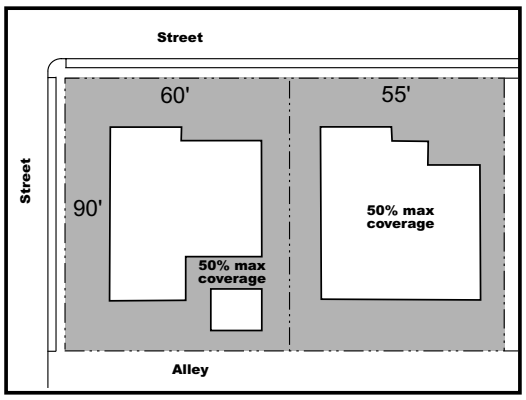
The LDR designation extends the length of the Plan Area and approximately 500 feet east of Berkeley Avenue to Colorado Avenue, with a portion of it connecting to Olive Avenue along the southern edge of Christoffersen Parkway. Mixed within the Low Density Residential area are sites designated for Parks, Medium Density Residential and a possible Community Commercial location. Table 3-3 lists the development standards for the Low Density Residential designation within the Plan Area.

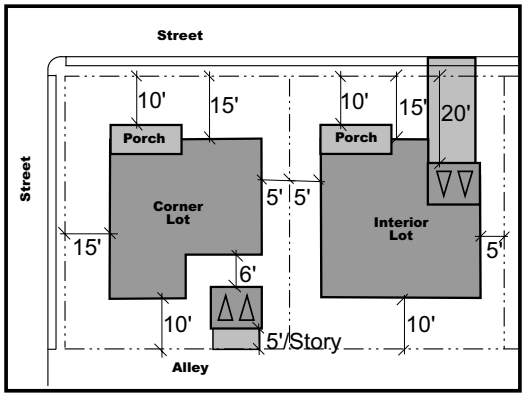
Low Density Residential

Table 3-3 Low Density Residential Standards

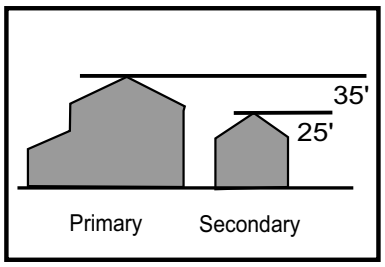
Category	Regulation	Interpretation
Land Use		
Applicable Zoning District	R-L	
Density Range	3-7 dwelling units/gross acre	
Permitted Uses	Refer to City of Turlock Zoning	
Conditional Uses	Regulations Section 9-3-202	
Minor Discretionary Permit		
Minor Administrative Permit		
Lot Configuration		
Lot Area	5,000 square feet minimum	
Width		
Interior Lot	55 feet minimum (measured at the front yard setback)	
Corner Lot	60 feet minimum (measured at the front yard setback)	
Depth	90 feet minimum (average minimum depth per lot)	
Curved/Cul-de-sac Frontage	35 feet minimum (measured at the front yard setback)	
Landscape Area Coverage	30% of lot minimum	
Setbacks		
Front Yard		
Living Space	15 feet minimum	
Porch	10 feet minimum	
Garage	20 feet minimum	
Side Yards		
Interior	5 feet minimum	
Exterior	15 feet minimum (may be reduced to 10 feet if side yard does not abut the front yard of an adjacent lot) (corner side loading garages shall provide a 20 foot minimum setback)	
Rear Yard		
Primary Building	10 feet minimum (rear loading attached garages shall provide a 5 foot minimum setback)	
Secondary Building (Detached Garage)	5 feet for single-story garage 10 feet for two-story garage or other accessory structure	
Distance Between Buildings	6 feet minimum	



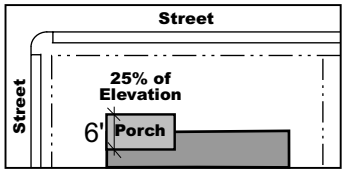




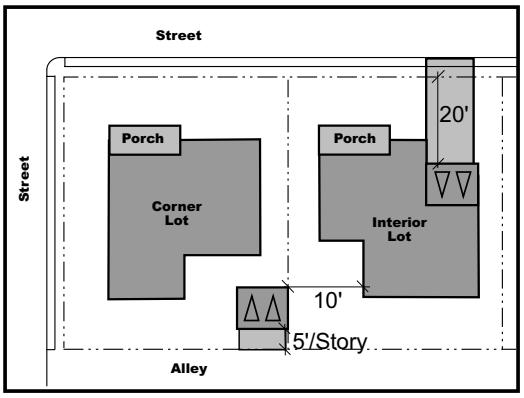
Category	Regulation	Interpretation
Building Massing		
Building Height		
Primary Building	35 feet maximum	
Secondary Building	25 feet maximum	



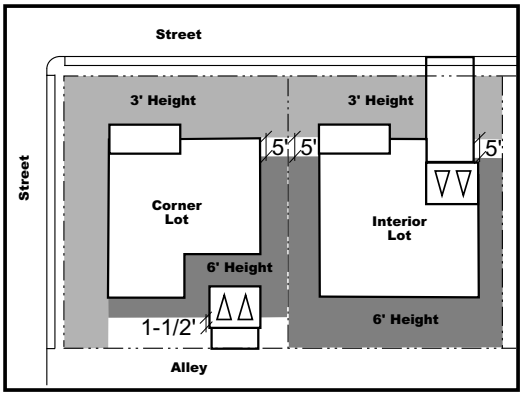
Porch/Courtyard	**Refer to Section 3.2.5 Porch/Courtyard Guidelines**
Porch/Courtyard	50% of all dwelling units
Depth	6 feet minimum
Width	25% minimum of front elevation



Off Street Parking	**Refer to Section 3.2.6 Garage Guidelines**
Parking Requirements	2 spaces/unit (spaces shall be paved and covered)
Front Loaded Garage	50% maximum of front elevation
Front Yard Setback	20 feet minimum
Corner Side Yard Setback	20 feet minimum
Rear Loaded Garage	
Side Yard	0 feet (clustered attached garages permitted)
Rear Yard	5 feet for single-story garage 10 feet for two-story garage or other accessory structure
Adjacent Dwellings	10 feet minimum (separation between garage and adjacent dwellings)



Fencing and Walls	**Refer to Section 3.5 Walls and Fences**
Within Setbacks	
Front Yard	4 feet maximum height (50% minimum transparency*) 3 feet maximum height if solid
Corner Side Yard	4 feet maximum height (50% minimum transparency*) 3 feet maximum height if solid
Behind Setbacks	
Behind Building Edge	7 feet maximum height (5 feet minimum behind building edge along front yard)
In Front of Building	4 feet maximum height (50% minimum transparency*) 3 feet maximum height if solid
Along Alleyway	7 feet maximum height (setback 1 1/2 feet minimum behind Garage)



* A picket fence or split rail fence meets the definition of 50% transparency

Low Density Residential Design Guidelines

Site Planning

a. Open street patterns, that create a network of circulation connections with multiple points of ingress and egress, are required.

b. Walled and isolated residential enclaves are not permitted.

Streetscape without Garages

c. Use of cul-de-sacs shall be minimized. Where feasible, access from cul-de-sacs to open space features is encouraged.

d. Street trees shall be planted at intervals of 30 feet on center within planting strips. Typically each lot should plant a minimum of 2 street trees. An additional 2-3 street trees should be planted along the side yard of a corner lot.

e. Lots shall be varied in width and depth to provide variation and flexability in building placement and massing along the streetscape.

Building Design

f. A variety of building types and styles shall be provided within a residential neighborhood. This is accomplished through building heights, massing, setbacks, and architectural elevations and floorplans. No more than 25% of homes on a block shall have the same architectural design.

g. Houses shall be oriented toward the street with outdoor sitting spaces such as porches, balconies or courtyards.

Varied Rooflines

h. Architectural features such as porches, balconies, chimneys, door placement, window proportions, dormers, wood detailing, fencing, siding, and color scheme shall be used to complement the overall building design, site and neighborhood context.

i. Building wall and roof planes shall be varied and articulated into smaller modules and features to reduce the structures apparent bulk and size. Roofing colors shall be soft earth tones to minimize reflective glare and visual impacts.

j. Exterior wall materials, trim and architectural details shall be provided on all elevations. All elevations exposed to public rights-of-way shall be architecturally enhanced.
k. All utility and mechanical equipment shall be screened from view. Roof mounted air conditioners, coolers or antennas are discouraged.

Corner Treatment

l. Garages shall be creatively designed and located to minimize their visual presence. Alternative garage loading configurations are encouraged (rear lot garages, turn-in garage, detached garage, etc.).
m. Driveway apron widths shall be minimized at the street (maximum two car/16' width).

Rear Lot Garage

3.2.4 Medium Density Residential (MDR)

Medium Density Residential (MDR) designation provides areas for a variety of single family attached and multi-family homes. The typical densities range from 7 to 15 homes per acre. This designation is intended to provide affordable homes and apartments in a variety of designs within the Plan Area. Creative site planning, unit clustering and design innovation is encouraged within this designation to provide a traditional residential approach characterized by homes with inviting porches and comfortable, shady streets. The strong sense of community will be enhanced by emphasizing connections to parks, schools, and pedestrian and bicycle pathways. Cluster homes may take the form of attached patio homes, attached courtyard homes, townhouses and apartment configurations. Cluster housing products overlooking the Neighborhood Park are to be blended into its surroundings.

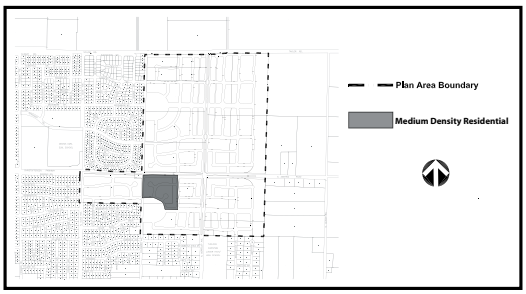
The City Council may approve a detached, small lot, single family residential Planned Development (PD) upon the Planning Commissions recommendation. The PD shall abide by the City's R-L4.5 zoning district, the density must remain consistent with the General Plans density range of 7-15 dwelling units/ gross acre, and the development must properly relate to abutting or adjacent developments. Single family detached housing products will be similar to the Low Density Residential areas but on a smaller scale and at a higher density. Careful attention to detail and architectural design will ensure these houses share the same character and qualities of larger lot homes.

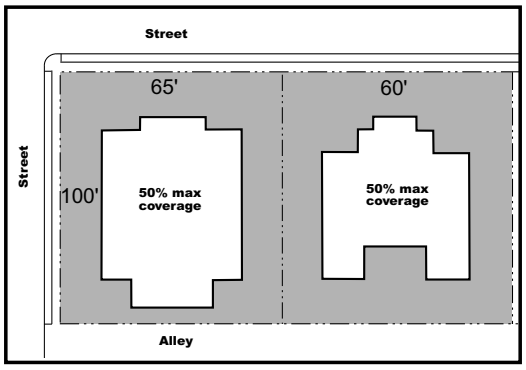
The MDR designation occupies approximately 10 acres of the southeast corner of the Christoffersen Parkway and Colorado Avenue intersection. Table 3-4 lists the development standards for the Medium Density Residential designation within the Plan Area.

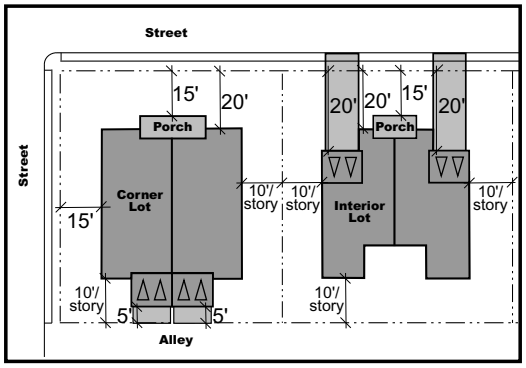
Medium Density Residential

Table 3-4 Medium Density Residential Standards

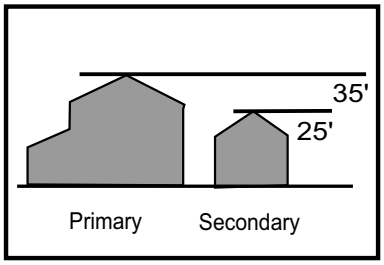
Category	Regulation	Interpretation
Land Use		
Applicable Zoning District	R-M	
Density Range	7-15 dwelling units/gross acre	
Permitted Uses	Refer to City of Turlock Zoning	
Conditional Uses	Regulations Section 9-3-202	
Minor Discretionary Permit		
Minor Administrative Permit		
Lot Configuration		
Lot Area	6,000 square feet minimum (2 units per minimum lot size) (additional 2,000 square feet per unit above minimum)	
Width		
Interior Lot	60 feet minimum (measured at the front yard setback)	
Corner Lot	65 feet minimum (measured at the front yard setback)	
Depth	100 feet minimum (average minimum depth per lot)	
Curved/Cul-de-sac Frontage	35 feet minimum (measured at the front yard setback)	
Landscape Area Coverage	30% of lot minimum	
Setbacks		
Front Yard		
Living Space	20 feet minimum	
Porch	15 feet minimum	
Garage	20 feet minimum	
Side Yards		
Interior	10 feet minimum per story	
Exterior	15 feet minimum (may be reduced to 10 feet if side yard does not abut the front yard of an adjacent lot) (corner side loading garages shall provide a 20 foot minimum setback)	
Rear Yard		
Primary Building	10 feet minimum per story (rear loading attached garages shall provide a 5 foot minimum setback)	
Secondary Building (Detached Garage)	5 feet for single-story garage 10 feet for two-story garage or other accessory structure	
Distance Between Buildings	10 feet minimum	



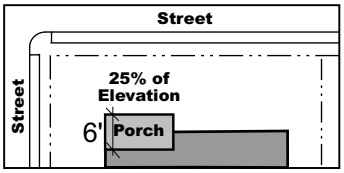




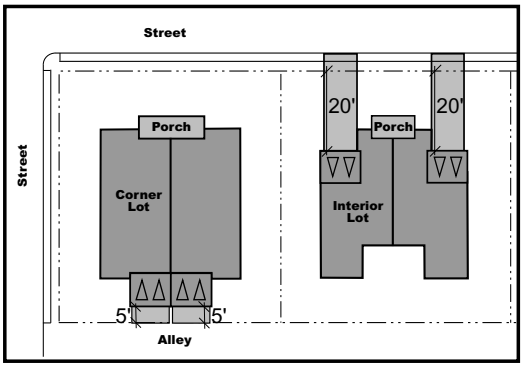
Category	Regulation	Interpretation
Building Massing		
Building Height		
Primary Building	35 feet maximum	
Secondary Building	25 feet maximum	



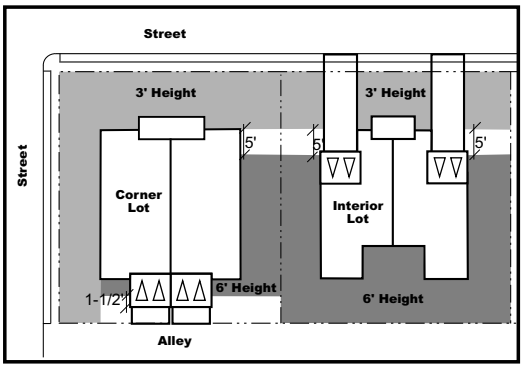
Porch/Courtyard	**Refer to Section 3.2.5 Porch/Courtyard Guidelines**
Porch/Courtyard	50% of all dwelling units
Depth	6 feet minimum
Width	25% minimum of front elevation



Off Street Parking	**Refer to Section 3.2.6 Garage Guidelines**
Parking Requirements	2 spaces/unit (spaces shall be paved and covered)
Front Loaded Garage	50% maximum of front elevation
Front Yard Setback	20 feet minimum
Corner Side Yard Setback	20 feet minimum
Rear Loaded Garage	
Side Yard	0 feet (clustered attached garages permitted)
Rear Yard	5 feet for single-story garage 10 feet for two-story garage or other accessory structure
Adjacent Dwellings	10 feet minimum (separation between garage and adjacent dwellings)



Fencing and Walls	**Refer to Section 3.5 Walls and Fences**
Within Setbacks	
Front Yard	4 feet maximum height (50% minimum transparency*) 3 feet maximum height if solid
Corner Side Yard	4 feet maximum height (50% minimum transparency*) 3 feet maximum height if solid
Behind Setbacks	
Behind Building Edge	7 feet maximum height (5 feet minimum behind building edge along front yard)
In Front of Building	4 feet maximum height (50% minimum transparency*) 3 feet maximum height if solid
Along Alleyway	7 feet maximum height (setback 1 1/2 feet minimum behind Garage)



* A picket fence or split rail fence meets the definition of 50% transparency

Medium Density Residential Design Guidelines

Site Planning

a. Open street patterns, that create a network of circulation connections with multiple points of ingress and egress, are required.

b. Parks, open spaces and schools shall be located and designed as neighborhood focal points.

c. Walled and isolated residential enclaves are not permitted.

d. Use of cul-de-sacs shall be minimized. Where feasible access from cul-de-sacs to open space features is encouraged.

Cluster Development with Common Area

e. The design and character of all fencing and walls shall be integrated into and complement the project design while providing adequate privacy and security.

f. All common areas, front yards, parking areas, and setbacks shall be thoroughly landscaped.

g. Street trees shall be planted at intervals of 30 feet on center within planting strips. Typically each lot should plant a minimum of 2 street trees. An additional 2-3 street trees should be planted along the side yard of a corner lot.

Building Design

h. A variety of building types and styles shall be provided within a residential neighborhood. This is accomplished through building heights, massing, setbacks, and architectural elevations and floorplans. No more than 25% of homes on a block shall have the same architectural design.

Attached Units with Porches

i. Houses shall be oriented toward the street with outdoor sitting spaces such as porches, balconies or courtyards. Porches, balconies, and or courtyards type features are encouraged on both attached and detached housing products.

j. Architectural features such as porches, balconies, chimneys, door placement, window proportions, dormers, wood detailing, fencing, siding, and color scheme shall be used complement the overall building design, site and neighborhood context.

Varied Rooflines

k. Building wall and roof planes shall be varied and articulated into smaller modules and features to reduce the structures apparent bulk and size. Roofing colors shall be soft earth tones to minimize reflective glare and visual impacts.
l. Two and three story structures are encouraged for attached housing products to provide variety in the building mass.
m. Exterior wall materials, trim and architectural details shall be provided on all elevations. All elevations exposed to public rights-of-way shall be architecturally enhanced.
n. All utility and mechanical equipment shall be screened from view. Roof mounted air conditioners, coolers or antennas are discouraged.
o. Garages for detached housing products shall be setback behind the leading edge of the house. Alternative garage loading configurations are encouraged (rear lot garages, turn-in garage, detached garage, etc.).
p. Garages for attached housing products shall be creatively designed and located to minimize their visual presence. Garages and car ports should be accessible from parking courts, or internal parking lots. Street loading garages should be avoided.
q. Driveway apron widths shall be minimized at the street (maximum two car/16' width).

3.2.5 Residential Porch/Courtyard Design Guidelines

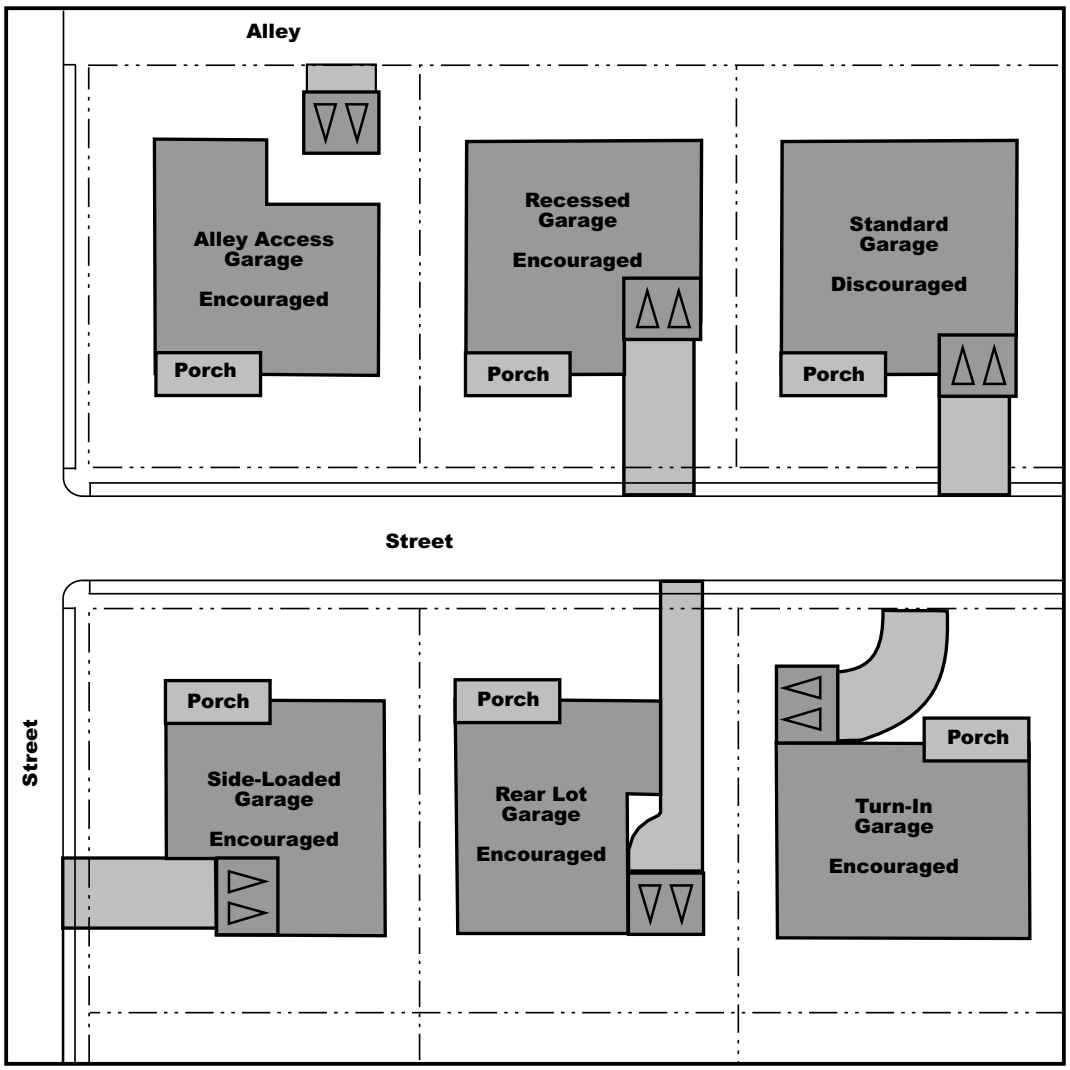
a. All units should provide an outdoor sitting area visually oriented to the street.
b. Porches and courtyards shall be used to maximize the front entry of a home, and provide for an opportunity for increased interaction among neighbors.
c. Porches shall be a minimum of 6' in depth and shall include a minimum of 5' in depth of unobstructed sitting area.
d. Porches shall include detailed columns and railings that are consistent with the architectural character of the building.
e. Corner lot houses should include a wrap around porch on both street sides to establish a strong "street relationship".
f. Courtyards shall offer a semi-enclosed private front yard living area that is large enough to accommodate seating.
g. Porches and courtyards may encroach upon house setback.

Courtyard

Porches

3.2.6 Residential Garage Design Guidelines

a. Alternative garage loading configurations are encouraged (i.e. rear lot garages, turn-in garages, alley loading garages, detached garages).
b. Each individual development shall include a variety of garage placement configurations.
c. Garage doors shall be recessed behind the edge of the garage.
d. Garages shall include a variety of siding material and windows.
e. The visual impact of garages and driveway aprons shall be minimized. Driveway aprons shall not be wider than 16 feet at the street edge.
f. The prominence of the garage shall be minimized to create a visual relationship between the front entrance of the home and the street.



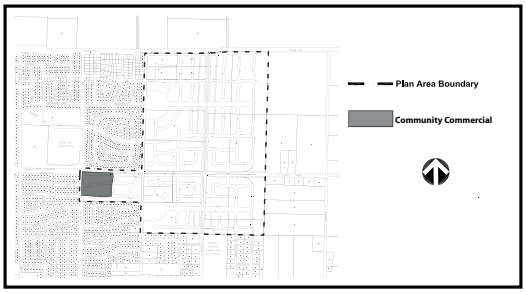
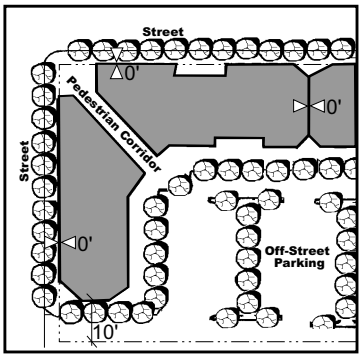
3.3 COMMUNITY COMMERCIAL (CC)

The City of Turlock General Plan identifies approximately 7 ½ acres of Community Commercial (CC) designation within the Plan Area. However, due to current commercial development within other locations of the City, it is likely that the Plan Area will not need to develop a commercial site. The Master Plan recognizes that the marketplace will ultimately determine whether a commercial location is appropriate for the Plan Area. No Specific site is identified in the Plan Area for a commercial center. The Community Commercial location would be appropriate east of Colorado Avenue on any property that meets the standards and criteria identified in Table 3-5 Community Commercial Standards. Any commercial center would be subject to review by the Planning Commission, be designed consistent with the standards of the Northeast Turlock Master Plan, and be compatible with adjacent structures and uses.

The Community Commercial designation is intended to create a lively commercial environment that will attract and provide small retail services that will be easily accessible for the neighborhood residents. Such services can include a small market, restaurant, deli, bakery, coffee shop, professional offices, dry cleaners, video rentals, and other small scale uses that will provide convenience for the neighborhood residents. The Community Commercial should create a vibrant pedestrian environment where people will naturally choose to walk and bike instead of drive. Public spaces should be provided within the commercial location with special attention given to paving, street furniture, landscaping and lighting. The first floor should consist mainly of retail store front uses with awnings, pedestrian scale signs and interesting window displays. Upper story uses shall be restricted to office, professional and residential uses only. Parking and service areas should be located away from major pedestrian and vehicular traffic sights (behind structure or internal).

Community Commercial

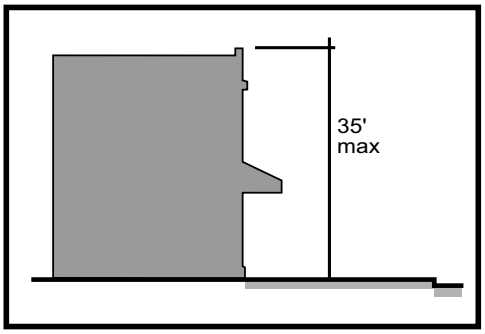
Table 3-5 Community Commercial Standards

Category	Regulation	Interpretation
Land Use		
Applicable Zoning District	C-C	
	Permitted Uses: Cultural Institutions, Government offices, animal grooming, animal retail sales, antique shops, artists' studios, retail bakery, catering services, eating and drinking establishments, food and beverage sales (neighborhood store <2,500 sf), limited laundries, business and professional offices, medical and dental offices, personal services, retail sales, accessory structures and uses, and temporary uses **Conditional Uses:** Bar, commercial recreation and entertainment, dance hall/night club, fortune telling, and pawn shops. **Minor Discretionary Permit:** Clubs and lodges, public buildings and facilities, clinics, commercial filming, live entertainment (excluding adult entertainment), financial services, food and beverage sales (between 2,500 to 10,000 sf), second hand stores, and shopping centers. **Minor Administrative Permit:** Day care centers, minor maintenance and repair services, and limited printing and publishing.	
Lot Configuration		
Landscape Area Coverage	10% of lot minimum (area between front / street side property line and the building, excluding driveways, shall be landscaped) (Parking lot areas shall be planted to reduce the impact of large paving areas. 45% of the parking lot shall be shaded	
Setbacks		
Front Yard	0 feet (ground floor elevation of building shall be located with zero front and side yard setbacks, unless accommodating pedestrian plazas or corridors)	
Side Yards		
Interior	0 feet (10' minimum if adjacent to Residential with decorative masonry wall buffer)	
Exterior	0 feet	
Rear Yard	10 feet	
Distance Between Buildings	0 feet	

Category	Regulation	Interpretation

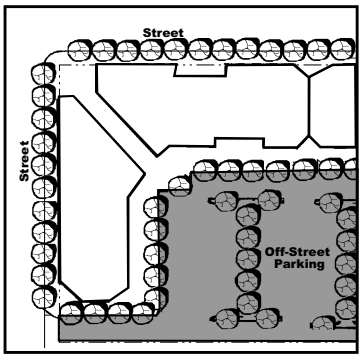
Building Massing

Building Height 35 feet maximum
Building Floor Area Ratio .25



Off Street Parking

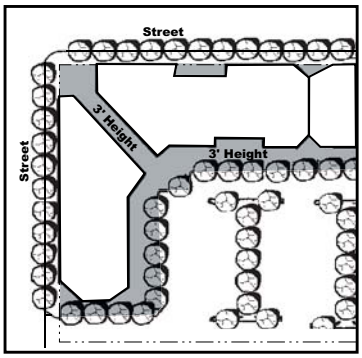
Parking Requirements
- **Retail Commercial** 1 space/300 square feet of floor area
- **Restaurants** 1 space/50 square feet of floor area



Fencing and Walls

Front Yard Not Permitted
Side Yard 3 feet maximum height
Corner Side Yard 3 feet maximum height
Rear Yard 3 feet maximum height

(7 foot wall shall be required along property lines abutting Residential Districts, except in required front and side yards)

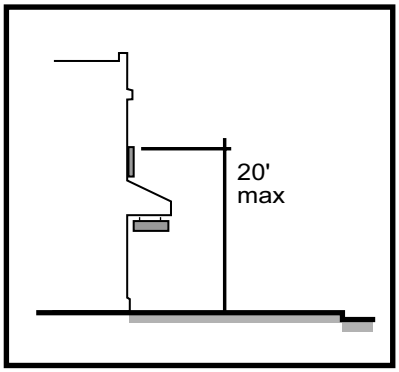


Signage

Height
- **Attached** 20 feet maximum
- **Detached** 8 feet maximum (monument style)

Sign Area Ratio 1:1 maximum

(ratio based on total square footage of sign area per linear feet of building frontage. Refer to Article 9-2-500 of the City of Turlock Zoning Ordinance for complete signage regulations)



3.3.1. Community Commercial Design Guidelines

Site Planning

a. A mixture of uses is encouraged in the commercial location.

Articulation on all Sides

b. Zero setback is required along sidewalks with the following exceptions: to create pedestrian plazas, entries, articulate building mass, so long as the overall effect of the store fronts along the sidewalks is not diminished. The intent is promotion of pedestrian activity along sidewalk frontages, while diminishing the visual impact of parking and service. This can best be established by creating a strong sense of place within the pedestrian zone which is best defined by the buildings along the sidewalk.

c. All sides of the building shall be architecturally articulated and receive appropriate enhancement through the use of landscape treatments and accent lighting.

Public Gathering Areas

d. Courtyards, covered walkways and outdoor gathering/eating areas are encouraged to create a personal, intimate atmosphere.

e. Pedestrian walkways shall be provided throughout the development to create pedestrian flow.

f. Innovative use of night lighting will add to the rural character while minimizing light and glare (i.e. lighting of footpaths, fountains and other water elements, landscaping elements and the building themselves).

g. Service and loading functions shall be located behind the building.

h. Parking areas shall be located behind buildings or in the center of the buildings and away from public spaces. Parking areas shall be landscaped, lighted and provide for pedestrian circulation.

i. Site design, building orientation and placement shall carefully integrate pedestrian connections to adjoining residential neighborhoods in ways that maximize ease of access and ensure the safety and security of both commercial and residential uses.

Building Design

j. Buildings located on block corners shall be more substantial, larger, taller and more ornate than mid-block buildings and feature elements that are reflective of the rural character of the Northeast Turlock area.

k. Buildings shall have street presence and relate to human scale.

l. Buildings exceeding two-story shall be stepped back and vertically articulated to reduce the buildings bulk against the sidewalk.

Corner Building Treatment

m. Buildings shall not appear substantially taller, wider or more massive than neighboring buildings.

n. Each building shall have a defined base, body and cap segment.

o. Building site plan shall incorporate public spaces.

p. Roofing colors shall be soft earth tones to minimize reflective glare and visual impacts.

q. Elements such as arcades, arbors and openings should be incorporated into the design to break-up the expansive use of walls.

Varied Rooflines

r. Varied roof forms and building offsets shall be used to soften the massing effect. Offsets in wall lines reduce the mass of building walls, accent entry areas and create architectural interest.

s. All roof equipment shall be screened from public view. Service areas are to be separate and screened from public areas by the use of walls and landscaping as much as possible.

3.4 GATEWAYS AND LANDMARKS

A gateway provides a statement for residents and visitors alike to uniquely identify with the City of Turlock. The sense of arrival and departure, as well as direction, should be characterized through the use of specific elements and the placement of the gateways and landmarks. There are three gateways identified within the Northeast Turlock Master Plan Area; Berkeley Avenue/ Taylor Road; Christoffersen Parkway/Olive Avenue; and Zeering Road/the Eastern Plan Boundary (refer to Figure 3-3 Community Design Diagram). Berkeley Avenue/Taylor Road and Zeering Road/the Eastern Plan Boundary are northern and eastern entries into the City of Turlock from County agricultural land and therefore shall reflect the transitional rural character of the Plan Area (refer to section 4.8 Entry Roads).

Gateways should be designed to incorporate specific elements that help identify and reinforce the history of the City of Turlock (refer to the Turlock Beautification Master Plan adopted January 2003). Such elements may include:

- Gateway Monumentation
- Fencing
- Brick Pavers
- "Orchard" Planting
- Seasonal Interest Plants
- Public Art

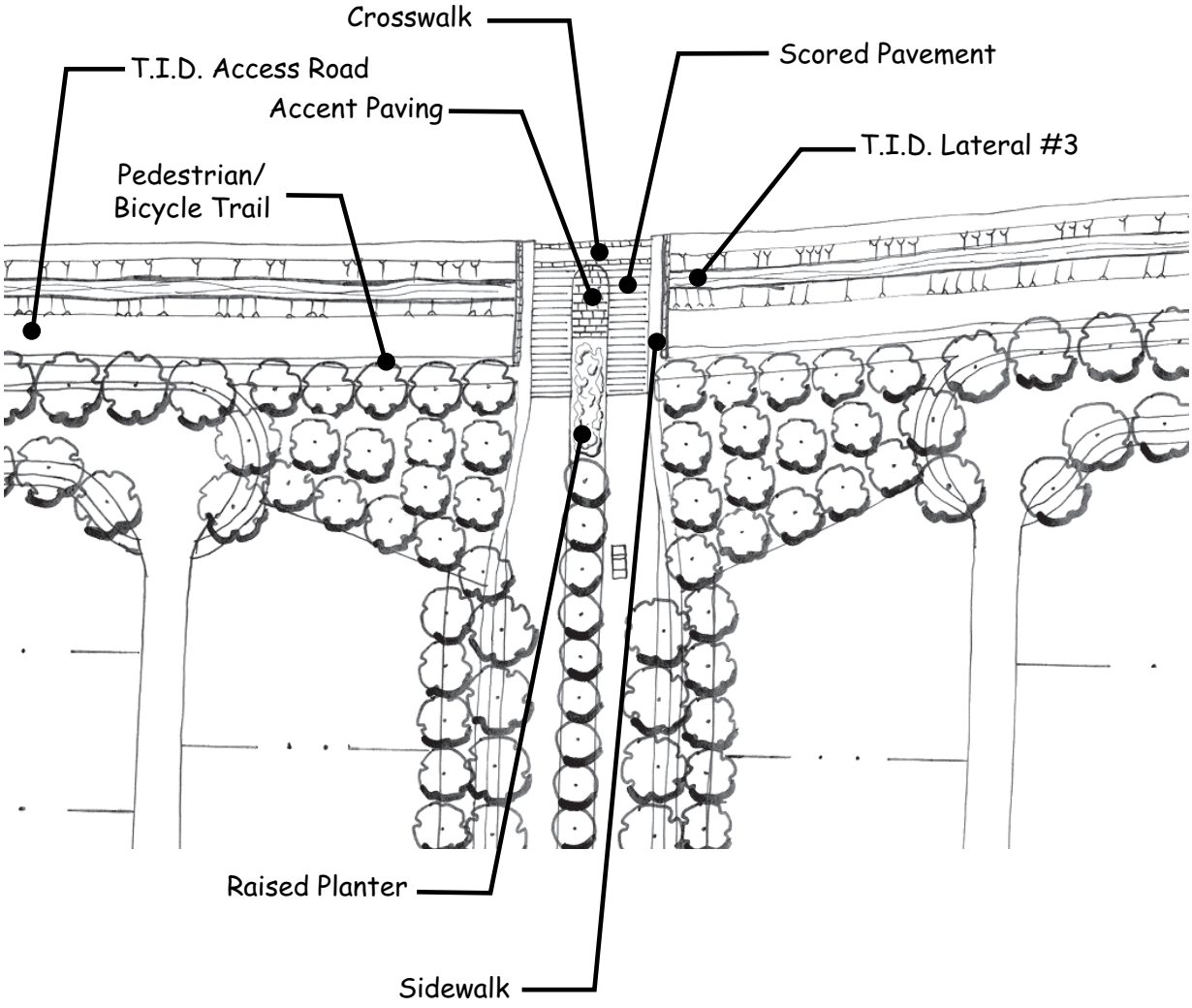
Landmarks provide key visual elements that orient and help create connectivity of spaces in the Plan Area. There are five distinguished locations within the Plan Area that shall incorporate landmark features. These locations include the commercial plaza, the parks and the round-a-bouts (refer to Figure 3-3 Community Design Diagram).

3.4.1 Gateway and Landmark Design Guidelines

a. Articulated gateways and landmarks shall be located at the locations shown in Figure 3-3 Community Design Diagram.
b. Gateways should be prominently marked with signage, accent paving, lighting, landscaping, ornamental trees, and monumental features.
c. Monuments and signage shall reflect the overall rural character of the neighborhood.
d. The design of gateways and landmarks shall be coordinated with any adjoining lighting, landscaping, walls or fencing elements.

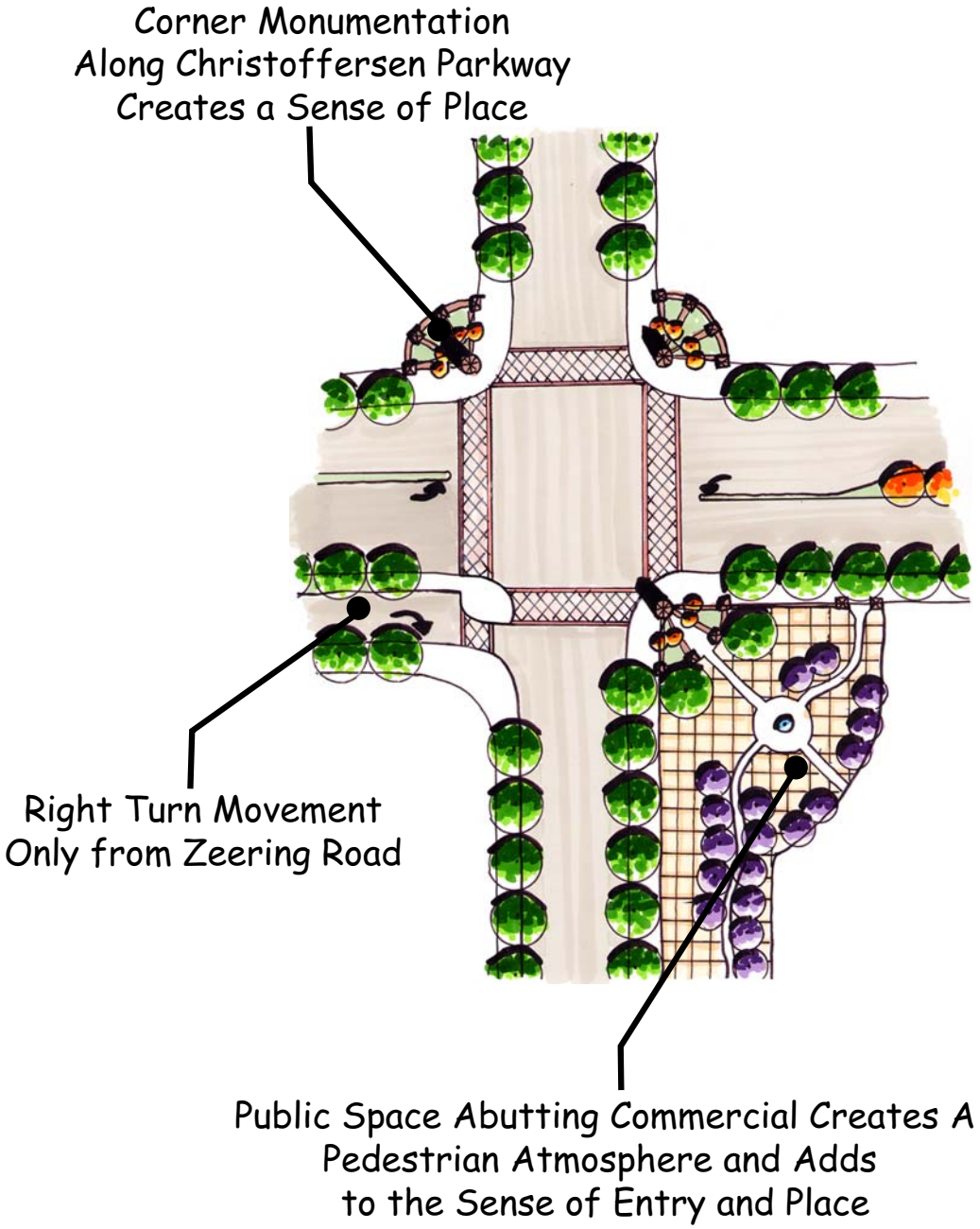
3.4.2 Berkeley Avenue/Taylor Road

The Berkeley Avenue/Taylor Road gateway feature identifies the northern entrance into the Plan Area. This gateway acts as the only T.I.D. Lateral #3 crossing in the Plan Area, as well as the only connection to Taylor Road. This gateway also incorporates a crossing for the community wide Pedestrian / Bicycle Trail.



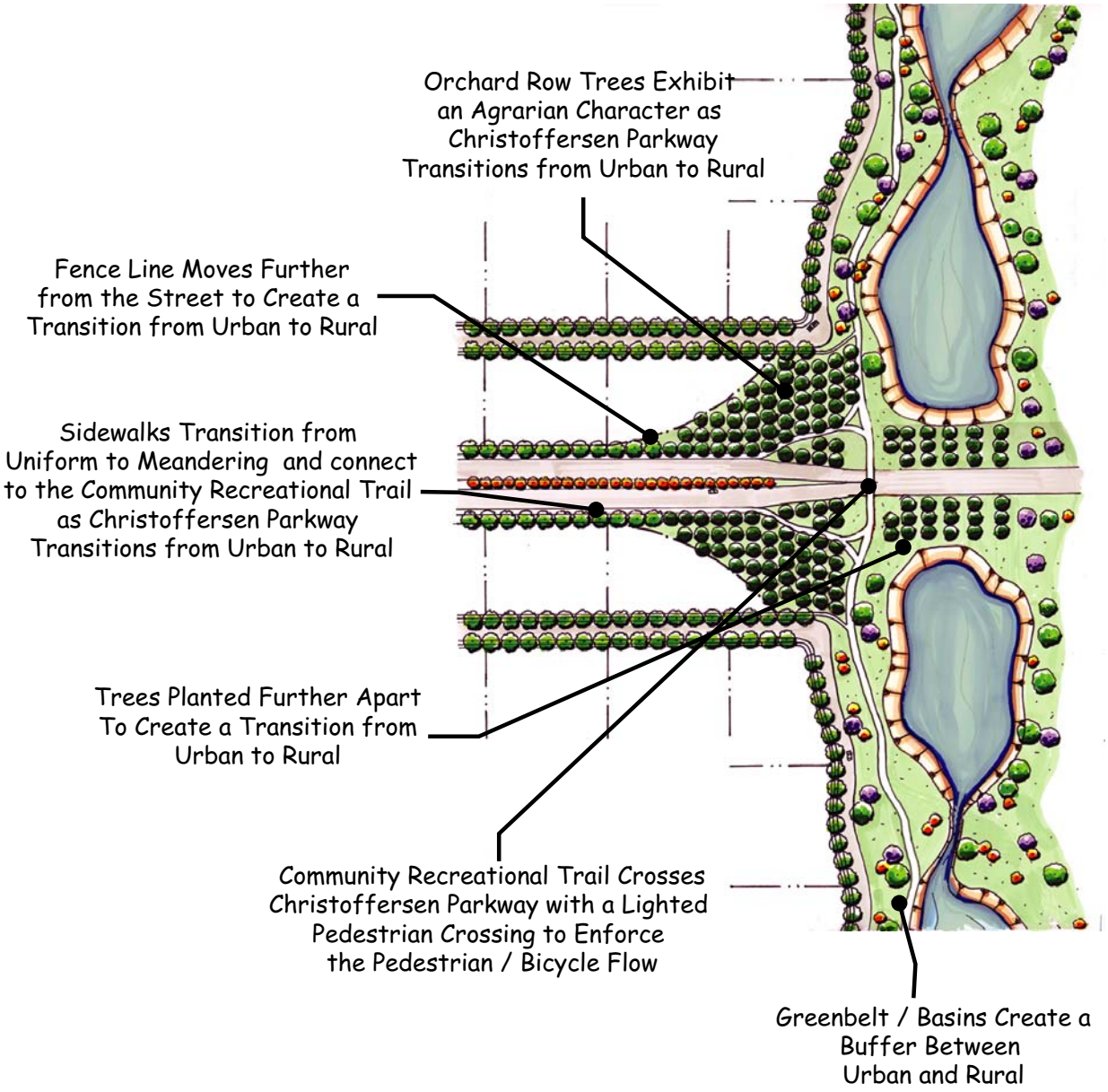
3.4.3 Christoffersen Parkway/Olive Avenue

The Christoffersen Parkway/Olive Avenue gateway feature identifies the western entrance into the Plan Area. The gateway location is important to the Plan Area because it also helps with the termination of the Zeering Road frontage road along Christoffersen Parkway. At Olive Avenue the Zeering Road frontage road will allow for right turn movements only. If commercial develops at this intersection, a pedestrian scaled plaza may be located across from the terminated Zeering Road. From Olive Avenue to the eastern Plan Area Boundary, residential homes will back up to Christoffersen Parkway rather than front it.



3.4.4 Zeering Road/Eastern Plan Boundary

The Zeering Road/Eastern Plan Boundary gateway feature not only identifies the eastern entrance into the Plan Area, but also signifies the eastern entry into the City of Turlock. This gateway is important for the Master Plan's desire of creating a transition from urban to rural agricultural uses. Key elements needed to accomplish this gateway and transition include orchard planting of ornamental trees, the narrowing of the roadway, and the elimination of the landscaped median. This gateway also has to incorporate a lighted pedestrian crossing for the community wide Pedestrian/ Bicycle Trail.



Insert 11x17 Figure 3-3 Community Design Diagram

3.5 WALLS AND FENCES

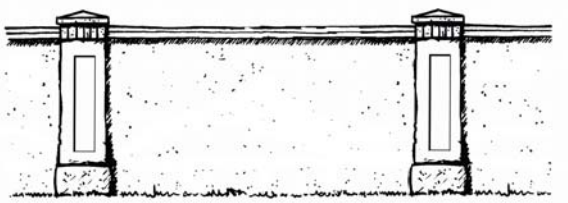
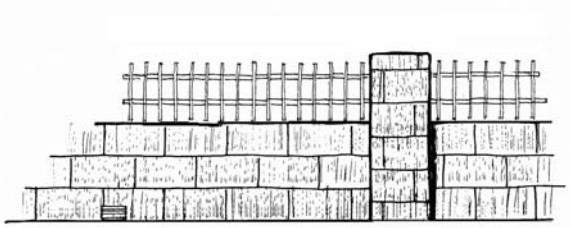
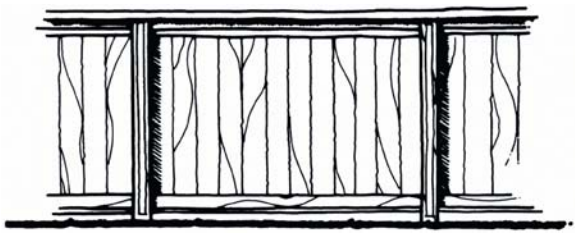
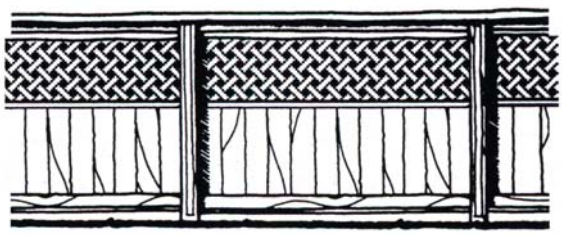
Walls and fences can provide a setting for entryway landscaping and treatments which differentiate neighborhoods and assist in defining a sense of place. Fences also provide separation between residences for individual privacy, safety and security. Solid fences or block walls may also provide separation between residential and more intense uses to mitigate noise and other encroachments. All fencing will be installed and coordinated with landscape treatments.

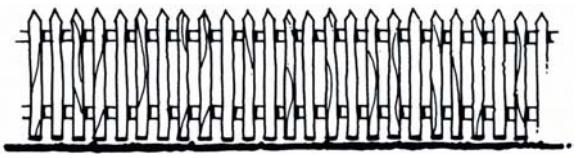
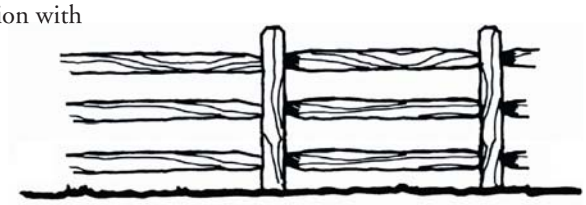
In addition to providing a setting for entryway landscaping, walls perform functions such as noise attenuation for residential and noise sensitive uses along major and heavily traveled streets. Landscaping and berming of walls along public streets is essential to create a boulevard effect and avoid a walled environment.

3.5.1 Wall and Fence Design Guidelines

a. Walls and fences shall be coordinated throughout the Plan Area.
b. Walls and fences shall incorporate materials, colors, and shapes that reflect the rural character of the Plan Area and its surroundings.
c. Walls and fencing shall be constructed of high quality, long lasting, low maintenance and vandal resistant materials.
d. Fencing and walls shall be designed to minimize policing problems, indefensible spaces, and hiding spots, and shall not diminish public or private views.
e. A 6-foot high minimum decorative wall shall be provided along Christoffersen Parkway adjacent to residential uses for sound attenuation.
f. The design detail of the retaining wall along the T.I.D. Lateral 3 shall be consistent with the existing wall design in adjacent neighborhoods.
g. Perimeter walls shall not exceed seven (7) feet in height and shall be constructed of solid material (i.e. decorative masonry, split face concrete block, plaster, stucco, or brick).
h. Residential yard fencing shall not exceed seven (7) feet in height and shall be constructed from redwood, cedar or comparable material.
i. Open fencing used in front yard setbacks shall not exceed four (4) feet in height and shall be of decorative material (i.e. wood pickets, split rail, etc.). Solid fencing used in front yard setbacks shall not exceed three (3) feet in height, typically.
j. Edge fencing along the greenbelt buffer shall be split rail or similar fencing (2-3 rails) and shall be four (4) feet in height, typically.
k. A minimum of a five (5) foot wide landscape area shall be provided along the outside of any fence or wall adjoining publicly accessible or visible area.
l. Landscape improvement shall complement the character of the wall or fence.

Table 3-6 Wall and Fence Standards

Fence Type	Permitted Application	Interpretation
Decorative Block Wall Decorative wall used for noise attenuation: Block wall and pilaster with caps. Height 6-feet minimum.	Rear property lines of single-family lots in residential areas along Christoffersen Parkway only. Wall shall be consistent with existing wall along Christoffersen Parkway.	
Canal Retaining Wall Decorative retaining wall used to separate the canal from the bike trail: 4-foot prefabricated masonry wall with a 2-foot wrought iron railing top.	Along south edge of T.I.D. Lateral Canal 3.	
Wood Fence Wood fence with wood posts. Height 6 feet; added articulation required for conditions where a 7-foot height is required.	Rear and side yard of residential lots when visible from public view.	
Good Neighbor Fence Wood fence with wood posts and decorative cap. Cap should be a semi-transparent panel. Height 7-feet maximum.	Rear residential lots that have alleyway access.	

Fence Type	Permitted Application	Interpretation
Picket Fence Picket fence with wood posts. Height 4-feet maximum.	Front yard of residential lots along front and side yard property lines to the front facade of the house.	
Split Rail Fence Rail fence reflecting the agrarian character of the area. Height 4-feet. maximum.	Front yard of residential lots along front and side yard property lines to the front facade of the house. Open-ended cul-de-sacs leading to open space, and along the greenbelt buffer. May also be used in conjunction with neighborhood entries.	

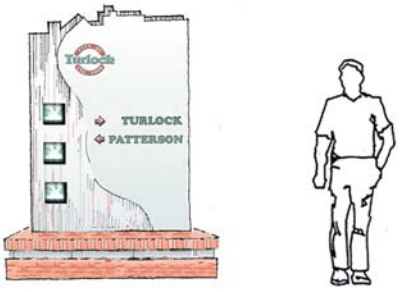
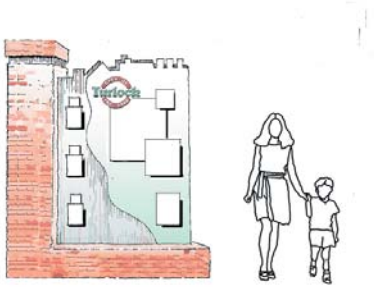
3.6 COMMUNITY SIGNAGE

Signs provide an important element of community design. Proper design and application of signs help orient residents and visitors while improving a community's sense of place. By directing drivers to desired locations, signage improves circulation efficiency and access to important community designation points. Numerous neighborhood and project specific sign walls and marketing logos will not be permitted because they tend to enforce a perception of separation rather than community cohesiveness.

3.6.1 Community Signage Design Guidelines

a. Ensure all signage elements reinforce and are coordinated with the rural character of the Plan Area and its surroundings.
b. Signage should incorporate materials, colors and shapes that appropriately reflect the rural agrarian character of Turlock (refer to the Turlock Beautification Master Plan).
c. Sign design should be coordinated with any adjoining walls or fencing elements.
d. Signage should be constructed of high quality, low maintenance, and long lasting materials.
e. Signs should be clear, concise, and informative.
f. Interpretive signage shall be provided along the greenbelt buffer trail system to provide trail users with information about the detention basin design, adjacent agricultural uses, and City history.
g. Signage shall be used to identify uses such as the commercial area, the greenbelt buffer, and the neighborhood parks.
h. Street signs and directional signs should have a common design theme.

Table 3-7 Community Signage Standards

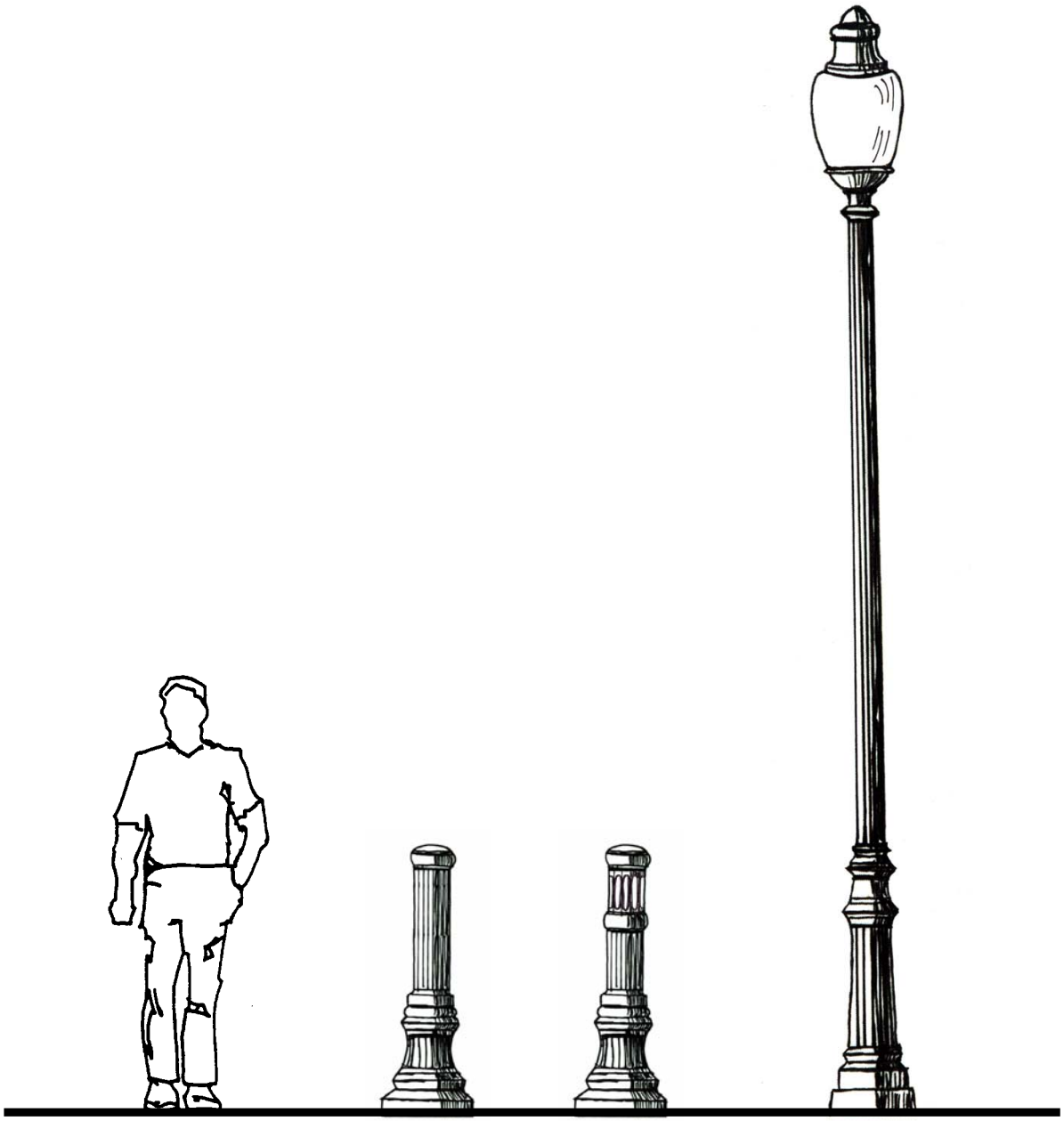
Sign Type	Permitted Application	Interpretation
Gateway Monumentation Gateway Monumentation reinforce city identity and reaffirm direction.	Shall be incorporated into the design of the gateway. Shall reflect the character of the Plan Area through colors and materials, and shall be appropriately scaled and legible for motorist.	
Information Kiosk Information Kiosk provide an opportunity to display and distribute information about Turlock (Interpretive Signage).	Shall be incorporated within the greenbelt buffer. Shall be designed at pedestrian scale, and incorporate colors and materials consistent with the character of the Plan Area.	
Roadway Approach Sign Roadway Approach Signs notify motorists of upcoming streets so they may turn in a safe and timely manner.	Shall be designed with the same colors and graphics as the Street Signs to provide visual unity. All approach signs shall be the same size and shape.	
Street Sign Street Signs provide a recognizable sense of repetition and clearly enable motorists, bicyclists and pedestrians to know where they are and where they need to go.	Should be designed with the same colors and graphics as Roadway Approach Signs to provide visual unity. All street signs shall be the same size and shape.	

3.7 COMMUNITY LIGHTING

The lighting standards respond to the need for safe, secure, and well lit streets, while encouraging pedestrian scaled thematic lighting in key areas. Lighting in encouraged to contribute to the character of the Plan Area and Turlock as a whole. Unobtrusive lighting, with its ability to provide soft down lit pockets of light is recommended.

3.7.1 Community Lighting Design Guidelines

a. Efficient lighting patterns that minimize glare and avoid light pollution should be utilized.
b. Use of accent lighting to highlight such features as entries, trails and special plantings should be encouraged throughout the Plan Area.
c. Street lighting should occur at all traffic intersections and at regularly spaced intervals along the roadway to provide safety to motorist and pedestrians.
d. Lighting system performance must meet City of Turlock Public Works Standards.
e. Lighting fixtures should be coordinated throughout the project with architectural elements.
f. Ornamental lighting within the greenbelt buffer shall be minimized to help create a rural feeling. They shall be spaced 40 feet apart at a minimum (80 feet if staggered) and shall only be provided along the trail system.
g. Ornamental Street and Pedestrian/Bicycle Trail lighting shall be HADCO Lighting--Model VS736-A-B5 Globe with Model P-2560-14-A Pole.
h. Ornamental Bollards shall be HADCO Lighting--Model EL20-A-AO-50S-E-N and non-lighted HADCO Model EU20-A-N.
i. Refer to the City of Turlock Standards, Specifications and Drawings for Ornamental Street Lighting.



Ornamental Non-Lighted Bollard

Ornamental Lighted Bollard

Ornamental Street Light

3.8 COMMUNITY LANDSCAPING

Landscaping shall create a pleasant and rural character, as well as, create an identity for the Plan Area. Informal groupings of native plants and trees will be used to create the rural character along the streets. Attention to entry features, streetscapes, and greenbelt corridors will establish the character and overall identity of the Plan Area.

3.8.1 Plan Area Tree Species

The following tree list shall be used within the Northeast Turlock Master Plan Area:

Approved City Street Trees

- October Glory Red Maple
- Keith Davey Chinese Pistache

Ornamental Trees

- Crape Myrtle (Tuscarora or Catawba)
- Red Bud (Eastern or Western)
- Rose of Sharon Hibiscus
- Japanese Maple
- Saucer Magnolia
- Hawthorn Washington Thorn

Small Trees

- Crape Myrtle
- Sour Gum
- Little Leaf Linden
- Purple Robe Locust
- Fairmount Ginkgo Biloba (Male only)
- Chinese Hackberry
- Red Maple (October Glory or Red Sunset)
- Bradford Ornamental Pear
- Keith Davey Chinese Pistache

Large Trees

- Bloodhood London Plane
- Scarlet Oak
- Atropunicea European Beech
- Evergreen Ash-Shamel

3.8.2 Specific Landscape Locations

Christoffersen Parkway

The landscape treatment along Christoffersen Parkway shall provide a transition from the existing agricultural orchard areas in the east to a formal urban landscape treatment. This landscape transition shall include the use of ground plane treatments such as ground cover, wildflowers, bulbs, grasses, shrubs and ornamental trees to create a subtle transition as well as reinforce the entry into the City of Turlock. Berms shall be provided within the Landscape/Public Utility Easements along Christoffersen Parkway to visually reduce the appearance of the sound walls. Keith Davey Chinese Pistache street trees shall be planted on both sides of Christoffersen Parkway.

Berkeley Avenue

The landscape treatment along Berkeley Avenue shall provide a transition from the existing agricultural orchard areas in the north to a formal urban landscape treatment. This landscape transition should include the use of ground plane treatments such as ground cover, wildflowers, bulbs, grasses, shrubs and ornamental trees to create a subtle transition. To soften and buffer the roadway for front facing homes, Berkeley Avenue will provide two rows of street trees within planting strips on both sides of a sidewalk. Keith Davey Chinese Pistache street trees shall be planted on both sides of Berkeley Avenue.

Community Commercial

The Community Commercial location shall have a rural, small town character that complements the Plan Area. Landscape treatment shall include formal hardscape elements complemented with uniformly spaced Keith Davey Chinese Pistache street trees in tree grates. Ornamental trees shall adjoin store fronts and be placed at key locations and entries and shall be coordinated with street furniture, signs and special paving. Parking areas should include ornamental trees which reinforce circulation and Keith Davey Chinese Pistache trees throughout the parking lot. Plantings should focus on providing accent color to the area and visual interest to the pedestrian as well as vehicular traffic.

Gateways and Entries

The landscape treatment at entries will feature extensive use of trees and shrubs in combination of formal and natural planting patterns. Neighborhood entry features, which include an entry monument, should provide additional color, texture and detail that transitions into the treatment along the street.

Neighborhoods

Residential neighborhoods shall include the use of October Glory Red Maple trees at a regular interval of 30 feet to provide a continuous canopy cover for the streets with ornamental trees placed at key intersections and within medians. Landscape should include the use of drought tolerant plant material, which should be arranged within planting strips and medians to provide interest and safety to pedestrians as well as automobile traffic.

Neighborhood-Serving City Parks

The landscape treatment of neighborhood parks shall include a combination of formal and informal arrangements. Parks shall include the use of large usable turf areas and formal gardens. Street trees shall surround the perimeter of the park to provide a canopy edge to the park.

Greenbelt Buffer

The greenbelt buffer will be used for pedestrian circulation and drainage. The landscape should reflect the existing agrarian character of the Plan Area and its surroundings and should be designed to look natural. Landscaping within the greenbelt buffer should be formalized and groomed around the edges and adjacent to the trail system, with native aquatic plant material that requires little to no maintenance within and adjacent to the basins.

3.8.3 Landscaping Design Guidelines

a. Provide landscaping that reflects the rural character of the Plan Area and its surroundings.
b. Ensure adequate and appropriate landscaping is provided within all development projects.
c. Street trees should be planted at maximum intervals of 30 feet on center within planting strips. Typically, each lot shall plant a minimum of 2-3 street trees. An additional 2-3 street trees shall be planted along the side yard of a corner lot.
d. Ensure shade tree planting occurs to improve the cooling efficiency of buildings and minimize heat island effects of paved surfaces.
e. Ensure that landscaping is used to enhance the appearance of the natural character.
f. Entry feature landscapes should complement the surrounding rural character.
g. Ornamental and specialty planting are considered appropriate accents to entry features consistent with the rural character of the Plan Area and its surroundings.
h. Landscaping shall be native, drought tolerant, and require low maintenance.

SECTION 4

CIRCULATION

4.1 INTRODUCTION

The rural character and quality of the neighborhoods within the Master Plan Area will be highly dependent upon the circulation system. The Master Plan is designed to provide an open and interconnected circulation system for vehicles, bicyclists, and pedestrians.

The Master Plan is intended to allow convenient access, safety, and provide access to all neighborhood amenities including homes, parks, retail, and open spaces. The circulation system is designed to minimize high speed through traffic within the Plan Area. In addition to the City's circulation requirements, the Master Plan's circulation system is designed to emphasize safe and efficient pedestrian and bicycle circulation while de-emphasizing automobiles. The use of landscaped planting strips, street trees, and streetscape elements will contribute to the quality of the neighborhoods as well as reflect the older neighborhoods of the City of Turlock.

The Northeast Turlock Master Plan contains a open-grid based system of streets that connect the Plan Area to the surrounding neighborhoods in order to promote connectivity within the City. This circulation system consists of an expressway, collector streets, local streets, alleyways, Class I and Class II Bicycle facilities, sidewalks and pathways, public transit, and traffic calming devices.

Circulation Strategies

- Transition Christoffersen Parkway from an urban expressway to a rural road as it exits the eastern boundary of the Plan Area.
- Reclassify Berkeley Avenue as a 2-lane divided collector north of Monte Vista Avenue and improve the TID Lateral #3 Bridge crossing.
- Prevent Christoffersen Parkway and Berkeley Avenue from bisecting the Plan Area into four independent areas.
- Close Colorado Avenue's connection to Taylor Road.
- Provide local roads that face the TID Lateral #3 and greenbelt buffer to encourage eyes on the trail system.
- Provide circulation that promotes pedestrian and alternative modes of transportation.
- Connect to the surrounding neighborhood's circulation systems to promote connectivity within the northeast Turlock area.
- Provide an open street pattern by fronting lots along all collector and local streets and by discouraging the use of dead-end cul-de-sacs.
- Provide pedestrian/bicycle access to the planned parks.

4.1.1 Circulation Design Guidelines

a. All streets and circulation routes shall be consistent with the Circulation Diagrams in Figures 4-1 to 4-15.

b. The City of Turlock Standard Specifications and Drawings shall take precedence for items not covered in the Northeast Turlock Master Plan.

c. Cul-de-sacs within the Plan Area shall be "day-lighted" to provide pedestrian and bicycle access. The Planning Commission, in conjunction with tentative subdivision map applications, shall approve the design of all day-lighted cul-de-sacs (width opening, fencing, landscaping, hardscape, etc.).

Local Road Bow-Out

d. Traffic calming measures shall be implemented along Berkeley Avenue and Colorado Avenue. Round-a-bouts and bow-outs may, at the discretion of the City Engineer, be utilized as traffic calming devices within the Plan Area.

e. All improved public streets and alleyways shall be dedicated to the City of Turlock. The City will assume responsibility for maintenance and repair of all street facilities.

f. All alleyways shall be paved with asphalt with concrete valley gutters and include landscaping, irrigation and lighting subject to approval by the Turlock Police Department.

g. Class I bicycle pathways shall be provided within the pedestrian/bicycle trail corridor along the T.I.D. Lateral #3 and the greenbelt buffer.

h. Class II bicycle lanes shall be designated on all collector streets.

Alleyway

i. The City shall provide fee improvement credits for all trail improvements.

j. Sidewalks shall be provided on both sides of all streets within the Plan Area. Where streets front onto the pedestrian/bicycle trail corridor, the sidewalk shall be eliminated.

k. Planting strips shall be provided along all collector and local streets. Where streets front onto the pedestrian/bicycle trail corridor, the planting strip may be reduced or eliminated.

l. Street trees shall be planted at intervals of 30 feet on center within planting strips. Typically, each lot shall plant a minimum of 2-3 street trees. An additional 2-3 street trees shall be planted along the side yard of a corner lot.

m. Landscape shall include the use of drought tolerant plant material, which should be arranged within planting strips and medians to provide interest to pedestrians as well as automobile traffic. Flowering accent trees shall be placed at key intersections and within medians.

n. Landscaping, lighting, special paving surfaces, and entry features shall be maintained by a Landscape and Lighting District or comparable maintenance district.

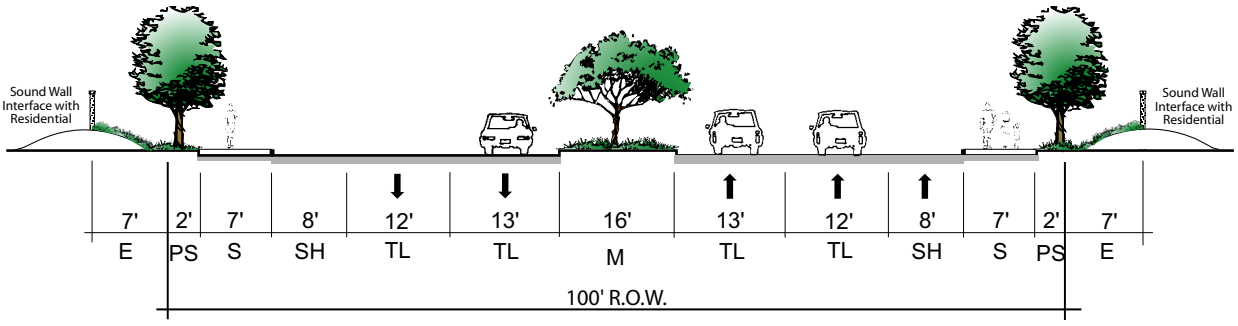
Insert 11x17 Figure 4-1 Circulation Concept

Insert 11x17 Figure 4-2 Street Section and Intersection Reference Diagram

4.2 PARKWAY

The Plan Area will be served by one parkway, Christoffersen Parkway. Christoffersen Parkway is an east-west running arterial that bisects the Plan Area. The purpose of this parkway is to provide movement for through traffic from the east side of the north Turlock area to the west side, as future development persists. Access points, intersection stops, and turning movements will be minimized along Christoffersen Parkway. Where intersections do occur, additional turn lanes will be provided, as required, to minimize delays in traffic flow.

Christoffersen Parkway will transition from an urban to a rural character road at the eastern edge of the Plan Area. This transition will act as an eastern gateway for the City of Turlock (refer to Section 3.4.4).



Christoffersen Parkway Section A-A

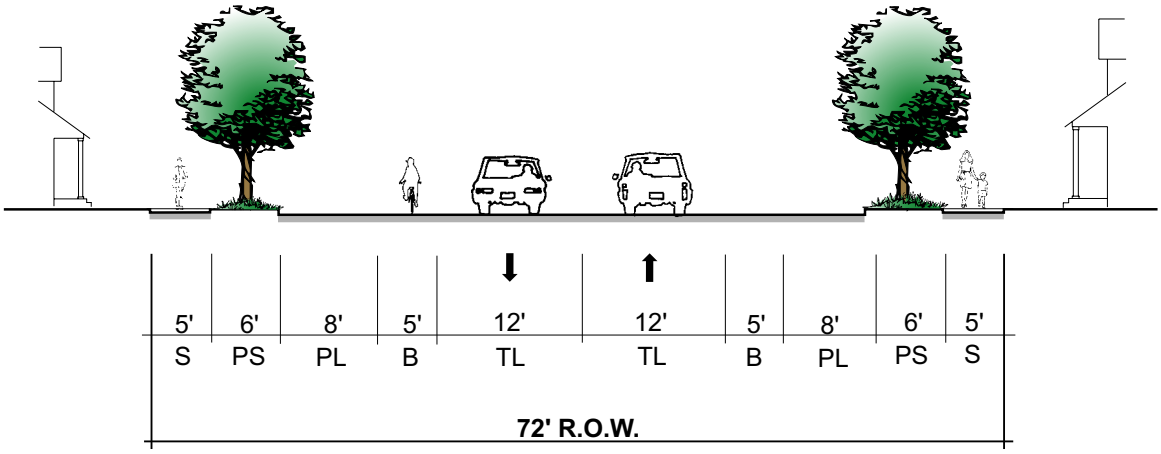
Designation	Parkway (4-Lane)
Right-of-Way (ROW)	100 Feet
Landscaped Median (M)	16 feet--At Intersections, left-turn lanes will reduce landscaped median width
Travel Lane (TL)	13 foot and 12 foot travel lanes on both sides of the landscaped median
Shoulder (SH)	8 foot shoulder on both sides of the roadway
Sidewalk (S)	7 foot sidewalk on both sides of the roadway
Planting Strip (PS)	2 foot planting strip on both sides of the roadway
Easement (E)	7 foot landscape/public utilities easement on both sides of the roadway

*Median is to be landscaped
*At intersections, left-turn lanes will reduce landscaped median width
*On-street parking is prohibited

Figure 4-3 Christoffersen Parkway

4.3 COLLECTORS

The Plan Area will be served by 3 collector roads, Berkeley Avenue, Colorado Avenue, and Springer Drive west of Berkeley Avenue. Berkeley Avenue is the north-south running collector that bisects the Plan Area and connects to Taylor Road via a TID Lateral #3 at grade crossing. Colorado Avenue is a north-south running collector that will be constructed with a 70 foot right-of-way with bike lanes (consistent with City of Turlock Engineering Standard Specifications and Drawings-Drawing ST-2), where it will eventually feed back into the Plan Area rather than connecting to Taylor Road. Springer Drive is an east-west running collector that starts on the northwest side of Turlock and meanders through numerous neighborhoods before reaching the Plan Area. Collector roads are intended to serve high volumes of traffic with numerous turning movements as they connect local and arterial streets and provide direct access to parcels. On-street parking is permitted on Collector roads.



Collector Road Section B-B

Designation	Collector (2-Lane) With Bike Lane
Right-of-Way (ROW)	72 Feet
Travel Lane (TL)	12 foot travel lanes
Class II Bike Lane (B)	5 foot Class II Bike Lane on both sides of the roadway
Parking Lane (PL)	8 foot parking lane on both sides of the roadway
Planting Strip (PS)	6 foot planting strip on both sides of the roadway
Sidewalk (S)	5 foot sidewalk on both sides of the roadway

*On-street parking is permitted

Figure 4-4 Collector Road

4.3.1 Berkeley Avenue

Berkeley Avenue will be the major north-south roadway for the Plan Area. Because of the importance of the road, certain traffic calming measures will be implemented such as a landscaped median and traffic circles. A 15-foot wide landscape easement will also be required on both sides of the roadway to provide a landscape buffer for the homes.

Due to high traffic volumes anticipated for Berkeley Avenue, homes fronting the roadway would be better served with alley access garages rather than trying to back out into traffic. Although preferred, alleyways are not required along Berkeley Avenue. The Master Plan will allow limited driveway access along Berkeley Avenue. The driveway apron shall be limited to a single car width between curb and sidewalk where it can flare out after the sidewalk to serve a two car garage or larger. Driveway aprons are to be adjacent to one another with a minimum 85-foot long curb frontage between driveway cuts and a minimum of 45-feet from a street corner.

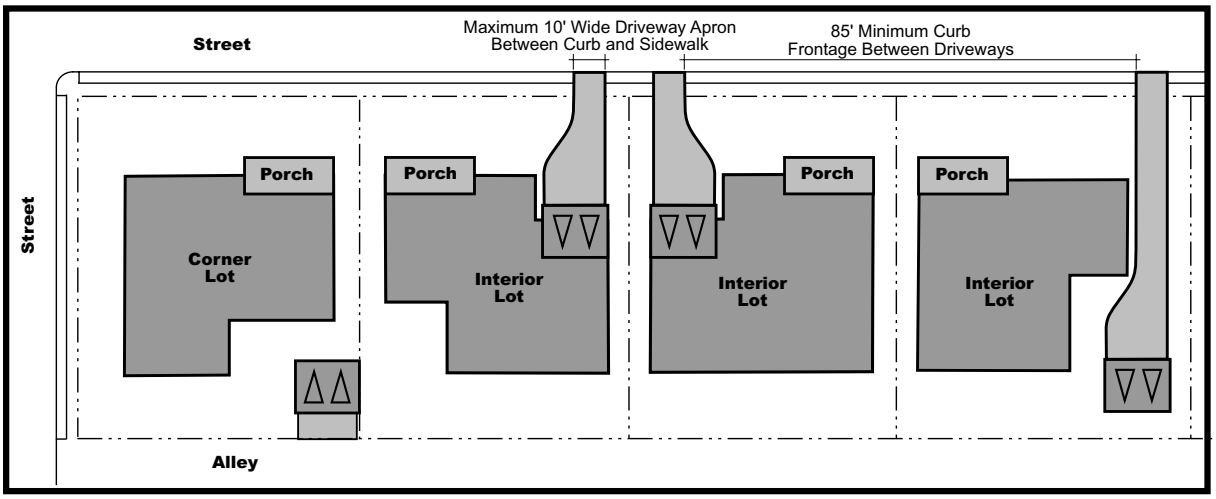
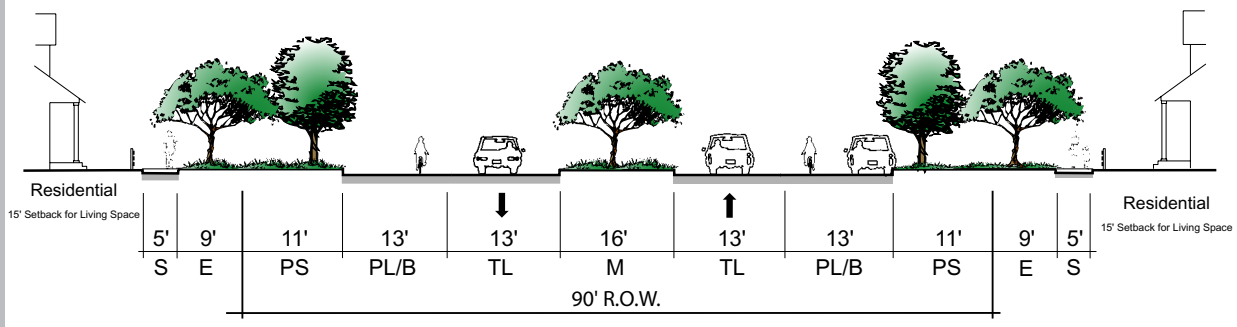


Figure 4-5 Driveway Aprons



Berkeley Avenue Section C-C

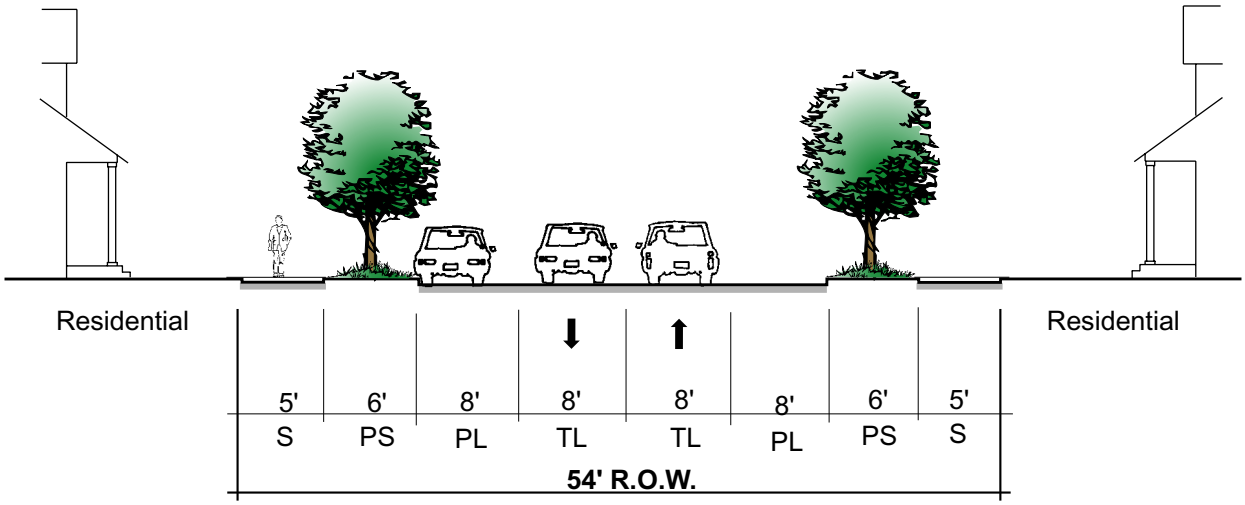
Designation	Collector (2-Lane) With Bike Lane
Right-of-Way (ROW)	90 Feet
Landscaped Median (M)	16 feet--At Intersections, left-turn lanes will reduce landscaped median width
Travel Lane (TL)	13 foot travel lane on both sides of the landscaped median
Parking Lane/Bike Lane (PL/B)	8 foot parking lane with a 5 foot Class II Bike Lane on both sides of the roadway
Planting Strip (PS)	11 foot planting strip on both sides of the roadway
Easement (E)	14 foot landscape/sidewalk/public utilities easement on both sides of the roadway with a 5 foot sidewalk (S) on both sides of the roadway

Figure 4-6 Berkeley Avenue

4.4 LOCAL ROADS

The Plan Area is served by 4 types of local roads, regular local roads, local roads connecting open space, local roads abutting the canal, and local roads abutting the greenbelt buffer.

Local roads provide access and circulation to individual lots and form the internal circulation system of the neighborhoods. The layout and connectivity of the local roads within the Master Plan Area was designed to feel open while providing safety and accessibility for the pedestrian and motorist.



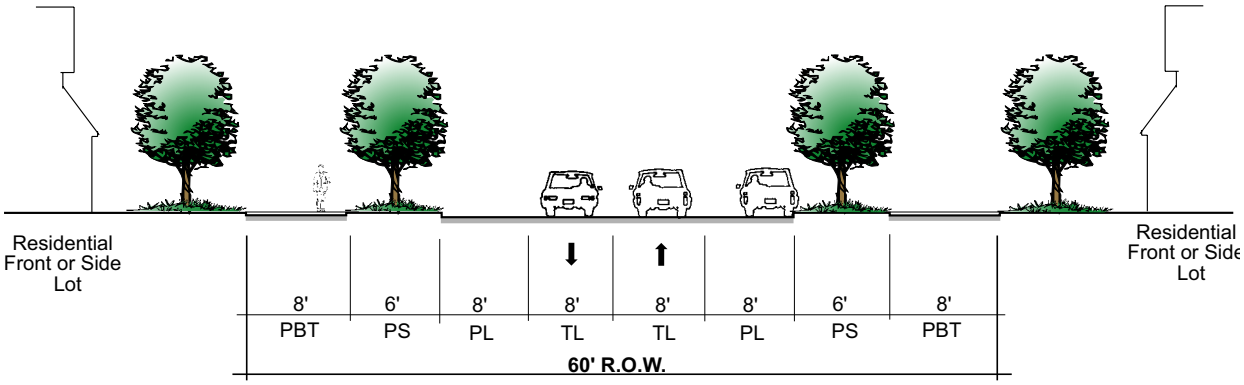
Local Road Section D-D

Designation	Local
Right-of-Way (ROW)	54 Feet
Travel Lane (TL)	8 foot travel lanes
Parking Lane (PL)	8 foot parking lane on both sides of the roadway
Planting Strip (PS)	6 foot planting strip on both sides of the roadway
Sidewalk (S)	5 foot sidewalk on both sides of the roadway

Figure 4-7 Local Road

4.4.1 Local Road Connecting Open Space

There are two local roads within the Plan Area that are designed to connect the two neighborhood parks to the greenbelt buffer. In addition, Springer Drive east of Berkeley Avenue will transition from a collector to a local road with the pedestrian/bicycle trail corridor. These local roads will be heavily landscaped to provide the pedestrian/bicyclist with a continuous open space connection between the parks and the greenbelt buffer. These local roads are to contain 2 pedestrian/bicycle trails on each side of the roadway with a planting strip and a landscape easement on either side of the trail to provide a double tree canopy for the pedestrian/bicyclist. Houses shall be front or side lot to promote "eyes on the trail", and driveway aprons shall be consistent with Berkeley Avenue Figure 4-5.



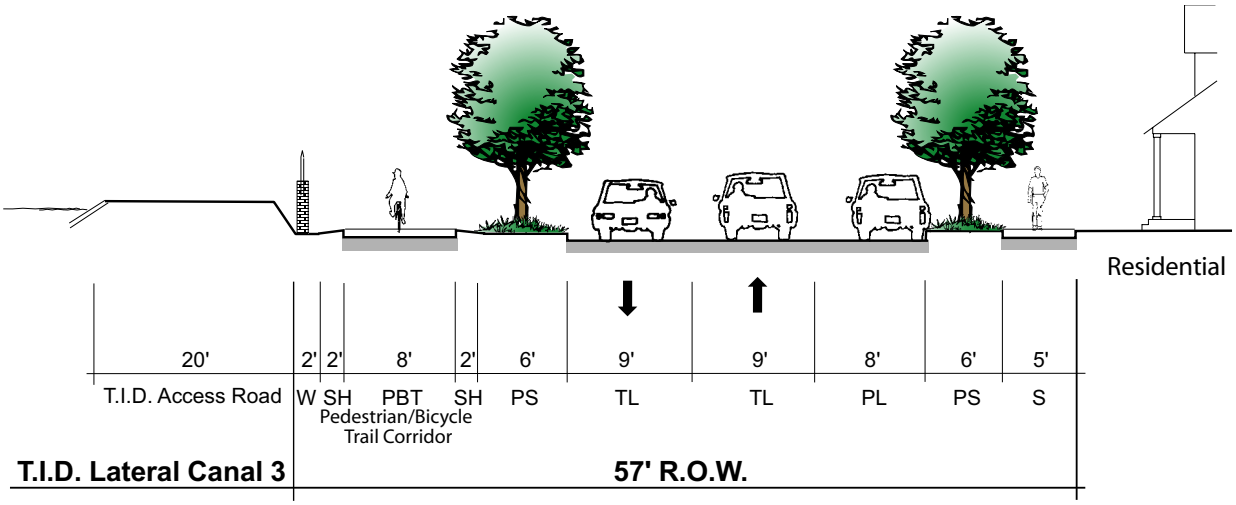
Local Road Connecting Open Space Section E-E

Designation	Local
Right-of-Way (ROW)	60 Feet
Travel Lane (TL)	8 foot travel lanes
Parking Lane (PL)	8 foot parking lane on both sides of the roadway
Planting Strip (PS)	6 foot planting strips on both sides of the roadway
Pedestrian/Bicycle Trail Corridor	8 foot trail (PBT) on both sides of the roadway

Figure 4-8 Local Road Connecting Open Space

4.4.2 Local Road Abutting Canal

The City of Turlock has taken the initiative to provide a continuous community wide trail system along the northern boundary of the City, adjacent to the TID Lateral #3. Local roads that abut the lateral shall be designed to face the trail system encouraging "Eyes on the Trail". This local road will prohibit parking on the pedestrian/bicycle trail side of the roadway.



Local Road Abutting Canal Section F-F

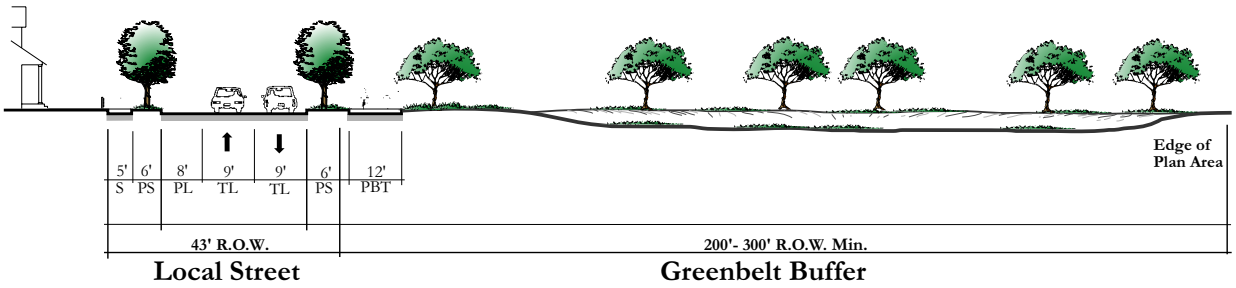
Designation	Local
Right-of-Way (ROW)	57 Feet
Travel Lane (TL)	9 foot travel lanes
Parking Lane (PL)	8 foot parking lane on Residential side of the roadway, parking is prohibited adjacent to the Canal
Planting Strip (PS)	6 foot planting strips on both sides of the roadway
Sidewalk (S)	5 foot sidewalk on Residential side of the roadway
Pedestrian/Bike Trail Corridor	8 foot trail (PBT) with 2 foot shoulders (SH) on both sides and a 2 foot retaining wall (W) adjacent to the Turlock Irrigation District Canal

*Pedestrian/Bike Trail access links occur at each Local Road intersection
*Fence and wall treatments adjacent to the canal may vary depending on site conditions
*On-street parking adjacent to the Pedestrian/Bicycle Trail is prohibited

Figure 4-9 Local Road Abutting Canal

4.4.3 Local Road Abutting Greenbelt Buffer

A greenbelt buffer will create the eastern edge of the Plan Area providing a buffer between urban and rural agricultural uses. Local roads will meander alongside this buffer allowing homes to face towards the public amenity to encourage "Eyes on the Trails". Parking will be prohibited along the pedestrian/bicycle trail side of the roadway.



Local Road Abutting Greenbelt Buffer Section G-G

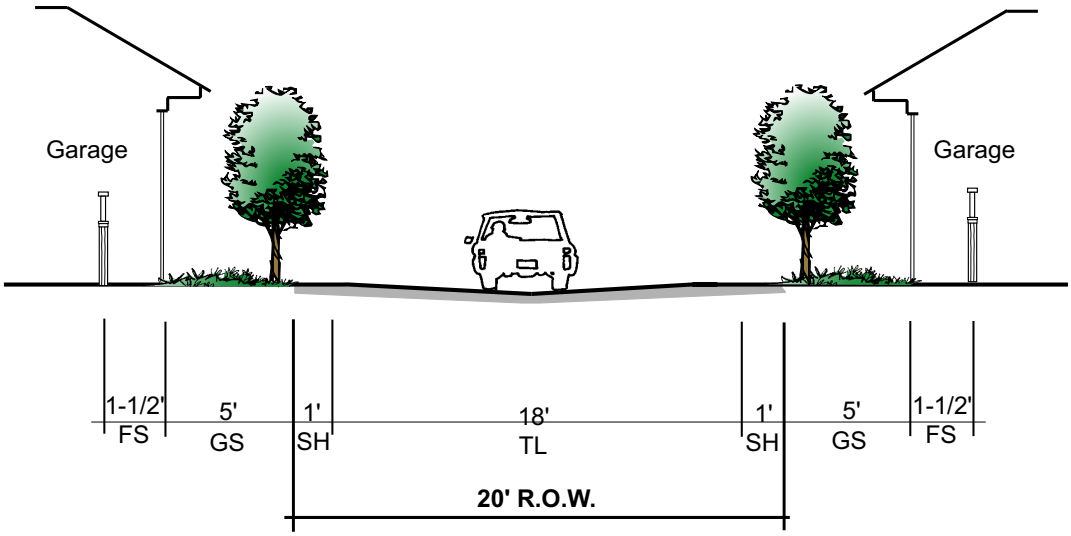
Designation	Local
Right-of-Way (ROW)	43 Feet
Travel Lane (TL)	9 foot travel lanes
Parking Lane (PL)	8 foot parking lane on Residential side of the roadway, parking is prohibited adjacent to the Greenbelt Buffer
Planting Strip (PS)	6 foot planting strips on both sides of the roadway
Sidewalk (S)	5 foot sidewalk on Residential side of the roadway
Pedestrian/Bike Trail Corridor	8 foot trail (PBT) with 2 foot shoulders (SH) on both sides meanders through the Greenbelt Buffer

*Pedestrian/Bike Trail access links occur at each Local Road intersection
*On-street parking adjacent to the Pedestrian/Bicycle Trail is prohibited

Figure 4-10 Local Road Abutting Greenbelt Buffer

4.5 ALLEYWAYS

Due to the high traffic volumes anticipated for Berkeley Avenue, alleyways are intended to provide access to the residential garages. Alleyways shall be designed to be livable spaces. This can be accomplished through landscaping, setbacks, decorative fencing and human scale techniques. Alleyways are also encouraged in other locations within the Plan Area where automobile access is limited along frontages.



Alleyway Section H-H

Designation	Alleyway
Right-of-Way (ROW)	20 Feet
Travel Lane (TL)	18 foot travel lane
Shoulder (SH)	1 foot shoulder on both sides of the travel lane
Garage Setback (GS)	5 foot minimum garage setback
Fence Setback (FS)	1-1/2 foot minimum fence setback from garage edge

*Parking is prohibited in alleyway
*Garage Setback shall be lanscaped

Figure 4-11 Alleyway

4.6 CUL-DE-SACS

The proper design of cul-de-sac streets is fundamental to successful pedestrian and bicycle circulation. Day-lighted cul-de-sacs provide pedestrian and bicycle access to open spaces and parks while restricting through automobile traffic. A pedestrian/bicycle connection shall be provided at the end of every cul-de-sac adjacent to a park, open space or trail route. The use of day-lighted cul-de-sacs should be minimized within the Northeast Turlock Master Plan Area, unless used in connection with open space features. The use of dead-end cul-de-sacs is discouraged within the Plan Area, at a minimum, a pedestrian connection should be provided at the end of every cul-de-sac for access to adjoining parks, pathways, open spaces or streets. In situations where major streets with walls adjoin residential areas, day-lighted cul-de-sacs should be used to create wall openings with pathway connections.

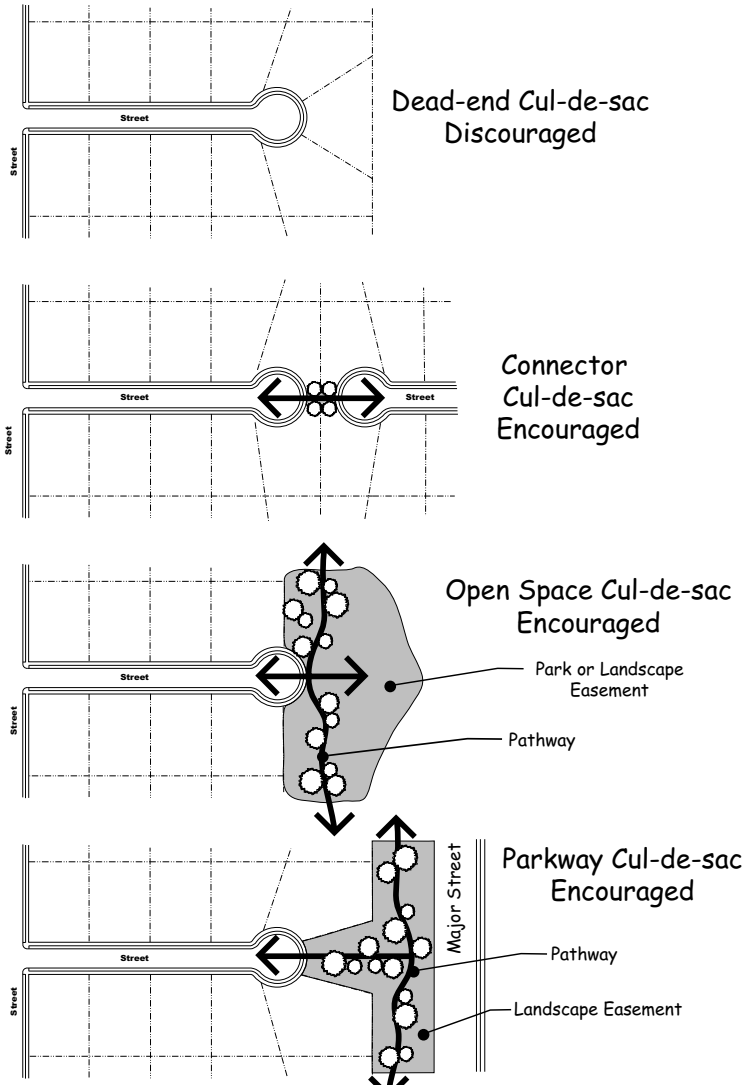


Figure 4-12 Cul-De-Sac

4.7 TRAFFIC CALMING

Traffic calming is an important element in creating a safe and enjoyable neighborhood environment. Properly utilized traffic calming devices can control traffic volumes and speeds to promote a safe neighborhood feel within the Plan Area. Two types of traffic calming devices are encouraged within the Northeast Turlock Area; round-a-bouts and intersection bow-outs. Traffic calming measures, at the discretion of the City Engineer, shall be implemented along Colorado Avenue to slow down through traffic.

Round-a-bouts are designed to control the speed of automobiles and to discourage through traffic . They shall be provided at two locations within the Plan Area, the intersections of Berkeley Avenue/Springer Drive and Berkeley Avenue/Dancer Way, and are encouraged in other locations throughout the Plan Area. Round-a-bouts shall be landscaped with low growing shrubs and grasses to provide clear line of sight for pedestrians and motorists.

Intersection bow-outs reduce the paved surface width of a street at an intersection to serve two purposes; to control traffic movement and to provide a safer pedestrian crossing, because driving speeds tend to decrease as a street narrows. Intersection bow-outs are encouraged at all collector street intersections throughout the Plan Area and shall include accent paving and landscaping that does not impair driver sight lines.

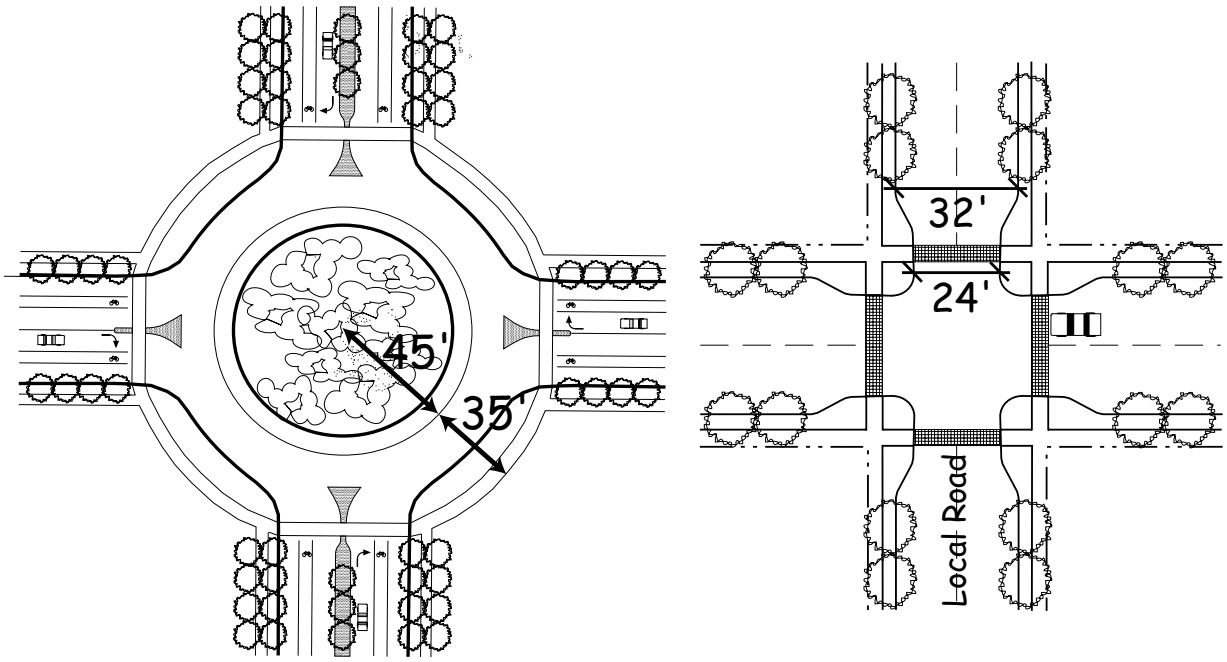
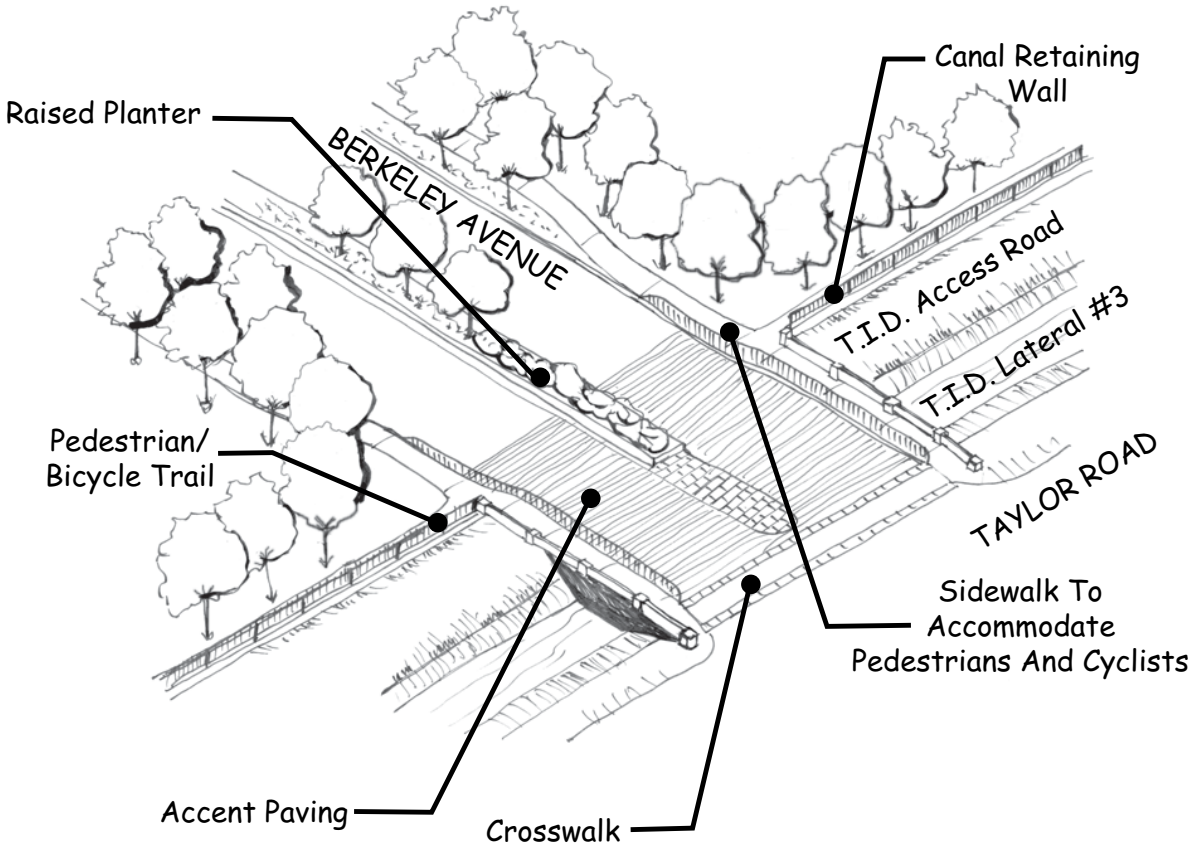


Figure 4-13 Traffic Calming

4.8 ENTRY ROAD

Entry features are an important element of community design and help create a sense of place and identification. Entry features such as landmarks, signs, and landscaping should reflect the overall architectural character of the neighborhood. The Northeast Turlock Master Plan has three main entries into the Plan Area; Berkeley Avenue/ Taylor Road, Christoffersen Parkway/Olive Avenue, and Zeering Road/the Eastern Plan Boundary. Both the Berkeley Avenue/Taylor Road and Zeering Road/the Eastern Plan Boundary are also major entries into the City of Turlock (refer to section 3.4 Gateways).



4.9 PEDESTRIAN/BICYCLE CIRCULATION

Pedestrian and Bicycle circulation is an important key element within the Northeast Turlock Master Plan. The Plan Area was designed to provide safe and efficient routes for pedestrians and bicyclist between public amenities, key destination points within the Plan Area, and the neighborhoods. Pedestrian and bicycle routes include sidewalks, bicycle lanes, pedestrian/bike trail corridors and a community-wide trail system.

All roads within the Master Plan Area contain sidewalks on both sides of the street edge, except where the road is adjacent to the trail system. Christoffersen Parkway contains 9-foot wide sidewalks, whereas the smaller roads contain 5-foot wide sidewalks. Local roads allow for bicycles, but do not include a designated bike lane. Collector streets do include a 5-foot wide designated bicycle lane on both sides of the roadway. The two local roads that connect the parks with the greenbelt buffer provide a pedestrian/bike trail corridor within the R.O.W.

A community-wide trail system has been implemented by the City of Turlock. This trail system begins the regional bike trail along Golden State Boulevard and proceeds along the T.I.D. Lateral #3, where it is proposed to end at the Plan Area's eastern boundary. Rather than have the community trail disappear at the Lateral, the Master Plan proposes the trail to turn southbound and meander through the greenbelt corridor, where it will eventually tie back into the City. The community trail system will accommodate both pedestrians and bicyclists within it's 12-foot wide improved width.

Pedestrian/Bicycle Trail

4.10 PUBLIC TRANSPORTATION

The circulation system within the Master Plan Area shall be designed to provide public transportation services to its residents. Transit stops should be located at key destination points such as the commercial center and parks. Transit stops shall provide access for pedestrian and bicycle connections, and shall be located within a quarter mile of neighborhoods. All transit stops shall include climate protection structures, lighting and seating areas, and shall have adequate R.O.W. to provide access to the circulation system.

Insert 11x17 Figure 4-14 Intersection Geometric Diagram

SECTION 5

PARKS AND RECREATION

5.1 INTRODUCTION

The Northeast Turlock Master Plan provides a variety of parks and open space that will serve a diverse group of users. Two neighborhood parks are provided within the Plan Area; one is located north of Christoffersen Parkway and one is located south. A greenbelt buffer is located along the eastern edge of the Plan Area and serves as the Plan Areas open space, as well as detention facilities.

Connectivity to the parks and open space is a priority of the Northeast Turlock Master Plan. The Plan provides adequate pedestrian/bicycle links from neighborhoods to the recreation facilities with safe and easy access. The Plan's vision for the location of the neighborhood parks and greenbelt buffer creates a perimeter of open space that provides a network of pedestrian and bicycle trails connecting residential neighborhoods to amenities and services within the Plan Area.

The City of Turlock requires the dedication of 2.8 acres of neighborhood parkland for every 1,000 residents. With an approximate 8 acre parkland requirement, the Northeast Turlock Master Plan provides the required area of parklands. Table 3-1 gives a summary of the total parkland and open space provided under the Master Plan. Figure 5-1 Parks and Open Space Concept identifies the general location of all parkland.

The vision of this Master Plan will be accomplished through the use of the following key concepts:

- A greenbelt buffer will encompass detention ponds, the community recreational trail, and a transitional buffer between urban and rural uses.
- Two neighborhood parks are proposed which will be linked via landscaped/pedestrian trails to other recreational amenities within the Plan Area.
- The community recreational trail will continue along the TID Lateral #3, veer southward and will meander through the greenbelt corridor.
- Parks and open space shall be located and designed as neighborhood focal points with street frontage on all sides.

Insert 11x17 Figure 5-1 Parks and Open Space Concept

5.1.1 Parks and Open Space Design Guidelines

- The park and open space concepts shall be consistent with the general concepts outlined in this section.
- A minimum of 2.8 acres of parkland shall be provided for every 1,000 residents of the project, consistent with the City's General Plan.
- The developer shall provide parkland and improvements as required by City ordinance.
- The City shall provide park credit for all facilities improved consistent with the Master Plan.
- Park designs shall accommodate a variety of semi-active and passive recreational features that meet the needs of residents of all ages, abilities and interests.
- Parks shall be located at prominent sites to provide focal points and landmarks for the residential neighborhoods.
- Parks shall be located to maximize access and visibility. Parks shall adjoin public streets, open spaces, or public facilities on all sides to promote "eyes on the park". Residential yards or other fenced interfaces are discouraged.
- All parks shall be connected to neighborhoods through either sidewalks or trails.
- All park and safety and maintenance standards shall comply with City and ADA standards.
- All parks and open space improvements shall be designed by a licensed landscape architect, as required by State Law.
- Parks shall be designed and landscaped for easy maintenance, water efficiency, shade and to accommodate a variety of recreational uses.
- Off street parking within neighborhood parks shall be minimized or not provided when possible.
- Site furniture and structures shall be selected based on durability, vandal resistance and long term maintenance—consistent with the community character of Northeast Turlock.
- Native plants shall be utilized when possible.

"Eyes on the Park"

5.2 NEIGHBORHOOD-SERVING CITY PARKS

Two Neighborhood-Serving City Parks are required within the Master Plan Area. The two neighborhood parks will serve the Northeast Turlock residents with passive recreation and play facilities. These parks are located on both sides of Christoffersen Parkway to provide park amenities to both neighborhoods that are formed from the bisection of the expressway.

The northern Neighborhood-Serving City Park is a 4.5 acre neighborhood park located at the intersection of Moonbeam Way and Colorado Avenue, and provides a central focal element and neighborhood organizational feature to the northern Plan Area. The park serves the nearby residents and is located in easy walking distance from existing neighborhoods to the west. Passive recreational amenities including a tot lot, turf play area, and passive strolling and picnicking facilities are envisioned. A local road with pedestrian/bicycle trails on both sides of the roadway will connect the neighborhood park to the greenbelt buffer trail system on the eastern edge of the Plan Area.

The southern neighborhood park is a 4 acre neighborhood park located off of Cedar Ridge Drive and Colorado Avenue. This park, like the northern neighborhood park, provides a central focal element for the southern portion of the Plan Area. This park will serve the southern Plan Area residents, as well as the existing neighborhoods to the west and south. The park will include passive recreational amenities such as a tot log, turf play area, and passive strolling and picnicking facilities. A local road with pedestrian/bicycle trails on both sides of the roadway will link this neighborhood park to the greenbelt buffer trail system on the eastern edge of the Plan Area.

Neighborhood Park Elements

- Large turf play areas
- Hard courts for tennis and basketball
- Informal play areas that can accommodate soccer or softball
- Children's play equipment
- Sitting areas
- Perimeter street tree colonnade
- Coordinated system of site furniture and lighting
- Pedestrian/Bicycle Trail connections
- Bicycle parking
- Barbecue and picnic area

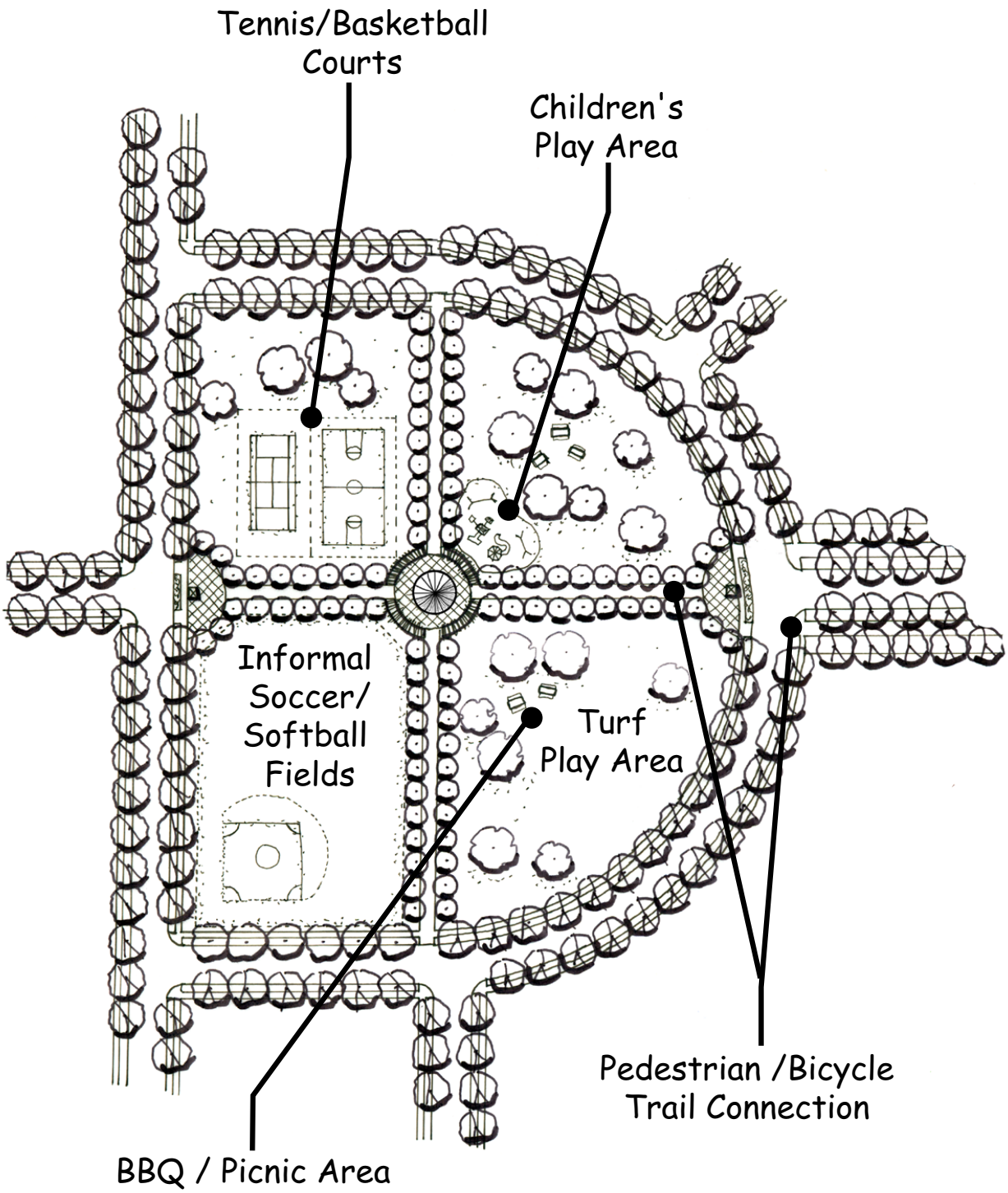


Figure 5-2 Conceptual Neighborhood-Serving City Park

5.3 GREENBELT BUFFER

Turlock has a well-defined edge that divides its urban uses from abutting agricultural uses, a value cherished by the City. However, the proximity of agricultural operations to urban uses also creates conflicts affecting both the farmers and residents. Conflicts relating to farming at the urban-agriculture interface can be minimized by maintaining a "greenbelt buffer" between the two.

The Northeast Turlock Master Plan provides a greenbelt buffer for the City, creating a transitional buffer between residential and urban uses and the rural agricultural uses that surround the City of Turlock. To maximize the benefits of a greenbelt buffer in the Northeast Turlock Area, the greenbelt buffer not only acts as the interface between urban and agricultural uses, it is also envisioned to encompass the stormwater detention basins needed for the Plan Area, as well as a community wide recreational trail that will meander through the greenbelt buffer. A local street abuts the greenbelt buffer providing "eyes on the trail" for the surrounding residents.

The stormwater detention basins will be integrated within the greenbelt buffer as a series of natural lagoons that will be maintained for bio-diversity, ecological balance and be treated as a community wide benefit The basins will be no deeper than 4 feet with a gradual slope to allow for maintenance and access (refer to Section 6, Public Facilities and Services).

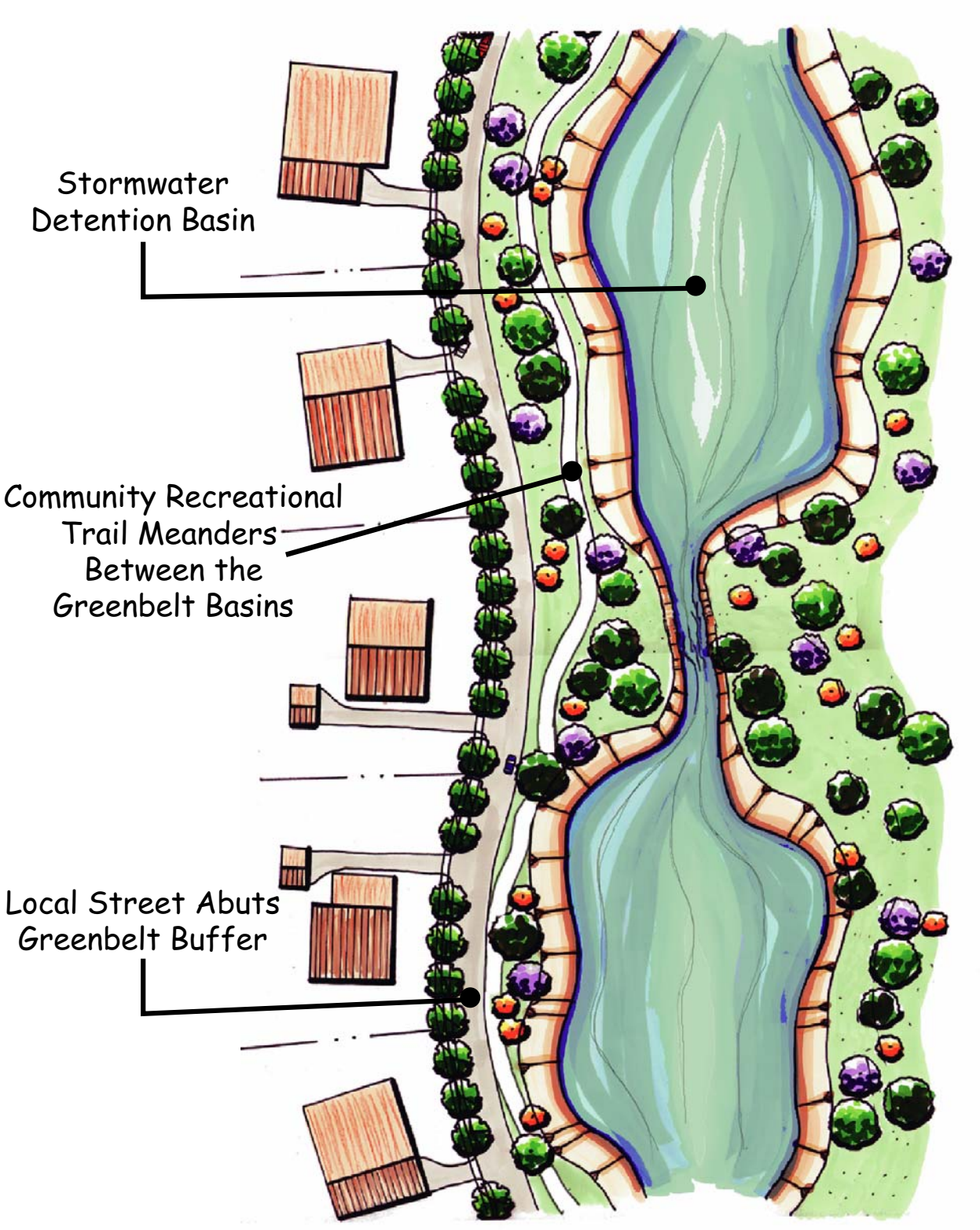
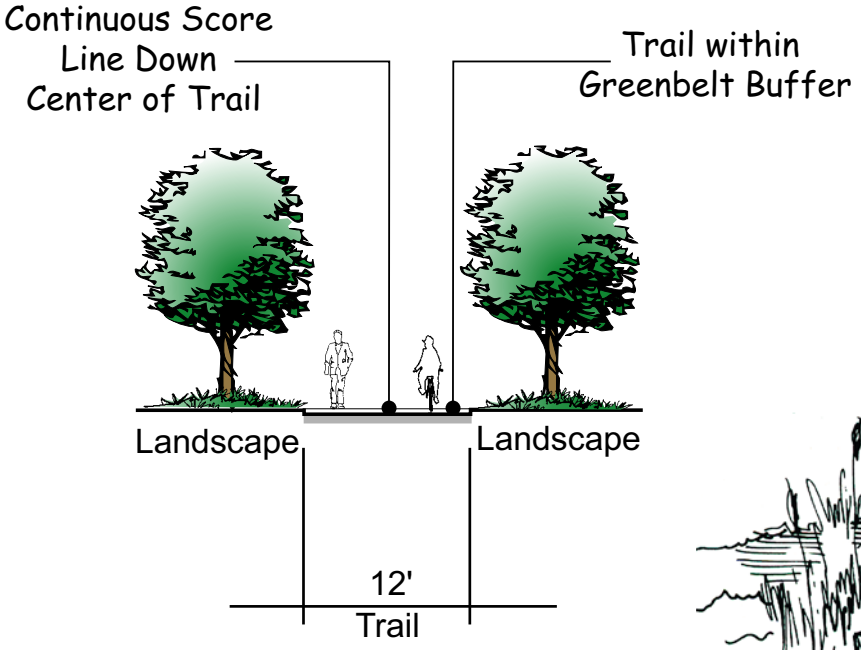


Figure 5-3 Greenbelt Buffer Detail

The greenbelt buffer also serves as a passive recreational facility with a 12-foot wide, meandering pedestrian/bicycle trail that connects to the T.I.D. Lateral #3 trail system. The trail system shall be designed to meander adjacent to the lagoons. The pedestrian/bicycle trail shall provide safe links to residential neighborhoods at local road intersections.

Landscaping within the greenbelt buffer should be formalized and groomed around the edges and adjacent to the trail system, with native aquatic plant material that requires little to no maintenance within and adjacent to the basins. Other amenities that shall be provided within the greenbelt buffer include: trash receptacles, "Mutt Mitts" for canine waste disposal, interpretive signage and lighting elements.



Pedestrian/Bicycle Trail

Interpretive Signage

5.4 LANDSCAPE/PUBLIC UTILITY EASEMENT

The Northeast Turlock Master Plan recognizes the importance of landscaping within the Plan Area. Even with the incorporation of the greenbelt buffer, the T.I.D. Lateral #3 trail corridor and planting strips within the street right-of way, the Master Plan provides for additional landscape/public utility easements to provide shade for the pedestrian, as well as enhance the character and aesthetic value of the neighborhoods. The landscape/public utility easements within the Plan Area are located adjacent to major street right-of-ways.

A 7-foot wide landscape/public utility easement is provided on both sides of Christoffersen Parkway to serve as a buffer between the expressway and residential units, as well as provide a location for street trees to be planted. A 15-foot wide landscape/public utility easement is provided on both sides of Berkeley Avenue to serve as a buffer between the busy roadway and the residents facing Berkeley Avenue, as well as provide a second row of street trees and shading for residents and pedestrians.

SECTION 6

PUBLIC FACILITIES AND SERVICES

6.1 INTRODUCTION

The following infrastructure plans are meant to be the backbone system to serve the Northeast Turlock Master Plan Area. The City of Turlock's infrastructure, public facilities and public safety services will serve the Plan Area consistent with the City of Turlock General Plan. This Section describes and illustrates, at a conceptual level, how and where services will be provided within the Plan Area.

These conceptual public facilities projects, as outlined, in no way represent all of the improvements that will be required to make the area developable. The projects shown are considered as backbone and it is understood that additional infrastructure is required to develop the properties. The tentative maps will determine the exact sizing and location of the facilities. However, the design of the infrastructure improvements shall follow closely to the facilities illustrated in the conceptual water, wastewater and stormwater plans provided in this section. Any revisions to size and general location shall only be as approved by the City Engineer at the time of the filing of the tentative maps or building permit, whichever comes first.

Regardless of the order of development within the Plan Area, infrastructure improvements will be required to address the service needs of the Plan Area. Developers may be required, at the submittal of a tentative map, to submit an infrastructure analysis. This analysis shall address the improvements that are outside of the interest of a tentative map which are required to be in place prior to acceptance of the subdivision. This analysis will also need to address the construction of off-site facilities.

This plan will establish a Master Plan fee program to fund the costs of these infrastructure items. This proposed Master Plan fee will be in addition to other fees that are collected at either map recordation or building permits. A reimbursement mechanism will be established to provide a means of reimbursing "first in" site specific projects that would be required to oversize facility improvements.

6.2 WATER

The City of Turlock will provide potable water supply services for the Plan Area. The water supply system will consist of one domestic water well and a system of looped 12-inch and 10-inch water lines that tie into the existing City Water system at various locations. In addition the Plan proposes two (2) shallow irrigation wells with a looped purple pipe system that will irrigate the public landscape areas in order to minimize the impact on the City Water Grid System. Figure 6-1 illustrates the Conceptual Water Diagram for the Plan Area.

Domestic Water System:

It is proposed that the domestic water system would install the following projects (numbers are reference to Figure 6-1):

#1 A 12-inch waterline in the Lateral #3 frontage Road from the greenbelt buffer to Colorado Avenue.

#2 A 10-inch waterline in the 1st east/west road south of Taylor Road from the greenbelt buffer to Colorado Avenue.

#3 A 10-inch waterline in the 3rd east/west road south of Taylor Road from the greenbelt buffer to Colorado Avenue.

#4 A 12-inch waterline in Christoffersen Parkway from the eastern boundary of the Plan Area to Olive Avenue.

#5 A 10-inch waterline in the 2nd east/west road south of Christoffersen Parkway from the greenbelt buffer to Colorado Avenue.

#6 A 12-inch waterline in Berkeley Avenue from Taylor Road south to the southern boundary of the Plan Area.

#7 A 12-inch waterline in the road running parallel to the greenbelt buffer along its west boundary from the northern to the southern Plan Area boundaries.

#8 A new domestic well to be located in the vicinity of Christoffersen Parkway and the greenbelt buffer.

Irrigation System:

#9 Two (2) shallow irrigation wells to water the landscaped areas of the Master Plan.

#10 Install a 8" recycled water and irrigation system (purple pipe) around the entire Plan Area and along Berkeley Avenue and Christoffersen Parkway that will feed the landscaped areas.

The projects listed above will be considered trunk lines and will be included in the proposed Northeast Turlock Master Plan fee program or part of the water grid fee program. All other water lines shall be installed and paid by the developers as part of the normal development process and will be able to enter City standard reimbursement agreements if applicable.

6.3 WASTEWATER

The City of Turlock will provide wastewater services including collection, transmission and treatment of wastewater for the Master Plan Area. The wastewater system will encompass a series of backbone gravity sewer trunk mains that will tie into the existing City of Turlock Sewer Trunk Main at the intersection of Christoffersen Parkway and North Olive Avenue. Figure 6-2 illustrates the Conceptual Wastewater Diagram for the Plan Area.

The Christoffersen Parkway Sewer Trunk line will be extended from its existing terminus at North Olive Avenue to the east boundary of the Master Plan. This trunk line will serve as the main backbone to serve the Northeast Turlock Master Plan Area. This line is shown in Figure 6-2 as Line #7 and is shown as a 24-inch diameter pipe. It will be critical for this pipe to be built in its entirety prior to the 1st home being constructed within the Master Plan.

The other proposed trunk lines that feed into the main Christoffersen Trunk line are as follows (numbers are reference to Figure 6-2):

#1 A 12-inch pipeline in the 1st east/west road south of Taylor Road. This line will bring sewer flows from the east and west of Berkeley Avenue into the Berkeley Avenue Trunk Line (line #4).

#2 A 12-inch pipeline in the 3rd east/west Street south of Taylor Road. This line will bring sewer flows from the east and west of Berkeley Avenue into the Berkeley Avenue Trunk Line (line #6).

#3 A 12-inch pipeline in the 2nd east/west road south of Christoffersen Parkway. This line will bring sewer flows from the east and west of Berkeley Avenue into the Berkeley Avenue Trunk Line (line #5).

#4 A 18-inch pipeline in Berkeley Avenue north of the 21-inch trunk line (line #6) in Berkeley Avenue.

#5 A 18-inch pipeline in Berkeley Avenue south of Christoffersen Parkway to the south boundary of the Plan Area.

#6 A 21-inch pipeline in Berkeley Avenue from Christoffersen Parkway north to the 2nd east/west street north of Christoffersen Parkway.

#7 A 24-inch pipeline in Christoffersen Parkway from North Olive Avenue to the east boundary of the Master Plan.

The projects listed above will be considered trunk lines and will be included in the proposed Northeast Master Plan Area. All other sewer lines that will be required to be built to serve the developments shall be installed and paid by the developers as part of the normal development process and will be able to enter City Standard reimbursement agreements.

The current data available indicates that there will not be the need for any sewer lift stations with in the Master Plan Area. The City of Turlock Water Quality Control Facility has the necessary capacity to serve this Master Plan Area.

Insert 11x17 Figure 6-1 Conceptual Water Diagram

Insert 11x17 Figure 6-2 Conceptual Wastewater Diagram

6.4 STORMWATER

The stormwater system will be designed to support itself as a stand-alone system with a connection to the rest of the City Storm Drainage. The key to the system is the greenbelt buffer which is to be used as a the detention basin facility as well as the buffer between residential land and agriculture land as outlined in the General Plan. The other key element is the 60-inch diameter storm drain to be installed in Christoffersen Parkway from Colorado Avenue to the greenbelt buffer. Figure 6-3 illustrates the Conceptual Stormwater Diagram for the Plan Area.

The 60-inch pipe will be connected to the existing 30-inch diameter pipe at Christoffersen Parkway and Colorado Avenue. The 60-inch pipeline east of the connection will have a storm control structure installed. The intent will be to allow low flow nuisance water and low flow storm water to go into the existing City system. As a storm event takes place the structure will be closed and the water will be pushed to a pump station by hydraulic grades at Christoffersen Parkway and the greenbelt buffer. This lift station will pump water into the greenbelt basins and pump water out of the basins to allow the storm water to enter the City system after the storm event is completed. The greenbelt basin(s) will be sized to store 3-inches of storm water from most of the Master Plan Area.

The following are the proposed stormwater components within the fee program (numbers are reference to Figure 6-3):

#1 A 24-inch pipeline that is located in Berkeley Avenue from the terminus of line #9 to Taylor Road.

#2 A 18-inch pipeline in Brookstone Drive from the Legends #5 subdivision to the 1st east/west road and ties into line #3.

#3 A 18-inch pipeline in 1st east/west road north of the Legends #5 subdivision and runs from Brookstone Drive to the greenbelt buffer.

#4 A 24-inch pipeline in 2nd east/west street south of Christoffersen Parkway. Pipeline ties into the Berkeley Avenue line #8 and runs to the east and west off of this line.

#5 A 30-inch pipeline in Colorado Avenue from Christoffersen Parkway to Hartwick Avenue.

Insert 11x17 Figure 6-3 Conceptual Stormwater Diagram

#6 A 24-inch pipeline in the 2nd east/west road south of Taylor Road. Pipeline ties into the Berkeley Avenue line #9 and runs to the east and west off of this line.

#7 A 24-inch pipeline in the 3rd east/west road south of Taylor Road. Pipeline ties into the Berkeley Avenue line #9 and runs to the east and west off of this line.

#8 A 30-inch pipeline in Berkeley Avenue from Christoffersen Parkway south to the south end of the Plan Area.

#9 A 42-inch pipeline in Berkeley Avenue from Christoffersen Parkway north to the 2nd east/west road south of Taylor Road. This line ties into the proposed line #1 in Berkeley Avenue.

#10 A 60-inch pipeline in Christoffersen Parkway from Colorado Avenue to the greenbelt buffer.

#11 A small Storm Pump Station that will allow the flexibility of draining the greenbelt basins into the stormwater system to the south. The pump station will be built to pump into the basin or out of the basin into the pipe.

#12 A stormwater control structure that will allow the system flexibility to pass the stormwater into the existing City System or to retain within the greenbelt basin Storage.

#13 A flow control structure at the Colorado Avenue and Christoffersen Parkway intersection.

The projects listed above will be considered trunk lines and will be included in the proposed Northeast Master Plan Area. All other stormwater lines that will be required to be built to serve the developments shall be installed and paid by the developers as part of the normal development process.

6.5 POLICE SERVICES

Turlock Police Services provide law enforcement services to the City, including the Master Plan Area, and operates from the Public Safety Building located in downtown Turlock. A major design consideration for the Master Plan Area is to assist policing efforts to ensure the safety of its residents. One safety measure is orienting home frontages toward open space, pedestrian/bicycle trails and parks as much as possible. This is commonly referred to as "eyes on the street". Other measures include the placement and height requirements of fences and vegetative screening along walkways to maintain a clear view of pedestrian areas. Design guidelines and placement of fencing are listed in Section 3. Another safety measure is the use of controlled-access gates at alleyway entries, as alleyways can be perceived as potential crime areas due to their low visibility from area residents.

6.6 FIRE PROTECTION

Turlock Fire Services has expanded its services from strictly fire suppression to include other health-related emergency services. Original services, in addition to fire suppression, include arson investigation, HazMat response, building inspection, and public education. The highest service demand for the Department is emergency medical aid response.

There are four Turlock Fire Services stations that serve Turlock. Station #3, located on Monte Vista Avenue near Fosberg Road, is within a two-mile service radius of the Plan Area. It is a satellite support station that houses suppression equipment, and 24-hour fire personnel.

The Master Plan Area has been designed with fire protection measures through its design. For example, the street layout is designed to minimize confusion for emergency response teams to find their destination. Cul-de-sacs and dead-end streets are discouraged where possible. The street widths are wide enough to accommodate fire engines and cul-de-sacs planned for the area will accommodate turning radii.

SECTION 7

PLAN IMPLEMENTATION

7.1 INTRODUCTION

To create the vision of this Master Plan for the Northeast Turlock Plan Area, implementation needs to be carefully addressed. The Northeast Turlock Master Plan will be implemented through the City's development review process. This section addresses the challenges, development process, public facilities and financing, and maintenance required for the implementation of the Master Plan.

The Northeast Turlock Master Plan will be used as a tool to aid City Staff in reviewing and approving development plans for the Plan Area. It includes a precise set of standards and guidelines that help map out the City's desires, and therefore control the development outcome of the Northeast Area of Turlock. Responsibility for interpretation of the standards and design guidelines of the Master Plan lies with the City of Turlock and the Community Development Director. The standards and guidelines are to be utilized in conjunction with the City's General Plan, Zoning Ordinance, and Standards and Specification Drawings during the project approval process. Flexibility is permissible as long as the basic intent of the guidelines is met.

7.2 IMPLEMENTATION CHALLENGES

Urban development is occurring at an increasing rate here in the Central Valley. To provide a well planned and organized environment for development to occur can remove some of the risk associated with urban development. While the Northeast Turlock Master Plan removes many of these obstacles associated with new development, which should result in a smoother more predictable process, there are a few implementation challenges that arise from the Plan's design that merit attention.

7.2.1 Connectivity to Existing Neighborhoods

The Northeast Turlock Plan Area is bound by existing residential neighborhoods to the west and south. These neighborhoods have an established street structure and lot layouts. With this in mind, the Northeast Turlock Master Plan was designed to connect proposed streets with the existing street structure, providing an open and interconnected circulations system. The Northeast Turlock Master Plan not only provides connectivity through its street structure, but it provides neighborhood connectivity by mirroring the existing lot layouts and providing compatible housing types and adjacent uses for the Northeast Turlock residents.

7.2.2 Williamson Act

County records show that there are several properties within the Plan Area that are within an agricultural preserve through the owner's participation in the Williamson Act (rolling 10 year agreements to retain agricultural uses in return for reduced property taxes). Upon annexation to Turlock, the City becomes responsible for managing any remaining contracts consistent with state law. All of the property owners with contracts have been contacted by the City and advised that if it is their intent to sell their property for development they should review the status of their contract. Pursuant to State Law, the City of Turlock may not authorize urban development within an agricultural preserve.

7.2.3 Urban Edge

Turlock's current General Plan, as have all the City's previous General Plans, recognizes T.I.D. Lateral # 3/Taylor Road as the City's northerly urban growth boundary. This policy was revisited in conjunction with the North Turlock Agricultural Land Conservation Study through which the City Council reconfirmed its policy. The current General Plan also has policies setup to establish urban edges to act as buffers between agricultural uses and urban uses. The eastern edge of the Northeast Turlock Master Plan Area will also act as a urban edge of the City, therefore a 200-300 foot wide greenbelt buffer is proposed along the eastern edge of the Plan Area, which will also encompass required detention needed for the Plan Area and a pedestrain/bicycle trail that connects to the T.I.D. Lateral #3 trail system. Not only does the greenbelt buffer define the city's urban edge, but consistent with General Plan policies, it also protects ongoing agricultural operations to the east of the Plan Area from the adverse impacts of encroaching urban development.

7.2.4 Taylor Road Connections

The City of Turlock's desire is to limit urban development areas to the south side of the T.I.D. Lateral #3. Currently, Taylor Road acts as a highly traveled 2-lane collector road, which connects a majority of the north-south collector/arterial streets in the north Turlock area, including Berkeley Avenue and Colorado Avenue within the Plan Area. The City felt it was necessary to amend the General Plan to maintain Taylor Road as a two-lane rural road with limited connections, while allowing traffic to use Christoffersen Parkway, an expressway, to travel in an east-west direction. Therefore, Omni-Means prepared the *North Area Traffic Circulation Study* to look at this issue.

This study analyzed various alternatives for meeting existing and future circulation needs for the north Turlock area and recommended Alternative Number 5. This alternative concluded that even with the completion of

Christoffersen Parkway, Taylor Road would need to maintain connections to Berkeley Avenue, Geer Road and North Walnut Road. Taylor Road, however, could remain as a two-lane road. Section 4 of the Master Plan addresses the circulation needs of the Plan Area and incorporates the recommendations of the *North Area Traffic Circulation Study* and the *Traffic Impact Study for the Northeast Turlock Master Plan* also prepared by Omni-Means.

7.2.5 Christoffersen Parkway

Of all major street improvements for the successful development of the north Turlock area, which includes the Northeast Turlock Master Plan Area, the completion of Christoffersen Parkway is one of the most significant. The completion of Christoffersen Parkway is important because it is intended to become the City's main east-west high capacity roadway through the entire north area, accommodating the daily commute traffic generated by the City of Turlock to State Route 99. Christoffersen Parkway is currently completed in at least a minimum configuration of two travel lanes from Golden State Boulevard to Olive Avenue. Because Christoffersen Parkway transitions back down to a two-lane roadway as it exits the City to the east, the planned improvements set forth in this Master Plan will be constructed with the specific development of properties adjacent to the roadway corridor.

7.2.6 Berkeley Avenue

Berkeley Avenue is also signified and therefore has an increased right-of-way width with landscape edges. Cost of landscape improvements will also be born by the developers of adjoining properties in conjunction with development.

7.2.7 Existing Development and Established Development Patterns

As outlined in Section 2 there are a number of existing homes and other improvements such as shops and irrigation facilities within the Plan Area. Some of these homes and improvements may be located in the path of a street, park or trail as shown in Figure 7-1 Implementation Map. Although some of these, particularly the newer homes may remain either indefinitely or for some time, it is expected that in general, most of these will be replaced or removed over time to make way for the new neighborhood.

Insert 11x17 Figure 7-1 Implementation Map

The City will make every effort to adjust street alignment, subdivision design and/or delay property occupation to accommodate property owners who want to retain their home provided that the adjustment will not compromise the integrity of the Plan or otherwise adversely affect a critical public facility. Figure 7-2, Alternative Neighborhood-Serving City Park Concept, may be used as an alternative for the park locations to accommodate the existing housing that is expected to remain and to address the concerns over placing a neighborhood park along a collector street.

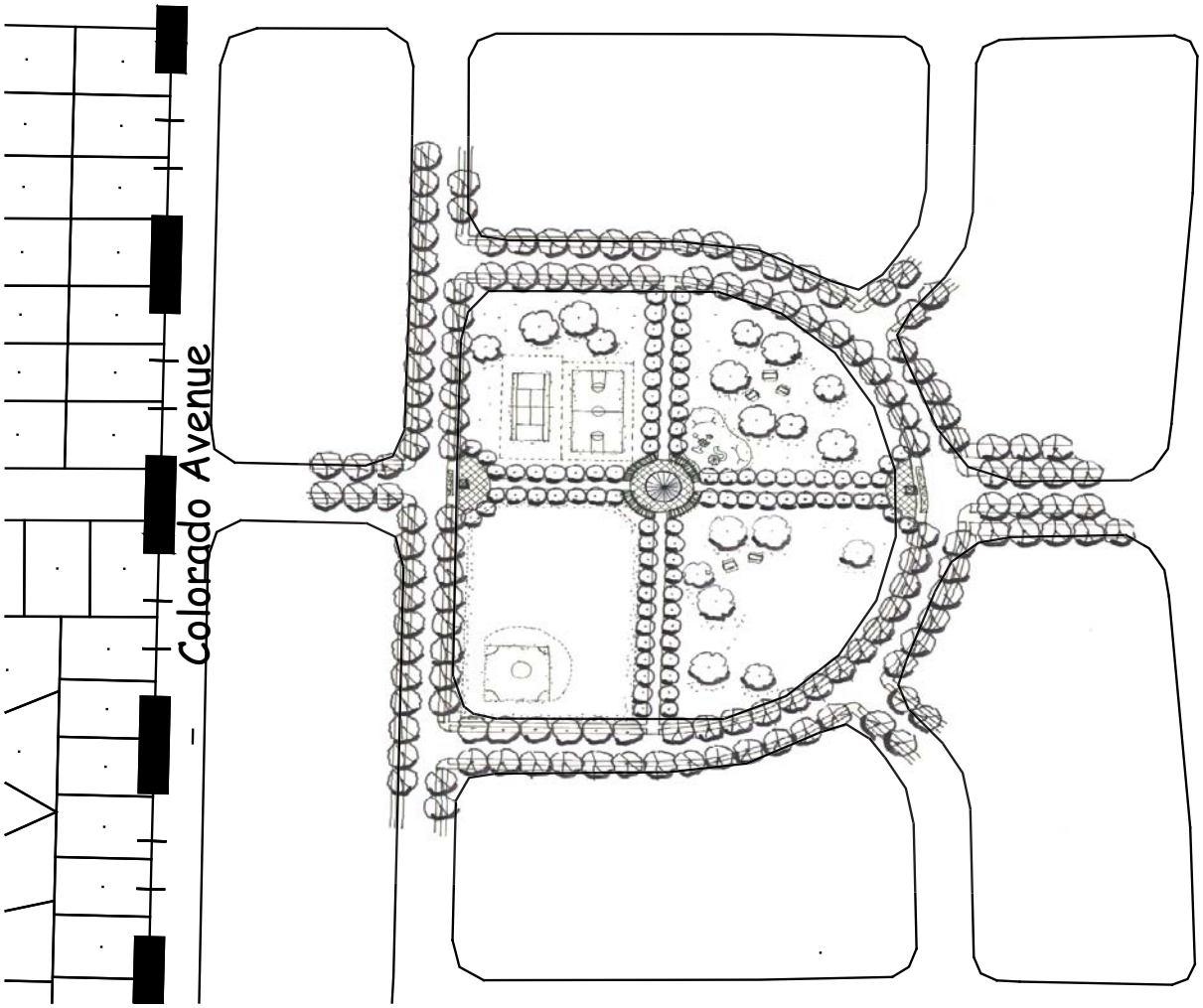


Figure 7-2 Alternative Neighborhood-Serving City Park Concept

There are several irrigation lines and/or ditches that are located in the Plan Area. These facilities convey irrigation water to properties both in and out of the Plan Area. It is the preference of both the City and T.I.D. that these lines be abandoned as the area develops. However, where a conveyance facility cannot be abandoned, it shall be the developer's responsibility to underground these facilities pursuant to T.I.D. standards.

There are a number of locations along the Plan Area's southern boundary where it adjoins existing residential development. To respect the established development pattern, all new development in the Plan Area that abuts an existing residential development shall be comparable in terms of lot size, dimension, and structure height. New development shall be designed so that the privacy of existing residents is respected and so that single-family homes are not overlooked by two-story homes. Where the greenbelt buffer adjoins the rear and / or side yards of existing residential development, a masonry wall shall be constructed and appropriate landscaping installed to afford adequate privacy.

7.2.8 Existing Overhead Utility Lines

Consistent with General Plan Policy 7.4-l and TMC §§ 9-2-121 and 11-8-107, it is a requirement in the Northeast Turlock Master Plan area that all utility lines shall be placed underground, including existing distribution lines on frontage streets. The cost of undergrounding existing facilities shall be shared equally among area developers as determined by the City Engineer.

Because homeowners on both sides of a street derive equal benefit when an overhead utility line is placed underground, the cost of undergrounding overhead utility lines will not ordinarily be the sole burden of the developer on whose property the facilities are located.

The requirement to underground overhead utility lines shall not apply to the existing overhead electrical distribution lines on the west side of Colorado Avenue and along TID lateral #3 (Taylor Road), both of which are considered outside of the Plan Area.

7.3 DEVELOPMENT PROCESS

7.3.1 Land Use And Zoning Regulations

The Northeast Turlock Master Plan, adopted by ordinance in the same manner as a rezoning, establishes the land use classifications, prezoning, development policies, development standards and design guidelines for the entire planning area consistent with the Turlock General Plan. As provided by the Turlock Municipal Code, the Northeast Turlock Master Plan establishes specific development standards, which may differ from those contained in

the Zoning Ordinance, applicable to each land use classification within the Plan Area. These alternative standards shall supersede those established by the Zoning Ordinance and apply to the development of property within the Plan Area regardless of whether they conflict with the standards of the Zoning Ordinance or not.

Where not otherwise specified by the Northeast Turlock Master Plan, the use and development of property shall be governed by the zoning applicable to that property. Subject to a Minor Discretionary Permit, the Community Development Director may approve minor modifications, exceptions and waivers to the Zoning Ordinance to allow for orderly development in the Plan Area. Modifications or changes considered major (e.g. significant changes in land use/zoning, circulation or public facilities, etc.) may be considered subject to the process and procedures for amending the Turlock Municipal Code (9-5-112 et seq.).

Although the Northeast Turlock Master Plan stipulates residential densities in housing units per gross acre (see Table 3-1 Master Plan Area Land Use Summary), the anticipated densities are exclusive of Plan Area public facilities, such as the greenbelt buffer and neighborhood-serving city parks. In calculating an individual development project's required development density, only the developable portion of the subject property shall be considered. Consistent with the General Plan, this shall include all local and collector streets, but excludes the following Plan Area public facilities: the greenbelt buffer, neighborhood-serving city parks, T.I.D. Lateral #3 pedestrian/bike trail, Springer Road, Berkeley Avenue, the two Local Roads Connecting Open Space (Figure 4-8), and Christoffersen Parkway. .

Residential densities in the Plan Area shall be as follows (dwelling units/ gross acre):

- Very Low Density Residential (VLDR) – minimum 0.2 dwelling units/gross acre; maximum 3 dwelling units / gross acre.
- Low Density Residential (LDR) – minimum 3 dwelling units/ gross acre; maximum 7 dwelling units / gross acre.
- Medium Density Residential (MDR) – minimum 7 dwelling units / gross acre; maximum 15 dwelling units / gross acre.

7.3.2 Community Commercial Center

Turlock General Plan identifies locations for community commercial centers in northeast Turlock, including one potential site in the Northeast Turlock Master Plan Area. However, due to a potential oversaturation of sites in relation to population, it is unlikely that all of these community commercial centers will be developed. The Master Plan recognizes that the marketplace will ultimately determine whether a community commercial center is appropriate for the Plan Area.

None the less, a community commercial center is encouraged within the Plan Area and would be appropriate to locate east of Colorado Avenue on any property that meets the standards and criteria identified in Table 3-5 Community Commercial Standards. Any commercial center would be subject to review by the Planning Commission, be designed consistent with the standards of the Northeast Turlock Master Plan, and be compatible with adjacent structures and uses.

7.3.3 Multiple Land Use Designation Areas East of Berkeley Avenue

The area east of Berkeley Avenue contains more than one residential land use designation. Consistent with the policies of the General Plan and the Northeast Turlock Master Plan, the purpose of this multiple designation area is to create a definitive transition of development densities toward the city's urban edge. To implement this policy, the Master Plan calls for a series of Residential Density Transition Zones east of Berkeley Avenue to be designed as follows:

- A minimum 200-300 foot greenbelt buffer separated from houses by the frontage road (No houses shall back up or side on to the greenbelt buffer)
- A minimum of three distinct residential density transitions, including a residential density transition zone nearest the greenbelt buffer with minimum 14,500 sq ft lots
- All residential density transition zones shall be of similar width (approximately 300-400 feet) and shall contain a minimum of two columns of like-sized lots
- Lot area shall vary by at least 35% between adjoining residential density transition zones
- Examples of acceptable transitions could be (starting at Berkeley going east) lots of 5,000 – 7,500 -11,000 – 15,000 square feet; alternatively, lots of 6,000 - 10,000 –14,500 square feet in area
- Generally, a transition in residential density shall occur at the rear lot line; homes that face each other across a street shall be similar in size, width and / or dimension

As the purpose of the multiple designation area is to create a definitive transition of densities towards the city's urban edge, the range of residential development densities required by the Plan and the General Plan shall not be averaged over a single property.

The City Council, upon a recommendation of the Planning Commission may approve a Planned Development on properties east of Berkeley Avenue that vary slightly from the above-established standards if it can be found that:

1. An appropriate density transition as established above and by the Master Plan's Transect Diagram (Figure 3-2) and by the General Plan is still achieved.

2. The design is consistent with the policies contained in the General Plan.
3. The design is consistent with the Northeast Turlock Master Plan.
4. That the design creates a definitive transition of residential densities.
5. That there are at least three ranges of density and lot sizes in the project.
6. That the project is properly related to adjoining properties.

7.3.4 Annexation

The Northeast Turlock Plan Area is currently unincorporated, but the majority of the site is located within Turlock's Secondary Sphere of Influence. Once adopted, the Northeast Turlock Master Plan is intended to provide the basis for the City's application to Stanislaus County Local Agency Formation Commission (LAFCO) for a Sphere Amendment (from Secondary to Primary) and the annexation of the entire 255 acres to the City of Turlock. The Master Plan addresses how the City intends to provide for the extension of public facilities and services, which contribute to the orderly development of the Plan Area, a key issue for LAFCO. A Municipal Services Review has already been prepared for the City. The annexation of the Northeast Turlock Plan Area must be completed prior to the final approval and recording of any subdivision maps.

7.3.5 Phasing

Precise development phasing is uncertain and will respond to market conditions as well as landowner and developer interest. The Northeast Turlock Master Plan addresses the full range of public facilities including streets, utilities, parks, and open space, as well as residential and commercial uses. "Backbone" public facilities required for the development of the planning area are discussed in Section 6.

The need for these facilities and the cost of installation will greatly affect the extent, location, and timing of new development since each phase of development must be supported by the installation of public facilities that are planned to support the development of the entire Plan Area. As a result, the development of noncontiguous property may be permitted if the appropriate public facilities are installed. Should the installation of critical public facilities necessitate the acquisition of off-site private property, and the property cannot be otherwise obtained by negotiated sale, the City may consider the use of condemnation as a last resort provided the City will be fully reimbursed by the developer. By prior agreement with the City, the additional costs associated with the installation of "out of sequence" or oversized public facilities may be recovered either as a credit against development impact fees and / or as a reimbursement.

It is anticipated that the completion of Christoffersen Parkway will be a critical first step in implementing the Master Plan; it contains critical sewer, storm and water utilities.

Individual subdividers may be required to install temporary on-site storm water detention basins until the greenbelt buffer has secured and the storm water facilities therein have been constructed.

7.3.6 Subdivision Approval Process

With a few exceptions (e.g., commercial areas and open space), the Northeast Turlock Master Plan Area will be developed through the process of subdividing land. It is through the subdivision approval process, governed by the Government Code and Turlock Municipal Code, that land is divided, developed with homes, sold to future residents; streets, sewers, water lines and other public facilities and improvements are installed; and parks and public open spaces are provided. The subdivision approval process is the principal means through which the City and private developers will implement the Northeast Turlock Master Plan.

The subdivision process in the Plan Area is expected to be the same as anywhere else in the City with the following exceptions:

- The possible need for a developer, as a part of their application, to establish the specific alignment of the greenbelt buffer and associated streets beyond the property being subdivided, to facilitate the location of the greenbelt buffer and streets on adjoining properties.

- The possible need for a developer to construct critical Plan Area infrastructure beyond the property being subdivided.

- The possible need to show how the proposed lots meet the Master Plan's design guidelines and development standards for the location and classification(s) of the property proposed for subdivision.

- Individual house and site plan designs for homes that will front Berkeley Avenue and the greenbelt buffer to ensure compliance with the site planning guidelines and standards of the Plan.

- A requirement to provide the appropriate disclosure to future property owners that they are purchasing property in an area with parks, public pathways, and open space with all of the potential effects on individual homeowners and the neighborhoods reasonably associated with the public use of these facilities (e.g., additional traffic, noise, after hours / weekend use, lights for night use).

- A requirement to provide the appropriate disclosure to future property owners that they are purchasing property in an agricultural area with all of the potential effects on individual homeowners and the neighborhoods reasonably associated with agricultural uses (e.g., noise, odor, dust, flies, pesticides, smoke) and that the farmers in the area have the right-to-farm.

- A requirement to provide the appropriate disclosure to future property owners that they are purchasing property in a master planned area of the City of Turlock that contains more public open space land than is standard and that they will be assessed annually through a landscape and lighting district for its maintenance and up keep as well as the maintenance and upkeep of other public facilities that directly benefit the property owner (e.g., streets, street lights, storm drainage system).

7.4 PUBLIC FACILITIES AND FINANCING

The major issue for the development of this Master Plan will be the timing of the improvements. Of significant concern is that it may be necessary to construct all or a portion of the greenbelt buffer for storm drainage. In addition, some roadway improvements may be pivotal to effective development of the area. The following addresses some financing implications.

7.4.1 Public Facilities And Infrastructure / Plan Area Fees

Section 6 describes the "backbone" public facilities needed to accommodate the development of the Plan Area. Through the subdivision approval process developers will be required to install these together with each subdivision's "in tract" improvements. As discussed above in connection with phasing, a developer's obligation to install public improvements will be based on the timing and location of the proposed development, which may place proportionately greater burdens on those who develop first.

However, unlike the process for the installation of public facilities in conjunction with the subdivision approval process elsewhere in the City, the cost of these improvements is spread equally to all developers through a "plan area fee" specifically established for the Northeast Turlock Master Plan Area. The plan area fee is in addition to the other City-adopted development fees. The purpose of the plan area fee is to fund infrastructure not included in the existing City-wide impact fee program, but essential to area development.

The plan area fee also replaces a myriad of other separate funding devices (area of benefit assessments, etc.), fees and reimbursement agreements that have been used in the past to pay for public facilities. The plan area fee concept is not new to Turlock and served as the basis for financing the improvements in the Monte Vista Avenue / State Route 99 corridor area where Home Depot and Target are now located, as well as the North Turlock Master Plan Area. Although when aggregated into a single fee, the plan area fee may at first appear expensive, it is quite comparable with the total cost for like facilities in other areas of the City collected/paid for through other means.

The additional benefit of the plan area fee is its fair application to all developing parties. For example, under the plan area fee concept the cost of the pedestrian/bike trail along T.I.D. Lateral #3 is paid for by all of the area's residents rather than just those in the subdivision in which it is located. In all cases, a developer's cost of installing common public facilities is offset against total plan area fees and may, depending on circumstances, even be reimbursed for "excess" improvement costs. With the costs equalized and internalized into the plan area fee, a developer is assured that they will be paying only their fair share of the cost of the public improvements required for development of the Plan Area.

7.4.2 Transportation System Fees

The transportation system consists of one (1) expressway and a number of collector roads within the plan area. The expressway is Christoffersen Parkway and runs east and west through the plan area. It will connect with the existing Christoffersen Parkway at North Olive Avenue and run east to the plan area boundary where it will transition back to the existing two (2) lane road.

The collector roads are Berkeley Avenue (north/south roadway), Colorado Avenue (north/south roadway), and Springer Drive (east/west roadway). Berkeley Avenue currently exists as a small two lane rural roadway that connects Taylor Road to the south through the City. Colorado Avenue is at times a partly improved collector roadway and in other areas it is a small two lane rural roadway. Currently Colorado connects to Taylor Road and runs south through the plan area and on into the City. It is the City's plan to disconnect Colorado Avenue at Taylor Road either before the implementation of the Master Plan or in conjunction with the Plan. Table 7-1 Transportation System Fees contains a list of projects identified as being required with the full build-out of the master plan and the funding for the projects (numbers are reference to Figure 7-3).

Table 7-1 Transportation System Fees

Project #	Project Name	Plan Area Funding	CFF Funding
1	Signal at Taylor Road & Berkeley Avenue	XX	
2	Signal at Christoffersen Parkway and N. Olive Avenue		XX
3	Signal at Christoffersen Parkway and Colorado Avenue	XX	
4	Signal at Christoffersen Parkway and Berkeley Avenue		XX
5	Signal at Monte Vista Avenue and Colorado Avenue		XX
6	Signal at Monte Vista Avenue and Berkeley Avenue		XX
7	Christoffersen Parkway – N. Olive Avenue to Berkeley Avenue	XX	XX
8	Christoffersen Parkway – Berkeley Avenue to Eastern Plan Area Boundary	XX	
9	Monte Vista Avenue – N. Olive Avenue to Berkeley Avenue		XX
10	Monte Vista Avenue – Berkeley Avenue to Quincy Road		XX
11	Signal Modification at Geer Road and Monte Vista Avenue		XX
12	Berkeley Avenue – Monte Vista Avenue north to the southern boundary of the Plan Area	XX	
13	Berkeley Avenue – Monte Vista Avenue to the south		XX
14	Colorado Avenue – Monte Vista Avenue north to the southern boundary of the Plan Area	XX	
15	Berkeley Avenue, Median and setback – within the plan area boundaries	XX	
16	Bike Path – Along Lateral #3	XX	
17	Bike Path within the pedestrian corridor (greenbelt)	XX	
18	Interior Pedestrian Connection Paths	XX	
19	TID Crossing – Berkeley Avenue and Taylor Road	XX	
20	Landscaping the Pedestrian Corridor (Greenbelt)	XX	
21	Underground TID Lateral along Berkeley Avenue	XX	
22	Underground Overhead Utilities	XX	
23	Lighted Pedestrian Crossing – Christoffersen Parkway and Eastern Plan Boundary	XX	

Insert 11x17 Figure 7-3 Transportation System Diagram

7.4.3 Parks and Open Space / Plan Area Fees

By design, the Northeast Turlock Master Plan Area provides for a significant amount of public open space in the form of parkland, a greenbelt buffer, and several pedestrian/bicycle trails.

The City of Turlock will be responsible for the cost of the acquisition and improvement of the storm drainage basins within the greenbelt buffer, although the new residents of the Plan Area will also pay a share of the cost of these facilities. However, because the greenbelt buffer and pedestrian/bicycle trails benefit primarily the future residents of the Plan Area, these public amenities are funded by the plan area fee.

7.4.4 Plan Preparation And Annexation Fee

A fee to recover the City's cost to prepare the Northeast Turlock Master Plan and annex the Plan Area shall be also be required. This fee will be collected at the time a building permit is issued on both residential and non-residential construction.

7.5 MAINTENANCE

It has been the policy of the City of Turlock to divide the responsibility for maintenance between those facilities that benefit the City as a whole (e.g., parks and arterial streets) from those that primarily benefit the residents of an area (e.g., local streets, landscaping and street lighting). Landscaping and Lighting Districts, established in conjunction with subdivision approval, have been the preferred means of funding the maintenance of those facilities benefiting area residents.

Within the Plan Area, the Landscaping and Lighting District of each subdivision will be responsible for the maintenance costs of its internal facilities (e.g., streets, street lights, landscaping, sound walls, storm drainage) plus a share of the maintenance costs of the common open space facilities, (e.g., greenbelt buffer and T.I.D. Lateral #3 pedestrian/bicycle trail). However, because the common facilities such as the greenbelt buffer may not be developed uniformly, that portion of the Landscaping and Lighting District assessment attributed to the maintenance of the common open space facilities will be set at the amount needed for maintenance at full build out. In the short-term, the assessment be will be adjusted in the form of a credit or a refund to property owners in those years when the assessment raises more revenue than is needed. The maintenance costs of the neighborhood-serving city parks, and center portion of arterial streets within the Plan Area will be the responsibility of the City using other funds (e.g., General Fund, Local Transportation Fund).

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