
Northwest

Triangle

Specific

Plan

City of Turlock

August 1995

(Amended January 13, 2004)

(Amended June 13, 2017)

TABLE OF CONTENTS

1.	OVERVIEW	1-1
1.1	LOCATION	1-1
1.2	PURPOSES OF THE SPECIFIC PLAN	1-3
	Implementing the General Plan	1-3
	Allowing Development to Proceed without Unnecessary Delay	1-4
	Providing for Efficient Extension of Services	1-4
	Establishing Funding Mechanisms for Improvements.....	1-4
1.3	ORGANIZATION OF THE SPECIFIC PLAN	1-4
	Plan Principles	1-5
1.4	RELATIONSHIP OF THE SPECIFIC PLAN TO THE GENERAL PLAN	1-6
	Consistency with the General Plan	1-6
	Need to Refer to the General Plan	1-6
	General Plan Amendments	1-7
	Land Use on assessor's parcels number 88-10-27, 88-10-28, 88-10-53, 88-10-01, 88-10-23 and 87-03-18	1-7
1.5	ENVIRONMENTAL REVIEW	1-7
1.6	PUBLIC PARTICIPATION IN PREPARATION AND ADOPTION OF THE SPECIFIC PLAN	1-7
2.	LAND USE AND URBAN DESIGN	2-1
2.1	LAND USE FOR ALL SUBAREAS	2-1
2.2	PRINCIPLES: LAND USE FOR ALL SUBAREAS	2-5
	Land Use Diagram	2-5
	Development Standards	2-7

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

2.3	PRINCIPLES: SPECIFIC PLAN AREA DESIGN	2-8
	Site Planning	2-8
	Architecture.....	2-13
2.4	MONTE VISTA WEST LAND USE	2-15
	Monte Vista West Subarea.....	2-15
2.5	PRINCIPLES: MONTE VISTA WEST DESIGN	2-15
	Monte Vista West Subarea.....	2-15
2.6	GOLDEN STATE EAST LAND USE	2-18
	Golden State East Subarea	2-18
2.7	PRINCIPLES: GOLDEN STATE EAST DESIGN.....	2-18
	Golden State East Subarea	2-18
2.8	COUNTRYSIDE COMMUNITY COMMERCIAL LAND USE.....	2-21
	Countryside Community Commercial Subarea	2-21
2.9	PRINCIPLES: COUNTRYSIDE COMMUNITY COMMERCIAL DESIGN	2-21
	Countryside Community Commercial Subarea	2-21
2.10	RAILROAD HEAVY COMMERCIAL LAND USE.....	2-26
	Railroad Heavy Commercial Subarea.....	2-26
2.11	PRINCIPLES: RAILROAD HEAVY COMMERCIAL DESIGN	2-26
	Railroad Heavy Commercial Subarea.....	2-26
2.12	TUOLUMNE WEST RESIDENTIAL NEIGHBORHOODS LAND USE.....	2-27
	Tuolumne West Residential Neighborhoods Subarea	2-27
2.13	PRINCIPLES: TUOLUMNE WEST RESIDENTIAL NEIGHBORHOODS DESIGN	2-28
	Tuolumne West Residential Neighborhoods Subarea	2-28

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

2.14	WEST OF 99 LAND USE	2-34
	West of 99 Subarea	2-34
2.15	PRINCIPLES: WEST OF 99 DESIGN.....	2-34
	West of 99 Subarea	2-34
3.	TRANSPORTATION AND CIRCULATION	3-1
3.1	EXISTING CONDITIONS AND ANTICIPATED CHANGES	3-1
3.2	SPECIFIC PLAN TRAFFIC ANALYSIS	3-3
3.3	PRINCIPLES: CIRCULATION SYSTEM	3-3
	Street Network	3-3
	Non-Auto Transportation.....	3-4
4.	INFRASTRUCTURE: SEWER, WATER, STORM DRAINAGE, ENERGY	4-1
4.1	OVERVIEW	4-1
4.2	SEWAGE COLLECTION	4-2
4.3	DESIGN PRINCIPLES - SANITARY SEWER.....	4-3
4.4	WATER	4-5
	Municipal Water	4-5
4.5	DESIGN PRINCIPLES - MUNICIPAL WATER SYSTEM	4-7
4.6	STORM DRAINAGE	4-8
	Storage & Collection Options.....	4-8
4.7	ENERGY	4-11
	Electricity	4-11
	Natural Gas	4-11

4.8	OTHER UTILITIES.....	4-12
5.1	PUBLIC SERVICES	5-1
5.1	POLICE SERVICES.....	5-1
5.2	FIRE PREVENTION AND PROTECTION	5-2
5.3	EDUCATIONAL FACILITIES	5-2
5.4	RECREATION AND PARKS.....	5-3
5.5	SOLID WASTE DISPOSAL	5-3
5.6	COUNTY SERVICES	5-3
5.7	PRINCIPLES: PUBLIC SERVICES	5-3
	Police Services.....	5-4
	Fire Services.....	5-4
	Recreation and Parks.....	5-4
	Schools.....	5-5
	Solid Waste	5-5
	County Services	5-6
6.	NATURAL RESOURCES AND PUBLIC HEALTH	6-1
6.1	SOILS.....	6-1
6.2	PRINCIPLES: SOIL CONSERVATION	6-2
6.3	VEGETATION AND WILDLIFE	6-3
6.4	PRINCIPLES: CONSERVATION OF VEGETATION AND WILDLIFE	6-4
6.5	WATER	6-6

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

	Surface Water.....	6-6
	Groundwater	6-6
	Groundwater Quality.....	6-7
6.6	PRINCIPLES: WATER RESOURCES.....	6-8
6.7	AIR QUALITY	6-8
6.8	PRINCIPLES: AIR QUALITY.....	6-9
6.9	AGRICULTURE	6-11
	Williamson Act Status.....	6-11
	Future Viability of Agricultural Uses in the Northwest Triangle	6-12
	Consistency of the Specific Plan with City and County Agricultural Conversion Policies	6-14
6.10	PRINCIPLES: PROTECTION OF AGRICULTURE	6-15
6.11	HAZARDOUS MATERIALS	6-16
6.12	PRINCIPLES: HAZARDOUS MATERIALS.....	6-17
6.13	NOISE	6-18
6.14	PRINCIPLES: NOISE	6-19
7.	IMPLEMENTATION	7-1
7.1	OVERVIEW	7-1
7.2	PUBLIC ACTIONS NEEDED TO IMPLEMENT THE SPECIFIC PLAN IMPLEMENTATION PRINCIPLES: GOVERNMENTAL ACTIVITIES.....	7-2
7.3	PRIVATE DEVELOPMENT ACTIVITIES NEEDED TO IMPLEMENT THE SPECIFIC PLAN	7-3

	IMPLEMENTATION PRINCIPLES : PRIVATE DEVELOPMENT ACTIVITIES.....	7-3
7.4	INFRASTRUCTURE FINANCING FOR SPECIFIC PLAN IMPLEMENTATION.....	7-4
7.5	FINANCING UTILITY INFRASTRUCTURE	7-5
	Infrastructure Phasing	7-5
	Utility Infrastructure Costs.....	7-5
	Financing Options.....	7-6
	Assessment Districts	7-6
	Benefit Fee District	7-6
	Development Fees.....	7-6
	Other Financing Options.....	7-7
	Mello-Roos Community Facilities Act of 1982.....	7-7
	Revenue Bonds	7-7
	Financing Ongoing Maintenance	7-8
	Maintenance Districts	7-8
7.6	FINANCING TRANSPORTATION AND CIRCULATION.....	7-8
7.7	TURLOCK SCHOOL DISTRICTS.....	7-8
7.8	PRINCIPLES: SCHOOL FACILITIES	7-9
7.9	SPECIFIC PLAN ADMINISTRATION.....	7-9
	PRINCIPLES: SPECIFIC PLAN ADMINISTRATION	7-9
7.10	ENVIRONMENTAL REVIEW	7-10
	PRINCIPLES: ENVIRONMENTAL REVIEW	7-10

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

LIST OF TABLES

TABLE 2-A	Summary of Additional Development Potential Commercial Uses (in thousands of square feet)	2-3
TABLE2-B	Summary of Residential Development and Population Growth Potential	2-4
TABLE 2-E	Commercial Development Standards	2-7
TABLE2-G	Monte Vista West Subarea Public Rights of Way	2-16
TABLE2-H	Monte Vista West Subarea Public Rights of Way	2-16
TABLE 2-I	Golden State East Subarea Public Rights of Way	2-19
TABLE2-J	Golden State East Subarea Development Standards	2-20
TABLE2-K	Countryside Community Commercial Public Rights of Way	2-22
TABLE 2-L	Countryside Community Commercial Subarea Development Standards	2-24

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

TABLE2-M		
	Railroad Heavy Commercial Subarea Development Standards	2-27
TABLE 2-N		
	Tuolumne West Development Standards	2-31
TABLE 2-O		
	Tuolumne West Residential Public Rights of Way	2-32
TABLE2-P		
	West of 99 Subarea Development Standards	2-35
TABLE 4-A		
	Utility Service Providers in the Specific Plan Area	4-2
TABLE 5-A		
	Police Staffing Needs Resulting From Specific Plan Buildout	5-2
TABLE 6-A		
	Agriculture in the Northwest Triangle, 1994	6-11
TABLE 7-A		
	Estimated Costs for Utility Infrastructure-NWTSP	7-5

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

LIST OF FIGURES

FIGURE 1-1		
	Northwest Triangle Specific Plan Land Use Map	1-2
FIGURE 2-1		
	Northwest Triangle Specific Plan Land Use Map	2-6
FIGURE 2-2		
	Internal Linkage Between Development	2-9
FIGURE 2-3		
	“Streetscape”	2-10
FIGURE 2-4		
	Parking Lot Screening	2-11
FIGURE 2-5		
	Internal and Perimeter Planting	2-12
FIGURE 2-6		
	Mass of Building Reduced by Articulating Building Surfaces	2-14
FIGURE 2-7		
	Example of Building which is “Scaled-Down” at Edges	2-14
FIGURE 2-8		
	Monte Vista Avenue Street Section	2-17
FIGURE 2-9		
	Illustrative Development Plan Monte Vista West Subarea	2-17

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

FIGURE2-10		
	Illustrative Development Plan For the Golden State East Subarea	2-20
FIGURE 2-11		
	Street Section. Countryside Drive Between Monte Vista Avenue and Tuolumne Road	2-23
FIGURE2-12		
	Street Section. Countryside Drive Between Tuolumne Road and Fulkerth Road	2-23
FIGURE 2-13		
	Countryside Community Commercial Subarea. Illustrative Plan	2-25
FIGURE2-14		
	Illustrative Plan. Tuolumne Road Residential Neighborhood	2-30
FIGURE 2-15		
	Street Section. Tuolumne Road Between Tully Road and Countryside Drive	2-33
FIGURE 2-16		
	Street Section. Tully Road	2-33
FIGURE 2-17		
	Street Section. Residential Subdivision Street	2-33
FIGURE 2-18		
	Northwest Triangle Specific Plan	2-36
FIGURE 4-1		
	Sewer Service	4-4
FIGURE 4-2		
	Water Service	4-6

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

FIGURE 4-3		
Storm Water Collection		4-10
FIGURE 6-1		
Agriculture in the Specific Plan Area		6-13

1. OVERVIEW

1.1 LOCATION

Turlock's Northwest Triangle area is so called because it is in the northwestern part of the city, and is largely within a triangle created by Golden State Boulevard, Highway 99, and Fulkerth Road. The Specific Plan area includes more than the area within the triangle; as shown on Figure 1 the area's boundaries include parcels fronting on the east side of Golden State Boulevard and several just west of Highway 99. A total of approximately 800 acres are included.

1.2 PURPOSES OF THE SPECIFIC PLAN

The Northwest Triangle Specific Plan was adopted in August of 1995 and was updated in 2004. Upon adoption, the four principal goals of the Specific Plan were: Implementing the General Plan, allowing development to proceed without unnecessary delay, providing for efficient extension of services and establishing funding mechanisms for improvements. The implementation of this Specific Plan over the last 20 years has achieved these goals as much of this area has been built out with low density residential and community commercial development dominating the southern part of the plan area and highway-oriented commercial uses in the northern part of the plan area along Monte Vista.

In 2012 an update to the General Plan was adopted. General Plan policy 3.1-0 calls for existing master and specific plans that are not yet fully built to be evaluated, identifying the Northwest Triangle Specific Plan as a priority for evaluation and updating.

The goal of this update is to clarify how to implement the Specific Plan and to amend the designations for six properties within the Specific Plan area. Much of the existing Specific Plan is no longer necessary because the majority of the infrastructure for the area has been installed, many of the properties have built out and an updated General Plan and General Plan Environmental Impact Report (EIR) has been adopted. This amendment will supplement the existing Specific Plan and will contain the relevant information and standards to be applied to future development.

The four principal goals of the Specific Plan are:

Implementing the General Plan

The Turlock General Plan, adopted in March, 1993, established for the entire city land uses, circulation patterns and policies on a wide range of development and conservation issues. The Plan recognized the possible need for a Specific Plan in order to refine and modify general policies for the Northwest Triangle (policy 2.4-p, p. 2-18). The intent of the Specific Plan was not to re-examine the General Plan's policy direction, but rather to create a document that would add detail and implementation programs. The General Plan will only be altered when that additional detail indicates that specific changes are needed in order to achieve its expressed intent. Section 1.4 describes in greater detail the relationship of the Specific Plan to the General Plan. This plan update will ensure the policies and standards in the updated Specific Plan comply with the updated 2012 General Plan.

Allowing Development to Proceed without Unnecessary Delay

A primary reason for preparing the Specific Plan is to facilitate subsequent review and approval of applications for development consistent with Specific Plan policies. The technical analyses conducted as background for this document investigated all of the factors relevant to planning for future development. By comprehensively addressing land use regulation, circulation, utilities and environmental factors, the Specific Plan and the General Plan environmental impact report (EIR) remove the need for each applicant to independently conduct such studies. Resolving in advance any potentially controversial issues related to these topics also reduces the possibility of time-consuming delays because of disagreement about project impacts.

Providing for Efficient Extension of Services

One aspect of achieving the two purposes listed above is to provide for efficient extension of urban services to those properties in the Plan area that are designated for urban development. As part of the work that went into preparation of this document, City departments undertook a plan for extension of all necessary services. The results of their efforts are described in Chapter 4 of this document. Since the plan's adoption many of these improvements have been installed.

Establishing Funding Mechanisms for Improvements

Establishing the utility requirements for a future growth area and conducting needed engineering studies is only one part of the picture. The other is determining what the cost of needed improvements will be, and how revenue needed to cover costs can be generated. This Plan describes costs and financing mechanisms, and identifies options for an equitable sharing of costs among property owners. This approach, which looks at the cumulative cost of serving properties in a unified geographic area, reduces uncertainty about the cost of development and can help prevent a situation where individuals who develop later than others are left "holding the bag" and are forced to pay more than their share.

1.3 ORGANIZATION OF THE SPECIFIC PLAN

This document is intended to be easily understood and useful to readers, while satisfying the requirements of State law pertaining to the content of Specific Plans. In addition to detailing the contents of Specific Plans, the statute establishes a basis for funding Specific Plan preparation, by stating that "the legislative body, after adopting a specific plan, may

impose a specific plan fee upon persons seeking governmental approvals which are required to be consistent with the specific plan...The fee shall be a prorated amount in accordance with the applicant's relative benefit derived from the specific plan." (Govt Code section 65456(a)).

The table of contents lists the Specific Plan's chapters and major sections within each chapter. The lists of tables and figures can be useful in finding out what material is included in tabular and graphic form and where in the document it is located. Chapters Two through Six each address a different aspect of the Plan and Plan area. Chapter Seven is unique, because it addresses all aspects previously discussed, integrating them to establish policies on Specific Plan implementation.

Plan Principles

This document includes background text, policy statements called principles, and information presented in tables, figures, maps and diagrams. Principles have a special status as adopted policy statements of the City. As described below, principles are required to be consistent with the City's General Plan. Equally important is the requirement that City actions on development projects and public works projects be consistent with principles in both the Specific Plan and the General Plan.

Policy statements in this Plan are distinguished from background text in two ways. They are included in sections with the heading "Principles," and they are numbered with the number of the section in which they are found, followed by a letter that reflects the sequence of principles. Maps, tables and diagrams are included in the Specific Plan as adopted material when they are referenced in a text principle. Text that is included to describe principles or provide examples but is not part of the adopted policy is italicized.

The words used in the Principles convey the weight given to each, as follows:

"shall," "must" and "will" signify requirements to be met without exception under all relevant circumstances

"should" signifies the City's desire and expectation that the principle will be met in most cases, but recognizes that some circumstances may make implementation impossible or unwise. The applicant may be required to demonstrate to the City the reason for not implementing principles with this wording

"may" signifies that the principle establishes guidance for actions that are at the discretion of the applicant or the public agency

Principles in the Plan apply in some cases to private organizations and individuals, in some cases to the City or other public agencies, and some cases to both public and private organizations. The context and language of the principle indicates how it is to be applied.

1.4 RELATIONSHIP OF THE SPECIFIC PLAN TO THE GENERAL PLAN

Consistency with the General Plan

As noted above, the Specific Plan must be consistent with the Turlock General Plan as required by State law. The meaning and types of consistency are discussed in some detail in Section 1.6 of the General Plan.

Need to Refer to the General Plan

One important General Plan requirement that does not apply to the Specific Plan is comprehensiveness. The General Plan must address all geographic area in the City and its Planning Area, as well as addressing all issues relevant to development and conservation in the Planning Area. The Specific Plan provides detailed policies on the topics of greatest importance to the future of the Northwest Triangle, but it does not cover all topics addressed in the General Plan. Users of the Specific Plan must refer to the General Plan to identify all of the City's policies relevant to activities in the Plan area. To guide the reader to General Plan policies of particular importance, cross-references to the General Plan are included throughout this volume.

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

August 1995
Amended 2017
Page 1-7

General Plan Amendments

Concurrent with Specific Plan adoption will be adoption of a General Plan Amendment. The Amendment is required to update the General Plan designation for six properties as listed below:

Property Address/APN	Acres	Current GP <i>* require Specific Plan update to take effect</i>	Proposed GP	Current Zoning	Proposed Zoning
1812 N Tegner, 088-010-027	9.961	HWC	CC	A	CC
1598 N Tegner 088-010-028	11.142	HWC	CC	A	CC
2530 W Tuolumne, 088-010-053	2.905	CC	MDR/CC	Park	RM/CC
3000 W Tuolumne, 088-010-001	24.923	HWC	CC	A	CC
3525 W Monte Vista, 087-003-018	22.245	HWC	HWC	CT <i>*pre-zone</i>	CT
2918 Tuolumne Rd, 088-010-023	12.656	HWC	CC	A	CC

- The Sphere of Influence boundary will have to be amended through LAFCO to allow for annexation of 3525 W. Monte Vista Avenue.

1.5 ENVIRONMENTAL REVIEW

Updating the Specific Plan is defined as a project under the California Environmental Quality Act (CEQA). An initial study prepared by the City determined the project will not cause a significant impact on the environment.

1.6 PUBLIC PARTICIPATION IN PREPARATION AND ADOPTION OF THE SPECIFIC PLAN

Planning staff has worked with the property owners of the parcels being re-designated as part of this update. The update to this specific plan will go to the Planning Commission and City Council for review and public comment.

2. LAND USE AND URBAN DESIGN

Dramatic changes in the Northwest Triangle's land use pattern have occurred over the past 20 years since the plan's adoption. At the time of plan adoption the area was largely agricultural now the "triangle" has been developed with a mixture of residential, retail and other commercial uses. There are still vacant and underutilized parcels within the plan area with development potential. This updated plan re-designates four parcels previously designated Agriculture (A) in the original plan to commercial designations, re-designates one parcel from Park to a dual commercial and residential designation and executes a General Plan Amendment for one parcel not currently in the City limit with a commercial designation, this parcel will have to be annexed into the City limit by the property owner before development can occur.

The use chart has been removed from the plan as part of this amendment. The use classifications in Title 9 of the Turlock Municipal Code will be used to determine the allowed uses for each district.

For the purposes of this document, the Plan area is divided into six subareas. In this chapter, the subareas are used as a convenient way to organize text, land use data and urban design principles. Subarea names and boundaries are shown on Figure 2-8.

2.1 LAND USE FOR ALL SUBAREAS

The text in this section generally describes the current and future land use pattern of each subarea. For detailed information about use and design regulations that apply to specific areas and properties see the Land Use Principles in this chapter. Tables 2-A and 2-B indicate the amount and type of non-residential and residential development in each subarea that could be accommodated under the Specific Plan. This update adds approximately 80 acres of commercial uses to the Monte Vista West subarea and re-designates 2.9 acres within the Tuolumne West Residential Sub area from Park to Medium Density Residential and Community Commercial.¹

In the original plan, the larger parcels north of Monte Vista had limited street frontage therefore development intensity in the triangle was subject to special limitations. Due to the construction of Countryside Drive and Sun Valley Court those limitations are no longer

necessary and have been removed from the updated plan Principles governing access points to Monte Vista are still contained in this updated plan in Table 2- H in the General Plan.

Each subarea describes the right-of-way improvements for that area. This information has been left in the updated plan to show the standards used for existing development. Any new development will be subject to the General Plan standards. Variation in the right-of-way improvements can be approved by the City Engineer or his or her designee.

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

August 1995
Amended 2017
Page 2-3

TABLE 2-A
SUMMARY OF ZONING
COMMERCIAL USES (in acres)

SUBAREA	TOTAL ACRES	HDR	HWC	LDR	C.C.	P	MDR	MDR/CC
MONTE VISTA WEST	106	0	106	0	0	0	0	0
GOLDEN STATE EAST	181	3	152	11	15	0	0	0
COUNTRYSIDE COMMERCIAL	132	0	0	4	128	0	0	0
RAILROAD COMMERCIAL	44	0	34	10	0	0	0	0
TUOLUMNE WEST RESIDENTIAL	134	22	0	106	0	3	1	2
HIGHWAY 99 WEST TOTAL	201	0	22	0	159	20	0	0
<hr/>								
SPECIFIC PLAN AREA TOTAL	798	25	314	131	302	23	1	2

HDR-High Density Residential
HWC-Highway Commercial
LDR-Low Density Residential
CC-Community Commercial
P-Park MDR-Medium Density Residential
MDP/CC-Medium Density Residential/Community Commercial

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

August 1995
Amended 2017
Page 2-4

TABLE 2-B
SUMMARY OF RESIDENTIAL DEVELOPMENT AND POPULATION GROWTH POTENTIAL

	Existing Housing Units as of May, 1994				Capacity for Additional Units				Housing Units at Plan Buildout			
	Single Family Detached	Single Family Attached	Multi-Family	TOTAL	Low Density	Medium Density	High Density	TOTAL	Single Family Detached	Single Family Attached	Multi-Family	TOTAL
East of Golden State	16	3	0	19	39	55	0	94	55	58	0	113
West of Golden State												
North of Tuolumne	1	0	0	1	252	0	0	252	253	0	0	253
South of Tuolumne												
East of Tully	125	48	408	581	0	0	16	16	125	48	424	597
West of Tully	4	0	0	4	168	71	0	239	172	71	0	243
TOTAL	146	51	408	605	459	126	16	601	605	177	424	1,206
	Approximate Population as of May, 1994				Capacity for Population Additions				Population at Plan Buildout*			
Population (based on average 2.74 persons/d.u.)	Single Family Detached	Single Family Attached	Multi-Family	TOTAL	Low Density	Medium Density	High Density	TOTAL	Single Family Detached	Single Family Attached	Multi-Family	TOTAL
East of Golden State	44	8	0	52	107	151	0	258	151	159	0	310
West of Golden State												
North of Tuolumne	3	0	0	3	690	0	0	690	693	0	0	693
South of Tuolumne												
East of Tully	343	132	1,118	1,593	0	0	44	44	343	132	1,162	1,637
West of Tully	11	0	0	11	460	195	0	655	471	195	0	666
TOTAL	401	140	1,118	1,659	1,257	346	44	1,647	1,658	486	1,162	3,306

The figures in the table are estimates and do not represent a commitment to approve development at the levels indicated.

2.2 PRINCIPLES: LAND USE FOR ALL SUBAREAS

Land Use Diagram

2.2-a The City will approve development projects and undertake public improvements only if they are consistent with the land use and circulation pattern shown in Figure 2-1, as well as with other relevant City principles, policies, programs and regulations.

The Specific Plan diagram is often viewed as the most important part of the Plan. It is important because it depicts allowable uses and the relationship between uses, but it cannot be used independently of the Plan's principles. For a full understanding of policies pertaining to the Specific Plan area, this document must be read in full. The chart below provides a list of land use designations by assessor's parcel number that have been amended by this Specific Plan update.

Property Address/APN	Acres	Current GP	Proposed GP	Current Zoning	Proposed Zoning
1812 N Tegner, 88-10-27	9.961	HWC	CC	A	CC
1598 N Tegner, 88-10-28	11.142	HWC	CC	A	CC
2530 W Tuolumne, 88-10-53	2.905	CC	MDR/CC	Park	RM/CC
3000 W Tuolumne, 88-10-01	24.923	HWC	CC	A	CC
3525 W Monte Vista, 87-03-18	22.245	HWC	HWC	None	CT
2918 Tuolumne Rd, 88-10-23	12.656	HWC	CC	A	CC

2.2-b Uses are determined by the Use Classification Chart in the Zoning Ordinance contained in Title 9 of the Turlock Municipal Code.

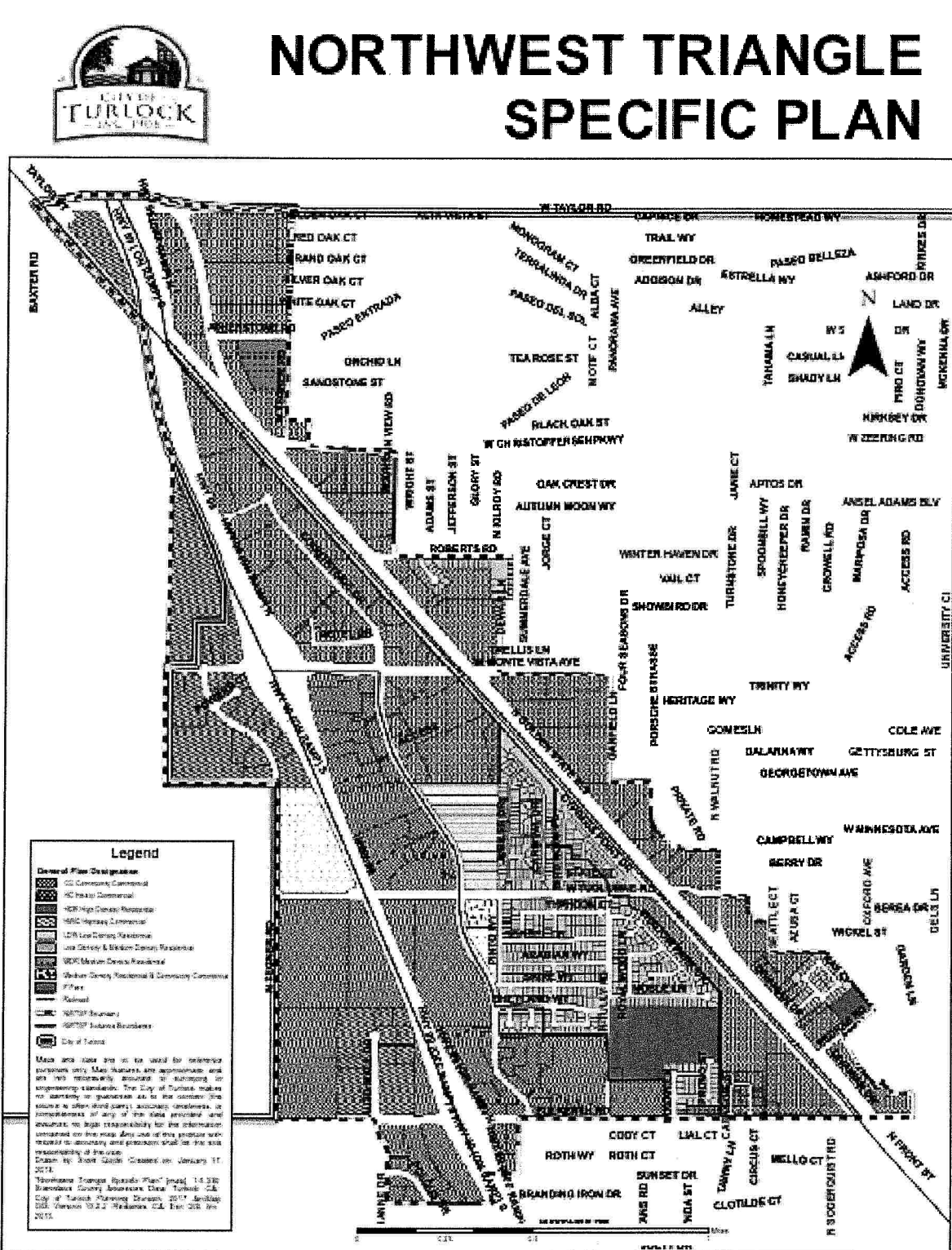


Figure 2-1

Development Standards

- 2.2-c Table 2-E shows development standards for each commercial land use classification. These standards must be followed by all projects in the Specific Plan area, except where superseded by specific standards within a Subarea.
- 2.2-d Standards for residential development are in principles 2.13-a through 2.13-i and Table 2-N. Additional regulations in the City's zoning and subdivision ordinances apply to all properties in the Specific Plan area designated for residential or commercial use.
- 2.2-e In addition to the design standards contained in this plan, all development shall also comply with the General Plan and the City of Turlock Design Guidelines.

TABLE 2-E COMMERCIAL DEVELOPMENT STANDARDS

	CC	CH	CT	Notes
Minimum Lot Area (sq. ft.)	10,000	10,000	10,000	(1) (2)
Minimum Lot Width (ft.)	100	100	100	(1) (2)
Minimum Lot Depth (ft.)	100	100	100	(1) (2)
Minimum Lot Frontage (ft.)	100	100	100	(1) (2)

Minimum Yards/Building Setbacks (ft.)				
Front	15*	20	20	*See also Table 2-L
Side	0**	20	10	
Corner Side	15*	20	20	
Rear	0**	20	0	** 10 ft. when adjacent to residential zone

Minimum Parking Lot Setbacks (ft)				
Front	10	10	10	
Side	5	5	5	
Corner Side	10	10	10	
Rear	5	5	5	

TABLE 2-E COMMERCIAL DEVELOPMENT STANDARDS cont.

Maximum Height (ft.)	No Limit*	35*	No Limit*	See TMC 9-2-108 for Exceptions to height limits
Typical FAR	.25	.35	.3	
Min. Landscaped Area (% of lot area)	10	7.5	10	
(1) Not applicable to lots less than 10,000 sq feet which exist on the date of the original Specific Plan adoption				
(2) Lots which do not meet the minimum lot standards identified above may be permitted when part of a larger development.				

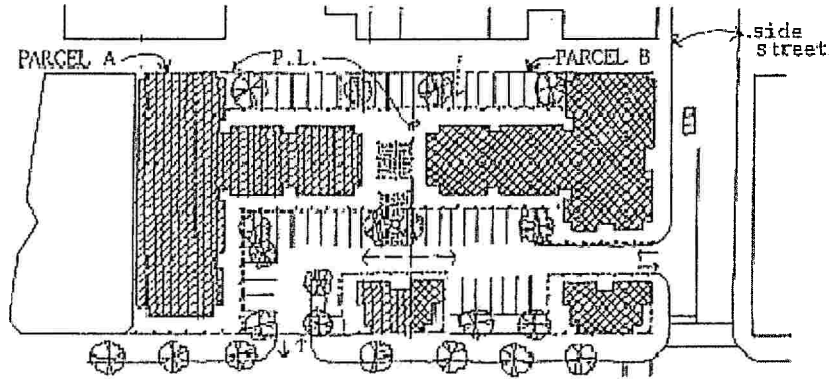
2.3 PRINCIPLES: SPECIFIC PLAN AREA DESIGN

Site Planning

- 2.3-a Site organization should respect the arrangement of buildings, open spaces and landscape elements of adjacent sites in order to achieve continuity of design, maximize pedestrian access and visual interest, and create logical pedestrian and vehicle circulation patterns.
- 2.3-b New projects shall provide linkages to adjacent sites to encourage internal circulation by pedestrians, bicycles, automobiles and service vehicles. When no development exists on an adjacent property, provision shall be made for future internal linkages.

Implementation of this principle will reduce traffic volumes on public streets by reducing ingress and egress traffic. The method of linkage will depend upon the specific conditions of each project and may include connecting sidewalks, connecting drives, shared driveways and access points, and shared parking. See Figure 2-2.

Figure 2-2 Internal linkage between developments.



2.3-c Site planning should seek to retain existing trees 6" or more in diameter.

Portions of existing orchards in the Specific Plan Area could be retained and incorporated into Site Plans as landscape features. This will require careful judgment weighing the species and health of each tree, and the development program for the site. This principle does not limit removal of undesirable trees.

2.3-d All public street frontages in commercial districts within the Specific Plan Area shall provide at least 10 feet of public space between the planned curb and street-facing property line, except where conditions existing in 1994 prohibit such area. Where feasible, a public sidewalk shall be provided along both sides of each street. Street trees shall be planted at a minimum interval of 40 feet on center in commercial areas, and 30 feet on center in residential areas, and shall be of the species designated in each subarea section or as designated by the Parks Recreation and Public Facilities Director or his or her designee. See Figure 2-3.

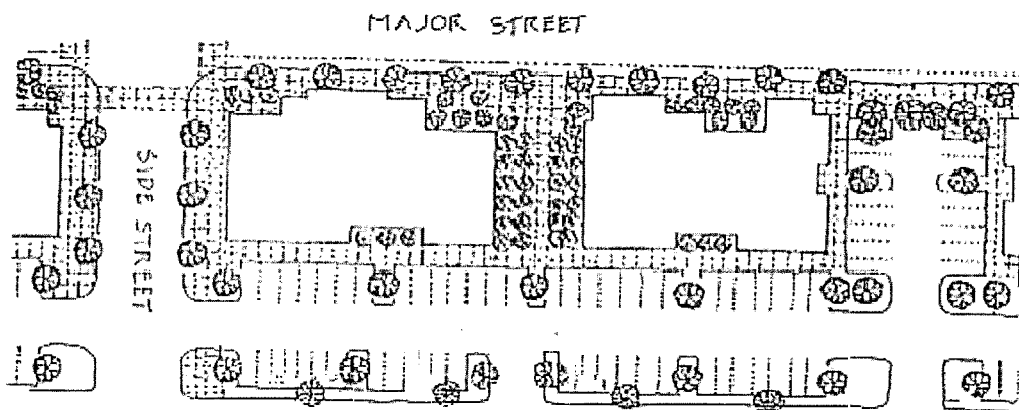


Figure 2-3 "Streetscape"

-
- 2.3-e Emphasize pedestrian circulation, pedestrian amenities and bicycle facilities in all site planning. Where conditions permit, orient principal building elevations toward public streets and sidewalks. Multi-building shopping centers should locate a minimum of 25% of allowable floor area (per FAR) in buildings along public street frontages.
- 2.3-f Shaded outdoor activity spaces such as courtyards, patios, arcades and covered walkways should be provided in all projects. Organize buildings, open spaces and plantings to take advantage of the spaces between buildings as opportunities for outdoor activities.
- 2.3-g Minimize the number of driveway openings to public streets. On arterials, commercial properties should provide access from side streets and avoid driveway openings to the arterial per the standards contained in the General Plan and the Turlock Municipal Code.
- 2.3-h Implement the following parking lot principles and standards:
- Off-street parking lots shall be visually screened from public streets by planting, or a combination of planting and low decorative walls. A continuous screen at least 36 inches high should be formed by planting or low decorative walls. If shrubs are used to create the screen, the shrubs shall be at least 36 inches high after two years of growth. Solid walls used for screening should be accompanied by a minimum 5-foot wide landscaped edge facing the street. See Figure 2-4.

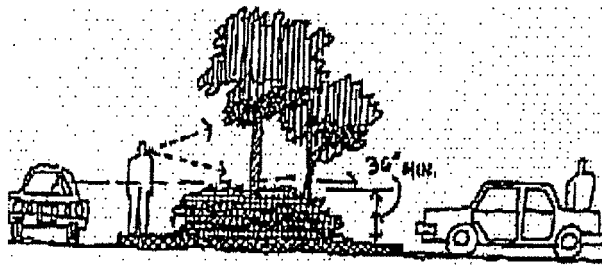


Figure 2-4 Parking Lot Screening

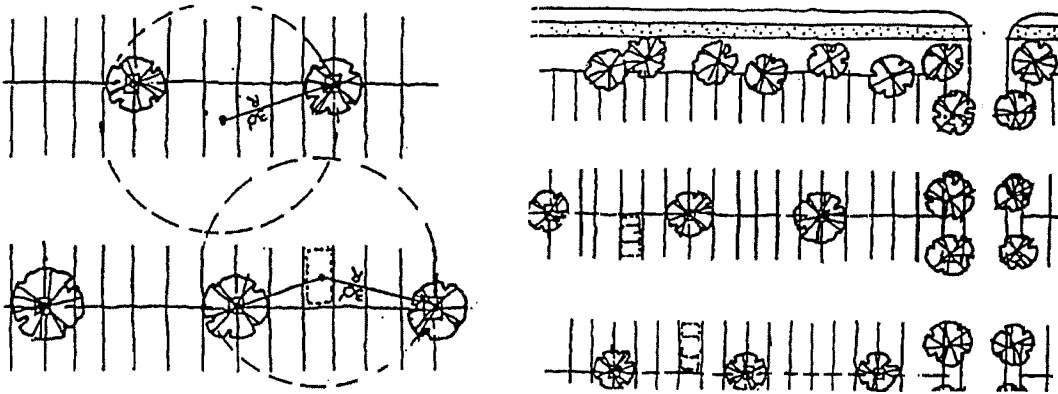


Figure 2-5 Internal and Perimeter Planting

- Parking lots shall be setback at least 5 feet from the building face. The 5-foot area between the parking lot and building shall be fully landscaped, unless used as a pedestrian walkway. Where this area is used as a walkway, planting pockets must be provided adjacent to the building.
 - Provide planted parking lot setbacks at least 10 feet deep along public streets and 5 feet deep along interior property lines. At least one tree (minimum 24-inch box size) shall be planted for each 600 square feet of required setback area.
 - Parking lots should provide tree canopies that soften the visual impact of the lot and provide relief from heat build-up. For all parking lots greater than 5,000 square feet, an internal area of at least 10% of the parking area shall be landscaped. Tree spacing shall be such that every designated parking space is within 30 feet of the trunk of a tree (minimum twenty-four (24") inch box tree size). See Figure 2-5.
- 2.3-i Building services, equipment, loading and outdoor storage areas should not be located adjacent to public streets. Instead, locate these facilities to the rear or interior side of the property and visually screen them from view of streets, pedestrian spaces and neighboring properties. In larger commercial developments, separate loading and service areas from main circulation and parking areas.
- 2.3-j All service yards and outdoor storage areas shall be visually screened from public streets using solid screen walls or a combination of solid walls and landscaping. When solid walls are used for screening, provide a minimum five foot deep landscaped edge between the wall and the public street.

-
- 2.3-k Along the eastern edge of parcels abutting the railroad right of way, provide a minimum 10 foot deep landscape buffer area. Within this buffer area, plant trees and shrubs to achieve a solid wall of landscaping as viewed from Golden State Boulevard around all exterior storage and parking areas. If fencing is used in this area it shall be black powder coated chain link.
- 2.3-l For all properties abutting SR 99 a minimum 10' wide landscape area shall be provided along the freeway frontage.
- 2.3-m All roof mounted mechanical equipment shall be screened from view from SR 99 by parapet walls.
- 2.3-n All loading docks shall be screened.
- 2.3-o Cargo containers visible from the public right-of-way shall be architecturally treated to match existing buildings and to comply with the Design Guidelines.
- 2.3-p The rear of any buildings visible to the public right-of-way, including SR 99 shall be designed to look like one continuous building. The rear elevations shall have architectural enhancements to add dimension to the building.
- 2.3-q Chain link fencing is not permitted. All fencing shall be decorative fencing such as wrought iron, black powder coated or other material reviewed and approved by the Planning Department.

Architecture

- 2.3-r Implement the following principles relating to building form:
- Architecture should promote pedestrian activity and interest. Building frontages along public streets, internal drives and sidewalks should provide storefront windows, street-facing entrances, outdoor activity spaces and attractive signage oriented to pedestrians. Avoid blank walls along public street edges, sidewalks and internal pedestrian paths.
 - Building components in locations visible to the public in the normal course of business, and in areas adjacent to pedestrian walks, outdoor activity areas and public streets should reduce their perceived bulk by dividing large masses into smaller parts. This may be accomplished by projections and recesses, bays, arcades, articulated entrances and other architectural elements. Avoid long continuous wall planes in highly-visible locations. See Figure 2-6.
 - Sloped roof forms are encouraged in small commercial buildings and in portions of larger buildings adjacent to streets, pedestrian areas and highly-visible locations.
-

Large flat-roofed commercial buildings may often be "scaled down" at the edges by adding sloped parapets, covered walkways or other architectural elements that create visual interest and provide shadow relief. See Figure 2-7 example.

- 2.3-s Building materials should be selected for long-term durability and ease of maintenance. Careful consideration should be given to climatic factors, especially the impact of harsh summer sun on western and southern elevations. Recessed windows and shaded areas of glass are encouraged to reduce solar heat gain and glare. Highly-reflective materials and colors that reflect glare should not be used.

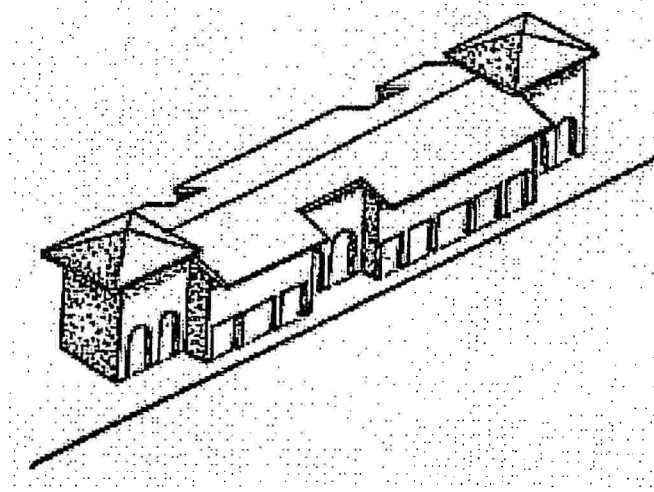


Figure 2-6 - Mass of Building is reduced by articulating building surfaces

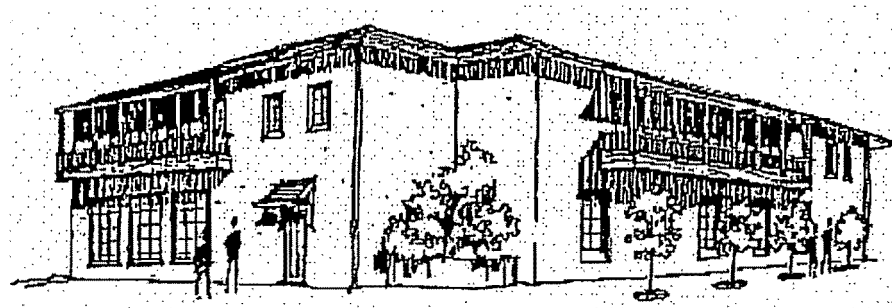


Figure 2-7 - Example of building which is "scaled-down" at edges

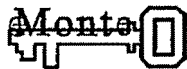
2.4 MONTE VISTA WEST LAND USE



Monte Vista West Subarea

The Monte Vista West subarea contains a "triangle-within-a triangle," the area bound by Golden State Boulevard, State Route 99, and Monte Vista Avenue. It also includes the property south of Monte Vista on the east side of Countryside Drive, extending south to the north edge of residential development. This subarea, is developed with a mix of retail and restaurant uses, with a few remaining vacant parcels. The area is designated for Heavy Commercial uses. A storm drain detention basin, approximately 8-acres in size, is located north of Sun Valley Court.

2.5 PRINCIPLES: MONTE VISTA WEST DESIGN



Monte Vista West Subarea

- 2.5-a Recognize Monte Vista Avenue's function as a gateway to the city from State Route 99. Provide an entrance parkway similar in landscape form to nearby rural orchard patterns. Establish wide building setbacks, a double row of trees on each side of the street, and city entrance markers. Figure 2-9.
 - 2.5-b Improve public rights of way as shown in Table 2-G. A frontage road may be required along the north side of Monte Vista Avenue because of access limitations. Additional right-of-way may be necessary at intersections to insure adequate traffic operations
-

<p>TABLE 2-G MONTE VISTA WEST SUBAREA PUBLIC RIGHTS OF WAY</p>	
Street Segment	Monte Vista Avenue between State Route 99 and Golden State Boulevard
Right of Way Description	Two travel lanes in each direction, a landscaped median, curb-adjacent sidewalks on both sides, and a planting easement inside of the sidewalk.
Street Trees	Double row of street trees regularly spaced at 40 feet on center, on both sides of the street. The street tree species is Celtis Sinensis (Chinese Hackberry). Median trees shall be the same species, with random spacing.
See Also	Street Section, Figure 2-8

2.5-c Implement subarea development standards shown in Table 2-H.

<p>TABLE 2-H MONTE VISTA WEST SUBAREA DEVELOPMENT STANDARDS</p>	
Required Setbacks	40 foot landscaped setback for buildings and parking lots along the frontages of Monte Vista Avenue, measured from the face of curb. Signs meeting the design standards for the Specific Plan, may be placed within the setback area.
Access from Monte Vista to Individual Properties	Private driveways on Monte Vista Avenue are prohibited, except where a site specific traffic analysis can show that the driveway will not adversely affect safe roadway operations, and adopted level of service standards. One access drive (public or private) shall be provided as an extension of Countryside northward to serve properties in the area.
See Also	Principle 2.3-F Figure 2-9

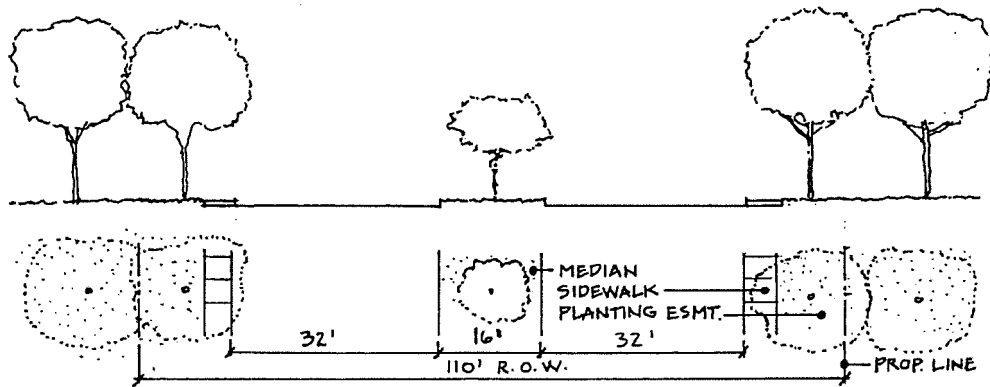


Figure 2-8 - Monte Vista Avenue Street Section

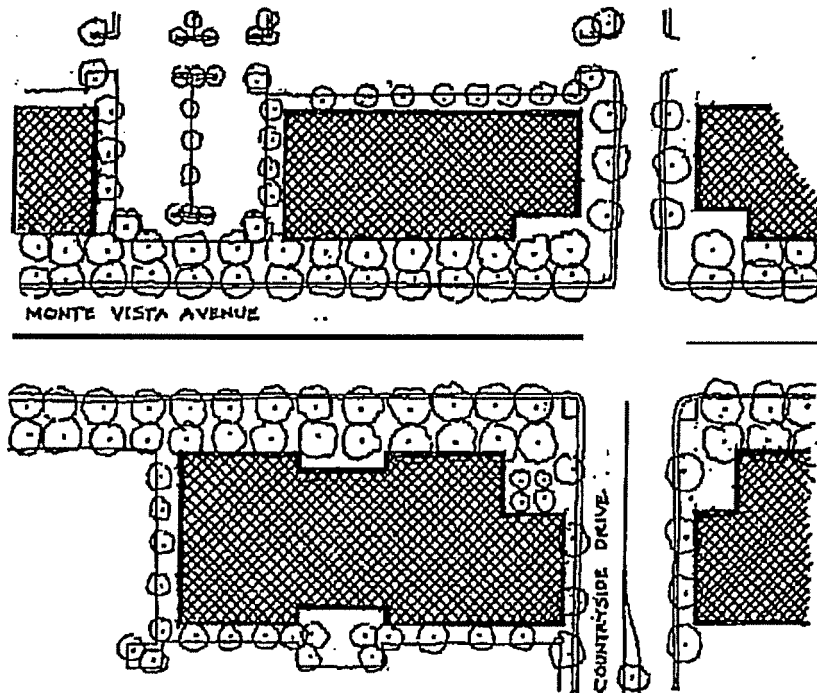


Figure 2-9 - Illustrative Development Plan Monte Vista West Subarea

2.6 GOLDEN STATE EAST LAND USE



Golden State East Subarea

The properties on the east side of Golden State developed under the jurisdiction of Stanislaus County and were annexed to the City in 1994. Parcel sizes are small, and uses are mixed, ranging from single family houses to car dealerships to unique semi-public uses like the Assyrian-American Civic Club. While most of the area is designated for general Heavy Commercial use, the north end is designated for truck and auto oriented service uses, and the sites of the bowling alley, motel and restaurant area, designated Community Commercial to recognize uses existing in 1994. The Plan does not envision dramatic change in this area. However, Plan principles do provide for improvement of public services, and establish urban design standards that will be applied as new development occurs. The exception is the auto center along Golden State just south of Taylor, envisioned as an area developed at uniform standards where auto, truck dealers, and related businesses will be concentrated in a highly-visible and easily-accessible location. Other freeway serving commercial uses are likely to develop in this area as well. The small number of properties designated for residential use in the Golden State East subarea will be subject to the development standards established for the Tuolumne West Residential Subarea, and those in the Turlock Municipal Code and Design Guidelines.

2.7 PRINCIPLES: GOLDEN STATE EAST DESIGN



Golden State East Subarea

- 2.7-a Upgrade access, circulation, site and building design as properties redevelop to higher uses. Encourage consolidation of smaller parcels into larger development sites. Provide a landscaped buffer along the Golden State Boulevard frontage of all properties to visually unify sites as they develop or redevelop.
-

2.7-b Improve public rights of way as shown in Table 2-I. Golden State Boulevard is designated as an expressway within this area and shall be developed in accordance with the General Plan cross-section. Additional right-of-way may be necessary at intersections to insure adequate traffic operations.

TABLE 2-I GOLDEN STATE EAST SUBAREA PUBLIC RIGHTS OF WAY	
Street Segment	Golden State Boulevard between Taylor Road and Fulkerth Road
Right ofWay Description	Three travel lanes in each direction, a landscaped median, a curb-adjacent sidewalk on the east side of the street and a planting easement between the sidewalk and the property line.
Transit Stops	Transit stops shall be provided along the east side of Golden State Boulevard, spaced at intervals of 1000 feet, and developed to City standards. Right-of-way and other improvements needed to establish transit stops shall be a requirement of all new development.
Bikeway	The City will work to establish a bikeway along the west side of the street, outside of the right-of-way, on railroad property
Street Trees	On the east side of the street, street trees at a regular interval of 40 feet, planted 2 1/2 feet behind the sidewalk in the planting easement. On the west side of the street, street trees shall be planted at a regular interval of 60 feet, approximately five feet behind the pavement edge. Minimum of one tree per parcel. The designated street tree for both sides of Golden State Boulevard is Magnolia grandiflora (Southern Magnolia).

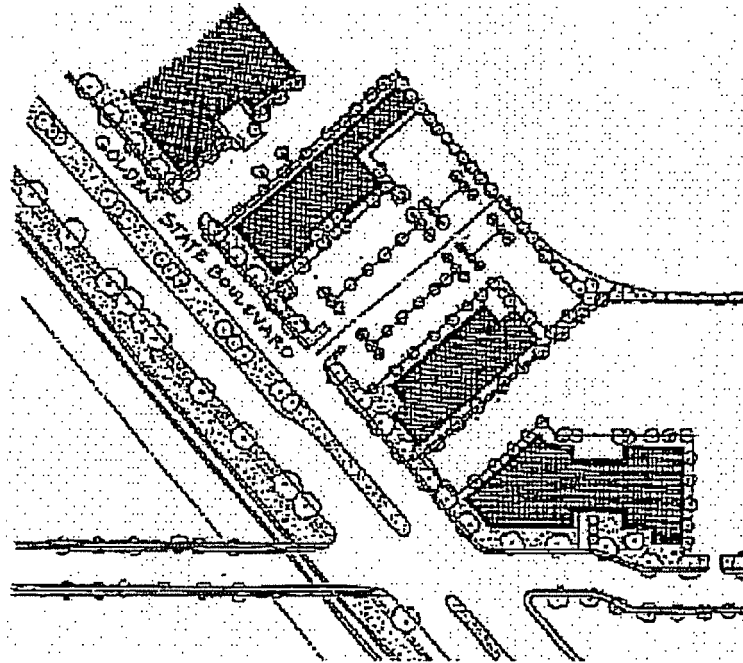


Figure 2-10 - Illustrative Development Plan for the Golden State East Subarea.

- 2.7-c Implement commercial development standards shown in Table 2-J. Apply residential development standards established in Section 2.13 for the Tuolumne West Residential Subarea.

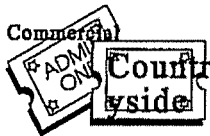
TABLE 2-J GOLDEN STATE EAST SUBAREA DEVELOPMENT STANDARDS	
Required Setbacks	For all properties fronting on Golden State Boulevard, 20 foot setbacks are required, regardless of land use classification. Building setbacks for other streets shall follow the requirements in Chapter 9-3 of the Turlock Municipal Code.
Parking Lot Setback	A minimum 10 foot landscaped parking lot setback shall be provided along all public streets.
Driveway Openings	Limited to one per parcel where accessing Golden State Boulevard. Corner properties shall locate driveway openings on east-west streets. Shared driveways are required where feasible.
See Also	Figure 2-10

2.8 COUNTRYSIDE COMMUNITY COMMERCIAL LAND USE

*Countryside Community Commercial Subarea*

With the construction of the first phase of the Countryside Plaza shopping center (Walmart), the Countryside Community Commercial subarea began to take shape. The subarea extends from Fulkerth Road to Monte Vista Avenue between S.R. 99 and Countryside Drive, and is easily seen and easily accessible to freeway travelers. When fully developed, the subarea will have Turlock's largest concentration of retail space: over 1.3 million square feet. The area has developed with a mix of retail and restaurant uses, with vacant parcels still remaining. Development in the Countryside Commercial subarea has and will continue to not just expand the amount of shopping in the City, it has and will expand the type of goods and services available, allowing Turlock residents to make more of their major purchases in town.

2.9 PRINCIPLES: COUNTRYSIDE COMMUNITY COMMERCIAL DESIGN

*Countryside Community Commercial Subarea*

- 2.9-a Create a visually and functionally unified commercial district through direct internal circulation linkages between adjacent developments, unified landscape and streetscape design, consistent site planning patterns and compatible architectural design that is sensitive to the site, climate and adjacent residential neighborhood.
- 2.9-b Improve public rights of way as shown in Table 2-K. Additional right-of-way may be necessary at intersections to insure adequate traffic operations.
-

TABLE 2-K COUNTRYSIDE COMMUNITY COMMERCIAL PUBLIC RIGHTS OF WAY	
Street Segment	Countryside Drive Between Monte Vista Avenue and Tuolumne
Right of Way Description	Two travel lanes in each direction, a landscaped median, bike lanes in each direction, a curb-adjacent commercial standard sidewalk on the west side and along commercial frontages on the east side. Street trees shall be planted within standard city tree wells within the sidewalk along commercial frontages. A five (5) foot sidewalk shall be provided within the landscaped buffer area along the east side, where adjacent to residential property. The sidewalk shall be separated from the street by a minimum five-foot wide parkway strip.
Street Segment	Countryside Drive between Tuolumne Road and Fulkerth Road
Right of Way Description	Two travel lanes in each direction, a median (landscaped where feasible), a curb-adjacent commercial standard sidewalk along commercial frontages on the west side, and a five-foot curb-adjacent sidewalk on the east side. Street trees shall be planted within standard city tree wells within the sidewalk along commercial frontages.
Street Segment	Countryside Drive from Monte Vista to Fulkerth
East Side Easement	A 15-foot privately maintained landscaped easement shall be provided on the east side of the street along all residential development to buffer residences from Countryside Drive.
Street Trees	Planted on both sides of the street at a regular interval of 40 feet. The designated street tree is Pistacia Chinensis, (Chinese Pistache).
Transit Stops	Transit stops shall be provided along the east and west sides of Countryside Drive, spaced at a maximum interval of 1000 feet, and developed to City of Turlock standards.
Street Segment	Fulkerth Road, between SR 99 and Subarea Boundary
Right of Way Description	Two travel lanes in each direction, a landscaped median, bike lanes in each direction between Golden State Boulevard and Tully Road, a curb-adjacent sidewalk developed to commercial or residential standards as applicable, and a planting easement for street trees.
Street Trees	Planted at a regular interval of 40 feet in the planting easement along both sides of the street. The designated street tree is Celtis sinensis (Chinese Hackberry).
See Also	Figures 2-11 and 2-12

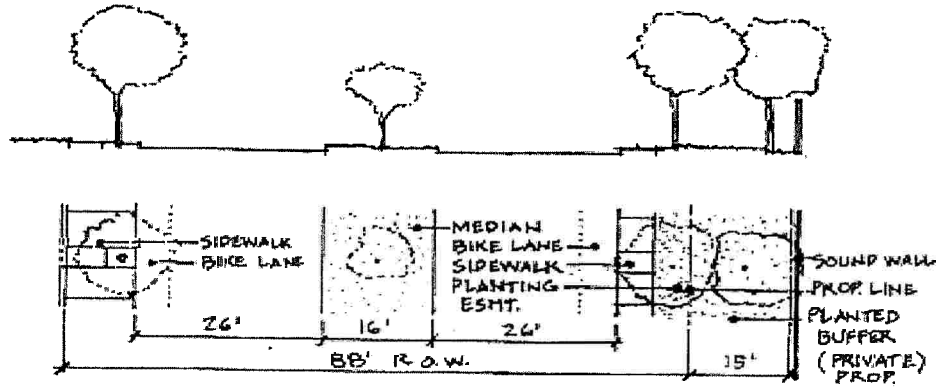


Figure 2-11 - Street Section. Countryside Drive between Monte Vista Avenue and Tuolumne Road

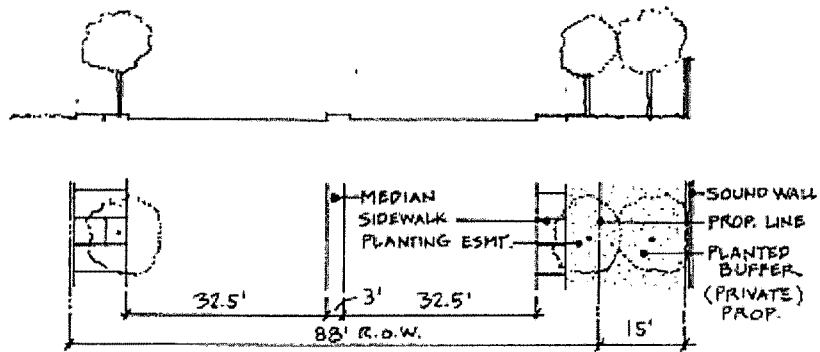


Figure 2-12-Street Section. Countryside Drive between Tuolumne Road and Fulkerth Road.

2.9-c Implement development standards for the Countryside Community Commercial Subarea as shown in Table 2-L.

TABLE 2-L COUNTRYSIDE COMMUNITY COMMERCIAL SUBAREA DEVELOPMENT STANDARDS	
Yard Requirement Abutting State Route 99	10 feet for yards abutting SR 99. Yards shall be planted with a row of trees with a minimum spacing of 40 feet on center.
Countryside Drive and Tuolumne Road Frontage	No yard requirement for buildings abutting Countryside Drive or Tuolumne Road. Where parking areas are located along the street-facing edge of the property, a minimum 10 foot wide fully-landscaped buffer shall be provided between the parking area and the sidewalk.
Building Elevations fronting Countryside Drive and Tuolumne Road	Buildings located on or within 10 feet of the Countryside Drive and Tuolumne Road property frontages shall provide at least 25% of their street-facing elevations as glazed storefronts and/or entrance doors. Service entrances, outdoor storage areas and dumpsters shall not be permitted along the public street frontages, except where they can be fully screened from public view and a minimum 30 foot landscaped buffer is provided. The buffer should include pedestrian amenities developed consistent with the design principles of the Specific Plan.
Parking Lot Theme Tree	The parking lot theme tree for the Countryside Community Commercial Subarea is Platanus Acerfolia (London Plane Tree). A minimum of 80% of the shade trees within parking areas must be comprised of this tree.
See Also	Principle(s) 2.3-a through -f Figure 2-13

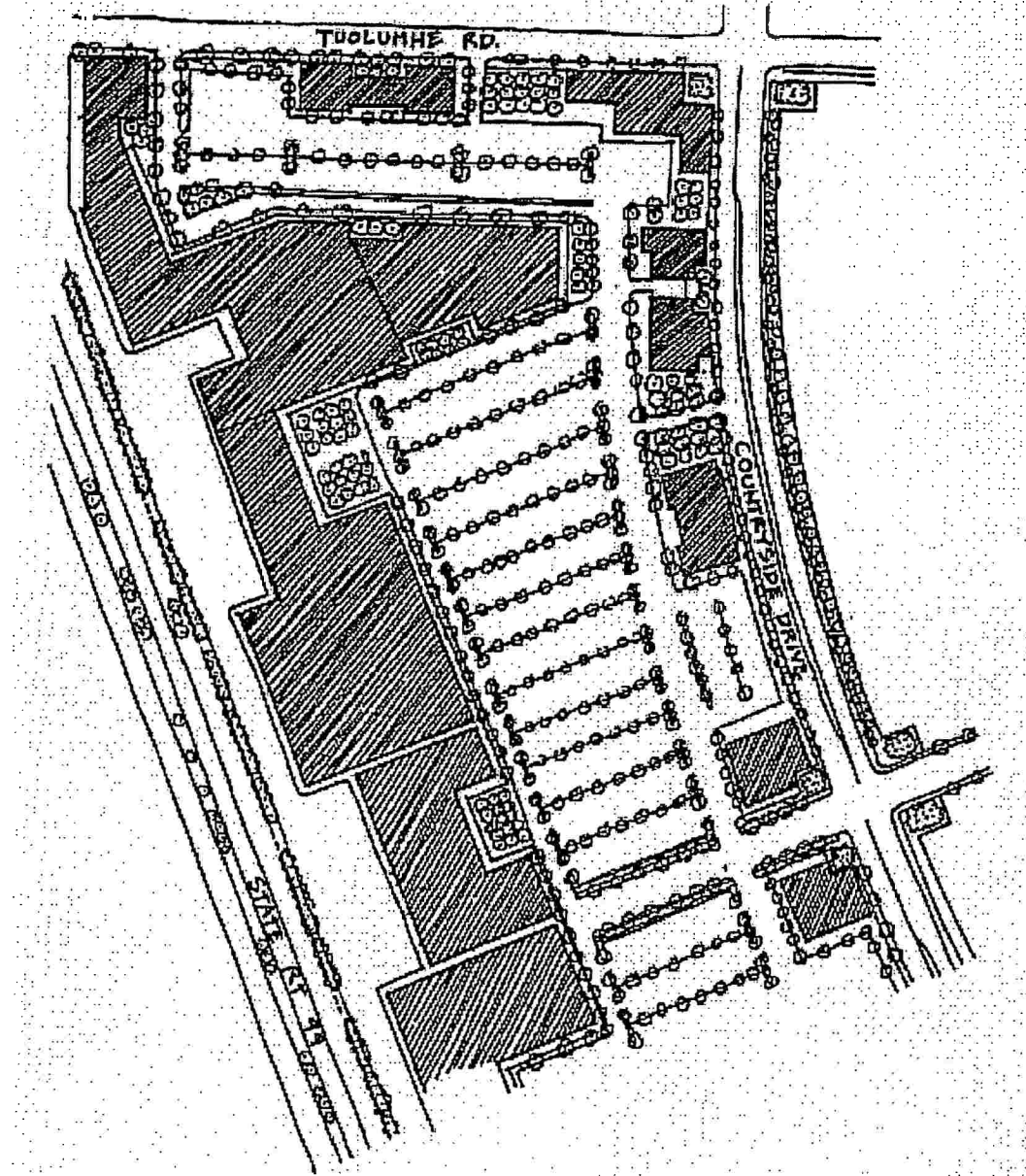


Figure 2-13 - Countryside Community Commercial Subarea, Illustrative Plan.

2.10 RAILROAD HEAVY COMMERCIAL LAND USE



Railroad Heavy Commercial Subarea

On both sides of Tuolumne and south to Fulkerth is a string of properties with the Southern Pacific tracks along their eastern edge. These comprise the Railroad Heavy Commercial subarea, which was largely developed in 1994. The same mix of uses allowed in the Monte Vista West and Golden State East areas with the same Heavy Commercial designation are expected to develop here. However, historic uses such as Turlock Concrete, combined with the need to co-exist peacefully with adjoining residential properties, may influence what activities ultimately settle in this area.

2.11 PRINCIPLES: RAILROAD HEAVY COMMERCIAL DESIGN



Railroad Heavy Commercial Subarea

- 2.11-a Improve the image of new development through well-designed landscaped areas facing public streets, and develop effective sound and visual buffers between Heavy Commercial and residential properties.
 - 2.11-b Follow the right-of-way standard for Fulkerth Road listed in Table 2-K for the Countryside Community Commercial subarea.
 - 2.11-c Implement development standards for the Railroad Heavy Commercial Subarea as shown in Table 2-M.
-

TABLE 2-M RAIL ROAD HEAVY COMMERCIAL SUBAREA DEVELOPMENT STANDARDS	
Properties Abutting Residential Properties	Eight-foot high solid masonry wall at all property lines abutting residentially-zoned properties.
Yard Landscaping	Required front and side yard building and parking setback areas facing public streets shall be fully landscaped with trees and shrubs. At least one tree, minimum 15 gallon size, for every 600 square feet of required yard area.
Screening	All service yards and outdoor storage areas shall be visually screened from public streets using solid screen walls or a combination of solid walls and landscaping. When solid walls are used for screening, provide a minimum five foot deep landscaped edge between the wall and the public street.
Eastern Edge	Along the eastern edge of parcels abutting the S.P. right of way, provide a minimum 10 foot deep landscape buffer area. Within this buffer, plant trees and shrubs to achieve a solid wall of landscaping as viewed from Golden State Boulevard around all exterior storage and parking areas.
Driveways	Access drives to public streets shall be limited to one driveway opening per parcel.

2.12 TUOLUMNE WEST RESIDENTIAL NEIGHBORHOODS LAND USE



Tuolumne West Residential Neighborhoods Subarea

In 1994, the Royal Oaks and Fulkerth Manor subdivisions and the Oak Park Apartments formed the core of the future residential neighborhood in the Northwest Triangle. The area is primarily built out. The plan originally envisioned the number of dwelling units to increase by about 80%, bringing sufficient activity to create a residential neighborhood big enough to have identity and vitality. (Table 2-B provides information on housing and population in the subarea in 1994 and at Specific Plan buildout). Though most of the units in the area are single family units, there is a mix of lot sizes and building types as is described in the urban design section of this chapter. A neighborhood park in the subarea offers a design feature as well as a place to play, rest and meet for both residents and users of the Countryside Commercial area. Because of the nearby shopping and services, the subarea may be a good location for group quarters serving households with special needs such as senior citizens or developmentally disabled adults. As discussed in the City's Housing Element, state law establishes that when such operations serve six or fewer adults they require no special permits or approvals.

2.13 PRINCIPLES: TUOLUMNE WEST RESIDENTIAL NEIGHBORHOODS DESIGN



Tuolumne West Residential Neighborhoods Subarea

- 2.13-a Create a residential neighborhood with strong pedestrian and bicycle linkages that encourage walking and biking. Emphasize pedestrian and bicycle amenities on Tuolumne Road, which will link the neighborhood to Donnelly Park, Crowell School and other destinations east of Golden State. With the construction of the pedestrian, auto and bicycle bridge over State Route 99, Tuolumne will also become an important walking and biking link to Pedretti Park.
- 2.13-b Locate a new public park near the center of the neighborhood at Tuolumne Road and Countryside Drive.
- 2.13-c Along Tuolumne Road, new single family dwellings shall front the street and be provided with alley access from the rear. Dwellings shall not be sited with their back portions fronting Tuolumne Road, and sound attenuation walls will not be permitted along Tuolumne Road frontages.
- 2.13-d Dwellings shall not be sited to front Countryside Drive. Dwellings located on the east side of Countryside Drive shall front internal subdivision streets and shall be separated from the road by a landscaped buffer. Design solutions shall be incorporated into the landscaped buffer and/or individual project design to mitigate privacy concerns, and sound impacts to a level consistent with adopted community noise exposure levels. Measures may include, but are not limited to: frontage roads, increased setbacks, and architectural design features. Sound walls are discouraged.
-

- 2.13-e Permit no more than two new subdivision access streets on each side of Tuolumne Road between Countryside Drive and Tully Road. In addition, pedestrian and bicycle only linkages shall also be provided to Tuolumne Road from interior subdivision streets. (See Figure 2-14)
- 2.13-f Permit not more than one new subdivision access street on the segment of Countryside Drive between Tuolumne Road and the northern boundary of the residential neighborhood, and one new subdivision access street on Countryside Drive between Tuolumne and the new collector street to the south.
- 2.13-g Apply the development standards in Table 2-N to residential development. Where not specifically addressed in the Specific Plan development standards shall be as required by the Turlock Municipal Code.
- 2.13-h To reduce noise impacts to residents, no residential unit may be located within 200 feet of the railroad tracks along the eastern boundary of the subarea. Because allowable densities within the land use categories are units per gross acre, compliance with this standard should not reduce the potential residential density. Property affected by this requirement may develop under site specific development standards pursuant to a Planned Development zoning designation.
- 2.13-i The designs for all single and multiple family housing located within 600 feet of the railroad tracks, and those facing onto Tuolumne Road between Tully Road and Countryside Drive, must be reviewed by a qualified acoustical engineer. Noise control treatments shall be incorporated into the design when needed to insure conformance with City and State noise guidelines.
-

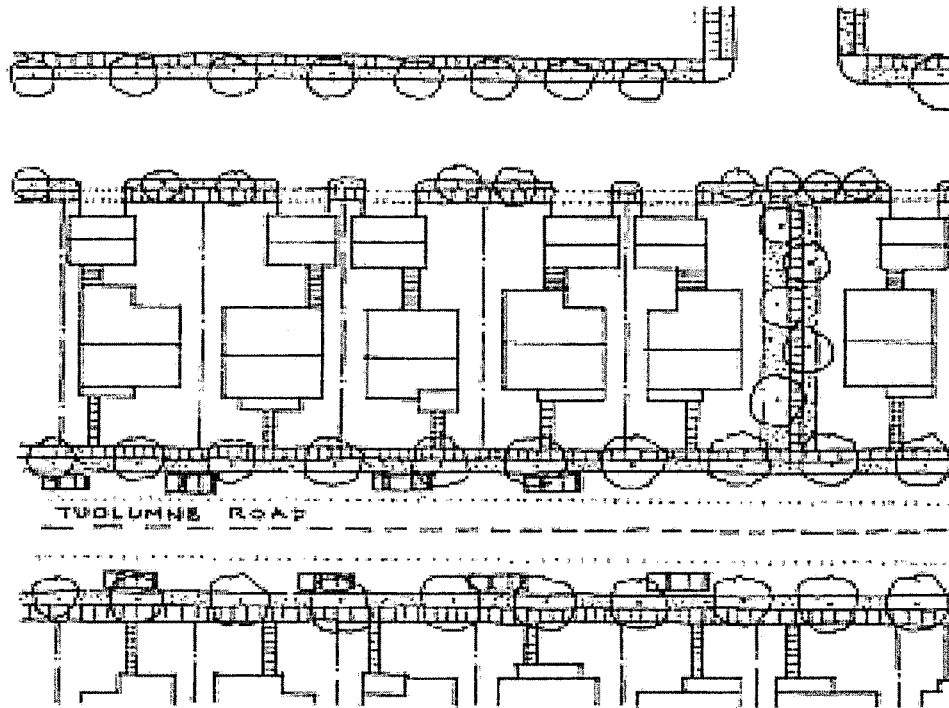


Figure 2-14 Illustrative Plan. Tuolumne Road Residential Neighborhood.

TABLE 2-N
 TUOLUMNE WEST DEVELOPMENT STANDARDS

	Low Density (R-L)	Medium Density (R-M)	High Density (R-H)
Minimum Lot Area (sq. ft.)	4,500	6,000	7,500
with density bonus	5,000	5,000	7,500
Minimum Lot area per unit (sq. ft.)			
Less than 7,500	NA	6,000	7,500
More than 7,500	NA	3,600	1,900
With density bonus	NA	2,900	1,500
Minimum Lot width (ft.)	50/60	60/65	75/80 corner
Minimum Lot depth (ft.)	90	100	100
Minimum Lot frontage (ft)	35	35	35
Minimum Yards/Building Setbacks			
Front	15	20	20
Side	5	10 ft./story	10 ft./story
Corner Side	15	20	10
Rear	5	10 ft./story	10 ft./story
Minimum distance between structures (ft.)	6	10	10
Min. driveway length from back of sidewalk	20 ft	20 ft	20 ft
Maximum height (ft)	35	35	35
Maximum nonresidential FAR	0.3	0.3	0.3
Useable Open space per dwelling	1,200 sf	500 sfi	500 sf

See Also

Figure 2-14 and Principle(s) 2.13-a through 2.13i.

Note: These development standards and design requirements must be used in conjunction with those found in the Zoning and Subdivision Ordinances of the Turlock Municipal Code.

2.13-j Improve public rights of way as shown in Table 2-O.

TABLE 2-O TUOLUMNE WEST RESIDENTIAL PUBLIC RIGHTS OF WAY	
Street Segment	Tuolumne Road between State Route 99 and Golden State Boulevard
Street Right of Way Description	One travel lane in each direction, a planting parkway strip for street trees, and a curb-separated sidewalk on both sides of the street. Bike lanes are to be provided in both directions, within the paved street width.
Street trees	Planted within the parkway on both sides of the street, at a regular interval of 40 feet. The designated street tree is Fraxinus omus (Raywood Ash).
Access Restrictions	No new private driveway openings are permitted except where serving commercial uses. No more than two subdivision access streets are permitted on each side of Tuolumne between Countryside and Tully.
Street segment	Tully Road between Tuolumne Road and Fulkerth Road
Street right of way Description	One travel lane in each direction, a curb-adjacent sidewalk on both sides of the street, and a planting easement for street trees. Bike lanes in both directions within the paved street width.
Street Trees	Planted on both sides of the street in a planting easement behind the sidewalk, at a regular interval of 40 feet, 2 1/2 feet behind the sidewalk. The designated street tree shall be Pistacia Chinensis (Chinese Pistache).
Street Segment	New Collector between Countryside Drive and Tully Road
Right of Way Description	One travel lane in each direction, a curbside parking lane in each direction, a curb-separated sidewalk and a parkway strip.
Street trees	Within the parkway strip on both sides of the street, planted at a regular interval of 40 feet. The designated street tree is Pistacia Chinensis (Chinese Pistache).
Street segments	Residential Subdivision Streets
Right of Way Description	One travel lane in each direction, a parkway strip for street tree planting and a curb-separated sidewalk
Street trees	In the parkway, planted at a regular interval of 30 feet. The street tree must be selected from the list of species identified in the Street Tree Master Plan for the area.
See Also	Figures 2-15, 2-16, and 2-17

Figure 2-15 - Street Section. Tuolumne Road between Tully Road and Countryside Drive.

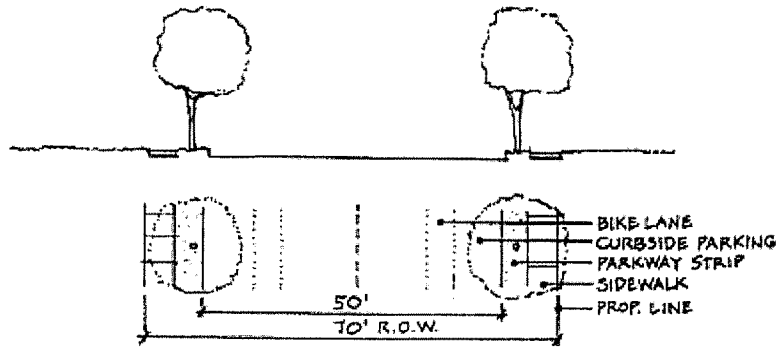


Figure 2-16 - Street Section. Tully Road.

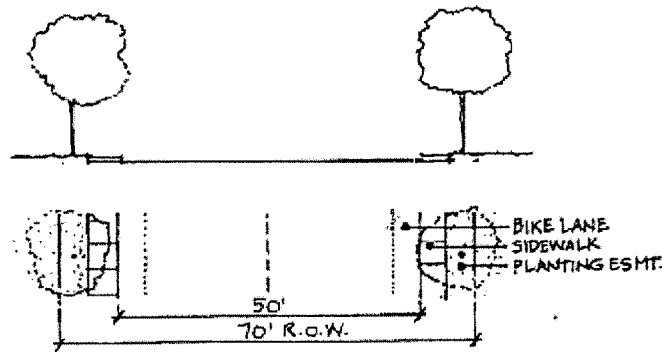
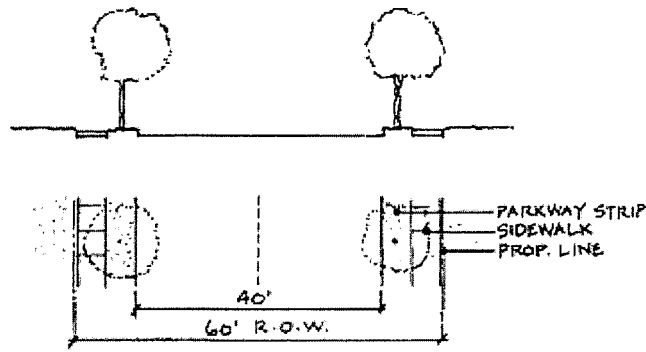


Figure 2-17 - Street Section. Residential Subdivision Street.



2.14 WEST OF 99 LAND USE



West of 99 Subarea

The themes and policies of the General Plan repeatedly stress the goal of maintaining productive agricultural land. Inclusion of land west of Highway 99 in the City's General Plan planning area and now in the Specific Plan provides a way for the City to express its policy regarding land that will not become urbanized. Agricultural activity as well as the public and semi-public activities now in place (Pedretti Park and the existing church), will continue. Stanislaus County, in its General Plan, has designated for commercial use the parcels adjoining the interchanges at Monte Vista and Fulkerth on the west side of 99. In keeping with the City's policy of respecting the County's land use designations, these sites are designated on the Specific Plan for thoroughfare commercial uses.

2.15 PRINCIPLES: WEST OF 99 DESIGN



West of 99 Subarea

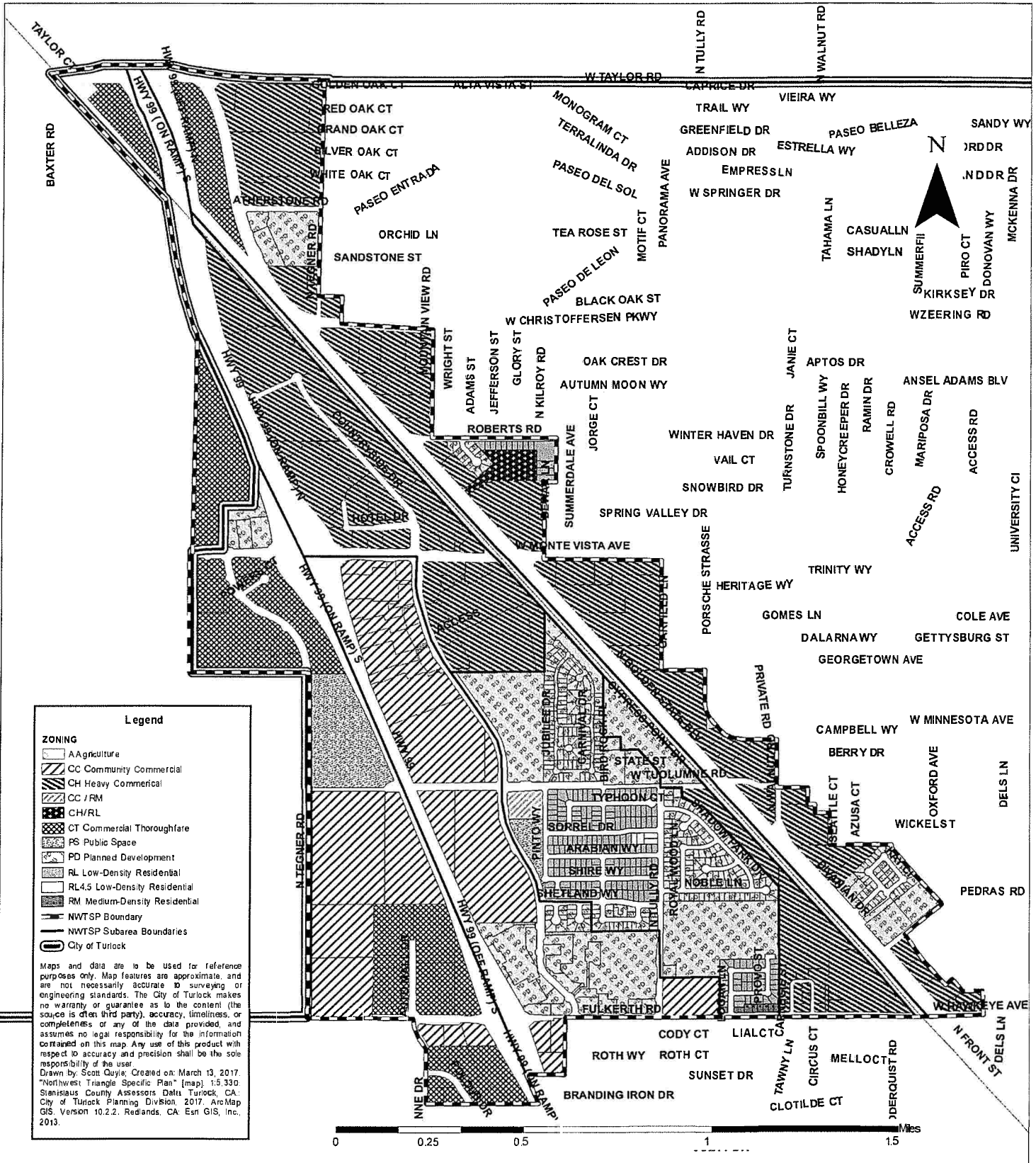
- 2.15-a Create a landscaped entrance to the city that is similar in character to the adjacent agricultural lands. Buildings and parking lots are to be setback from street frontages with deep planted buffers.
- 2.15-b For Monte Vista Avenue between Tegner Road and State Route 99, follow the right of way standards listed in Table 2-K for Fulkerth Road between State Route 99 and Tully Road.
-

2.15-c Implement subarea development standards shown in Table 2-P.

TABLE 2-P WEST OF 99 SUBAREA DEVELOPMENT STANDARDS	
Required Setbacks and Planting	A 40 foot landscaped setback for buildings and parking lots along the frontages of Monte Vista Avenue and Fulkerth Road. Within this setback area, a double row of trees planted at a regular interval of 40 feet on center.
Yards Abutting State Route 99	10 feet yards abutting State Route 99, planted with a row of trees as identified in the City's adopted street tree plan, with regular spacing of at most 40 feet on center.



NORTHWEST TRIANGLE SPECIFIC PLAN



3. TRANSPORTATION AND CIRCULATION

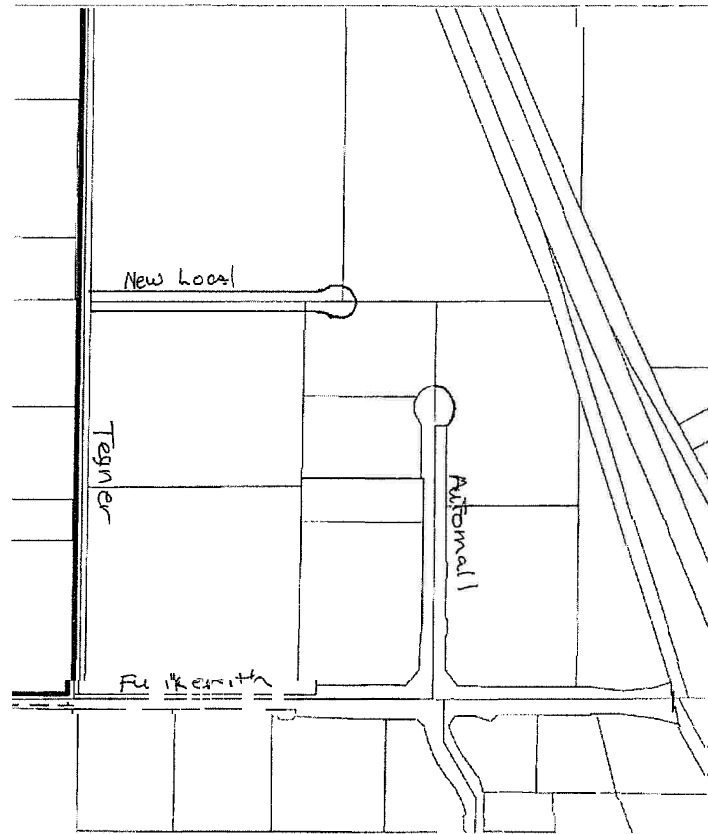
3.1 EXISTING CONDITIONS AND ANTICIPATED CHANGES

Development in the Northwest Triangle and continued growth in surrounding areas in the city and county has brought and will continue to bring significant traffic growth. Improved circulation facilities have been installed in the Specific Plan area over the last twenty years and additional facilities will be needed throughout the city and surrounding area in the years to come.

The backbone of the circulation network for the Specific Plan area is established in the General Plan Transportation Element. Most of the primary roadways in the Specific Plan area existed in 1994, but were not fully improved to the ultimate configuration identified in the General Plan. Since the plans adoption many of these roadways have been improved in accordance with City Standards. Any additional improvements will be done in accordance with the General Plan.

The majority of the circulation improvements that serve the Specific Plan Area have been installed. Any remaining transportation improvement projects in the area are identified in Appendix B of the General Plan and the Capital Facilities Fee Nexus Study dated November 12, 2013. Any development that occurs in the Specific Plan area will pay into the CFF for transportation improvements.

A local road with a cul-de-sac will be required to provide access from Tegner Road to APNs 088-010-023, 088-010-001, 088-010-055 and 088-010-027 as shown in the conceptual drawing below.



The Specific Plan area is directly served by the Union Pacific Railroad. The U.P tracks act to limit east/west circulation between the Northwest Triangle and Golden State Boulevard and the remainder of the city. Railroad crossings in the Specific Plan area are at Taylor Road, Monte Vista Avenue, Tuolumne Road and Fulkerth Road. The crossings are at-grade, controlled with gates, and close enough to Golden State Boulevard to affect traffic operations at intersections along Golden State Boulevard.

3.2 SPECIFIC PLAN TRAFFIC ANALYSIS

The traffic analysis completed for the Specific Plan was based on the traffic modelling completed for the City's General Plan update in 1992. Proposed land uses and development intensities associated with the Specific Plan at the time of adoption were consistent with 1992 General Plan land uses, so the results of the previous modelling were valid for the Specific Plan adoption. The land use changes proposed with this Specific Plan update are consistent with the land uses anticipated in the 2012 General Plan update so the traffic analysis done with the 2012 General Plan are valid for this update.

3.3 PRINCIPLES: CIRCULATION SYSTEM

- 3.3-a Monitor traffic service levels and implement Specific Plan and Transportation Improvement Projects identified in the General Plan and the Capital Facilities Fee Program prior to deterioration in levels of service below the standard established in the General Plan.
- 3.3-b Continue to coordinate with the California Department of Transportation (CALTRANS) to achieve timely construction of freeway interchange improvements.
- 3.3-c Require installation of a local road with a cul-de-sac to provide access to APNs 088-010-023, 088-010-001, 088-010-055 and 088-010-027 to Tegner Road.

Street Network

- 3.3-d Implement the Roadway Network, Standards, and Improvement located in section 5.2 of the Turlock General Plan, with those modifications identified in the Specific Plan.
 - 3.3-e Locate arterials and collectors according to the alignments shown in the General Plan.
 - 3.3-f Build arterial and collector roadways in accordance with the General Plan standards.
-

Non-Auto Transportation

One of the six themes of the City's General Plan is "Fostering development that encourages alternatives to auto use, especially for non-commute trips." This theme is continued in the Specific Plan through policies in the Land Use and Urban Design chapter and in this section.

- 3.3-g In reviewing designs of proposed developments, ensure that provision is made for access to current and future public transit services. In particular, pedestrian access to arterial and collector streets and retail and recreation areas should be facilitated to the greatest degree possible.

See principles in sections 2 of the Specific Plan, and General Plan sections 5.2, 5.3, 5.4, and 6.3, 6.4 and 6.7

- 3.3-h Design considerations for arterial streets and new commercial development should provide for bus loading and unloading without disruption of traffic flows.
- 3.3-i Continue to cooperate with other agencies and jurisdictions to promote local and regional public transit serving Turlock.
- 3.3-j Implement the bikeway plan in the Transportation Element of the City's General Plan and bikeways and bike lanes included in the Specific Plan.
- 3.3-k Provide safe and direct pedestrian routes and bikeways between major attractions in the Plan Area.
- 3.3-l Pursue all available funding sources in order to obtain funds to construct a pedestrian, bike and vehicle overcrossing of SR 99 as an extension of Tuolumne Road in order to provide access to Tegner Road, Pedretti Park and other West of 99 uses. The City should work with commercial property owners of the parcels adjacent to the overcrossing, to provide shared parking for users of Pedretti Park. This should help eliminate or minimize potential traffic and parking problems immediately around Pedretti Park.
-

4. INFRASTRUCTURE: SEWER, WATER, STORM DRAINAGE, ENERGY

4.1 OVERVIEW

As discussed in Chapter 1, the character of development in Turlock's Northwest Triangle in 1995 was a mix of agriculture, light industrial and commercial businesses, and scattered residential development. There was also a mix of jurisdictions: much of the Plan area was unincorporated, with development projects annexing in to the City limit prior to development. Upon adoption of the Specific Plan the area was annexed into the City limit. At the time of annexation the area abutting the east side of Golden State Boulevard had been developed under Stanislaus County's jurisdiction so water and sewer in these areas were provided by on site wells and septic systems installed by property owners.

Providing infrastructure to the Specific Plan Area was a critical component to ensuring the orderly and efficient development of the area. California Government Code Section 65451(a)(2) requires that a specific plan include detailed information on:

The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan, and need to support the land uses described in the plan.

The location of existing infrastructure systems, and the need to connect to these systems in a cost-effective manner, to a large degree controlled the rate and timing of development in the Specific Plan Area. Responsibilities for infrastructure services are outlined in Table 4-A.

A plan for financing construction of infrastructure improvements is also a requirement of Specific Plans (California Government Code Section 65451(a)(4). Detailed information on the costs of infrastructure improvements and the available mechanisms for funding the improvements can be found in Chapter 7 - Implementation.

The majority of the infrastructure improvements required for this area have been installed over the last twenty years.

TABLE 4-A UTILITY SERVICE PROVIDERS IN THE SPECIFIC PLAN AREA	
Sewer	City of Turlock
Water (Urban)	City of Turlock
Storm Drainage	City of Turlock
Water (Agriculture)	Turlock Irrigation District
Electricity	Turlock Irrigation District
Gas	Pacific Gas & Electric Company

4.2 SEWAGE COLLECTION

The City of Turlock currently provides sewage collection and treatment services to residential, commercial, and industrial users in Turlock. Additionally, service is provided to a portion of the City of Ceres flow, 5,600 residents in Keyes, and another 4,400 in Denair. Average daily flow at the Turlock Wastewater Treatment Plant is approximately 11.3 million gallons per day (mgd). The plant permitted capacity is currently 20 mgd, and capacity and reserve capacity has been allocated for 15.54 mgd. In 2014 the City of Turlock adopted an updated Wastewater Master Plan. The Master Plan includes improvements necessary for a 20 year growth planning horizon.

Most of the Plan area is too low to be serviced by a gravity system that integrates with the existing city sewer system. To reduce the need for expensive sewer lift stations, the sewage collection system planned for the Specific Plan Area is divided into four service subareas (Figure 4-1). Three of the subareas will require construction of a lift station. Each service area integrates with the larger citywide collection system. Minimizing the need for pumping facilities will reduce the long term operating and maintenance cost of the system. The subareas also help define areas where incremental development is possible without first completing system improvements in other areas. The original estimated total cost for sewer improvements was \$2.8 million dollars. Since the adoption of the Specific Plan the majority of these improvements have been completed. On November 11, 2013, the City adopted an updated fee nexus study and eliminated the service subareas and to account for the completed improvements. The estimated total cost for the remaining sewer improvements is \$17.2 thousand dollars.

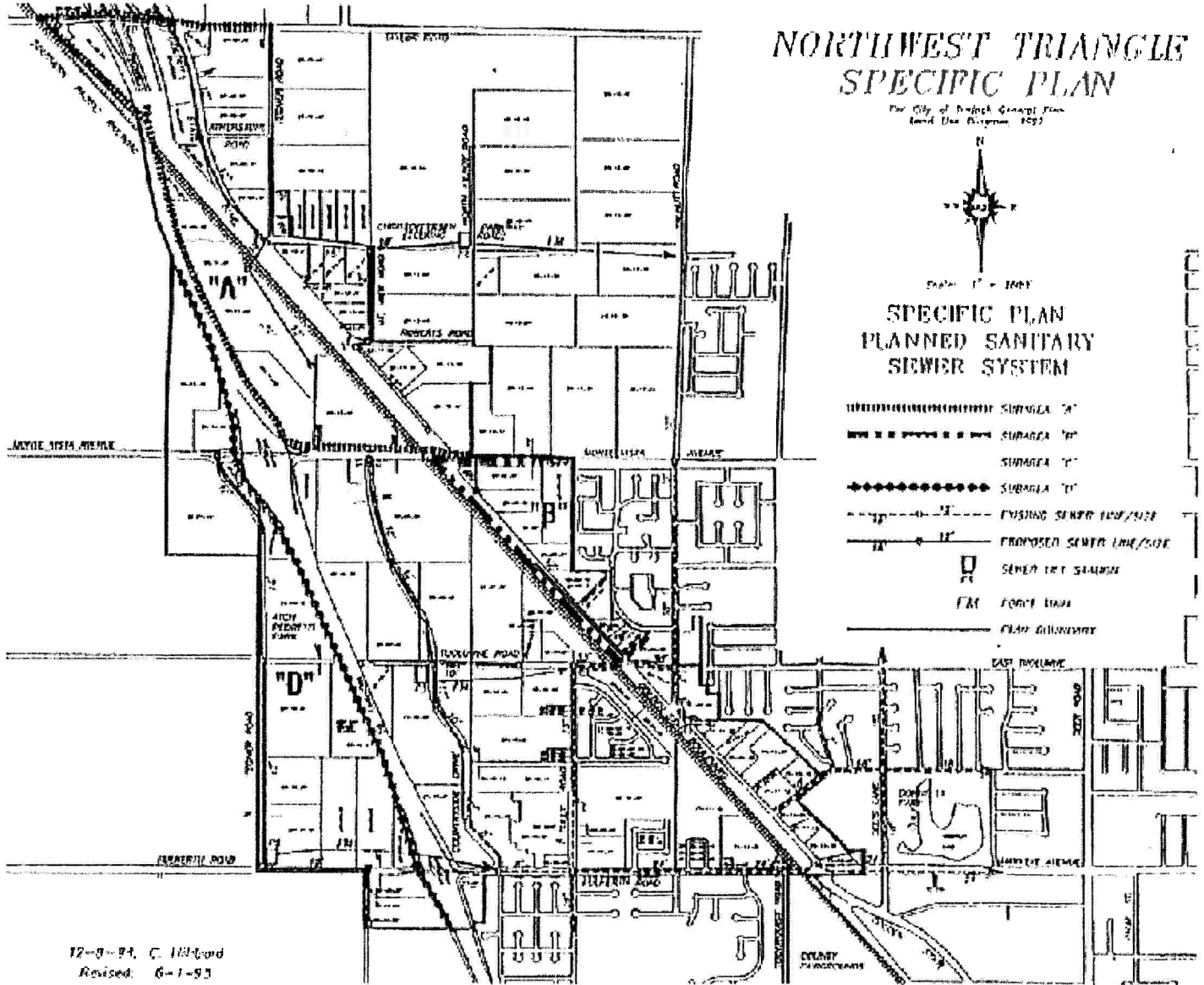
4.3 DESIGN PRINCIPLES - SANITARY SEWER

- 4.3-a Gravity systems shall be used to the greatest extent feasible.
 - 4.3-b Sewer lines shall be designed and extended according to minimum grades and velocities established by City of Turlock Design Standards, or the City Engineer.
 - 4.3-c Each parcel within the Specific Plan Area shall be subject to all sewer plant capacity charges in effect at the time of approval for development.
 - 4.3-d Parcels which may develop prior to the availability of sanitary sewer shall be required to connect to sanitary sewer at the time such service is available, and/or upon failure of onsite septic system(s). Dry lines shall be installed when a property is developed, or redeveloped, in order to facilitate future connection.
 - 4.3-e Developers of property shall be responsible for the extension of collection lines not specifically funded by the Capital Facilities Program for the Specific Plan.
 - 4.3-f Necessary sewer lines shall be extended across the entire developed frontage of a parcel.
-

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

August 1995
Amended 2017
Page 4-4

Sewer Service, Figure 4-1



4.4 WATER

Municipal Water

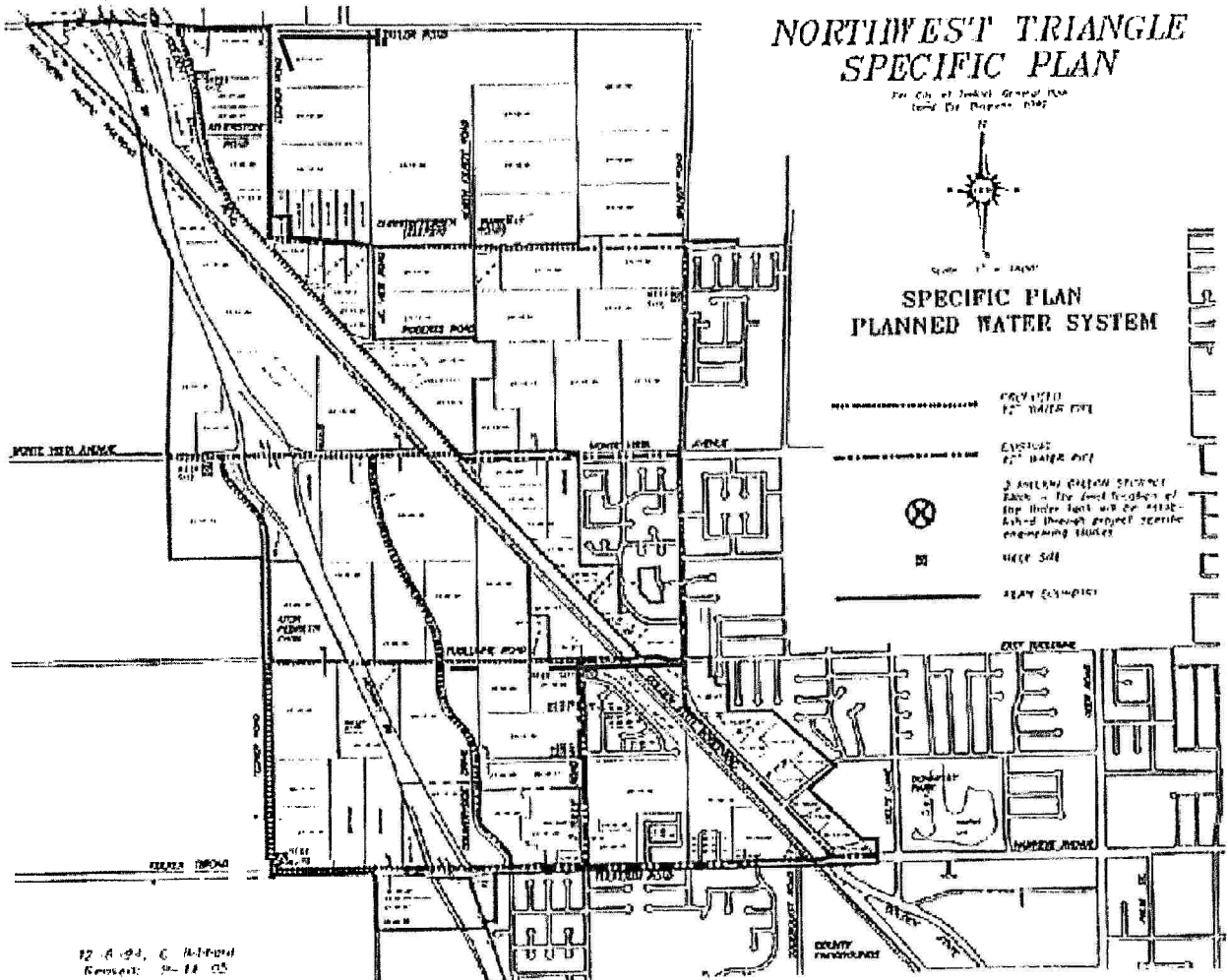
The City currently supplies domestic water to about 19,000 industrial, commercial, and residential users. In 2009 the Water System Master Plan was updated for the City. The Plan outlines a long term strategy for supplying water to meet current and future demand. The Master Plan calls for the development of additional storage capacity through the use of water storage tanks, and also additional well construction. The City is presently operating 19 wells throughout the system, two of which are in the Specific Plan boundaries. Average daily demand in Turlock is approximately 15 million gallons per day (mgd), with current pumping capacity of 33 mgd. The City is currently working on a future surface water supply that could provide up to 20 million gallon per day of additional potable water.

As shown in Figure 4-2, three (3) additional well sites have been identified in the Plan area, as well as construction of a three (3) million gallon storage tank. Development of approximately 7.5 miles of twelve inch (12") water distribution line will also be necessary. Based on the recommendations of the Water Master Plan (Boyle Engineering, 1992) a possible site for such a storage reservoir would be near the intersection of Taylor and Golden State at the northwest corner of the Specific Plan. This tank would provide water for peak hour use to areas of the city outside the specific plan boundaries, as would the three proposed wells. The locations depicted in Figure 4-2 for well sites, lines, and the storage tank are conceptual. The original total cost of these facilities was estimated to be approximately \$4.5 million dollars. Since the adoption of the Specific Plan the majority of these improvements have been completed. On November 11, 2013, the City adopted an updated fee nexus study to account for the completed improvements. The estimated total cost for the remaining municipal water improvements is \$672 thousand dollars.

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

August 1995
Amended 2017
Page 4-6

Water Service, Figure 4-2



4.5 DESIGN PRINCIPLES-MUNICIPAL WATER SYSTEM

- 4.5-a Development of new water sources shall meet California Department of Health Services standards for water quality.
 - 4.5-b The use of City water supplies for commercial agriculture is prohibited without the express permission of the Municipal Services Department.
 - 4.5-c Water lines shall be designed and extended according to the minimum standards established by the City of Turlock adopted design standards, or the City Engineer. All transmission lines shall be looped to the greatest extent feasible.
 - 4.5-d Water service for new development shall meet the minimum standards for fire flows established by the Turlock Fire and Municipal Services Departments.
 - 4.5-e All new development shall comply with the City of Turlock Landscape and Water Conservation Ordinance.
 - 4.5-f All new water connections shall be metered.
 - 4.5-g To provide for coordinated provision of water service, all water lines shall be extended across the entire developed frontage of a property. If City water is not available at the time of project construction dry lines shall be installed in order to facilitate future connection.
 - 4.5-h Locations of major water system improvements are approximate, and the actual location may be altered without amendment of the Specific Plan.
-

4.6 STORM DRAINAGE

In 1988 a Storm Drain Master Plan was adopted by the City, which outlined a long term plan for dealing with storm runoff. Historically, storm water runoff collected in the City has been discharged to irrigation laterals controlled by the Turlock Irrigation District. Because of changing water quality discharge standards, and the unreliability of continued discharge to the canals, the City is implementing the Master Plan.

The Master Plan provides for the collection of all the City's storm water, and discharge to a large storm drain basin near the Turlock Wastewater Treatment Plant. From that point the water will be discharged to the San Joaquin River. This consolidation of storm water flows near the treatment plant will help position the City to deal with increasingly stringent discharge standards.

Large portions of the system have been completed to the east and north of the Specific Plan boundaries. However, a lack of storage capacity in the completed portion of the city's master storm drain system will prevent connection of large areas of commercial development until additional improvements are constructed.

Currently, no downstream facilities exist to the south and west of the existing Countryside Plaza (Walmart) project. Storm water runoff from the Walmart site is temporarily directed east to the existing Summer Fair storm basin from where it is pumped into TID Lateral 4 when conditions allow. However, upstream development and the City's completion of much of its upstream system has used all but a small portion of the capacity of this basin, and exceeding the pumping capacity of the currently installed storm pumps.. The lack of completed downstream drainage and storage capacity represents a major constraint which must be addressed before extensive development in the Plan area can occur.

Storage & Collection Options

There are approximately \$5 million in storm facilities which must be built downstream from the specific plan area. These drainage improvements are needed to allow the plan area, the residential and commercial areas to the north, and the proposed high school to develop. Since the storm drainage program is currently on a pay as you go basis, the city is unable to "front" the construction of the downstream facilities from existing reserves.

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

August 1995
Amended 2017
Page 4-9

Within the specific plan area, sufficient revenues in Master Storm Drain fees will be generated by project development to cover the cost of the needed downstream improvements. However, some of these facilities must be in place before any sizeable development within the plan area can occur.

Other options to deal with storm drainage within the Specific Plan area exist, but they are less desirable from an environmental and site design standpoint. In the industrial areas, the City has traditionally accepted the use of on-site storm water storage in areas where positive storm facilities were unavailable or economically infeasible. This allowed industries to develop or expand while the City accumulated sufficient storm drain fees to construct the permanent drainage facilities required by the industrial development. At that time they were free to convert the interim drainage basins to more profitable uses.

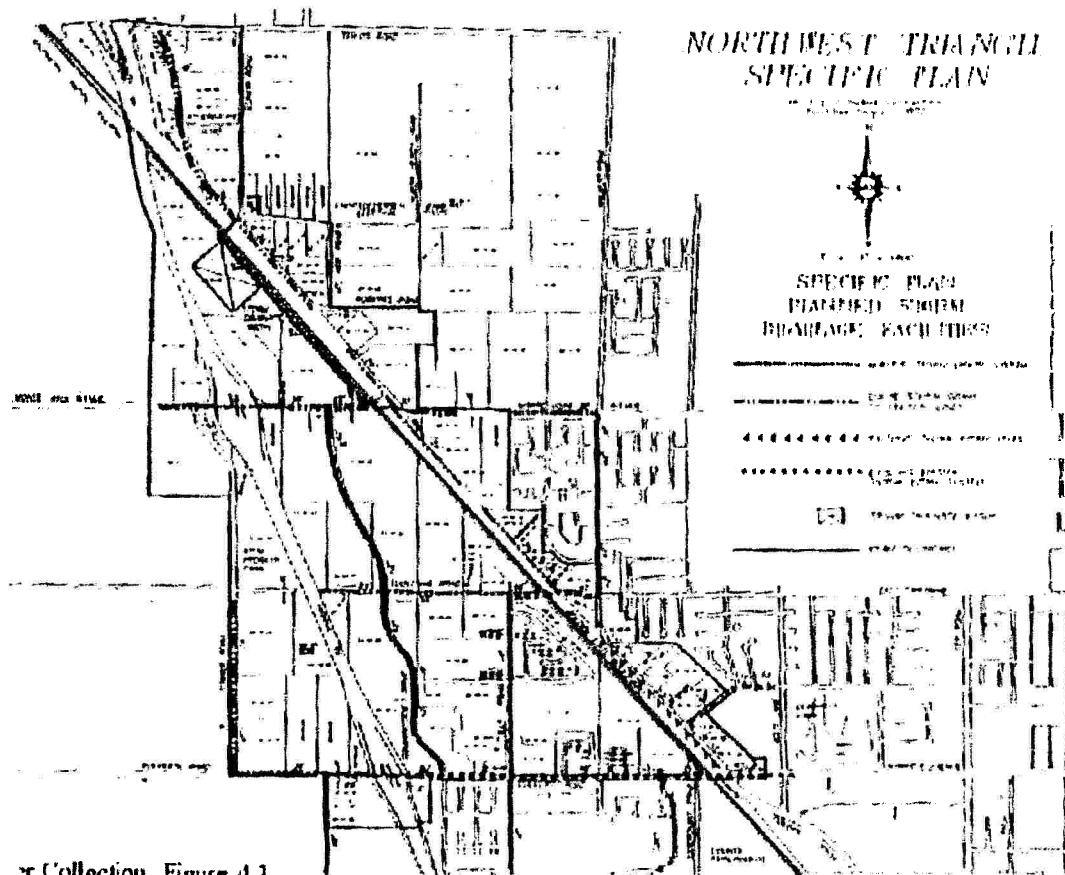
This approach would be less attractive in a primarily commercial area where appearance of retail and other uses is a prime determinant of the success of the commercial venture. An on-site storage basin is far more difficult to design around in an area of retail uses than in an industrial park. Furthermore, the on-site approach is particularly hard to adapt to smaller parcels where space is already at a premium.

Figure 4-3 depicts the conceptual location of major storm drainage improvements needed to serve the Specific Plan area. As shown on the diagram, improvements include those needed to convey local runoff to the master system, and those improvements which are needed as key elements of the master system. The improvements include 24" - 30" local collection lines, 30"- 42" subarea collection lines, and completion of a major 60" transmission line at the southern boundary of the Plan area. An approximately 10-acre storm drain basin and associated storm pumps, is identified for construction in the Monte Vista West Subarea. The original estimated cost for construction of storm drainage facilities was approximately \$5.2 million dollars. -Since the adoption of the Specific Plan the majority of these improvements have been completed. On November 11, 2013, the City adopted an updated fee nexus study to account for the omission of the remaining improvements from the plan. On April 12, 2016, the City adopted an updated Stormwater Master Plan and fee nexus study which incorporated the remaining improvements

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

August 1995
Amended 2017
Page 4-10

Storm Water Collection. Figure 4-3



4.7 ENERGY

Electricity

In addition to their role as a supplier of irrigation water, Turlock Irrigation District (TID) will also supply electricity to the Specific Plan area. Various local serving electrical transmission lines serve the existing development within the Specific Plan area. Major overhead transmission lines parallel portions of Fulkerth Avenue, Tully Road, Tuolumne Road, Golden State Boulevard, Monte Vista Avenue, and Tegner Road. To maintain high design standards and aesthetic values within the Plan area, design principles have been provided to address future expansion of the electrical transmission system.

- 4.7-a All new local serving distribution lines within the Specific Plan area shall be undergrounded.
- 4.7-b Where feasible, existing local serving distribution lines shall be undergrounded as a condition of approval for new development within the Specific Plan area.
- 4.7-c Infrastructure improvements needed for electrical service in the Specific Plan Area shall comply with the design and installation requirements of the Turlock Irrigation District, or other suppliers as applicable.

Natural Gas

Natural gas service will be provided by Pacific Gas & Electric Company. Gas lines serve most of the developed property throughout the Plan Area. A major high pressure gas transmission line also parallels the Southern Pacific Railroad tracks which bisect the Plan Area. Smaller high pressure gas lines extend along Tegner Road, Fulkerth Avenue, and Golden State Boulevard.

- 4.7-e New gas line extensions and connections within the Specific Plan area shall comply with the design and installation requirements of the Pacific Gas & Electric Co.
-

4.8 OTHER UTILITIES

Other utility providers within the Plan area include Pacific Bell - telephone service, and Charter Communications - cable television. No difficulty is expected in providing these services to the Specific Plan area.

5. PUBLIC SERVICES

5.1 POLICE SERVICES

Police services are provided from a central police station located at 244 N Broadway. In 2017, the existing police station houses 78 sworn police officers and 71 non-sworn. The patrol staff works on a 4-10 plan with a four beat system within the City boundaries. The City of Turlock is 16.88 square miles, which is divided up into five beats.

Development of the Northwest Triangle area created the need to add an additional 13 sworn and non-sworn personnel. Table 5-A outlines projected staffing needs used in the original plan to provide the service levels necessary. The funds for these new positions was derived from a combination of sources including property tax and sales tax dollars that go into the City's General Fund. Capital facilities fees collected from development as it occurs in the Specific Plan area will fund additional capital improvements. The City has also adopted a 4% Utility Users Tax with the sole purpose of providing additional public safety resources, and to insure a consistent funding source for operation and maintenance costs.

The update to this Specific Plan will not create any additional impacts to Police Services that will not be mitigated by any new development paying the City Wide Capital Facilities Fees.

**TABLE 5-A
 POLICE STAFFING NEEDS RESULTING FROM SPECIFIC PLAN
 BUILDOUT**

Police Personnel	Positions per 1000 persons	Positions existing as of 1994	Projected Need for Plan Area	Total Positions Needed
Sworn Officers	1.5	54	8	62
Non-sworn	0.66	25	4	29
Recreation	0.1	3	1	4
Total	2.26	82	13	95

5.2 FIRE PREVENTION AND PROTECTION

The Northwest Triangle receives fire protection services from the City of Turlock's Fire Prevention Department. Fire Station No. 4 was established in May, 1993 in response to commercial development at Fulkerth and Tully Roads and in anticipation of future development in the area. The Northwest Triangle is located within a five-mile radius from Fire Station No. 4 and the five minute response zone for fire services from current stations.

5.3 EDUCATIONAL FACILITIES

The majority of the residential development in the Specific Plan area has been completed. The necessary improvements to the educational facilities identified in the Master Plan have been completed. Any remaining residential development will be required to pay school fees to mitigate any impacts.

5.4 RECREATION AND PARKS

Within the Specific Plan area, Pedretti Park a 20.7 acre community park, and an approximately 3.5 acre neighborhood serving park located near the southeast corner of the intersection of Countryside Drive and Tuolumne Road, provide dedicated open space for area residents. Additionally, the proposed Tuolumne/S.R. 99 pedestrian and bikeway overcrossing will provide convenient access to the playing fields and open space of Pedretti Park for residents.

5.5 SOLID WASTE DISPOSAL

The City contracts with Turlock Scavenger for the collection and hauling of garbage and recyclables. The original Specific Plan determined Turlock Scavenger had enough capacity to handle the additional refuse generated by the proposed development in this area. This Specific Plan update will not significantly impact waste disposal services.

5.6 COUNTY SERVICES

The majority of the residential development planned for this area has already been developed and has paid all applicable fees to offset any potential impacts to County Services. This Specific Plan update will not create any new impacts to County Services.

5.7 PRINCIPLES: PUBLIC SERVICES

- 5.7-a Maintain the commitment to provide a level of service standard that meets or exceeds the national average for police protection and fire protection/prevention through efficient organization, administration and annual funding.
 - 5.7-b Continue to promote the orderly and efficient expansion of public safety facilities to adequately meet the needs of the Specific Plan area while minimizing adverse fiscal and environmental impacts.
-

- 5.7-c Establish and review existing equitable methods for minimizing public facility and service costs associated with new development in the Northwest Triangle.

POLICE SERVICES

- 5.7-d Look for opportunities to integrate police services at the neighborhood level through neighborhood watch programs, neighborhood associations, and merchant organizations.
- 5.7-e Consider security and vandalism prevention concerns in site layout and building design for all new development.

FIRE SERVICES

- 5.7-f Continue to identify opportunities for mutual aid with surrounding rural fire service providers.

Maintaining and expanding mutual aid agreements with the Keyes and Turlock Rural Fire Departments can help stretch available resources, providing better service for county and city residents alike, and easing the transition from rural to urban uses in the Plan Area.

RECREATION AND PARKS

- 5.7-g Costs of development and on-going maintenance of the Countryside/Tuolumne neighborhood park shall be allocated between all new commercial and residential development within the Countryside Community Commercial and Tuolumne West Residential Subareas. Participation in a maintenance benefit assessment district composed of these properties should be a condition of project approval.
- 5.7-h Design and development of the neighborhood park shall be consistent with the standards and policies of the Turlock General Plan, and the Parks Master Plan.
- 5.7-i All residential development will be subject to the established land dedication, and/or in-lieu park development fees, which will be dedicated and/or collected from the applicant or subdivider at the time that a final map for the subdivision/parcel map is approved by the City.
-

SCHOOLS

- 5.7-j Consult with affected school districts on policies and projects that affect the provision of educational facilities and services.
- 5.7-k Plan educational facilities with sufficient permanent capacity to meet the needs of current and projected future enrollment.
- 5.7-l Continue to approve only those residential development requests that have fully recognized and fully mitigated any significant impacts on school facilities. Development projects maybe required to provide for, or finance the provision of, school facilities as determined to be needed to support the proposed development.

SOLID WASTE

- 5.7-m All new development in the Plan Area shall comply with the requirements of the adopted County Integrated Waste Management Plan (CIWMP), including the Source Reduction and Recycling Element (SRRE) and the Household Hazardous Waste Element (HHWE).
 - 5.7-n The site design of multifamily, commercial, office, industrial, or institutional developments should provide area for the separation and interim storage of recyclable materials in a secure manner, which is protected against adverse weather conditions.
 - 5.7-o Continue to implement the City's Recycling Program as set by the State.
 - 5.7-p Continue to work with Stanislaus County to ensure the continued availability of adequate landfill capacity for Turlock's solid waste.
-

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

August 1995
Amended 2017
Page 5-6

COUNTY SERVICES

- 5.7-q Continue to collect the County's Impact Fees upon development through the Building Permit process as established in the City's agreement with the County as long as such agreement is in place.
 - 5.7-r Work with the County to jointly plan for, and fund, infrastructure and circulation improvements needed to adequately serve development in and around the Specific Plan Area, particularly in the Taylor Road/S.R. 99 area.
-

6. NATURAL RESOURCES AND PUBLIC HEALTH

One of the goals of the Specific Plan is to accommodate development in the Northwest Triangle without diminishing the area's natural resources. Most of these resources have already been compromised by urbanization and more than a century of farming. However, the Triangle still contains rich soils, provides groundwater recharge to the Central Valley aquifer, and sustains a population of birds and small mammals. The policies in this chapter are intended to conserve, maintain, and improve these resources as the area develops. This chapter also contains policies to mitigate the air quality impacts that could result from the area's development and to protect the public from any hazards associated with past, present, or future uses of land in the Plan area. Finally, the Natural Resources chapter includes measures to protect agricultural activities within and adjoining the Northwest Triangle.

6.1 SOILS

The last survey of soil conditions in the Turlock area was published by the USDA Soil Conservation Service (SCS) in 1964. The survey identified seven soil types in the Specific Plan area, with about 80 percent of the acreage classified as Dinuba Sandy Loam or Delhi Loamy Sand. As of 1994, about half of these soils have been developed with urban uses or roads; the remaining half support a variety of agricultural uses. Today the majority of this area has been developed with commercial and residential uses.

Most of the non-urbanized soils within the Northwest Triangle are classified as "Prime" based on the State Department of Conservation's Important Farmlands Inventory, and as "Class I" or "Class II" based on the SCS Land Capability System. These classifications are based on a variety of factors, such as drainage, salinity, slope, thickness, permeability, and susceptibility to erosion.

In 1994 "Prime" soils encompassed approximately 480 acres within the Northwest Triangle Area. Most of the Monte Vista West, Countryside Community Commercial, and West of 99 Sub-areas are included and nearly all of this land is in active agricultural use in 1994.

Class I soils encompass about 70 acres of the Plan area on both sides of the Highway 99/Monte Vista interchange and along Monte Vista east of Golden State. These correspond to Hanford Sandy Loam, a gently sloping alluvial soil which has moderate to high fertility. Class II soils encompass about 400 acres, including nearly all of the Triangle north of Monte Vista and most of the land south of Monte Vista and west of the proposed Countryside Drive alignment. These soils correspond primarily to Dinuba Sandy Loam, an alluvial soil with moderate fertility. Other soils in the area are either urbanized or have lower capability ratings.

The same qualities that make prime soils valuable for agriculture also make them attractive for urban development. They pose few constraints to construction and are usually well suited for roads, foundations, and other improvements. In some locations, especially where clay content is relatively high, the soil may expand when wet and contract when dry. This shrink-swell cycle may require special engineering solutions and may warrant soil surveys and borings to ensure that the risk of differential settlement and foundation damage is minimized.

Good soil management practices should be followed within the Specific Plan area. Several of the soils in the area, particularly the Delhi Loamy Sand in the southeast quarter of the triangle, are rated by the Soil Conservation Service as having high erosion hazards. For large projects, erosion and sedimentation control plans may be required to minimize discharge of sediments into irrigation channels and roadside ditches.

Chapter 7-4 of the Turlock Municipal Code requires all construction activities to include engineering practices for erosion control. Furthermore, future development projects are required to comply with National Pollutant Discharge Elimination System (NPDES) General Construction Permit requirements.

6.2 PRINCIPLES: SOIL CONSERVATION

- 6.2-a Control soil erosion and sedimentation during construction on all development sites. Where appropriate, require an erosion and sedimentation control plan which indicates the methods of erosion control to be used, scheduling of construction work, and the location of sediment control structures. Erosion control measures should reflect seasonal causes of erosion problems (e.g. wind or rain).
-

- 6.2-b Consider soil constraints such as shrink-swell and low strength in the design of buildings and roads. Incorporate suitable base materials and drainage provisions where necessary.
- 6.2-c Landscape development sites to stabilize and protect topsoil and minimize long-range erosion problems.
- 6.2-d All projects shall comply with the City's NPDES permitting requirements by providing a grading and erosion control plan, including but not limited to the preparation of a Storm Water Pollution Prevention Plan and Erosion and Sediment Control Plan. The plan should include details to show erosion control measures during all phases of construction.
- 6.2-e Require all structures to comply with Chapter 8 of the Turlock Municipal Code regulating building construction and design, including provisions for seismic safety if applicable.

6.3 VEGETATION AND WILDLIFE

Vegetation and wildlife in the Northwest Triangle area are typical of the agricultural lands on Turlock's perimeter. Prior to the settlement of the San Joaquin Valley and the cultivation of the valley floor, the area was predominantly grassland and marshland. Livestock raising and intensive agriculture eliminated nearly all natural habitat before the end of the last century and today only isolated traces of native plant and animal communities remain.

Although the native plants are gone, row crops, pastures, and orchards provide habitat for different species. A variety of bird and small mammal species have adapted to the altered landscape and now forage and nest within the area.

The almond orchards are particularly important in this regard, as they are well established, infrequently disturbed, and more sheltered than the open fields. The row crop areas, particularly the cornfields west of Highway 99, provide suitable habitat for rabbits, rodents, doves, pheasants, and passerine birds. These areas are important during the winter months when species may move into them from other habitat types. Larger species such as skunks, opossums, and raccoons travel through the Triangle area but probably do not reside there.

The area also contains scattered tree stands, wind breaks, and roadside trees which provide supplemental habitat. Most of the older farmsteads in the Triangle are surrounded by mature trees, providing visual relief and shade. While these trees have limited ecological value, some are impressively large and probably provide some food resources for local wildlife (squirrels, birds, etc.).

The area contains a variety of street trees, ornamental trees, and occasional specimen trees. Mature valley oaks, honey locusts, eucalyptus, and walnut trees are scattered through the area, and palms, Monterey pine, willows, maples, and liquid amber are present. Sycamores are used as a street tree along the southern end of Golden State Boulevard within the Triangle. Pedretti Park contains a variety of ornamental trees and shrubs, as do the existing residential neighborhoods along Tully Road.

Native herbaceous groundcover and shrubs are essentially absent, having been replaced by lawns or pavement in the developed areas and by crops or orchards in the agricultural area. Weeds typical of the region occur along roadsides and within some of the cultivated areas. Use of native plant species have been used in local landscaping but do not represent natural plant communities per se.

The California Natural Diversity Database has identified two special-status species within the General Plan Study area, the Swainson's hawk and the Hoary bat. While the General Plan Study Area does not contain land that is typical for the Hawk's breeding and nesting, it is presumed to be present and mitigation measures have been incorporated to address any potential impacts. The Hoary bat is not listed as a Species of Special Concern by the California Department of Fish and Wildlife but it is monitored in the CNDDDB. Mitigation measures identified in the General Plan EIR, (General Plan Policy 7.4-d), consistent with the comments received on the Turlock General Plan, have been added to this Specific Plan update to ensure future development does not have a significant impact on vegetation or wildlife in the area. Any development in the area will be subject to design review and a CEQA determination to be able to consider site specific features.

6.4 PRINCIPLES: CONSERVATION OF VEGETATION AND WILDLIFE

- 6.4-a Retain existing mature specimen trees within the Northwest Triangle area wherever feasible.
-

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

August 1995
Amended 2017
Page 6-5

- 6.4-b When development occurs within orchard areas, preserve individual orchard trees where feasible to maintain a sense of connection to the area's past and to provide shade, visual beauty, and habitat value. Landscape plans for orchards should incorporate tree preservation techniques.
 - 6.4-c Increase the diversity of flora and fauna in the Northwest Triangle area through street tree planting, inclusion of a neighborhood park at Countryside and Tuolumne, and right-of-way landscaping.
 - 6.4-d Encourage the use of drought tolerant and water conserving plants in the landscaping of public rights of way and development sites within the project area. Within landscaped areas, automatic irrigation systems, drip systems, and timers should be used to conserve water.
 - 6.4-e Protect mature trees from construction activity. Excavations within the drip line of oak trees should minimize the risk of damage from pavement or water.
 - 6.4-f If new information supporting the presence of rare, threatened, or endangered species becomes available during site reconnaissance for any proposed development within the Specific Plan area, require appropriate mitigation and establish special environmental review procedures for comparable properties in the vicinity.
 - 6.4-g Where feasible, design permanent stormwater detention ponds to provide seasonal habitat for birds and small mammals.
 - 6.4-h If ground disturbing activities, such as grading, occurs during the typical nesting season for songbirds and raptors, February through mid-September, the developer is required to have a qualified biologist conduct a survey of the site no more than 10 days prior to the start of disturbance activities. If nests are found, no-disturbance buffers around active nests shall be established as follows, until the breeding season has ended or until a qualified biologist determines that the birds have fledged and are no longer on the nest for survival: 250 feet for non-listed bird species; 500 feet for migratory bird species; and one-half mile for listed species and fully protected species.
 - 6.4-i If nests are found, they should be continuously surveyed for the first 24 hours prior to any construction related activities to establish a behavioral baseline. Once work commences the nest shall be continuously monitored to detect any behavioral changes as a result of the project. If behavioral changes are observed, the work causing the change should cease and the Department consulted for additional avoidance and minimization measures.
-

- 6.4-j If Swainson's hawks are found foraging on the site prior to or during construction, the applicant shall consult a qualified biologist for recommended proper action, and incorporate appropriate mitigation measures. Mitigation may include, but are not limited to: establishing a one-half mile buffer around the nest until the breeding season has ended or until a qualified biologist determines that the birds have fledged and are no longer dependent on the nest for survival. Mitigating habitat loss within a 10 mile radius of known nest sites as follows: providing a minimum of one acre of habitat management land for each acre of development for projects within one mile of an active nest tree. Provide a minimum of .75 acres of habitat management land for each acre of development for projects within between one and five miles of an active nest tree. Provide a minimum of .5 acres of habitat management land for each acre of development for projects within between five and 10 miles of an active nest tree.

6.5 WATER

Surface Water. Other than irrigation canals and furrows, the Northwest Triangle lacks surface water features. Natural drainage is to the southwest although runoff patterns have been altered by agriculture, with stormwater generally directed to roadside ditches in the undeveloped areas, and to storm drain systems in the urbanized areas. Elevation ranges from 101 feet at Monte Vista east of Golden State to 91 feet at the corner of Fulkerth and Tegner Roads.

Groundwater. The Northwest Triangle is underlain by aquifers which are fairly continuous through the City. Groundwater in the aquifers is found in subsurface rocks and deposits of varying thickness. In the area northwest of Turlock, the shallow water table lies approximately 15 feet below the ground and may fluctuate seasonally. This depth may be greater in areas where pumping has occurred.

Groundwater provides the sole source of domestic water in Turlock and is also a secondary source of irrigation water in the area. Irrigation water is supplied primarily through surface water imported from Don Pedro Reservoir which is transported to the Turlock region by canals, and supplemented with groundwater. The Turlock Irrigation District (TID) No. 3 Lateral traverses the northern part of the area along Taylor Road. The City is currently working on a future surface water supply that could provide up to 20 million gallon per

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

August 1995
Amended 2017
Page 6-7

day of additional potable water.

Development within the area will rely on groundwater pumped from the City's active wells. Atch Pedretti Park is served by a City well (not connected to the distribution system) which will continue to operate in the future. Chapter 4 of the Specific Plan describes provisions for water service in the Plan area. Generally, the types of uses proposed in the Specific Plan will consume less water on a per-acre basis than the agricultural uses that now exist in the area.

As groundwater pumping increases to meet growing demand, the feasibility of using TID water for domestic consumption has been explored. This project as envisioned would provide raw water from the Tuolumne River which is then treated and delivered to the cities of Ceres and Turlock. TID and the cities are in the final stages of determining the feasibility of this surface water supply project.

Groundwater Quality. Surface water from irrigation and precipitation eventually percolates into the groundwater, potentially picking up contaminants such as nitrates, chloride, and trace metals. Nitrates are the most common contaminant and are usually introduced from fertilizers, septic systems, and livestock. The City of Turlock samples their municipal supply wells and distribution system on a regular basis, ensuring contaminants do not exceed the State's maximum contaminant levels.

Within the Triangle area, possible sources of groundwater contamination include pesticides and herbicides applied at the orchards, row crops, and floral operations in the area; failing septic systems in those areas not connected to City sewer; leaking underground storage tanks; and improperly stored chemicals or hazardous materials. The latter two hazards are addressed in the "Public Health" section of this chapter. The former hazards are likely to be eliminated as the area is developed, with existing uses phased out and connections to City sewer provided.

Urbanization may bring new groundwater contaminants, as runoff from urban uses replaces percolation of previous irrigation water as the main source of recharge. Urban runoff may contain detergents, animal waste, oil and grease, lawn fertilizers, and other pollutants which can carry chromium, cadmium, mercury, zinc, nickel, and other metals to surface and ground waters. Any new development will have to comply with the City's NPDES discharge permit.

6.6 PRINCIPLES: WATER RESOURCES

- 6.6-a Manage development in the Specific Plan area to minimize contamination and minimize depletion of water resources.
- 6.6-b Encourage water conservation within the Specific Plan area by strictly applying the City's Landscape Water Conservation and Irrigation guidelines to the landscaping of all properties.
- 6.6-c Consistent with State law and local ordinances, include water meters in all new construction as a means of encouraging conservation.
- 6.6-d Use reclaimed wastewater wherever feasible for irrigating landscape medians, parks, and other areas requiring large volumes of non-potable water.
- 6.6-e To increase groundwater recharge, encourage the use of porous materials for outdoor spaces and require their use in public works projects where feasible.
- 6.6-f Require on-site contaminant removal such as sand and oil separators and silt fences for development with the potential for release of sediment, oil or other contaminants in stormwater runoff.
- 6.6-g All projects shall comply with the City of Turlock NPDES permit requirements.

6.7 AIRQUALITY

Ambient air quality conditions in the Northwest Triangle are similar to those found elsewhere in Turlock. The area lies within the San Joaquin Valley Air Basin and is affected by pollutants generated in the Bay Area and Sacramento areas as well as pollutants from the Valley. The Basin is classified as a severe non-attainment area for the state 1-hour ozone (O₃) and nonattainment for the state 8-hour ozone standard, PM 10 and PM2.5. Ozone and PM 10 are monitored at the Turlock station (located at 900 Minaret Avenue, about two miles from the Northwest Triangle) and other pollutants are monitored at the

county station in Modesto. Turlock exceeded the one hour ozone standard five (5) days in 2015 and was over the 8 hour standard for 31 days. The area exceeded the PM 10 24-hour state standard 50 days in 2015.

The City of Turlock adopted an Air Quality and Greenhouse Gas Emissions Element demonstrating that the General Plan would reduce greenhouse gas emissions. Compliance with the State's greenhouse gas emissions targets for 2030 relied on the adoption of the regional Sustainable Communities Strategy (SCS). StanCOG's SCS has been adopted and was approved by the California Air Resources Board. Furthermore, StanCOG has found that the City of Turlock's General Plan complies with the SCS. All projects in the Specific Plan area will be required to comply with the General Plan policies as well as all San Joaquin Valley Air Pollution Control District (SJVAPCD) standards.

6.8 PRINCIPLES: AIR QUALITY

- 6.8-a Require individual developers to implement particulate matter control measures consistent with the SJVAPCD's Regulation VIII for PM₁₀ emissions and require all projects to comply with Rule 9510 and all other SJVAPCD rules and regulations.
 - 6.8-b Use vegetation and landscaping around emission sources, including Highway 99, Monte Vista, Golden State, Fulkerth, Countryside, Tully, and Taylor Roads to absorb carbon monoxide and buffer sensitive receptors nearby.
 - 6.8-c Promote reduction in automobile trips by constructing improvements for pedestrians and bicyclists as discussed in Chapters 2 and 3, providing improved transit service as the City grows as discussed in the General Plan, mixing land uses to make walking and bicycling more appealing, and encouraging the installation of showers, lockers and bike parking in commercial buildings. For major employment centers such as may locate in the southwest quadrant of Monte Vista and Golden State, encourage on-site food services and other personal services to minimize lunchtime auto trips.
 - 6.8-d Undertake traffic signal synchronization, turning lane construction, and other improvements consistent with Chapter 4 and the General Plan to keep traffic flowing and to minimize congestion and vehicle idling.
-

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

August 1995
Amended 2017
Page 6-10

- 6.8-e Assess air quality impacts for individual projects within the Specific Plan area where they have not been otherwise assessed in the General Plan EIR. Impact assessment should use the analysis methods and significance thresholds recommended by the SJVAPCD.
 - 6.8-f Establish an equitable basis for contributions to the City's Air Quality Improvement Trust Fund (TMC 3-9-701 et. seq.) to aid in the offset of cumulative air quality impacts resulting from new development. These funds should be used for implementing projects which would be outside of the ability for a single developer to feasibly implement. Examples of this include the purchasing and construction of park-n-ride facilities, public transit infrastructure, and pedestrian and bicycle oriented facilities such as the Tuolumne Road/Highway 99 overcrossing.
 - 6.8-g Encourage the use of pre-application consultation between the City and project sponsors to identify air pollution mitigation measures.
 - 6.8-h Work with the Turlock Irrigation District and PG&E to establish an energy audit program to perform energy audits of established buildings within the Specific Plan area.
-

6.9 AGRICULTURE

Table 6-A indicates the acreage in each crop type as of August, 1994, much of this area has developed since the adoption of the Specific Plan.

TABLE 6-A AGRICULTURE IN THE NORTHWEST TRIANGLE, 1994	
Crop Type	Acreage
Almonds	138
Corn/Hay/Pasture	114
Row Crops	77
Baby's Breath	55
Dairy	22
Vineyard	20
TOTAL	426

Williamson Act Status. The California Land Conservation Act of 1965 (Williamson Act) is intended to discourage the unnecessary and premature conversion of agricultural land to urban uses. When the County enters into an agreement with a property owner under the Williamson Act, the landowner agrees to limit the use of the land to agriculture and compatible uses for a period of at least 10 years and the County agrees to tax the land at a rate based on its agricultural productivity rather than its real estate market value.

None of the parcels within the Specific Plan area are under Williamson Act contract.

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

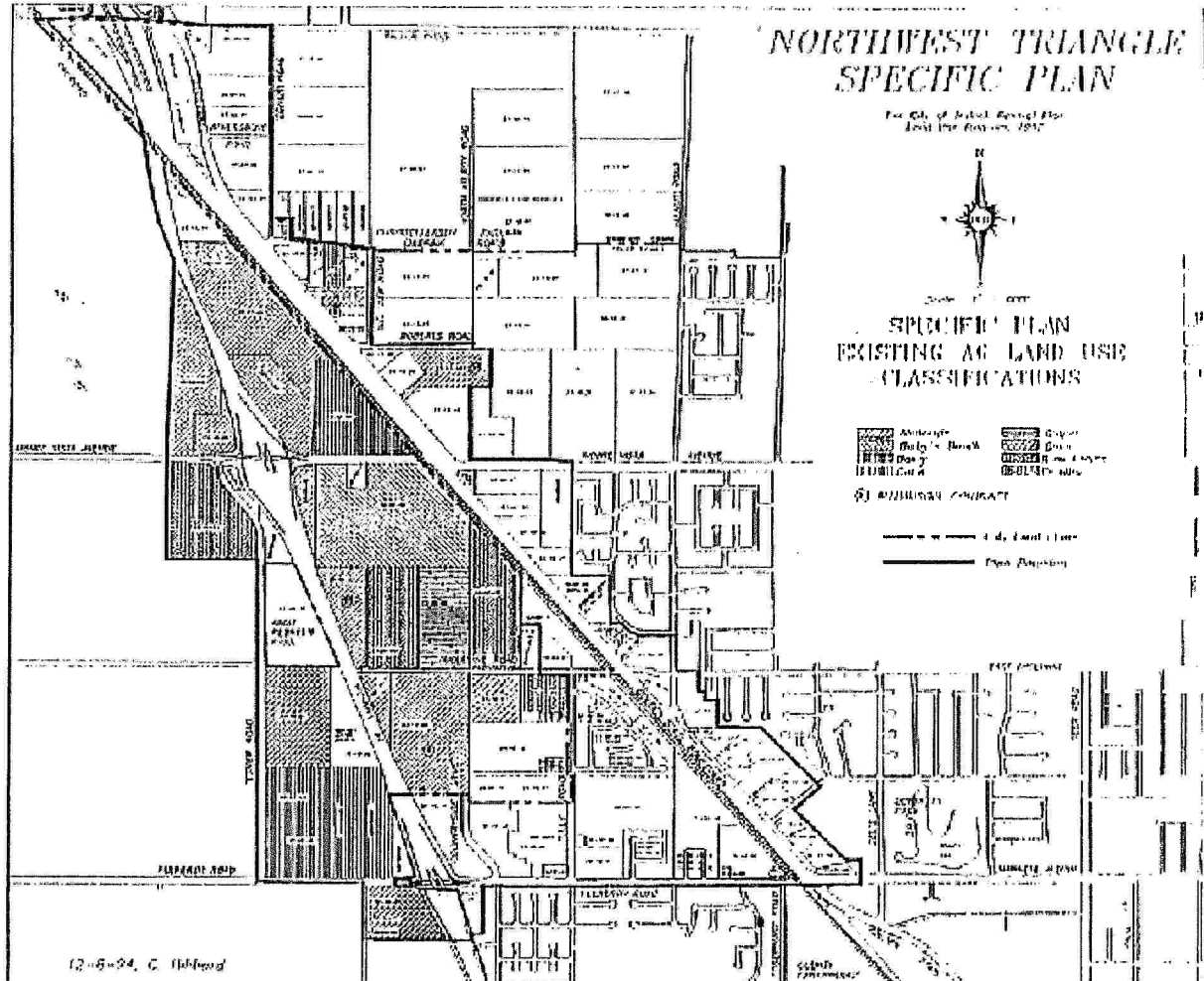
August 1995
Amended 2017
Page 6-12

Future Viability of Agricultural Uses in the Northwest Triangle. Even before the construction of the Highway 99 freeway, farmers in the Northwest Triangle had to contend with a number of operational constraints. Urban uses have encroached upon agricultural activities for some time, particularly along Golden State Boulevard and the Southern Pacific Railroad where commercial development and "ranchettes" have existed for many years. Many parcels in the area are too small for commercial agriculture. Average farm size in the Northwest Triangle is just 17 acres, less than half the figure reported for the Turlock area as a whole in the 1992 General Plan.

Construction of the 99 Freeway in the 1970s divided many of the area's largest parcels and left a large wedge of farmland east of the freeway with constraints that made farming less viable. The freeway's presence makes aerial application of herbicide, fertilizer, and seed very difficult. For properties with freeway access and frontage, the value of the land for urban uses has increased to the point where agriculture is seen by many as no longer economical. In a June, 1994 survey conducted by the City, a majority of the responding landowners indicated that their operations were not profitable and that they would discontinue their operation upon the development of adjacent land or the loss of their current tenants.

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

August 1995
Amended 2017
Page 6-13



Agriculture in the Specific Plan, Figure 6-1

The challenge in implementing the Specific Plan is two-fold; first, ensuring the viability of agriculture as a permanent land use outside the Specific Plan area boundaries, and second, ensuring the viability of agriculture as an *interim* land use inside the Specific Plan area boundaries. The latter is important due to the long period expected until Specific Plan buildout. Rather than leaving the land fallow until development is proposed, farming activities should continue until specific proposals are approved. This will enable the area to keep contributing to the local farm economy.

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

August 1995
Amended 2017
Page 6-14

The former challenge is addressed in the Specific Plan through the designation of perimeter land uses that are compatible with agriculture. To avoid complaints about farm operations, the planned residential areas are to be abutted by commercial uses and will not directly abut agriculture. In other instances, Highway 99 forms a separator between the commercial uses and large-scale farming operations. Where commercial uses are located west of Highway 99, they will be thoroughfare-oriented and should have minimal impact on adjacent agricultural lands.

The second challenge is addressed by following Stanislaus County policies on "right to farm" disclosure statements in new residential areas and by phasing development in a logical, contiguous manner. The "right-to farm" statement lets homebuyers know that they may be subject to noise, odor, spraying, and other activities from nearby farms.

Consistency of the Specific Plan with City and County Agricultural Conversion Policies. The Specific Plan is consistent with both the City of Turlock General Plan and the Stanislaus County General Plan. Both Plans address the issue of agricultural land conversion and agricultural-urban conflicts, and encourage the type of compact, mixed use development accommodated by the Specific Plan in locations adjacent to existing urban areas.

Policies in Section 6.1 and 7.2 of the 2012 Turlock General Plan call for the protection of agriculture through a variety of measures, all of which are incorporated in the Northwest Triangle Specific Plan. These include limiting urban expansion to areas designated in the General Plan, requiring higher density residential development to avoid urban sprawl, maintaining a compact urban form, annexing land only as it is needed, supporting the Stanislaus County Right-to-Farm Ordinance, incorporating agricultural buffer designs and retaining Highway 99 as the western boundary of residential neighborhoods. The Specific Plan area is already designated for urban uses in the General Plan and has predominantly been built out already.

6.10 PRINCIPLES: PROTECTION OF AGRICULTURE

- 6.10-a Encourage agricultural uses to continue in the Specific Plan area as an interim land use since they are economically productive and provide a visual and scenic resource.
- 6.10-b Require deed recording of a Stanislaus County Right-to-Farm disclosure notice for all newly constructed residences on parcels 23-06-04, 23-06-05, 23-06-38, 23-15-03, 23-15-04, 23-15-32, 23-15-05, and 23-64-26. Such recordances should remain in effect as long as there are active agricultural operations on adjoining parcels and should be removed only after adjoining parcels are taken out of agricultural use. The disclosure should apprise residents of the dust, noise, odor, and other impacts associated with adjoining agricultural operations.
- 6.10-c Zoning of parcels within the Specific Plan area should allow farming as a use permitted by right as long as the parcel is non-contiguous with residential development on two sides.
- 6.10-d Require property line fencing for any new residential subdivision abutting an active farming operation, even if the farm parcel is planned for eventual development with urban uses.
- 6.10-e Require site plans which minimize potential conflicts with permanent agricultural operations on the perimeter of the Specific Plan area. Where feasible, parcels which are not separated from permanent Agriculture by a roadway should incorporate a 100' setback in which only these less sensitive uses are allowed.
- 6.10-f Strictly enforce trespassing and domestic animal control laws to minimize interference with farm operations.
- 6.10-g Require full compliance with Turlock Irrigation District (TID) requirements for relocation of existing irrigation facilities as development occurs. TID Resolution 89-49 adopts the Electric Utility Administration's standards for construction of electric facilities and the Irrigation System Administration's standards for the construction of irrigation facilities. Developers must remove, relocate, and replace all irrigation facilities at their own expense prior to developing a parcel. Easements must be dedicated where necessary.
-

6.11 HAZARDOUS MATERIALS¹

Hazardous materials are used, handled, stored, and transported by commercial, industrial, and agricultural businesses in the Northwest Triangle. These materials may include fuels and oils, organic wastes, metals, solvents, cleaning products, paints, acids, caustic materials, flammable and/or toxic liquids, gases, and solids. Because accidental spills or leaks of hazardous materials have the potential to contaminate air, soil and water, their management is strictly regulated by county, state, and federal agencies.

Agricultural practices which involve hazardous materials include the application of herbicides, pesticides, and fertilizers, some of which contain chemicals that are potentially harmful to human health and the environment. In areas where such chemicals are carelessly sprayed, either from the ground or from the air, residents in adjacent neighborhoods may be exposed to health risks. Even after application of these chemicals has stopped, some may persist in the surface and subsurface soils and/or groundwater for long periods.

As of 1994, 11 businesses in the Northwest Triangle are using hazardous materials. Most are located along Golden State Boulevard and handle fuel, oil, acetylene, anti-freeze, and other solvents. One business (Miller's Manufacturing) was identified as having a leaking underground fuel tank in 1991, but the problem has since been remediated. Another leaking fuel tank was reported at a gas station near the Plan Area boundary at Fulkerth and Golden State. Additional discoveries of leaking fuel tanks during development could expose the public to additional health risks. Principles in the Specific Plan require that such risks be fully investigated and mitigated pursuant to state and federal law before site improvements proceed. The 2012 General Plan EIR identified one parcel in the Specific Plan area with a leaking storage tank located at Suburban Propane located at 4625 N Golden State Boulevard. The cleanup status is open with verification monitoring occurring.

Other potential hazards in the Northwest Triangle are associated with pipelines, railroad freight activities, electric power line PCBs, and asbestos in older buildings. These hazards are addressed by principles in section 6.12, below.

¹ The California Health and Safety Code defines a hazardous material as, "...any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety, or to the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, radioactive materials, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment." (Health and Safety Code § 25501)

6.12 PRINCIPLES: HAZARDOUS MATERIALS

- 6.12-a In areas where there is suspected herbicide or pesticide contamination, require a preliminary assessment for the presence of chemical residues by a qualified professional, with special attention to specific areas where pesticides and herbicides are known to have been stored, handled or disposed of, prior to issuance of discretionary approvals for residential development. If such assessments indicate levels of pesticide and/or herbicide residue that could pose a risk to human health or the environment, require on-site remediation or off-site disposal at an appropriate facility. Remediation should be conducted in accordance with the requirements of the Stanislaus County Hazardous Materials Division, the State Division of Toxic Substances Control and the Central Valley Regional Water Quality Control Board.
- 6.12-b Prohibit placement of pesticide- and/or herbicide-containing soils (with concentrations in excess of regulatory action levels) in residential areas where residents could be exposed to the chemicals through ingestion, inhalation, or skin contact.
- 6.12-c Require compliance with federal, state, and local regulations for all facilities managing hazardous materials. This includes operating in a safe manner and incorporating appropriate design features to increase safety and minimize impacts associated with potential accidental releases.
- 6.12-d As part of the environmental review process, require property owners to identify whether proposed land uses involve the use of fuel products which may present a risk to the public or environment. If a potential risk is identified, require mitigation measures meeting all applicable requirements to be identified and implemented.
- 6.12-e Require that property owners investigate and remediate any contamination identified by preliminary site assessments prior to construction to reduce potential exposure of construction workers and the public to hazardous materials and to prevent further environmental degradation. Remediation could include excavation and on- or off-site treatment or disposal or in-place treatment of the affected soils. If groundwater has been affected by fuel releases, remediation could include: groundwater extraction and treatment; disposal of treated water to surface waters; or reinjection into the groundwater.
-

TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN

August 1995
Amended 2017
Page 6-18

- 6.12-f Accurately establish the location of buried pipelines along the Southern Pacific Railroad prior to construction in their vicinity. All construction near the existing pipelines should be undertaken following a site-specific health and safety plan to protect workers and residents.
- 6.12-g If electrical lines are relocated as part of project construction project applicants should request information from PG&E and the Turlock Irrigation District on the presence of any transformers containing PCBs on electrical lines crossing the project area, and any records of spills from such equipment. If PCB-containing equipment (50 to 500 parts per million PCBs in the oil) or PCB equipment (over 500 parts per million) is identified, this equipment should be replaced with non-PCB containing equipment. Any identified spill areas should be evaluated for cleanup.
- 6.12-h Conform to the requirements of the San Joaquin Valley Unified Air Pollution Control District to reduce public exposure to asbestos during demolition of renovation of structures constructed prior to the early 1970s or suspected of containing asbestos-containing materials. Structures to be removed or renovated should be screened or surveyed for the presence of asbestos-containing materials. If asbestos is present, renovation and/or demolition should be undertaken only by licensed asbestos abatement contractors trained in proper asbestos removal and disposal procedures.
- 6.12-i Where applicable, adequate setback of residences from agricultural areas which are aerially sprayed with potentially hazardous materials should be maintained. The setback should be determined based on available scientific data or on a site-specific risk assessment.

6.13 NOISE

The General Plan identifies roads, railroads and industrial activities as the major noise sources in the planning area. In the Specific Plan area, Highway 99, Golden State Boulevard and the Southern Pacific Railroad are the principle sources of concern. Farm operations sometimes also generate significant noise, but the duration of noise-generating activity is usually limited. Data is provided in section 9.1 of the General Plan. Sensitive noise receptors in the Northwest Triangle are limited to residences; no other sensitive receptors are located in the area.

Projections made as part of the General Plan indicate that traffic noise from Golden State Boulevard and Highway 99 will continue to adversely affect specific Plan area properties. Most significant is the projected location of the 65 dB L_{dn} noise contour west of Tully, including all of the existing Oak Park apartments, Fulkerth Manor and Royal Oaks subdivision. The location of the contour indicates that noise levels in excess of 65 dB L_{dn} can be expected in those areas. A small portion of the area west of Tully and south of Tuolumne is also included. North of Tuolumne the contour principally includes heavy commercial properties, for which exposure to noise is not a significant problem. General Plan policies in Chapter 9 establish requirements for noise studies and compatibility with future land uses.

6.14 PRINCIPLES: NOISE

- 6.14-a. Implement appropriate mitigation measures as identified in the General Plan EIR. Recognize that in some areas of the Specific Plan, noise impacts on existing development cannot be feasibly mitigated.
 - 6.14-b. Implement the site and building design policies contained in Chapter 2 of the Specific Plan and in the Turlock General Plan which address reduction of noise impacts to new development.
-

7. IMPLEMENTATION

7.1 OVERVIEW

Implementation of the vision expressed by the Specific Plan will ultimately be accomplished through the cooperative actions of public agencies, private organizations, and individual property owners. The organization of this chapter reflects that fact. By adopting the Specific Plan, the City is making a commitment to putting the Plan's principles into place and to making sure that all subsequent City actions in the area are in keeping with the Plan.

In fact, public actions in the Plan Area are subject to State law specifying that "No local public works project may be approved, and no zoning ordinance may be adopted or amended within an area covered by a specific plan unless it is consistent with the adopted specific plan" (Government Code Section 65455).

The principles in this Chapter present an overview of the requirements for Specific Plan development to proceed. They do not fully summarize, or supersede, material in the other Chapters of the Specific Plan. All portions of the Specific Plan should be reviewed prior to commencing projects in the Northwest Triangle.

As much of this plan area has been developed this Specific Plan update is being done to update policies as necessary to comply with the 2012 General Plan and to re-designate six parcels in the Specific Plan area.

***"Quality Development for
Quality of Life"***

The goal of Specific Plan implementation is to: *"Minimize restrictions on private property owners wishing to develop their property, while maintaining an exceptional quality of life for current and future residents of the City through the application of appropriate design standards and development policies."*

7.2 PUBLIC ACTIONS NEEDED TO IMPLEMENT THE SPECIFIC PLAN

To implement this Specific Plan Update this item will be reviewed by the Planning Commission, the Planning Commission will make a recommendation to the City Council. The Planning Commission and City Council will review the proposed mitigated negative declaration and make a CEQA determination. General Plan amendments for five of the six parcels are being brought forward as part of this action and will be determined as part of this update. One parcel is not within the City limits and it will be up to the property owner to annex the property into the City prior to development.

IMPLEMENTATION PRINCIPLES: GOVERNMENTAL ACTIVITIES

- 7.2-a Apply Specific Plan development regulations and design principles to new development. Where the Specific Plan does not establish regulations or standards, the City's Zoning Ordinance will apply in the Northwest Triangle as in the rest of the city. As the Zoning Ordinance is updated, revised regulations will apply in the Specific Plan area.
 - 7.2-b Consider preparing and adopting standards for all gateway entrances to the City, similar to those identified in the Plan for the Monte Vista gateway. Gateway standards would be applied as an overlay to applicable parts of the Specific Plan area, supplementing Specific Plan development requirements where necessary. Apply the standards adopted in the Landscape and Signage Plan adopted on July 13, 2010.
 - 7.2-c Strive to construct circulation improvement and public utilities projects so that facilities will be in place in time to meet demand, and project construction will not be delayed because needed facilities are not available.
-

- 7.2-d Explore the establishment of benefit assessment districts to assign the costs of providing infrastructure within the Specific Plan area, as described in Chapters 3 and 4 and Section 7.5 through 7.7. If established, assessment districts will be defined based on their similar demands for public facilities and the infrastructure phasing principles identified in Section 7.7.
- 7.2 - e Where annexation applications are initiated by private property owners, and roads within the annexation area are not developed to City standards, the City will only provide the minimum road maintenance necessary to address immediate health and safety issues until adjacent property develops. The City may choose to require that property owners, as a condition of rezoning and annexation agree to the formation of or interim maintenance assessment districts (1982 Act) to insure adequate funding is provided for maintenance until the property develops or the district is dissolved.
-

7.3 PRIVATE DEVELOPMENT ACTIVITIES NEEDED TO IMPLEMENT THE SPECIFIC PLAN

Property owners and developers of property within the Specific Plan Area will also have some responsibility for implementation of the Plan. Individual development applications will be subject to the following principles when requesting approvals for development. New development within the Plan Area may also be subject to the need to obtain approvals from other affected jurisdictions including Stanislaus County, and the agencies of the State and Federal governments.

IMPLEMENTATION PRINCIPLES: PRIVATE DEVELOPMENT ACTIVITIES

- 7.3-a Applications for development must be consistent with the principles of the Specific Plan as well as with applicable policies of the Turlock General Plan.
- 7.3-b Sponsors of development projects should be required to participate in all assessment districts established for their portion of the Specific Plan area.
- 7.3-c Sponsors of development projects will, in addition to participating in the applicable benefit and/or maintenance assessment district, pay all citywide fees and charges related to provision of public facilities and services that benefit the Specific Plan
-

area. This may include annexation to a Mello-Roos Community Facilities District established to fund schools or other public facilities.

- 7.3-d Sponsors of development projects will be required to construct on site improvements as specified by the City as conditions of project approval.
- 7.3-e If development is proceeding ahead of the City's schedule for extension of public facilities and services, project sponsors may be required to advance the cost of off-site improvements. Such costs should be reimbursed as development occurs and fees and assessments are collected by the City.
- 7.3-f Development projects must conform to all requirements for environmental studies and mitigation measures identified in the Final Environmental Impact Report for the General Plan and in the accompanying Mitigation Monitoring Report.

7.4 INFRASTRUCTURE FINANCING FOR SPECIFIC PLAN IMPLEMENTATION

The California Government [Code Section 65451(a)(4)] requires that the Specific Plan include a program of implementation measures for financing of needed public improvements. In order for the Plan Area to develop in a manner consistent with the Specific Plan Principles, means must be found to fund infrastructure such as major roads and circulation improvements, water supply and storage, sanitary sewer, and storm drainage facilities. These and other improvements are needed to serve future development within the planning area, and in some cases, are required in advance of such development.

The Specific Plan has outlined a program that can provide some of these prerequisite improvements through the construction of major offsite drainage facilities, water supply/storage improvements, sewer infrastructure. In addition, Section 7.6 describes the circulation improvements of city wide benefit, which also benefit the Plan Area.

7.5 FINANCING UTILITY INFRASTRUCTURE

➤ *Infrastructure Phasing*

The various remaining infrastructure improvements in the Plan Area have been identified as local system infrastructure serving where the facilities will generally benefit property owners in the immediate area. This allows for development in a logical manner for each infrastructure component, which can minimize the overall cost of development (See figures 4-1 through 4-3). If property owners do not agree to participate in the various collective options to finance needed improvements, the development of the Plan Area will proceed more slowly. Individual property owners/developers who wish to develop in areas ahead of needed infrastructure improvements, will be obligated to shoulder higher infrastructure carrying cost.

➤ *Utility Infrastructure Costs*

The breakdown of costs for infrastructure improvements is outlined in Table 7-A below, it should be noted that these figures are in 1995 dollars, and are estimates. The actual cost of construction may be different because of inflation or project specific design requirements.

TABLE 7-A	
ESTIMATED COSTS FOR UTILITY INFRASTRUCTURE - NORTHWEST TRIANGLE SPECIFIC PLAN	
WATER	\$671,715
SEWER	\$17,192
TOTAL COST	\$688,907

➤ *Financing Options*

Assessment Districts

California law authorizes a variety of assessment procedures which can be employed to pay for development of major capital expenditures. Financing is arranged through the assessment district from the sale of bonds. Obligation for payment of the principal and interest on the borrowed funds is shared by the owners of property within the assessment district. Approval of the assessment district requires the consent (or lack of protest) of a substantial majority of the property owners in the district. Financing the improvements of area-wide benefit through assessment proceedings provides the opportunity to complete the needed facilities in advance of development.

An assessment district is the means by which the master storm drainage facilities, the water supply facilities, the wastewater pumping stations and force mains, and the Monte Vista and Countryside Drive street improvements could be financed. Those property owners agreeing to participate in the assessment district would be relieved of the responsibility for payment of a portion or all of the corresponding city fees. They would receive reimbursement against their assessment as other properties develop which benefit from the improvements they have funded.

Benefit Fee District

Those properties within the Specific Plan area not participating in an assessment district would be included in a benefit fee district. Since all properties in the service area (and many properties outside the area) would ultimately benefit from the improvements constructed by the assessment district, they could pay a fee at the time of development equal to their pro rata share of the improvements constructed under the assessment district. The fee would be determined based on the costs of the improvements and the level of participation in the district. Fees collected under the benefit fee district would then be used to reimburse those property owners who initially participated in the assessment district.

Development Fees

Turlock currently requires all new projects to pay development fees of various types in order to provide needed public facilities and improvements, and to carry out policies established in the General Plan. Properties participating in a special assessment district may be excused from payment of some or all of these fees because the district would construct many of the needed facilities in advance. Properties not included in the district would be required to pay their normal development fees which may then be used to reimburse the assessments of those who participated in the district. Fees currently charged

by the city include:

- Capital Facilities Fees (offsets the cost of construction of required expansions to city buildings and major circulation projects deemed to carry city wide benefit).
- Master Storm Drainage Fees (pays the cost of constructing a backbone system of major storm drainage lines and storage facilities of city wide significance).
- Water Capital Facilities Fees (pays for the construction of water supply, transmission and storage facilities that benefit all residents).
- Wastewater Plant Capacity Fees (provides a means to purchase capacity for new development in the wastewater treatment plant).
- Sewer Trunk Fees (offsets the cost of building major sewer trunk lines and pumping stations having greater than local benefit).
- Park Development Fees (defrays the cost of acquiring and developing park, recreational and open space facilities).

Stanislaus County and local school districts also charge fees for providing public facilities necessitated by new development. The above is not intended to be an all-inclusive list of fees that may apply to a particular project, nor does it cover building and planning processing fees.

➤ *Other Financing Options*

Mello-Roos Community Facilities Act of 1982

The Mello-Roos Act authorizes cities to establish districts within which a special tax may be levied to fund public services and improvements. The City can pay for these improvements by means of the tax revenue or with bond financing secured by the tax. Formation of the district and the special tax are subject to the voter/landowner protest provisions of section 53324 of the Government Code.

Revenue Bonds

Revenue bonds, are bonds designed to finance projects and activities for a specific group of users. These types of bonds are funded by user charges that are applied to debt service payments. There are numerous types of revenue bonds. The Sewer Revenue Acts of 1933

authorizes local governments to engage in bond funding of sewer system projects. Voter approval of project proposals is unnecessary unless 15% or more of the property owners or registered voters petition for an election. The Revenue Bond Law of 1941 authorizes local governments, subject to voter approval, to issue revenue bonds to finance a wide range of public facilities.

➤ *Financing Ongoing Maintenance*

Maintenance Districts

The City of Turlock presently uses maintenance districts to maintain and replace landscaping in public rights-of-way, lighting and drainage facilities, and local streets and roads. With the strong emphasis on community design in the Specific Plan, this type of financing will continue to play an important role in the ongoing operation and maintenance of the public facilities constructed within the plan area.

Maintenance districts can include large areas of multiple ownerships, and can establish an annual assessment to be paid by the property owners of the district toward necessary maintenance. The Specific Plan will use landscape and lighting (1972 Act), and lighting and drainage (1982 Act) assessment districts to fund the maintenance and operation of public facilities within the plan area.

7.6 FINANCING TRANSPORTATION AND CIRCULATION

All remaining transportation and circulation improvements within the Plan Area have been removed from the Specific Plan and incorporated into the capital facilities associated with the City's General Plan.

7.7 TURLOCK SCHOOL DISTRICTS

State funding of new school facilities needed to serve the additional development planned within the Triangle area cannot be relied on. The School District presently collects mitigation fees for new residential development, and where applicable also collects an annual tax from property owners within a Mello-Roos District. Current General Plan policies also require that all new residential development fully mitigate impacts on school facilities.

7.8 PRINCIPLES: SCHOOL FACILITIES

- 7.8-a. Implement the same standards for mitigation of impacts to school facilities as required by the Guiding and Implementing Policies of the Turlock General Plan (Section 4.3, Educational Facilities).
- 7.8-b. Only residential development requests which have recognized and fully mitigated any significant impacts on school facilities shall be approved. Where discretion is afforded to the City of Turlock, development projects shall be required to provide for, or finance the provision of, school facilities as determined to be needed to support the proposed development.

7.9 SPECIFIC PLAN ADMINISTRATION

The Northwest Triangle Specific Plan is not intended as a static and inflexible plan for development. Just as the plan area is expected to change over the next 20 years, evolution of the plan must also occur. Updates and amendments to the plan will inevitably be required. This section outlines the principles to be followed in order to insure that the Plan evolves in an orderly fashion.

PRINCIPLES: SPECIFIC PLAN ADMINISTRATION

- 7.9-a In conjunction with updating of General Plan data, update key Specific Plan information.
- 7.9-b The Planning Commission shall complete an annual review of the Specific Plan document, as part of the General Plan review, and shall report its findings to the City Council. The Planning Commission report may include recommendations for
-

amendments to the Specific Plan.

- 7.9-c Amend the Specific Plan no more than four times a year, consistent with the General Plan amendment procedures. Each amendment may include multiple changes to the Plan.
-

7.10 ENVIRONMENTAL REVIEW

As required by California Environmental Quality Act, a mitigated negative declaration has been prepared for the update of the Northwest Triangle Specific Plan (see also Section 1.5). This report shows the Specific Plan update does not propose any changes to the General Plan, changes in circumstance, or new information that would cause substantial environmental impacts that were not considered in the General Plan EIR. Pursuant to CEQA §15162, this project will not create any new significant environmental impacts and therefore no additional environmental documentation is warranted.

PRINCIPLES: ENVIRONMENTAL REVIEW

- 7.10-a All development within the Plan Area is subject to the mitigation measures identified in the General Plan Environmental Impact Report and the adopted Mitigation Monitoring Program.
-