



NORTH TURLOCK MASTER PLAN

October, 2001



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The background of the page features two architectural sketches. The left sketch shows a perspective view of a city street with multi-story buildings, trees, and several people walking on the sidewalk. The right sketch shows an elevated view of a building complex with a central courtyard, surrounded by trees and walkways.

NORTH TURLOCK MASTER PLAN

October, 2001

Prepared for:
The City Of Turlock
Community Development Services
156 South Broadway, Suite 260
Turlock, CA 95380
(209) 668-5560

Prepared by:
RRM Design Group
131 South Second Avenue
Oakdale, CA 95361
(209) 847-1794

CITY OF TURLOCK

ACKNOWLEDGEMENTS

City Council

Curt Andre, Mayor

Beverly Hatcher

John Lazar

Billy Wallen

Martin Yerby

Planning Commission

Stewart Saugstad, Chairperson

Mike Brem

Harry Carlson

Darrell Carter

Ed Felt

Amos Reyes

City Staff

City Manager:

Community Development Director:

Municipal Services Director:

City Engineer:

Planning Manager:

Senior Planner:

Traffic Engineer:

Steve Kyte

Charlie Woods

Cliff Martin

Brad Klavano, P.E., P.L.S.

Mike Cooke, AICP

Dana McGarry

Roger Fall

CITY OF TURLOCK

NORTH TURLOCK MASTER PLAN

Date of Adoption:

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Description

City Ordinance # _____

Table of Contents

<p>1.0 Introduction.....1-1</p> <p>1.1 Purpose.....1-1</p> <p>1.2 Plan Area.....1-1</p> <p>1.3 Plan Overview.....1-1</p> <p> 1.3.1 Design Challenges.....1-1</p> <p> 1.3.2 Key Design Concepts.....1-3</p> <p>1.4 Master Plan Regulation and Adoption.....1-3</p> <p>1.5 Relationship to Turlock General Plan.....1-4</p> <p>1.6 Master Plan Document Organization.....1-4</p> <p>2.0 Existing Conditions.....2-1</p> <p>2.1 Landforms and Uses.....2-1</p> <p>2.2 Regional Circulation.....2-1</p> <p>2.3 Current Improvements.....2-1</p> <p>3.0 Community Character and Design Guidelines.....3-1</p> <p>3.1 Residential.....3-1</p> <p> 3.1.1 Low Density Residential (LDR).....3-3</p> <p> 3.1.2 Low / Medium Density Residential (LDR/MDR).....3-5</p> <p> 3.1.3 High Density Residential (HDR).....3-7</p> <p>3.2 Community Commercial (CC).....3-9</p> <p>3.3 Office.....3-11</p> <p>3.4 Schools.....3-13</p> <p>3.5 Gateways and Landmarks.....3-14</p> <p>3.6 Walls and Fences.....3-16</p> <p>3.7 Signage.....3-17</p> <p>3.8 Street Trees and Lighting.....3-18</p> <p>4.0 Circulation4-1</p> <p>4.1 Expressways.....4-4</p> <p>4.2 Arterials.....4-4</p> <p>4.3 Collectors.....4-5</p> <p> 4.3.1 Kilroy Road.....4-5</p> <p> 4.3.2 Mountain View Road.....4-5</p> <p> 4.3.3 Springer Drive.....4-6</p> <p> 4.3.4 Tegner Road.....4-7</p> <p>4.4 Local Roads.....4-8</p> <p>4.5 Paseo Roads.....4-10</p>	<p>4.6 Entry Roads.....4-10</p> <p>4.7 Sports Complex Drive.....4-11</p> <p>4.8 Alleyways.....4-11</p> <p>4.9 Emergency Access Road.....4-12</p> <p>4.10 Pedestrian / Bicycle.....4-12</p> <p>4.11 Public Transit.....4-12</p> <p>4.12 Traffic Circles.....4-13</p> <p>5.0 Parks and Recreation.....5-1</p> <p>5.1 Turlock Regional Sports Complex.....5-3</p> <p>5.2 Neighborhood-Serving City Park.....5-3</p> <p>5.3 Landscaped Corridors and Pathways.....5-5</p> <p> 5.3.1 Paseo Pathways.....5-4</p> <p> 5.3.2 Landscape Easement Pathways.....5-5</p> <p> 5.3.3 Landscape Corridor Pathways.....5-5</p> <p>5.4 Pocket Parks.....5-5</p> <p>5.5 Detention Basin.....5-6</p> <p>6.0 Public Facilities and Services.....6-1</p> <p>6.1 Water.....6-1</p> <p>6.2 Wastewater.....6-1</p> <p>6.3 Stormwater.....6-4</p> <p>6.4 Police Services.....6-6</p> <p>6.5 Fire Protection.....6-6</p> <p>7.0 Implementation.....7-1</p> <p>7.1 Implementation Challenges.....7-1</p> <p> 7.1.1 Curved Grid vs. Rectangular Properties.....7-1</p> <p> 7.1.2 Williamson Act Properties.....7-1</p> <p> 7.1.3 Urban Limit.....7-1</p> <p> 7.1.4 Taylor Road Connections.....7-1</p> <p> 7.1.5 Christoffersen Parkway.....7-1</p> <p> 7.1.6 Existing Homes and Other Improvements.....7-1</p> <p>7.2 Development Process.....7-1</p> <p> 7.2.1 Land Use and Zoning.....7-1</p> <p> 7.2.2 Neighborhood Commercial Center.....7-3</p> <p> 7.2.3 Dual Designation Areas.....7-3</p> <p> 7.2.4 Office/High Density Residential.....7-3</p>
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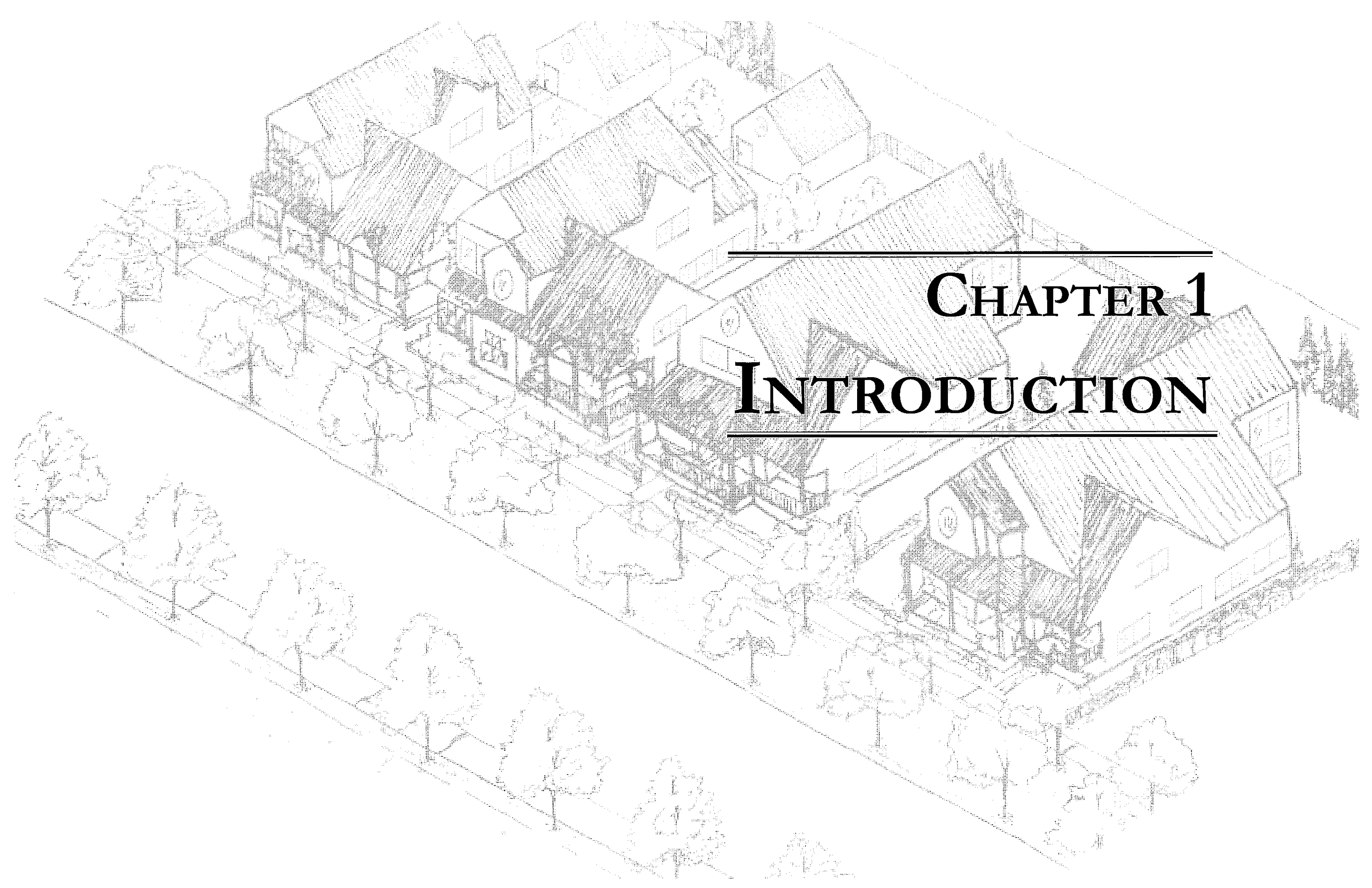
7.2.5 Low/Medium Density Residential.....	7-3	7.3.3 Regional Sports Complex.....	7-5
7.2.6 Annexation.....	7-3	7.3.4 Schools.....	7-5
7.2.7 Phasing.....	7-3	7.3.5 Plan Preparation and Annexation Fee.....	7-5
7.2.8 Subdivision Approval Process.....	7-4	7.4 Maintenance.....	7-5
7.3 Public Facilities and Financing.....	7-4	Appendix A North Turlock Master Plan Proposed Plan Area Fee.....	A-1
7.3.1 Public Facilities and Infrastructure/Plan Area Fees.....	7-4		
7.3.2 Parks and Open Space/Plan Area Fees.....	7-4		

List of Figures

1-1 Regional Map.....	1-2	4-12 Local Street Abutting Residential	4-8
2-1 Existing Conditions Map.....	2-2	4-13 Local Street Abutting Office/HDR	4-9
3-1 Master Plan Land Use Map.....	3-2	4-14 Bulb-Outs / Neck Downs.....	4-9
3-2 Commercial Plan Concept.....	3-9	4-15 Local Street Abutting Canal	4-9
3-3 Office Concept Plan.....	3-11	4-16 Paseo	4-10
3-4 John H. Pitman High School.....	3-13	4-17 Sports Complex Drive	4-11
3-5 North Walnut Road Gateway.....	3-14	4-18 Alleyway	4-11
3-6 Atherstone Road Gateway.....	3-14	4-19 Emergency Access Road	4-12
3-7 Community Design Diagram.....	3-15	4-20 Kilroy Road/Mountain View Road Traffic Circle.....	4-13
3-8 Plan Area Signage.....	3-17	4-21 Paseo Traffic Circle.....	4-13
3-9 Plan Area Lighting.....	3-18	4-22 Intersection Geometric Diagram	4-14
3-10 Streetscape Design Diagram.....	3-19		
4-1 Master Plan Circulation Diagram	4-	5-1 Master Plan Parks and Recreation Map.....	5-2
4-2 Street Section and Intersection Reference Diagram	4-3	5-2 Turlock Regional Sports Complex / Neighborhood-Serving City Parks.....	5-3
4-3 Christoffersen Parkway	4-4	5-3 Paseo Concept.....	5-4
4-4 North Walnut Road	4-4	5-4 Paseo Plaza Concept.....	5-4
4-5 Kilroy Road/Mountain View Road	4-5	5-5 Paseo Street Crossing.....	5-4
4-6 Regional Sports Park Complex Drop-Off Zone	4-5	5-6 Pocket Park Concept.....	5-5
4-7 Kilroy Road/Mountain View Road Driveway Access.....	4-6	5-7 Detention Basin Park Concept.....	5-6
4-8 Springer Drive East of North Walnut Road.....	4-6		
4-9 Springer Drive West of North Walnut Road.....	4-7	6-1 Master Plan Conceptual Water Diagram.....	6-2
4-10 Tegner Road North of Atherstone Road	4-7	6-2 Master Plan Conceptual Wastewater Diagram.....	6-3
4-11 Tegner Road South of Atherstone Road.....	4-8	6-3 Master Plan Conceptual Stormwater Drainage Diagram.....	6-5
		7-1 Implementation Map.....	7-2

List of Tables

3-1 Master Plan Area Land Use Summary.....	3-1	3-5 Community Commercial Development Standards.....	3-9
3-2 Low Density Residential Development Standards.....	3-3	3-6 Office Development Standards.....	3-11
3-3 Low / Medium Density Residential Development Standards.....	3-5	3-7 Walls and Fences Program.....	3-16
3-4 High Density Residential Development Standards.....	3-7		



CHAPTER 1

INTRODUCTION

1.0 INTRODUCTION

The North Turlock Master Plan is intended to guide the transformation of a currently undeveloped and unincorporated portion of the City's planning area consistent with the General Plan's vision of a new residential neighborhood complete with a wide variety of housing, parks, schools and neighborhood scale commercial businesses. The North Turlock Master Plan creates an environment that provides a sense of community with an emphasis on quality of life and livability. Thoughtful consideration of a variety of community needs is the central vision of the North Turlock Master Plan. That vision focuses on a balanced community, which effectively provides and links five essential community needs - Housing, Commercial, Employment, Education, and Recreation.

1.1 Purpose

The North Turlock Master Plan was prepared in response to Turlock's Annexation Policy (neighborhood scale area wide planning in conjunction with annexation) and Quadrant Policy (geographically focused growth for efficient and more complete delivery of public facilities). Development of the North Turlock area was selected under these two policies to support the construction of Turlock's second high school, John H. Pitman High School, and to facilitate the completion of the City's badly needed major east-west transportation corridor and principal alternative to Taylor Road, Christoffersen Parkway.

The North Turlock Master Plan defines and establishes land uses, development concepts, guidelines and standards for the Plan Area based on the broader vision established for the area by the City's General Plan. The land uses, development concepts, guidelines and standards are intended to ensure consistency in the quality and character of development within the Plan Area. It is expected the Plan Area will develop over a number of years. Properties held by single-family development interests are likely to develop first, while high density residential, commercial and office development will occur in the later years. This Master Plan is intended to serve as an implementation tool of the City General Plan in the Plan Area to ensure that, over time, the built environment of the Plan Area will be consistent with the overall vision of the Master Plan.

1.2 Plan Area

The North Turlock Master Plan is located in the northwest portion of the City's General Plan and Secondary Sphere of Influence boundary (refer to Figure 1-1). The Plan Area consists of approximately 370 acres, and is positioned east of the Highway 99 corridor. The Master Plan Area's northern boundary is defined by the southern edge of the Turlock Irrigation District (TID) Lateral 3. The eastern boundary extends along Crowell Road from Taylor Road, southward to Springer Drive, then westward along Springer Drive, to the western edge of the "Promenade" residential subdivision. The eastern boundary then extends southward along the western edge of Promenade to Shady Lane, then westward along Shady Lane to North Walnut Road, and then southward to Christoffersen Parkway. The Plan Area's southern boundary extends along Christoffersen Parkway from North Walnut Road westward to the existing City limit near Tegner Road. The western boundary extends along Tegner Road from the City Limit near Christoffersen Parkway to the TID Lateral 3.

1.3 Plan Overview

The primary goal of the North Turlock Master Plan is to create 370 acres of well planned integrated neighborhoods that incorporate various "smart growth" principles. The Master Plan establishes a variety of land uses including low, medium and high density residential, commercial, office, and school and park sites which are intended to provide a community that supports a desirable quality of life and livability.

To further support the Plan's vision, the residential neighborhoods are integrated with schools and parks, all of which are linked and served by an internal and perimeter open space system. The open space system provides a network of bicycle and pedestrian trails that connect residential neighborhoods and public facilities within the Plan Area. The pedestrian and bicycle trail network will also link other areas of the City to park and school facilities within the North Turlock Master Plan Area. Bicycle and pedestrian paths throughout the Plan Area will enhance the overall cohesive and interactive community character.

Key elements of the Plan include: a diversity of homes on lots that are street-oriented; reduced street widths; planting strips between curbs and sidewalks with large canopy trees; the strategic use of alleyways and detached garages located to the rear of the lot; and an emphasis on pedestrian, bicycle, and public transportation options. These features are often referred to as "Neo-Traditional" because they reflect traditional forms



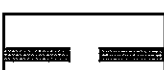
and styles of development that are then applied to modern building practices. The advantages of this design approach includes an increased sense of neighborhood and community, a reduced emphasis on the automobile, an increased use of pedestrian and bicycle circulation, and a more attractive and aesthetically pleasing streetscape. These design principles are consistent with the policies of the City's General Plan.

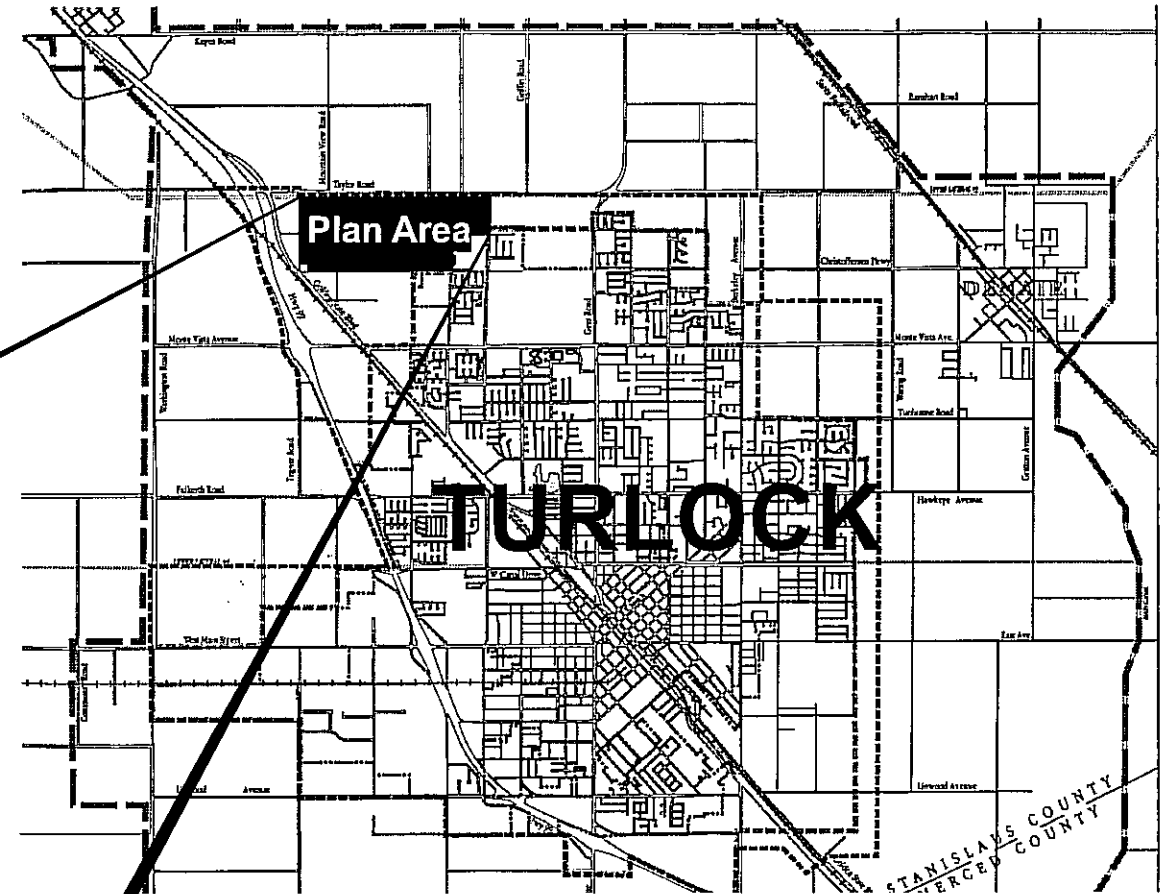
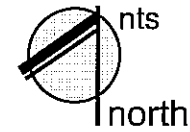
1.3.1 Design Challenges

As the City began working on the Master Plan, a community park originally intended to be developed adjacent to and in conjunction with John H. Pitman High School evolved to become an intensive soccer-oriented sports facility designed to serve the entire south Stanislaus County region. Additional land in the form of "wings" were added to the sports complex to provide usable open space for the residents living adjacent to the sports complex. Because of the strategic importance of the new high school, the City also worked closely with the planning area's property owners and Turlock School Districts to develop a plan for what could become one of the premier new residential neighborhoods in the entire Northern San Joaquin Valley.

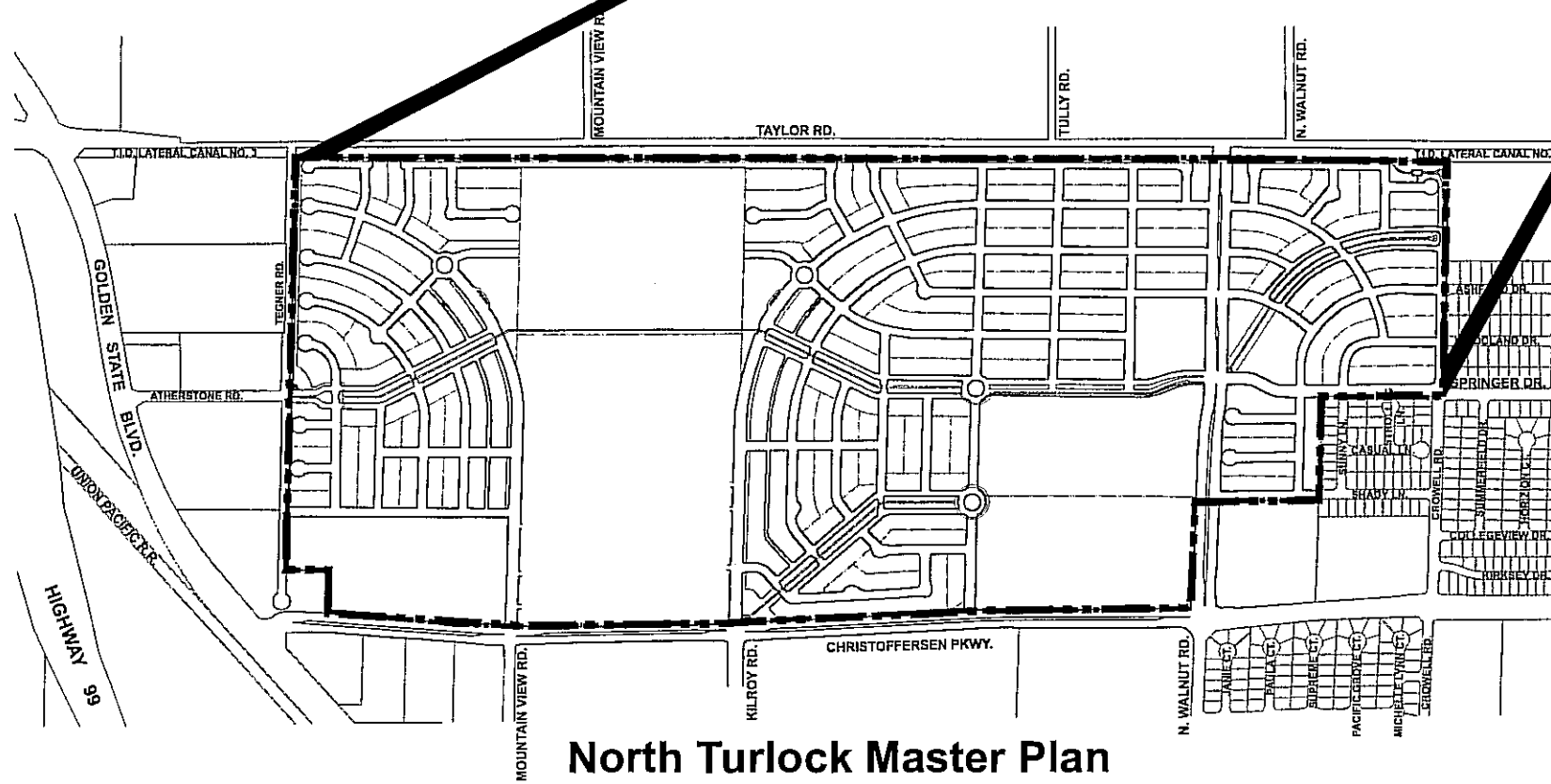
- ◆ The land use plan and overall design, particularly for the proposed street system, of the North Turlock Master Plan reflects the need to balance competing and often conflicting development objectives. Some of the more significant design challenges include:
- ◆ Accommodating two significant traffic generators, John H. Pitman High School and the Turlock Regional Sports Complex, in the middle of a future residential neighborhood where limited traffic is desired.
- ◆ Connecting the two residential areas divided by the high school and sports complex without compromising the safety and security of either of these public uses.
- ◆ Reinforcing the City's Taylor Road / TID Lateral 3 northern urban boundary by limiting street connections and thus pressure to improve Taylor Road beyond its rural two-lane status.
- ◆ Accommodating community-wide and neighborhood commute traffic without impacting the neighborhood with through traffic.

Turlock Planning Area Boundary Key

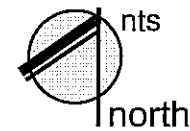
-  Primary Sphere of Influence Boundary
-  Secondary Sphere of Influence Boundary
-  Planning Area Boundary



Turlock Planning Area Boundary



North Turlock Master Plan



North Turlock Master Plan Key

-  Master Plan Area Boundary

REGIONAL MAP

FIGURE 1-1

- ◆ Designing the residential development adjacent to the high school and sports complex to minimize the impact of these facilities on neighboring residents.
- ◆ Integrating the high school, a planned new elementary school, the sports complex and an existing area-wide drainage basin into the new neighborhood as community focal points and assets rather than unwanted future liabilities.
- ◆ Addressing the special issues associated with the planned residential area situated between the heavy commercial uses along Golden State Boulevard and the high school by ensuring there was a high level of amenity and integration with the planned residential neighborhoods east of the high school to offset the potential for a decline in value and upkeep.
- ◆ Reinforcing Taylor Road / TID Lateral 3 as the City's northern boundary by de-emphasizing Taylor Road as a thoroughfare and emphasizing Christoffersen Parkway as the City's main east-west arterial in North Turlock.

1.3.2 Key Design Concepts

While there is flexibility built into the Master Plan there are several design concepts that must be implemented as faithfully to the Master Plan as possible as they key to the Master Plan's ability to achieve its objectives as described above. These are as follows:

- ◆ Implement a system of curvilinear streets, based on the alignment of Kilroy and Mountain View Roads;
- ◆ Establish a grid-like system for all streets;
- ◆ Incorporate paseos and paseo landings to provide safe pedestrian and bicycle thoroughfares;
- ◆ Implement a pedestrian / bicycle facility with the appropriate noise and landscape buffer along Tegner Road;
- ◆ Implement all homes, adjacent to the high school and other City parks in the Plan Area, to front public amenities to create public orientation;

- ◆ Prohibiting standard residential driveway approaches for homes that front on Kilroy, Mountain View and the sports complex access roads in the vicinity of John H. Pitman High and the Turlock Regional Sports Complex;
- ◆ Creating a frontage road and a pedestrian / bicycle path along TID Lateral 3 and requiring all homes to "front" the frontage road; and
- ◆ The avoidance of sound walls, except along Christoffersen Parkway and, possibly, North Walnut Road.

These core design concepts are essential to the success of the Master Plan and are explained below:

The two most obvious features of the Master Plan design, the curved grid streets and paseos (greenways) are a direct response to the design challenges described above. Since the collector streets serving both the high school and sports complex could not connect to Taylor Road or encircle the high school/sports complex, they were "turned" into the adjoining residential areas. The curved collector streets then formed the basis for the curved grid system of local streets as shown in the Master Plan.

The paseos together with the perimeter bicycle trails and other pathways link all of the parks and other public open spaces within the Planning Area. Besides contributing to the "walkability" of the area. The Paseos are important amenities that will add value to the new neighborhood and help offset some of the negative aspects of the high activity levels of the high school and sports complex. The Master Plan also includes a landscaped pathway similar to the Paseos along Tegner Road on the western edge of the planning area. In addition to contributing to pedestrian and bicycle circulation, the landscaping along Tegner Road also serves as a buffer for the residential development from the heavy commercial uses located to the west of Tegner Road. This buffer is a very important element in creating and maintaining a high quality residential environment in this area.

Less obvious, but nonetheless important for achieving a high degree of compatibility between high school/sports complex and adjoining homes, are the Master Plan's specific design standards for the residential development around these facilities. Keeping "eyes" on the street, high school and sports complex are important for both the security of these

facilities as well as ensuring that they are viewed as part of the neighborhood rather than being imposed upon it. As a result, the Master Plan calls for the housing to front onto the collector portions of Kilroy Road and Mountain View Road. This is consistent with General Plan policies that require public orientation for all development.

Alley access is planned to minimize on-street parking conflicts and conflicts with access to front-loading garages and driveways. Streets that have no curb cuts or driveway approaches can more easily accommodate overflow parking from the high school or sports complex with minimal impact to the residents of these areas. Other designs may be considered for the homes located on Kilroy Road and Mountain View Road provided that the homes located on these streets front on the street (back-on lots with sound walls or side-on lots with fences are not permitted) and on street parking conflicts are minimized. Private alleys with security gates are also acceptable, provided that emergency services and refuse collection services are accommodated.

There are certain design elements where the City of Turlock may exercise a degree of flexibility if a developer can demonstrate that an alternative proposal does not undermine the Plan's vision or integrity, for instance:

- ◆ Local streets may contain open-ended cul-de-sacs where design constraints warrant, except that the street-spacing standards of the General Plan and the Master Plan must still be complied with.
- ◆ Density requirements may be averaged across a development where two land use classifications divide a single property.

1.4 Master Plan Regulation and Adoption

The North Turlock Master Plan guides the form of growth within the Plan Area. Detailed development concepts, standards and design guidelines are provided to ensure that all development projects within the Plan Area are consistent with the central vision of the North Turlock Master Plan. These development concepts, guidelines and standards are in accordance with the Turlock General Plan, Municipal Ordinances and the City's Standard Specifications and Drawings. This Master Plan will be used to review, process and approve precise development proposals such as tentative subdivision maps, site plans and improvement plans as they are proposed for the Plan Area.

1.5 Relationship to Turlock General Plan

The North Turlock Master Plan serves as a General Plan implementation tool for the development for the North 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 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.

1.6 Master Plan Document Organization

This Master Plan document is divided into seven Chapters. Following the Introduction Chapter, this document discusses current conditions within and surrounding the Plan Area in Chapter 2 - Existing Conditions. Chapter 3 - Community Character and Design Guidelines identifies land uses and unique community features within the Plan Area and provides a list of design guidelines and development standards to establish the overall community appearance. Chapter 4 - Circulation describes the layout and hierarchy of the street system and includes discussion on the pedestrian / bicycle pathway network. Chapter 5 - Parks and Recreation describes the Plan Area's extensive parks and green spaces for local and regional recreation. Infrastructure facilities such as water, sewer, and drainage, and community police and fire protection services are described in Chapter 6 - Public Facilities and Services. Chapter 7 - Implementation discusses phasing and other approval processes that are necessary to implement the Master Plan vision.



CHAPTER 2
EXISTING CONDITIONS

2.0 EXISTING CONDITIONS

2.1 Landforms and Uses

The Plan Area primarily consists of agricultural uses, especially orchards and row crops. There is very little relief in the landscape. The soils in this region are sandy and drainage is relatively good. A number of residences and farm buildings are scattered throughout the Plan Area. The Turlock Irrigation District (TID) Lateral 3 parallels Taylor Road, and forms a physical barrier for the northern boundary of the Plan Area. Residential structures are present along Tegner Road, North Walnut Road, and Christoffersen Parkway west of the John H. Pitman High School site. Agricultural operations are predominate north of Taylor Road. The City of Turlock intends to establish the TID Lateral 3 as the northern limit of urban development. To achieve this objective, street connections to Taylor Road will be limited, thus reducing pressure to improve Taylor Road beyond its rural two-lane status. Residential subdivisions are being developed to the east and south of the Plan Area. These subdivisions mainly consist of low and medium density single-family housing. The Turlock Junior High School is situated south of the Plan Area, adjacent to Christoffersen Parkway and North Walnut Road. The area between Golden State Boulevard and Tegner Road is predominantly vacant or under utilized. However, this area is planned for Heavy Commercial development pursuant to the City's Northwest Triangle Specific Plan. Figure 2-1 details existing structures and irrigation ditches within the Plan Area.

2.2 Regional Circulation

Christoffersen Parkway is currently undergoing construction. It is being upgraded from a rural road to a four lane, Class C Expressway consistent with the General Plan. Christoffersen Parkway is expected to handle the anticipated high volumes of traffic generated from the high school, the sports complex, and future residential development in the area. The extreme southwest portion of the Plan Area is in close proximity to Golden State Boulevard, which is a main thoroughfare leading to downtown Turlock. Highway 99 is a vital north-south freeway that links Central Valley region. There is an interchange for Highway 99 at Taylor Road, providing the Plan Area with good access to an important transportation corridor.

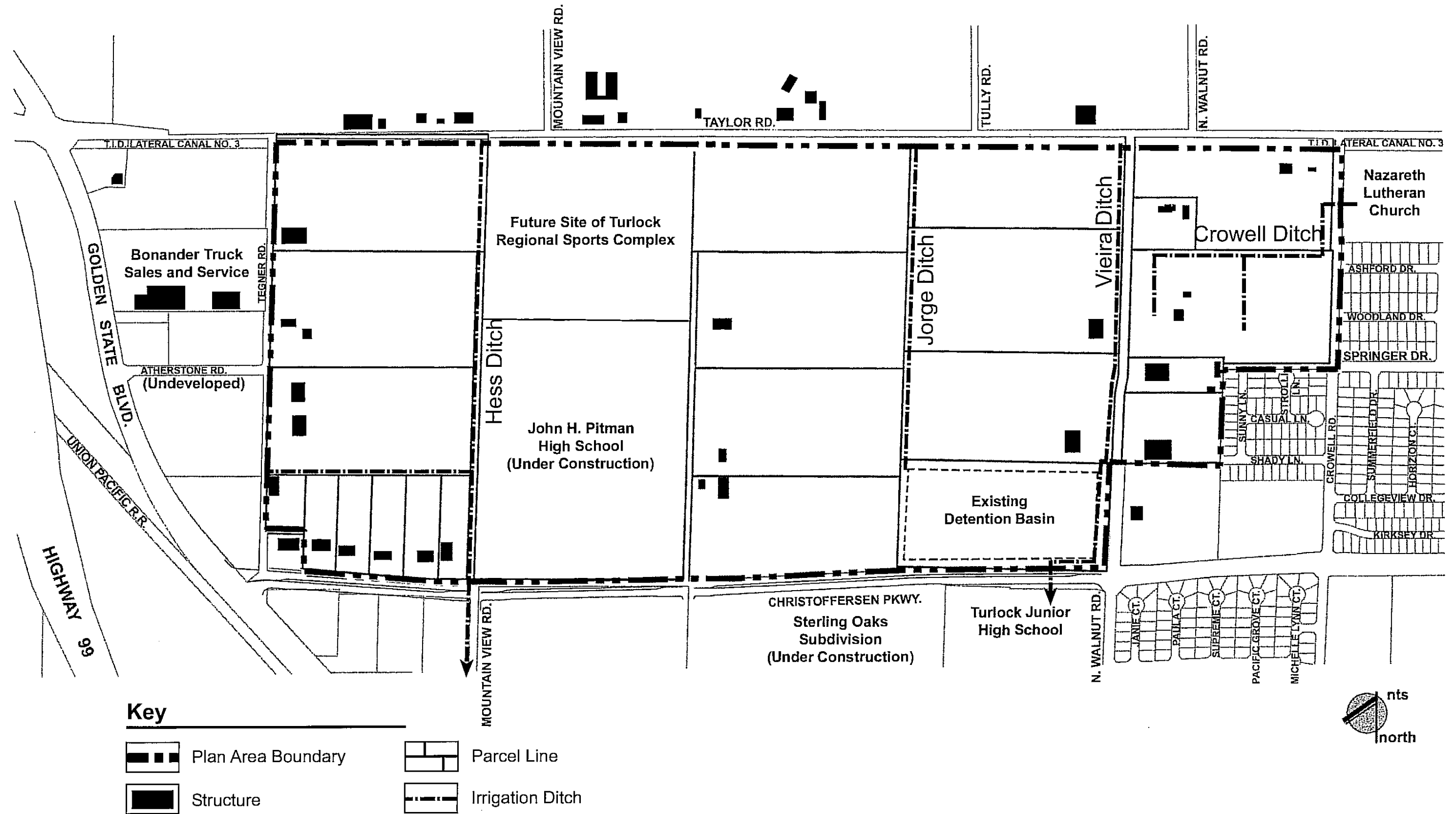
The Traffic Impact Study for the North Area Master Plan in the City of Turlock, California, prepared by Omni-Means, identifies North Walnut Road to be the only street within the Plan Area that must remain connected to Taylor

Road. Tegner Road, which is just outside of the Plan Area, may still connect to Taylor Road, but without a signalized intersection. Tegner Road will be closed at Christoffersen Parkway due to the close proximity of the Christoffersen Parkway / Golden State Boulevard intersection. Access from Crowell Road to Taylor Road will be closed. Plans to extend Kilroy Road and another proposed collector within the Plan Area to Taylor Road have been altered.

2.3 Current Improvements

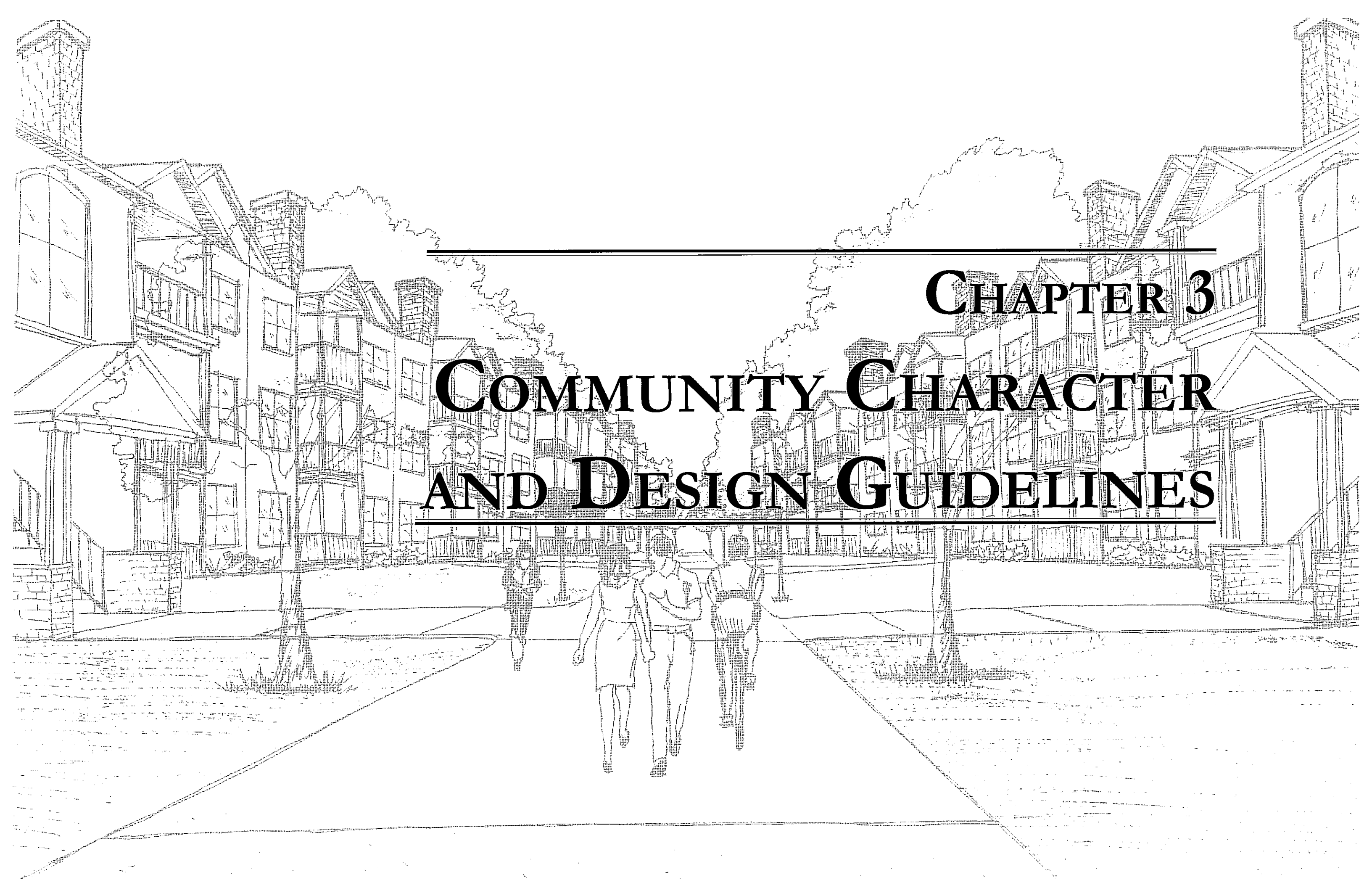
Construction and development is underway in and around the Plan Area. John H. Pitman High School is being built on a 50-acre site within the Plan Area and is scheduled to be completed in the year 2002. All structures and previous agricultural operations located on the John H. Pitman High School land has been cleared for the Turlock Regional Sports Complex facility directly north of John H. Pitman High School. These two facilities combined create a high-activity area. The location of the high school and sports complex in essence splits the Plan Area into two distinctive portions with limited access between them.

The City has adopted a specific plan (Northwest Triangle Specific Plan) to guide development for the area directly west of the North Turlock Master Plan Area. The Northwest Triangle Specific Plan boundary adjoins the Master Plan Area boundary along Tegner Road. The Northwest Triangle Specific Plan identifies land use and circulation improvements for the area surrounding Golden State Boulevard and Highway 99 between Taylor Road and Fulkerth Road. The Northwest Triangle Specific Plan designates land use to the west of the Master Plan Area as Community Commercial and Thoroughfare Commercial, which contains services focussed primarily toward the motorist.



EXISTING CONDITIONS MAP

FIGURE 2-1



CHAPTER 3

**COMMUNITY CHARACTER
AND DESIGN GUIDELINES**

3.0 COMMUNITY CHARACTER AND DESIGN GUIDELINES

Before the era of automobile dependency, urban form was more compact to minimize walking distances to local destinations such as shopping areas, schools, and parks. Neighborhoods were formed around a core or focal area that typically comprised of public places, most notably an elementary school and a small neighborhood park, and sometimes included a small-scaled shopping area for local convenience. Higher housing densities were concentrated around the core area to increase the area's vitality and to ensure economic viability of the commercial area. Since walking was the primary mode of transportation within the neighborhood, trails and walkable streetscapes were utilized, which effectively connected prominent neighborhood features. Narrow streets were planned in an efficient grid pattern with short residential blocks to minimize street dominance, while emphasizing a comfortable pedestrian environment.

The vision of the Master Plan is the development of a community, built on the principles described above that instills a sense of pride in its residents. The land use elements reflected in the Master Plan Land Use Map (Figure 3-1) are designed to create harmony and a sense of place. To achieve this, prominent features are made available either visually or physically from nearly all areas of the Plan Area. Land uses within the Plan Area have been arranged to provide a hierarchy of spaces ranging from highly active shared spaces to private residences. Centrally located within the Plan Area are highly energetic land uses composed of a commercial center and an elementary school (reinforcing the development of the central core of the Plan Area are the adjacent multi-family residential land uses). Beyond the multi-family residential areas, neighborhoods consisting of single family homes prevail. This results in progressively increasing activity and development intensity from the Plan Area edges to a culmination at the heart of the Plan Area.

To complement the land use elements of the Plan Area, distinctive open space corridors are provided to create a unique visual landscape for both residents and visitors to enjoy. These open space corridors provide visual relief and a functional link among the neighborhoods which these open space corridors traverse. The open space corridors along the Turlock Irrigation District Canal and Tegner Road provide visually inviting features from the major viewshed corridors surrounding the Plan Area. In addition,

these open space corridors surrounding the Plan Area establish a buffer between land uses found outside the Plan Area and the land uses established within the Plan Area.

To ensure the vision of the Master Plan is implemented over time, the land use elements are complemented by a set of development standards and guidelines. This Chapter illustrates a set of design guidelines and development standards for the Plan Area. The development standards and guidelines in this Chapter will allow and encourage diverse architectural opportunities throughout the Plan Area while maintaining a clearly recognizable overall design character and quality.

The development standards and guidelines provided within this chapter are intended to work in conjunction with the City's Zoning Ordinance. However, in some cases, the standards may conflict with the City's Zoning Ordinance. In these circumstances, the North Turlock Master Plan standards and guidelines shall prevail. Any regulations not contained in this Plan are deferred to the regulations contained in the City of Turlock Zoning Ordinance/Municipal Code.

3.1 Residential

A wide range of housing opportunities is encouraged in the Plan Area to allow for a diversity of both ownership and rental opportunities. This in turn establishes a commitment to promoting a well-rounded community. The range of housing opportunities is accomplished through variation in housing type and density within the Plan Area.

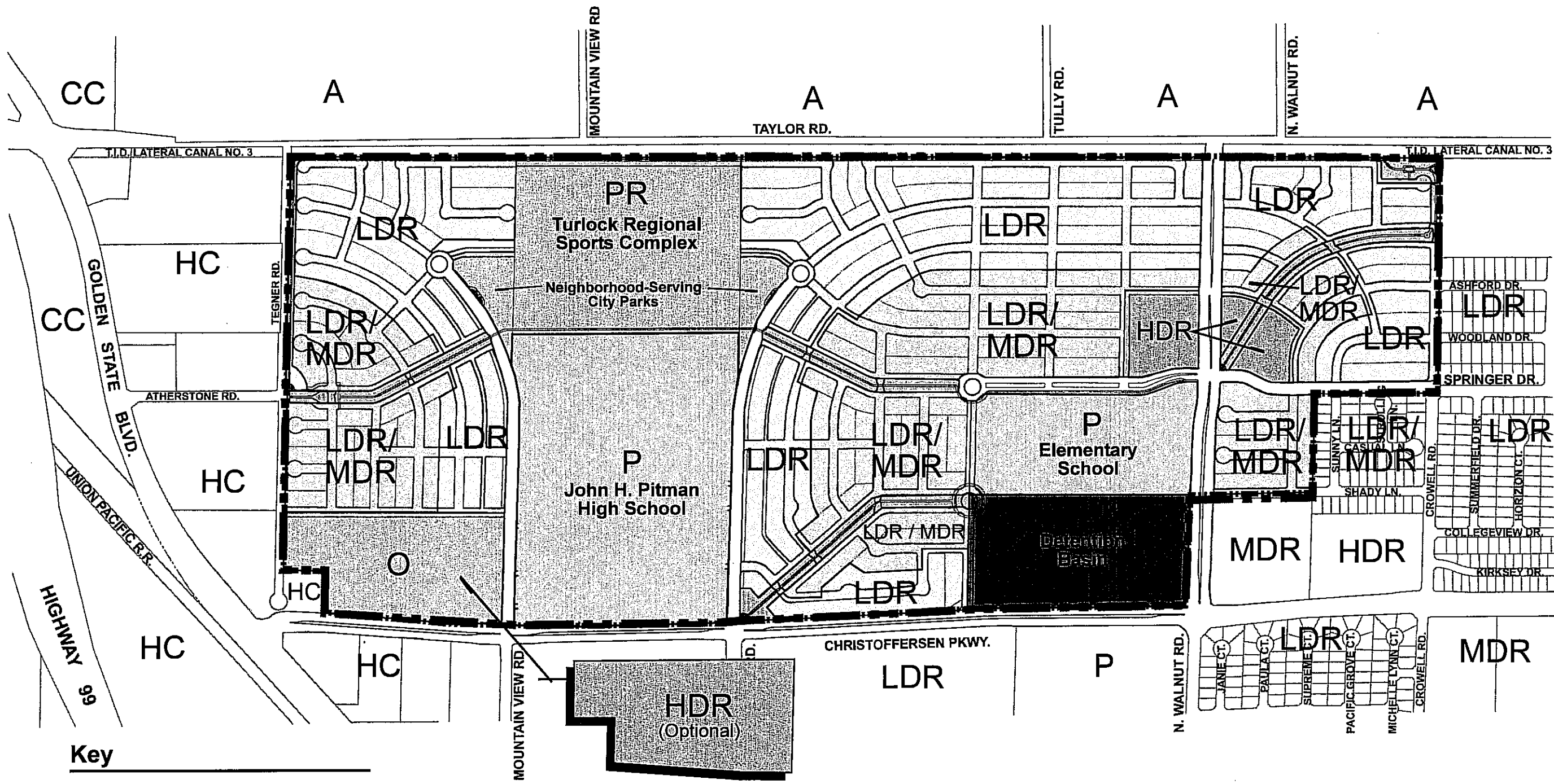
The North Turlock Master Plan includes three types of residential uses, consistent with the Turlock General Plan — Low Density Residential, Low/Medium Density Residential, and High Density Residential. In accordance with the City General Plan Land Use Element housing density assumptions, approximately 800 to 1,800 homes, including single family and multi-family homes, could be constructed within the Plan Area. The Master Plan projects that 980 dwelling units will be developed within the Plan Area, which is within the City's General Plan housing density assumption range. Based on the land use and circulation plan illustrated in Figure 3-1, a conservative estimate of single family and multi-family homes likely to be built within the Plan Area is reflected in Table 3-1.

Although Table 3-1 stipulates residential densities in housing units per gross acre, the anticipated densities are exclusive of Plan Area public facilities, such as the paseos and neighborhood-serving 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 paseos (landscaped median portion only), paseo landings / pocket parks, neighborhood-serving parks, Turlock Irrigation District (TID) Lateral 3 bike path, Tegner Road bike path, Springer Road, Walnut Road and Christoffersen Parkway.

Table 3-1: Master Plan Area Land Use Summary

Land Use		Gross Density	Gross Acreage	Dwelling Units	Plan Area Percentage
Residential					
LDR	Low Density Residential	4 du/ac	114	421	31%
LDR/MDR	Low/Medium Density Residential	6 du/ac	78	410	21%
HDR	High Density Residential	20 du/ac	8	149	2%
	Subtotal		200	980	54%
Office					
O	Office		16		4%
	Subtotal		16		4%
Parks and Recreation					
NP	Neighborhood-Serving City Park		5		1%
	Sports Complex		30		8%
	Pocket Park		1		0%
	Landscaped Corridor Easement		2		1%
	Subtotal		38		10%
Public/Institutional					
HS	High School		50		14%
ES	Elementary School		18		5%
DB	Detention Basin		19		5%
	Subtotal		87		24%
Transportation Corridors					
	Paseos		12		3%
	North Walnut Road		5		1%
	Kilroy Road		3		1%
	Mountain View Road		4		1%
	Springer Road		5		1%
	Subtotal		29		6%
Total			370	980	100%



Key

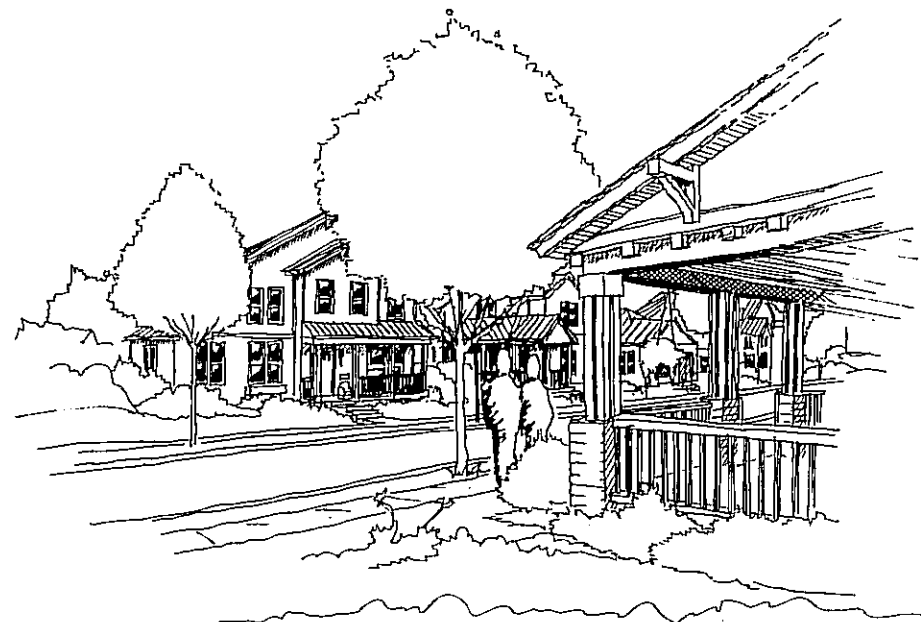
- | | | | |
|--------------------------------|--------------------------|----------------------|------------------|
| Plan Area Boundary | High Density Residential | Parks and Recreation | Detention Basin |
| Low Density Residential | Office | Paseo | Heavy Commercial |
| Low/Medium Density Residential | Public/Institutional | Landscape Easement | Agriculture |

MASTER PLAN LAND USE MAP

FIGURE 3-1

3.1.1 Low Density Residential (LDR)

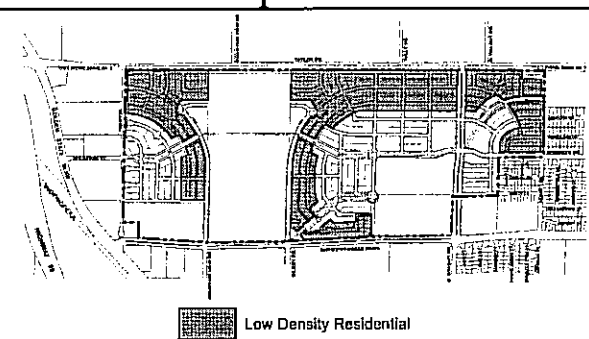
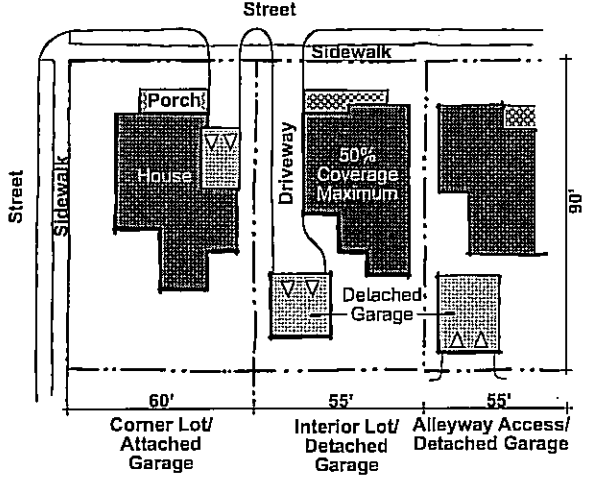
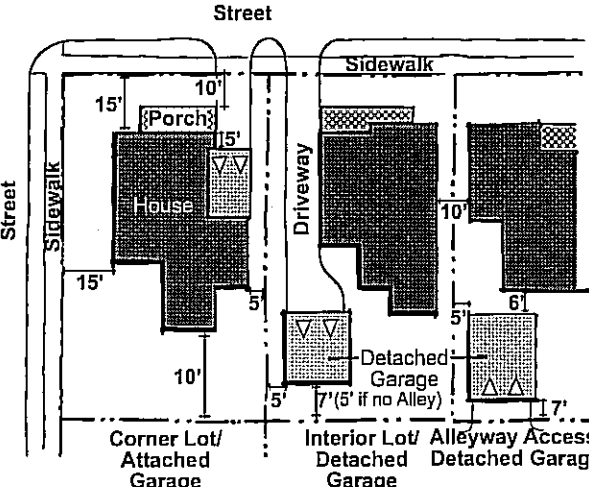
Low Density Residential (LDR) designation provides areas for single-family homes. Typical densities range from 3 to 7 homes per acre. This designation is intended to accommodate production housing where detached homes with multi-car garages and spacious private yards are preferred. Home styles and types are expected to be varied. Generally, living spaces and porches should be oriented toward tree-lined streets and paseos. Table 3-2 list development standards for LDR designated areas within the Plan Area.

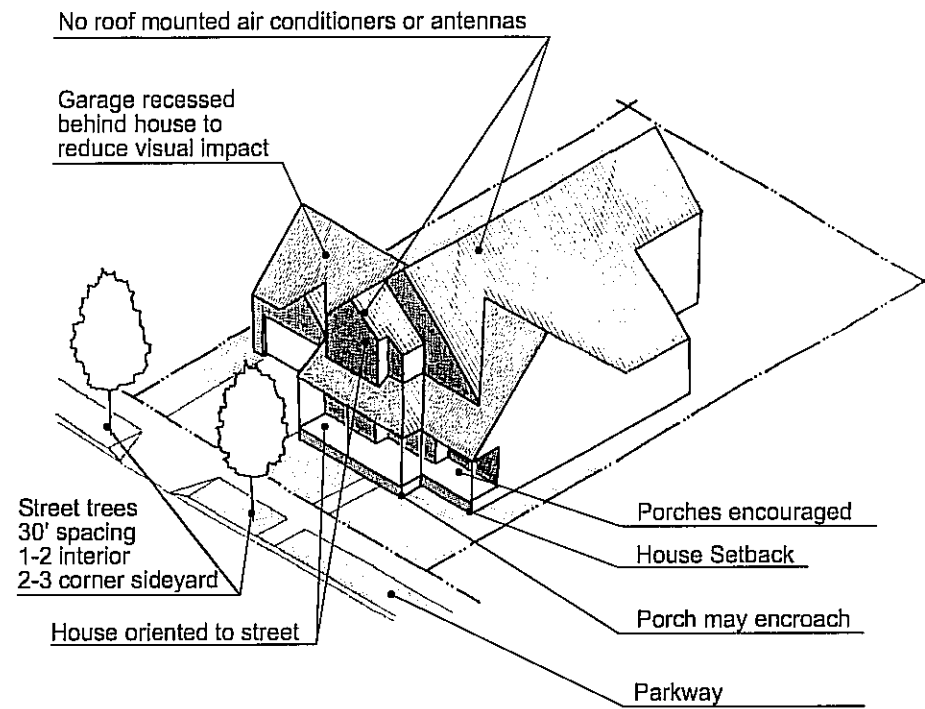


A Pedestrian Scale Neighborhood

To create pedestrian scale neighborhoods, homes along Kilroy Road and Mountain View Road shall be oriented towards John H. Pitman High School and the Turlock Regional Sports Complex. Preferably, these homes shall be supported by alley access garages. Furthermore, homes shall front onto the paseos

Table 3-2: Low Density Residential Development 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 Regulations Section 9-3-202	
Conditional Uses		
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	
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 (leading edge of living space and / or porch shall be at least as close to the street as the garage on at least 50% of dwelling units)	
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) (side loading garages shall provide a 20 foot minimum setback)	
Rear Yard		
Primary Building	10 feet minimum	
Detached Garage	5-10 feet depending upon height, scale and alley access	
Distance Between Buildings	6 feet or per Unified Building Code	



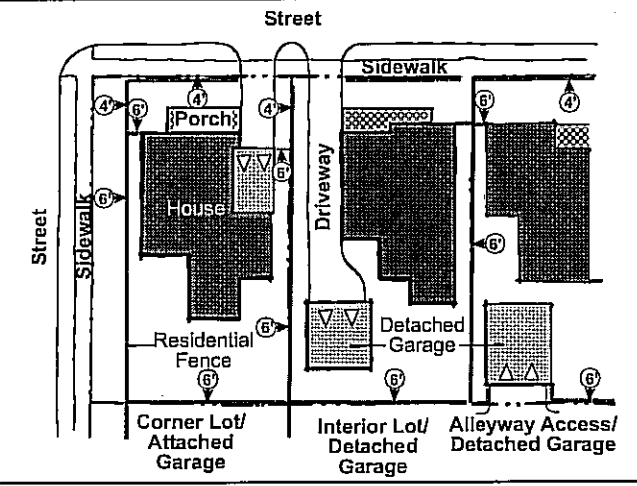
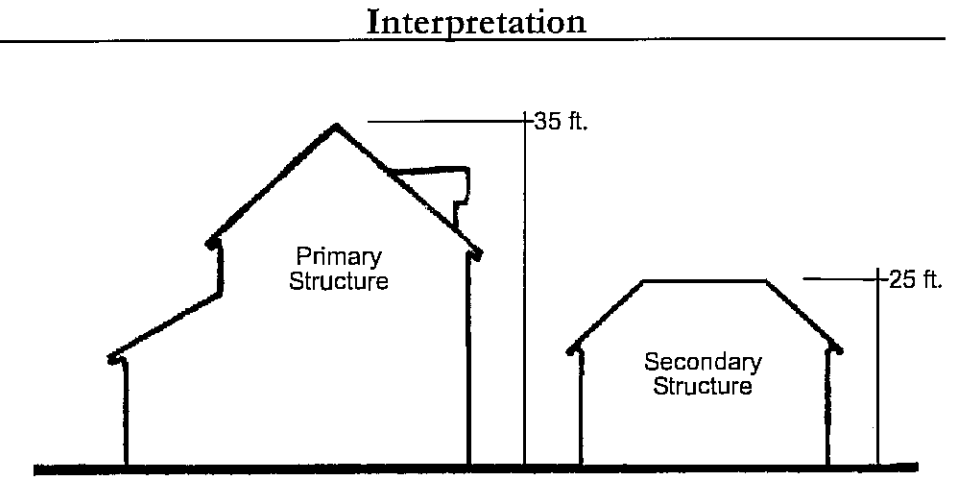
Single Family Home with Attached Garage Prototype

LDR Guidelines

- A) All homes shall have a public orientation with living spaces, porches, windows and entries towards the street. Outdoor seating areas oriented toward the street are encouraged.
- B) Garages are generally to be set back behind the leading edge of the home.
- C) Alternative garage loading configurations are encouraged (i.e., rear lot garages, side loading garages, detached garages, alley loading garages).
- D) The visual impact of garages and driveway aprons are to be minimized.
- E) Street trees are to be planted between streets and sidewalks at 30 feet on center. Each lot shall plant a minimum of 1 to 2 street trees. An additional 2 to 3 street trees shall be planted along the side yard of a corner lot.
- F) Exterior wall materials, trim and architectural details are to be applied equally to all sides of the home.
- G) Utility and mechanical equipment are to be screened from view. Roof mounted air conditioners, coolers, or antennas are prohibited.

Category	Regulation
Building Massing	
Building Height	
Primary Structure	35 feet maximum
Secondary Structure	25 feet maximum
Building Floor Area	
Primary Building	1,000 square feet minimum
Secondary Building	800 square feet maximum (does not include garage area)
Porch/Courtyard	
Depth	50% of all dwelling units
Width	6 feet minimum 25% minimum of front elevation
Parking Requirements	2 spaces/unit
Fencing and Walls	
Within Setbacks	
Front Yard	4 feet maximum height (50% minimum transparency*)
Corner Side Yard	4 feet maximum height (50% minimum transparency*)
Outside Setbacks	
Behind Edge of Structure	6 feet maximum height
In Front of Structure	4 feet maximum height (50% minimum transparency*)

*A Picket Fence, Split Rail Fence or Decorative Iron Fence Meets the Definition of 50% Transparency



- H) The size, scale, proportion, color, placement and detailing of architectural features such as porches, balconies, chimneys, doors/windows, dormers, and fencing should carefully be considered to complement the overall massing and scale of the home.
- I) Provide subtle variations in home design that create visual interest but do not create abrupt changes in the overall character of the neighborhood. Generally, more than 25% of homes on a block should have the same architectural design.
- J) Building heights and setbacks should be varied slightly to break monotony.
- K) Architecture and support landscape, lighting, fencing and any signage should be complimentary and work together to create and maintain neighborhood identity.
- L) Flashing details (roof gutters, down spouts and vents) should be designed to compliment the building's overall design, including materials and colors.
- M) A diverse variety in the architectural and streetscape design is encouraged so that the Plan Area will appear to have developed over time, rather than appearing like it was built all at once by a single developer.
- N) An alternative to alleyway access for homes fronting onto Kilroy and Mountain View Roads is to locate the driveways in the front. A single car driveway (maximum width 10-feet) may extend through the landscape easement and fan out to a maximum width of 30-feet within the lot area (see Chapter 4 Circulation).

3.1.2 Low / Medium Density Residential (LDR/MDR)

The Low/Medium Density Residential (LDR/MDR) designation accommodates a variety of detached and attached single-family homes. Typically densities range from 6 to 10 homes per acre. The LDR/MDR designated areas are intended to provide affordable, family oriented neighborhoods. The neighborhoods will provide a traditional residential approach characterized by detached and attached single family homes with inviting porches and comfortable, shady streets. Homes shall front onto the Paseos. A variety of housing styles and approaches are encouraged to give these areas a distinctive character. These areas will be enhanced by emphasizing connections to parks and open space, schools, Paseos and pedestrian and bicycle pathways. The location of the LDR/MDR designation is also intended to increase population densities closer to public and commercial areas. Table 3-3 lists the development standards for areas designated LDR/MDR within the Plan Area.



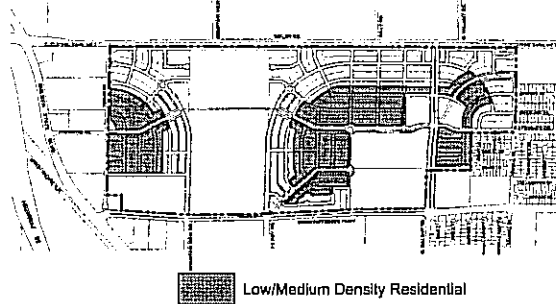
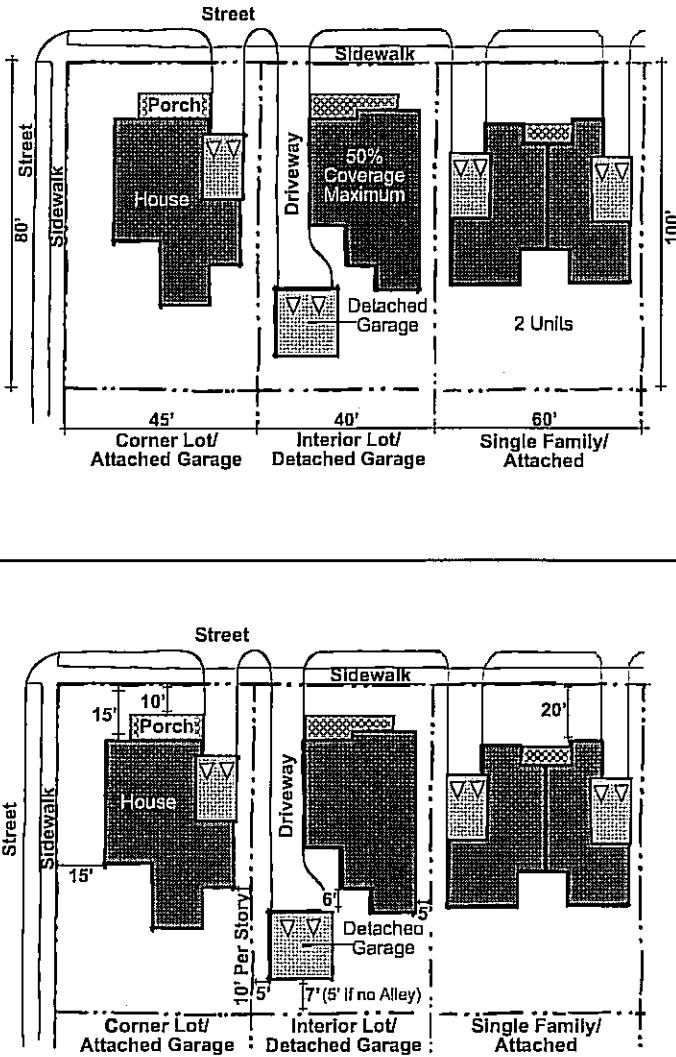
Attached Single Family Homes with Detailed Architecture and Rich Landscaping

Some flexibility is encouraged in setbacks, garage location and home orientation to reduce monotony along the streetscape. The design, orientation and setbacks of all homes within a block and on both sides of the street shall be considered so that chaotic or disharmonious street design is not created. Creative combinations of both detached and attached single family homes that reflect the character and integrity of the Plan Area are encouraged.

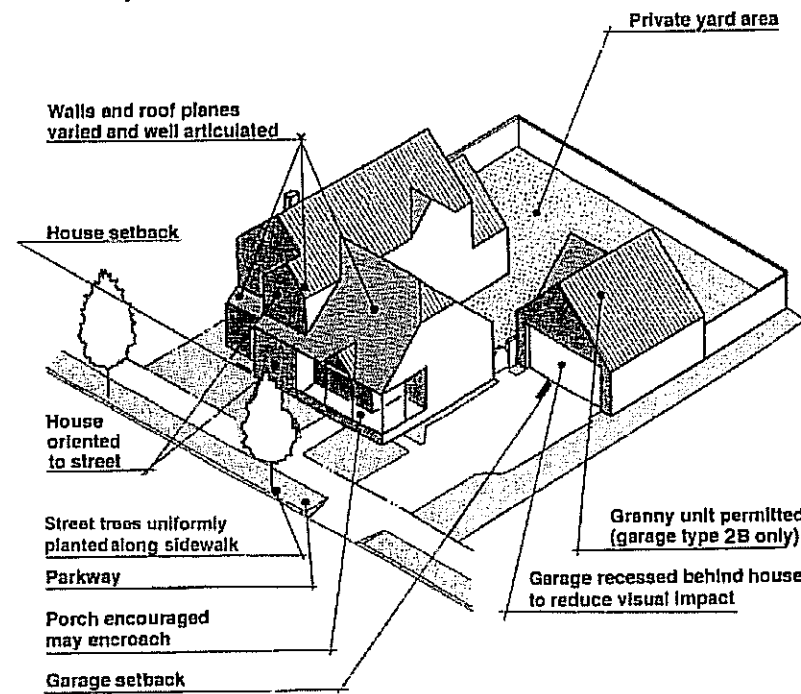
LDR/MDR Guidelines

- A) All homes shall have a public orientation with living spaces, porches, windows and entries towards the street. Outdoor seating areas oriented toward the street are encouraged.
- B) Garages should not protrude beyond the leading edge of the home.
- C) Alternative garage loading configurations are encouraged (i.e., rear lot garages, side loading garages, detached garages, alley loading garages).

Table 3-3: Low/Medium Density Residential Development Standards

Category	Regulation	Interpretation
Land Use		
Applicable Zoning District	R-L 4.5	
Density Range	6-10 dwelling units/gross acre	
Permitted Uses	Refer to City of Turlock Zoning Regulations Section 9-3-203	
Conditional Uses		
Minor Discretionary Permit		
Minor Administrative Permit		
Lot Configuration		
Lot Area	Single Family Detached Single Family Attached	4,500 square feet minimum 6,000 square feet minimum
Width	Interior Single Family (SF) Detached Lot Corner SF Detached Lot Interior SF Attached Lot Corner SF Attached Lot	40 feet minimum 45 feet minimum 60 feet minimum 65 feet minimum
Depth	Single Family Detached Lot Single Family Attached Lot	80 feet minimum 100 feet minimum
Curved or Cul-de-sac Frontage		35 feet minimum (measured at the front yard setback)
Landscape Area Coverage		900 square feet / dwelling unit
Setbacks		
Front Yard	Living Space Porch Garage	15 feet minimum (leading edge of living space shall be closer to street than garage on 50% of dwelling units) 10 feet minimum 20 feet minimum
Side Yards	Interior Exterior	5 feet minimum 15 feet minimum (may be reduced to 10 feet if side yard does not abut the front yard of an adjacent lot) (side loading garages shall provide a 20 foot minimum setback)
		

- D) The visual impact of garages and driveway aprons are to be minimized.
- E) Street trees are to be planted between streets and sidewalks at 30 feet on center. Each lot shall plant a minimum of 1 to 2 street trees. An additional 2 to 3 street trees shall be planted along the side yard of a corner lot.
- F) Exterior wall materials, trim and architectural details are to be applied equally to all sides of the building.
- G) Utility and mechanical equipment are to be screened from view. Roof mounted air conditioners, coolers, or antennas are to be screened.
- H) The size, scale, proportion, color, placement and detailing of architectural features such as porches, balconies, chimneys, doors/windows, dormers, and fencing should carefully be considered to complement the overall massing and scale of the building.
- I) Provide subtle variations in home design that create visual interest but do not create abrupt changes in the overall character of the neighborhood. Generally, no more than 25% of homes on a block should have the same architectural design.
- J) Building heights and setbacks should be varied slightly to break monotony.



Single Family Home with Detached Garage Prototype

Category	Regulation	Interpretation
Setbacks Continued		
Rear Yard		
Primary Building	10 feet minimum	
Detached Garage	5-10 feet depending upon height, scale and alley access	
Distance Between Buildings	6 feet	
Building Massing		
Building Height		
Primary Structure	35 feet maximum	
Secondary Structure	25 feet maximum	
Floor Area		
Primary Building	1,000 square feet minimum	
Secondary Building	800 square feet maximum (does not include garage area)	
Porch/Courtyard		
Depth	50% of all dwelling units	
Width	6 feet minimum	
	25% minimum of front elevation	
Parking Requirements	2 spaces/unit	
Fencing and Walls		
Within Setbacks		
Front Yard	4 feet maximum height (50% minimum transparency*)	
Corner Side Yard	4 feet maximum height (50% minimum transparency*)	
Outside Setbacks		
Behind Edge of Structure	6 feet maximum height	
In Front of Structure	4 feet maximum height (50% minimum transparency*)	

*A Picket Fence, Split Rail Fence or Decorative Iron Fence Meets the Definition of 50% Transparency

- K) Architecture and support landscape, lighting, fencing and any signage should be complimentary and work together to create and maintain neighborhood identity.
- L) Flashing details (roof gutters, down spouts and vents) should be designed to compliment the building's overall design, including materials and colors.

M) A diverse variety in the architectural and streetscape design is encouraged so that the Plan Area will appear to have developed over time, rather than appearing like it was built all at once by a single developer.

3.1.3 High Density Residential (HDR)

High Density Residential (HDR) is intended to provide affordable multi-family housing within the Master Plan Area. Typical densities range from 15-30 units per acre. High density residential may accommodate rental units or ownership opportunities such as condominiums or townhomes. Since the building height restriction is limited to 35 feet, it is likely that the buildings in the HDR areas will be townhomes or apartments consisting of two or three stories. Individually, each townhome unit could be accomplished by mixing thematic elements, projecting units and breaking rooflines. Table 3-4 lists the development standards for HDR designated areas.



Multi-Family Housing should Emphasize Individual Units to Reduce Mass of the Structure

All HDR land use areas shall convey a pedestrian-oriented character and present strong pedestrian connections to the Plan Area's commercial core and recreational opportunities. Site plans for HDR designated areas shall be based on clusters of no more than 20 units and designed to create usable pedestrian corridors between the clusters. HDR units paralleling the paseos shall provide the appearance of individual units with living space and porches oriented onto the paseos, and streets to avoid obvious "side view" or "rear view" appearances along the Paseos or streets. Parking facilities are to be confined to the interior of the site.

Table 3-4: High Density Residential Development Standards

Category	Regulation	Interpretation
Land Use		
Applicable Zoning District	R-H	
Density Range	15-30 dwelling units/gross acre	
Permitted Uses Conditional Uses Minor Discretionary Permit Minor Administrative Permit	Refer to City of Turlock Zoning Regulations Section 9-3-202	
Lot Configuration		
Lot Area	1 acre minimum	
Width	Interior: 75 feet minimum Corner: 80 feet minimum	
Depth	100 feet minimum	
Curved or Cul-de-sac Frontage	35 feet minimum (measured at the front yard setback)	
Landscape Area Coverage	500 square feet / unit (paseo may contribute to fulfilling landscape area coverage)	
Setbacks		
Front Yard	Street Frontage: 20 feet minimum Living Space: 10 feet minimum Porch: 5 feet minimum	
Side Yards	Interior: 10 feet/first story—5 feet/story thereafter Exterior: 20 feet minimum	
Rear Yard	10 feet/story minimum	
Distance Between Buildings	10 feet minimum	

The Master Plan includes a land use option that could provide additional HDR land if the decision is made not to include office space in the southwest portion of the Plan Area. This option would increase the total HDR acreage by 16 acres.

HDR Guidelines

- A) Multi-family units shall be designed and detailed to correlate with the neighboring single family detached and attached homes, and commercial center. Preferred configurations include architectural treatments that portray traditional row houses.
- B) Consistent architectural detailing must be provided on all sides of structures, which face streets and open space corridors.
- C) Individual buildings shall be positioned to create maximum opportunities for privacy, views and a variety of inter-connecting outdoor space.
- D) Site amenities shall include generous landscaping and common areas for use by its residents.
- E) All residences shall be located to minimize the distance between parking areas and residential units.
- F) Off-street parking shall be located to the rear of the building or internalized (between buildings), compartmentalized, and not visible from residential and open space corridors and public right-of-ways.
- G) Trash enclosure areas shall be screened by 8-foot high walls constructed of materials consistent with the architectural style of the units. Trash enclosures shall be screened from upper level unit views.

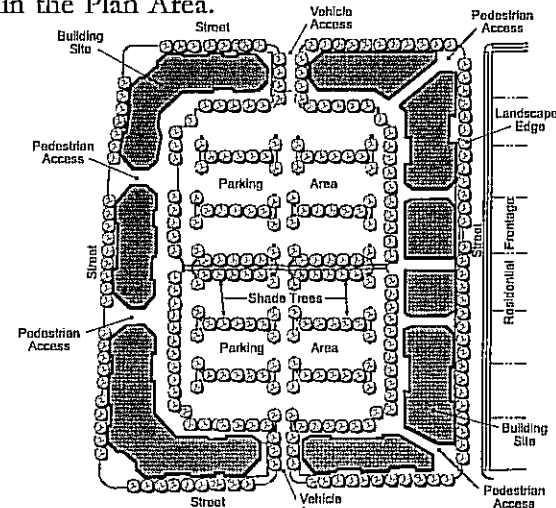
Category	Regulation	Interpretation
Building Massing		
Building Height	35 feet maximum	
Building Floor Area Upper Floor Area Lower Floor Area	No Limit 800 square feet minimum / building	
Porch/Courtyard Depth Width	100% of all dwelling units 6 feet minimum 25% minimum of front elevation (All units shall have either a porch or courtyard feature which is defined as an outdoor sitting space visibly open to the street or open space corridor)	
Parking Requirements	2 spaces/unit	
Fencing and Walls		
Within Setbacks Front Yard Corner Side Yard	4 feet maximum height (50% minimum transparency*) 4 feet maximum height (50% minimum transparency*)	
Outside Setbacks Behind Edge of Structure In Front of Structure	6 feet maximum height 4 feet maximum height (50% minimum transparency*)	
*A Picket Fence, Split Rail Fence or Decorative Iron Fence Meets the Definition of 50% Transparency		

3.2 Community Commercial (CC)

The City of Turlock General Plan identifies a number of locations for neighborhood commercial centers in northwest Turlock, including one potential site in the North Turlock Master Plan Area. However, due to a potential oversaturation of sites in relation to area population, it is unlikely that all of these neighborhood commercial centers will be developed. The Plan recognizes that the marketplace will ultimately determine whether a neighborhood commercial center is appropriate for the Plan Area. So, although no specific location has been identified, a neighborhood commercial center is encouraged in the Plan Area. A neighborhood commercial center would be appropriate on any property identified in Table 3-5, that is adequate in size and shape to accommodate it. Furthermore, the proposed site should be properly located in relation to adjoining streets and land uses.

Commercial uses appropriate for the Plan Area include small retail shops, cafes, restaurants, salons, medical offices, and financial institutions common in small towns and pedestrian-oriented environments. The mix of uses is intended to create a high intensity center, which provides for daily essentials, specialty shops and restaurants in a “small town setting”. The location of any commercial site is significant because it should be within a central activity node. Since the commercial area is to be designed as a pedestrian-oriented destination that provides convenient services for the community, conventional “strip mall” design that is car-oriented will not be permitted. Pedestrian-scaled buildings with interior parking away from the street and out of view from the surrounding residential community is a more preferred design approach (refer to Figure 3-2).

Table 3-5 lists the development standards for the Community Commercial land uses within the Plan Area.



COMMERCIAL PLAN CONCEPT FIGURE 3-2

Table 3-5: Community Commercial Development Standards

Category	Regulation	Interpretation
Land Use		
Applicable Zoning District	C-C	<p>Optional Community Commercial</p>
Floor Area Ratio	0.25	
Permitted Uses:	Cultural Institutions, Government offices, animal grooming, animal retail sales, antique shops, artists' studios, retail bakery, catering services, eating and drinking establishments, 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, food and beverage sales (neighborhood store <2,500 sf), minor maintenance and repair services, and limited printing and publishing.	
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	0 feet	
Rear Yard	10 feet	
Corner Lot Side Yard	0 feet	
Distance Between Buildings	0 feet	
Building Massing		
Building Height	35 feet maximum	<p>35' max</p>
Landscaping	10% of lot area	
Parking Requirements		
Retail Commercial	1 space/300 square feet of floor area	
Restaurants	1 space/50 square feet of floor area	

Commercial Guidelines

- A) The design of commercial and office buildings shall promote and enhance a pedestrian-oriented atmosphere and should be adaptable to accommodate a variety of changing uses.
- B) Undulating facades and varying heights on commercial buildings are desirable as they provide added visual interest and human scale.
- C) Clearly defined pedestrian walkways shall be provided leading from adjacent high density land use areas and open space corridor, and shall be an integral component of the overall site design.
- D) Off-street parking shall be internalized (behind buildings), compartmentalized, and be shielded from residential and open space corridors.



Storefronts and Pedestrian Signs Give Commercial Sidewalks Life.

Category	Regulation	Interpretation
<p>Fencing and Walls</p> <p>Heights</p> <ul style="list-style-type: none"> Front Yard Side Yard Corner Side Yard Rear Yard 	<ul style="list-style-type: none"> Not Permitted 4 feet maximum 4 feet maximum 4 feet maximum 	

<p>Signage</p> <p>Height</p> <p>Sign Area Ratio</p>	<p>20 feet maximum</p> <p>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)</p>	
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- E) Creative use of form, height and massing, supportive by distinctive windows, entryways and facade treatments shall be used to create a symbolic landmark to the community character.
- F) Rooftop, mechanical equipment, vents and ducts are to be screened from view. Screens may consist of suitable materials chosen for conformance with overall building design. Architectural integration of mechanical equipment is encouraged.
- G) Signage may consist of monument type sign which complements the overall commercial development and is consistent with the Pedestrian scale intent of the Master Plan.

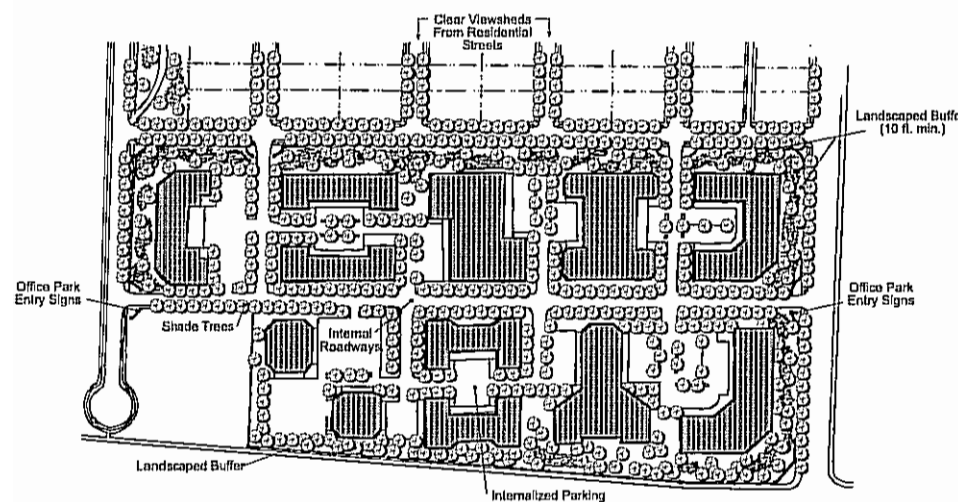
3.3 Office

The southwest corner of the Plan Area is designated for Office uses. The Office designation allows for small to medium business and professional offices, and may also include medical offices and other services such as day care and office serving restaurants. This location provides access and visibility from Christoffersen Parkway as well as proximity from Planned Heavy Commercial uses along Golden State Boulevard.

Office development in the Plan Area should not detract from the adjoining residential area. Certain stipulations are provided to minimize the transition between Office and Residential land uses. Such measures include providing sufficient landscape buffers and by providing viewsheds down residential streets that are void of office buildings (refer to Figure 3-3). The general architectural design and features of the office buildings should be compatible with the overall architectural theme of the Plan Area.

A mixed-use option, combining HDR, Office, or other appropriate uses for this designated area is also encouraged. Regardless of the decided land use designation, a provision is in place that the 16-acre site is to be planned and designed in its entirety, rather than a parcel-by-parcel approach.

Table 3-6 lists the development standards for the Office land use designation within the Plan Area.



OFFICE CONCEPT PLAN FIGURE 3-3

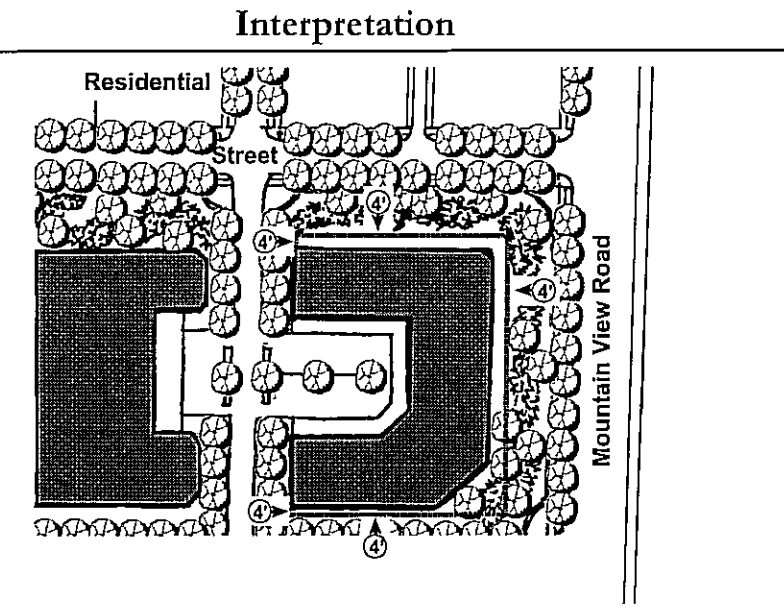
Table 3-6: Office Development Standards

Category	Regulation	Interpretation
Land Use		
Applicable Zoning District	C-O	
Floor Area Ratio	0.35	
Permitted Uses	Refer to City of Turlock Zoning Regulations Section 9-3-302	
Conditional Uses		
Minor Discretionary Permit Minor Administrative Permit		
Setbacks		
Front Yard	10 feet	
Side Yards	10 feet	
Rear Yard	10 feet minimum	
Corner Lot Side Yard	10 feet minimum	
Distance Between Buildings	0 feet	
Building Massing		
Building Height	35 feet maximum	
Landscaping	25% of lot area	
Parking Requirements	1 space/500 square feet of floor area	

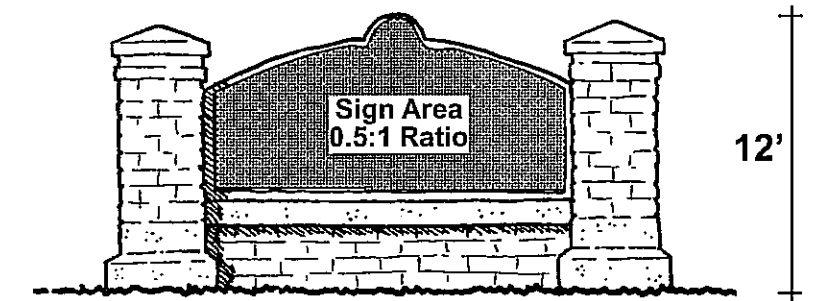
Office Guidelines

- A) Office development should be planned, designed and developed as a unit, rather than a parcel-by-parcel approach.
- B) The design of commercial and office buildings should promote and enhance a pedestrian-oriented atmosphere and should be adaptable to accommodate a variety of changing uses.
- C) Provisions should be made for the opportunity to include a Mixed Use development that includes both Office, and High Density Residential.
- D) Visual access to office uses from Christoffersen Parkway should be maximized to the extent feasible. Office uses should be designed as a visual entrance into the City of Turlock.
- E) Encourage high quality architecture that reflects style and image common to the surrounding residential neighborhood.
- F) Office uses shall be buffered from adjacent residential areas by a combined use of landscaping, setbacks, and streets. Boundaries of individual development areas should be emphasized through the use of open space, landscape corridors and internal circulation and parking needs.
- G) Common recreation facilities (walking / jogging trails) should be provided within Office land use areas and linked with the overall Plan Area pedestrian / bicycle trail network.
- H) Wall surface shall not exceed 200 square feet without a change in plane, material or texture. Varied reveal patterns and other details, especially in "tilt-up" concrete surfaces, are encouraged to articulate large surface expanses.
- I) Loading and servicing facilities shall not be visible from public streets and shall be integrated into the building architecture. All loading and servicing facilities shall be visually buffered from adjacent residential areas and shall include roll-up doors.
- J) Refuse collection areas must be visually screened with an 8-foot high minimum enclosure with construction of sufficient durability to withstand the level of activity created by the refuse collection

Category	Regulation
Fencing and Walls	
Heights	
Front Yard	4 feet maximum (to front of building)
Side Yard	4 feet maximum
Corner Side Yard	4 feet maximum
Rear Yard	4 feet maximum



Category	Regulation
Signage	
Height	12 feet maximum
Sign Area Ratio	0.5:1 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)



- process. Refuse collection areas shall be designed to be architecturally compatible with the associated Office building / complex.
- K) Rooftop, mechanical equipment, vents and ducts are to be screened from view. Screens may consist of suitable materials chosen for conformance with overall building design. Architectural integration of mechanical equipment is encouraged.
- L) Utility (e.g., natural, water) lines and meters shall be concealed and not be visible from any public street, pedestrian / bicycle trail network, or principal building entry.

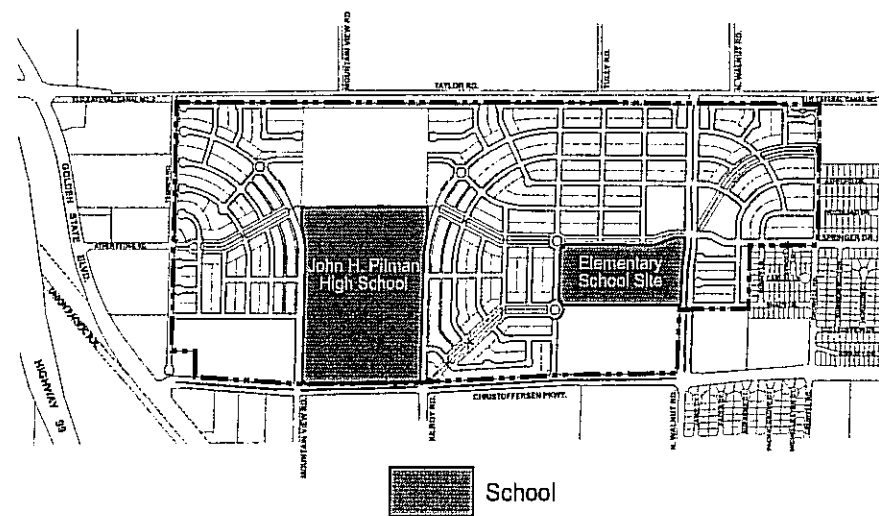
- M) Off-street parking shall be internalized (behind buildings), compartmentalized, and be shielded from residential and open space corridors.

3.4 Schools

John H. Pitman High School is located on the north side of Christoffersen Parkway, between Kilroy Road and Mountain View Road. The school campus is situated south of the Turlock Regional Sports Complex. The location of the school, coupled with the sports complex creates a challenge for linking residential neighborhoods to the east and west of those two facilities. John H. Pitman High School is a high activity area, generating large volumes of vehicle traffic as well as pedestrian circulation throughout the Plan Area and beyond (refer to Figure 3-4).

The high school is designed to accommodate an ultimate capacity of 2,000 students. The initial construction phase now under way will serve 1,500 students. To reduce vehicular congestion, student parking is located immediately adjacent to Christoffersen Parkway. The high school administration building is oriented towards the corner of Christoffersen Parkway and Kilroy Road as a visual entrance to the campus.

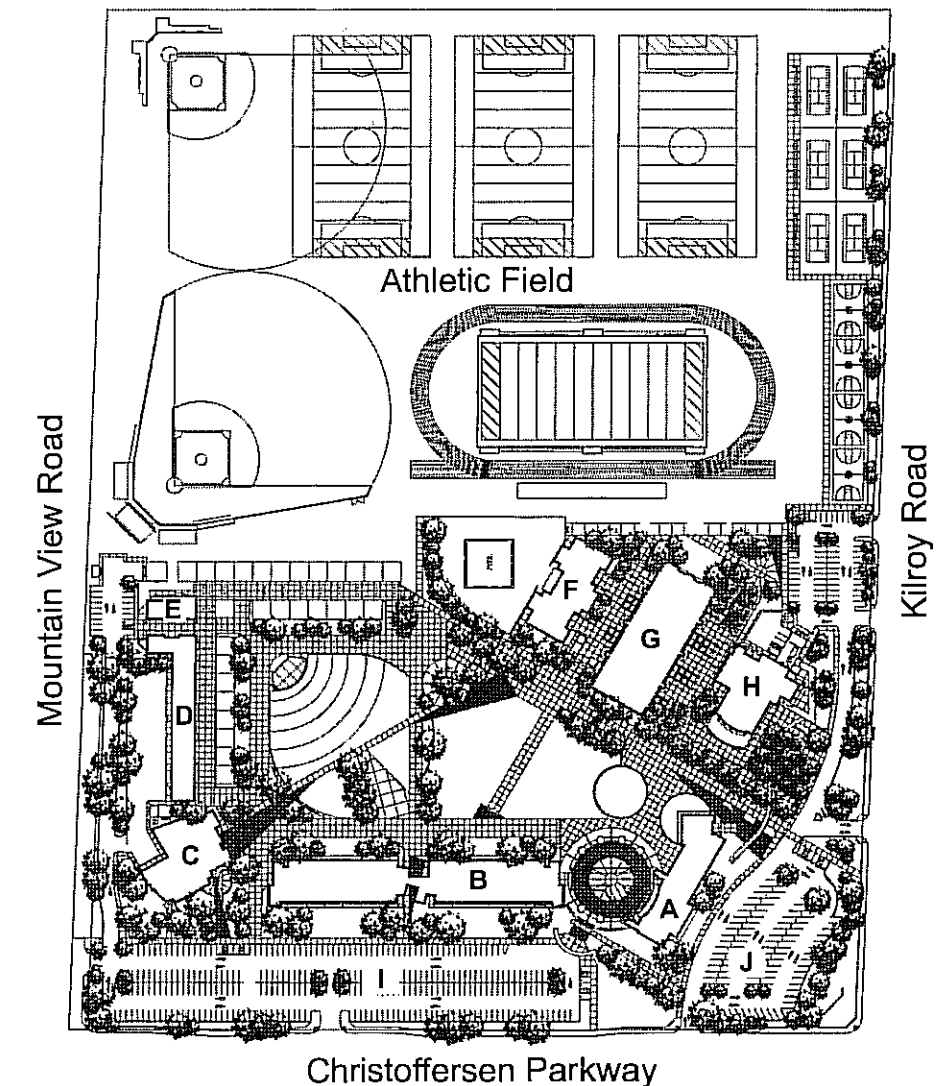
An elementary school site consisting of approximately 20 gross acres is centrally located within the Plan Area and can be viewed as the focal area of the Plan Area. It is anticipated this elementary school site will serve the Plan Area as well as nearby residential neighborhoods. Paseo trails connect the school site to neighborhoods within the Plan Area as well as providing possible pedestrian and bicycle connections to adjoining neighborhoods.



School Guidelines

- A) The principles of crime preventive design should be employed and safety design standards should be followed. Sufficient lighting should be provided on site to ensure safety, but be respectful of surrounding residential properties.
- B) The design and siting of school facilities should take in account the aesthetic affects of the surrounding neighborhoods. An architectural style, building materials, and colors appropriate to the surrounding neighborhoods should be utilized. The design of landscaping and furnishings (e.g., lighting, signage) should complement the streetscape and other predetermined community facilities.
- C) Landscape buffers shall be used to separate potentially conflicting uses within the school grounds and surrounding residential and open space areas.
- D) Safe access by students shall be considered in the siting and design of school facilities. Travel access by bus, private car, bicycle, and by foot from residential areas shall be accommodated to the elementary school site. Onsite internal pick-up and drop-off points shall be provided.
- E) School sites within the North Turlock Master Plan Area should be connected to other areas of the community by a pedestrian/ bicycle trail system to promote local non-vehicular travel.
- F) For public space orientation and school site accessibility, school sites should be connected to the surrounding neighborhood and not introverted (backed up) to the surrounding neighborhood. Homes shall not back up to a school site. Ordinarily, a public street shall separate a school from an adjoining neighborhood.

Turlock Regional Sports Complex



Key

A	Administration Center	F	Physical Education
B	Academic	G	Gymnasium
C	Performing Arts	H	Multipurpose
D	Industrial Technology	I	Student Parking
E	Art	J	Faculty Parking

JOHN H. PITMAN HIGH SCHOOL FIGURE 3-4

3.5 Gateways and Landmarks

Gateways establish the setting for communities, indicating to the resident and visitor alike a sense of arrival. An attractive gateway is crucial for establishing a desired residential atmosphere.

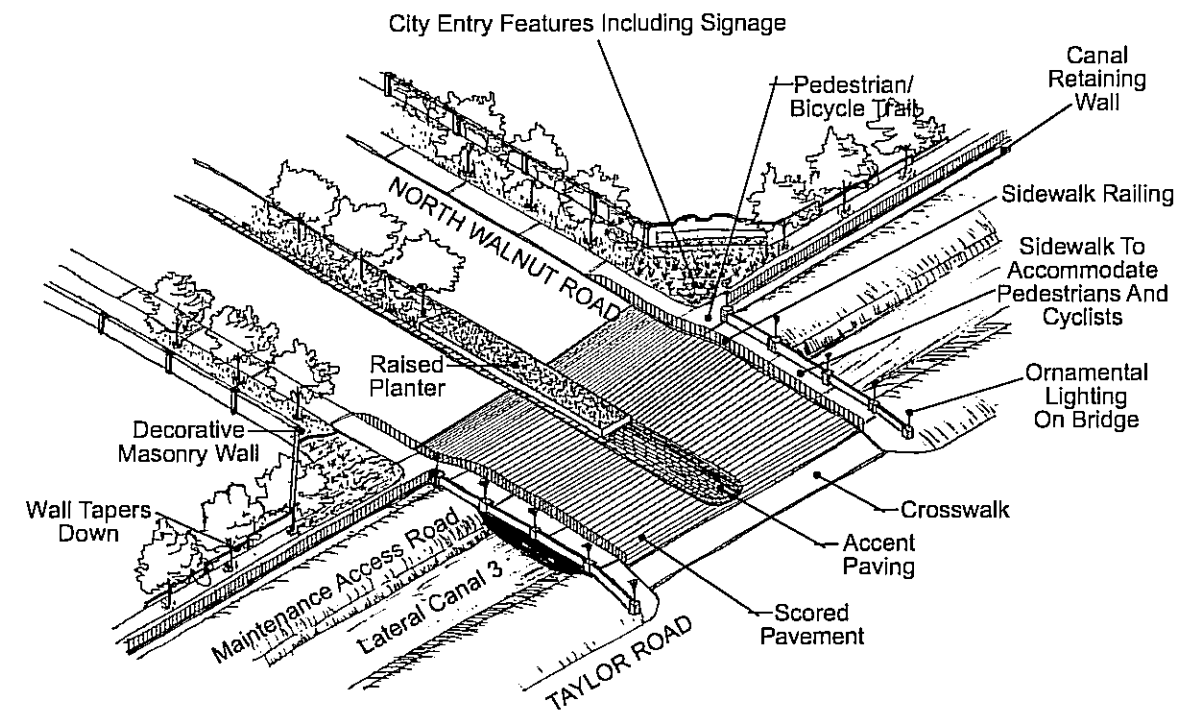
The North Turlock Master Plan identifies three main gateways having distinctive features (refer to the Community Design Diagram in Figure 3-7). The North Walnut Road entry from Taylor Road will have a “bridge” approach as it spans the TID Lateral 3 (refer to Figure 3-5). This entry has added significance since it also serves as a gateway into the City of Turlock. To eliminate pedestrian and bicyclist from crossing at mid-block to continue along the pedestrian / bicycle Trail paralleling the TID Lateral, the entry at this intersection should include sidewalk railings and raised planters which direct the pedestrians and bicyclists to the crosswalk located at the intersection of Taylor Road and North Walnut Road. Kilroy Road from Christoffersen Parkway is a pedestrian gateway as much as an automobile gateway, as it incorporates a pedestrian/bicycle trail terminus into its design (refer to Figure 5-5). Atherstone Road from Tegner Road is the main west entry into the Plan Area. This gateway features a landscaped entry (refer to Figure 3-6). Plan Area gateways should incorporate the following design features:

- Accent Trees
- Accent/Scored Pavement
- Ornamental Lighting
- Signage
- Flower Beds/Raised Planters

Throughout the Plan Area are various open space opportunities provided for community landmarks. These areas are typically provided at traffic circles and key Paseo landings. Various monumentation and landscape plantings shall be utilized to create a significant landmark element and reinforce the “sense of place”.

Plant materials should focus on the surrounding elements. Tree species utilized should be bold, whether by flowers, leaf color or form, to emphasize the importance of the landmark. Ground cover may be turf, perennials, shrubs or a mixture.

Monuments, such as an obelisk, are encouraged and should be of significant height to be visible from a distance. The monument would create a visual place marker of entry and passage. The monument



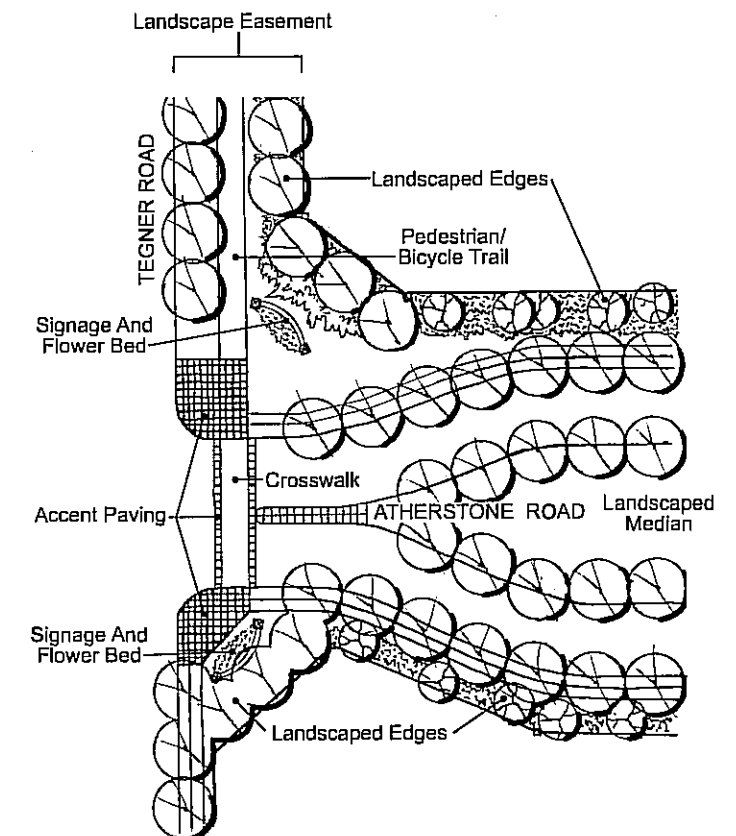
NORTH WALNUT ROAD GATEWAY

FIGURE 3-5

should also relate to the pedestrian scale. Materials and colors incorporated into the monument design shall follow those established at the Plan Area entries. Detailing and craftsmanship shall be evident in the monumentation. Signage is to be limited to a plaque or engraving on each monument.

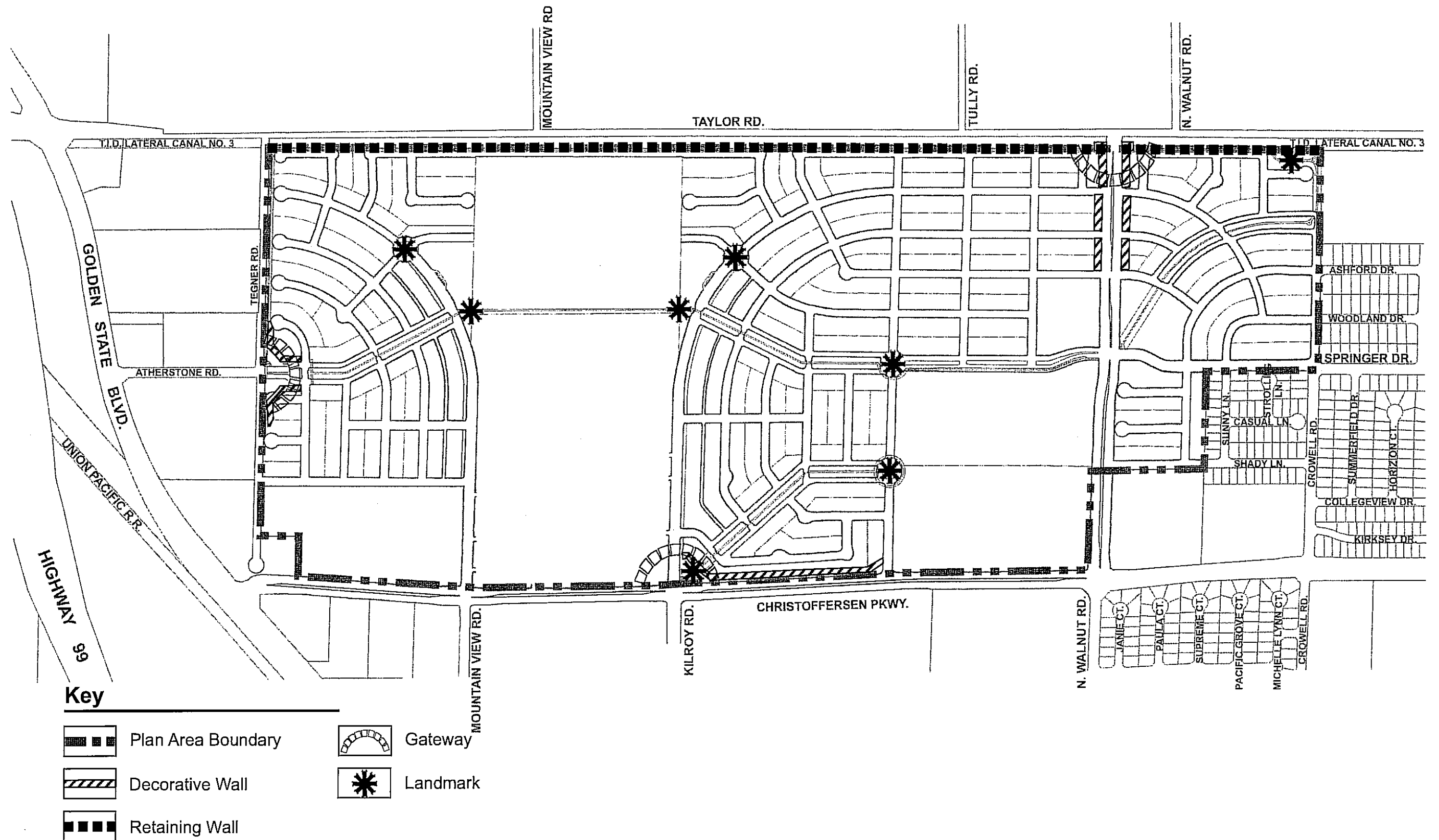
Gateway Guidelines

- Articulated gateways should be located at the locations shown in Figure 3-7.
- Each gateway should be prominently marked with signage, accent paving, lighting, landscaping, accent trees, and monumental features.



ATHERSTONE ROAD GATEWAY

FIGURE 3-6



COMMUNITY DESIGN DIAGRAM

FIGURE 3-7

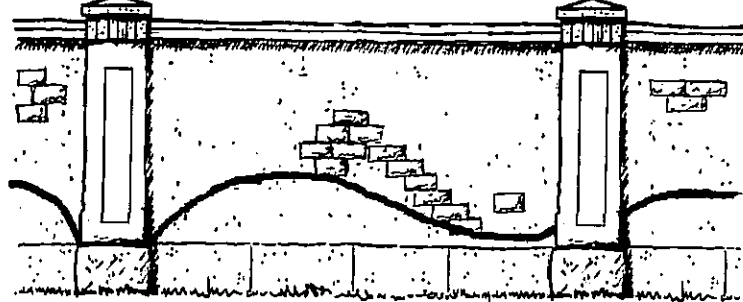
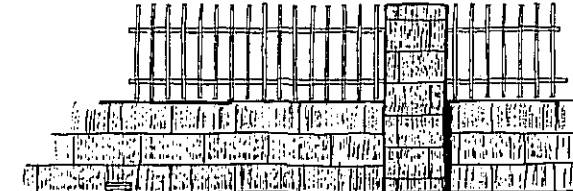
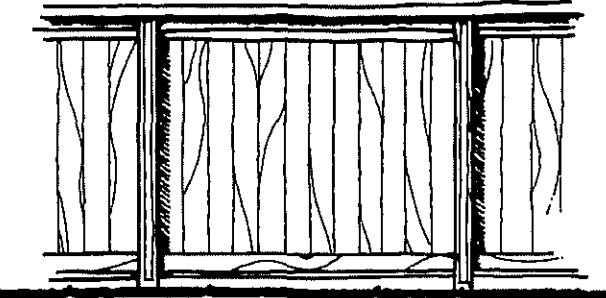

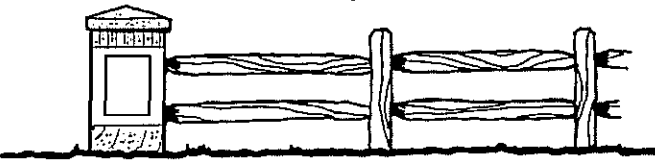
3.6 Walls and Fences

Walls and fences are necessary elements for the Plan Area, providing safety, security, privacy, property definition, and noise attenuation. Walls and fences can also be included in gateway features and can provide separation between residential areas and more intensive uses. Poorly designed walls and fences can become a noticeable feature that detracts from the quality and character of a neighborhood. Therefore, all wall and fence design within the Plan Area should be tightly regulated. A creative and controlled approach to walls and fences should be established to maintain an overall design consistency with the rest of the community. Fencing throughout the Plan Area should be coordinated under a single fencing system that identifies the type, appearance, and placement. Table 3-7 shows a recommended wall and fence program to be applied in the Plan Area. This program offers direction for fence and wall placement and suggests appropriate height limitations.

Wall and Fence Guidelines

- A) A 6-foot high decorative masonry wall shall be provided along North Walnut Road and Christoffersen Parkway adjacent to Low and Low / Medium Density Residential land use areas for sound attenuation.
- B) All decorative masonry walls shall be installed and coordinated with appropriate landscaping.
- C) Residential fences shall be installed on all rear and side lot lines (up to the front housing facade), or where homes adjoin local streets or parkland.
- D) Residential fencing height and location guidelines should be consistent with the Wall and Fence Program in Table 3-7.
- E) The design detail of the retaining wall along TID Lateral 3 should be consistent with the existing wall design in adjacent neighborhoods

Table 3-7: Walls and Fences Program

Fence Type	Description	Permitted Application	Interpretation
Decorative Masonry Wall	Decorative wall used for noise attenuation: Masonry wall and pilaster with caps. Height 6 feet maximum.	Rear property lines of single-family lots in residential areas along Christoffersen Parkway and North Walnut Road only, tapering down to 3 feet in entryway.	
Canal Retaining Wall	Decorative retaining wall used to separate the canal from the bike trail: Prefabricated masonry wall with wrought iron railing top. Height varies along canal.	Along south edge of TID Lateral Canal 3.	
Residential 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.	
Residential 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.	
Residential Split Rail Fence	Two-rail fence with pilaster reflecting that of decorative masonry wall. Height 3 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 corridors. May also be used in conjunction with neighborhood entries.	

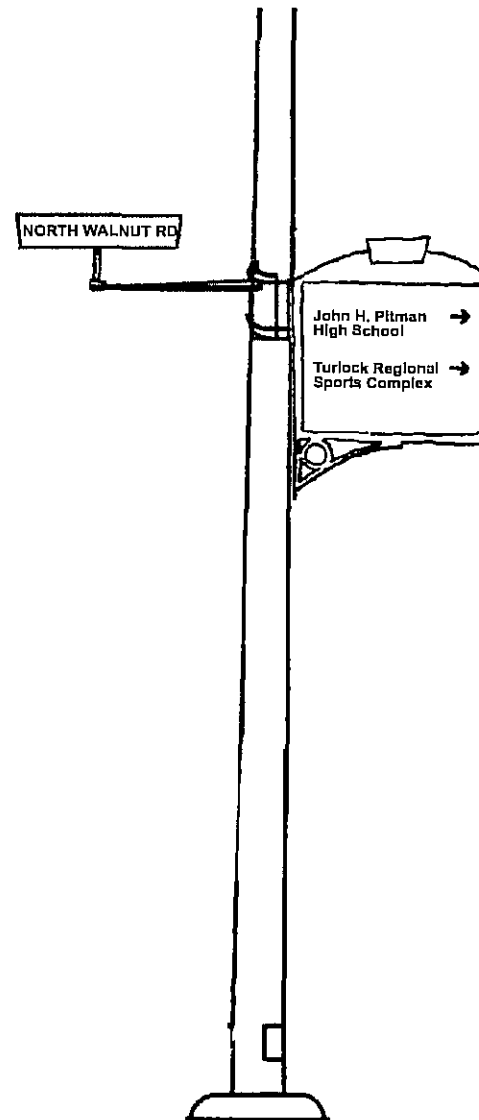
3.7 Signage

Signs provide an important element of community design. Proper design and application of signs help orient people and increase a community's sense of place. By directing residents and visitors to desired locations signage improves circulation efficiency and access to important community destination points. The design and style of signage also contributes to the character and setting for commercial, residential, recreation, and public use areas.

The Plan Area should utilize thematic signage that contributes to provide an overall community identity and design cohesiveness. A thematic community signage system should be established and displayed at public areas of prominence such as landmarks, gateways, and in parks and paseos to provide identity and cohesiveness for the Plan Area. Signage types include commercial signs, street signs, orientation signs, and entry signs (refer to Figure 3-8).

Signage Guidelines

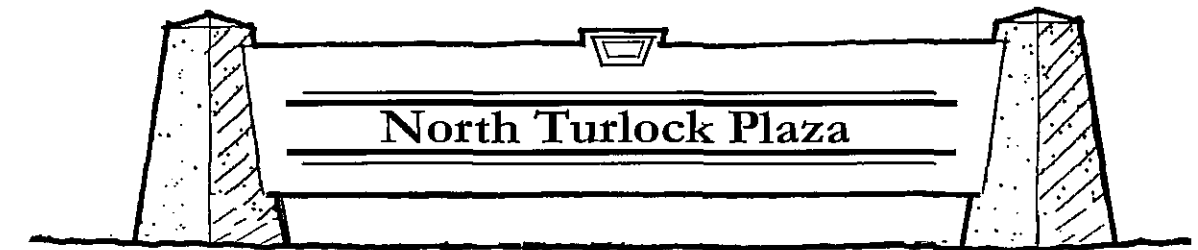
- A) Signage design should reflect the overall architectural theme of the Plan Area.
- B) Community Signage should be used in prominent or character areas such as gateways and paseos.
- C) Signage should be used to identify distinct neighborhoods or land uses such as the commercial district, the office park, the Sports Complex, etc.
- D) Street signs and directional signs should have a common design theme.



Information Signs



Office Signage



Area Identity Signage

PLAN AREA SIGNAGE

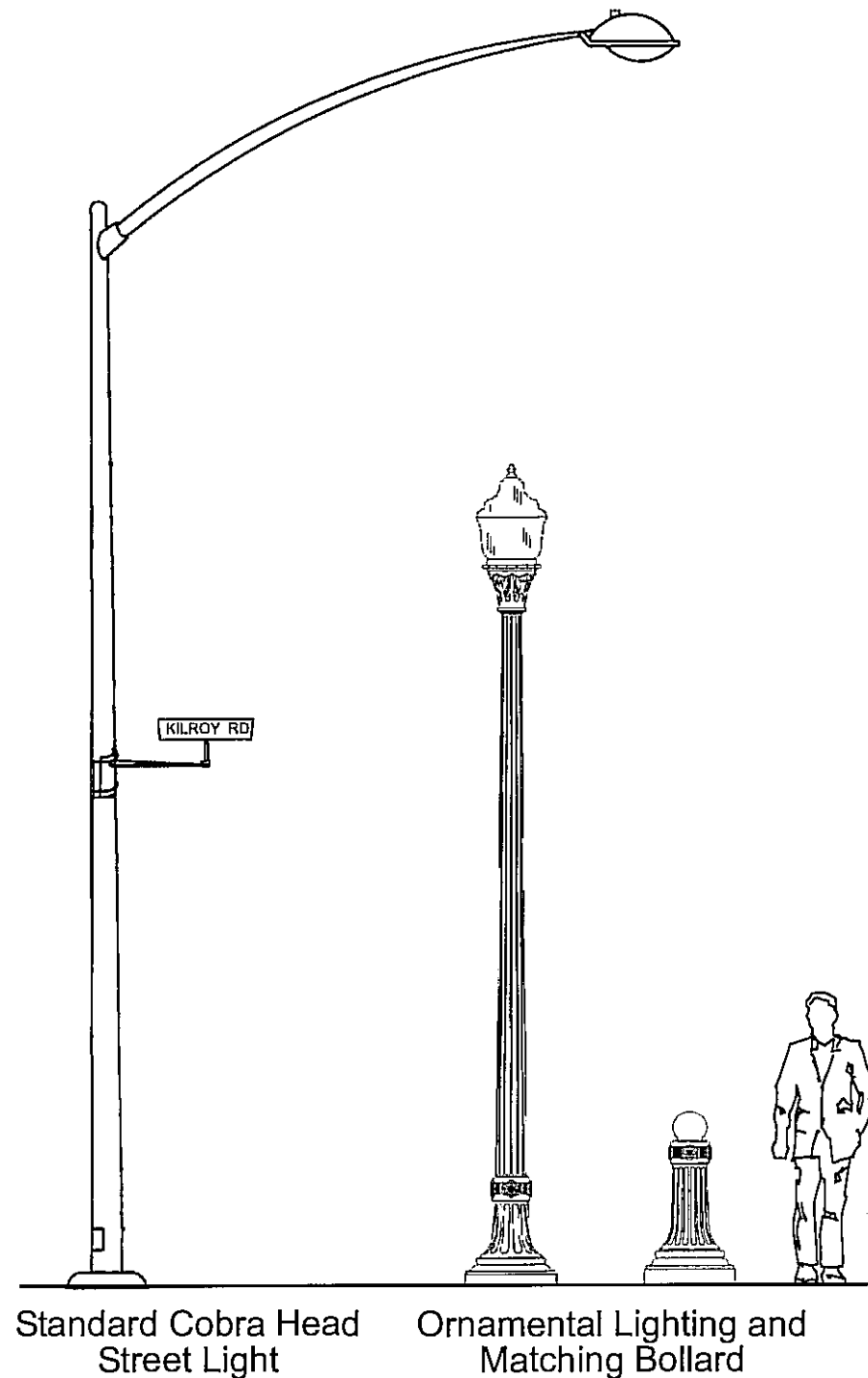
FIGURE 3-8

3.8 Street Trees and Lighting

An attractive streetscape can enhance the livability and desirability of the neighborhood. Features such as street trees, lighting, landscaping, sidewalks, street widths, housing setbacks, and fencing are just a few factors that contribute to an attractive street setting. An emphasis on streetscape design is necessary to create neighborhoods that encourage pedestrian circulation and interaction, while reducing auto dependency. This approach to design will also foster the unity of neighborhoods built over time into an integrated community with its own unique character.

An overall lighting plan can contribute to the community identity of the Plan Area. Ornamental lighting will be applied to prominent and unique public places, and the Plan Area's internal streets and pedestrian / bicycle corridors. Standard "cobra-head" streetlights (as shown in Figure 3-9) may be applied along the street corridors listed under the "Street Tree and Lighting Guidelines". Street lighting should be appropriately spaced to provide sufficient lighting for vehicles, pedestrians, and cyclists. It is also important that lighting does not negatively interfere with Plan Area residents or surrounding areas.

Street trees are a fundamental component of a successful streetscape. They provide summer shade, wind protection, and can greatly enhance the overall appearance of the community. The North Turlock Master Plan recognizes the importance of street trees and will incorporate them as part of the streetscape design. A suggested streetscape design is shown in Figure 3-10, which uses different tree species to emphasize the prominence of different community features.

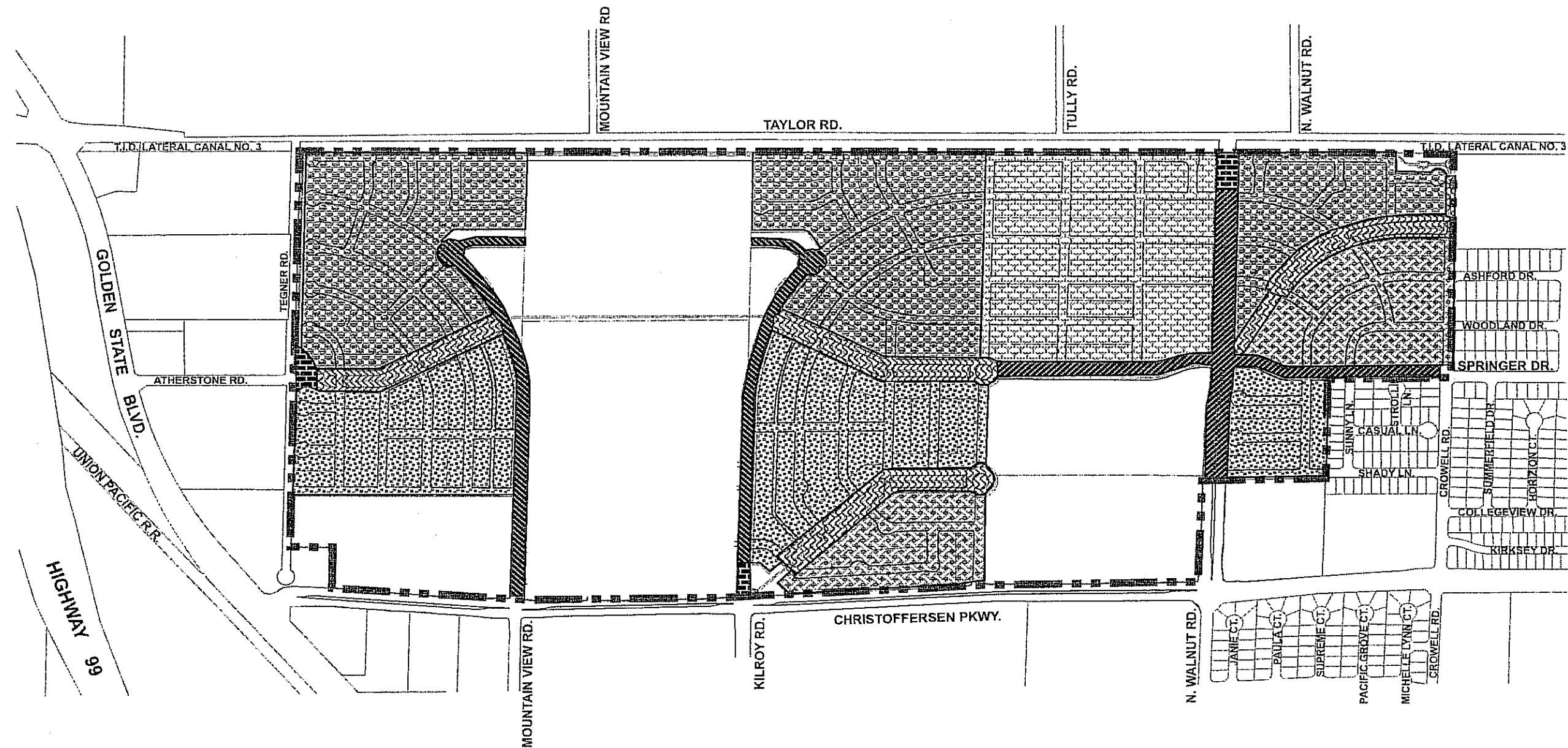


PLAN AREA LIGHTING FIGURE 3-9



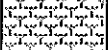
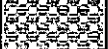




Street Tree and Lighting Guidelines

- A) Street trees should be spaced at maximum intervals of 30 feet on center.
- B) Selected tree species should be tolerant to Turlock's general climate conditions.
- C) Accent tree species should be incorporated as part of the gateway features.
- D) A variety of tree species should be planted in prominent community areas such as parks and Paseos (refer to Figure 3-10).
- E) Lighting should be provided to ensure safe environment, but should not cause areas of intense light or glare.
- F) Lighting should be sensitive to adjacent land uses and viewsheds. Architectural features or lighting fixtures that provide down-lighting and lighting that is shielded from adjacent uses should be implemented.
- G) Street lighting standards should be spaced dependent upon City requirements.
- H) Ornamental lighting styles should reflect the overall community image and shall be installed throughout the Plan Area with the exception of the following street corridors:
 - ◆ Tegner Road
 - ◆ Christoffersen Parkway
 - ◆ Mountain View Road between Christoffersen Parkway and Sports Complex Drive
 - ◆ Kilroy Road between Christoffersen Parkway and Sports Complex Drive
 - ◆ North Walnut Road
 - ◆ Springer Drive east of North Walnut Road
 - ◆ Crowell Road

Standard "Cobra head" street lighting may be provided along the street corridors listed above.

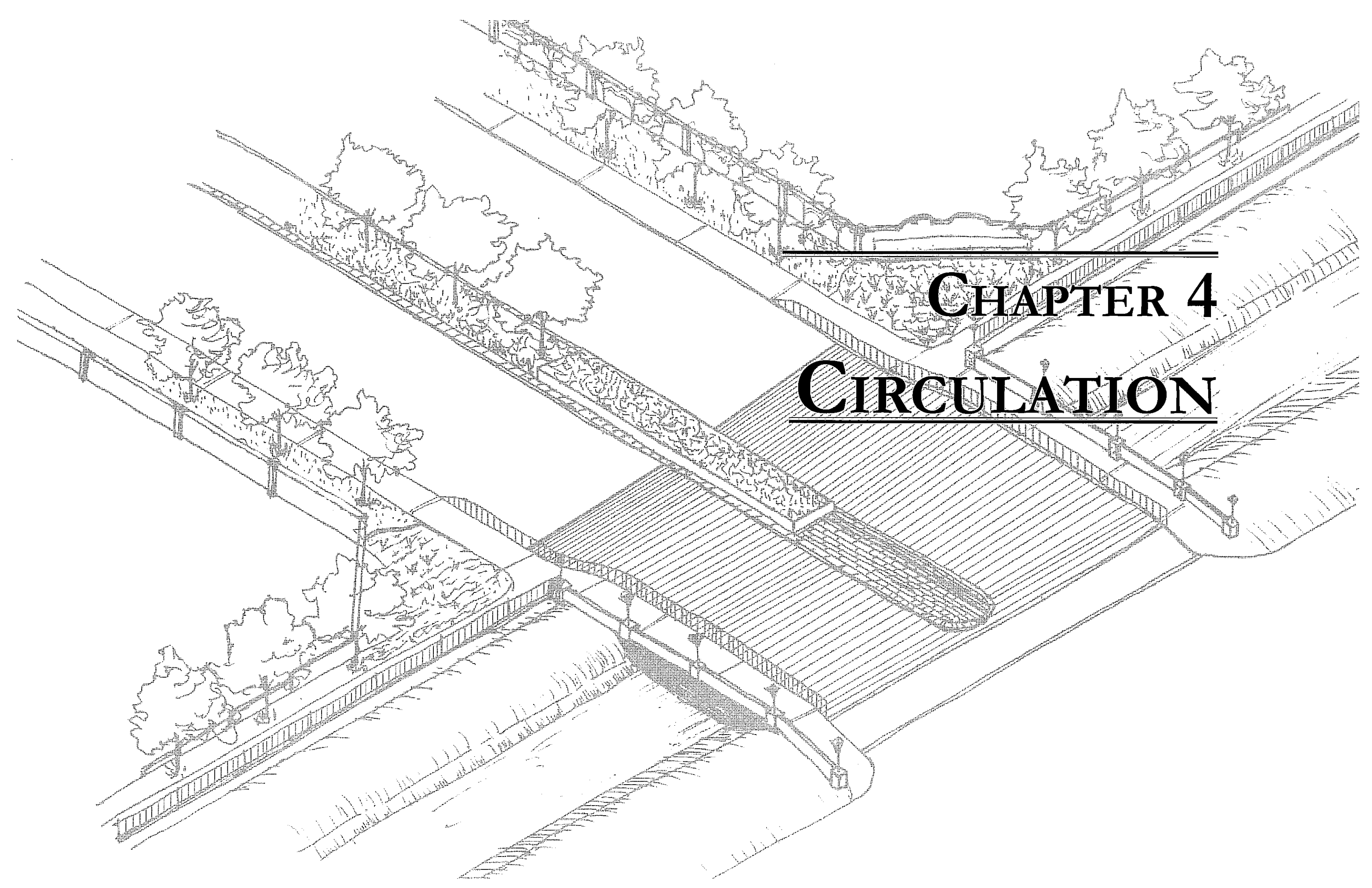


Key

<p> Plan Area Boundary</p>	<p><u>Residential Street Tree Zones</u></p> <p> Chinese Hackberry</p> <p> Evergreen Elm</p> <p> Chinese Pistach</p> <p> London Plane</p>	<p><u>Accent Trees</u></p> <p> Bradford Pear: North Walnut Road Entry Crape Myrtle: Kilroy Road Entry Eastern Redbud: Atherstone Road Entry</p> <p><u>Arterial/Collector/Sports Complex Street Trees</u></p> <p> London Plane</p>	<p><u>Paseo Trees</u></p> <p> Linden Little-Leaf and Crape Myrtle</p>
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STREETSCAPE DESIGN DIAGRAM

FIGURE 3-10

An architectural perspective drawing of a street intersection. The drawing shows a street with a crosswalk and a building with a hatched roof. There are trees and a fence along the street. The text 'CHAPTER 4' and 'CIRCULATION' is overlaid on the drawing.

CHAPTER 4
CIRCULATION

4.0 CIRCULATION

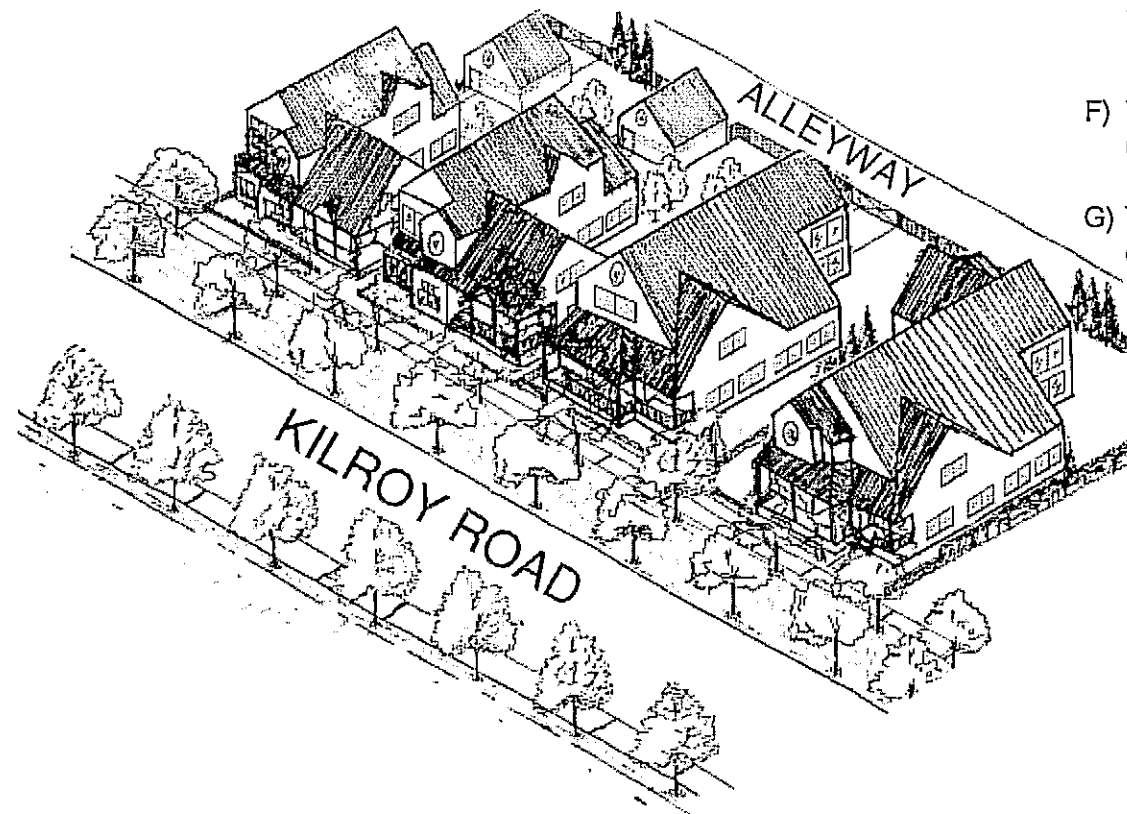
The circulation network primarily consists of local streets, collector roads, and street-separated pedestrian/ bicycle pathways and greenways. Descriptions of the proposed roadway sections and facilities are described in this chapter. Figure 4-1, Master Plan Circulation Diagram, provides a general location of the circulation facilities for the Plan Area. Figure 4-2, Street Section and Intersection Reference Diagram, indicates the locations for street sections and intersections addressed in this chapter. The circulation system that surrounds the Plan Area is also discussed to provide a better understanding of how it integrates into the Plan Area's circulation system. It is important to note that the circulation system also responds to the road closures and signalized intersections recommended in the *Traffic Impact Study for the North Area Master Plan in the City of Turlock, California*.

The intent of the circulation layout in the Plan Area is to provide safe and efficient movement for motorists, cyclists and pedestrians. The street layout is based on a traditional grid pattern that has been modified with curvilinear features to conform efficiently to the Plan Area and to integrate with existing streets surrounding the Plan Area. Interconnected streets promote and strengthen neighborhood unity. Short block lengths are incorporated into the Plan Area's circulation system to prevent motorists from attaining high speeds. Short blocks and a higher number of street connections are also beneficial to local circulation because they disperse traffic more evenly and efficiently throughout the Plan Area.

Typically, local residential streets generate low traffic volumes and do not need wide lanes. Local roads in the Plan Area are somewhat narrower than conventional subdivision streets. Narrower residential streets slow automobile speeds and create a more pedestrian-friendly atmosphere, while still accommodating local traffic.

Pedestrian and bicycle transportation is a prominent and important feature in the Plan Area. The pedestrian / bicycle system has been designed to connect public and high-activity areas within the Plan Area with minimal interference from motorized vehicles. A unique landscaped greenway concept (the Paseo) has been created to accommodate a trail system. The intent is to encourage walking and cycling rather than driving.

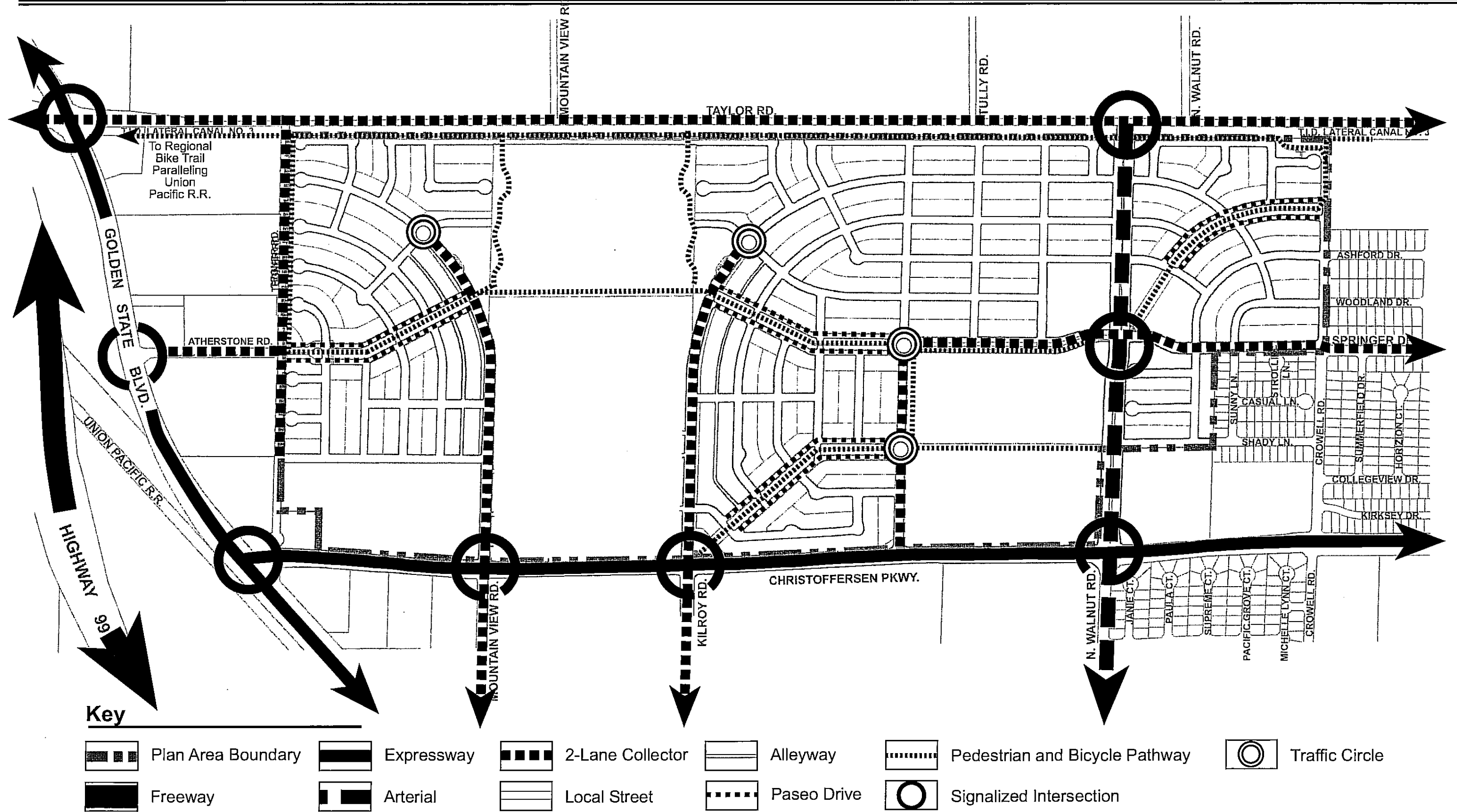
All streets within the Plan Area are lined with sidewalks. The sidewalk system is designed to accommodate two people walking side-by-side. A planting strip is provided between all residential streets and sidewalks to create a safety zone, separating pedestrian space from motor vehicle space. Planting strips must be wide enough to accommodate street trees, provide shade to pedestrians and cyclists, while reducing neighborhood heat insolation to reduce energy consumption without having root damage occur to the street or sidewalk. Sidewalks are to be located on both sides of the street in all situations.



Single Family Home Interface with John H. Pitman High School

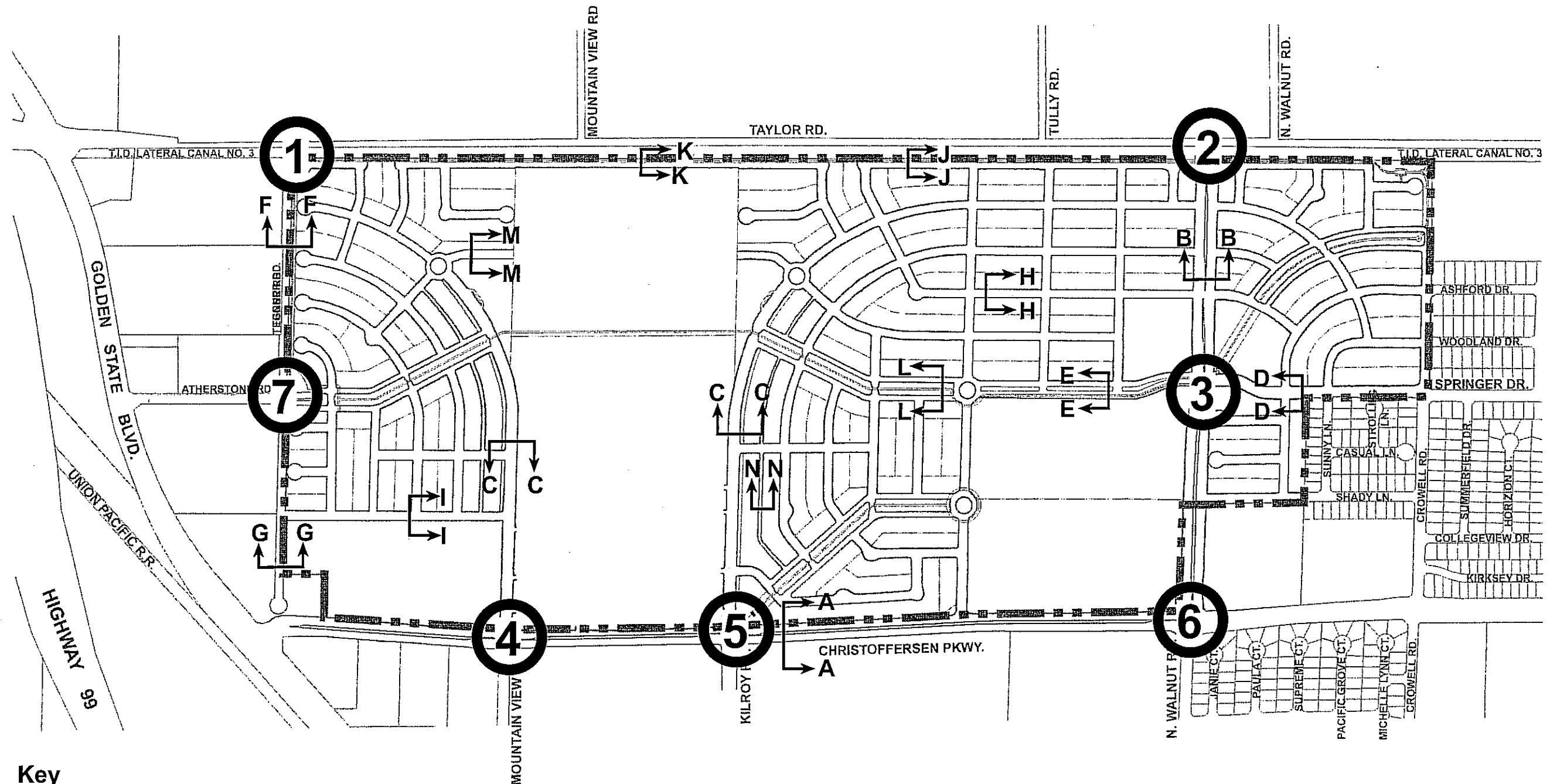
Circulation Guidelines

- A) The street and pathway layout within the North Turlock Master Plan Area should be consistent with the Master Plan Circulation Diagram (refer to Figure 4-1).
- B) All roadway and pathway development standards and dimensions within the North Turlock Master Plan Area should be consistent with the street cross-sections and intersection geometrics (refer to Figures 4-3 through 4-18), which correspond to the Street Section and Intersection Reference Diagram (refer to Figure 4-2).
- C) The Turlock Standard Specifications and Drawings should take precedence for items not covered in the North Turlock Master Plan.
- D) Cul-de-sacs within the North Turlock Master Plan Area should be "day-lighted" at the ends to allow pedestrian and bicycle traffic through. 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.).
- E) All streets within the Plan Area should be lined with the species of street tree specified in the Streetscape Design Diagram (refer to Figure 3 -10).
- F) The maximum residential or commercial "block" shall not exceed 660 feet by 440 feet.
- G) Traffic circles, bulb-outs and neck downs shall be utilized as traffic calming devices within the North Turlock Master Plan Area.






MASTER PLAN CIRCULATION DIAGRAM

FIGURE 4-1



Key

-  Plan Area Boundary
-  Section View
Refer to street section diagrams within Chapter 4 of this document.
-  Intersection Geometrics
Refer to the intersection diagram within Chapter 4 of this document.

Section Views

- A-A Christoffersen Parkway
- B-B North Walnut Road
- C-C Kilroy Road / Mountain View Road
- D-D Springer Drive East of North Walnut Road
- E-E Springer Drive West or North Walnut Road
- F-F Tegner Road North of Atherstone Road
- G-G Tegner Road South of Atherstone Road
- H-H Local Street Abutting Residential
- I-I Local Street Abutting Office / HDR
- J-J Local Street Abutting Canal / Residential
- K-K Local Street Abutting Canal / Sports Complex
- L-L Paseo
- M-M Sports Complex Drive
- N-N Alleyway

Intersection Geometrics

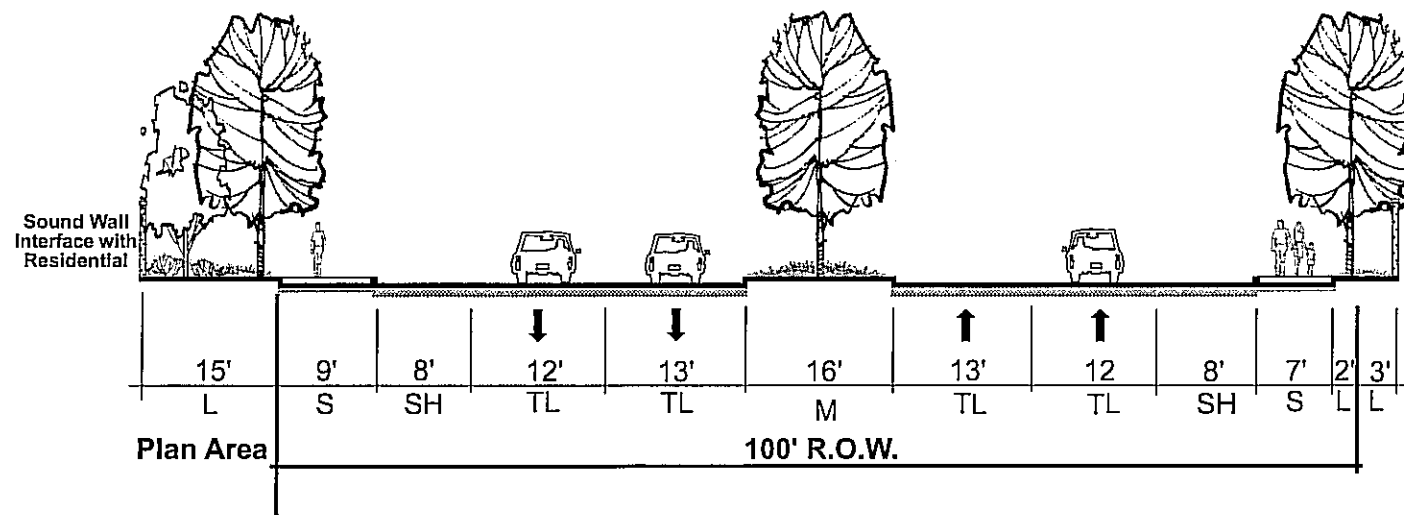
- 1 Taylor Road / Tegner Road
- 2 Taylor Road / North Walnut Road
- 3 Springer Drive / North Walnut Road
- 4 Christoffersen Parkway / Mountain View Road
- 5 Christoffersen Parkway / Kilroy Road
- 6 Christoffersen Parkway / North Walnut Road
- 7 Atherstone Road / Tegner Road

STREET SECTION AND INTERSECTION REFERENCE DIAGRAM

FIGURE 4-2

4.1 Expressways

Christoffersen Parkway, formerly Zeering Road, borders the Master Plan Area to the south. Christoffersen Parkway is designed to accommodate the traffic loads generated by future development in north Turlock and to alleviate City traffic on Taylor Road, which is to remain a predominately rural road. Christoffersen Parkway has been upgraded to a four-lane, Class C, Expressway and will serve as a main east-west thoroughfare for north Turlock. Christoffersen Parkway consists of a 13-foot wide and a 12-foot wide travel lane for each direction, separated by a 16-foot wide landscaped median. An 8-foot wide shoulder is also included for both directions, making the total curb-to-curb width 82 feet. The north side of Christoffersen Parkway includes a 9-foot wide sidewalk and a 15-foot wide landscape corridor easement. The south side of Christoffersen Parkway includes a 7-foot wide sidewalk and a 5-foot wide landscape corridor (refer to Figure 4-3). Parking on Christoffersen Parkway is prohibited. There will be direct access from Christoffersen Parkway into the Plan Area via Mountain View, Kilroy, and North Walnut Roads.



Key

L	Landscape Easement
M	Median
R.O.W.	Right-of-Way
S	Sidewalk
SH	Shoulder
TL	Travel Lane

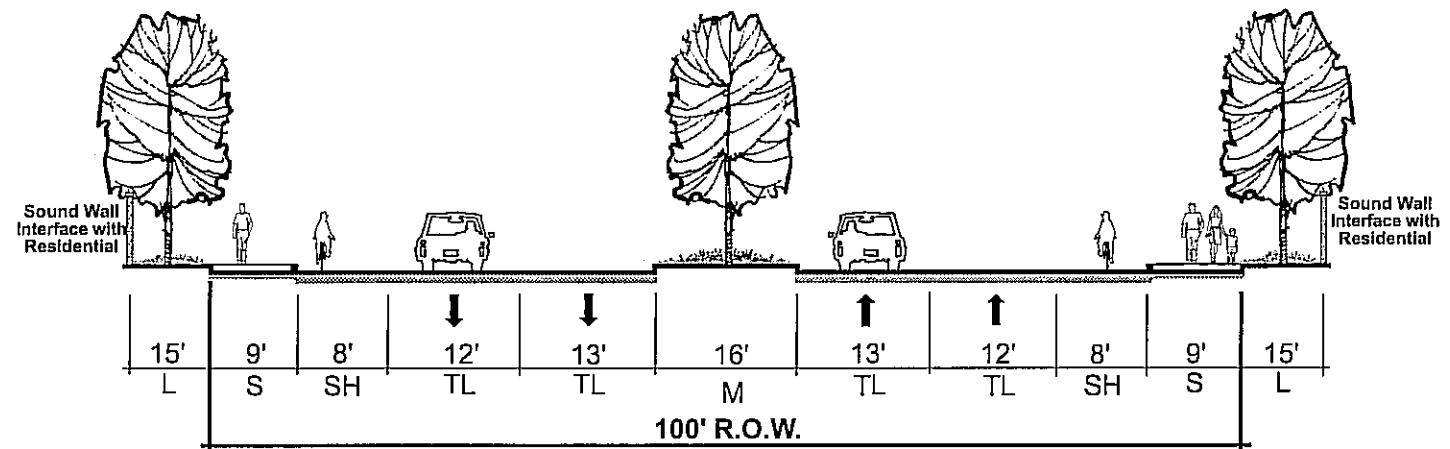
- Notes**
- This diagram depicts a cross section of Christoffersen Parkway abutting residential on the Plan Area side. (refer to Section A-A in Figure 4-2)
 - Medians to be landscaped.
 - At Intersections, left-turn lanes will reduce landscaped median width.

CHRISTOFFERSEN PARKWAY
Section A-A

FIGURE 4-3

4.2 Arterials

North Walnut Road is the only arterial in the Master Plan Area. It is a north-south route that connects Christoffersen Parkway to Taylor Road. This arterial road will have restricted access to adjacent properties. Planned improvements to North Walnut Road include a 13-foot and a 12-foot wide travel lane, an 8-foot wide shoulder, and a 9-foot wide sidewalk on both sides of a 16-foot wide landscaped median. A 15-foot wide landscape easement is provided along the west and east edges of North Walnut Road where it abuts residential areas (refer to Figure 4-4). The total right-of-way width is 100 feet. Parking on North Walnut Road is prohibited.



Key

L	Landscape Easement
M	Median
PL	Parking Lane
R.O.W.	Right-of-Way
S	Sidewalk
SH	Shoulder
TL	Travel Lane

- Notes**
- This diagram depicts a cross section of North Walnut Road abutting residential on both sides. (refer to Section B-B in Figure 4-2)
 - Medians to be landscaped.
 - At intersections, left-turn lanes will reduce landscaped median width.
 - 5 foot-wide Class II Bike Lane to be provided within shoulder.

NORTH WALNUT ROAD
Section B-B

FIGURE 4-4

4.3 Collectors

There are four collector roads in the Master Plan Area: Kilroy Road, Mountain View Road, Springer Drive, and Tegner Road. Each collector road is discussed individually below.

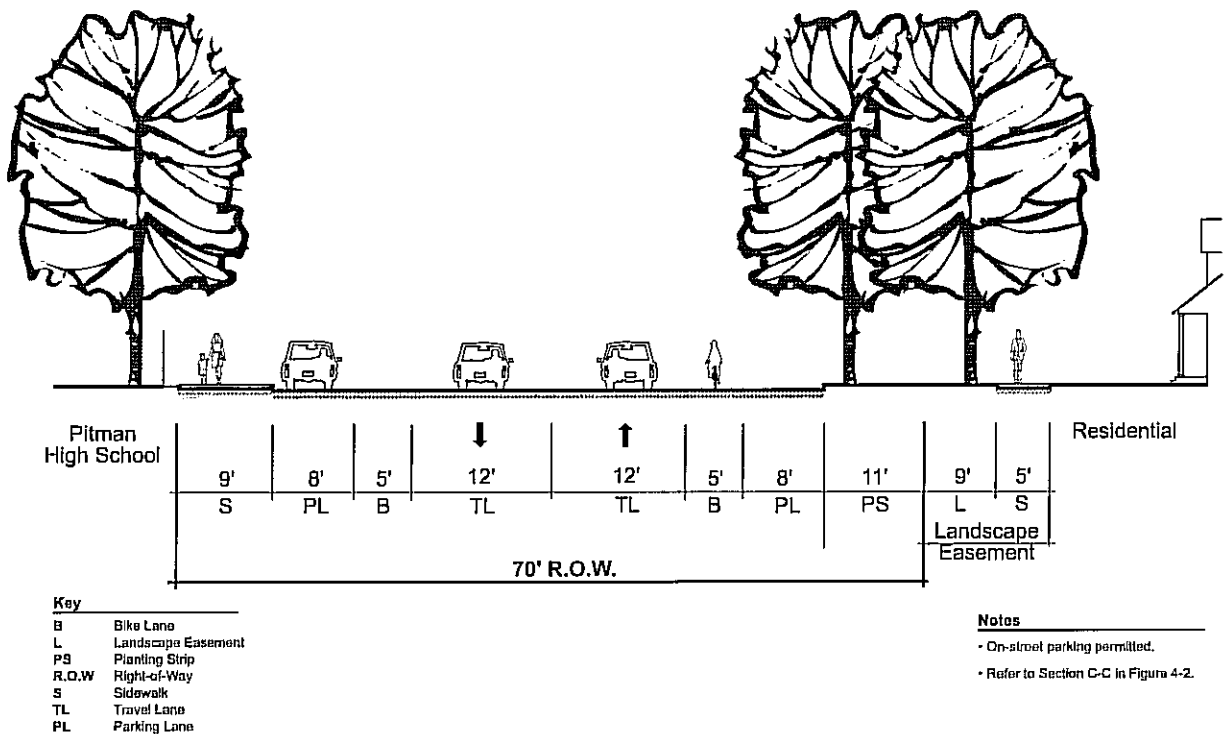
4.3.1 Kilroy Road

Kilroy Road is designated a two-lane collector road from Christoffersen Parkway up to the Turlock Regional Sports Complex access road (Sports Complex Drive), at which point it narrows down to become a local road. Kilroy Road, between Christoffersen Parkway and Sports Complex Drive, includes two 12-foot wide travel lanes, two 5-foot wide bike lanes, and two 8-foot wide parking lanes totaling 50 feet curb-to-curb (refer to Figure 4-5). An 11-foot wide planting strip combined with a 9-foot wide landscape easement will provide a double tree canopy along the street's eastern edge adjacent to residential with a 5-foot wide sidewalk. Adjacent to the John H. Pitman High School and the Turlock Regional Sports Complex is a 9-foot wide sidewalk. The purpose of the landscape easement is to provide a sufficient setback between the residential areas and the higher-activity areas. The total right-of-way width is 70-feet between Christoffersen Parkway and the Sports Complex Drive. Beyond Sports Complex Drive, Kilroy Road will narrow to local road standards described in this chapter.

The intersection of Kilroy Road and Christoffersen Parkway will be signalized. This is important since it is anticipated that this intersection will serve as a major crossing for pedestrians and, in particular, students from the residential areas south of the Plan Area (refer to Figure 4-22).

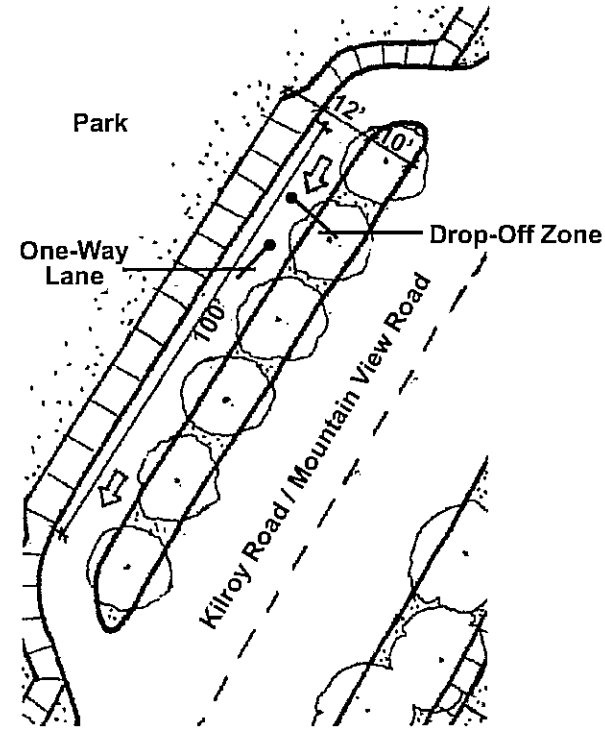
4.3.2 Mountain View Road

Mountain View Road is designated a two-lane collector road from Christoffersen Parkway up to the Sports Complex Drive, at which point Mountain View Road narrows down to become a local road. Mountain View Road includes two 12-foot wide travel lanes, two 5-foot wide bike lanes, and two 8-foot wide parking lanes totaling 50 feet curb-to-curb (refer to Figure 4-5). An 11-foot wide planting strip with a 9-foot wide landscape easement containing a double tree canopy is provided along the street's western edge adjacent to residential with a 5-foot wide sidewalk. Adjacent to the John H. Pitman High School and the Turlock Regional Sports Complex is a 9-foot wide sidewalk. The purpose of the landscape easement is to provide a sufficient setback between residential areas and the higher-activity areas. The total right-of-way width is 70-feet between Christoffersen Parkway and Sports Complex Drive. North of Sports Complex Drive, Mountain View Road will narrow to local road standards described in this chapter.



KILROY ROAD / MOUNTAIN VIEW ROAD
Section C-C

FIGURE 4-5



REGIONAL SPORTS PARK COMPLEX DROP-OFF ZONE

FIGURE 4-6

Mountain View Road will be signalized at the Christoffersen Parkway intersection, where it is anticipated that it will become a major pedestrian crossing for students from the residential areas south of the Plan Area (refer to Figure 4-22). Mountain View Road eventually becomes a dead-end street before reaching Tegner Road. This measure was taken to prevent the street from becoming a potential thoroughfare from Christoffersen Parkway to Taylor Road (refer to Section 4.9).

To reduce through traffic in the neighborhoods surrounding the Turlock Regional Sports Complex, a traffic circle will be provided at entrance drives to the Sports Complex (refer to Section 4.12). To further reduce potential traffic congestion in the vicinity of the Sports Complex, a designated drop-off / pick-up zone will be provided at each of the neighborhood-serving City parks abutting the Sports Complex (refer to Figure 4-6).

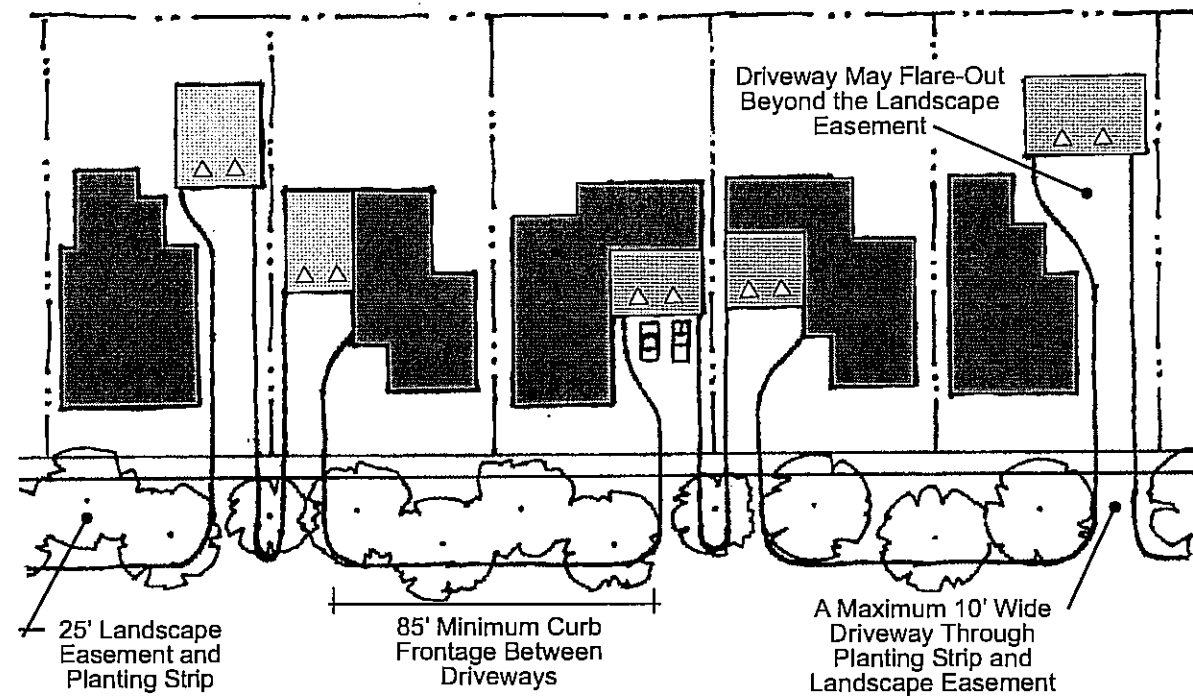
Homes fronting the high school and neighborhood-serving City parks along Kilroy and Mountain View Roads would be better served with alley access garages. High traffic volumes and on-street parking anticipated for sporting and high school events would effect driveway accessibility.

While alley access garages is the preferred choice for homes fronting the high school and neighborhood-serving City parks, the Master Plan allows an option to permit driveway approaches along Kilroy and Mountain View Roads. The driveway approaches must be limited to a single car width between the curb and sidewalk (refer to Figure 4-7). The single car width driveway would be permitted to “flare out” after the sidewalk to serve either a two or three car garage. To provide ample on-street parking opportunities, driveway approaches are to be paired or adjacent to one another followed by a minimum 85-foot long curb frontage between the next paired driveways.

4.3.3 Springer Drive

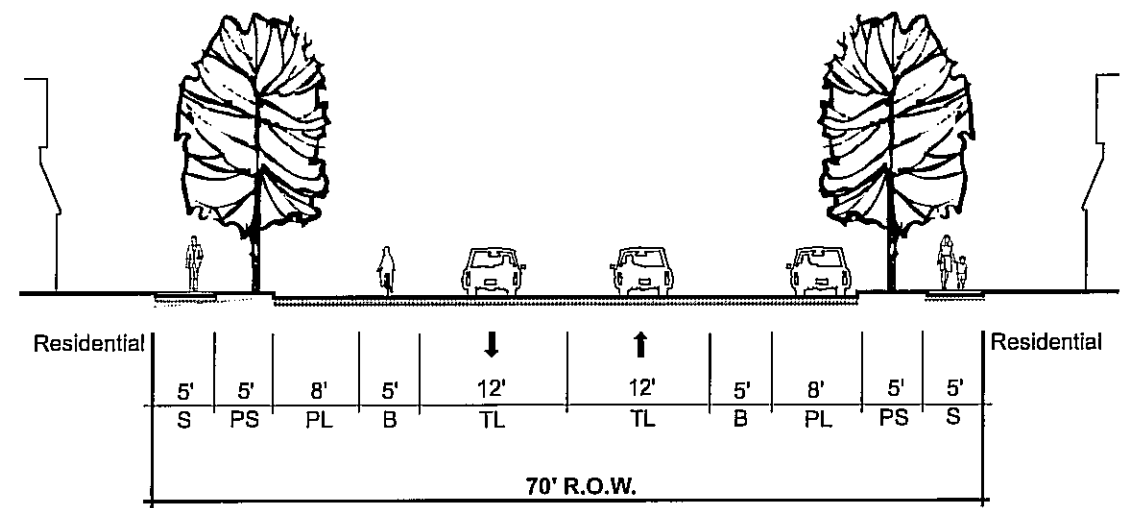
The third collector road in the Plan Area is Springer Drive, which runs east-west. East of North Walnut Road, Springer Drive will have a 70-foot wide right-of-way, which will include two 12-foot wide travel lanes, two 5-foot wide bike lanes, and two 8-foot wide parking lanes totaling 50 feet curb-to-curb. In addition, a 6-foot wide planting strip and a 5-foot wide sidewalk will be parallel to each of the street sides (refer to Figure 4-8).

West of North Walnut Road, Springer Road improvements include one 12-foot wide travel lane and a 8-foot wide parking lane in each direction divided by a 25-foot wide landscaped median. The street section also includes a 5-foot wide sidewalk separated from the street by a 6-foot wide



**KILROY ROAD / MOUNTAIN VIEW ROAD
DRIVEWAY ACCESS**

FIGURE 4-7



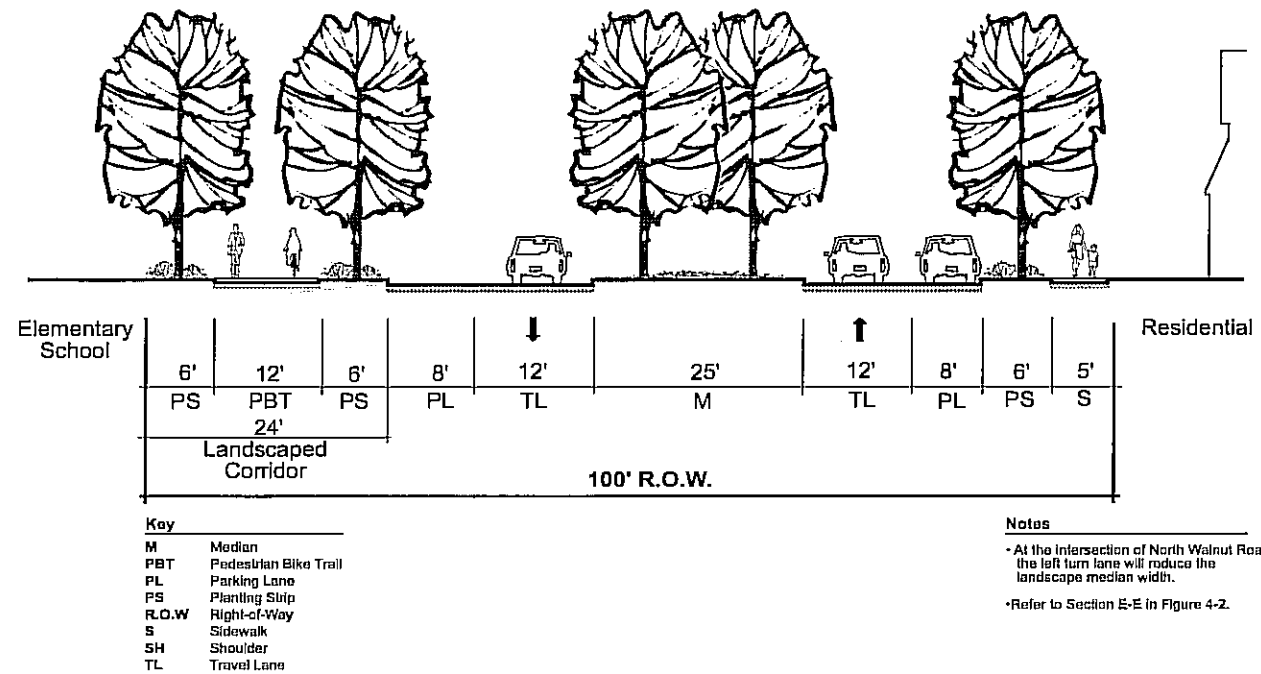
Key		Notes
B	Bike Lane	• On-street parking permitted.
PL	Parking Lane	• Refer to Section D-D in Figure 4-2.
PS	Planting Strip	
R.O.W	Right-of-Way	
S	Sidewalk	
TL	Travel Lane	

**SPRINGER DRIVE EAST OF NORTH WALNUT ROAD
Section D-D**

FIGURE 4-8

planting strip along the north side of the street. Along the south side of the street, paralleling the elementary school site, the street section includes a 12-foot wide pedestrian / bicycle trail separated from the street and school by 6-foot wide planting strips (refer to Figure 4-9). This pedestrian / bicycle trail provides a connective link to the Paseos located to the east and west of the school site.

If, as an option, a commercial land use is implemented adjacent to Springer Road, a 9-foot wide sidewalk with 5-foot wide tree wells shall be constructed adjacent to the commercial land use in lieu of the 5-foot wide sidewalk and 6-foot wide planting strip. Street trees lining the commercial development will be spaced 35-feet on center in 5-foot wide tree wells, and placed at the edge of the curb.



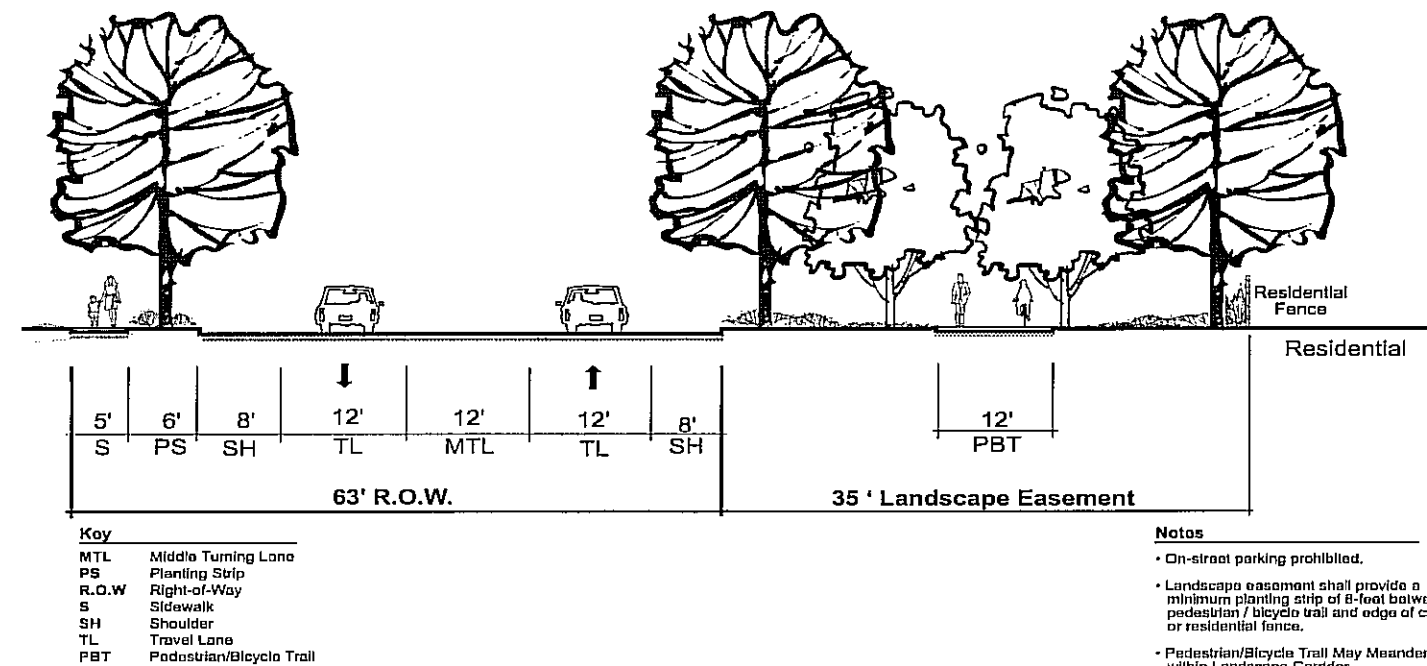
SPRINGER DRIVE WEST OF NORTH WALNUT ROAD

FIGURE 4-9

Section E-E

4.3.4 Tegner Road

Tegner Road is the fourth collector road extending along the western boundary of the Plan Area. It runs southward from Taylor Road and dead-ends just before Christoffersen Parkway. Tegner Road has two different street dimensions along the Plan Area. At Tegner Road, north of Atherstone Road, the curb-to-curb dimensions is 52 feet wide, which includes a 12-foot wide travel lane and a 8-foot wide shoulder on both sides of a 12-foot wide middle turn lane. Tegner Road, south of Atherstone Road, the curb-to-curb dimensions are 40 feet wide, and include two 12-foot wide travel lanes and two 8-foot wide shoulders. Under both conditions, a 5-foot wide sidewalk and a 6-foot wide planting strip along the west side of the street are provided. However, north of Atherstone Road, the east side of Tegner Road differs. North of Atherstone Road, a 12-foot wide pedestrian / bicycle trail meanders within a 35-foot wide landscaped corridor (refer to Figure 4-10). The landscaped corridor acts as a vegetative buffer that visually screens Plan Area residents from the heavy commercial uses on the west side of Tegner Road. South of Atherstone Road, the 35-foot wide landscaped corridor is replaced with a 5-foot wide sidewalk and

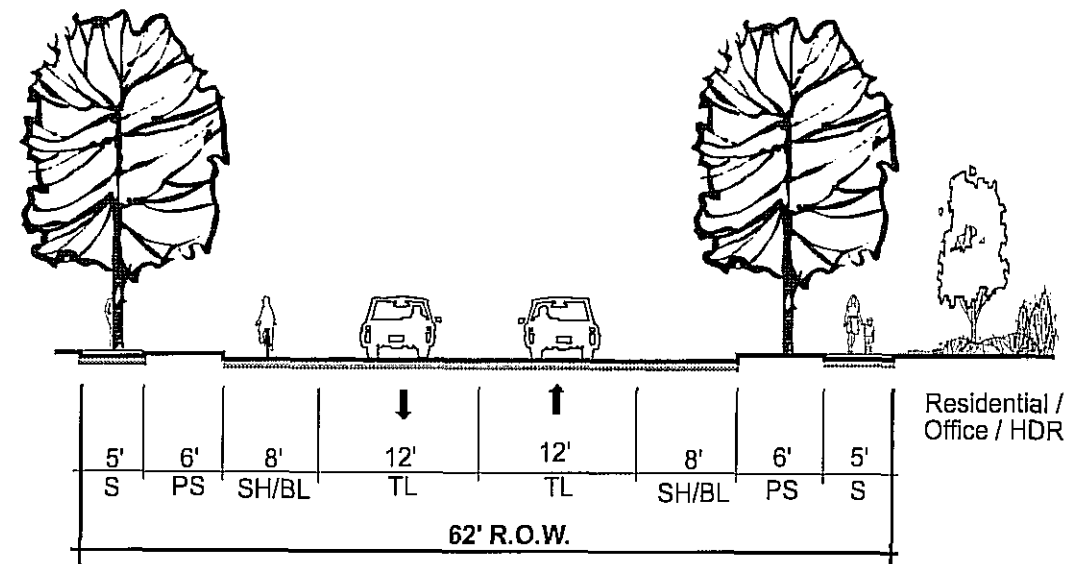


TEGNER ROAD NORTH OF ATHERSTONE ROAD

FIGURE 4-10

Section F-F

a 6-foot wide planting strip along the east side of Tegner Road. Pedestrians will use the sidewalks, while cyclists may ride within a 5-foot wide Class II Bike Lane to be striped within the 8-foot wide shoulder (refer to Figure 4-11). A pedestrian connection shall be provided at the end of the Tegner Road cul-de-sac to Christoffersen Parkway.



Key

B	Bicycle Lane
PS	Planting Strip
R.O.W	Right-of-Way
S	Sidewalk
SH	Shoulder
TL	Travel Lane

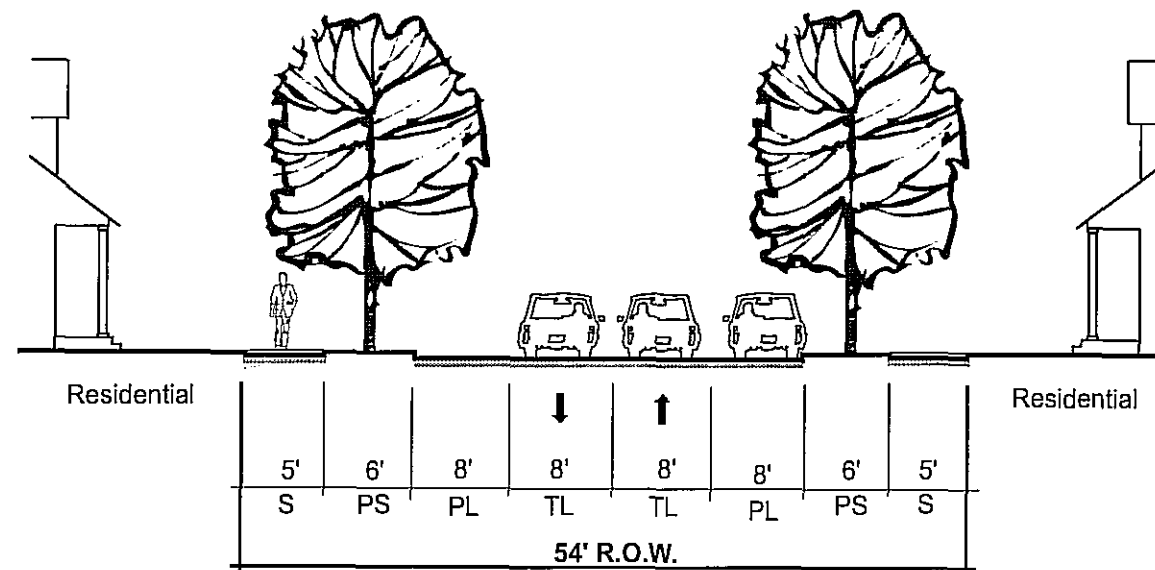
- Notes**
- On-street parking prohibited.
 - Refer to Section G-G in Figure 4-2.
 - 5 foot-wide Class II Bike Lane to be provided within shoulder.

TEGNER ROAD SOUTH OF ATHERSTONE ROAD
Section G-G

FIGURE 4-11

4.4 Local Roads

Local roads make up the majority of the street network within the Plan Area. The typical right-of-way width of a local road is 54-feet, which includes two 8-foot wide travel lanes with an 8-foot wide parking lane, a 6-foot wide planting strip and a 5-foot wide sidewalk along both sides (refer to Figure 4-12). Where the local road abuts the Office / HDR designations in the southwest corner of the Plan Area, the local road shall be signed as a Bike Route (refer to Figure 4-13). The narrower local road width is intended to create a more pedestrian-scaled environment, as well as to slow automobile speeds in residential areas. Additionally, corners along local roads shall be bumped out into the parking area to decrease the width of the street to be crossed by pedestrians and to provide traffic calming (refer to Figure 4-14). These dimensions are adequate for accommodating two-way traffic while permitting parking along one side of the roadway only. The street layout of the Plan Area is designed to be efficient and effective for neighborhood residents to drive to and from their homes, while discouraging regional through-traffic. Typically, residential lots have front access to local roads. Different standards are used where local roads abut the TID Lateral 3 along the Plan Area's northern boundary (refer to Figure 4-15).



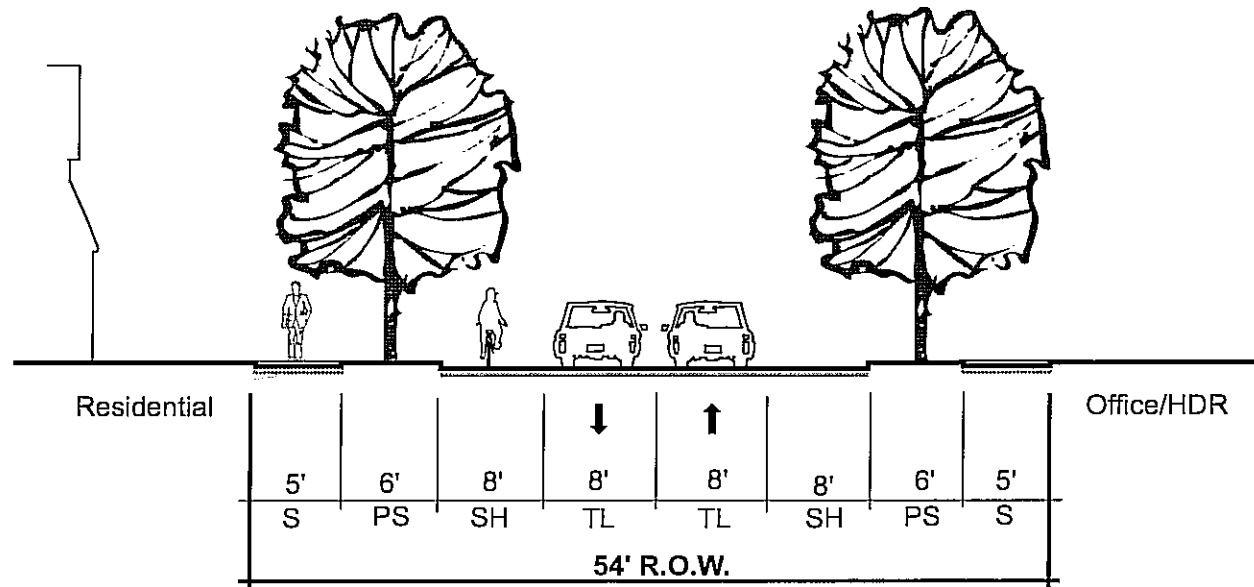
Key

PS	Planting Strip
R.O.W	Right-of-Way
S	Sidewalk
TL	Travel Lane

- Notes**
- Design Speed 25 mph.
 - Refer to Section H-H in Figure 4-2.

LOCAL STREET ABUTTING RESIDENTIAL
Section H-H

FIGURE 4-12

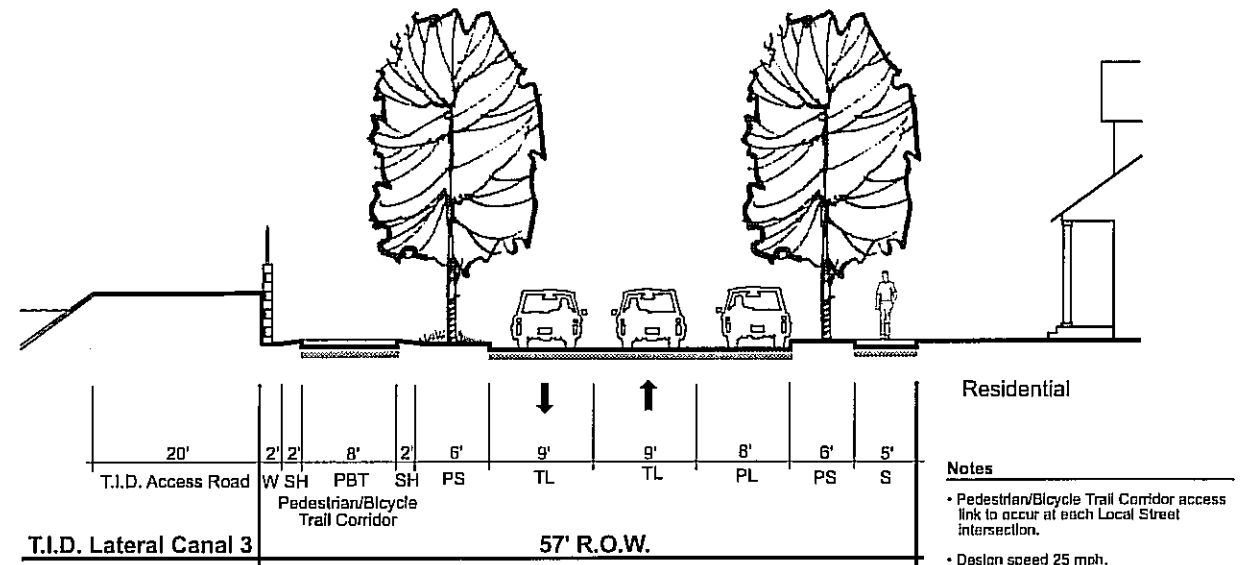


Key
PS Planting Strip
R.O.W Right-of-Way
S Sidewalk
SH Shoulder
TL Travel Lane

Notes
• Road Shall Be Signed As A Bike Route.
• Refer to Section I-I in Figure 4-2.
• Design Speed 25 mph.
• On-Street Parking Permitted within Shoulder.

LOCAL STREET ABUTTING OFFICE/HDR FIGURE 4-13

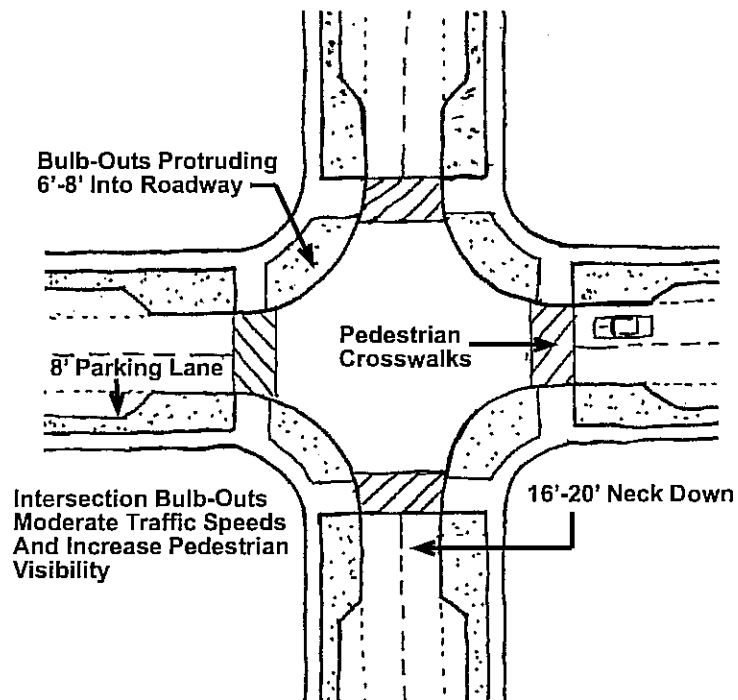
Section I-I



Key
T.I.D. Turlock Irrigation District
PBT Pedestrian/Bicycle Trail
PS Planting Strip
R.O.W Right-of-Way
S Sidewalk
SH Shoulder
TL Travel Lane
W Retaining Wall & Base

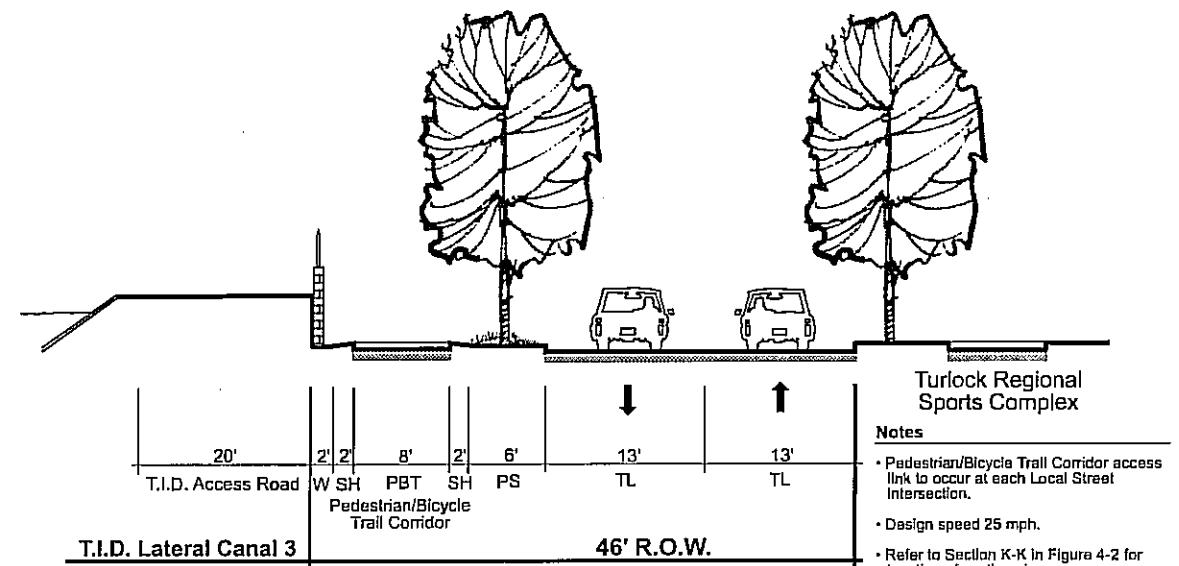
Notes
• Pedestrian/Bicycle Trail Corridor access link to occur at each Local Street Intersection.
• Design speed 25 mph.
• Refer to Section J-J in Figure 4-2 for location of section view.
• Parking adjacent Pedestrian/Bike Trail Corridor Prohibited.
• Fence and Wall Treatments Adjacent to Canal May Vary Depending on Site Conditions.

Section J-J



BULB-OUTS / NECK DOWNS

FIGURE 4-14



Key
T.I.D. Turlock Irrigation District
PBT Pedestrian/Bicycle Trail
PS Planting Strip
R.O.W Right-of-Way
S Sidewalk
SH Shoulder
TL Travel Lane
W Retaining Wall & Base

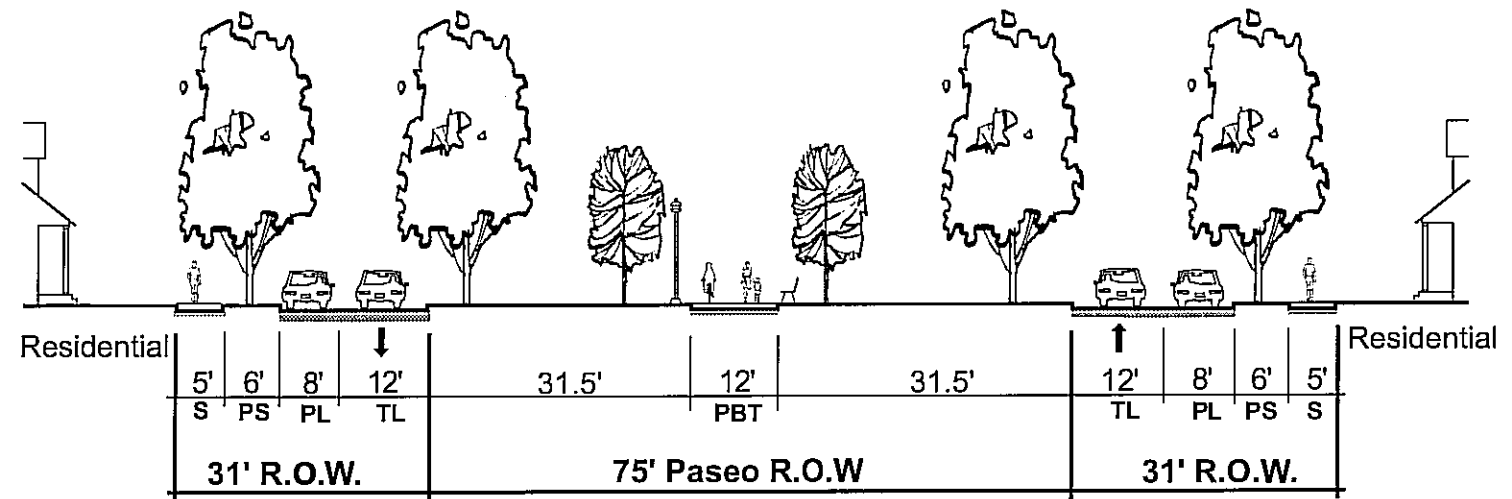
Notes
• Pedestrian/Bicycle Trail Corridor access link to occur at each Local Street Intersection.
• Design speed 25 mph.
• Refer to Section K-K in Figure 4-2 for location of section view.
• Sidewalk May Meander within Turlock Regional Sports Complex. However a minimum of 6-feet shall be provided between sidewalk and edge of curb.
• On-Street Parking Prohibited.
• Fence and Wall Treatments Adjacent to Canal May Vary Depending on Site Conditions.

Section K-K

LOCAL STREET ABUTTING CANAL FIGURE 4-15

4.5 Paseo Roads

Paseo Roads are one-way local streets that line the 75-foot wide landscaped Paseo Corridors. Paseo roads contain a 12-foot wide travel lane and an 8-foot wide parking lane, and are lined by a 6-foot wide planting strip and a 5-foot wide sidewalk. Parking will only be permitted adjacent to residential property. No parking will be permitted along the curb adjacent to the Paseo. The total width of each right-of-way is 31 feet (refer to Figure 4-16).



Key

PBT	Pedestrian/Bicycle Trail
PS	Planting Strip
R.O.W	Right-of-Way
TL	Travel Lane
PL	Parking Lane
SW	Sidewalk

- Notes**
- On-street parking permitted.
 - Design Speed 20 mph.
 - Refer to Section L-L in Figure 4-2.

PASEO
Section L-L

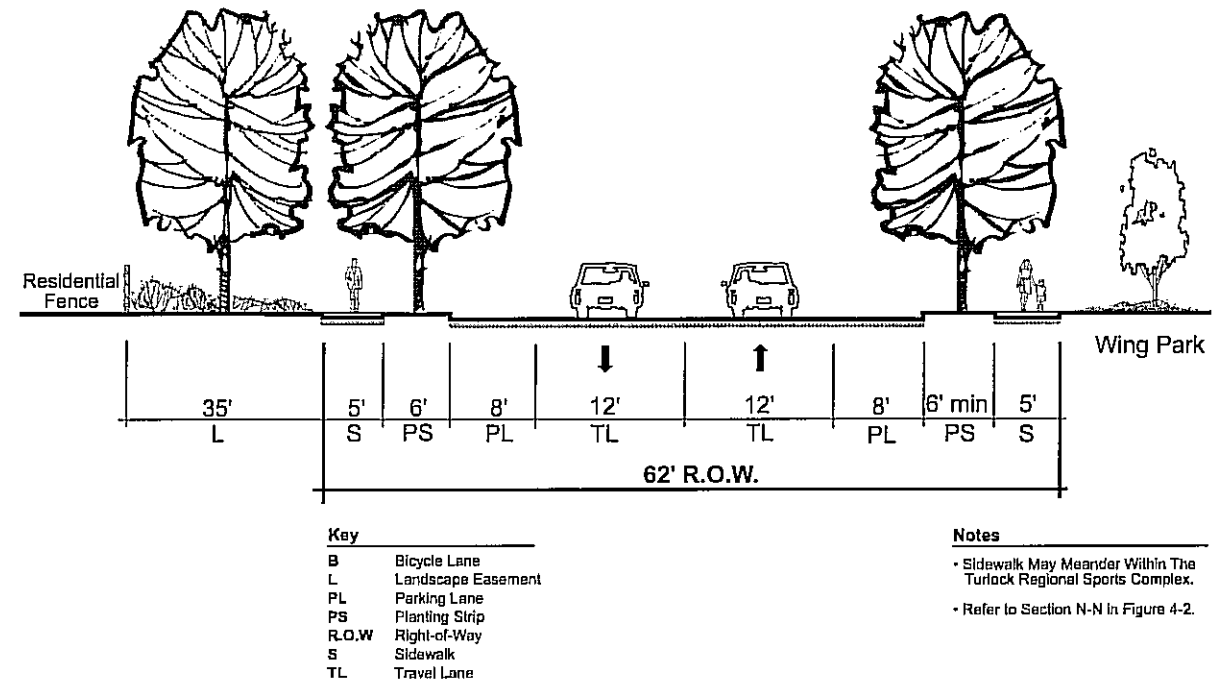
FIGURE 4-16

4.6 Entry Roads

There are three major Plan Area entries identified in Section 3.5. The entry at Atherstone Road and Tegner Road offers a grand-scaled gateway that can be partly attributed to the unique road standards of Atherstone Road. This roadway features two 12-foot wide travel lanes with two 5-foot wide Class II Bike lanes separated by a 10-foot wide landscaped median that increases in width as it nears the Paseo located at the first intersection, west of Atherstone Road. At the intersection, the width of the landscape median shall equal the width of the Paseo. A 8-foot wide planting strip and a 5-foot wide sidewalk extend along each side of the roadway. A 15-foot wide landscape easement separates the sidewalk from the adjoining residential areas (refer to Figure 3-6). Atherstone Road's Class II Bike lane will connect to a Regional Bike Trail proposed between Golden State Boulevard and the Union Pacific Railroad. A plan drawing of the Atherstone Road Gateway is featured in Section 3.5.

4.7 Sports Complex Drive

The Sports Complex Drives are located on the east and west entrances of the Turlock Regional Sports Complex. The Sports Complex Drives are designated as local roads with right-of-way widths of 62 feet. The drives have two 12-foot wide travel lanes with two 8-foot wide parking lanes. Abutting the neighborhood-serving wing parks, the drives have a 6-foot minimum wide planting strip and a 5-foot wide sidewalk. Where the drives abut residential there will be a 6-foot wide planting strip with a 5-foot wide sidewalk (refer to Figure 4-17).

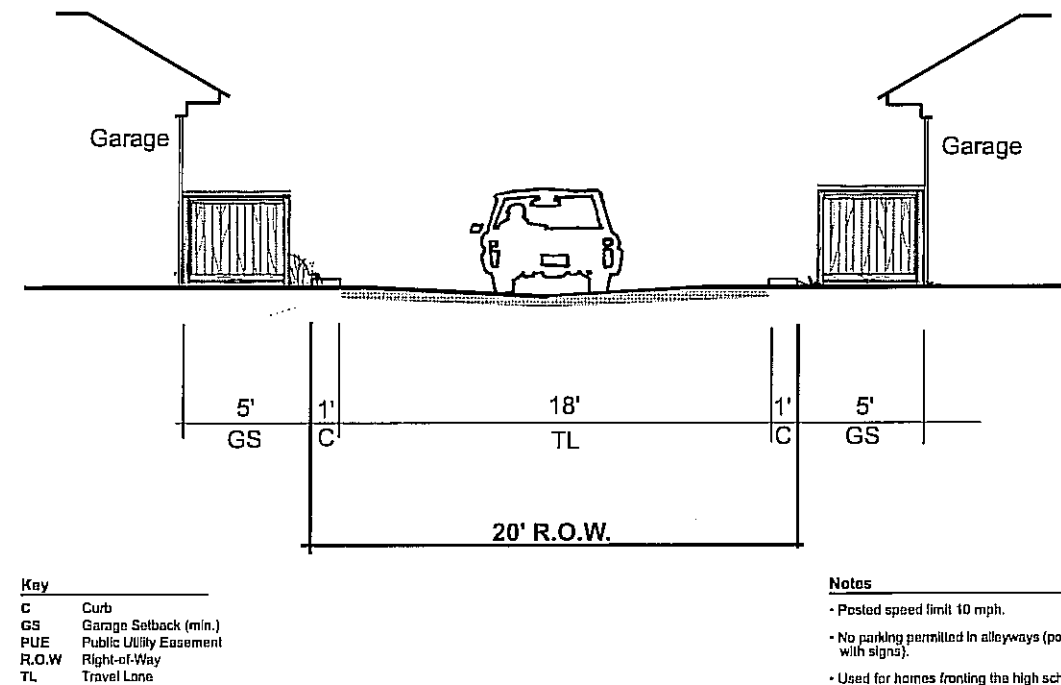


SPORTS COMPLEX DRIVE
Section M-M

FIGURE 4-17

4.8 Alleyways

Alleyways provide automobile access to residential properties from the back where front access is restricted or limited. Alleyways are preferred in the Plan Area behind the homes that front Kilroy Road and Mountain View Road where those roads are designated as collectors. The alleyways consist of a 18-foot wide pavement lined with two 1-foot curbs (refer to Figure 4-18). As a security measure, these alleyways may be gated and accessed only by the residents served by the Alleyways.



ALLEYWAY
Section N-N

FIGURE 4-18

4.9 Emergency Access Road

A restricted emergency access road is provided, which connects Mountain View Road to Tegner Road (refer to Section 4.3.2). The emergency road should consist of porous materials, such as “turf block”, to acquire a more natural and subdued appearance as it passes through the landscaped corridor along the east side of Tegner Road (refer to Figure 4-19).

A low rail fence shall be installed along the perimeter of all the cul-de-sac exposed to the open space corridor paralleling Tegner Road. The purpose of the low rail fence is to prohibit unauthorized vehicular traffic from entering the landscape corridor while allowing pedestrian and bicyclist to enter.

4.10 Pedestrian / Bicycle

An important emphasis is placed upon non-vehicular circulation within the Plan Area. Pathways have been planned to provide safe and efficient movement of pedestrians and cyclists to and from public areas such as schools and parks. Some of these pathways are within Paseos, which are landscaped greenway corridors with a 12-foot wide pedestrian / bicycle trail (refer to Figure 4-15). These Paseos are designed to provide safe transportation by minimizing street crossover as much as possible. As an added safety measure, street widths narrow where they intersect pathways to slow vehicle speeds.

Pathways are also planned along the boundaries between different land uses. One pathway runs along the northern edge of the John H. Pitman High School site, separating it from the Turlock Regional Sports Complex, and thereby creating an important link between the east and west portions of the Plan Area. This pathway has been designed as part of the Sports Complex improvement plans.

Another boundary pathway extends along the southern edge of the elementary school site, separating it from the stormwater detention basin. An additional 12-foot wide pedestrian / bicycle trail also extends east west along the entire northern boundary of the Plan Area. This trail is a segment of part of a community-wide trail that extends along the southern edge of the TID Lateral 3. As this trail passes through the Plan Area, it is included within the street right-of-way in areas where local streets abut the Canal (refer to Figure 4-15). This trail in the future will be extended and linked to a regional bike trail paralleling Golden State Boulevard.

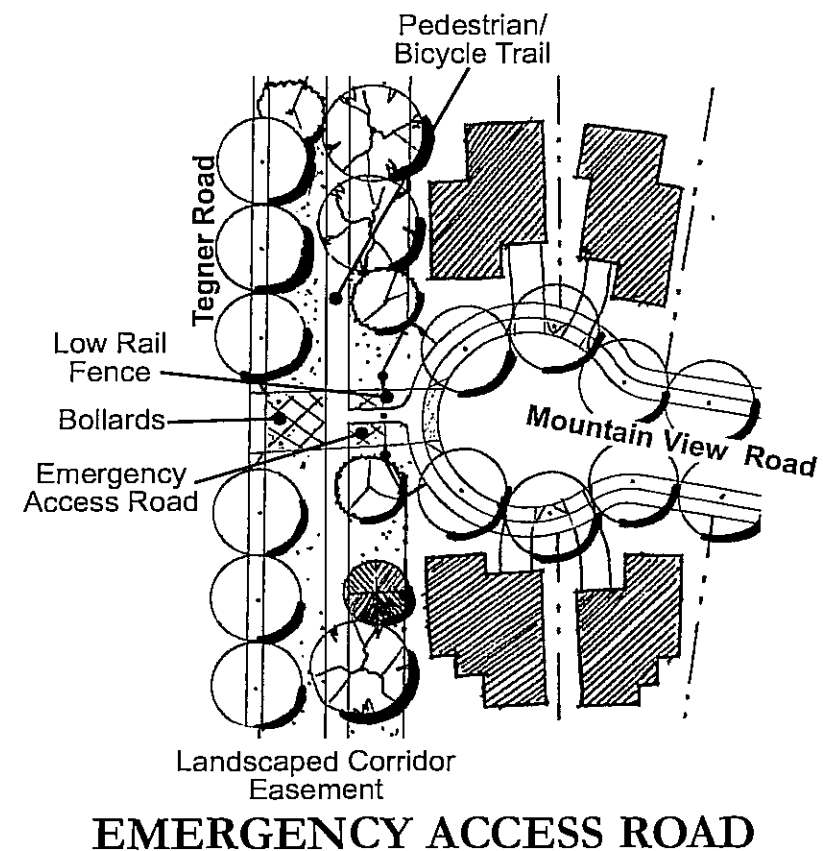


FIGURE 4-19

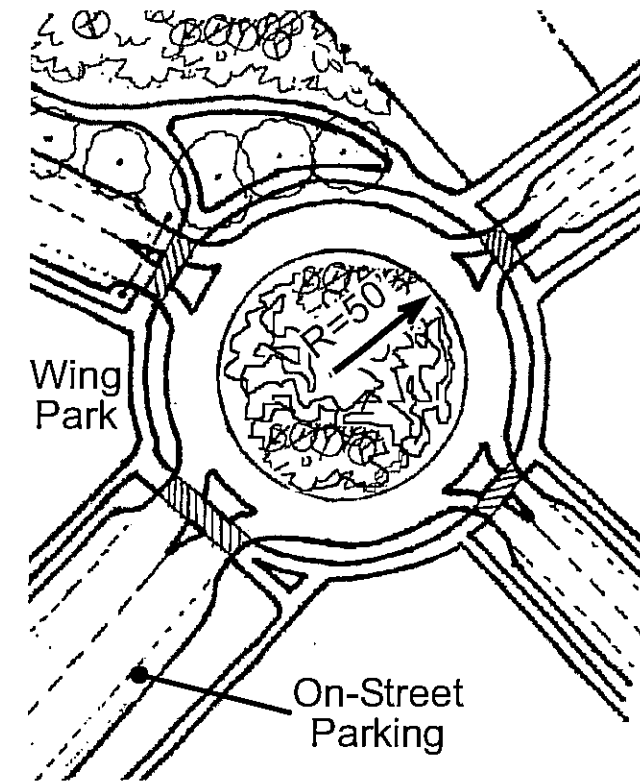
This trail also branches southward and meanders within the 35-foot wide landscaped easement on the east side of Tegner Road, between Taylor Road and Atherstone Road.

4.11 Public Transit

The circulation system within the Master Plan Area should be designed to accommodate public transit services. Possible transportation routes and bus stops should be anticipated in the areas of high public activity in the Plan Area such as the Sports Complex and the schools. Residents should not be further than a quarter mile from the nearest bus stop. Each bus stop should have adequate shade, seating and shelter, and should be well marked.

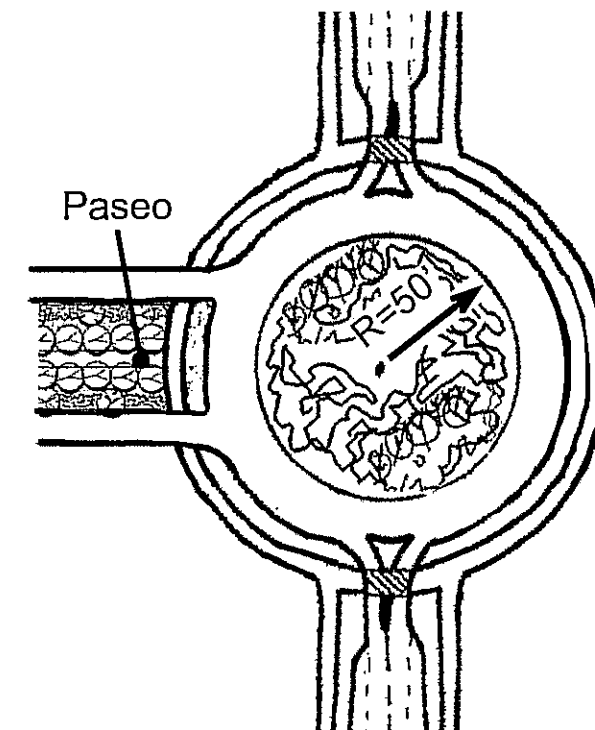
4.12 Traffic Circles

To reduce through traffic into the surrounding neighborhoods, a traffic circle will be implemented at key locations throughout the Plan Area (refer to Figure 4-1). Traffic Circles are planned to provide efficiency in vehicular movement, traffic calming and open space or landmark features at important crossroads. Traffic circles should not be paved or use extensive areas of non-landscape materials. A focal element such as a monument or accent trees should be used. Low walls reflecting the Plan Area's architectural elements are permitted.



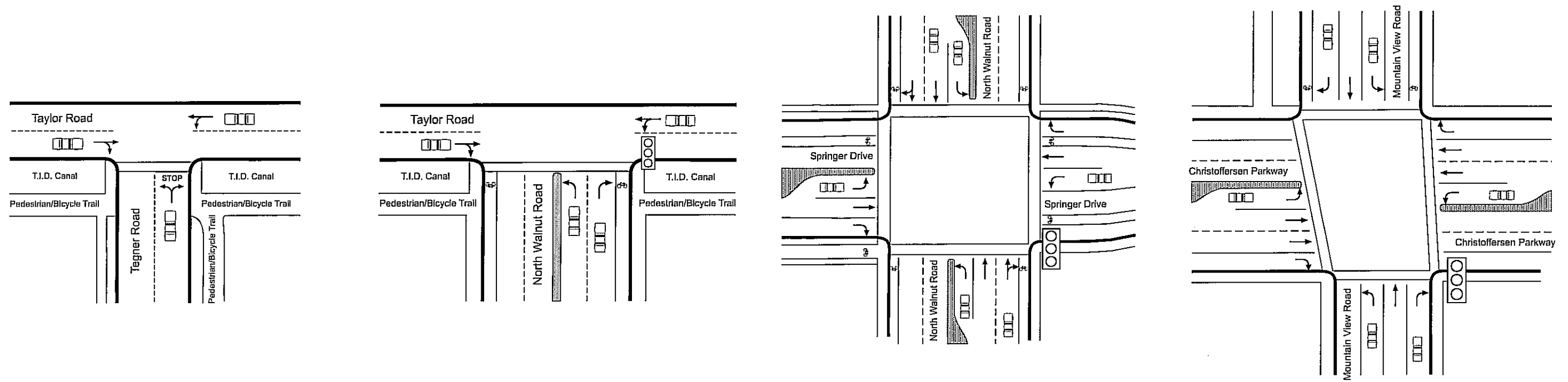
**KILROY ROAD / MOUNTAIN VIEW ROAD
TRAFFIC CIRCLE**

FIGURE 4-20



PASEO TRAFFIC CIRCLE

FIGURE 4-21

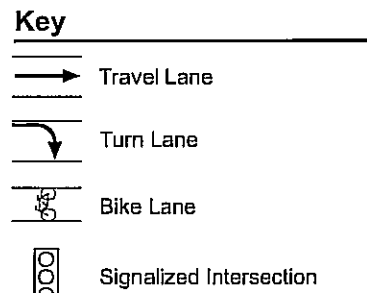


Taylor Road / Tegner Road
Intersection 1

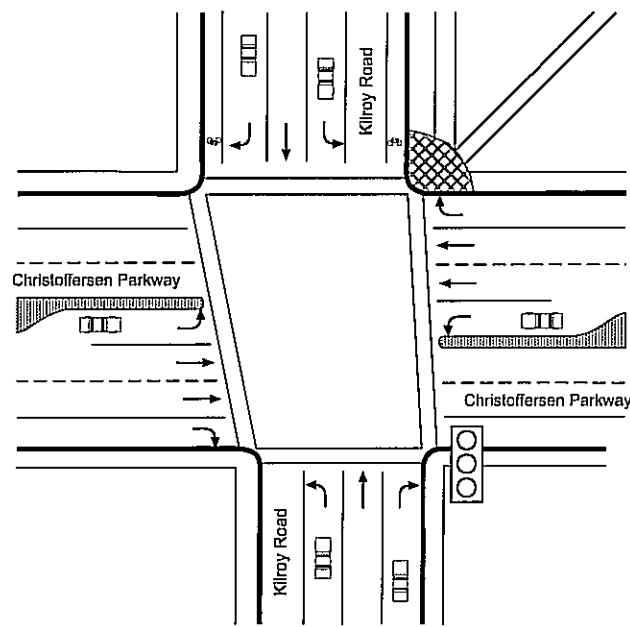
Taylor Road / North Walnut Road
Intersection 2

Springer Drive / North Walnut Road
Intersection 3

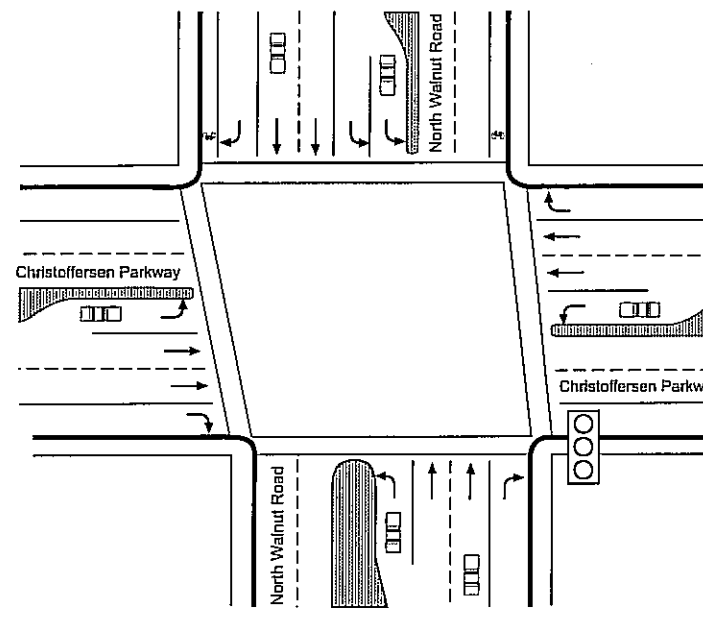
Christoffersen Parkway / Mountain View Road
Intersection 4



Note:
These illustrations represent conceptual interpretations and are not to scale. Actual street alignment and sizing will be determined by applicable street improvement plans.



Christoffersen Parkway / Kilroy Road
Intersection 5



Christoffersen Parkway / North Walnut Road
Intersection 6

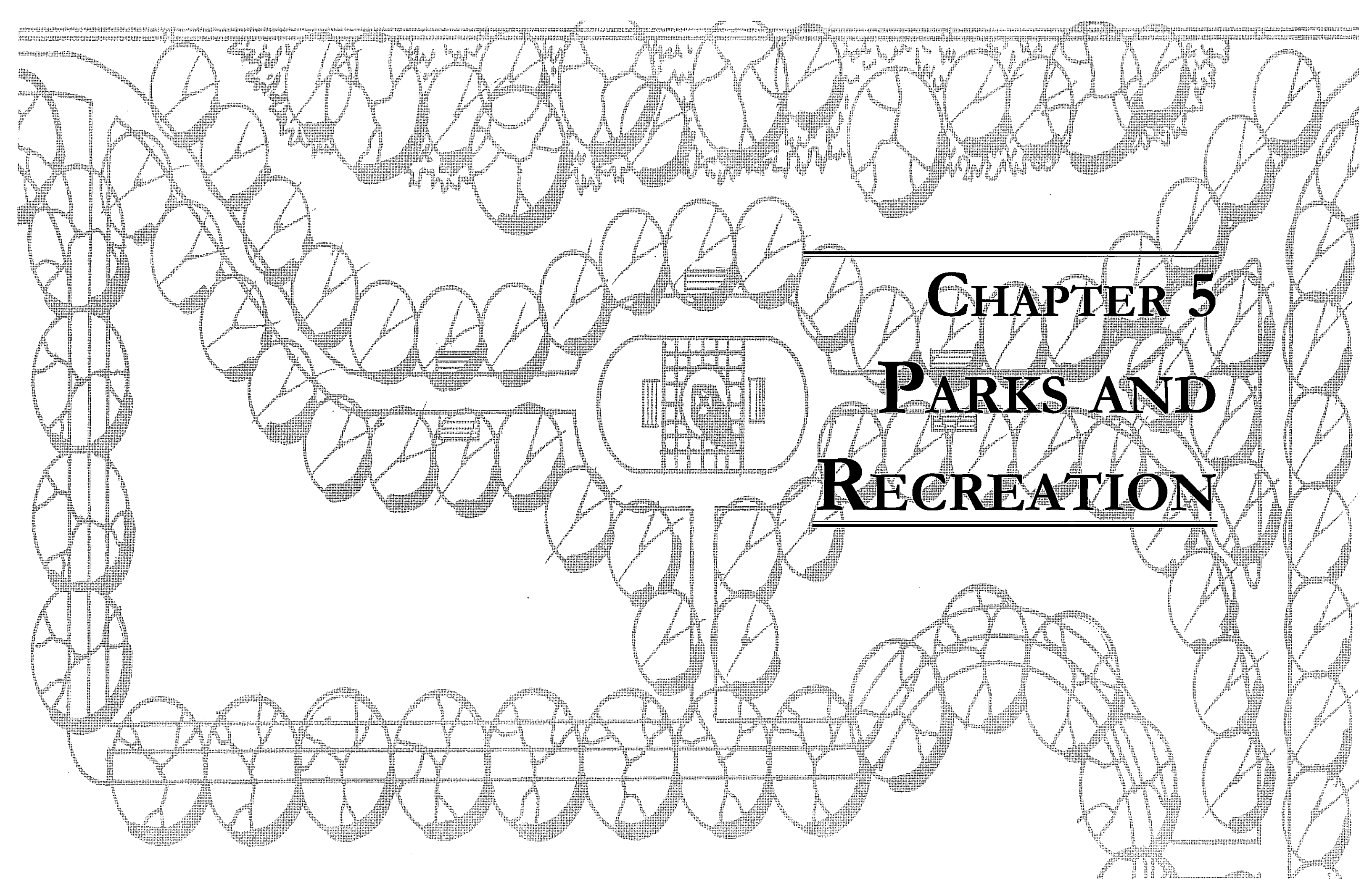


Atherstone Road / Tegner Road
Intersection 7



INTERSECTION GEOMETRIC DIAGRAM

FIGURE 4-22



CHAPTER 5
PARKS AND
RECREATION

5.0 PARKS AND RECREATION

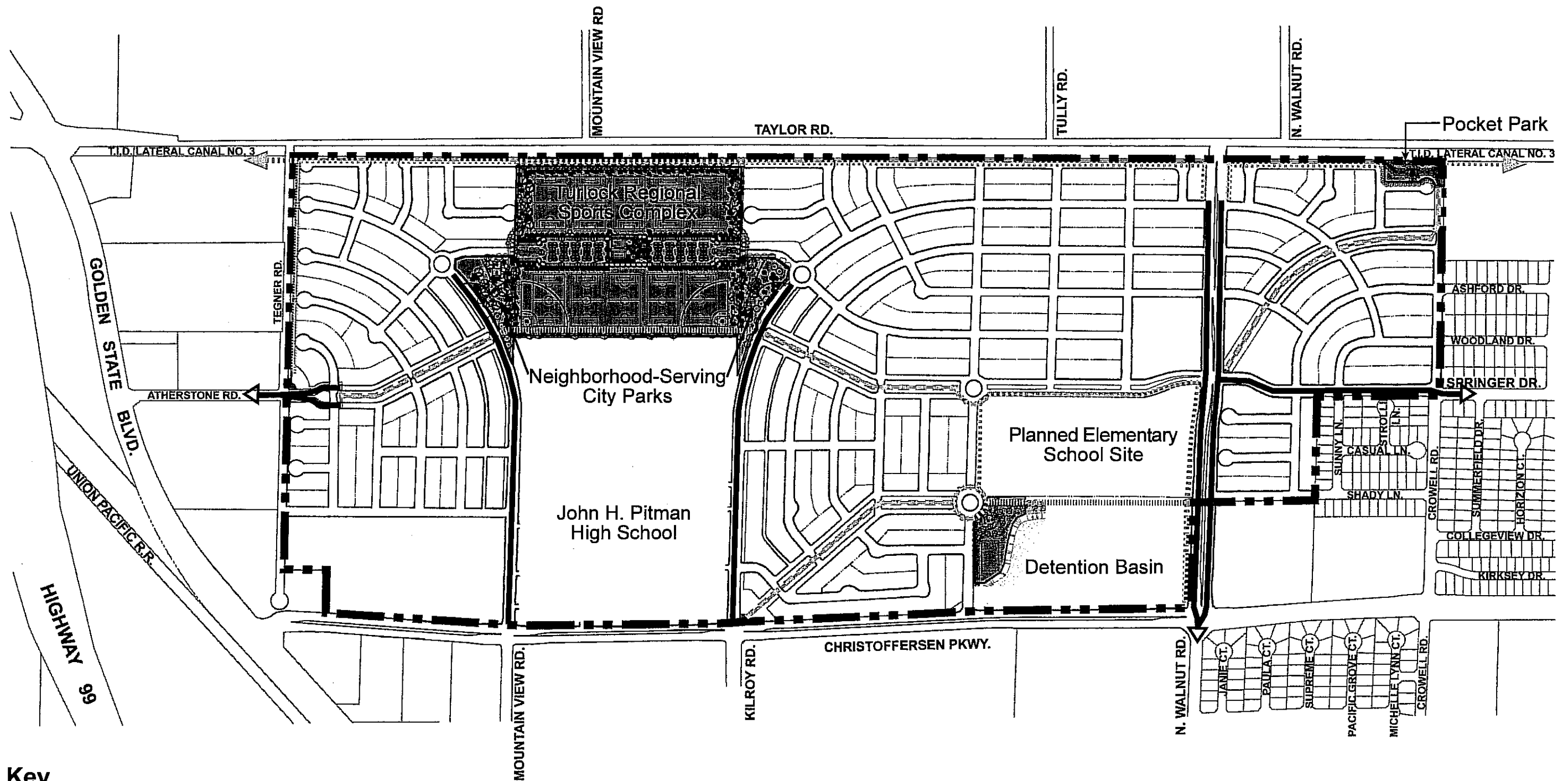
An important goal of the North Turlock Master Plan is to ensure that Plan Area residents have an adequate share of open and landscaped green space to provide recreation and add aesthetic value to the community. Plan Area residents also benefit from some regional amenities such as the Turlock Regional Sports Complex, Turlock Junior High School, John H. Pitman High School and a storm drainage basin. Paseos and pedestrian / bicycle pathways interconnect all parks and recreational areas within the Plan Area. Parkland is thoughtfully located near high-activity areas, such as schools, to maximize its usage. Approximately 45 acres of parkland is dispersed throughout the Plan Area, serving local, Citywide, and regional needs. A 19-acre stormwater detention basin would also be utilized for recreational purposes in dry weather. Figure 5-1, Master Plan Parks and Recreation Diagram, illustrates the interconnecting parkland layout.

Park and Recreation Guidelines







- A) Parklands and recreational facilities within the North Turlock Master Plan Area should be consistent with the locations shown in the Master Plan Parks and Recreation Diagram (refer to Figure 5-1).
- B) Parklands and recreational facilities within the North Turlock Master Plan Area should be connected by a pedestrian/bicycle trail system to promote local non-vehicular travel.
- C) The "wing parks" adjoining the North Turlock Sports Complex are Neighborhood-Serving City Parks within the North Turlock Master Plan Area. They should include the facilities and equipment as specified in Section 5.2.



Parks Should Provide Neighborhood Focal Points and Community Landmarks



Key

- | | | |
|--|---|---|
|  Plan Area Boundary |  Paseo Pathways |  Landscape Corridor Pathways |
|  Parks and Recreational Areas |  Landscape Easement Pathways |  Bicycle Lanes |

MASTER PLAN PARKS AND RECREATION MAP

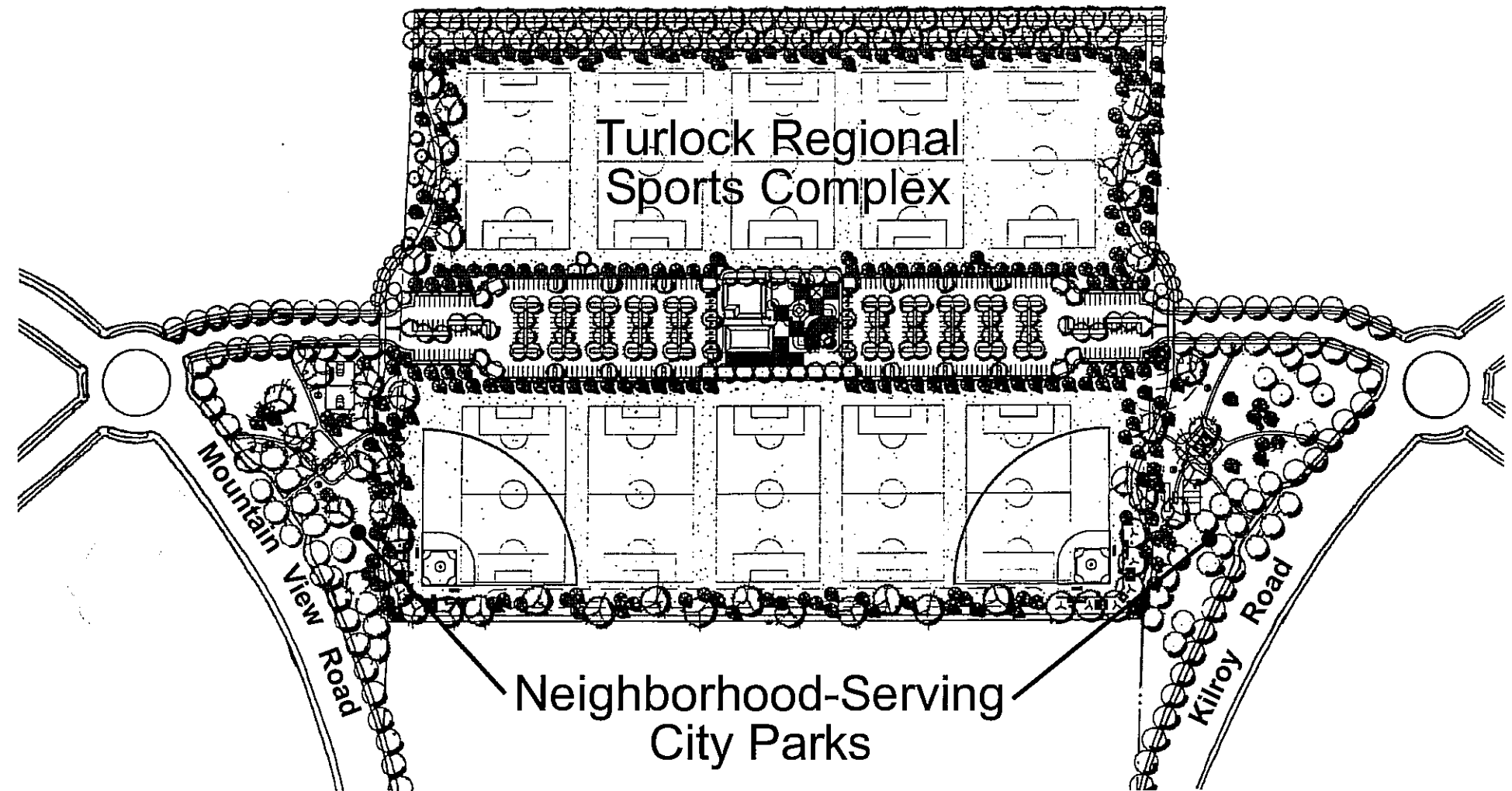
FIGURE 5-1

5.1 Turlock Regional Sports Complex

The Turlock Regional Sports Complex, located north of the John H. Pitman High School provides a number of soccer fields and softball diamonds. The importance of this sports complex goes beyond that of a community park, as it is likely to draw users from the entire southern Stanislaus County area (refer to Figure 5-2).

5.2 Neighborhood-Serving City Parks

Neighborhood-Serving City Parks primarily serve small areas of the community located within a quarter of a mile. Normally, Neighborhood-Serving City Parks in Turlock are designed for younger children and families and may include space for tot lots, play lots, a hard-surface courtyard, turf areas, and picnic areas. The complex will be flanked by two “winged” neighborhood-serving parks that will provide recreational opportunities for the residences located within the vicinity and accommodate increased activity during large sporting events, such as tournaments. Neighborhood-Serving City Parks may provide a tot lot, play lot, open turf areas, and a wooded picnic area. A hard-surface plaza could also be included to accommodate public events. An open structure such as a gazebo would be appropriate to be located within the plaza (refer to Figure 5-2).



TURLOCK REGIONAL SPORTS COMPLEX /
NEIGHBORHOOD-SERVING CITY PARKS

FIGURE 5-2

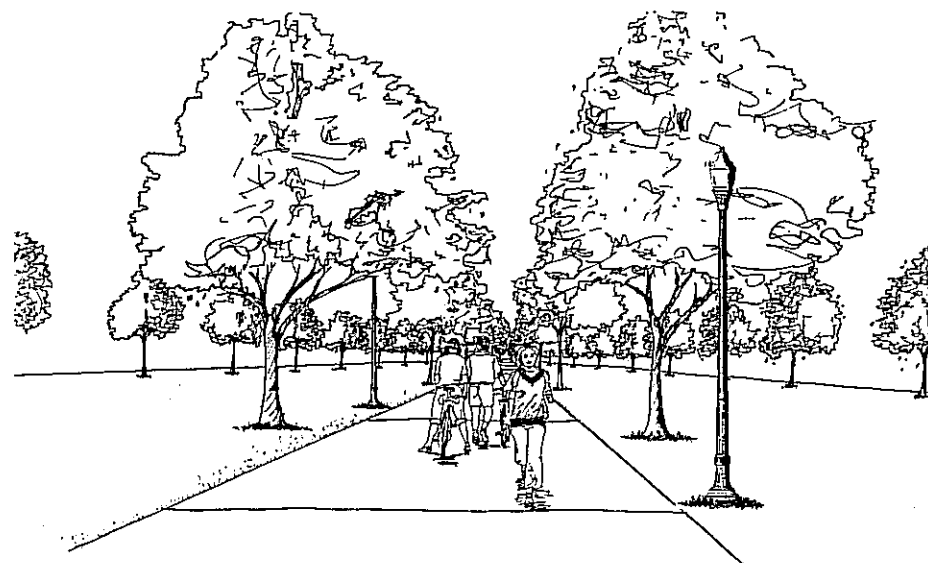
5.3 Landscaped Corridors and Pathways

Trails and pathways are considered to be an integral part of a community's recreational infrastructure. An extensive pathway system is planned to connect all public places within the Plan Area, and to link the Plan Area to adjacent communities. The pathway system is provided in three forms: within the Paseos; within landscape easements; and within landscape corridors. Each type is discussed in further detail.

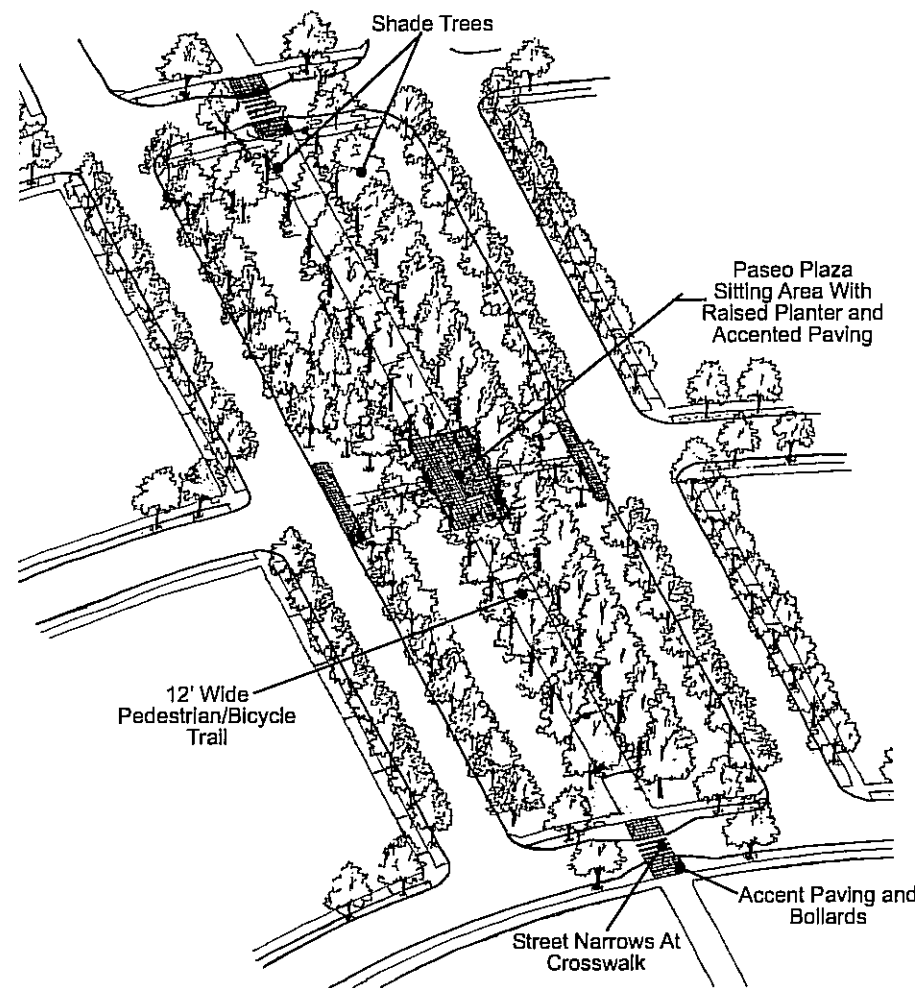
5.3.1 Paseo Pathways

There will be four unique Paseos that are designed to connect all public areas within the Plan Area. These Paseos include a 12-foot wide hard surface trail that can accommodate both pedestrians and cyclists (refer to Figure 5-3). The intent for the Paseo is to provide a safe pedestrian thoroughfare that is removed from motor vehicle traffic, which connects to focal areas within the community. These Paseos are to be 75 feet wide and heavily landscaped to provide the pedestrian with cool shade in the summer while enhancing neighborhood character and aesthetic value.

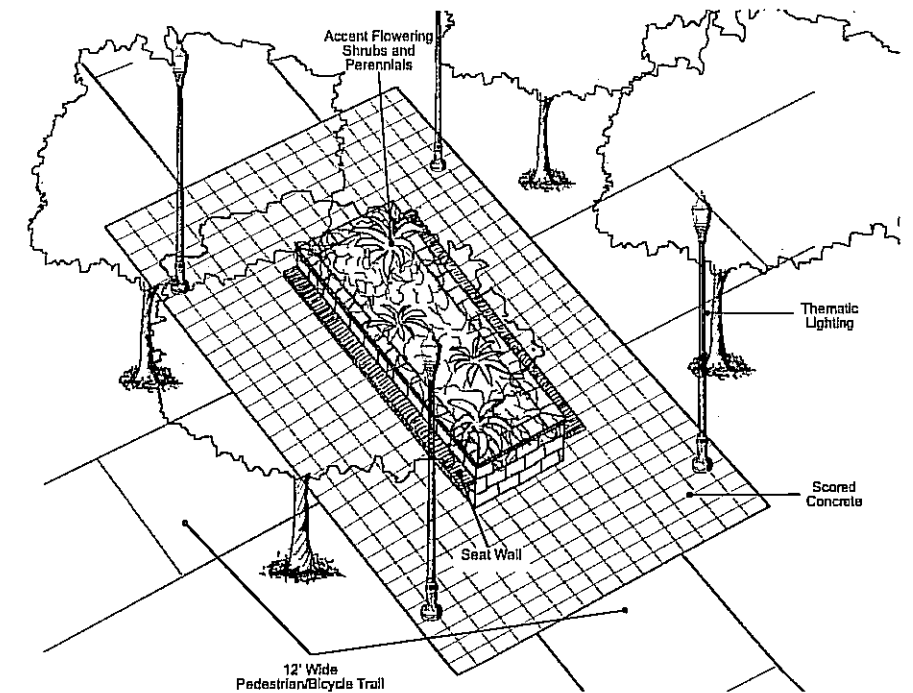
The Paseos are envisioned with a formal character that utilizes classical design principals to take advantage of the Paseos' linear nature and view potential. This design principal will include a double row of perimeter tree colonnades with an open view corridor maintained down the center. A plaza option located at intervals along the Paseos can serve as stopping points for both pedestrians and cyclists. Seating within the plaza offers opportunities to socialize or to relax and enjoy the surroundings (refer to Figure 5-4).



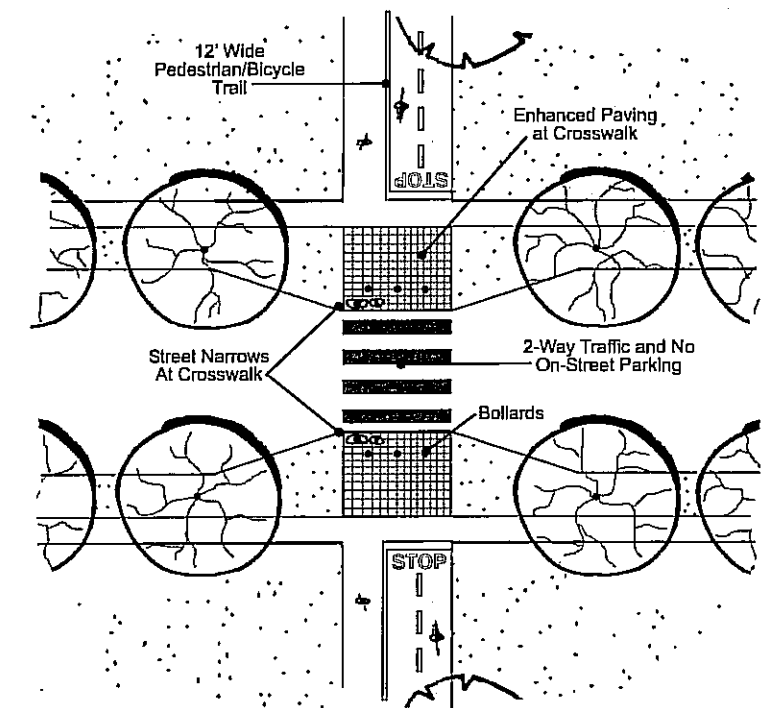
Paseo street crossings will consist of enhanced paving and narrowing of street widths as traffic calming measures. Street widths narrow to a 28-foot wide two-directional travel way. The purpose of the enhanced crosswalks is to clearly distinguished the pedestrian / bicycle crossing areas and to provide continuity of the paseo. Bollards and other features that improve and enhance the feeling of safety for pedestrians and bicyclists should be included (refer to Figure 5-5).



PASEO CONCEPT FIGURE 5-3



PASEO PLAZA CONCEPT FIGURE 5-4



PASEO STREET CROSSING FIGURE 5-5

5.3.2 Landscape Easement Pathways

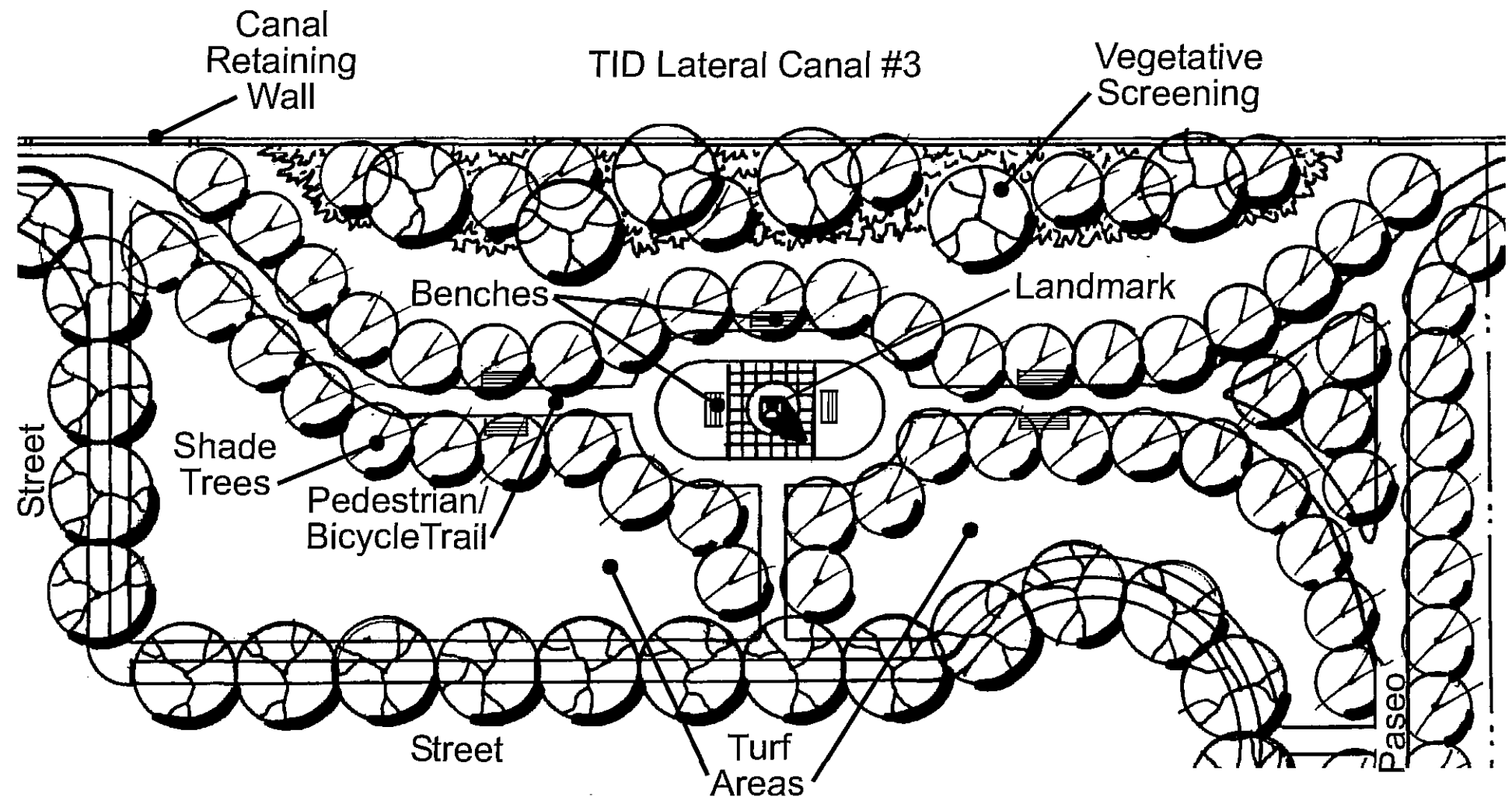
Landscape easements within the Plan Area act as greenbelts, and in some cases, they contain pedestrian / bicycle pathways (refer to Figure 5-1). A 35-foot wide landscape easement along the east side of Tegner Road is provided to serve as a buffer between the westside residents in the Plan Area and the Heavy Commercial land uses located on the westside of Tegner Road. A 12-foot wide pathway for both pedestrians and cyclists extends through this easement, linking to the trail system along the Turlock Irrigation District (TID) Lateral # 3, which extends along the northern boundary of the Plan Area. Other trail easements within the Plan Area are located between John H. Pitman High School and Turlock Regional Sports Complex, between the elementary school site and the detention basin, along the eastern edge of the detention basin, and along the eastern and western edges of the elementary school site.

5.3.3 Landscape Corridor Pathways

Landscape corridor pathways differ from landscape easement pathways because landscape corridors are included within the street right-of-way (refer to Figure 5-1). For example, the landscape corridor within all street right-of-ways along TID Lateral # 3 will have a 20-foot wide landscape corridor with a 8-foot wide pathway. Springer Drive has a 24-foot wide landscape corridor with a 12-foot wide pedestrian / bicycle pathway extending along the northern edge of the elementary school site.

5.4 Pocket Park

A one-acre "pocket park" is located at the extreme northeast corner of the Plan Area and is situated adjacent to a church site in the subdivision to the east of the Plan Area. This pocket park is located and designed for the purpose of offering a place to sit and rest for pedestrians and cyclists using local and Citywide trail systems. The location of the pocket park is situated at the junction of the landscape corridor trail along TID Lateral #3 and a paseo trail. The pocket park will include such features as benches, open turf areas, and a monument or landmark that will help orient the pedestrian or cyclist to where they are (refer to Figure 5-6).

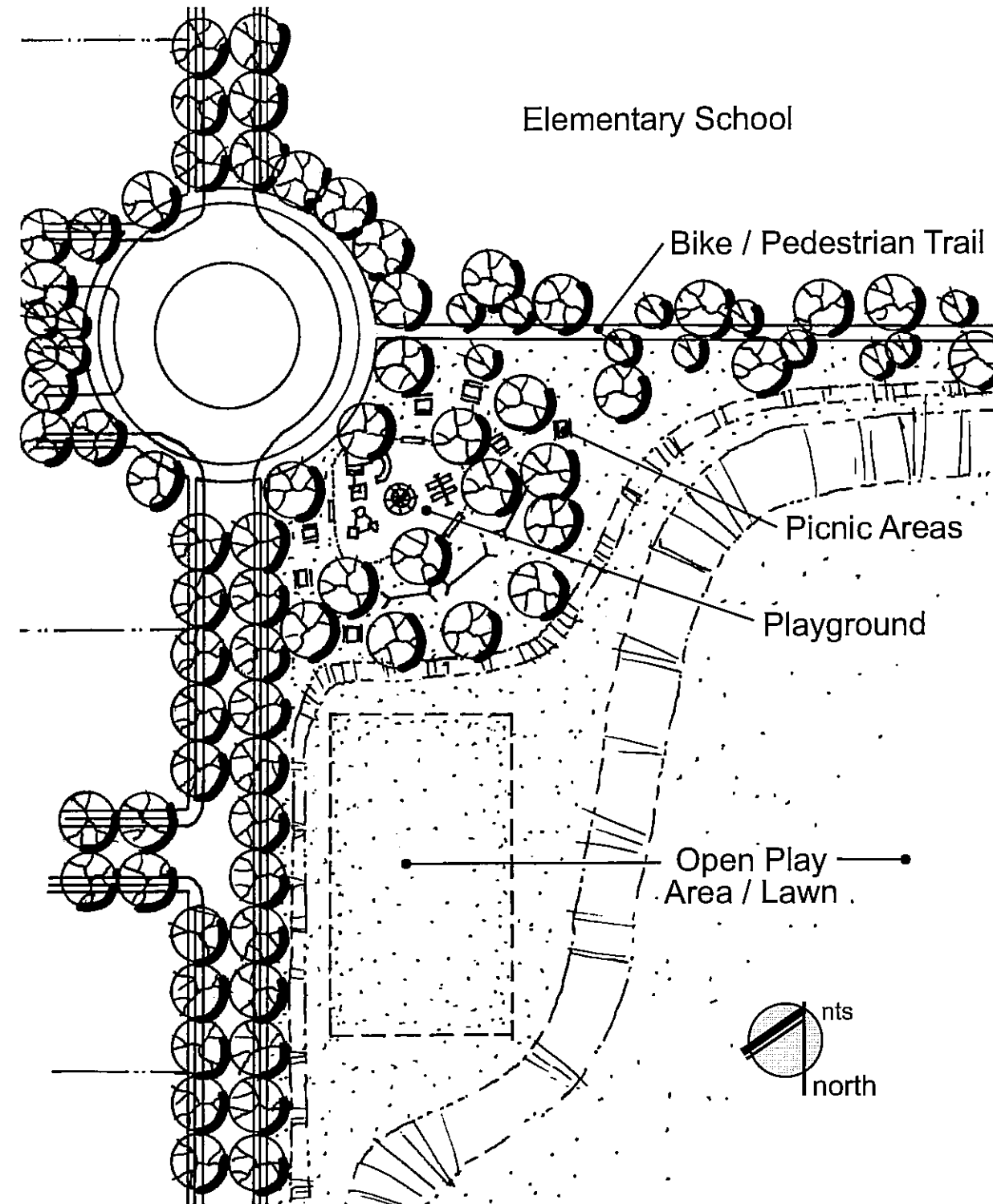


POCKET PARK CONCEPT

FIGURE 5-6

5.5 Detention Basin

The stormwater detention basin within the Plan Area is classified as a public facility and is discussed in Section 6.3 Stormwater. However, due to the nature and location of the stormwater detention basin within the Plan Area, the basin is potentially an excellent recreation opportunity for two main reasons. First, it is anticipated that the basin will be in use to store stormwater runoff for possibly only a few weeks out of the year. This creates the opportunity to utilize a vast open turf area for passive recreation purposes, which would otherwise be underutilized open space for most of the year. Second, the basin is located at the northwest corner of Christoffersen Parkway and North Walnut Road. The location of this basin is significant because it is situated between the elementary school site and the Turlock Junior High School. Therefore, the basin becomes a connecting recreational feature between two high-activity areas. For these reasons, the detention basin is an ideal area to locate a neighborhood-serving city park. The best opportunity for such a park could be located in the detention basin's northwest corner. Here, the embankment of the basin can be terraced into multiple levels, providing the opportunity for such amenities as picnic areas, playgrounds, and open turf areas. (refer to Figure 5-7).



DETENTION BASIN PARK CONCEPT

FIGURE 5-7



CHAPTER 6

**PUBLIC FACILITIES
AND SERVICES**

6.0 PUBLIC FACILITIES AND SERVICES

The provision of adequate infrastructure and facilities to serve the North Turlock Master Plan Area is paramount to the success of the Master Plan efforts. 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 Chapter describes and illustrates, at a conceptual level, how and where services will be provided within the Plan Area.

The conceptual water, wastewater and drainage plans provide a schematic approach to identifying the routing and location of the public facilities within the Plan Area. Although the tentative maps will determine the exact sizing and location of the facilities, the design of the infrastructure improvements shall follow closely to the facilities illustrated in the conceptual water, wastewater and drainage plans provided in this Chapter. 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.

Developers of the Plan Area will pay a separate fee (North Turlock Master Plan Fee), in addition to the normal City Development Fees to finance the public improvements identified for the Plan Area. 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. Those improvements that are funded by the fee are identified in this Chapter.

6.1 Water

The City of Turlock will provide potable water supply services for the Plan Area. The water supply piping network will be looped into the City water system by a grid system of 10 and 12-inch water transmission lines within the Plan Area (refer to Figure 6-1). Currently, there is a 12-inch water transmission line in Christoffersen Parkway throughout the Plan

Area. The City water system is supplied by a number of on-demand deep-water wells that are pumped directly into the City water grid. There are a number of City water wells located near the Plan Area, one of which is proposed to be constructed by mid 2001. Another well will be constructed in the area in the future.

The City has in place a Water Grid Fee that will be sufficient to fund required water facilities in the Plan Area. Therefore, the water system will not be apart of the proposed North Turlock Master Plan Fee. Currently, the practice for the City is to require the developer to install the water lines with the project and reimburse the developer for every size increment over an 8 inch line. The minimum water line size to be installed within the Plan Area is an 8-inch diameter water line. The following is a list of necessary improvements required for the Plan Area:

Tegner Road:

Extend an existing 12-inch water line from Atherstone Road to Mountain View Road extension.

Mountain View Road:

Installation of a 12-inch line from Christoffersen Parkway to Tegner Road.

East-West Street North of Office Site:

Installation of a 10-inch line from Mountain View Road to Tegner Road.

Paseo West of Mountain View Road:

Installation of a 10-inch line from Mountain View Road to Tegner Road.

Turlock Regional Sports Park:

Installation of a 12-inch line from Mountain View Road to Kilroy Road.

Kilroy Road:

Installation of a 12-inch line from Christoffersen Parkway to Turlock Regional Sports Complex Road. Installation of a 10-inch line from Turlock Regional Sports Complex entry Road to North Walnut Road.

Northern Paseo East of Kilroy Road:

Installation of a 12-inch line from Kilroy Road to the road west of the elementary school site.

Road West of Elementary School Site:

Installation of a 12-inch line from southern Paseo east of Kilroy Road to Springer Road.

Springer Road:

Installation of a 12-inch line from the road west of the elementary school site to North Walnut Road.

Southern Paseo East of Kilroy Road:

Installation of a 12-inch line from Kilroy Road to the road west of the elementary school site.

North / South Road West of North Walnut Road:

Installation of a 10-inch line from Kilroy Road to the East / West Road on the north side of the Springer Road.

North Walnut Road:

Installation of a 12-inch line north from Christoffersen Parkway to an undetermined point south of Taylor Road.

Paseo East of North Walnut Road:

Installation of a 12-inch line from North Walnut Road to Crowell Road.

Crowell Road:

Extension of the 10-inch existing line in Crowell Road to the Paseo.

6.2 Wastewater

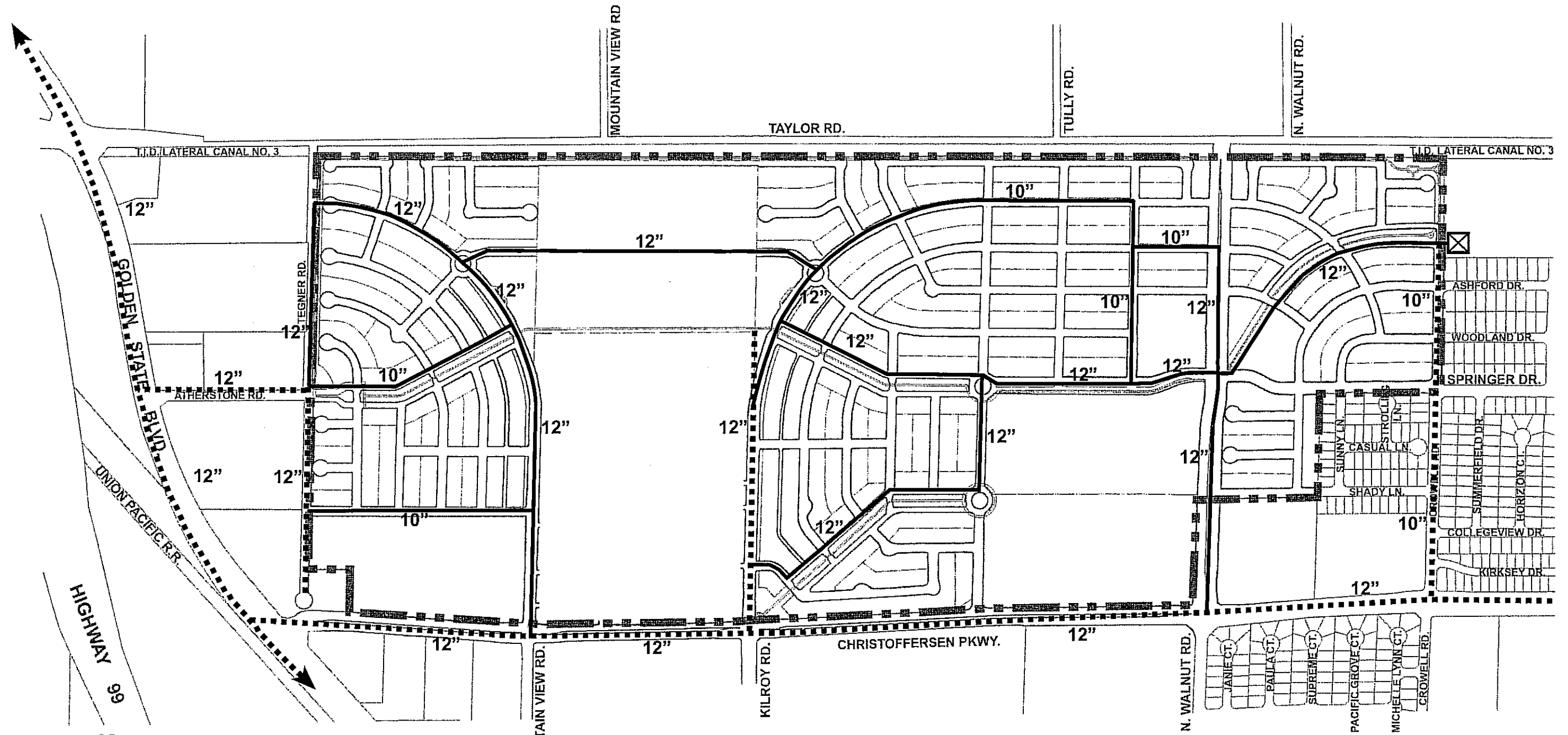
The City of Turlock will provide wastewater services including collection, transmission and treatment of wastewater for the Master Plan Area. Figure 6-2 illustrates the Conceptual Wastewater Diagram for the Plan Area.

Sanitary wastewater flows for the Plan Area will be collected in three different wastewater sheds or zones.

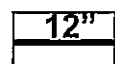

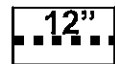

Zone A:

This zone is bounded by Taylor Road to the north, Tegner Road to the west, Christoffersen Parkway to the south, and Mountain View Road to the east. This zone will be serviced by the following improvements:

- ◆ Install a 12-inch line in Mountain View Road from Christoffersen Parkway to the second street before Tegner Road, from which a 10-inch line extends to the last street before Tegner Road.
- ◆ The 12-inch line in Mountain View Road will connect to the existing wastewater line in Christoffersen Parkway. This line travels just a few feet to the east and ties into the wastewater lift station that



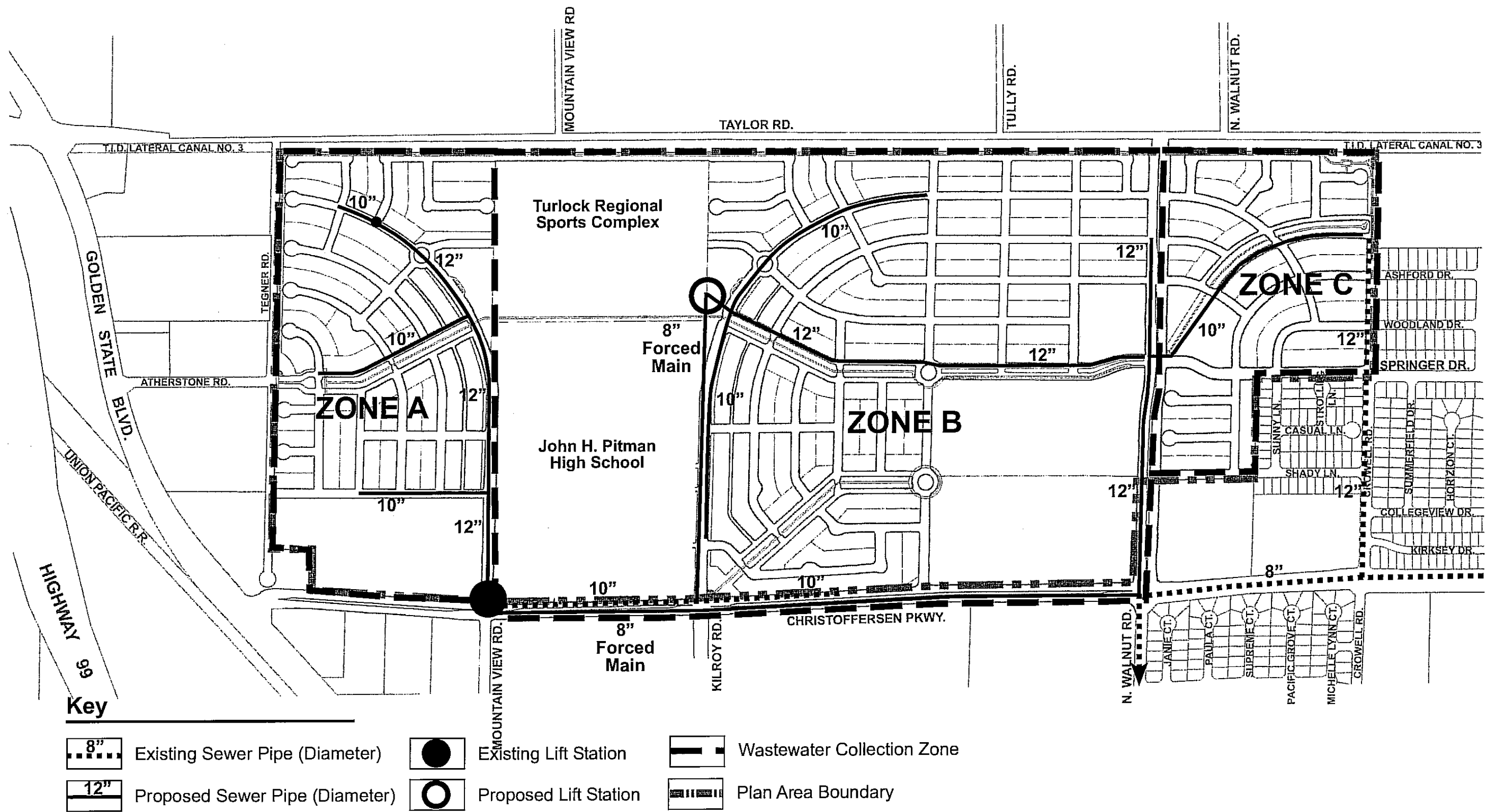
Key

- | | |
|---|---|
|  Proposed Water Mains (Diameter) |  Proposed Water Well |
|  Existing Water Mains (Diameter) |  Plan Area Boundary |

Note:
Water information represented in this diagram is conceptual only.

MASTER PLAN CONCEPTUAL WATER DIAGRAM

FIGURE 6-1



Note:
Wastewater information represented in this diagram
is conceptual only.

MASTER PLAN CONCEPTUAL WASTEWATER DIAGRAM

FIGURE 6-2

was constructed by the John H. Pitman High School project. The wastewater flows are pumped from this wastewater lift station to Walnut Road, where the wastewater flow will travel by gravity to the Water Quality Control Facility.

- ◆ Install a 10-inch line in the street north of the Office land use designation site from Mountain View Road to the street three blocks to the west.
- ◆ Install a 10-inch line in the Paseo from Mountain View Road.
- ◆ All other wastewater lines within this zone shall be a minimum of 8-inch and will not be part of the North Turlock Master Plan Fee wastewater lines and will be constructed with the projects that require their installation.

Zone B:

This zone is bounded by Taylor Road to the north, Mountain View Road to the west, Christoffersen Parkway to the south, and Walnut Road to the east. The John H. Pitman High School project located in this described area is served directly into the wastewater line in Christoffersen Parkway. This zone will be served by the following improvements:

- ◆ Install a wastewater lift station in the southwest corner of the Turlock Regional Sports Complex.
- ◆ Install an 8-inch wastewater force main from the wastewater lift station located in the southwest corner of the Turlock Regional Sports Complex to an 8-inch wastewater gravity line stubbed in Kilroy Road from the wastewater main in Christoffersen Parkway.
- ◆ Install a 12-inch line in the northern Paseo from the wastewater lift station to the road west of the elementary school site, then east to North Walnut Road.
- ◆ Install a 10-inch line in Kilroy Road from the wastewater lift station traveling both southerly and northerly direction from the lift station.
- ◆ All other wastewater lines within this zone shall be a minimum of 8-inch and will not be part of the North Turlock Master Plan Fee wastewater lines and will be constructed with the projects that require their installation.

- ◆ The wastewater lines within this zone all terminate at the new wastewater lift station and will connect to the existing wastewater line in Christoffersen Parkway through the wastewater force main in Kilroy Road. The Christoffersen Parkway line extends to the John H. Pitman High School wastewater lift station just east of Mountain View Road. The wastewater is pumped from this station to North Walnut Road, where the wastewater flow will travel by gravity to the Water Quality Control Facility.

Zone C:

This zone is bounded by Taylor Road to the north, North Walnut Road to the west, Christoffersen Parkway to the south, and a non-defined line west of Crowell Road to the east. This zone will be served by the following improvements:

- ◆ Install a 12-inch line in North Walnut Road. This line will start at Christoffersen Parkway and travel north to an undetermined point south of Taylor Road.
- ◆ Install a 10-inch line in the Paseo from Walnut Road northeasterly to the end of the Paseo.
- ◆ This zone is not planned to extend completely to Crowell Road since it is envisioned that some of this area will flow to the 12-inch existing wastewater line within Crowell Road.
- ◆ All other wastewater lines within this zone shall be a minimum of 8-inch and will not be part of the North Turlock Master Plan Fee wastewater lines and will be constructed with the projects that require their installation.
- ◆ The wastewater lines within this zone will flow through either the 12-inch proposed wastewater line in North Walnut Road or the 12-inch existing wastewater line in Crowell Road. Both of these lines will terminate at North Walnut Road, where the wastewater flow will travel by gravity to the Water Quality Control Facility.

6.3 Stormwater

The City of Turlock will provide stormwater services including collection, transmission and disposal of stormwater for the Plan Area, to the City of Turlock Standards. Any development within the North Turlock Master Plan Area shall require developers to submit, along with the subdivision improvement plans, grading and erosion control plans for review and approval by the City Engineer.

Figure 6-3 illustrates the Conceptual Stormwater Drainage Diagram for the Plan Area. Stormwater flows for the area will be collected in three different sheds or zones.

This stormwater drainage plan will have some flexibility as approved by the City Engineer. This plan will be used to set the stormwater portion of the Plan Area Fee that will be adopted as part of the North Turlock Master Plan. The stormwater plan will serve as a guide for the development of the storm system within the Plan Area. With the adoption of the North Turlock Master Plan Area Fee, developers that install infrastructure outside of their subdivision can expect a reimbursement as other homebuilders develop and Plan Area Fees are collected.

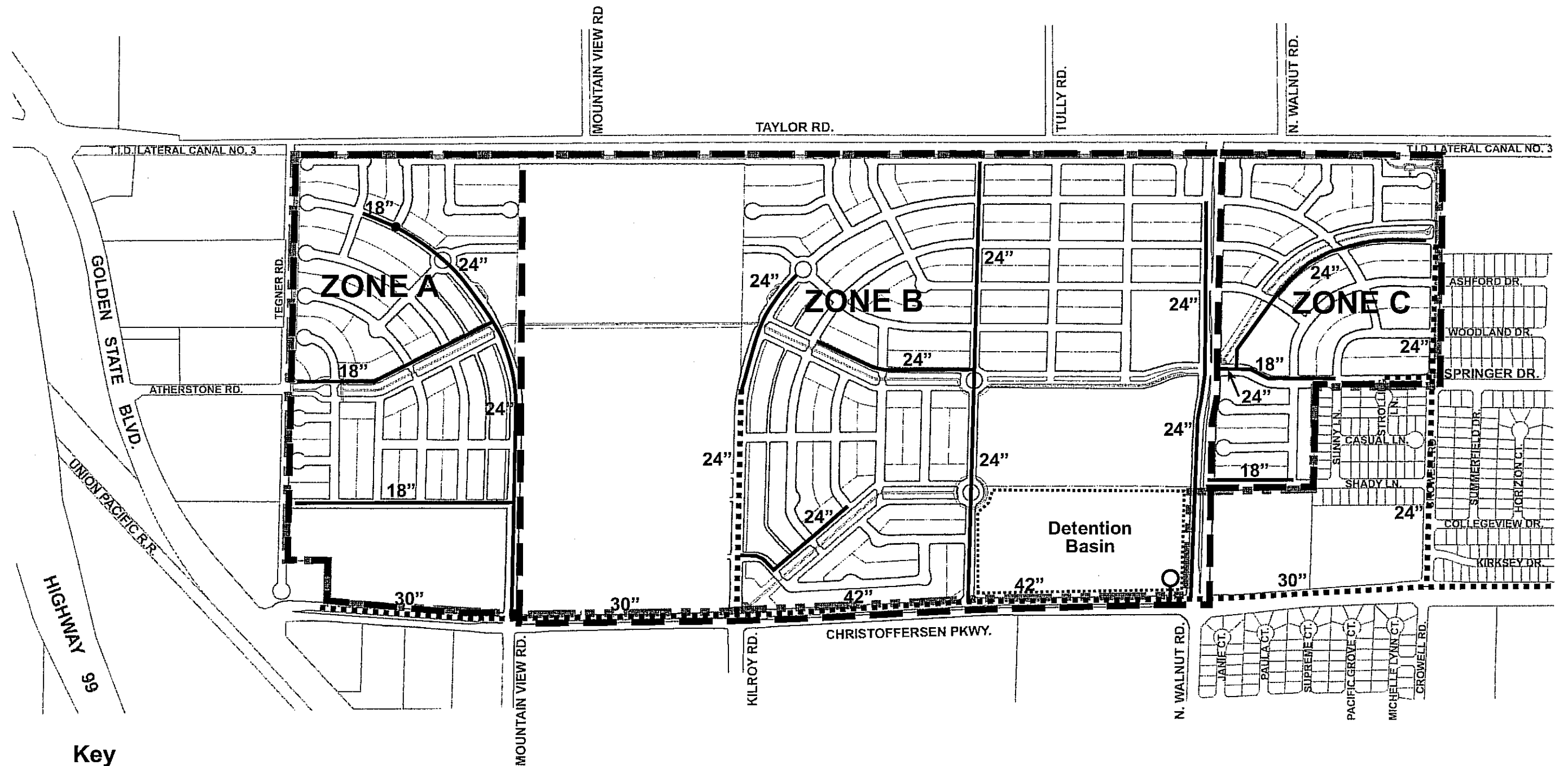
Storm drainage flows for the Plan Area will be collected in three different storm drainage zones as follows:

Zone A:






- ◆ Install a 24-inch line in Mountain View Road from Christoffersen Parkway to the second street before Tegner Road. An 18-inch line extension is planned to the last street before Tegner Road.
- ◆ Install an 18-inch line in the street north of the Office land use designation site from Mountain View Road to Tegner Road.
- ◆ Install an 18-inch line in the Paseo from Mountain View Road to Tegner Road.

Zone B:

- Install a 24-inch line in Kilroy Road from Christoffersen Parkway to the Turlock Regional Sports Complex access road.
- ◆ Install a 24-inch line in the southern Paseo from Kilroy Road northeast for two blocks.



Key

- | | | |
|--|--|--|
|  Existing Storm Drains (Diameter) |  Storm Drainage Collection Zone |  Plan Area Boundary |
|  Proposed Storm Drains (Diameter) |  Drain | |

Note:
Drainage information represented in this diagram
is conceptual only.

MASTER PLAN CONCEPTUAL STORMWATER DRAINAGE DIAGRAM

FIGURE 6-3

- ◆ Install a 24-inch line in the street alignment that runs north / south between Kilroy Road and North Walnut Road. This line will run from Christoffersen Parkway to the frontage road paralleling the canal.
- ◆ Install a 24-inch line in the northern Paseo from the north / south line running through the neighborhood park for two street blocks.

Zone C:

- ◆ Install a 24-inch line in North Walnut Road from Christoffersen Parkway to Kilroy Road.
- ◆ Install a 24-inch line in the Paseo from North Walnut Road east to the end of the Paseo.
- ◆ Install an 18-inch line in Springer Road from North Walnut Road eastward for two blocks.
- ◆ Install an 18-inch line in Shady Lane from North Walnut Road eastward to the eastern boundary of the Plan Area.

6.4 Police Services

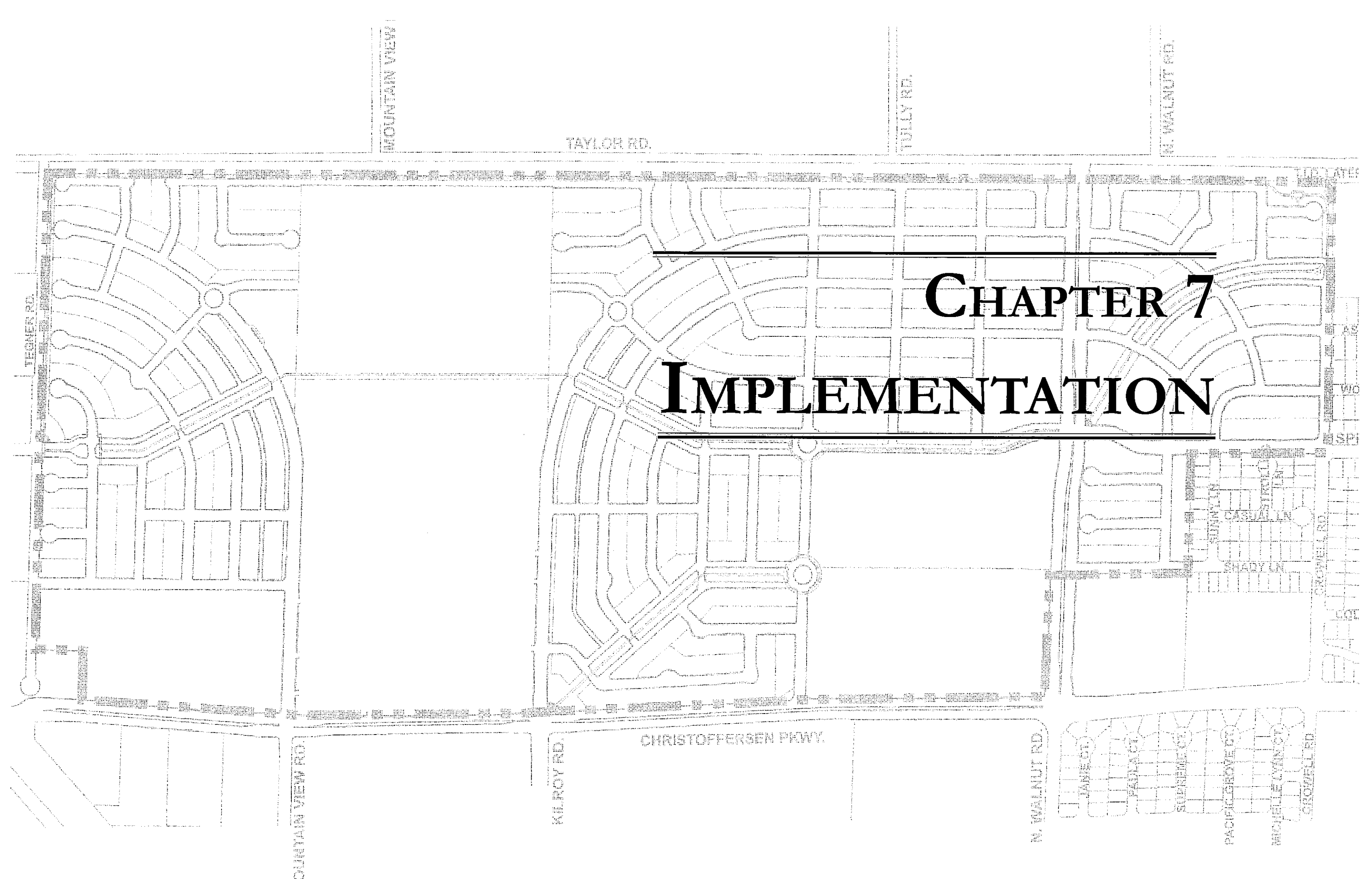
Turlock Police Services provides law enforcement services to the City, including the Master Plan Area, and operates from the public safety building located in downtown Turlock. A major design consideration for the Master Plan Area is to assist policing efforts to ensure the safety of its residents. One safety measure is orienting home frontages toward schools 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 Chapter 3. Another safety measure is the use of controlled-access gates at alleyway entries. Alleyways can be perceived as potential crime areas because of their low visibility from area residents, coupled with their close proximity to John H. Pitman High School.

6.5 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 the few cul-de-sacs planned for the area can accommodate turning radii.



CHAPTER 7

IMPLEMENTATION

MOUNTAIN VIEW

TAYLOR RD.

TULLY RD.

N. WALNUT RD.

LEWIS RD.

MOUNTAIN VIEW RD.

KILROY RD.

CHRISTOFFERSEN PKWY.

N. WALNUT RD.

JADE CT.

PACIFIC CT.

SUBMITT CT.

PACIFIC GROVE CT.

MICHELLE CYNCT.

GROWELL RD.

CASUAL LN.
SHADY LN.

GROWELL RD.

EAST

7.0 IMPLEMENTATION

The purpose of this section of the North Turlock Master Plan is to describe how the North Turlock Master Plan will be implemented through the development review process. This section of the Master Plan also addresses the financing of public facilities, development phasing and maintenance of public facilities and open space.

7.1 Implementation Challenges

Urban development is an inherently risky and difficult process. Each project poses its own challenges. However, minimizing these difficulties is one of the underlying purposes area-wide planning in conjunction with annexation. While the North Turlock Master Plan removes many of these obstacles to new development, which should result in a smoother more predictable process, there are two implementation challenges that arise from the Plan's design that merit attention. First, a grid of curved streets overlay on what are essentially rectangular properties. Second, the location of the paseos that likewise do not neatly conform to property lines and do not affect property owners equally as result of their planned locations.

7.1.1 Curved Grid vs. Rectangular Properties

A curved street grid overlaid on rectangular parcels will result in small odd shaped remnant pieces that cannot, by themselves, be developed as a lot. This will require adjoining property owners, developers and the City to work closely and cooperatively to facilitate the exchange and/or sale of these remnant pieces to one another so that they can be productively utilized. An understanding between adjoining property owners/developers as to the disposition of these pieces will be a requirement for subdivision approval. The City will facilitate the process of any lot line adjustment, if needed, to assist in this process.

7.1.2 Williamson Act Properties

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 authorized urban development within an agricultural preserve.

7.1.3 Urban Limit

Turlock's current General Plan, as have all the City's previous General Plans, recognizes TID Lateral 3/Taylor Road as the City's northerly urban growth boundary. This policy was recently revisited in conjunction with the North Turlock Agricultural Land Conservation Study through which the City Council reconfirmed its policy.

7.1.4 Taylor Road Connections

Although not designated an expressway, Turlock's General Plan currently classifies Taylor Road as multiple lane arterial, which connects all of the north-south collector/arterial streets in north Turlock. Given the City Council's desire to limit urban development south of TID Lateral 3, it was necessary to examine the need for and impact on the City's streets and roads if Taylor Road were maintained as a two-lane rural road with limited connections. As a result, 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. Chapter 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 *Traffic Impact Study for the North Turlock Master Plan* also prepared by Omni-Means. A General Plan Amendment addressing the status of Taylor Road and connections to Taylor Road has been approved by the Planning Commission and City Council concurrent with the adoption of the Master Plan.

7.1.5 Christoffersen Parkway

Of all major street improvements for the successful development of the north Turlock area, the completion Christoffersen Parkway is by far the most significant since it provides the access necessary to permit the north Turlock area to develop. The completion of Christoffersen Parkway is also significant because it is intended to become the City's main east-west high capacity roadway accommodating the daily commute traffic generated by the City of Turlock to State Route 99. Working with the Turlock High School District, Christoffersen Parkway is now completed in at least a minimum configuration of two travel lanes from Golden State Boulevard to Crowell Road adjacent to the California State University Stanislaus

campus. The City of Turlock is working closely with the State of California to get funding for the completion of Christoffersen Parkway between Crowell and Geer Roads on the north side of the campus.

7.1.6 Existing Homes and Other Improvements

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

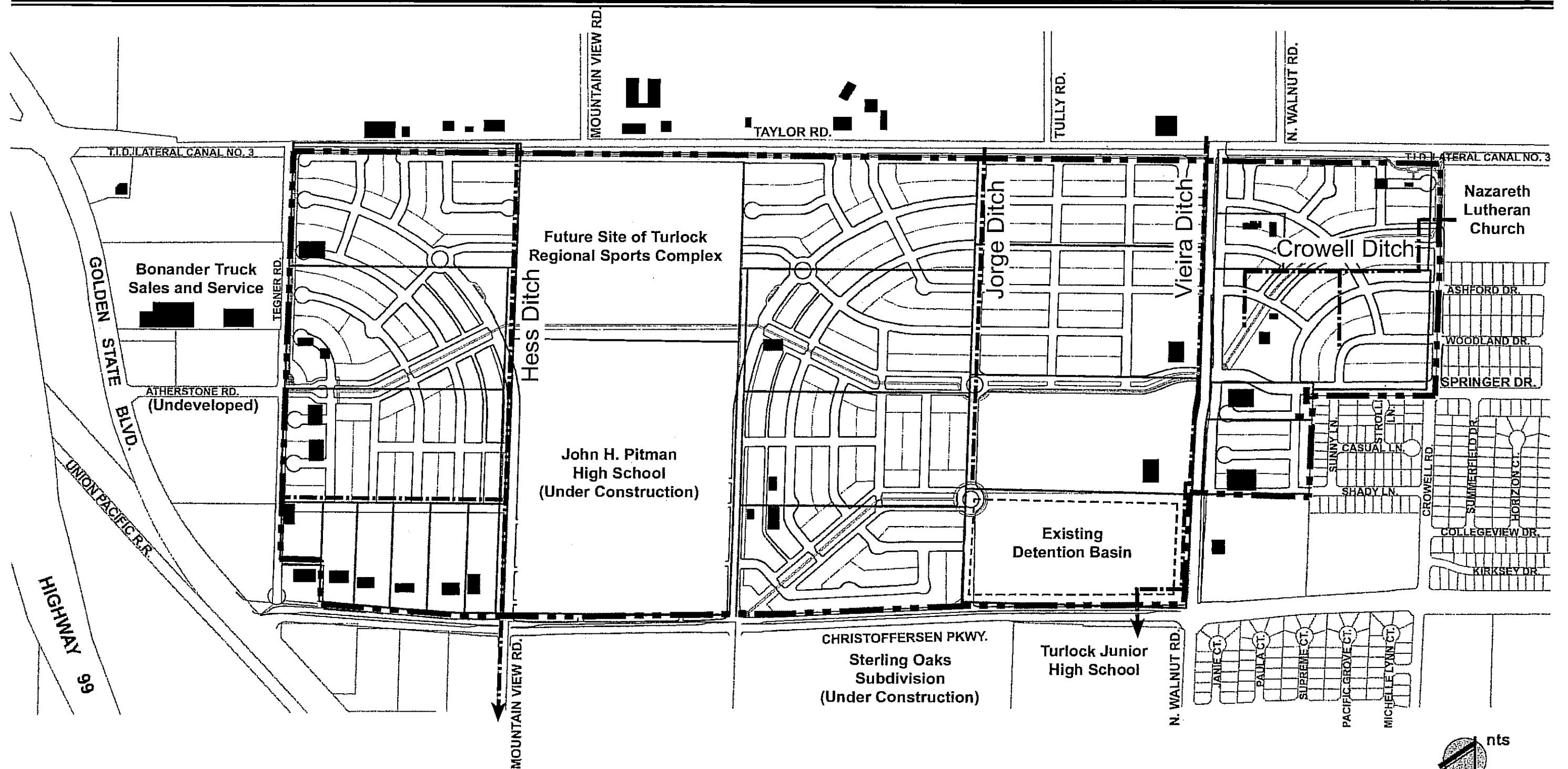
There are several ranchettes located on 16 acres in the southwest corner of the Plan Area. These properties currently take their access directly from Christoffersen Parkway (formerly Zeering Road). Access to Christoffersen Parkway may be continued until such time as these properties are either developed or traffic volumes on Christoffersen Parkway warrant a change in access for safety reasons. A future street connecting these properties to Mountain View Road is included in the Master Plan.

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 TID 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 TID standards.


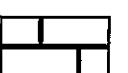


7.2 Development Process

7.2.1 Land Use and Zoning

The North Turlock Master Plan, adopted by ordinance in the same manner as a rezoning, establishes the land use classifications, rezoning, 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 North Turlock Master Plan establishes specific development standards, which may differ from those



Key

- | | |
|---|--|
|  Plan Area Boundary |  Existing Parcel Lines |
|  Existing Structures |  Existing Irrigation Ditches |



IMPLEMENTATION MAP

FIGURE 7-1

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 North 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 North Turlock Master Plan stipulates residential densities in housing units per gross acre (see Table 3-1), the anticipated densities are exclusive of Plan Area public facilities, such as the paseos and neighborhood-serving 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 paseos (landscaped medians portion only), paseo landings / pocket parks, neighborhood-serving parks, TID Lateral 3 bike path, Tegner Road bike path, Springer Road, North Walnut Road, and Christoffersen Parkway.

Residential densities in the Plan Area shall be as follows (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.
- ◆ Low / Medium Density Residential (LDR/MDR) – minimum 6 dwelling units / gross acre; maximum 10 dwelling units / gross acre (see discussion below).
- ◆ High Density Residential (HDR) – minimum 15 dwelling units / gross acre; maximum 30 dwelling units / gross acre.

7.2.2 Neighborhood Commercial Center

Turlock General Plan identifies a number of locations for neighborhood commercial centers in northwest Turlock, including one potential site in the North Turlock Master Plan Area. However, due to a potential oversaturation of sites in relation to population, it is unlikely that all of these neighborhood commercial centers will be developed. The Plan recognizes that the marketplace will ultimately determine whether a neighborhood commercial center is appropriate for the Plan Area. So, although no specific location has been identified, a neighborhood commercial center is encouraged in the Plan Area. A neighborhood commercial center would be appropriate on any property that is adequate in size and shape to accommodate it. Furthermore, the proposed site should be properly located in relation to adjoining streets and land uses.

7.2.3 Dual Designation Areas

There are two areas within the North Turlock Master Plan Area that carry dual land use designations:

- ◆ A 16 acre area in the southwest corner of the planning area is classified for both Office and / or High Density Residential;
- ◆ Seventy-eight acres are classified for Low / Medium Density Residential.

The policies below shall guide the use and development of each of these areas:

7.2.4 Office / High Density Residential

This area has both the size, configuration and location characteristics that could support either office or high-density residential development. However, to insure the coordinated development of these properties, a site plan showing how the entire area will be developed consistent with the Plan's guidelines and standards, shall be required prior to the development of all or a portion of the properties in this area. An additional purpose in requiring an overall site plan is to coordinate the development objectives with all the property owners in this area. However, because this area is currently occupied by high quality ranchette housing, the conversion to either office or high-density residential uses is unlikely in the near future.

7.2.5 Low / Medium Density Residential

The dual Low / Medium Density Residential (LDR/MDR) designations reflect the City's concern that its residential densities contribute not only to sustainable, high quality neighborhoods but also to the long-term conservation of the area's agricultural soils and economic base by using land wisely and efficiently. However, to encourage housing creativity for properties classified LDR/MDR an overall average minimum density of 6.0 dwelling units / gross acre shall be maintained rather than a fixed uniform minimum lot size. This will permit the consideration of a wider variety of housing and / or subdivision alternatives while preserving the original intent of the dual designation.

Where a property is classified for both LDR and LDR/MDR either one of the following two approaches shall be used to determine residential densities:

- ◆ The minimum density of the applicable residential classification shall be maintained for that portion of the property in that particular classification, or;
- ◆ A minimum of 6.0 dwelling units / gross acre shall be maintained over the combined area of the property regardless of residential classification.

7.2.6 Annexation

The North Turlock Plan Area is currently unincorporated but located within Turlock's Secondary Sphere of Influence. Once adopted, the North 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 370 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. The annexation of the North Turlock Plan Area must be completed prior to the final approval and recording of any subdivision maps.

7.2.7 Phasing

Precise development phasing is uncertain and will respond to market conditions as well as landowner and developer interest. The North Turlock Master Plan addresses the full range of public facilities including streets, utilities, parks, paseos (landscaped pathways), schools and a regional sports

facility as well as residential and commercial uses. “Backbone” public facilities required for the development of the planning area are discussed in Chapter 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 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.

7.2.8 Subdivision Approval Process

With a few exceptions (e.g., commercial areas, high density residential, schools), the North Turlock 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, schools and public open spaces are provided. The subdivision approval process is the principal means through which the City and private developers will implement the North Turlock Master Plan.

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

- ◆ The possible need to for a developer, as a part of their application, to establish the specific alignment of the paseos and associated streets beyond the property being subdivided, to facilitate the location of these paseos and streets on adjoining properties.
- ◆ 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 Kilroy Road and Mountain View Road 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 a public high school, elementary school, regional sports complex, parks, and public pathways 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 time play).
- 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).

7.3 Public Facilities and Financing

7.3.1 Public Facilities and Infrastructure/Plan Area Fees

Chapter 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 North 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 (see Appendix A for more information on the plan area fee). 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. 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 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 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.

7.3.2 Parks and Open Space/Plan Area Fees

By design, the North Turlock Master Plan Area provides for a significant amount of public open space in the form of park land, paseos, several pedestrian / bike trails and several major public uses such as Jolin H. Pitman High School, a future elementary school, Turlock Regional Sports Complex, and play ground equipment that will be developed in a portion of the storm water drainage basin. Naturally, Turlock Schools will be responsible for the cost and development of both Jolin H. Pitman High School and the future elementary school.

The City of Turlock will be responsible for the cost and development of the Turlock Sports Complex through a variety of public and private funding sources including the community park portion of the City’s park fee. The

City of Turlock is also responsible for the cost of the acquisition and improvement of the storm drainage basin, although the new residents of the Plan Area will also pay a share of the cost of this facility. However, because the pocket parks, paseos, pedestrian / bike trails and landscaped pathway / buffer along Tegner Road benefit primarily the future residents of the Plan Area, these parks and open space areas are funded by the plan area fee (see Appendix A for more information).

7.3.3 Regional Sports Complex

The Turlock Regional Sports Complex will be designed and built to meet the need for high quality soccer facilities in the south Stanislaus County area and will provide joint use opportunities with John H. Pitman High School. To date, the City of Turlock, County of Stanislaus and State of California have invested in the sports complex. Completion of the entire project, including land acquisition, is expected to cost approximately \$5,000,000 and require additional funding. Fundraising efforts are being led by the Turlock Sports Complex Foundation. Completion of the first phase of the Sports Complex is expected to coincide with the opening of John H. Pitman High School in August of 2002. The community parks portion of the City's park improvement fee from the Plan Area residents will contribute towards the financing of this facility.

7.3.4 Schools

Turlock High School District's construction of John H. Pitman High School in this portion of the City's Plan Area is one of the primary reasons north Turlock was selected as the next area of the City to be urbanized. It is expected that John H. Pitman High School will be completed well before it welcomes its first class in the fall of 2002. Turlock School District is also expressed an interest in acquiring a site for a new elementary school in the Plan Area. The Master Plan identifies one of the possible locations discussed with the Turlock School District. Should the District acquire a different site, the City would coordinate with the District to adjust the Master Plan to ensure compatibility with the circulation system and surrounding land use. Mitigation of school impacts from new residential development will be met by the payment of school fees pursuant to state law.

7.3.5 Plan Preparation and Annexation Fee

A fee to recover the City's cost to prepare the North 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.

7.4 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., paseos, Tegner Road pathway/buffer, Lateral 3 bike / pedestrian trail, and pocket parks). However, because the common facilities such as the paseos will 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 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 park, regional sports complex, and center portion of arterial streets of the area will be the responsibility of the City using other funds (e.g., General Fund, Local Transportation Fund).

APPENDIX A

North Turlock Master Plan Fee Transportation Components

Project Description
Mountain View Road Along High School
Reconfigure HS for Signal at Mountain View Road
Kilroy Road / Christoffersen Parkway Signal
Springer Drive / North Walnut Road Signal
Springer Road Right of Way at East of North Walnut Road
Bike Path along TID Lateral 3
Bridge at Walnut Road / Taylor Road
Kilroy Road Extra Setback
Mountain View Road Extra Setback
Tegner Road Extra Setback
Teger Road Bike Path
Walnut Road Extra Landscaping
Springer Drive Right of Way East of Walnut Road
Pedestrian / Bike Transportation Corridor Kilroy Road (South 75 Ft Paseo)
Pedestrian / Bike Transportation Corridor Kilroy Road (North 75 Ft Paseo)
Pedestrian / Bike Transportation Corridor Mountain View Road (75 Ft Paseo)
Pedestrian / Bike Transportation Corridor Walnut Road (75 Ft Paseo)
Pedestrian / Bike Transportation Corridor Along Elementary School
Walnut Road Pedestrian / Bike Path - Christofferson Parkway to Springer Drive

North Turlock Master Plan Fee Sewer System Components

Description	Size (in)
Mountain View View (Zone A) System	
Mountain View Road, North from Christoffersen Parkway	12
Street N/O Christoffersen Parkway, Mountain View Road West	10
Paseo, West of Mountain View Road	10
Reimbursement for Existing Pitman High School Pump Station	
Kilroy Road / North Walnut Road (Zone B) System	
Pump Station	
Reimbursement for Existing Pitman High School Pump Station	
Force Main	8
Kilroy Road	12
North Paseo	12
Springer Drive	12
South Paseo	10
North Walnut Road (Zone C) System	
North Walnut Road	12
Paseo	10

North Turlock Master Plan Fee Storm Projects

Description	Size (in)
Mountain View System	
Mountain View Road, Christoffersen Parkway North	24
Street N/O Christoffersen Parkway, Mountain View Road West	18
Paseo, West of Mountain View Road	18
Kilroy / North Walnut System	
Kilroy Road, Remaining	24
Paseo, South, off of Kilroy Road	18
Mid - Block off of Kilroy Road	18
Reimbursement for existing Kilroy Road Line	24
Paseo, North, off Mid Storm Line	18
1st Street N/O Christoffersen Parkway off Mid Storm Line	18
2nd Street N/O Christoffersen Parkway off Mid Storm Line	18
Mid Kilroy / North Walnut System	
Mid Kilroy Road / North Walnut Road Line to North from Christoffers	24
North Walnut System	
North Walnut Line North from Christoffersen Parkway	24
Paseo, east of North Walnut Road	24
Shady Lane	18
Springer Drive	18